

# Southeast Elementary School

## Safe Routes to School Travel Plan



1400 Crane St SW  
Rome, GA

November 2010

Safe Routes to School



Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

# Table of Contents

## Contents

- Table of Contents.....2
- Acknowledgements .....3
- Introduction to Southeast Elementary School .....4
  - Student Travel.....6
  - Existing Conditions and Barriers .....8
  - Creating Our Plan .....11
- Non-Engineering Travel Plan .....12
- 14-Month Activity Calendar.....14
- Engineering Improvements .....16
  - Engineering Recommendations .....19
- Recommendations for Revised Dismissal Procedure .....25
- APPENDIX: Georgia Safe Routes to School Program: Non-engineering Strategies .....26

## Acknowledgements

This Travel Plan represents the work of the Southeast Elementary School Team. Our school is a Bronze Level partner with the Georgia Safe Routes to School Resource Center. We are excited to submit this travel plan as we build our Safe Routes to School Program.

Our SRTS team consists currently of staff members from Southeast Elementary School and several local agencies and departments. The team was organized and provided input, guidance and oversight in writing our plan.

### Members of the Southeast Elementary School SRTS Team

Kelvin Portis  
Principal  
Southeast Elementary School

Janet Sloan  
School Nurse  
Southeast Elementary School

Phillip R. Wood  
Assistant Principal  
Southeast Elementary School

Jamie McCord  
City of Rome Public Works

Darnell Williamson  
Counselor  
Rome City Schools

Steven Foy  
City of Rome Public Works

Darryl Copeland  
Transportation and Maintenance  
Rome City Schools

Sue Hiller  
Rome-Floyd Planning

David Kenemer, Jr.  
Northwest Georgia Regional  
Commission

Delmos Stone  
Rome-Floyd Planning

### Technical Assistance

Resource Center School Outreach Coordinator Alicia Hatcher and Toole Design Group, LLC.

# Introduction to Southeast Elementary School

Southeast Elementary School is located in Rome, a community of 35,000 people in northwest Georgia. The school opened in 1971 and was renovated in 2008. In 2010, the Anna K. Davie School Elementary in nearby Central Rome was combined with Southeast Elementary School. The consolidated school now educates 428 students in grades PreK-6.

Southeast Elementary School is located within the area covered by the East Rome Redevelopment Plan. This Plan, completed in 2009, includes a vision and strategy for revitalizing the neighborhoods adjacent to the school. One of the principle goals of the redevelopment plan is to improve the pedestrian environment.

Having well lit, clearly demarcated roadways with complete pedestrian facilities is a major step in advancing the quality of life in East Rome. Having complete sidewalks and pedestrian facilities throughout is important for providing as much community connectivity as possible as well as creating environments that residents feel they can use safely.

*-excerpt from the East Rome Redevelopment Plan*

The Safe Routes to School (SRTS) program at Southeast Elementary School is an important part of the community's efforts towards promoting walkability. SRTS program goals of combining engineering, education, enforcement, and encouragement strategies to improve the safety and health of students who walk to school fit our school and community's values perfectly.

Southeast Elementary School's educational mission is to help students "become loving, caring, productive citizens of our state, nation, and the world." Our SRTS vision for Southeast Elementary School (and the surrounding neighborhoods) is closely related to this mission. Our vision is to be a place:

## 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.

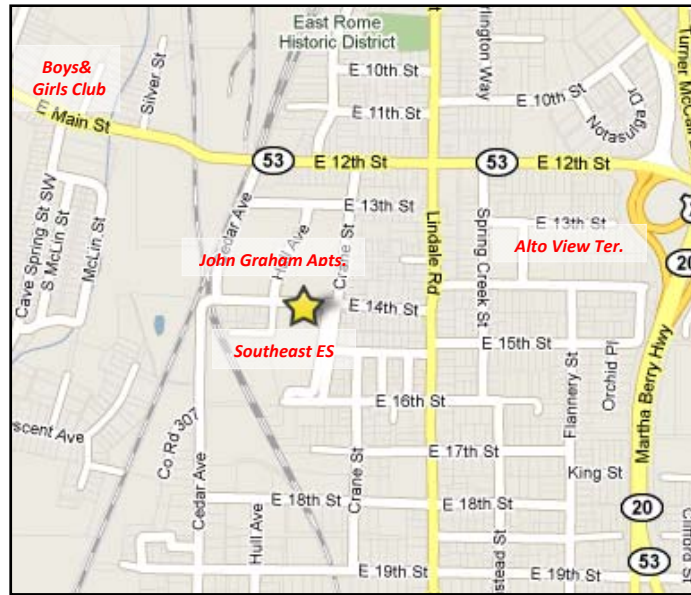
**Evaluation** is an important component of SRTS programs that can be incorporated into each of the other E's. Collecting information before and after program activities or projects are implemented allow communities to track progress and outcomes, and provide information to guide program development.

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

- where students learn good habits and skills for safe walking and biking
- where students and their families feel safe walking in the neighborhood at all times
- where people value and respect their neighborhood
- with a Safe Routes to School infrastructure that is easily maintained

This SRTS Travel Plan outlines our school’s intentions for making walking to and from school more sustainable and safer for students and the community.

*Current School Travel Patterns.* The Southeast SRTS team was not able to obtain a formal count of student walkers and bikers prior to completing this plan. However, on the days when we observed arrival and dismissal, we saw many students walking and three students bicycling. Some student pedestrians were accompanied to and from school by adults or siblings, but a significant number traveled to and from school on their own or in clusters of students. For example, students living in the adjacent Housing Authority properties typically walk to and from school in clusters.



**Figure 1 Context map.**

No busing is provided for students living within one mile of the school. Students who formerly attended the Anna K. Davie School generally live beyond a mile from Southeast Elementary School; all are eligible to receive busing. These students also must cross the Norfolk-Southern Railroad tracks to reach the school. The absence of sidewalks at the railroad crossing creates a considerable barrier for pedestrians and bicyclists.



**Figure 2 The crosswalk at 14<sup>th</sup> St and Maple. There are no stop signs on Crane Street and the crosswalks do not meet current MUTCD standards.**

On the days we observed arrival and dismissal, fewer than thirty private motor vehicles came through at afternoon pick-up. It is not clear whether the students picked up by private motor vehicle live in the part of Southeast Elementary School’s attendance zone that does not receive busing, or whether they belong to families living in the former Anna K. Davie school neighborhood.

Many Southeast Elementary School students participate in after school activities. The Boys and Girls Club of Rome is within a mile walk of Southeast Elementary School (across the Norfolk-Southern line) and is a popular after school destination. Other after school destinations for students in the spring and early fall include nearby Crane Park which offers outdoor programming after school.

### *Student Travel*

Our school relies on policies, practices, and support activities to ensure a safe and orderly process for students, regardless of how they travel to school.

*Arrival.* School begins each morning at 7:50 a.m. Students arrive at school over a 30 to 45 minute period beginning at 7:05 a.m. Two buses and a Special Education bus bring students to school. The school's breakfast program serves many of the students who arrive early. In the morning, students use the main entrance located off of Crane Street to enter the school, whether arriving by bus, foot or bike.



**Figure 3** The crosswalk at 14<sup>th</sup> Street during arrival.

Students arriving from the north and west cross 14<sup>th</sup> Street at the crosswalk and arrive at the school along the school building breezeway. Those coming from the northeast cross Crane Street at the crosswalk north of 14<sup>th</sup> Street and then use the 14<sup>th</sup> Street crosswalk.

Students arriving from the south and east use the crosswalk across Crane Street at the intersection of Crane and 15<sup>th</sup> Streets. This intersection is also used by arriving teachers and administrators; buses and

private motor vehicles exit here after dropping off students at the main entrance. This confluence of school-related travel creates potential conflicts between pedestrians and entering or exiting motor vehicles.

*Dismissal.* Dismissal occurs at 2:45 p.m. and relies on a staggered system to release children. The system is designed to reduce the conflict between motor vehicles (private motor vehicles and buses) and students walking.

Group 1      Students riding the bus. These students exit the side entrance on 14<sup>th</sup> Street and board the waiting buses. Buses turn left on Crane to go down to 12<sup>th</sup> Street. Note: There is a pedestrian conflict with the current location of the crosswalk and this turn.

Dismissal for walkers and students leaving by private motor vehicle occurs at the same time.

- Group 2 Students leaving by private motor vehicle. Parents in cars queue on Crane Street north of 14<sup>th</sup> Street and pull forward after the buses have cleared. A teacher with a walkie-talkie relays the names of students to be picked up to a teacher at the main entrance. Children are not released until a parent is present (either in the queue line or in the school building). Upon leaving, parent motorists must turn left onto Crane Street or continue straight onto 15<sup>th</sup> Street.
- Group 3 Walkers leave from the side door after the buses have cleared. Unaccompanied walkers are held until after the buses in order to reduce conflicts. The use of the side door is new this year, in part to discourage unaccompanied walkers from remaining on school property in the midst of the motor vehicle traffic.

This procedure for dismissing Group 2 and Group 3 at the same time creates a conflict between pedestrians using the crosswalk at 14<sup>th</sup> Street and Crane Street and motorists exiting the school driveway.

*Support activities.* Two crossing guards assist with arrival and dismissal. One crossing guard is positioned at the intersection of Crane and 14<sup>th</sup> Streets. This crossing guard serves both the Crane crosswalk and the 14<sup>th</sup> Street crosswalk a little further west on 14<sup>th</sup> Street. The Student Safety Patrol initiated this year assists with crossings during dismissal at these two locations, too.



**Figure 4 Crossing guard and Safety Patrol.**

The second crossing guard, positioned at Maple and 14<sup>th</sup> Streets. The guard noted that some parents accompanying children cross at other points along Maple Street.

The principal and other staff are present at dismissal to manage unaccompanied walkers, direct private motor vehicle traffic, and direct students to the buses and private vehicles.

## Existing Conditions and Barriers

Parents of students at our school are typical of parents nationwide who consider whether or not to allow their children to walk or bicycle to school. Based on a nationwide survey, parents identified the following top reasons why they do not allow their children to walk or bike to school: <sup>1</sup>

Direct Walking Routes
14 <sup>th</sup> Street
15 <sup>th</sup> Street
Crane Street
Maple Street

Issue	Percent identifying reason
Distance	62%
Traffic speed and volume	55%
Intersection crossing & safety	47%
Weather	44%
Crime	38%
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 addressed with either infrastructure or non-infrastructure strategies (or in some cases both). We 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 some cases, these barriers are our local example of the types of concerns listed in the table above.

*Barrier: Poor condition and lack of sidewalks, curb ramps, and crosswalks throughout the neighborhood located within one mile of school limits safe routes for our students.* Parents and students were observed walking in the street and at unmarked crossings due the gaps in the pedestrian network. Continuous sidewalks are only present on one side of Maple, Crane and 14<sup>th</sup> Streets near Southeast Elementary School. 15<sup>th</sup> Street has no sidewalks. None of the curb ramps in this neighborhood is compliant with ADA standards. Most of the sidewalks are built 5' wide with a 2-3' buffer, but the surface has deteriorated to the extent that they are no longer accessible.



**Figure 5** There are no sidewalks on 15<sup>th</sup> Street.

<sup>1</sup> *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.

*Barrier: The school zone is not equipped for safe travel by pedestrians; motorists and pedestrians do not practice safe behavior in the travel environment.*

The immediate vicinity around the school lacks school zone pavement markings and traffic control devices. There are no stop signs, stop lines, or school zone pavement markings on Crane Street. Crosswalks are striped on some but not all approaches. Existing signage markings and crosswalks and school zones do not meet current MUTCD standards.

Drivers generally observe yielding to pedestrians in the crosswalks (where crosswalks are present). However, because there are no controls on Crane Street, some motorists do not act with caution appropriate for a school zone. Motor vehicles were observed failing to slow at the intersections or pause before turning onto and off of Crane Street in front of the school.



**Figure 6 The crosswalk 14<sup>th</sup> Street lacks advance could be more visible to motorists.**

*Barrier: Walkers and bicyclists voiced concern about the Maple Street crossing.*

Maple Street is the primary north-south route in the school neighborhood. The school zone is signed between 13<sup>th</sup> and 17<sup>th</sup> Streets on Maple, however some motorists do not observe the reduced posted speed limit during arrival and dismissal, as indicated by the flashing beacon. The long length of this school zone diminishes its impact on motorists. The single crosswalk at Maple at 14<sup>th</sup> Streets has poor visibility for motorists because it is at the crest of a hill and the signage and markings do not meet current MUTCD standards.

*Barrier: Lack of bike parking discourages bicycling to school.*

There is no central location for bike parking that provides “best practices” security and protection from wet weather. Bikes were observed locked to various poles and exposed to inclement weather.

*Barrier: The railroad crossing at 12th Street lacks pedestrian crossing features and is not ADA accessible.*

The tracks are a major barrier, dividing Central South Rome from Southeast Rome. 12<sup>th</sup> Street is the only street connecting these two neighborhoods across the tracks. The sidewalks on 12<sup>th</sup> Street terminate prior to the rail line and there is no pedestrian accommodation at this crossing. Southeast Elementary School students use this crossing to travel to and from school or to the Boys and Girls Club of Rome, which is a popular after school destination on the west side of the tracks.



**Figure 7 There is no sidewalk at the railroad crossing on 12<sup>th</sup> Street.**

*Barrier: Southeast Elementary School lacks a presence on Crane Street because it is set far back from the street and the entrance is under a canopy.*

The main entrance to the Southeast Elementary School is somewhat hidden by the continuous breezeway along the building. Although there is a flagpole and path across the lawn which walkers use approaching the school from the west, there is no pedestrian path across the driveway leading to the entrance doors. Motorists may not realize they are passing a school because it is set back so far from the street.



**Figure 8 The canopy along the length of building obscures the main entrance.**

*Barrier: Parent involvement is a challenge at Southeast Elementary School.*

Engaging the parents and surrounding community is an on-going challenge for the school. As of meeting #3 when developing this Travel Plan, the position of President of the Parent Teacher Organization was vacant. Similarly, the SRTS team does not yet include a parent or faculty member. The consolidation with the Anna K. Davie has exacerbated this issue with a large segment of the student body living beyond the immediate neighborhood. It may also be the case that students and their families do not yet feel part of the school community. In order to implement the recommendations included in this plan, it is essential to build a dedicated SRTS team sufficiently robust to organize programs and reach out to parents.

## 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 a guided walk audit of the areas around our school. Our second meeting we focused on education, encouragement, enforcement, and evaluation strategies in addition to prioritizing the proposed engineering strategies.

Meeting Dates	Content/Presentation	Field or Table Exercise
September 30, 2010	Kick Off Meeting and Engineering Meeting	Award of the planning assistance grant, overview of the planning process Team visioning, Opportunity and barrier discussions using maps and the walk audit.
October 28, 2010	Plan Review	Review recommended engineering improvements as well as non-engineering strategies.
November 2010	Implementation	Review completed plan; make final edits and adopt. Establish a timeline for implementing the 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 Southeast Elementary School. Information on the advantages and considerations for each strategy and resources to help us implement each are included in the Travel Plan's Appendix.

### 12- Month SRTS Activity Calendar

Our team will pursue a smaller 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 and bicycling to school safer for our students.

***A word about school arrival and dismissal.*** The arrival and dismissal process, which is new this year, seems to work fairly well. The staggered release reduces conflicts between travel modes. However, our students who walk without parental supervision must wait the longest to leave. These walkers tend to get impatient and frustrated with waiting on both the buses and the parent drivers to be dismissed. We have designed a new dismissal procedure that will work in tandem with moving the preferred pedestrian

path to the flagpole and new crosswalks. Once these are in place, the school can test the new dismissal protocol described on page 27.

## Non-Engineering Travel Plan

We identified a number of activities and programs to promote walking and biking to school. These activities and programs, while grouped by “The Five E’s”, are dependent upon each other for their individual success. We plan to work on our highest priority programs over the next 14 months, following up with other programs in successive years. A key goal of these activities and programs is to strengthen partnerships between the school, parents, and the community.

The activities and programs we expect to work on during the next 14 months are identified in the activity calendar included on pages 15 and 16. Highlights from this calendar are provided below.

### Education Strategies

The two goals and corresponding strategies for education activities in our 14-month activity calendar are:

Goal 1: Provide students with the bicycle and pedestrian skills they need to travel to and from school safely

- Host a bicycle rodeo for grades 4 and 5.
- Incorporate pedestrian safety as a component of the curriculum taught by Mr. Williamson, the school counselor.

Goal 2: Inform parents and faculty members of the school’s SRTS efforts and how they can contribute to improving walking and bicycling conditions around the school.

- Use the school newsletter to provide information about the Southeast SRTS program to parents and indicate how they can contribute.
- Discuss SRTS at a faculty meeting and indicate to teachers how they can contribute to the program.

We hope to repeat these activities annually.

### Encouragement Strategies

The encouragement strategies included in our 14-month activity calendar have the goal of helping students and their parents feel more comfortable and confident about walking and bicycling to school. They include:

- Georgia Walk to School Day (held on



**Figure 10 International Walk to School Day is one of the most popular ways to encourage walking and bicycling.**

- the first Wednesday of March)
- International Walk to School Day. This event is typically held in October. However, in 2010, we will hold it in November or December.
- Participate in the Georgia *Way to Go* frequent walker program

We hope to repeat these encouragement strategies annually.

### Enforcement Strategies

The enforcement strategies included in our 14-month activity calendar have the goal of encouraging safe travel behaviors among drivers, pedestrians, and bicyclists. The enforcement strategies we have selected to achieve this goal include:

- Provide a police presence on Maple Street at 14<sup>th</sup> Street during arrival and dismissal to discourage speeding and encourage yielding to pedestrians.
- Establish a Crossing Guard Appreciation Day to educate students and parents on the role of crossing guards, encourage cooperation, and recognize the crossing guards' efforts.
- Establish Neighborhood Pace Car program, in which program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, avoid distracted driving, and display a bumper sticker signaling their participation.



**Figure 11 Everyone should play a positive role in enforcement including: students, parents, teachers, school administrators, crossing guards, police and the community.**

We hope to hold Crossing Guard Appreciation Day annually. We will evaluate the other enforcement strategies after the first 14 months to determine whether they ought to be continued.

### Evaluation Strategies

Evaluation is an important component of our SRTS program. The enforcement strategies included in our 14-month activity calendar include:

- Conduct the parent surveys and student tallies conducted provided by the National Center for Safe Routes to School.

This strategy will be repeated annually after the Southeast SRTS program's first 14 months.

## 14-Month Activity Calendar

Activity	Coordinator	Nov. 2011	Dec. 2011	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	June 2011	July 2011	Aug. 2011	Sept. 2011	Oct. 2011	Nov. 2011	Dec. 2011
<b>EDUCATION</b>															
Bicycle rodeo for grades 4 and 5															
<i>Annually</i>															
	Mr. Kenemer														
Plan															
Implement															
Pedestrian safety education															
<i>Annually</i>															
	Mr. Williamson														
Plan															
Implement															
Provide SRTS info in school newsletter															
<i>At the beginning of every semester</i>															
	School Secretary														
Plan															
Implement															
Discuss SRTS at faculty meeting															
<i>In January 2011 and annually in September</i>															
	Mr. Portis														
Plan															
Implement															
<b>ENCOURAGEMENT</b>															
Georgia Walk to School Day															
<i>Annually</i>															
	SRTS Champion														
Plan															
Implement															
International Walk to School Day															
<i>Annually, first Wednesday in October</i>															
	SRTS Champion														
Plan															
Implement															
Way to Go program															
<i>During school year, starting Fall 2011</i>															
	SRTS Champion														

Activity	Coordinator	Nov. 2011	Dec. 2011	Jan. 2011	Feb. 2011	Mar. 2011	Apr. 2011	May 2011	June 2011	July 2011	Aug. 2011	Sept. 2011	Oct. 2011	Nov. 2011	Dec. 2011
Plan															
Implement															
<b>ENFORCEMENT</b>															
Police presence on Maple at 14 <sup>th</sup> Street															
<i>At arrival/dismissal when in session.</i>															
	Police Officer														
Plan															
Implement															
Crossing Guard Appreciation Day															
<i>Annually</i>															
	Mr. Portis														
Plan															
Implement															
Neighborhood Pace Car program															
<i>Pilot in fall 2011, continue if successful</i>															
	SRTS Champion														
Plan															
Implement															
Reward safe ped behavior through PAW program															
Plan	Mr. Williamson														
Implement															
<b>EVALUATION</b>															
Classroom tallies of travel mode to school															
<i>Annually</i>															
	Mr. Portis														
Plan															
Implement															
Parent survey															
<i>Annually</i>															
	Mr. Portis														
Plan															
Implement															

## 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 four-way stops in front of the school, improve crossing treatments that make students more visible to drivers, and to install sidewalks to complete the pedestrian network in the vicinity of the school.

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

### Other Factors Affecting Ranking:

- Proximity to Southeast Elementary School
- Volume of students at particular crossings
- Locations that benefit the larger 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.

#### 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.

#### School Zone Identification:

School pavement markings are recommended to alert motorists that they are entering a school zone where pedestrians may be present both along and crossing the roadway. New pavement markings can work with existing school zone signs to reinforce the message to motorists about the school zone.

#### Raised Crosswalks:

Raised crosswalks are flat-topped speed humps with crosswalk markings painted on the top. Raised crosswalks serve two purposes: they make pedestrians more visible to motorists; and they cause motorists to slow at the most critical location, where pedestrians cross (*The Effects of Traffic Calming Measure on Pedestrian and Motorists Behavior, FHWA 2001*).

#### Rapid Flashing Beacons:

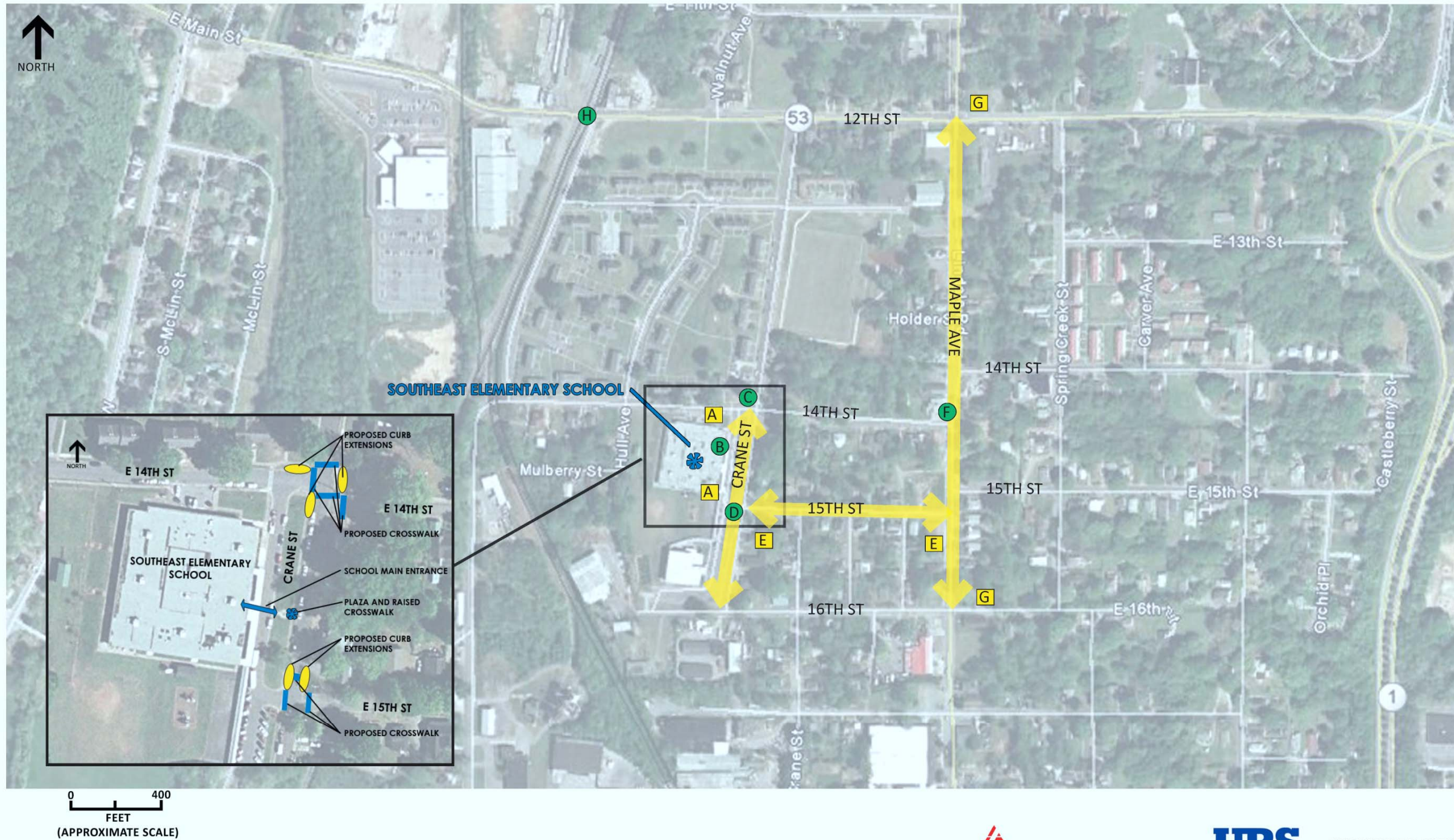
Rapid flashing beacons will increase the visibility of students and all pedestrians as they cross the roadway. This type of signal is pedestrian-activated, meaning the signal will only flash if a pedestrian has pushed a button, indicating that they need to cross the street.

### **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>

# Location-Specific Recommendations

## SOUTHEAST ELEMENTARY SCHOOL RECOMMENDATIONS



NOVEMBER 2010

## Engineering Recommendations

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
A	The block of Crane Street between 14 <sup>th</sup> and 15 <sup>th</sup>  (Uncontrolled Intersection)	This segment of Crane Street is immediately in front of Southeast Elementary School. However the school's presence on Crane Street is not strong.	<b>Recommendations Summary</b> Improve the presence of Southeast Elementary School on Crane with an expanded walkway across the lawn and a preferred pedestrian path on this segment of Crane Street.	High			
		Some motorists on this segment are in a hurry to get to the school parking lot or down to 15 <sup>th</sup> (or 16 <sup>th</sup> street if two-way travel is restored between 15 <sup>th</sup> and 16 <sup>th</sup> Street on Crane see recommendation D.)	Install crosswalks at either end of this block and short curb extensions to reduce the crossing distance on Crane and slow traffic at the intersections.		X		
		Parking is allowed on the east side of the street only.	Widen the concrete path around the flag pole leading to the school main entrance. Add benches to create a meeting place for parents and students.		X		
B	School property, entrance and driveway	This long driveway along the front of the school is used for drop-off and pick-up, access to the school parking lot, and visitor parking. Although pedestrians cross this area to arrive at the school there is no formal pedestrian path across it.	<b>Recommendations Summary</b> Provide a pedestrian path across the driveway.	High			
			Install a raised crosswalk from the widened path to the main entrance of the school.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		The driveway is two-lanes wide for pick-up and drop-off in front of the main entrance. The driveway expands beyond the front entrance to allow for two-sided angled parking.	Install a crosswalk and an advance stop bar at the exit of the drive at 15 <sup>th</sup> Street.		X		
		Private motor vehicles and school buses exit this drive at 15 <sup>th</sup> Street. School employees enter the drive at 15 <sup>th</sup> Street to access the parking lot.	Install a school sign above the breezeway canopy at a scale visible to Crane Street.			X	
C	Intersection of Crane and 14 <sup>th</sup> Streets (Stop-controlled on eastbound approach)	This intersection is the busiest pedestrian crossing around the school.	<b>Recommendations Summary</b> Upgrade this intersection to a 4-way stop and install two new crosswalks leading to the south west side of Crane Street.	High			
		Crane Street is a direct walking route for students living in the nearby John Graham Apartments and north of the school.	Establish a 4-way stop at this intersection with the appropriate 2009 MUTCD signage and pavement markings (stop bars).				
		14 <sup>th</sup> Street jogs at this location and there is little through traffic.	Install a short curb extension on the southwest corner of Crane street to reduce the crossing distance between the sidewalk on the northern side of 14 <sup>th</sup> Street and the sidewalk leading to the expanded walkway at the flagpole.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
			Install a new crosswalk with high visibility striping on the western side of Crane Street crossing 14 <sup>th</sup> Street.		X		
			Replace the existing non-ADA compliant crosswalk across 14 <sup>th</sup> at the school driveway entrance with an ADA compliant ramp.			X	
			Install a SCHOOL pavement marking on the southbound approach of Crane Street.		X		
D	Intersection of Crane and 15 <sup>th</sup> Streets (Stop controlled on westbound approach)	<p>Several paths of travel cross at this intersection. Motor vehicles exit the drop-off/pick-up lanes of the school driveway and enter the parking lot.</p> <p>There is no crosswalk at the primary pedestrian crossing point of this intersection.</p> <p>South of this intersection, Crane Street is currently marked one-way northbound. This condition was created to manage truck-traffic at a now vacant industrial site and it is often disregarded by drivers.</p> <p>A resident reported that lighting may is</p>	<p><b>Recommendations Summary</b></p> <p>Upgrade this intersection to a four-way stop and restore two-way traffic on Crane Street.</p>	High			
			Establish a 4-way stop at this intersection with the appropriate 2009 MUTCD signage and pavement markings (stop bars).		X		
			Install a crosswalk with a short curb extension on the northwest corner of Crane Street.		X		
			Return Crane to two-way south of 15 <sup>th</sup> Street.		X		
			Install a SCHOOL pavement marking on the northbound approach of Crane Street.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
		an issue south on Crane Street between 15 <sup>th</sup> Street and 16 <sup>th</sup> Street.	Evaluate lighting on Crane Street between 15 <sup>th</sup> and 16 <sup>th</sup> street to determine if improvements are needed.		X		
E	15th Street between Maple and Crane	This is a primary walking route to Southeast Elementary School. The block connects Maple Avenue to Crane Street and is used by students who live south on Maple Avenue.  There are currently no sidewalks on either side of 15 <sup>th</sup> Street.	<b>Recommendations Summary</b> Install 5' wide sidewalk with 3' grass buffer along the northern side of the block. This project is recommended in the Rome Sidewalk Improvement Plan.	Medium		X	
F	Intersection of Maple Avenue and 14 <sup>th</sup> Street (Uncontrolled Intersection)	14th Street is the main crossing point along Maple Avenue for students to and from the Altoview Apartments and western edge of Maple Avenue.  The roadway consists of two travel lanes and a center left-turn lane. There is a crosswalk is at the crest of a hill however it is not sufficiently visible, even with assistance from a crossing guard during school arrival and dismissal.  There is also a Rome Transit Department bus stop on the east side of the Maple Street, serving routes Two A and Two B.	<b>Recommendations Summary</b> Upgrade this crosswalk to improve visibility and safety.	High			
			Install a pedestrian-activated rectangular rapid flashing beacon at the western intersection of 14 <sup>th</sup> and Maple Streets. Consider using a solar powered flasher.		X		
			Relocate school zone signs and flashing beacons to within a block of the 14 <sup>th</sup> Street crossing. Upgrade the crosswalk and school zone signage to MUTCD standards.		X		

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
G	Maple Avenue from 12 <sup>th</sup> Street to 16 <sup>th</sup> Street	Numerous bicyclists were observed during the afternoon. The addition of bike lanes would support the Bikability and Walkability Rome plan and provide a degree of traffic calming to the street.	<b>Recommendations Summary</b> Add bicycle lanes in both directions and remove the center turn-lane in this segment.	Low		X	

Map Key	Location	Need	Recommended treatment	Team Priority	Timeframe		
					Short term	Mid term	Long term
H	Railroad crossing at 12 <sup>th</sup> Street	<p>12<sup>th</sup> Street is the only connection between the Central South Rome neighborhood and Southeast Elementary School and it includes a major railroad crossing. It intersects with the Norfolk-Southern rail line which is reported to be the most utilized in the southeast of the U.S.</p> <p>The students from Anna K. Davie School now attending Southeast Elementary School are bused in part because of this railroad crossing.</p> <p>Sidewalks along 12<sup>th</sup> Street will be built as part of two projects on either side of the railroad crossing. The Southeast Rome streetscape improvement project is currently under construction and will build sidewalks to the east side of the crossing.</p> <p>The proposed redevelopment and streetscape project for the section of 12<sup>th</sup> Street west of the crossing will build sidewalks on that side. When these two segments of are complete, the railroad crossing will be a significant gap in the sidewalk system.</p>	<p><b>Recommendations Summary</b></p> <p>Work with Norfolk-Southern to improve the pedestrian connection across the tracks and remove the sidewalk gap, with appropriate pedestrian crossing controls.</p>	Medium		X	

## Recommendations for Revised Dismissal Procedure

The dismissal procedure outlined below is contingent upon implementation of the engineering recommendations for Map Key A and B (see page 22). The goal of the revised procedure is to minimize conflicts between modes and promote walking as a desirable mode choice.

As described in the existing conditions section, dismissal at Southeast Elementary School currently occurs in two stages. Bus riders are released at 2:45 p.m. and car riders and walkers are released at 2:55 p.m. Although this process helps reduce the potential for conflict between buses and other school travel modes, it does not adequately address interactions between pedestrians and motor vehicles. Parents turning into and out of the school pick-up drive conflict with pedestrians exiting the school grounds via crosswalks on Crane Street.

Therefore, to minimize conflicts between pedestrians and private motor vehicles, and to promote walking as a desirable mode choice, we recommend the following changes:

1. Release walkers at 2:45 p.m. through the main entrance. Walkers will exit school property by crossing the school pick-up drive via the proposed raised crosswalk and using the widened path around the flagpole to access the sidewalk on Crane Street. Adult supervision will be necessary to ensure that this process occurs safely and efficiently, so that walkers clear the crosswalks across Crane Street before the bus riders and car drivers are released.
2. Release buses at 2:55 p.m. from the current location.
3. Release car riders after buses have cleared. Parents continue to queue on Crane Street, moving forward only after buses have cleared.

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

Strategy	E's	Advantages	Considerations	Resources
<p><b>Walking and Biking Safety Assembly</b></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><b>Education, Encouragement</b></p>	<ul style="list-style-type: none"> <li>• Assures all children learn bicycle and pedestrian safety skills</li> <li>• Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school</li> <li>• Establishes consistent messages for young pedestrians and bicyclists</li> <li>• 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.</li> <li>• Events can make learning fun, and help strengthen community ties with event organizers and participants.</li> </ul>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Requires able and willing instructors</li> <li>• Should be age-appropriate</li> <li>• Bicycle safety education may require an outside instructor, e.g. a police officer.</li> </ul>	<ul style="list-style-type: none"> <li>• NCSRTS page on strategies for educating children: <a href="http://www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm">www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm</a></li> <li>• National Highway Transportation Administration's pedestrian page: <a href="http://www.nhtsa.dot.gov/portal/site/nhtsa/menu.item.dfedd570f698cabbbf30811060008a0c/">www.nhtsa.dot.gov/portal/site/nhtsa/menu.item.dfedd570f698cabbbf30811060008a0c/</a></li> <li>• Safe Kids pedestrian safety page: <a href="http://www.usa.safekids.org/wtw/">www.usa.safekids.org/wtw/</a></li> <li>• League of American Bicyclists education programs page: <a href="http://www.bikeleague.org/programs/education/">www.bikeleague.org/programs/education/</a></li> </ul>

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

Strategy	E's	Advantages	Considerations	Resources
<p><b>Traffic Enforcement (Staff/Crossing Guards)</b></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><b>Education, Enforcement, Encouragement</b></p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Staff and crossing guards can also reward students who are “caught being good” by issuing School Reward Points.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires some training and coordination with crossing guards</li> </ul>	
<p><b>Student Safety Patrol Program</b></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 issues (and proper behavior) surrounding the school zone.</p>	<p><b>Education, Enforcement, Encouragement</b></p>	<ul style="list-style-type: none"> <li>• Students can also issue citations if condoned by the school.</li> <li>• Excellent way to educate parents and encourage appropriate behaviors while supporting the school’s SRTS program.</li> <li>• Teaches students valuable leadership skills.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires an adult organizer such as a parent, teacher, or law enforcement officer</li> <li>• Materials such as sashes and badges are encouraged</li> <li>• Requires adult supervision while students are “on-duty”</li> <li>• Student safety patrols will also be trained to set the model example for younger students.</li> <li>• In the last month of school, student patrols can “train” 3rd graders who are interested in being trained in the fall.</li> <li>• One option is to host an end of the year party to honor the graduating safety patrols</li> </ul>	<p>Giveaways for students when they cash-in their Reward points</p> <p>AAA Safety Patrol Program:  <a href="http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol">http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol</a></p>

Strategy	E's	Advantages	Considerations	Resources
<p><b>Walk Audit/Parent Surveys / Student tallies</b></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><b>Evaluation</b></p>	<ul style="list-style-type: none"> <li>Establishes baseline information on student travel behavior and perceived barriers to walking and biking</li> <li>Helps determine existing needs</li> <li>Helps determine success of SRTS efforts and identify needed adjustments</li> </ul>	<ul style="list-style-type: none"> <li>Best to conduct initial surveys before SRTS measures have been implemented</li> <li>Requires teacher buy-in and administrative organization</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Student In-Class Travel Tally Form: <a href="http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm">http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm</a></li> <li>Parent Survey Form: <a href="http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm">http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm</a></li> <li>Instructions for Survey Administration: <a href="http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm">http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm</a></li> <li>Instructions for Data Entry: <a href="http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm">http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm</a></li> </ul>

Strategy	E's	Advantages	Considerations	Resources
<p><b>Bike Rodeo</b></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><b>Education, Encouragement</b></p>	<ul style="list-style-type: none"> <li>• Events like bike rodeos make learning fun and can help strengthen community ties with event organizers and participants.</li> <li>• 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.</li> <li>• One possible partner for this is the local police department.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires able and willing instructors</li> <li>• Should be age-appropriate</li> <li>• Bicycle safety education may require an outside instructor, e.g. a police officer.</li> <li>• These events require planning and materials to share with students</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycling Life page on bicycle rodeos: <a href="http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm">http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm</a></li> </ul>
<p><b>Walking School Buses/ Bicycle Trains</b></p> <p>Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school.</p>	<p><b>Education, Encouragement</b></p>	<ul style="list-style-type: none"> <li>• Adult supervision on the walk to school</li> <li>• Can be loosely structured or highly organized</li> <li>• Can include a meeting point in a parking lot so children and parents who must drive can participate.</li> <li>• Adults can rotate who will lead each time.</li> </ul>	<ul style="list-style-type: none"> <li>• Need to identify routes where conditions support walking and there is sufficient demand for supervised walking</li> <li>• Requires parents willing to walk with children and learn about how Walking school buses are organized and conducted.</li> <li>• More organized structure requires considerable planning</li> </ul>	<ul style="list-style-type: none"> <li>• NCSRTS page on walking school buses: <a href="http://www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm">www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm</a></li> </ul>

Strategy	E's	Advantages	Considerations	Resources
<p><b>Drive Safe Campaigns</b></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>	<b>Education</b>	<ul style="list-style-type: none"> <li>• Has the ability to positively effect change in and community around the school</li> <li>• Improves the safety of the walking environment</li> <li>• Good drivers can help to set the example for good behavior. This is especially true for helping to control speeds.</li> </ul>	<ul style="list-style-type: none"> <li>• This requires a person to organize and administer the campaign.</li> <li>• May not be effective at schools where parent/teacher organizations are weak</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	
<p><b>Crossing Guard Appreciation Day</b></p> <p>Crossing guards help our children cross the road safely in the mornings and afternoons, in all weather conditions. Remind them that you 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.</p>	<b>Encouragement</b>	<ul style="list-style-type: none"> <li>• Maintains a positive relationship between the crossing guards and the school/community.</li> <li>• Can inspire crossing guards to continue to be reliable, safety figures.</li> <li>• Creates an opportunity to remind students why it is important to practice safe walking skills.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires coordination between the crossing guards, school administrators and school instructors.</li> <li>• May require materials to create the thank-you cards.</li> <li>• Is most effective with newsletter and in-school announcements.</li> <li>• Relatively inexpensive strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Downloadable templates for event flyers and newsletter inserts: <a href="http://saferoutesga.org/Resources/Downloads">http://saferoutesga.org/Resources/Downloads</a></li> </ul>

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

## 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.

**Atlanta Bicycle Coalitions** (<http://www.atlantabike.org/>)

ABC's mission is to make it safer and easier for people to ride bicycles by advocating for better facilities for bicycles, educating cyclists and drivers on sharing the road safely, offering programs to support those who would like to start biking as well as those who already bike to ride more often, and by promoting the bicycle as a both a viable transportation solution and a community-building form of recreation and exercise.

**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.

## 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 Georgia RC](http://www.coastalgeorgiarc.org/) (<http://www.coastalgeorgiarc.org/>)
- [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/>)