# Sylvester Road Elementary School
## Safe Routes to School Travel Plan

2600 Trenton Lane
Albany, Georgia 31705

November 2010

Safe Routes to School

Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

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# Acknowledgements

This Travel Plan represents the work of the Sylvester Road Elementary School Safe Route to School Team. Our school is a Silver Level partner with the Georgia Safe Routes to School Resource Center. While we are not required to create a Travel Plan as a Silver 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 Sylvester Road Elementary School

Sylvester Road Elementary School is located in Albany, the county seat of Dougherty County, in southwest Georgia. The City has grown steadily since the 1970's. With a thriving downtown, Albany has established itself as an industrial leader in the County.

Unlike many schools in town that were relocated after the 1994 Tropical Storm Alberto, Sylvester Road Elementary School was spared from the damages of the flood and remains one of only a handful of neighborhood schools.[1] Most of Dougherty County schools are now located far from any neighborhoods and few children can feasibly walk to school. Our School "Safety Team" recognizes that our school is special, and its neighborhood character should be preserved.

The Safe Routes to School (SRTS) program at Sylvester Road Elementary School is part of the town's efforts towards returning to its roots as a walkable community. The City's Downtown Riverfront Master Plan includes an improvement plan that focuses on retrofitting pedestrian infrastructure. 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 Sylvester Road Elementary School and the City's goals and objectives.

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. Through our SRTS program, we hope

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[1] In July of 1994, Tropical Storm Alberto swept through Albany causing Flint River to flood the city. Fourteen people died and 22,000 people were displaced from their homes. Several schools were condemned after the floodwaters comprised their structural integrity. In order to open schools on time in the fall, the County was forced to buy land on higher ground to build new schools.

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 nearly 60% of our students live within 1 mile of school.

*Demographics.* Our school is located a few miles north of the City's center.  Enrollment for the 2009-2010 school year is 436 students, in grades K-5. About 23% of students live within a 1/2-mile radius of school. Approximately 60% of our students live within 1 mile of school. The remaining 40% live beyond a mile from school.

The school provides free and reduced lunch for about 95% of students. Many of these students live in the ½ mile to 1-mile radius from school.
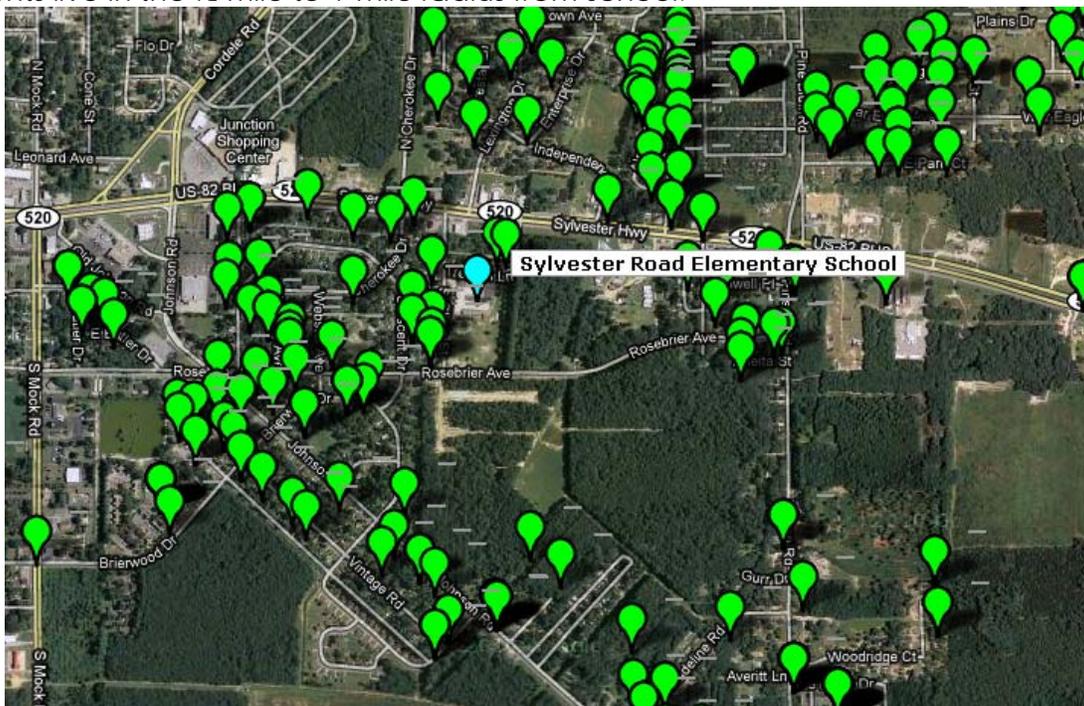


**1 Several students live near the school site**

*Current School Travel Patterns.*  Many students who live within 1/2 mile of school walk to and from school. Outside of a ½ mile of the school, a large percentage of the school families travel to and from school in family vehicles. Dougherty County School District, in which Sylvester Road Elementary School is located, provides busing for any students living beyond of 1 ½ miles of school. As a result, a significant number of students arrive at school by bus. Busing is provided for students who live north of Sylvester Highway, although several of these students walk home with parental permission on a regular basis. With the constraints of the economy, some established bus routes may be cut in the near future.

## 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. Parents are reminded of these procedures in the student handbook and in monthly newsletters that are mailed to students' homes.

*Arrival.* School begins each morning at 8:00 a.m. Students arrive at school over a 30 to 45 minute period. Buses unload between 7:00 a.m. and 7:40 am. Bus riders enter on the west side of the building. All other students (regardless of when they arrive) enter on either the north side through the front door or the gymnasium entrance.

*Dismissal.* Dismissal begins at 2:20 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 exit the west entrance and board the waiting buses. Buses may turn either north or south onto S. Olivia Street. Because the buses are shared and are on a tight schedule, bus riders are released first. All other students are released after the buses.

Group 2    Students leaving by private motor vehicle. Parents in cars queue in our one-way driveway that enters the school property on the west side of the building from S. Olivia Street. Parents are not permitted to retrieve their children from inside the building until the buses have left. Students wait in the gymnasium while parents queue in the pick-up line. Teachers recognize the parents driving, and call the students out to meet their parents. In order to keeps the line moving efficiently, parents must remain in their cars, in the queue.

Group 3    Students walking. These students leave from the gymnasium doors on the west side of the school building. The physical education coach, Mr. Griffin, walks the students down S. Olivia Street and makes sure that they cross Rosebrier Avenue safely. Another staff member walks students north on S. Olivia Street to Sylvester Highway, where a crossing guard assists students across the intersection.

*Support activities.* Student arrival and dismissal is supported by a crossing guard positioned at the intersection of S. Olivia Street and Sylvester Highway.

## *Existing Conditions and Barriers*

Based our discussions when developing the plan, we know that some parents have concerns about allowing their 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 |
|:---:|
| S. Olivia Street |
| Rosebrier Avenue |
| Sylvester Road |

- Lack of sidewalks
- Lack of crosswalks
- Motorists on Sylvester Highway appear unaware of students attempting to cross the road
- Speed of traffic, especially on Sylvester Highway

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 nation-wide survey, these are the top reasons why parents do not allow their children to walk or bike to school:[2]

| 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 many cases, these barriers are our local example of the types of concerns listed in the table above.

*Marked crosswalks are absent throughout the school walking area.*

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[2] *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: Lack of sidewalks on many streets within two blocks of school.*
Sidewalks are present on the north side of Sylvester Highway, but are absent on all of the streets bordering the school and within the neighborhoods. Students walk to school in the grass in the roadway, due to the open drainage system present through most of the neighborhoods.

*Barrier:  Lack of Motorists Awareness of School Crosswalk (Sylvester Highway).*
Motorists traveling on Sylvester Highway may not realize that they are entering Sylvester Road Elementary School's school zone as the school is not visible from the road. Many students cross Sylvester Highway in the morning and afternoon. There are school zone speed signs placed on either side of the road. A crossing guard helps students cross the road. However, we observed some motorists approaching the crosswalk at relatively high speeds during arrival and dismissal. The motorists may not be expecting pedestrians to be crossing at the unsigalized intersection of Sylvester Road and S. Olivia Street.

*Barrier: Key intersections along the walking routes lack pedestrian infrastructure.*
Students walking to and from school on a regular basis travel along routes that require them to cross the street.  There are no pavement markings and few signs that alert motorists that they are approaching a school crossing.  The lack of marked crossings affects students' ability to choose the safest place to cross.

*Barrier:  Lack of Adult Supervision for Students Walking.*
Staff members walk students home northbound and southbound on S. Olivia Street. However, they are not present to walk students *to* school in the morning.  For some parents, lack of adult supervision is a reason for why they do not allow their children to walk to school.

*Barrier:  Inadequate Pedestrian Lighting.*
Street lights are not present on the streets bordering the school. Lighting from homes and other buildings along walking routes do 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 four times to develop this SRTS plan. Each meeting provided education on the benefits of SRTS and highlighted successful program components and strategies. The "existing conditions" included an overview of pedestrian and bicycle facilities, as well as a guided walk audit of the areas around our school. A third meeting focused on the draft plan which addressed education, encouragement, enforcement, and evaluation strategies and complimentary programs to support proposed engineering strategies. Our fourth meeting discussed implementation strategies for our Travel Plan.

| Meeting Dates | Content/Presentation | Field or Table Exercise |
|---|---|---|
| September 2010 | Kick Off Meeting: Why Safe Routes to School Matters | Visioning, review current projects, programs and policies |
| September 28, 2010 | Barriers and Opportunities | Identify through mapping, walk audit, review potential non-Engineering activities to include in plan |
| October 26, 2010 | Engineering Improvements | Review Recommended engineering improvements |
| November 10, 2010 | Implement | 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 Sylvester Road Elementary School. Information on the advantages and considerations for each strategy and resources to help us implement each are included in the Plan's Appendix.


*Our first meeting as a team working to identify barriers to walking and biking*

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 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 incorporate pedestrian and bicycle safety into our annual Field Day event in April. We also plan to provide walking materials for parents 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 the first Wednesday in March and International Walk to School Day the first Wednesday in October.

We are also planning to use our school mascot – the Jaguar – in a combined education and encouragement activity. We will paint red, white and blue jaguar paw prints on Trenton Lane and S. Olivia Streets prior to the March Georgia Walk to School Day. The paws will encourage students to walk to school that day, and remind drivers that Sylvester Road Elementary School Jaguars are walking to school.



*Staff will walk with students from Grove Park to 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, encouragement activities such as Georgia Walk to School Day in the spring and International Walk to School Day in the fall will continue to be traditions at Sylvester Road Elementary School.

The official Sylvester Road Elementary SRTS Program kick-off will be this spring, with an emphasis on encouraging walking school buses. Leading up to Georgia Walk to School Day in the spring 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 program such as goals and timelines

for implementation of the Travel Plan. Prior to Walk to School Day, we will organize weekly walks from Grove Park on Rosebrier Avenue. These walks will help students and parents get into the habit of walking to school, make walking more convenient, and reduce motor vehicle traffic congestion around the school. Parents will drop off their children at the park, where a staff person(s) will be waiting. At the designated time, the staff person(s) will walk the students to school from the park.

We will also create a walking map to distribute at the first PTO 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 drivers along Sylvester Highway with a mix of enforcement and education. Partnering with the Albany Police Department, we will focus on reducing motor vehicle speeds 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 limits during school hours, and the proper ways to drive at school crossings. Albany police will continue to administer speed-reading signs just before school starts in the fall as well as in the 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 of 25 mph.

Other enforcement strategies we will work on after this year are:
- Corner captains to provide an adult presence along walking routes
- Safety Stings performed by the Albany Police Department once crosswalks are marked along the walking routes.

Evaluation Strategies
Evaluation is an important component of our SRTS program. We regularly complete in-classroom student tallies, and Evaluation tools, such as the student tally and parent survey forms provided by National Center for Safe Routes to School (NCSRTS). We first administered these in fall 2010, which provided based line information on student travel behavior. 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 and 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 at Field Day | | | | | | | | | | | | | | |
| | P.E. Coach | | | | | | | | | | | | | |
| Plan | | | | | █ | █ | | | | | | | | |
| Implement | | | | | | | █ | | | | | | | |
| | | | | | | | | | | | | | | |
| **ENCOURAGEMENT** | | | | | | | | | | | | | | |
| Promotion of Travel Plan | | | | | | | | | | | | | | |
| *Sending home materials with students* | | | | | | | | | | | | | | |
| | Assistant Principal | | | | | | | | | | | | | |
| Plan | | █ | █ | | | | | | | | | | | |
| Implement | | | | █ | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Weekly Walks from Grove Park | | | | | | | | | | | | | | |
| Starts weekly after Walk to School Day | | | | | | | | | | | | | | |
| | Assistant Principal, Staff support | | | | | | | | | | | | | |
| Plan | | | | | █ | █ | | | | | | | | |
| Implement | | | | | | | █ | █ | █ | | | | | |
| | | | | | | | | | | | | | | |
| International Walk to School Day (Paint Paw Prints) | | | | | | | | | | | | | | YES |
| *Fall* | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |
| Georgia Walk to School Day | | | | | | | | | | | | | | |
| *First Wednesday in March* | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Plan | | | | | ▓ | | | | | | | | | |
| Implement | | | | | | ▓ | | | | | | | | |
| | | | | | | | | | | | | | | |
| **ENFORCEMENT** | | | | | | | | | | | | | | |
| Drive Safe Campaign for parents | | | | | | | | | | | | | | |
| | Assistant Principal | | | | | | | | | | | | | |
| Plan | | ▓ | ▓ | ▓ | | | | | | | | | | |
| Implement | | | | ▓ | ▓ | ▓ | ▓ | ▓ | ▓ | ▓ | ▓ | ▓ | ▓ | |
| | | | | | | | | | | | | | | |
| **EVALUATION** | | | | | | | | | | | | | | |
| Classroom tallies of travel mode to school | | | | | | | | | | | | | | |
| *Annually* | | | | | | | | | | | | | | |
| | Assistant Principal | | | | | | | | | | | | | |
| Plan | | | | | | | | | | | ▓ | | | |
| Implement | | | | | | | | | | | | ▓ | | |
| | | | | | | | | | | | | | | |
| Parent survey | | | | | | | | | | | | | | |
| *Annually* | | | | | | | | | | | | | | |
| | Assistant Principal | | | | | | | | | | | | | |
| Plan | | | | | | | | | | | ▓ | | | |
| Implement | | | | | | | | | | | | ▓ | | |
| | | | | | | | | | | | | | | |
| Annual Walk Audit | | | | | | | | | | | | | | |
| | Assistant Principal | | | | | | | | | | | | | |
| Plan | | | | | | | | | | | | ▓ | | |

SYLVESTER ROAD ELEMENTARY SCHOOL TRAVEL PLAN

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Implement | | | | | | | | | | | | | | |

## Location-specific Recommendations



SYLVESTER ROAD ELEMENTARY SCHOOL RECOMMENDATIONS

SYLVESTER ROAD ELEMENTARY SCHOOL TRAVEL PLAN
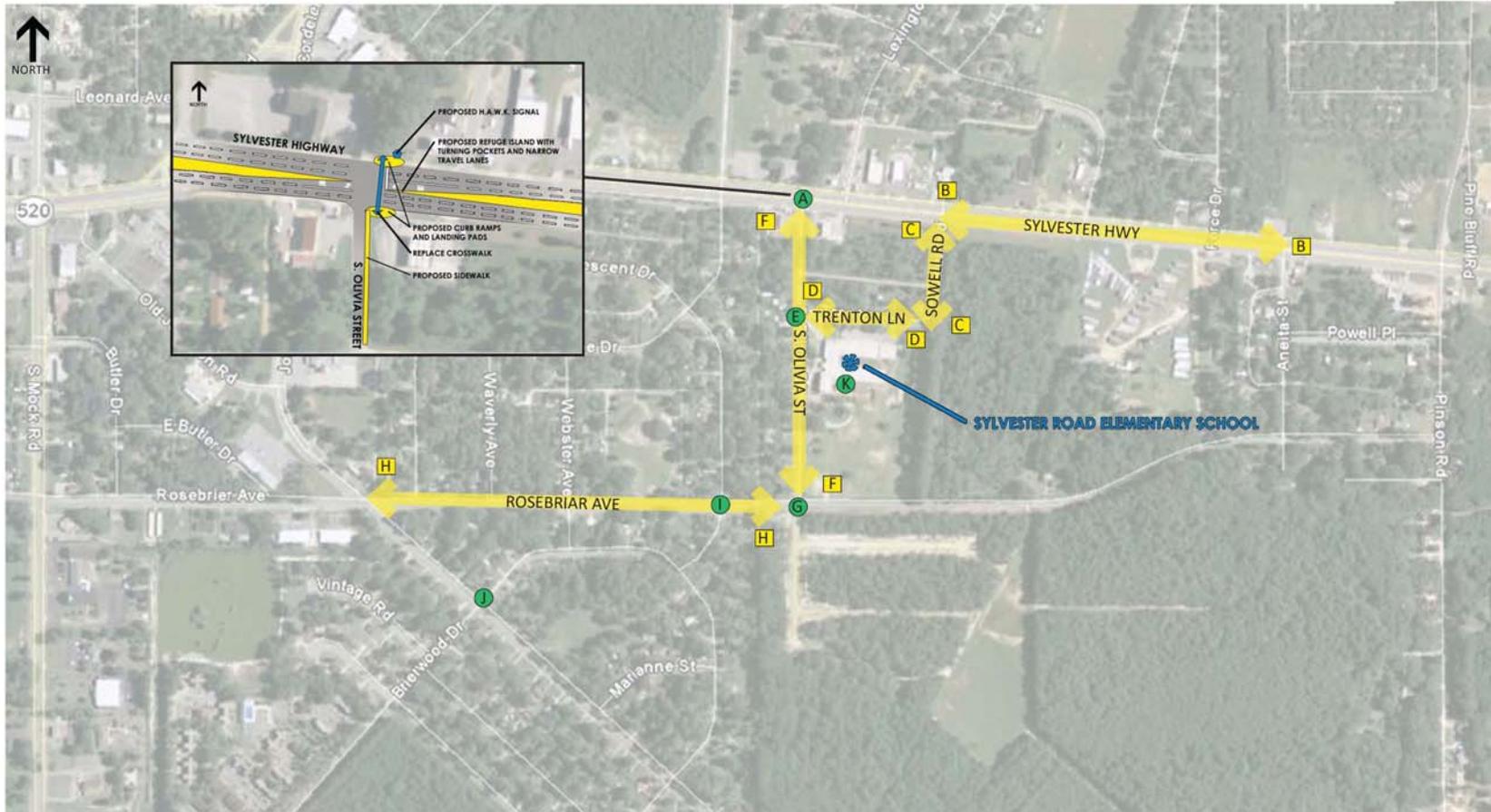
# Engineering Improvements

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 walking home, crossing Sylvester Highway.*

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 |



*Students walk home along S. Olivia Street without sidewalks.*

**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:

<u>Sidewalks and buffers:</u>
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. City of Albany standards are for a 6' sidewalk and a 2' wide buffer.

<u>Lighting:</u>
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.

<u>High Visibility Crosswalks:</u>
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.

<u>Pedestrian Hybrid Beacon:</u>
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

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---|---|---|---|---|---|---|---|
| | | | | | Short term | Mid term | Long term |
| A | Intersection of S. Olivia Street and Sylvester Highway.<br><br>This intersection is stop controlled for traffic on S. Olivia Street. | This "T" intersection connects two neighborhoods that feed into Sylvester Road Elementary School, but are separated by Sylvester Highway.<br>Sylvester Highway is a 4-lane roadway with a center turn lane. The posted speed limit is 45 mph, outside the school zone.<br>Over 30 students were observed using this crossing in the afternoon. There is a significant amount of motor vehicle traffic along Sylvester Highway during the morning arrival times, and a crossing guard assists students cross the roadway. Parents and the Sylvester Road Elementary School Safety Team are concerned that their children are not visible to motorists.<br><br>The recommendations are not intended to replace the existing crossing guard. Instead, the recommendations will make it | **Recommendations Summary**<br>Install a pedestrian hybrid beacon (H.A.W.K. signal) to allow students to safely cross the street.<br><br>Replace the existing crosswalk with a reflective, high visibility crosswalk. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques.<br><br>Pave the southeast corner to provide a clear space for children to queue when waiting to cross Sylvester Highway.<br><br>Install curb ramps on the southeast and northeast corners to ensure ADA compliance. | High | | | |

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---|---|---|---|---|---|---|---|
| | | | | | Short term | Mid term | Long term |
| | | easier for the crossing guard to safely assist the students crossing.<br><br>A bus shelter and bus stop serving an Albany Transit Service bus route are on the north side of the intersection. This crossing is used by both students and others in the community. Sylvester Highway is the main walking route to the new Wal-Mart shopping center. Improvements to this crossing will benefit both students and all the residents living near the highway. | Relocate existing stop bars in advance of the crosswalk on Sylvester Highway to provide a safe stopping distance for vehicles approaching the crosswalks.<br><br>Reduce the crossing distance with a center median pedestrian refuge with turning pockets. Lane widths will be reduced to accommodate the median. | | | | |
| | | | Install a H.A.W.K. signal. | | | X | |
| | | | Replace crosswalk, install signs. | | X | | |
| | | | Pave southeast corner. | | X | | |
| | | | Install curb ramps on the southeast and northeast corners. | | X | | |
| | | | Relocate existing stop bars in advance of the crosswalk on Sylvester Highway | | X | | |
| | | | Reduce crossing distance with center pedestrian refuge | | | | X |

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---|---|---|---|---|---|---|---|
| | | | | | Short term | Mid term | Long term |
| | | | median with turning pockets. | | | | |
| B | South side of Sylvester Highway between Aneita Street and Sowell Road | Students who live in the neighborhoods east of the school use Sylvester Highway to walk to School. There are no sidewalks on the south side of Sylvester Highway between Aneita Street and Sowell Road. Worn pathways in the grass show that there is desire for a sidewalk to connect these two intersections. | Install sidewalks on the south side of Sylvester Highway between Aneita Street and Sowell Road. Install curb ramps at both intersections. | Medium | | | X |
| C | Sowell Road, east side | Students walking between Aneita Street and the school use Sowell Road to access the school property. There are no sidewalks on either side of the street. | Install sidewalks on the east side of Sowell Road. | Medium | | X | |
| D | Trenton Street, south side | Students walking to school use Trenton Lane to access the school. There are no sidewalks along Trenton Street in front of the school. | Install sidewalks on the south side of Trenton Lane. | Medium | | | X |
| E | Intersection of Trenton Lane and S. Olivia Street | This main entrance of the school is located at this corner. There are no pedestrian crossing facilities such as a marked crosswalk. Students walking southbound from the | **Recommendations Summary** Install one, high visibility crosswalks, crossing Trenton Lane on the east side, continuing the path of travel | High | | | |

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---|---|---|---|---|---|---|---|
| | | | | | Short term | Mid term | Long term |
| | Traffic on Trenton Lane is stop-controlled. | neighborhoods north of Sylvester Highway cross at this point to access the school property. Over 20 students were observed using this crossing here. | from the sidewalk recommended in location C. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques. | | | | |
| | | | Install a high visibility crosswalk to the east crossing. | | | X | |
| | | | Install school crossing signs for both proposed crosswalks. | | | X | |
| F | S. Olivia Street, east side | S. Olivia Street borders the school property on the west. The entrance and exit for the parent drop-off and pick-up are located on S Olivia Street. During dismissal, students are released from the all purpose room, which faces S. Olivia Street. Several students were observed walking in the roadway because there are no sidewalks on either side of the street. | Install sidewalks on the east side of S. Olivia Street. Use the drainage ditch and trees as buffer if possible. | Medium | | X | |
| G | Intersection of Rosebrier Avenue and S. Olivia | Students walking to school from neighborhoods west of the school cross at this intersection to access the school. There are no sidewalks | Install one, high visibility crosswalk crossing Olivia Street on the north leg of the intersection. Install school | High | X | | |

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---|---|---|---|---|---|---|---|
| | | | | | Short term | Mid term | Long term |
| | Street<br><br>Traffic on S. Olivia Street is stop-controlled. | leading to this intersection, nor is there pedestrian infrastructure at the intersection. Many parent motorists travel through this intersection going to and from the drop-off driveway on S. Olivia Street, creating a risk of conflicts with student pedestrians. | crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques. | | | | |
| H | Rosebrier Avenue between S. Olivia Street and Johnson Road. | Students walking between the school and neighborhoods west of the school use this street to access the school.<br><br>There are no sidewalks on either side of the street[3]. | **Recommendations Summary**<br>Install sidewalks on both sides of the street to give students a safe place to walk to school. | Medium | | | |
| | | | Install sidewalks on the north side of the street. | | X | | |
| | | | Install sidewalks on the south side of the street. | | | X | |
| I | Intersection of Rosebrier Avenue and Crescent Drive | Students walking between the school and neighborhoods west of the school cross here to access the school. There are no pedestrian crossing facilities. | Install high visibility crosswalks at all legs of the intersection. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques. | High | X | | |

[3] This plan is also proposing to make Oak Grove Park, a park and walk site for parents. Several students walk along this road. If the park and walk site is implemented, many more students will use this route to walk to school.

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---|---|---|---|---|---|---|---|
| | | | | | Short term | Mid term | Long term |
| | This is a four-way stop. | | | | | | |
| J | Intersection of Brierwood Drive and Johnson Road<br><br>Traffic on Johnson Road is stop-controlled. | Students walking between the school and neighborhoods west of the school cross here to access the school.<br>*NOTE:* Students should be encouraged to cross here instead of further north at Johnson Road and Rosebrier Avenue where the intersection geometry creates long and diagonal crossing. | Install high visibility crosswalks at all legs of the intersection. Install school crossing warning signs on both sides of the street with downward-pointing arrow sub-plaques. | High | X | | |
| K | Throughout the school zone | School signage throughout the school zone is placed appropriately but do not meet current MUTCD standards. | Update the signage with bright, reflective materials recommended by the Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition.<br><br>Repaint "School" Pavement markings on S. Olivia Street and Sylvester Highway. | High | X | | |

| Map Key | Location | Need | Recommended treatment | Team Priority | Timeframe | | |
|---------|----------|------|----------------------|---------------|-----------|---|---|
| | | | | | Short term | Mid term | Long term |
| | | | Install new "School" Pavement markings on Rosebrier Avenue. | | | | |

## Plan Appendix

Non-infrastructure strategies (referenced in the Travel Plan)

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

| Strategy | E's | Advantages | Considerations | Resources |
|---|---|---|---|---|
| **Walking and Biking Safety Assembly**<br><br>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. | Education, Encouragement | • Assures all children learn bicycle and pedestrian safety skills<br>• Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school<br>• Establishes consistent messages for young pedestrians and bicyclists<br>• 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.<br>• Events can make learning fun, and help strengthen community ties with event organizers and participants. | • 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).<br>• Requires able and willing instructors<br>• Should be age-appropriate<br>• Bicycle safety education may require an outside instructor, e.g. a police officer. | • NCSRTS page on strategies for educating children: www.saferoutesinfo.org/guide/education/strategies_for_educating_children.cfm<br>• National Highway Transportation Administration's pedestrian page: www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.dfedd570f698cabbbf30811060008a0c/<br>• Safe Kids pedestrian safety page: www.usa.safekids.org/wtw/<br>• League of American Bicyclists education programs page: www.bikeleague.org/programs/education/ |

| Strategy | E's | Advantages | Considerations | Resources |
|---|---|---|---|---|
| **Participate in Walk to School Day**<br><br>Walk to School Day is a one-day event that celebrates walking and biking to school.<br><br>Generally this event is scheduled for the first full week in October.<br><br>The State of Georgia hosts a Spring Walk to School Day in March**.** | Education, Encouragement | • Excellent kick-off event for Safe Routes to School program<br>• Generates enthusiasm for walking and biking<br>• Way to raise community awareness about safety issues<br>• Can be as simple as a few kids and parents meeting to walk to school or very elaborate celebrations<br>• Can be folded into studies of international cultures as it is an international event<br>• Date is flexible- to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1. | • Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event<br>• Should provide bicycle and pedestrian safety information to children and parents<br>• 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). | • Walk to School Day downloadable templates for flyers, banners, pennants, etc: http://saferoutesga.org/Resources/Downloads<br>• U.S. Walk to School Day website (provides resources and event registration): www.walktoschool.org<br>• International Walk to School Day website: www.iwalktoschool.org/ |
| **Frequent Walker/Bicyclist Program or Walking Wednesdays**<br><br>Track and reward students who walk and bicycle to school. Can be an individual competition or a competition among classes. | Encouragement | • Provides positive reinforcement for walking and bicycling.<br>• Children respond to incentives.<br>• Can include all students.<br>• Can include walking and bicycling beyond the trip to school. | • Necessary to identify a coordinator.<br>• Establish a simple record-keeping system.<br>• Establish age-appropriate goals.<br>• Consider giving rewards to parents as well, since parents are often involved in the commute to school. | • Resources for Georgia's *Way to Go Program* Resources such as downloadable templates for punch cards and stickers: http://saferoutesga.org/Resources/Downloads<br>• 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 |
|---|---|---|---|---|
| **Traffic Enforcement (Staff/Crossing Guards)**<br><br>This can be an ongoing program for school staff and crossing guards. This works well if the school has an existing reward point program. | Education, Enforcement, Encouragement | • 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.<br>• Staff and crossing guards can also reward students who are "caught being good" by issuing School Reward Points. | • Requires some training and coordination with crossing guards | |
| **Student Safety Patrol Program**<br><br>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. | Education, Enforcement, Encouragement | • Students can also issue citations if condoned by the school.<br>• Excellent way to educate parents and encourage appropriate behaviors while supporting the school's SRTS program.<br>• Teaches students valuable leadership skills. | • Requires an adult organizer such as a parent, teacher, or law enforcement officer<br>• Materials such as sashes and badges are encouraged<br>• Requires adult supervision while students are "on-duty"<br>• Student safety patrols will also be trained to set the model example for younger students.<br>• In the last month of school, student patrols can "train" 3rd graders who are interested in being trained in the fall.<br>• One option is to host an end of the year party to honor the graduating safety patrols | Giveaways for students when they cash-in their Reward points<br>AAA Safety Patrol Program:<br>http://www.aaamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol |

| Strategy | E's | Advantages | Considerations | Resources |
|---|---|---|---|---|
| **Walk Audit/Parent Surveys / Student tallies**<br><br>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. | Evaluation | • Establishes baseline information on student travel behavior and perceived barriers to walking and biking<br>• Helps determine existing needs<br>• Helps determine success of SRTS efforts and identify needed adjustments | • Best to conduct initial surveys before SRTS measures have been implemented<br>• Requires teacher buy-in and administrative organization<br>• 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. | • Student In-Class Travel Tally Form: http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm<br>• Parent Survey Form: http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm<br>• Instructions for Survey Administration: http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm<br>• Instructions for Data Entry: http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm |

| Strategy | E's | Advantages | Considerations | Resources |
|---|---|---|---|---|
| **Bike Rodeo**<br><br>This is a single-day event that promotes bicycle safety. At the rodeo, students can borrow bicycles or bring their own. | Education, Encouragement | • Events like bike rodeos make learning fun and can help strengthen community ties with event organizers and participants.<br>• 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.<br>• One possible partner for this is the local police department. | • Requires able and willing instructors<br>• Should be age-appropriate<br>• Bicycle safety education may require an outside instructor, e.g. a police officer.<br>• These events require planning and materials to share with students | • Bicycling Life page on bicycle rodeos:<br>http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm |
| **Walking School Buses/ Bicycle Trains**<br><br>Walking school buses and bicycle trains are adult supervised groups of students walking and/or bicycling to school. | Education, Encouragement | • Adult supervision on the walk to school<br>• Can be loosely structured or highly organized<br>• Can include a meeting point in a parking lot so children and parents who must drive can participate.<br>• Adults can rotate who will lead each time. | • Need to identify routes where conditions support walking and there is sufficient demand for supervised walking<br>• Requires parents willing to walk with children and learn about how Walking school buses are organized and conducted.<br>• More organized structure requires considerable planning | • NCSRTS page on walking school buses:<br>www.saferoutesinfo.org/guide/encouragement/walking_school_bus_or_bicycle_train.cfm |

| Strategy | E's | Advantages | Considerations | Resources |
|---|---|---|---|---|
| **Drive Safe Campaigns**<br><br>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. | Education | • Has the ability to positively effect change in and community around the school<br>• Improves the safety of the walking environment<br>• Good drivers can help to set the example for good behavior.  This is especially true for helping to control speeds. | • This requires a person to organize and administer the campaign.<br>• May not be effective at schools where parent/teacher  organizations are weak<br>• 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.<br>• 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.<br>• 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. | |
| **Crossing Guard Appreciation Day**<br><br>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 | Encouragement | • Maintains a positive relationship between the crossing guards and the school/community.<br>• Can inspire crossing guards to continue to be reliable, safety figures.<br>• Creates an opportunity to remind students why it is important to practice safe walking skills. | • Requires coordination between the crossing guards, school administrators and school instructors.<br>• May require materials to create the thank-you cards.<br>• Is most effective with newsletter and in-school announcements.<br>• Relatively inexpensive strategy | • Downloadable templates for  event flyers and newsletter inserts: http://saferoutesga.org/Resources/Downloads |

and administrators can honor
them formally during a school
assembly.

| Strategy | E's | Advantages | Considerations | Resources |
|----------|-----|------------|----------------|-----------|
| **Pace Car Program**<br><br>Program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, and display the Pace Car bumper sticker. | Enforcement | • Low-cost way to slow traffic and improve interactions between motorists, pedestrians, and bicyclists | • Must be accompanied by an education and outreach campaign<br>• Need to find funding source for stickers and other materials<br>• Not all drivers who make the pledge will keep it, but the program can still be effective if enough people do<br>• Can have students design logo as part of contest | • Websites for Pace Car programs around the country:<br>www.idahosmartgrowth.org/projects/pace-car/index.htm<br>www.northamptonma.gov/pacecar/<br>www.ci.santa-cruz.ca.us/pw/npcp/npcp.html<br>www.peds.org/kw_pace.shtml<br>cityofdavis.org/Police/pacecar/<br>www.waba.org/pacecar/ |
| **Adopt a Sidewalk Program**<br><br>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. | Education | • This promotes the Safe Routes to School program and also relieves the localities of some of the burden to keep the sidewalks well-maintained. | • Requires the help and dedication of volunteers<br>• Requires public outreach and education | |

SYLVESTER ROAD ELEMENTARY SCHOOL TRAVEL PLAN

# 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.coastalgeorgiardc.org/)    (http://www.coastalgeorgiardc.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.negrc.org/)    (http://www.negrc.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/)