

Oak Grove Intermediate School

Safe Routes to School Travel Plan



500 Greene Street
Darien, GA 31305

November 2010

Safe Routes to School



Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

This Travel Plan represents the work of the Oak Grove Intermediate School Safe Route to School Team. The school is a Bronze Level partner with the Georgia Safe Routes to School Resource Center. While we are not required to create a Travel Plan as a Bronze Level Partner, we believe this Plan is part of establishing an on-going Safe Routes to School program at our school.

A diverse SRTS team consisting of parents, teachers and other community stakeholders was organized and provided input, guidance and oversight in writing our plan.

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Introduction to Oak Grove Intermediate School

Oak Grove Intermediate School is located four blocks from the center of Darien, Georgia, in McIntosh County, which is located in southeast part of the state. With a quaint downtown and close proximity to Interstate 95, Darien is becoming a destination for both tourists and retirees. School enrollment has remained steady over the years at 271 students for the 2010-2011 school year, in grades 4-5.

The City of Darien is laid out on the banks of the Altamaha River in a grid pattern, much like historic areas of the City of Savannah. US 17, a four-lane major arterial running north-south through Darien, effectively divides the City into an east- and west-side. Oak Grove Intermediate School is co-located with McIntosh Middle School in the southeastern portion of the City. The neighborhoods around the school are largely residential, and the streets generally adhere to the grid network, with the exception of Ridge Road (State Route 99) which runs northeast to southwest in the vicinity of the school. Sidewalks are found intermittently on nearby streets.

Planning Context: The Safe Routes to School (SRTS) program at Oak Grove Intermediate School is part of the City's commitment to prudent planning. The City's 2008 Comprehensive Plan Update includes a section on *Transportation Alternatives* that acknowledges the City's inherently walkable street network and need for continued investment in sidewalk infrastructure.

The *Regional Plan of Coastal Georgia*¹, adopted by the Coastal Regional Commission in the summer of 2010 includes several relevant

The Five E's

SRTS combines many different approaches to make it safer for children to walk and bicycle to school and to increase the number of children doing so.

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate health and environment messages.

Enforcement strategies increase the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. A community approach to enforcement involves students, parents or caregivers, school personnel, crossing guards and law enforcement officers.

Encouragement activities promote walking and bicycling to school to children, parents and community members. Events such as Walk to School Day, contests such as a Frequent Walker/Bicyclist challenge, or on-going programs such as a Walking School Bus or Bicycle Train can promote and encourage walking and bicycling as a popular way to get to school.

Evaluation is an important component of SRTS programs that can be incorporated into each of the other E's. Collecting information before and after program activities or projects are implemented allow communities to track progress and outcomes, and provide information to guide program development.

- Excerpted from "Safe Routes to School: A Transportation Legacy", the report of the National Safe Routes to School Task Force

¹ Regional Plan of Coastal Georgia, June, 2010. P. 82. Available online: http://www.crc.ga.gov/planning/docs/Final_Agenda_Adopted_060910.pdf

“Guiding Principles” in the Transportation section, such as:

5. *Promote coordinated public infrastructure and school location planning with land use planning.*
6. *Maintain a human scale environment with context sensitive design practices.*

The “Strategies and Regional Work Program” section of the *Regional Plan of Coastal Georgia* calls for the development of a pedestrian plan in McIntosh County.² This ties back into the “Communities for a Lifetime” section’s Guiding Principle 3b to “focus on pedestrian forms of mobility” to promote environments “that help people of all ages maintain independence.”³

Georgia DOT provides several resources to assist in the planning and design of pedestrian improvements on their website at: <http://www.dot.state.ga.us/travelingingeorgia/bikepedestrian/pages/PlanningandDesignResources.aspx>. Of particular relevance are the *Pedestrian and Streetscape Guide (2003)*, the *Georgia Guidebook for Pedestrian Planning (2006)*, and the *Georgia DOT Bike/Ped Design Policy (2003)*. The *Pedestrian and Streetscape Guide* contains an entire section (Children and School Zones) dedicated to pedestrian design in school zones, as well as recommendations for school siting.

SRTS program goals of combining engineering, education, enforcement, and encouragement strategies to improve the safety and health of students who walk and bicycle to school create a common ground for both Oak Grove Intermediate’s and the City’s goals and objectives.

This SRTS Travel Plan outlines Oak Grove Intermediate’s intentions for making walking to and from school more sustainable and safer for students and the community. Through the SRTS program, the school hopes to reach a rate of 40% of our students walking or biking to school at least 2 days a week. We believe this goal is attainable, as a significant number of our students live within 1 mile of school.

Demographics. The school serves fourth and fifth grade and provides free and reduced lunch for about 70% of students (2007-2008 statistics). Many of these students live in the ½- to 1-mile radius from school.

Current School Travel Patterns. Oak Grove Intermediate School is the only public school option for 4th and 5th grade in McIntosh County. Therefore, students travel to the school from around the county, resulting in a large percentage of students traveling to and from school by school bus and private motor vehicle. Approximately 10% of students walk or bike on a regular basis. McIntosh County School District provides busing for most students.

² *Ibid*, p. 111.

³ *Ibid*, p. 100.

Student Travel

Oak Grove Intermediate School relies on policies, practices, and support activities to ensure a safe and orderly process for students, regardless of how they travel to school. Parents are reminded of these procedures in the student handbook and in monthly newsletters that are mailed to students' homes. McIntosh Middle School has the same general schedule and classes begin and end at the same time, which allows the two schools to coordinate procedures and benefit from the transportation infrastructure.

Arrival. School begins each morning at 8:05 a.m. Students arrive at school over a 30 to 45 minute period. Buses unload between 7:30 a.m. and 7:40 a.m. Most students, regardless of how they arrive, enter through the front door on the south side of the school building. Some students coming from the north enter the campus through the McIntosh Middle School building on the north and use a walkway to reach the back door of Oak Grove Intermediate.

Dismissal. Dismissal begins at 3:05 p.m. using a staggered system to release children designed to reduce conflicts between student pedestrians and motorists.

- | | |
|---------|---|
| Group 1 | Students riding the bus. These students reach the buses on the west side of campus by walking along the breezeway that joins Oak Grove Intermediate with McIntosh Middle School. Buses transporting students from both schools leave the school by going east and west on Ridge Road. |
| Group 2 | Students leaving by private motor vehicle. Students wait in the hallway and in the entryway while parents queue in the pick-up line in the school driveway and along Greene Street (to the west of the driveway). Teachers recognize the parents driving, and call the students out to meet their parents. In order to keep the line moving efficiently, parents must remain in their cars, in the queue. Some parents also park in the school parking lot across Greene Street and walk across to retrieve their children. |
| Group 3 | Students walking, bicycling, or going to aftercare shuttles. Students walking or bicycling to destinations to the south, east and west of school, as well as students riding in aftercare shuttles leave from the front door of the school building. Students walking north from campus leave through the same doors on the west side of campus as the bus riders. School teachers and administrators ensure that children riding in aftercare shuttles get in the appropriate vehicle. Students walking or bicycling from the Greene Street entrance are escorted to the end of the school driveway by a school staff member. Students walking or bicycling to northern destinations receive assistance crossing Adams Street at a midblock crossing in front of the Middle School building. |

Support activities. School police and/or a crossing guard help direct traffic on Adams Street (north side of campus) to ensure students' safe crossing behaviors, reduce

conflicts, control speeding and increase driver awareness of students.

Existing Conditions and Barriers

Based on discussions when developing this plan, the team identified some concerns about allowing children to walk or bike to school. Regardless of whether or not they allow their children to walk or bike to school, these concerns include:

Key Walking Routes
Greene Street
Adams Street
Martin Luther King, Jr. Blvd.

- Lack of sidewalks
- Lack of crosswalks
- Lack of appropriate pedestrian skills by students
- Speed of motorists, especially on Adams Street/Ridge Road

While a formal survey of Oak Grove Intermediate School parents has not yet been completed, it is likely that they share the concerns of parents nationwide when considering whether or not to allow their children to walk or bicycle to school. Based on a nation-wide survey, parents identified the following top reasons why they do not allow their children to walk or bike to school:⁴

Issue	Percent identifying reason
Distance	62%
Traffic speed and volume	55%
Intersection crossing & safety	47%
Weather	44%
Sidewalks	33%

(Percentages will not add up to 100% as respondents were allowed to select multiple issues, not just one.)

Many of the issues in the table above can be be addressed with either infrastructure or non-infrastructure strategies (or in some cases both). The team kept these concerns in mind when picking the strategies that we want to accomplish the next year.

We identified the following barriers as we developed this Travel Plan. In many cases, these barriers are our local example of the types of concerns listed in the table above.

Barrier: Missing Sidewalks within Two Blocks of School.

While there are sidewalks on Adams Street and the west side of Martin Luther King, Jr. Boulevard, many of the streets in the vicinity of the school are either missing sidewalks altogether or only offer partial segments of sidewalk. There are no sidewalks on Greene Street (front of Oak Grove Intermediate) and the sidewalk along the driveway in front of the school does not extend to the street. Students were observed walking from school in the grass swale along Greene Street next to the area where motorists queued for

⁴ *Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Travel Tallies*, prepared by the National Center for Safe Routes to School, January 2010.

student pick up. With the open drainage system found along most streets near the school, students walk in the road when it rains.

Barrier: Lack of Motorists Awareness of School Crosswalk (Adams Street).

Many students cross Adams Street in the morning and afternoon. Motorists traveling on Adams Street and Ridge Road (State Route 99) may not realize that there is a mid-block crossing for students travelling to the school campus from homes on the north side of Adams St. There are school zone speed signs placed on either side of the road, and a crossing guard helps students cross the road near (but not at) the intersection with Martin Luther King, Jr. Boulevard. However, the actual crosswalk is located east of the intersection with Martin Luther King, Jr. Boulevard and it is not well marked. Subsequently, motorists may not see the crosswalk or expect students to be crossing at this location; as a consequence, they may not stop for students in the crosswalk. Furthermore, the school police officer reported that speeding along Adams Street and Ridge Road affects the safety and comfort of this crossing for pedestrians.



Missing sidewalks on Greene Street/Students walking in swale



Mid-block crossing on Adams Street

Barrier: Lack of Motorists Awareness of School Crosswalk (Greene Street).

A school parking lot is located directly across from the school entrance on Greene Street. Union Street intersects Greene Street across from the school entrance, bisecting the parking lot. There are no crosswalks crossing Greene Street at the intersection. Furthermore, the edges of Union Street are not clear in relation to the parking lot, such as curbs or other demarcation between the road and the parking lot. As a result, motorists may not stop for pedestrians crossing at the intersection with Union Street.



Missing crosswalks on neighborhood streets

Barrier: Lack of Crosswalks (Nearby streets).

Many intersections within the vicinity of the school either do not have any marked crosswalks, or there are marked crosswalks in only one direction. For instance, while there are crosswalks across side streets paralleling Martin Luther King, Jr. Boulevard (north of campus), there are no crosswalks across Martin Luther King, Jr. Boulevard. These crosswalks are important for students walking to school to access the only sidewalk along the roadway, which is on the west side. Motorists may not stop for pedestrians crossing at these unmarked crossings.

Barrier: US-17 does not have sufficient crossing provisions to allow students to cross comfortably and conveniently, creating a challenging pedestrian crossing.

Many students live on the west side of US-17, a multi-lane arterial going through downtown Darien. Currently, students cross the four lane arterial at an intersection without any traffic or pedestrian signals. Students crossing at this unsignalized intersection with Adams Street must navigate a complicated intersection with relatively long crossing distances and high volumes of motor vehicle traffic.



Unsignalized crossing of US-17

Barrier: Lack of Adult Supervision for Students Walking.

Staff members walk students between the school building and the end of the driveway on Greene Street. However, students are on their own when traveling along the roadway. For some parents, the lack of adult supervision is a reason why they do not allow their children to walk to or from school.

Barrier: Inadequate Pedestrian Lighting.

Street lights are present on Greene Street immediately in front of Oak Grove Intermediate School, but many streets leading to the school do not have street lights. Lighting from homes and other buildings along walking routes does not provide sufficient lighting to provide a sense of safety during early morning or late afternoon student travel in the winter.

Creating Our Plan

Our Safe Routes to School team met three times to develop this SRTS plan. Each meeting provided education on the benefits of SRTS and highlighted successful program components and strategies. The first meeting included an overview of the SRTS program, an introduction to the process, an overview of pedestrian and bicycle facilities, as well as a guided walk audit of the areas around our school. The second meeting focused on the draft infrastructure recommendations, as well as a discussion of programmatic elements such as education, encouragement, enforcement, and evaluation strategies and complementary programs to support proposed infrastructure strategies. Our third meeting discussed implementation strategies for our Travel Plan.

This Travel Plan is comprised of several sections detailing activities and programs for our school to implement now and projects for us to work with local officials.

Non-Engineering Plan. This Travel Plan identifies best practice education, encouragement and enforcement activities and programs suitable for Oak Grove Intermediate School. Information on the advantages and considerations for each strategy and resources to help us implement each are included in the Plan's Appendix.

Meeting Dates	Content/Presentation	Field or Table Exercise
September 17, 2010	Kick Off Meeting: Why Safe Routes to School Matters / Barriers and Opportunities	Visioning, review current projects, programs and policies, facility definitions, walk audit, review potential non-Engineering activities to include in plan
October 21, 2010	Engineering Improvements	Review Recommended engineering improvements
November 2010	Implementation Strategies	Review completed plan; make final edits and accept. Establish a timeline for implementing the plan.

12- Month SRTS Activity Calendar. Our team will pursue a subset of items in the non-engineering plan during the next 12 months. We will review our work periodically, adding additional activities that will continue the SRTS program momentum.

Engineering Recommendations. With assistance from the Georgia SRTS Resource Center, we have identified short, medium and long-term engineering treatments to make walking to school safer for our students.

Non-Engineering Travel Plan

We identified a number of activities and programs to promote walking to school. These activities and programs, while considered separately by "E", are dependent upon each other for their individual effectiveness. We plan to work on our highest priority programs this year, following up with other programs in successive years.

The activities and programs we expect to work on during the next 12 months are identified in the activity calendar included in this section. All strategies are described below.

Education Strategies

The education strategies included in our 12-month activity calendar are aimed at providing all students walking safety skills. We plan to provide educational materials for parents and the community at McIntosh Middle School football games. We also plan to provide walking materials for parents in an effort to create opportunities for families to walk and bicycle together. Bicycle and pedestrian safety materials will be sent home with students prior to Georgia Walk to School Day, held the first Wednesday in March, and International Walk to School Day, held the first Wednesday in October. We will explore having pedestrian and bicycle safety training for students at our school.

Encouragement Strategies

The encouragement strategies included in our 12-month activity calendar will help students and their parents feel more comfortable and confident about their children walking to school. Past experience shows that our students like to participate in school events. Thus, we will target encouragement activities such as Georgia Walk to School Day and International Walk to School Day for our students.

Leading up to Georgia Walk to School Day we will send students home with materials about the benefits of walking and biking, as well as safety tips that they can practice with their families. The materials will also include information about the Oak Grove SRTS program goals and timelines for implementing programs and activities included the Travel Plan.

Prior to Georgia Walk to School Day, we will organize regular walks down Adams Street to the recreational facilities on Pack Street and Wayne Street. These walks will help students and parents get into the habit of walking from school, make walking more convenient, and reduce motor vehicle traffic congestion around the school. Parents can pick up their children at the park, where a staff person(s) will provide adult supervision.



Staff will walk with students to nearby recreational facilities

We will also create a walking map to distribute at the first School Council meeting of 2011. We'll ask parents to mark on maps where their children walk (if they plan to walk this year) or where they could walk from home. These will be the foundation for walking school buses in the future.

Other encouragement strategies we will work on after this year are:

- Print maps to show preferred walking routes
- Walking Wednesdays using the Georgia SRTS Resource Center's *Way to Go* frequent walker program
- Walking school buses

Enforcement Strategies

Our SRTS enforcement strategies will be aimed at changing the behavior of motorists around Oak Grove Intermediate with a mix of enforcement and education. Partnering with the Darien Police Department, we will focus on reducing motor vehicle speeds on Adams Street/Ridge Road and increasing compliance with stopping for student pedestrians crossing the roadway, especially during school arrival and dismissal.

We will also promote a safe driving campaign for parents. To do this we will send home information about the benefits of driving the posted speed limit during school hours, and the proper ways to drive at school crossings. The McIntosh School District and City of Darien police will explore using speed-feedback signs just before school starts in the fall and spring. These signs will help motorists remember that they are in a school zone and that their comfort speed may be much higher than the posted speed.

Other enforcement strategies we will consider after this year are:

- Corner captains to provide an adult presence along walking routes
- Safety Stings performed by the Darien Police Department once crosswalks are marked along the walking routes.

Evaluation Strategies

Evaluation is an important component of our SRTS program. We will regularly complete in-classroom student tallies, and use other evaluation tools, such as the student tally and parent survey forms provided by National Center for Safe Routes to School (NCSRTS). We will administer these in 2011, which will provide baseline information on student travel behavior and parent attitudes about walking and bicycling to school. Subsequent student tallies and parent surveys will help us measure the effectiveness of SRTS efforts over time.

We will continue to conduct annual walk audits to evaluate the existing walking and biking environment as well as monitor the progress of recommended projects.

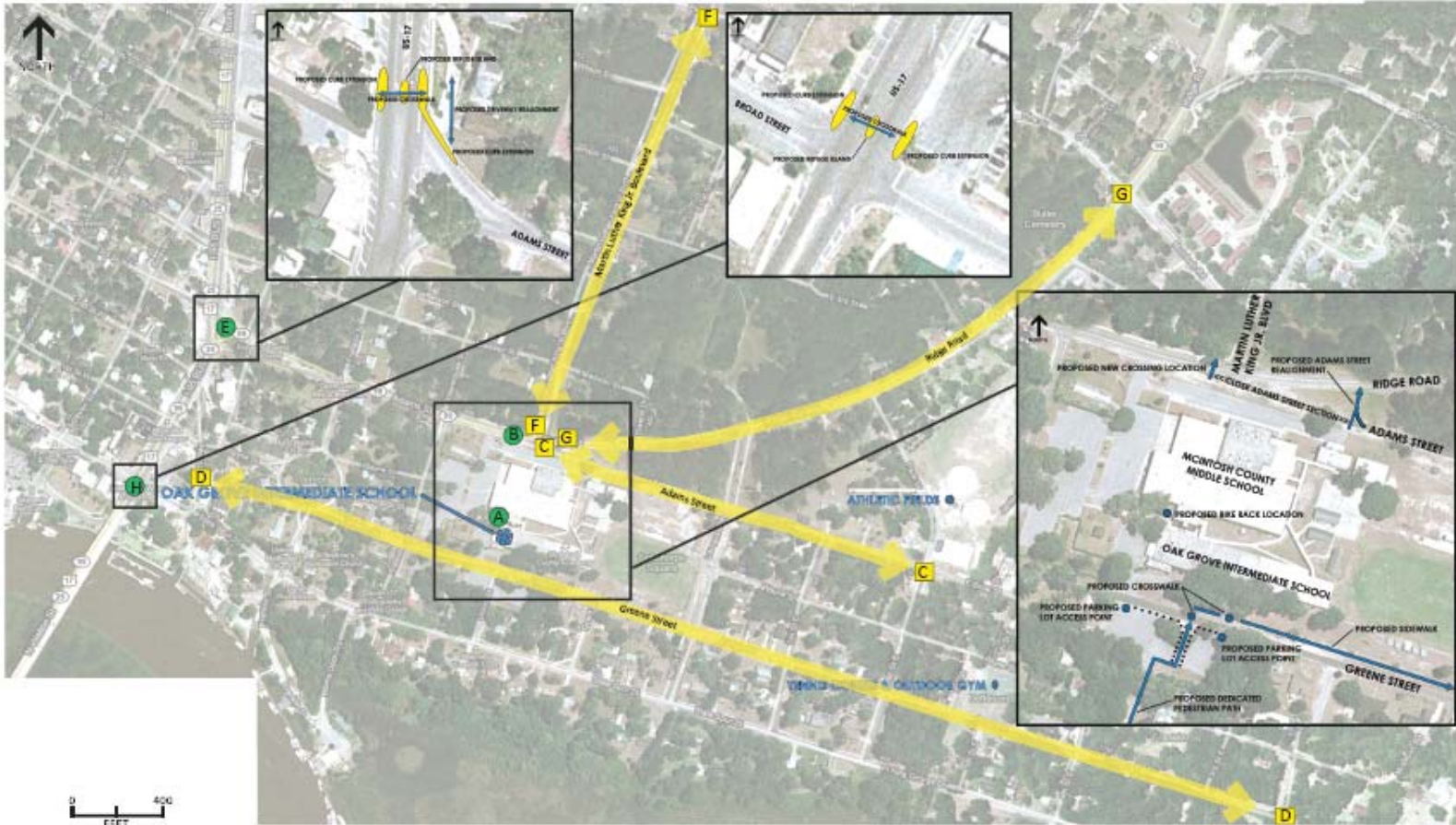
12-month Activity Calendar

Activity	Coordinator	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	Jun. 2011	Jul. 2011	Aug. 2011	Sept. 2011	Oct. 2011	Complete
EDUCATION														
Bicycle and pedestrian safety training														
	P.E. Coach? Safe Kids Savannah?													
Plan														
Implement														
ENCOURAGEMENT														
Promotion of Travel Plan														
<i>Sending home materials with students</i>														
	Principal													
Plan														
Implement														
Weekly Walks to recreational fields														
Starts weekly after Walk to School Day														
	Assistant Principal, Staff support													
Plan														
Implement														
Georgia Walk to School Day														
<i>First Wednesday in March</i>														
Plan														
Implement														

Activity	Coordinator	Nov. 2010	Dec. 2010	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	Jun. 2011	Jul. 2011	Aug. 2011	Sept. 2011	Oct. 2011	Complete
ENFORCEMENT														
Drive Safe Campaign for parents														
	School Police Officer													
Plan														
Implement														
EVALUATION														
Classroom tallies of travel mode to school														
<i>Annually</i>														
	Principal													
Plan														
Implement														
Parent survey														
<i>Annually</i>														
	Principal													
Plan														
Implement														
Annual Walk Audit														
	Principal													
Plan														
Implement														

Location-specific Recommendations

OAK GROVE INTERMEDIATE SCHOOL RECOMMENDATIONS



NOVEMBER 2010

Engineering Improvements

Our goal for engineering improvements is to improve the physical environment along existing walking routes that students use. Specific types of physical changes we feel will help meet these goals are to install new sidewalks that meet American with Disabilities Act (ADA) standards, improve crossing treatments that make students more visible to drivers, and to improve the safety for all modes on the school campus.



Students Crossing Adams Street

We used student safety as the primary criteria to determine project priorities.

Infrastructure improvements can take time to complete and are a collaborative effort between the community and transportation agencies that must implement projects. The following short, medium and long timeframes as a guide for anticipated project completion, but actual timeframes may vary:

Short term	Within 2 years
Medium term	Within 5 years
Long term	Longer than 5 years



School Crossing on US-17

Factors Affecting Ranking:

- Locations with specific safety concerns.
- Locations along existing student walking or bicycling routes, or with a sufficient number of school family residences.
- At intersections and along streets within ½ mile of school.
- Locations that are priorities for the school community.

Typical Infrastructure Recommendations:

Sidewalks and buffers:

One of our long-term goals is to establish a well-connected sidewalk network throughout the neighborhoods so that families can walk for more of their daily trips, rather than drive. Sidewalks are most effective when they include a buffer to increase pedestrian comfort and safety. Buffers also provide pedestrian “overflow” space, especially closer to the school. The preferred design for sidewalks in this plan is a minimum 6’ wide sidewalk with a minimum 2’ wide buffer. Available right of way will impact the ultimate design.

The GDOT standard minimum sidewalk width is 6’ from the back of the curb. Minimum dimensions for sidewalks with buffers are a 5’ sidewalk with a 2’ buffer.

Curb Extensions:

Curb extensions are recommended to reduce pedestrian crossing distances (and thus exposure to traffic) and to slow motor vehicle turning speeds. Curb extensions located along school bus routes should effectively calm traffic, but not impede buses from making the turn.

Lighting:

Pedestrian-level lighting will improve safety and comfort throughout the neighborhoods. We recommend that lighting be installed at the same time as sidewalks. The highest priority for lighting is at intersections along school walking routes.

High Visibility Crosswalks:

High visibility crosswalk striping improves the visibility of pedestrians to motorists. Different striping patterns can be used, all generally around a ladder style. Thermal plastic materials should be used to resist decay.

Rapid Flashing Beacons:

Rapid flashing beacons will increase the visibility of students and all pedestrians as they cross the roadway. This type of signal is pedestrian-activated, i.e., the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street.

Pedestrian Hybrid Beacon:

A pedestrian hybrid beacon is a special type of traffic signal (also known as H.A.W.K. signal) used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk (2009 MUTCD). The signal is actuated by pedestrians, meaning that there will only be a “red light” if a pedestrian has indicated a need to cross the intersection. The pedestrian hybrid beacon recommended in this plan is not meant to replace the current crossing guard, nor is it intended to serve as a fully operational traffic signal. Rather it is intended to help

support the task of crossing children by making the crossing guard more visible to traffic approaching the intersection from either direction.

Considerations for Design, Project Selection, and Funding:

- All infrastructure recommendations in this plan are considered “planning level” and may require further engineering analysis, design, or public input before implementation.
- Recommended changes to existing traffic patterns (adding a signal, adding a stop sign, changing lane patterns) will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions.
- Drainage, existing utilities and ADA compliance will need to be evaluated for all recommendations at the time of design.
- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient ROW exists or that a method to gain needed ROW will be identified as the project progresses.
- A variety of funding sources may be used for the recommendations, including Safe Routes to School. For example, projects requiring right-of-way acquisition or existing utilities relocation will not be eligible with SRTS funds, but may be funded through other sources.
- More information on the types of projects eligible for SRTS funding through the Georgia Department of Transportation is available at:
<http://www.dot.state.ga.us/localgovernment/FundingPrograms/srts/Pages/default.aspx>

Oak Grove Intermediate Engineering Recommendations

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
A	School Property	Oak Grove Intermediate School is located on one campus with McIntosh County Middle School.	<p>Recommendations Summary Install bike racks on school property for students at both schools to use.</p>	High			
		<p>Sidewalks on the school property connect the schools to each other and the existing sidewalks on Adams Street in front of the middle school.</p> <p>Students biking to school do not have a place to leave their bikes during the school day.</p>	<p>Install bike racks in the breezeway area between the two schools, adjacent to the sidewalk.</p>				
B	Midblock Crossing across Adams Street in front of the middle school (Uncontrolled crossing)	Students traveling to school from the north and east use a midblock crossing across Adams Street (near the intersection with Martin Luther King, Jr. Boulevard) to access the school campus.	<p>Recommendations Summary Move the existing crossing east to the intersection of Adams Street and Martin Luther King Jr. Boulevard.</p>	High			
		An adult crossing guard helps students at this crosswalk at arrival and dismissal. According to school police, motorists	<p>Install a curb extension into Adams Street at the northwest corner of the intersection to create additional waiting space for pedestrians, and to reduce crossing distance.</p>				

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		<p>frequently travel at higher than posted speeds and do not stop for pedestrians in the crosswalk.</p> <p>The existing crossing is located to the west of the intersection of Adams Street and Martin Luther King Jr. Boulevard, a main walking route to school for many students. Some students were observed attempting to cross at the intersection instead of traveling out of their way to reach the crosswalk.</p> <p>The crosswalk is difficult to see when the crossing guard is not present.</p> <p>The geometry of the existing intersection is awkward due to Ridge Road coming in at an angle from the northeast.</p>	<p>Install a high visibility crosswalk across Adams Street, connecting to the existing sidewalk on the west side of Martin Luther King Jr. Boulevard.</p> <p>Realign Adams Street east of the intersection, so that Adams Street intersects Ridge Road in line with the eastern entrance to the middle school parking lot (approximately 270' east of the Martin Luther King, Jr. Boulevard intersection. This will simplify the intersection and improve visibility with the intent of reducing motorist/pedestrian conflicts and improving motorist safety. Sign the street west of Laurens Way to indicate the road is school access only.</p>		X		
C	Adams Street	Adams Street is a primary route to Oak Grove Intermediate School for students living east or west of the school.	<p>Recommendations Summary</p> <p>Install a sidewalk on Adams Street from the termination of the existing sidewalk on the south side of the street, to Pack Street to the east.</p>	High			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		<p>Adams Street provides a connection to US-17, the main street through Darien in the west. To the east, Adams Street provides a connection to recreational facilities located on Pack Street at Jefferson Square.</p> <p>Sidewalks exist on the north and south side of Adams between Martin Luther King, Jr. Boulevard and US-17.</p> <p>Adams Street has an open drainage system.</p>	<p>Install a sidewalk with buffer on the south side of street from Martin Luther King Jr. Boulevard to the west to Pack Street to the east.</p> <p>Install high visibility crosswalks parallel to Adams Street, as well as across Adams Street at Pack Street.</p>		X		
D	Greene Street	Greene Street is a walking route for students living in the neighborhoods surrounding the Oak Grove Intermediate, and the main access point to the school. Tennis courts and outdoor exercise equipment are located on Greene Street to the east, close to the existing trail on McIntosh Road.	<p>Recommendations Summary</p> <p>Install a sidewalk with buffer on the north side of Greene Street between US-17 and 2nd Street, E. Improve access management of school parking lot at intersection with Union Street and provide dedicated walking zone for pedestrians to reduce conflicts.</p>	High			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		One school parking lot is located on the south side of Greene Street (across from the school), potentially creating crossing conflicts for motorists and pedestrians. Union Street runs through the parking lot, and provides access to the neighborhood south of the school.	Install a sidewalk with buffer on the north side of the street from US-17 to the west to Second Street to the east. Connect with existing sidewalk system on school property and tennis courts at 5 th Street.		X		
		Greene Street has an open drainage system.	Install high visibility crosswalks parallel to Green Street.		X		
			Install bollards along parking lot edge to limits motorists to two points of access to Greene Street. Create a walking zone through the parking lot for students traveling on Union Street using bollards and high visibility crosswalk markings.			X	
E	School Crossing on US-17 at	US-17 is the main commercial street through Darien. The street is walking route for students, as well as a barrier to	Recommendations Summary Install a new school crossing at Adams Street.	High			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
	Adams Street	<p>cross given high traffic volumes and speeds. It is a four-lane road that becomes two-lane with a center turn lane at the intersection with Adams Street and painted medians and no-drive zones.</p> <p>The street currently has a marked school crossing at the intersection with Pine Street. The crossing is uncontrolled and motorists were observed not stopping for pedestrians attempting to cross US-17. This crossing provides access to Todd Grant Elementary School west of US-17, but is not as convenient for students traveling to Oak Grove Intermediate School from neighborhoods to the west.</p>	<p>Install curb extensions on US-17 at northern side of the intersection with Adams Street, replacing existing painted no-drive zones. Realign the driveway at the northeast corner of the intersection to accomplish curb extension and reduce motorist/pedestrian conflicts. Replace painted center median with a raised concrete median at the intersection to provide a refuge for pedestrians and shorten crossing distances.</p> <p>Install a high visibility crosswalk connecting to the north side of Adams Street.</p> <p>Evaluate the need for a HAWK signal at the crossing.</p>			X	
						X	
							X
F	Martin Luther King Jr. Boulevard	Martin Luther King Jr. Boulevard is a primary walking route to the school from neighborhoods to the north.	<p>Recommendations Summary</p> <p>Install crossings on Martin Luther King Jr. Boulevard.</p>	Medium			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		The street currently has a buffered sidewalk on the west side of the road, but no marked crossings.	Install high visibility crosswalks parallel to Martin Luther King Jr. Boulevard on the west side of the street from Adams Street to the south to Pine Street to the north.		X		
G	Ridge Road	Ridge Road is a walking route for students living east of the school. The street also provides a connection to the trail and Fort King George on McIntosh Road.	Recommendations Summary Install a multi-use trail on Ridge Road from Adams Street to the west to McIntosh Road to the east.	Medium			
		The street currently has an open drainage system.	Install a trail with buffer on the south side of Ridge Road. Connect with existing sidewalk system on McIntosh Road and Pine Street to connect with the trail east of the intersection.				
H	School Crossing on US-17 at	US-17 is the main commercial street through Darien. The street is walking route for students, as well as a barrier to	Recommendations Summary Install a new school crossing at Broad Street.	Medium			

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
	Broad Street	<p>cross given high traffic volumes and speeds. It is a four-lane road that becomes two-lane with a center turn lane at the intersection with Adams Street and painted medians and no-drive zones.</p> <p>The street currently has a marked school crossing at the intersection with Pine Street. The crossing is uncontrolled and motorists were observed not stopping for pedestrians attempting to cross US-17. This crossing provides access to Todd Grant Elementary School west of US-17, but is not as convenient for students traveling to Oak Grove Intermediate School from neighborhoods to the west.</p> <p>This intersection is also a gateway point into the city for travelers from the south...</p>	<p>Install curb extensions on US-17 at northern side of the intersection with Broad Street, replacing existing painted no-drive zones. Replace painted center median with a raised concrete median at the intersection to provide a refuge for pedestrians and shorten crossing distances.</p> <p>Evaluate the need for a HAWK signal or full traffic signal at the crossing.</p>			X	
							X

APPENDIX: Georgia Safe Routes to School Program: Non-engineering Strategies

Strategy	E's	Advantages	Considerations	Resources
<p>Walking and Biking Safety Assembly</p> <p>These single-day events can be held in the fall to promote Walk to School Day. Guest speakers teach the students pedestrian and bicycle safety skills that they can use when walking and biking to school.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Assures all children learn bicycle and pedestrian safety skills • Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school • Establishes consistent messages for young pedestrians and bicyclists • Provides a refresher for parents if take home materials are provided in conjunction with the assembly. It's never too late to correct bad habits. • Events can make learning fun, and help strengthen community ties with event organizers and participants. 	<ul style="list-style-type: none"> • Best taught using a combination of methods, including one-time instruction (e.g. assemblies), multi-lesson classroom curricula, and skills practice (e.g. bike rodeos). • Requires able and willing instructors • Should be age-appropriate • Bicycle safety education may require an outside instructor, e.g. a police officer. 	<ul style="list-style-type: none"> • NCSRTS page on strategies for educating children: www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm • National Highway Transportation Administration's pedestrian page: www.nhtsa.dot.gov/portal/site/nhtsa/menu.item.dfedd570f698cabbbf30811060008a0c/ • Safe Kids pedestrian safety page: www.usa.safekids.org/wtw/ • League of American Bicyclists education programs page: www.bikeleague.org/programs/education/

Strategy	E's	Advantages	Considerations	Resources
<p>Participate in Walk to School Day</p> <p>Walk to School Day is a one-day event that celebrates walking and biking to school.</p> <p>Generally this event is scheduled for the first full week in October.</p> <p>The State of Georgia hosts a Spring Walk to School Day in March.</p>	Education, Encouragement	<ul style="list-style-type: none"> • Excellent kick-off event for Safe Routes to School program • Generates enthusiasm for walking and biking • Way to raise community awareness about safety issues • Can be as simple as a few kids and parents meeting to walk to school or very elaborate celebrations • Can be folded into studies of international cultures as it is an international event • Date is flexible- to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1. 	<ul style="list-style-type: none"> • Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event • Should provide bicycle and pedestrian safety information to children and parents • International Walk to School Day takes place in October but some schools organize multiple Walk to School Day (or "Walk and Roll Day") events over the course of the school year (e.g. one in the fall and one in the spring). 	<ul style="list-style-type: none"> • Walk to School Day downloadable templates for flyers, banners, pennants, etc: http://saferoutesga.org/Resources/Downloads • U.S. Walk to School Day website (provides resources and event registration): www.walktoschool.org • International Walk to School Day website: www.iwalktoschool.org/
<p>Frequent Walker/Bicyclist Program or Walking Wednesdays</p> <p>Track and reward students who walk and bicycle to school. Can be an individual competition or a competition among classes.</p>	Encouragement	<ul style="list-style-type: none"> • Provides positive reinforcement for walking and bicycling. • Children respond to incentives. • Can include all students. • Can include walking and bicycling beyond the trip to school. 	<ul style="list-style-type: none"> • Necessary to identify a coordinator. • Establish a simple record-keeping system. • Establish age-appropriate goals. • Consider giving rewards to parents as well, since parents are often involved in the commute to school. 	<ul style="list-style-type: none"> • Resources for Georgia's <i>Way to Go Program</i> Resources such as downloadable templates for punch cards and stickers: http://saferoutesga.org/Resources/Downloads • NCSRTS page on mileage clubs and contests: www.saferoutesinfo.org/guide/encouragement/mileage_clubs_and_contests.cfm

Participate in
Georgia's *Way to Go*
Program.

Strategy	E's	Advantages	Considerations	Resources
<p>Traffic Enforcement (Staff/Crossing Guards)</p> <p>This can be an ongoing program for school staff and crossing guards. This works well if the school has an existing reward point program.</p>	<p>Education, Enforcement, Encouragement</p>	<ul style="list-style-type: none"> • Crossing guards play an important role in helping children cross the street at key locations, reminding drivers of the presence of pedestrians, and making parents feel more comfortable about letting their children walk and bicycle to school. • Staff and crossing guards can also reward students who are “caught being good” by issuing School Reward Points. 	<ul style="list-style-type: none"> • Requires some training and coordination with crossing guards 	
<p>Student Safety Patrol Program</p> <p>This can be an ongoing program for 5th grade students. Student safety patrols can offer educational literature to offenders to let them know about traffic safety</p>	<p>Education, Enforcement, Encouragement</p>	<ul style="list-style-type: none"> • Students can also issue citations if condoned by the school. • Excellent way to educate parents and encourage appropriate behaviors while supporting the school’s SRTS program. • Teaches students valuable leadership skills. 	<ul style="list-style-type: none"> • Requires an adult organizer such as a parent, teacher, or law enforcement officer • Materials such as sashes and badges are encouraged • Requires adult supervision while students are “on-duty” • Student safety patrols will also be trained to set the model example for younger students. • In the last month of school, student patrols can “train” 3rd graders who are interested 	<p>Giveaways for students when they cash-in their Reward points AAA Safety Patrol Program: http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol</p>

<p>issues (and proper behavior) surrounding the school zone.</p>		<p>in being trained in the fall.</p> <ul style="list-style-type: none"> • One option is to host an end of the year party to honor the graduating safety patrols 	
<p>Walk Audit/Parent Surveys / Student tallies</p> <p>The team will meet annually (ideally in August before school starts) to review the accomplishments and progress from the previous school year and set new goals for the upcoming school year.</p>	<p>Evaluation</p>	<ul style="list-style-type: none"> • Establishes baseline information on student travel behavior and perceived barriers to walking and biking • Helps determine existing needs • Helps determine success of SRTS efforts and identify needed adjustments <ul style="list-style-type: none"> • Best to conduct initial surveys before SRTS measures have been implemented • Requires teacher buy-in and administrative organization • Getting parents to fill out and return surveys can be a challenge. Follow up is necessary. Consider a contest among classes for highest rate of return. 	<ul style="list-style-type: none"> • Student In-Class Travel Tally Form: http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm • Parent Survey Form: http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm • Instructions for Survey Administration: http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm • Instructions for Data Entry: http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm

Strategy	E's	Advantages	Considerations	Resources
<p>Bike Rodeo</p> <p>This is a single-day event that promotes bicycle safety. At the rodeo, students can borrow bicycles or bring their own.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Events like bike rodeos make learning fun and can help strengthen community ties with event organizers and participants. • At the rodeo students learn safety skills such as how to properly wear a helmet and how to behave while bike riding. The rodeo can also have a closed “test course” for the students to ride along. This helps the students to practice in a safe environment and gain confidence in their decision-making skills. • One possible partner for this is the local police department. 	<ul style="list-style-type: none"> • Requires able and willing instructors • Should be age-appropriate • Bicycle safety education may require an outside instructor, e.g. a police officer. • These events require planning and materials to share with students 	<ul style="list-style-type: none"> • Bicycling Life page on bicycle rodeos: http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm
<p>Walking School Buses/ Bicycle Trains</p> <p>Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Adult supervision on the walk to school • Can be loosely structured or highly organized • Can include a meeting point in a parking lot so children and parents who must drive can participate. • Adults can rotate who will lead each time. 	<ul style="list-style-type: none"> • Need to identify routes where conditions support walking and there is sufficient demand for supervised walking • Requires parents willing to walk with children and learn about how Walking school buses are organized and conducted. • More organized structure requires considerable planning 	<ul style="list-style-type: none"> • NCSRTS page on walking school buses: www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm

Strategy	E's	Advantages	Considerations	Resources
<p>Drive Safe Campaigns</p> <p>Some parents are not aware of how their driving behavior can put walking students at risk. This teaches parents how their unsafe driving habits can put their children in danger.</p>	Education	<ul style="list-style-type: none"> • Has the ability to positively effect change in and community around the school • Improves the safety of the walking environment • Good drivers can help to set the example for good behavior. This is especially true for helping to control speeds. 	<ul style="list-style-type: none"> • This requires a person to organize and administer the campaign. • May not be effective at schools where parent/teacher organizations are weak • Law enforcement officers would be great at speaking at the campaign events. Sometimes, due to their heavy schedules that can be difficult to pin down. • A good way to contact parents is at back to school night and PTA meetings. Starting at the beginning of the year helps to prevent bad habits from starting. Law enforcement officers (or other teachers) can hold a brief assembly to explain the dangers of unsafe driving in school areas. • Law enforcement officers can provide a demonstration of how difficult it is to quickly stop a moving vehicle at 50, 40 and 30 mph. The National Center has information on how the speed of the vehicle can affect the severity of injury that the pedestrian experiences in a crash. 	
<p>Crossing Guard Appreciation Day</p> <p>Crossing guards help our children cross the road safely in the mornings and afternoons, in all weather conditions. Remind them that you</p>	Encouragement	<ul style="list-style-type: none"> • Maintains a positive relationship between the crossing guards and the school/community. • Can inspire crossing guards to continue to be reliable, safety figures. • Creates an opportunity to remind students why it is important to practice safe walking skills. 	<ul style="list-style-type: none"> • Requires coordination between the crossing guards, school administrators and school instructors. • May require materials to create the thank-you cards. • Is most effective with newsletter and in-school announcements. • Relatively inexpensive strategy 	<ul style="list-style-type: none"> • Downloadable templates for event flyers and newsletter inserts: http://saferoutesga.org/Resources/Downloads

appreciate their service and dedication. Students can create thank you cards that they deliver themselves during their walks home, or teachers and administrators can honor them formally during a school assembly.

Strategy	E's	Advantages	Considerations	Resources
<p>Pace Car Program</p> <p>Program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, and display the Pace Car bumper sticker.</p>	Enforcement	<ul style="list-style-type: none"> • Low-cost way to slow traffic and improve interactions between motorists, pedestrians, and bicyclists 	<ul style="list-style-type: none"> • Must be accompanied by an education and outreach campaign • Need to find funding source for stickers and other materials • Not all drivers who make the pledge will keep it, but the program can still be effective if enough people do • Can have students design logo as part of contest 	<ul style="list-style-type: none"> • Websites for Pace Car programs around the country: <ul style="list-style-type: none"> www.idahosmartgrowth.org/projects/pace-car/index.htm www.northamptonma.gov/pacecar/ www.ci.santa-cruz.ca.us/pw/npcp/npcp.html www.peds.org/kw_pace.shtml cityofdavis.org/Police/pacecar/ www.waba.org/pacecar/
<p>Adopt a Sidewalk Program</p> <p>To keep sidewalks clear of debris and trash, groups can volunteer to adopt a sidewalk. Groups can include classrooms and families as well as</p>	Education	<ul style="list-style-type: none"> • This promotes the Safe Routes to School program and also relieves the localities of some of the burden to keep the sidewalks well-maintained. 	<ul style="list-style-type: none"> • Requires the help and dedication of volunteers • Requires public outreach and education 	

local businesses or agencies.

APPENDIX: Georgia-based Organizations Working to Support Safe Routes to School

Georgia Bikes! (<http://www.georgiabikes.org/DesktopDefault.aspx>)

GEORGIA BIKES! Is a statewide organization working to improve bicycling conditions and promote bicycling in Georgia. Their work includes creating a law enforcement officer's pocket guide, instigating school based education efforts and developing bicyclist education materials.

PEDS (<http://peds.org/>)

PEDS is a nonprofit, member-based advocacy organization dedicated to making metro Atlanta safe and accessible for all pedestrians. Members work to improve engineering of the pedestrian environment, increase enforcement of pedestrian safety and educate drivers about their responsibilities to pedestrians.

Alliance for a Healthier Generation (<http://www.healthiergeneration.org/>)

The Alliance for a Healthier Generation is a Georgia SRTS Network Partner that can provide support to schools through its Healthy Schools Program.

American Heart Association (AHA) (<http://www.americanheart.org/>)

The AHA (also a Georgia SRTS Network Partner) is a strong supporter of the Safe Routes to School Program.

SafeKids Savannah (<http://www.safekidssavannah.org/>)

Safe Kids Savannah is a local coalition of organizations and concerned individuals with the common goal of preventing accidental childhood injuries and deaths. Safe Kids Savannah is a member of Safe Kids Worldwide, a network of over 600 coalitions, including Safe Kids Georgia.

Georgia Regional Commissions

Georgia's regional commissions are organizations comprised of county and municipal governments providing services in the areas of planning (including transportation planning), public administration, economic development, aging services and information technology.

- [Central Savannah River Area Regional Commission](http://www.csrarc.ga.gov/) (<http://www.csrarc.ga.gov/>)
- [Coastal Regional Commission](http://www.crc.ga.gov/) (<http://www.crc.ga.gov/>)
- [Georgia Mountains RC](http://www.gmrdc.org/) (<http://www.gmrdc.org/>)
- [Heart of Georgia RC](http://www.hogardc.org/) (<http://www.hogardc.org/>)
- [Middle Georgia RC](http://www.middlegeorgiarc.org/) (<http://www.middlegeorgiarc.org/>)
- [Northeast Georgia RC](http://www.negr.org/) (<http://www.negr.org/>)
- [Northwest Georgia RC](http://www.nwgrc.org/) (<http://www.nwgrc.org/>)
- [River Valley RC](http://www.rivervalleyrc.org/) (<http://www.rivervalleyrc.org/>)
- [Southern Georgia RC](http://www.sgrc.us/) (<http://www.sgrc.us/>)
- [Southwest Georgia Regional Commission](http://www.swgrdc.org/) (<http://www.swgrdc.org/>)
- [Three Rivers RC](http://www.cfrdc.org/) (<http://www.cfrdc.org/>)
- [Atlanta Regional Commission](http://www.atlantaregional.com/) (<http://www.atlantaregional.com/>)