Springdale Park Elementary School

Safe Routes to School Travel Plan

April 2014

1246 Ponce De Leon Avenue
Atlanta, Georgia

Safe Routes to School

Georgia

GEORGIA DEPARTMENT OF TRANSPORTATION

Prepared with assistance from the Georgia SRTS Resource Center

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April, 2014

Acknowledgements

This report represents the work of the Safe Routes to School (SRTS) Team at Springdale Park Elementary School in Atlanta, Georgia. In the fall of 2013, the Georgia Department of Transportation selected Springdale Park Elementary School to receive planning assistance through the Georgia Safe Routes to School Resource Center. With oversight and input from a team of staff and volunteers, Springdale Park Elementary School received technical assistance from transportation consultants in the development of this SRTS Travel Plan. The plan can help Springdale Park Elementary School identify projects and programs to improve the safety of children walking and bicycling to school, and to encourage more families to do so.

Members of the Springdale Park Elementary School SRTS Team
Yolonda Brown, Principal, Springdale Park Elementary School
Mary Stouffer, SRTS Parent Coordinator, Springdale Park Elementary School
Justin Critz, President, Druid Hills Civic Association
Alvah Hardy, Director of Facilities, Atlanta Public Schools
James "Brad" Humphrey, Traffic Operations Manager, GDOT District 7
Anthony Jackson, Sergeant, School Detective Division Atlanta Police Department
Nursef Kedir, City of Atlanta Public Works
Jabulani Moyo, City of Atlanta Public Works
Oliver "Trey" Smith, Parent, Springdale Park Elementary School, Poncey Highland Resident
Doug Strohl, Board Member - Director of Campus Operations, Springdale Park PTO
Troy Von Kutzleben, Parent, Springdale Park Elementary School, Virginia Highland Resident
Jack White, President, Virginia-Highland Civic Association
Chris Woods, Traffic Operations Manager, GDOT District 7

Georgia DOT Safe Routes to School Coordinator
Emmanuella Myrthil

Technical Assistance Team
Nichole Hollis, School Outreach Coordinator
Alicia Hatcher, School Outreach Coordinator
Carol Kachadoorian, Toole Design Group
John Dempsey, Toole Design Group
Bryan Barnett-Woods, Toole Design Group

INTRODUCTION TO SAFE ROUTES TO SCHOOL

Overview

Springdale Park Elementary School joins communities in Georgia and across the country that have developed local Safe Routes to School (SRTS) programs.

The federal SRTS program was established in 2005 under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU)*, and later re-grouped with other bicycle and pedestrian programs under "Transportation Alternatives Program" with the passing of *Moving Ahead for Progress in the 21st Century Act (MAP-21)* in 2012. The core purpose of SRTS programs has always been the following:

- to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

In Georgia, funds from the federal program are administered through the Georgia Department of Transportation (GDOT). In keeping with best practices, the Georgia SRTS program emphasizes a comprehensive approach to SRTS, being sure to address the "Five E's": Engineering, Education, Enforcement, Encouragement, and Evaluation (see sidebar).

In the fall 2013, GDOT selected Springdale Park Elementary School to receive planning assistance through the Georgia SRTS Program. This SRTS Travel Plan includes strategies from each of the Five E's.

The Five E's

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

SRTS Vision

The Team vision for Springdale Park Elementary School and the surrounding Druid Hills, Midtown, Poncey Highland and Virginia Highland neighborhoods is:

1. To increase the number and support of students who safely walk and bike to and from school through encouragement activities, education initiatives, enforcement policies and physical engineering improvements; and
2. To create a safe pedestrian and bicycling environment that links to designated corridors, increases walkability and ability to bike in the surrounding neighborhoods and fosters partnerships among local agencies and stakeholders.

This SRTS Travel Plan outlines the school's intentions for making walking to and from school safer and more sustainable for students and the community. Through the SRTS program and efforts, the Springdale Park Elementary School SRTS Team hopes to reach a rate of 15% of students walking or biking to school at least two days a week. This goal is attainable, as approximately 8% of the students currently walk and bike regularly[1] and just over 25% of the students live within the one-mile walk zone of the school campus.[2]

Students and parents participate in Georgia Walk to School Day, March 2014. Photo by Jenna Shea.

Travel Plan Goals

The team identified the following goals for this Travel Plan, based on a team vision:

- Improve pedestrian facilities for traveling to and from the school through installing pedestrian facilities, such as crosswalks at key locations and identifying safe pedestrian routes within the existing walk zone.
- Improve bicycle facilities for traveling to and from the school through installing bicycle lanes or shared lane markings, identifying safe bicycle routes, and add additional bicycle parking at the school.
- Increase pedestrian and bicyclist safety at key locations near the school through installing signage, pavement markings, and other safety improvements.
- Improve pedestrian lighting conditions along key walking and bicycling corridors.
- Encourage bicycling and walking through participating in and inviting parents and community stakeholders to regular Safe Routes to School events throughout the academic year.
- Educate students to walk and bike safely to and from school, as well as within their neighborhoods, through an integrated pedestrian and bicycle safety curriculum.
- Enforce existing and new policies and laws that prioritize bicycle and pedestrian travel to and from school as well as within the neighboring communities.
- Evaluate the progress of the school travel plan and adapt to evolving needs.

[1] Figure taken from school profile, completed September 2013.
[2] Figure estimated from school attendance boundary/student locator map.

Safe Routes to School Planning Process

The Springdale Park Elementary School SRTS Team met three times during the winter of 2014. The following table summarizes specific meeting content and outcomes.

Date (2014)	Content & Outcomes
January 27th	• Introduced the federal SRTS program, including the comprehensive, "Five E's," approach to SRTS planning. • Discussed the Georgia SRTS program, planning process, and outcomes. • Reviewed school profile and discussed concerns about walking and bicycling conditions in the school vicinity. • Discussed non-infrastructure programs and activities to address some of the barriers.
February 11th	• Proposed a vision for the Travel Plan. • The consultant team observed student dismissal and shared findings. • The consultant team conducted a walk audit of the school environment to confirm barriers to walking and bicycling. • Discussed challenges for walking and biking to school.
February 13th	• Team confirmed vision. • Consultants presented an overview of engineering treatments for improving walking and bicycling conditions near Springdale Park Elementary School. • Discussed infrastructure recommendations with GDOT and City of Atlanta Public Works (via conference call on February 19, 2014)
April 28th	• Review completed draft travel plan

THE SCHOOL WITHIN THE COMMUNITY

Springdale Park Elementary School Overview

Springdale Park Elementary School is in the City of Atlanta east of Midtown, located in the midst of the Druid Hills, Poncey Highland and Virginia Highland neighborhoods. These predominantly residential neighborhoods have charming historic character, are laid out in grid pattern, and are separated by Briarcliff Road and Ponce De Leon Avenue, two relatively busy streets. Although the neighborhoods have reoccurring hilly terrain, there are also flat corridors making these neighborhoods desirable for walking and bicycling.

Many of the individual street segments and blocks in the surrounding neighborhoods are amenable to walking and bicycling to and from school. However, community members involved in developing the travel plan have observed three streets – Ponce De Leon Avenue, North Highland Avenue and Briarcliff Road – as having relatively high traffic speeds and high volumes that create barriers in the pedestrian and bicycling network.

Students and a parent cross Briarcliff Road at St. Charles Place. February 2014.

The school is currently being expanded, relocating the primary entrance from Ponce De Leon Avenue to Briarcliff Road. Parents and stakeholders have identified Briarcliff Road as a significant barrier to allowing their children to walk and bike to school because of traffic volumes, traffic speed and the roadway width.[3]

Additionally, parents of students living within the existing one-mile school walk zone have requested and been granted bus service for their children. Parents have requested the expanded bus service because of the onsite school construction, as well as the existing walking and biking barriers, notably Briarcliff Road. The expanded bus service is temporary and it is expected that bus service will not be offered to students in the walk zone for the 2014-15 academic year, which increases the need for safe walking and bicycling routes for students.

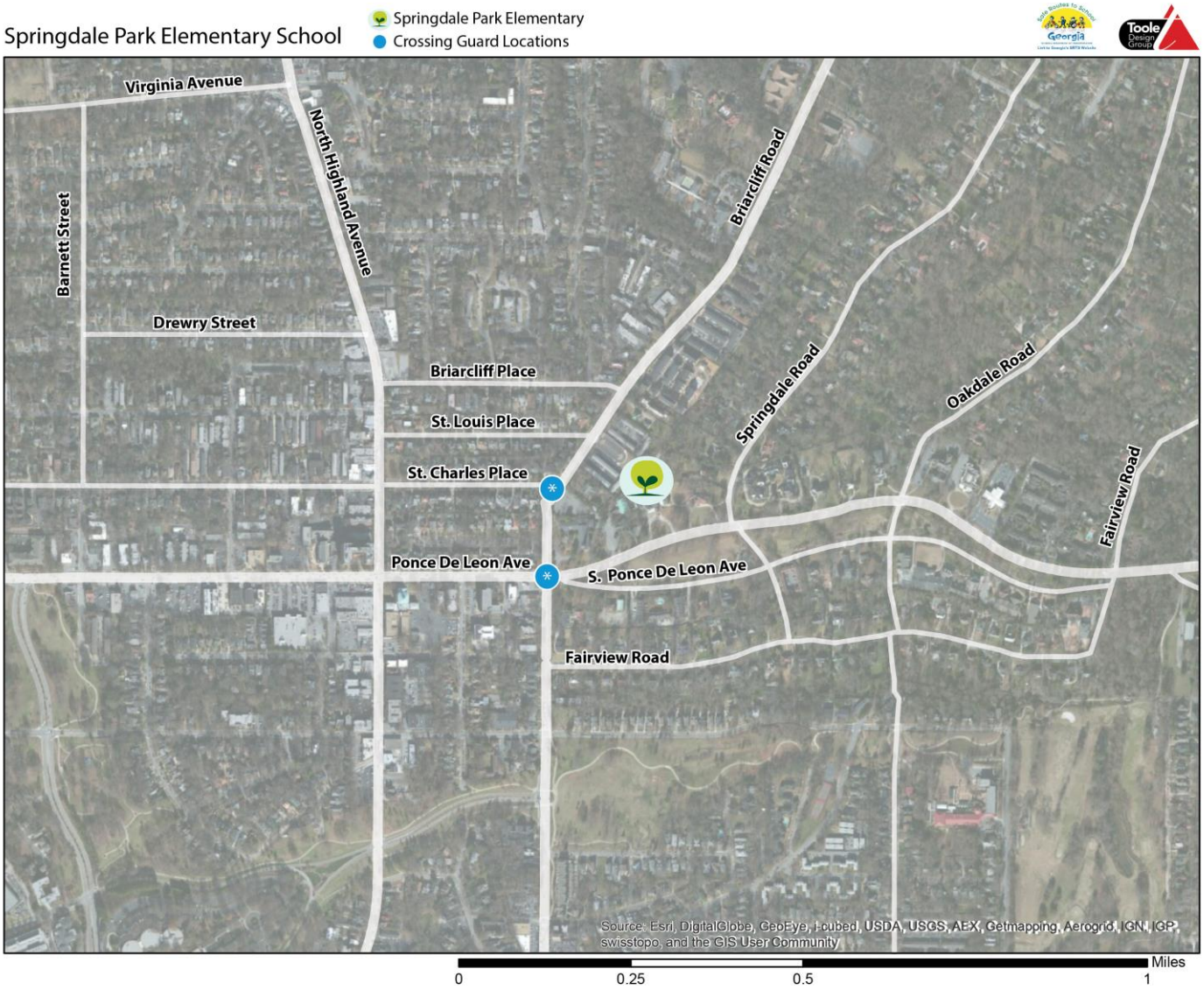
Approximately 25 percent of students attending Springdale Park Elementary school live within a one-mile travel distance of the school and nearly all of these students will need to cross Briarcliff Road to reach the campus.

[3] Identified as a barrier in the school profile, completed January 2013.

Existing Crossing Guard Locations

- One adult crossing guard is stationed at the intersection of Ponce De Leon Avenue and Briarcliff Road; and
- One adult crossing guard is stationed at the intersection of St. Charles Place and Briarcliff Road.

A third crossing guard was initially positioned at the intersection of Springdale Road and Ponce De Leon Avenue, however this crossing guard was moved to another location in the school district.



Walking and bicycling routes

Springdale Park Elementary School is adjacent to a linear park, and within the Druid Hills historic cultural district, which make it an ideal location for bicycling and walking and there are many potential routes that students could take to and from school. The table below shows potential walking and bicycling routes that students and parents could use to access Springdale Park Elementary School. In addition to discussing the characteristics of the route, there is an assessment of why the route is attractive as a way to access the school.

Route	Mode and current use	Assessment
Briarcliff Place between North Highland Avenue and Briarcliff Road • **Urban Local Road** • **25 MPH** • **24' width** • **1 lane each direction** • **Parking, 1 side** • **Sidewalk, both sides** • **No bike facilities** This street is part of the most direct route to Springdale Park Elementary School for many of the students who live to the north and to the west of the school.	☐ Bike ✓ Walking ☐ Both ☐ Current ✓ Potential	What works: Briarcliff Place is a relatively quiet, east-west, residential street that connects Briarcliff Road and North Highland Avenue. It also connects with Rosedale Road, a relatively quiet, north-south residential street with sidewalks. Speed tables help calm traffic on this road. What doesn't work: The road is slightly hilly, which could deter pedestrians and bicyclists. The intersection of Briarcliff Place and Briarcliff Road is unsignalized and does not have crosswalks. While the intersection at North Highland Avenue has one crosswalk crossing North Highland Avenue, the crosswalk leads into a restaurant's take-out driveway and is against a right turn lane (from Briarcliff Place turning right onto North Highland Avenue).
St. Charles Place between North Highland Avenue and Briarcliff Road • **Urban local road** • **25 MPH** • **28' width** • **1 lane each direction** • **Parking, both sides** • **Sidewalk, both sides** • **No bike facilities**	☐ Bike ✓ Walking ☐ Both ☐ Current ✓ Potential	What works: St. Charles Place is a relatively quiet, east-west, residential street that is generally flat. There is a pedestrian only *by-way* that links St. Charles Place to the streets north and south of it (St. Louis Place and St. Augustine Place). The street is also wide enough to allow for shared lane marking symbols for bicyclists and speed tables are already installed to calm traffic.

This street segment is part of a direct route to Springdale Park Elementary School for many students who live to the west of the school.		The intersection of St. Charles Place and Briarcliff Road is signalized and has a crossing guard stationed during school arrival and dismissal procedures. What doesn't work: Although there is a crossing guard, the intersection of St. Charles Place and Briarcliff Road, the size and placement of a triangular splitter island creates a right turn slip lane from St. Charles Place to Briarcliff Road, without pedestrian crossing elements (such as a crosswalk).
St. Louis Place between North Highland Avenue and Briarcliff Road • **Urban Local Road** • **25 MPH** • **20' width** • **1 lane, 1 direction** • **Parking, 1 side** • **Sidewalks, both sides** • **No bike facilities** This street is the closest connection to the new entrance to Springdale Park Elementary School on Briarcliff Road and is part of a direct route for many students who live to the west of the school.	☐ Bike ✓ Walking ☐ Both ☐ Current ✓ Potential	What works: St. Louis Place is a relatively quiet, east-west street that ends at the school's entrance. The street has one way traffic, wide sidewalk buffers, and relatively flat terrain. At the west end, North Highland Avenue and St. Louis Place has two crosswalks; one crossing North Highland Avenue and the other crossing St. Louis Place. What doesn't work: The intersection of St. Louis Place and Briarcliff Road – closest to the school -- is unsignalized, and does not have any crosswalks crossing Briarcliff Road.
Olmstead Linear Park • **Parallel to Ponce De Leon Avenue** • **Pedestrian and Bicycle access only** This pathway is part of a direct route to Springdale Park Elementary School for students living to the east of the school.	☐ Bike ✓ Walking ☐ Both ☐ Current ✓ Potential	What works: The liner park provides an excellent east-west pedestrian route for students traveling east of Springdale Park Elementary School on the south side of Ponce de Leon Avenue. There is an entrance path to the park at the intersection closest to the Ponce De Leon Avenue entrance of the school (Ponce De Leon Avenue and Springdale Road).

The pathway is connected to Springdale Road, Oakdale Road, and Fairview Road, which link to the residential neighborhoods to the south and east of the school.	What doesn't work: The linear park and the elementary school are separated by Ponce de Leon Avenue, which has observed relatively high speeds and volumes of traffic.

Demographics

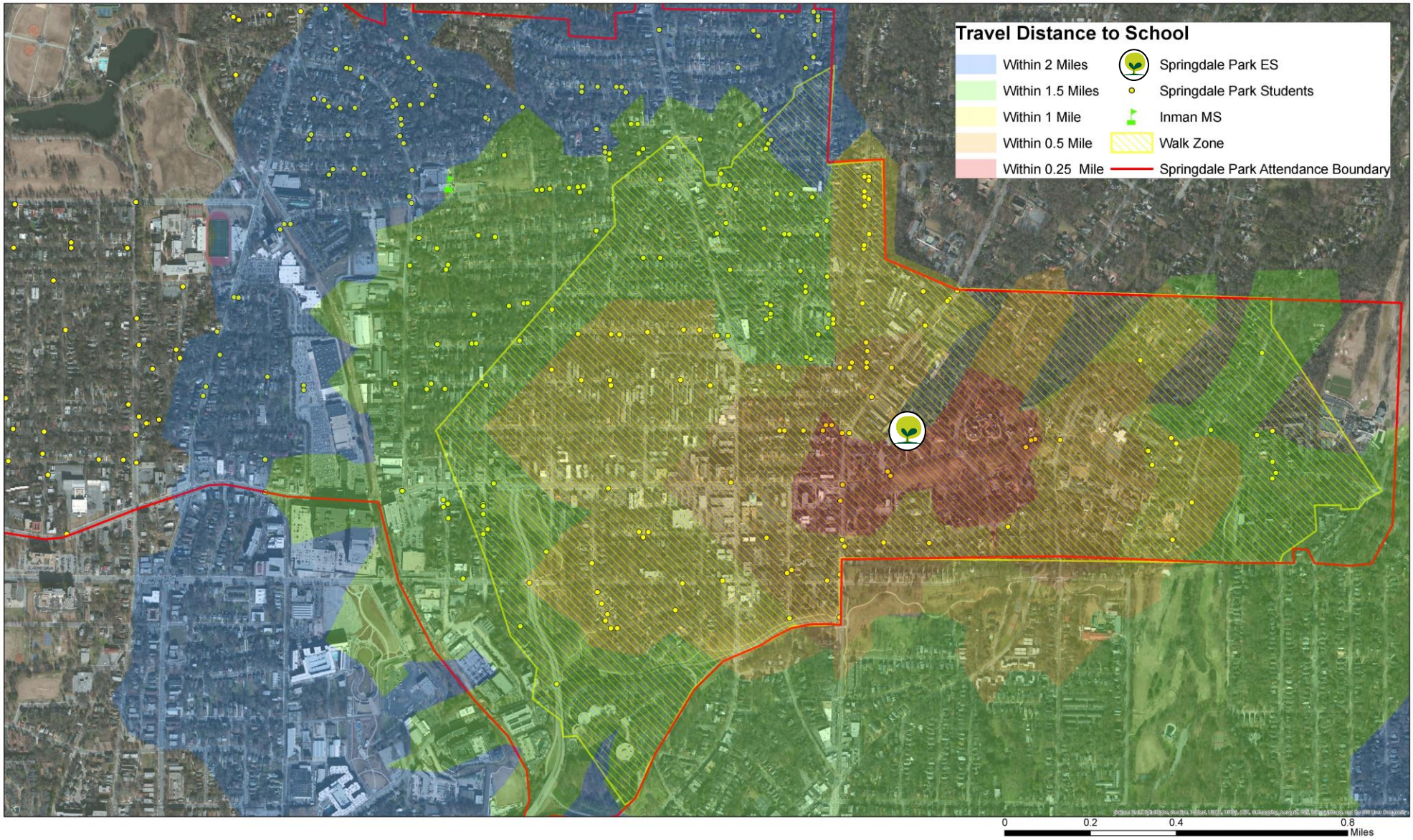
Approximately 25 percent of Springdale Park Students live within 1 mile of the school. Additionally, just over 51 percent of students live within 1.5 miles from the school. All of the students within 1 mile (164) and many of the additional 168 students living within 1.5 miles are within the school's walk zone. For these students, distance should not be a factor when choosing how to travel to and from school; however existing barriers keep students from walking and biking.

Demographic	Count	Percentage of student body
Free/Reduced Lunch	98	15.6%
Distance From School		
Students living within 1/4 mile of school	19	2.9%
Students living within 1/2 mile of school	75	11.5%
Students living within 1 mile of school	164	25.3%
Students living within 1.5 miles of school	332	51.3%
Students living within 2 miles of school	454	70.1%
Students living further than 2 miles of school	193	29.8%

Counts are cumulative and are based on mapped student addresses from 2013 enrollment.

The following map shows the location of Springdale Park Elementary School, student residences, the walk zone and the school's attendance boundary.

Springdale Park Elementary School



Existing Student Travel Patterns

The number of students that regularly walk or bike to school is lower than the number of students living in the walk zone. Parents of students living in the walk zone requested for busing and busing was able to be expanded for two reasons: excess busing capacity and existing barriers for safe walking and bicycling. Based on student travel tallies collected in September 2013 regarding travel-to-school mode for the morning, nearly 60% of students arrived at school by bus. The table below shows a breakdown of students by travel mode, without regard for the distance they live from school.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Number of Trips	50	2	370	182	25	0	1
Percentage of Student Body	8%	0.2%	59%	29%	4%	0%	0.1%

Counts are based on student travel tallies collected for Morning Travel Trips in September 2013.

School arrival and dismissal

School Policies

Springdale Park Elementary School's transportation policies outline the arrival and dismissal process for school. The policies encourage safely walking and bicycling to school as well as maintaining adult supervision regardless of travel mode. However, the bicycle and pedestrian infrastructure is comparably poor and does not encourage walking and bicycling to school. The school policies further highlight the quality of the walking and bicycling facilities by emphasizing caution when walking or bicycling to school. Current school policies as stated in the Student Handbook that may impact student travel to school are shown below.[4]

Bicycles

Using a bicycle to get to or from school is encouraged when the student is safe and is riding under parental supervision… Riding on a state route is dangerous, as is riding on the sidewalk with pedestrian traffic.

Walkers

For dismissal… parents will escort the students through the school property and the school zone to either their car or their home…

Please adhere to the following for the safety of Springdale Park Elementary School children:

- *Always be alert and aware of traffic when walking your child to or from school.*
- *Please stay on the pedestrian paths on school property and sidewalks in the school zone.*
- *Please cross only at crosswalks when the traffic is stopped for the light and the crossing guard indicates it is safe.*

[4] Direct quotes from the Springdale Park Policy Handbook are indicated by *italicized text.*

- *There will be crossing guards at the following intersections:*
    - *Springdale Road & Ponce De Leon Avenue*
    - *Ponce De Leon Avenue/Moreland Avenue & Briarcliff Road (east side of intersection)*
    - *St. Charles Place & Briarcliff Road*

Park and Walk

Parents may park in legal parking spaces on neighboring streets and then walk children directly to school. The following are suggestions on where to park in Virginia-Highland: St. Augustine Place, St. Charles Place, St. Louis Place, and Briarcliff Place.

Dismissal Observation

The school's dismissal procedure was observed on Monday, February 10, 2014. Students that walked to school were released from the classroom at the same time as students who carpooled. After these students were released from class, students who rode the bus and then students who rode in aftercare vans were released from class.

Parents who pick up their children as part of a carpool, lined up in a driveway adjacent the school entrance. Supervising teachers loaded the cars individually in order of arrival. Although the carpool line is ostensibly for parents and students who carpool, there were many parents who were not carpooling. Overflow vehicles from the drive way queued up along Springdale Road. The school buses line up at the current front entrance of the school, and students are loaded into the buses under teacher supervision. The school buses had been loaded and left the school campus before all carpool vehicles departed.

The vast majority of students left school by bus or by automobile, although several students, accompanied by their parents walked. Of these students and parents, some headed east and crossed Ponce De Leon Avenue at the Springdale Road intersection and others headed west and crossed Briarcliff Road at the St. Charles Place intersection.

Concerns identified by Springdale Park Parents and SRTS Team

In February 2014, a student travel parent survey was conducted to identify issues that influence whether or not parents allow their children to walk or ride their bikes to school. The top five issues cited by parents who do not currently allow their children to walk or bicycle to school are: [5]

1. Volume of traffic is too high
2. Safety of intersections and crossings
3. Speed of traffic is too high
4. Lack of adults to bike/walk with
5. Distance

As part of the travel plan development process, the SRTS team provided more details on specific locations, behaviors, and concerns about walking and bicycling to school.

[5] Top five issues are identified through student travel parent surveys, conducted February 2014.

- The vehicle traffic along Briarcliff Road is perceived as too fast and too frequent to allow for safe pedestrian crossing. This road creates a perceived barrier for pedestrian and bicycle access to and from the school.
- The intersections at Briarcliff Place, St. Louis Place and St. Charles Place along Briarcliff Road have high potential risk for pedestrian and vehicle conflicts. However, these three streets have the highest potential for east-west travel links for students walking or bicycling to and from Springdale Park Elementary School.
- The vehicle traffic along North Highland Avenue is perceived as too fast and too frequent to allow for safe pedestrian crossing. This road creates another perceived barrier for pedestrian and bicycle access to and from the school.
- The intersection of Briarcliff Road and Ponce De Leon Avenue is challenging for students because of relatively high traffic volumes traveling at relatively high speeds.
- There are relatively few school zone signs or pavement markings, particularly on Briarcliff Road, to inform motorists of the location of Springdale Park Elementary School.
- Relative inadequate pedestrian-scale street lighting creates perceived safety concerns for students walking or bicycling to school early in the morning or in the evening.
- Some of the existing pedestrian facilities (sidewalks, curb ramps) are in relatively poor condition and do not meet American with Disabilities Act (ADA) guidelines.
- Parents often do not carpool for student drop off and pick up.
- Lack of adult supervision creates a barrier for some parents to allow their children to walk and bike to school.
- There is not enough bicycle parking on school grounds to meet current (or projected) demands.

The infrastructure and non-infrastructure recommendations presented in this plan attempt to address these specific issues in order to create an environment that is more amenable to walking and biking.

ATLANTA AND LOCAL TRANSPORTATION PLANS AND POLICIES

The SRTS program at Springdale Park Elementary School is a key component in a broader effort by the school to improve student safety and health. The SRTS program and this travel plan also complement Atlanta's efforts towards promoting walking and bicycling, as shown in a summary of several plans and policies below.

Transportation Plans

Connect Atlanta – This plan addresses the need to increase walking and biking routes in the city and calls for expanding the bicycle network throughout Atlanta, not only as a mobility and accessibility improvement, but also an effort to connect, preserve, and enhance neighborhoods. Furthermore, the Plan suggests narrowing streets, lowering speeds, and expanding the pedestrian network at the neighborhood level to improve the pedestrian environment. The Plan lists streets within Springdale Park Elementary School's attendance boundary as part of the Bicycle Segment Plan:

- Monroe Drive, secondary connection
- Ponce De Leon Avenue, secondary connection

The Plan also lists the following streets with Springdale Park Elementary School's walk zone as part of the Bicycle Segment Plan:

- Oakdale Road, secondary connection
- Virginia Avenue, secondary connection

These roads connect to potential walking and biking routes for students traveling to Springdale Park Elementary School. Finally, the Connect Atlanta Plan identifies two candidate concept projects within the Springdale Park Elementary School attendance zone:

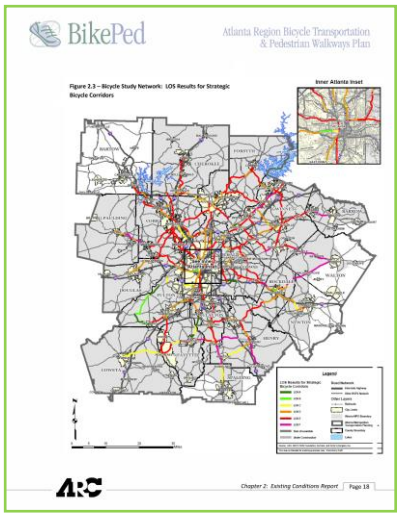
- Virginia Avenue/ 10th Street/ Monroe Drive Intersection realignment
- Inman Park, Old Fourth Ward and the East Beltline

The first project, located three blocks west of the Springdale Park walk-zone would simplify a complicated intersection and create a better pedestrian crossing. The second project, located partially in the walk-zone would allow new development to connect to trails, parks, and transit in the area.

Achieving the goals of the Springdale Park Elementary School Travel Plan would contribute to achieving Connect Atlanta's goals. Specifically, Springdale Park Elementary School's travel plan would contribute to promoting sustainable travel through building and maintaining sidewalks and building a system of

bike facilities that provide mobility for children going to school, families going to parks and commuters riding to work.[6]

2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan – This Plan discusses the importance of bicycle and pedestrian transportation modes as significant components of the transportation network, particularly in a regional context. The Plan specifically lists providing safe and convenient pedestrian and bicycling access to school as a two of its goals.[7] Springdale Park Elementary School's Travel Plan builds on these goals and recommends improvements that align with this plan.



Additionally, this Plan identifies Briarcliff Road and Ponce De Leon Avenue as strategic pedestrian and bicycling corridors with high level of latent bicycling and pedestrian demand. Several recommendations call attention to improve crossings at un-signalized and mid-block locations, improve neighborhood connectivity for bicycles and pedestrians, and provide safe and convenient bicycling access to schools.

Community Plans

Poncey-Highland Neighborhood Master Plan – This draft plan identifies the uneven sidewalks, missing or damaged curb ramps and challenging intersections that make it difficult for students to walk and bike safely to school. This plan also recognizes the benefits of a grid street system and the limited vehicle traffic on many streets can help contribute towards a balanced multi-modal transportation network.

This plan makes recommendations that would take place within Springdale Park's walk-zone. These recommendations include:

- Sidewalk upgrades along Ponce De Leon Avenue
- North Avenue Road Diet
- Pedestrian Activated Signals on Moreland Ave (Briarcliff Road) and Freedom Parkway
- Pedestrian Activated Signals on North Highland Avenue and Blue Ridge Avenue

These recommendations will expand the walking and bicycling network for Springdale Park Elementary School students. For instance North Avenue and North Highland Avenue are potential streets for pedestrians to use to walk or bicycle through the Poncey-Highland neighborhood to reach Springdale Park Elementary School. The plan also highlights the Freedom Park multi-use trail as the only multi-use trail in Poncey-Highland, which connects to downtown Atlanta as well as Ponce De Leon Avenue, near the school.

[6] City of Atlanta, Department of Planning & Community Development. "Connect Atlanta Plan." 2008
[7] Atlanta Regional Commission. "Atlanta Regional Bicycle Transportation & Pedestrian Walkways Plan." 2007

Transportation Policies

Georgia Complete Streets

The policy statement shown below expresses the department's intent to create safe and accessible pedestrian and bicyclist networks along state-maintained roads that offer mobility for all users.

It is the policy of the Georgia Department of Transportation (GDOT) to routinely incorporate bicycle, pedestrian . . . accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public. Accordingly, GDOT coordinates with local governments and regional planning agencies to ensure that bicycle, pedestrian…needs are addressed beginning with system planning and continuing through design, construction, and maintenance and operations. . .The design of transportation projects for multiple modes of travel requires the balancing of the needs of each mode. This 'balance' must be accomplished in a context sensitive manner…[8]

The policy is supported by warrants for building complete streets network that emphasize user safety and user needs, rather than the more tradition requirement for a demonstrated need (i.e., the number of pedestrians crossing a street). Both pedestrian and bicyclist warrants include standards (i.e., conditions that must be met) and guidelines (i.e., offer flexibility in responding to a condition). For example the pedestrian warrants include:

> *9.4.1. Pedestrian Warrants*
> *Standards – Pedestrian accommodation shall be considered in all planning studies, and be included in all . . . projects [in] and urban border area . . .or are located in areas with any of the following conditions:*
> - *Along corridors with pedestrian travel generators and destinations. . .*
> - *Where there is evidence of pedestrian traffic*
> - *Where a need is identified by a local government, MPO or regional commission through an adopted planning study.*
>
> *Guidelines – Pedestrian accommodations should be considered on projects that are located in areas with any of the following conditions:*
> - *Within close proximity (i.e., 1 mile) of a school, college, university, or major public institution…*
> - *Any location where engineering judgment, planning analysis, or the public involvement process indicates a need.*

One principle forming the basis of the complete streets policy is that intersections should accommodate bicyclists and pedestrians addressing their need to safely cross roadways, as well as travel along them. This principle aligns with the engineering goals of Safe Routes to School and as road construction and reconstruction projects occur in the areas surrounding Springdale Park Elementary School, additional pedestrian and bicycling routes will be created, making safer trips to and from school.

[8] GDOT Complete Streets Design Policy, page 9-2.

Atlanta Traffic Calming Policy

Traffic calming devices, such as speed humps, chicanes, and curb extensions have shown to reduce vehicle speeds in an effort to reduce traffic impact on the street. The City of Atlanta will install traffic calming devices on residential local or collector roads, if the 85 percent of motorists are traveling at least 10 miles per hour over the posted limit and the street segment meets certain criteria listed in the Institute of Transportation Engineers (ITE) guidelines.[9]

Many of the streets in the neighborhoods surrounding Springdale Park Elementary School have already been traffic calmed with speed humps, particularly east-west street segments connecting North Highland Avenue and Briarcliff Road. These traffic calming measures contribute to creating potential pedestrian and bicycling safe routes to school.

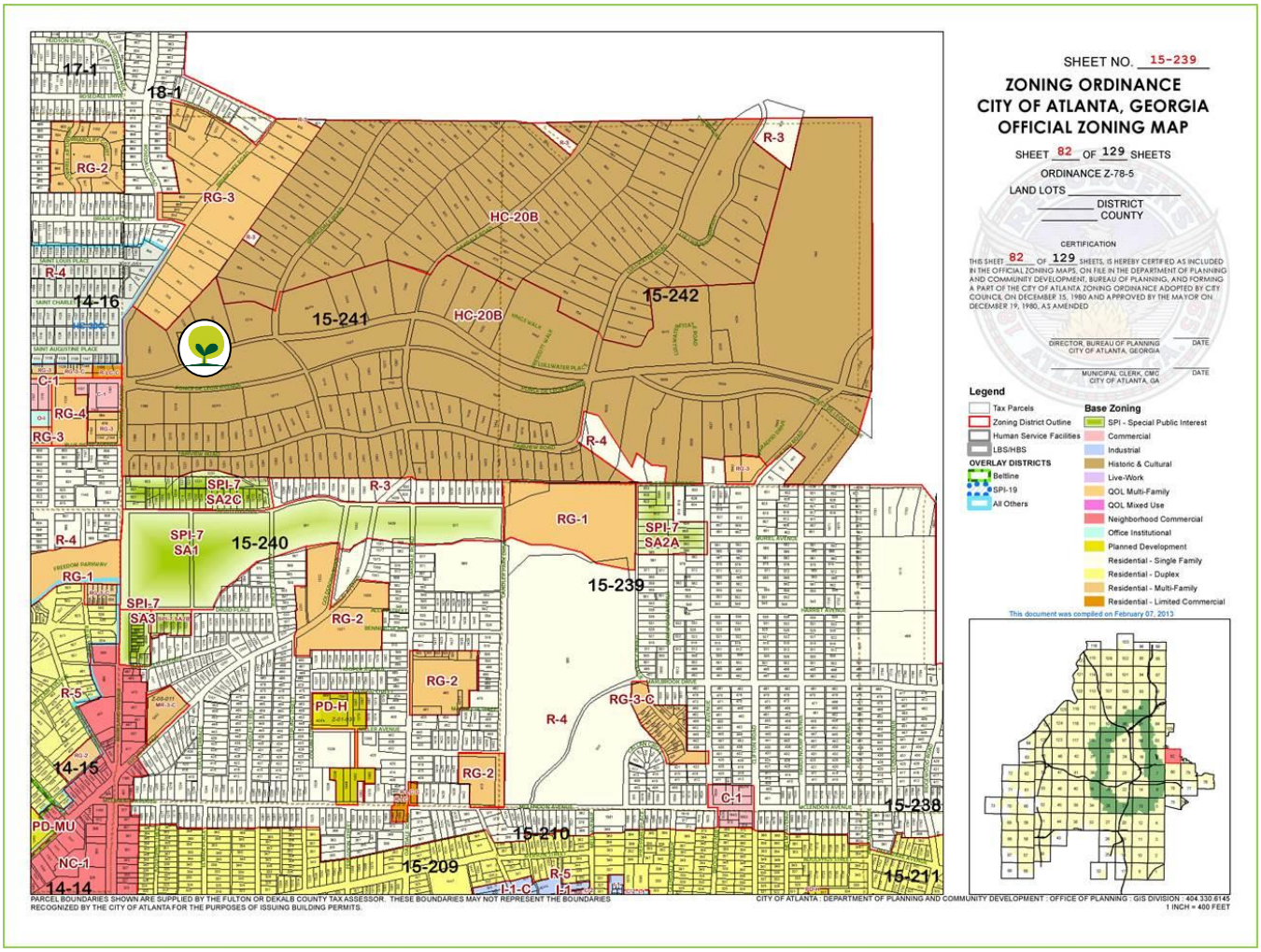
Atlanta Land Use

Springdale Park Elementary School is located in a Historic and Cultural zoning district within the City.[10] This historic and cultural designation helps guide development to preserve the character of the neighborhood among other goals.[11]

The school is also adjacent to Quality of Life Multi-Family residential zones which have specific urban design principals requiring wide sidewalks with street trees, sidewalk-oriented buildings, and unobtrusive parking, all which contribute to pedestrian and bicycle friendly environment.[12]

The map on the following page, from the City of Atlanta's Zoning Ordinance, shows Springdale Park Elementary School's location, represented by the school's tree logo, in relation to the different land use

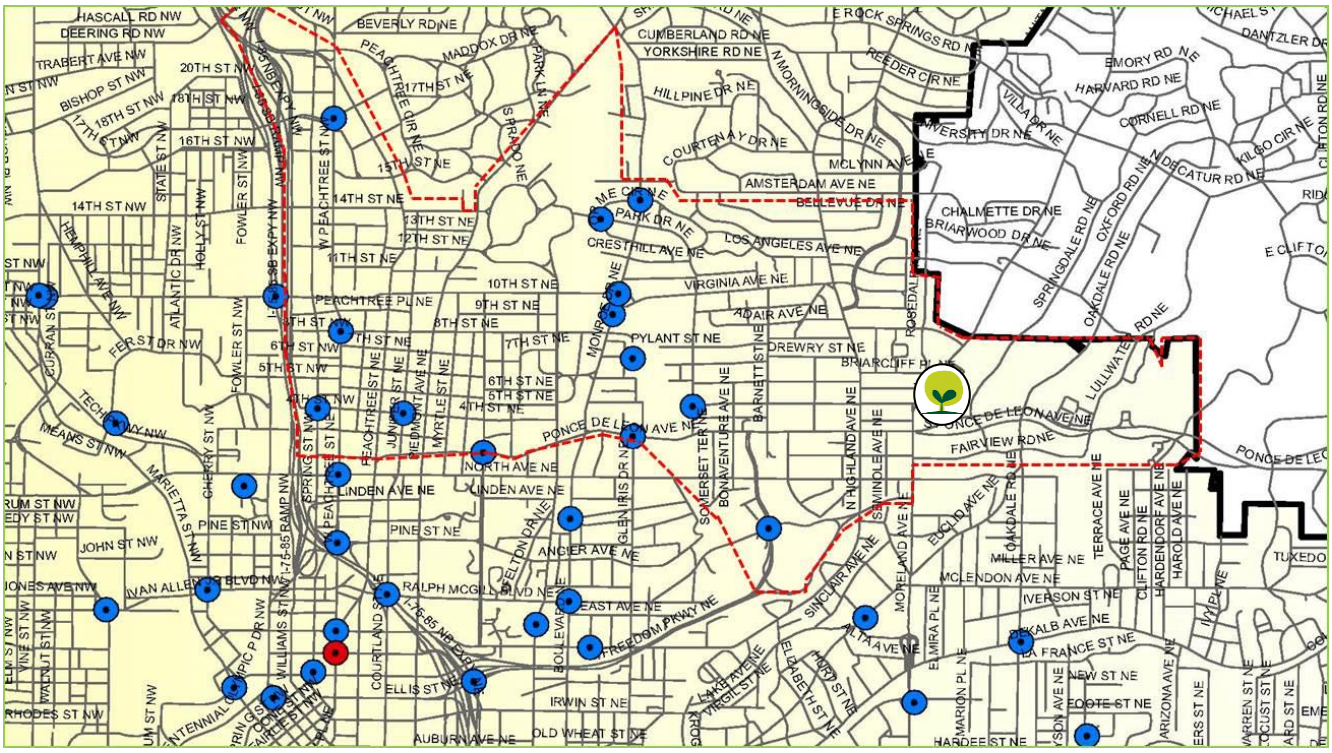
[9] City of Atlanta, Code of Ordinances, part II, ch. 138, div. 2, sec. 138-84
[10] City of Atlanta. Zoning Ordinance Z-78-5. Official Zoning Map, sheet 82 of 129. February 2013
[11] City of Atlanta, Code of Ordinances, part III Land Development Code, part 16 Zoning, ch. 20, sec. 001
[12] City of Atlanta, 2011 Comprehensive Development Plan, ch. 8, Urban Design. Department of Planning and Community Development, Office of Planning. September 2011.



City of Atlanta 2011 Comprehensive Development Plan – This Plan outlines the need to enhance the function and beauty of communities through urban design. Specifically, the Plan identifies the need for increased pedestrian and bicycle facilities that accommodate more pedestrian traffic, pedestrian scaled street lighting, bicycles lanes and buildings that are oriented towards the street.[13] Improving the bicycle and pedestrian access to Springdale Park Elementary School builds on these development goals. Moreover, the plan lists Ponce De Leon as a major travel corridor that could better link surrounding neighborhoods with pedestrian friendly and sustainable mixed-use zoning.

[13] City of Atlanta, 2011 Comprehensive Development Plan, ch. 8, Urban Design. Department of Planning and Community Development, Office of Planning. September 2011.

Crash Data Summary



Pedestrian crash data was made available by the City of Atlanta's Department of Public Works. The data in the map was acquired from GDOT crash data and shows crashes involving pedestrians less than 19 years of age between January 1, 2008 and January 1, 2012. The blue dots represent collisions, the red dots represent fatal collisions, and the tree icon shows the location of Springdale Park Elementary School.

There were 14 collisions involving pedestrians within the school attendance zone, two of which occurred within a one mile radius of the school. This map does not show near-collisions between vehicles and pedestrians, nor does it show vehicle-bicycle collisions.

SAFE ROUTES TO SCHOOL RECOMMENDATIONS

The Springdale Park Elementary School SRTS Travel Plan includes strategies from each of the Five Es: Engineering, Education, Encouragement, Enforcement, and Evaluation. Recommendations for each E are described in this section. The following infrastructure and non-infrastructure recommendations are designed to help Springdale Park Elementary school address the specific concerns identified by parents as well as contribute to achieving the school's vision for a safe and convenient walking and biking environment. A table showing each recommendation by E, timeframe and priority is below. The identifier in the left-hand column is used with the recommendation details that follow.

Immediate actions		Type	Team Priority
	Participate in Georgia Walk to School Day	Encouragement	High
	Participate in National Bike to School Day	Encouragement	High
	Participate in International Walk to School Day	Encouragement	High
	Participate in Crossing Guard Appreciation Day	Enforcement	Medium
	Establish "carpool only" policy for on campus arrival and dismissal	Enforcement	Medium
	Conduct annual student travel tallies	Evaluation	High
	Designate area as "School Zone" with appropriate pavement markings and reduced speed limit	Engineering	High
Short term actions		Type	
	Integrate pedestrian and bicycle safety instruction into the curriculum	Education	High
	Incorporate Information on walking and bicycling to school in communications with parents	Education	High
	Hold a bicycle rodeo	Education	Medium
	Hold monthly walk or bike to school days	Encouragement	High
	Identify potential remote park and walk locations	Encouragement	High
	Establish walking school buses, bike trains and safe routes	Encouragement	Medium
	Explore staggered dismissal to prioritize non-motorized transportation	Encouragement	Medium
	Initiate student safety patrol	Enforcement	Low
	Conduct annual (or biennial) parent surveys	Evaluation	Medium
	Conduct annual walk audit and	Evaluation	Medium

	observation of school arrival and dismissal		
	Install high-visibility crosswalks at specified locations	Engineering	Medium
	Install pedestrian signage at specified locations	Engineering	Medium
	Consider Leading Pedestrian Interval to signal timing at specified locations	Engineering	Medium
Mid-term actions		Type	
	Develop and implement a community outreach campaign	Education	Medium
	Position speed feedback trailers as needed	Enforcement	Low
	Install ADA-compliant curbs and curb ramps at specified locations	Engineering	Medium
	Review driveway right of way and reconstruct driveway apron at specified locations	Engineering	Low
Long-term actions		Type	
	Install rapid flashing or H.A.W.K. pedestrian beacons at specified locations	Engineering	Medium
	Install pedestrian sidewalk along north side of Springdale Park Elementary School parking lot	Engineering	Low
	Repair sidewalks at specified locations	Engineering	Medium
	Explore potential to install median refuge islands	Engineering	Low

Engineering

SRTS 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.

The Engineering Recommendations list improvements at eight locations within two miles of the school. Recommendations range from installing pavement markings to pedestrian activated signalization. Recommendations are identified as short- medium- or long-term based on these generalizations. However, site, soil, materials, right-of-way acquisition, and environmental regulations also impact the cost and complexity of any given project. Accordingly, actual timeframes may vary depending on the lead agency, design and construction process for each recommendation. The following short, medium, and long timeframes serve 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

These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation and should be in full compliance with the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2009 edition and other applicable federal, state and local guidelines, standards and policies. A description of these typical SRTS engineering treatments can be found in **Appendix B: Glossary of SRTS Engineering Treatments**.

Infrastructure improvements can take time to complete and are a collaborative effort between the community and transportation agencies that must implement projects.

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.

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 and should be identified on a rolling basis based on the priorities of the project team. Local, state and federal funds such as grants, capital improvement projects, transportation improvement projects, and other funding sources can be explored for the implementation of these engineering recommendations.

More information on the types of projects eligible for funding through the Georgia Department of Transportation is available at:
http://www.dot.state.ga.us/localgovernment/FundingPrograms/LMIG/Pages/default.aspx

Summary of infrastructure improvements included in this plan

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.

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

Curb Ramps:
Curb ramps are located at the curb line to allow elevation change from street level to sidewalk level. Curb ramps are typically located at crosswalks /crossings. Curb ramps should be ADA compliant. Two ramps at a corner are preferred vs. one diagonal.

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. Prior to any installation of additional lighting, the City of Atlanta Public Works department requires a study and review of existing lighting using federal photometric guidelines. Additionally, any lighting improvements in the public Right of Way require approval from the City of Atlanta as they will be responsible for utility and maintenance costs.

Shared Lane Marking
A shared lane marking is a pavement marking that alerts drivers and cyclists that a street is shared by the two modes. It also shows cyclists the optimum place to ride on the street. The shared lane marking is an effective, flexible alternative to striped bike lanes and can be used to create an on-street bike facility and make connections between bike lanes on streets too narrow for standard five-foot wide bike lanes.

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

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

Leading Pedestrian Interval:

Leading Pedestrian Intervals are used to reduce the conflicts between pedestrians and cars by providing an interval of time – usually three to four seconds – when the "walk" signal is illuminated for pedestrians before the "green" signal for vehicles. The "walk" signal remains active for the duration of the "green" signal. These additional seconds give pedestrians slightly more time to walk and establish their position in the crosswalk before vehicles are allowed to move, making the pedestrian more visible to the motorist.

Turning Vehicles Yield to Peds Signage:

Turning Vehicles Yield to Peds Signs (R10-15, 2009 MUTCD) are recommended at intersections to remind motorists that pedestrians may be present at the intersection and that motorists must yield to the pedestrian.

School Zone Identification:

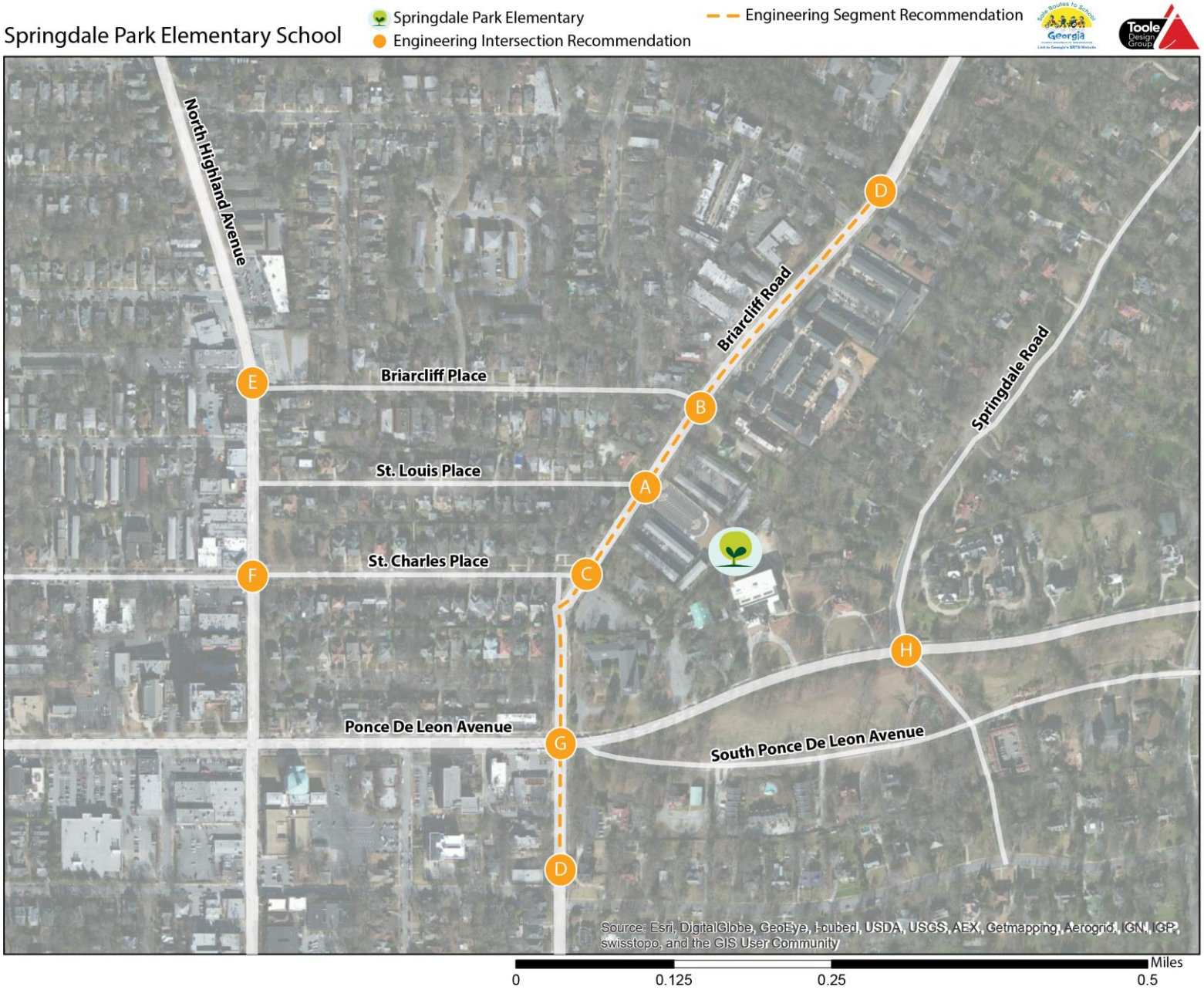
School zone signs and pavement markings are recommended to alert motorists that they are entering a school zone where pedestrians may be present both along and crossing the roadway. New pavement markings can work with existing school zone signs to reinforce the message to motorists about the school zone.

Considerations for Design, Project Selection, and Funding

- All engineering recommendations in this plan are considered "planning level" and may require further engineering analysis, design, or public input before implementation.
- The engineering treatments shown are based on national best practice design techniques. Some treatments may not be in wide use by the City of Atlanta or Georgia and may necessitate additional review. The process for implementation of each recommendation will vary depending on the lead agency for construction (e.g. the local municipality, county, or Georgia.)
- Recommended changes to existing traffic patterns (adding a signal, adding a stop sign, changing lane patterns, etc.) will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions. If funded through Georgia, this study must meet the standards and guidelines of Georgia, including GDOT's Complete Streets Design Policy. If funded through the City of Atlanta, the projects must be consistent with current city practices, guidelines and standards.
- Drainage, existing utilities, and Americans with Disabilities Act (ADA) compliance will need to be evaluated for all recommendations at the time of design. ADA guidelines recommend particular design features to accommodate persons with disabilities. ADA design considerations for curb ramps, sidewalks and paths, include appropriate slopes, landing areas, surface conditions, and use of detectable warning materials for visually impaired pedestrians, among other design features.
- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient right-of-way exists or that a method to gain needed right-of-way will be identified as the project progresses.
- GDOT will not be responsible for electric usage or maintenance expenses associated with lighting installation. An agreement would be needed to assign the responsibility of maintenance and electric cost.
- For all recommendations, final approval will require an engineering review of the specific site.

Springdale Park Elementary School SRTS Infrastructure Recommendations Map

The following map shows the location of Springdale Park Elementary School in relation to the engineering recommendations prioritized by the SRTS team. A description of each recommendation follows.



Springdale Park Elementary School SRTS InfrastructureRecommendations

The table below provides a summary of the engineering strategies recommended for the Springdale Park Elementary School. These recommendations were developed by Toole Design Group, LLC based on input received from the Springdale Park Elementary School SRTS Team. All proposed improvements have been prioritized at each site for the Springdale Park Elementary School SRTS Team (Team Priority).

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
A	**Intersection of Briarcliff Road and St. Louis Place** This intersection will be the primary entrance to Springdale Park Elementary school after the current school construction is complete. The east leg of the intersection is the driveway into the school's parking lot and will be used for student drop off and pick up. The intersection is unsignalized and does not have any crosswalks. The relatively high speed and volume of motor vehicle traffic along Briarcliff Road present a barrier for pedestrian and bicycle travel and create potential for pedestrian/bicycle and vehicle conflicts. Additionally, vehicles leaving the parking lot must turn right, creating additional conflict points between automobiles and pedestrians.	Install high-visibility crosswalk pavement markings crossing Briarcliff Road on the south side of the intersection.	High	Safety Existing walking route Within walking boundary	Short term
		Install high-visibility crosswalk pavement markings crossing St. Louis Place on the west side of the intersection. Relocate existing stop sign before crosswalk and install stop line marking prior to crosswalk markings in accordance with GDOT and MUTCD guidance.			Short term
		Retrofit all curb corners to meet ADA guidelines.			Medium term
		Install pedestrian waiting line at SW and SE corners of intersection.			Short term
		Install "Turning Vehicles Yield to Peds" (R10-15) signage.			Short term
		Install a pedestrian hybrid beacon (H-A-W-K) facing north and south for pedestrians crossing Briarcliff Road.			Long term
		Install pedestrian refuge median on Briarcliff Road south of intersection.			Long term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
B	**Intersection of Briarcliff Road and Briarcliff Place** This T-intersection is one block north of the school entrance on Briarcliff Road. Briarcliff Place is identified as a potential key east-west pedestrian and bicycle link to the school, particularly for students living north and northwest of the school. Also, vehicles leaving the school often turn left onto Briarcliff Place from Briarcliff Road creating an additional conflict point between the vehicles and pedestrians crossing Briarcliff Place. However, the intersection is unsignalized and there are no crosswalks to cross Briarcliff Road. The relatively high speed and volume of traffic along Briarcliff Road make it a perceived barrier to pedestrian or bicycle travel and create potential conflicts between pedestrians/bicycles and vehicles.	Retrofit northwest and southwest curbs for ADA compliance.	High	Safety Existing walking route Within walking boundary	Medium term
		Install a curb ramp at the northeast corner that meets ADA guidelines.			Medium term
		Install high-visibility crosswalk pavement markings crossing Briarcliff Road on north side of intersection.			Short term
		Install high-visibility crosswalk pavement markings crossing Briarcliff Place on west side of intersection. Relocate existing stop sign behind crosswalk and install stop line marking prior to crosswalk markings in accordance with GDOT and MUTCD guidance.			Short term
		Explore potential to install H-A-W-K signal for pedestrian crossing.			Long term
		Install “Turning Vehicles Yield to Peds” (R10-15) signage.			Short term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
C	**Intersection of Briarcliff Road and St. Charles Place** This intersection is one block south of the school entrance on Briarcliff Road. St. Charles Place is identified as a potential key east-west pedestrian and bicycle link to school, particularly for students living west and southwest of the school. The east leg of the intersection is a driveway into a parking lot. The intersection is signalized; however motor vehicles travel along Briarcliff Road at relatively high speed and volumes, creating a perceived pedestrian and bicycling barrier.	Install curb extension at northwest corner.	High	Safety Existing walking route Existing crossing guard location Within walking boundary	Medium term
		Retrofit all corners with curb ramps that meet ADA guidelines.			Medium term
		Install "Turning Vehicles Yield to Peds" (R10-15) signage.			Short term
		Consider adding leading pedestrian interval (LPI) phasing to existing pedestrian signal timing.			Short term
		Install pedestrian waiting line on southwest corner.			Short term
		Consider removing right turn slip lane from St. Charles Place and connect existing sidewalk to existing splitter island. A further traffic study is recommended prior to implementing this recommendation.			Long term
		Review Right-of-Way at the driveway, potentially reconstruct driveway apron crossing parking lot to maintain ADA-compliant slope and grade.			Medium term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
D	**Briarcliff Road between Virginia Avenue and Ponce De Leon Avenue** Briarcliff Road is a three lane urban minor arterial road with a center turn lane that borders the school on the west and travels in a north and south direction. The posted speed limit is 35 MPH. Currently, there is not a designated school zone on Briarcliff Road in the vicinity of the school parking driveway. Relatively high vehicular speeds were observed during arrival and dismissal times. *Note: Upcoming school zone audit by Atlanta Public Works may implement the school zone recommendations.*	Install "School Zone" pavement markings on Briarcliff Road.	High	Safety Existing walking route Within walking boundary	Short term
		Install flashing "School Zone" sign assemblies on Briarcliff Road, north and south of school entrance.			Short term
		Designate area as school zone, reduce posted speed limit from 35 MPH to 25 MPH. Install school speed limit sign assemblies (S4-3P, R2-1 with S4-1).			Immediate term
		Repair sidewalks on Briarcliff Road.			Long term
		Explore potential to install raised median refuge islands at existing intersections and proposed crosswalks.			Long term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
E	**Intersection of North Highland Avenue and Briarcliff Place** This T- intersection is identified as a potential key intersection to help direct students living east and northeast of the school to use Briarcliff Place as a pedestrian and bicycle route to and from school. The intersection is unsignalized and stop controlled on Briarcliff Place. There are two high-visibility crosswalks, one crossing Briarcliff Place on the east side of the intersection, and one crossing North Highland Avenue on the north side of the intersection. The crosswalk crossing North Highland ends in a driveway for a restaurant, additionally there is a right turn lane on Briarcliff Place. The relative high volumes and speeds of motor vehicle traffic along North Highland Avenue create a perceived barrier to pedestrian and bicycle trips to and from school.	Relocate (or add an additional) crosswalk with high-visibility pavement markings crossing North Highland Avenue on the south side.	Medium	Safety Existing walking route Within walking boundary	Medium term
		Install curb extensions with curb ramps to ADA guidelines on North Highland Avenue at both ends of proposed crosswalk.			Medium term
		Install stop line prior to the existing crosswalk on Briarcliff Place in accordance with GDOT and MUTCD guidance.			Immediate term
		Install a rapid flashing pedestrian beacon on North Highland Avenue.			Long term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
F	**Intersection of North Highland Avenue and St. Charles Place** This intersection is identified as a potential key intersection to direct students to use St. Charles Place as a pedestrian and bicycle route to school. The intersection is signalized and has four existing crosswalks with faded high-visibility markings. The relative high volumes and speeds of motor vehicle traffic along North Highland Avenue create a perceived barrier to pedestrian and bicycle trips to and from school.	Restripe all existing crosswalks with high-visibility pavement markings. Install stop line marking prior to crosswalk markings in accordance with GDOT and MUTCD guidance.	Medium	Safety Existing walking route Within walking boundary	Short term
		Consider adding leading pedestrian interval (LPI) phasing to existing pedestrian signal timing.			Short term
		Install curb extensions with curb ramps to ADA guidelines on north and south sides of St. Charles Place, west of the intersection (maintain existing and proposed bus/bicycle facilities).			Medium term
		Install curb extensions with curb ramps to ADA guidelines on the east and west sides of North Highland Avenue, north of intersection.			Medium term
		Retrofit southeast and southwest corners with curb ramps that meet ADA guidelines.			Medium term
		Install “Turning Vehicles Yield to Peds” (R10-15) signage.			Short term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
G	**Intersection of Briarcliff Road and Ponce De Leon Avenue** This intersection is to the west of the School's Ponce De Leon Avenue entrance. The relatively high volumes and speeds of traffic create a perceived pedestrian and bicycling barrier.	Restripe all existing crosswalks with high-visibility pavement markings and restripe existing stop line pavement markings.	Medium	Safety Existing walking route Within walking boundary	Short term
		Consider adding leading pedestrian interval (LPI) phasing to existing pedestrian signal timing.			Short term
		Install "Turning Vehicles Yield to Peds" (R10-15) signage.			Short term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
H	**Intersection of Springdale Road and Ponce De Leon Avenue** This intersection is closest to the Ponce De Leon Avenue entrance of the school. The angle of the intersection and existing hedges may potential decrease visibility of motorists for crossing pedestrians.	Restripe all existing crosswalks with high-visibility pavement markings and restripe existing stop line pavement markings.	Medium	Safety Existing walking route Within walking boundary	Short term
		Consider adding leading pedestrian interval (LPI) phasing to existing pedestrian signal timing.			Short term
		Install school crossing signage (S1-1) on Springdale Road north of intersection.			Short term
		Install “Turning Vehicles Yield to Peds” (R10-15) signage.			Short term
		Install “Do Not Block Intersection” signage (R10-7)			Short term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Additional Considerations

The long term redevelopment and planning of Springdale Park Elementary School and surrounding residential neighborhoods should include spot and corridor improvements that prioritize the safety of students walking to and from school. Additional installation of sidewalks and high-visibility crosswalk markings, curb ramp retrofits to meet ADA guidelines, crosswalk restriping, signage installation, and improving pedestrian scaled lighting should all be considered for intersections and corridors that can be perceived as barriers for safe walking and biking to school or for areas that can help improve walking and bicycle routes.

The additional considerations are ranked as long term engineering projects or given low priority based on distance from Springdale Park Elementary School and existing conditions in regards to pedestrian and bicycling safety. As a safe walking and bicycling network expands out from the school, these locations should be considered for future improvements. The table below provides a summary of locations for additional engineering recommendations. Appendix F contains a detailed table of additional considerations for SRTS engineering considerations.

Map Key	Location	Recommendations
I	Springdale Park Elementary School Parking Lot	Install additional sidewalk and crosswalk with high-visibility pavement markings
J	Intersection of North Highland Avenue and Drewry Street	Install curb ramps that meet ADA guidelines, further study of vehicular sightlines
K	Intersection of North Highland Avenue and St. Louis Place	Install curb ramps that meet ADA guidelines, restripe high-visibility crosswalk markings
L	Intersection of Springdale Road and South Ponce De Leon Avenue	Install curb ramps that meet ADA guidelines, restripe high-visibility crosswalk markings
M	Intersection of Oakdale Road and South Ponce De Leon Avenue	Install curb ramps that meet ADA guidelines, restripe high-visibility crosswalk markings
N	Intersection of Springdale Road and Fairview Road	Install curb ramps that meet ADA guidelines, install crosswalks with high-visibility pavement markings
O	Intersection of Fairview Road, Ponce De Leon Avenue and South Ponce De Leon Avenue	Intersection study
P	Barnett Street between Virginia Avenue and Ponce De Leon Avenue	Install shared lane pavement markings, install “Share the Road’ signage
Q	Intersection of Fairview Road and Oakdale Road	Install crosswalk with high-visibility pavement markings
R	St. Charles Place between Briarcliff Road and North Highland Avenue	Install shared lane pavement markings, install “Share the Road” signage
S	Multiple Locations	Review pedestrian scale lighting

Programmatic Recommendations

Students bike to school during Georgia Walk to School Day, March 2014. Photo by Jenna Mobley.

The following sections include SRTS programmatic recommendations for Education, Encouragement, Enforcement, and Evaluation strategies of interest to Springdale Park Elementary School. These programmatic strategies are designed to work in conjunction with each other to instill safe walking and bicycling practices. Additionally, these strategies will help support safe walking and bicycling once the infrastructure recommendations are implemented. It will be important for the SRTS Team to identify a community champion to take responsibility for each strategy in order for them to be successfully implemented. Space in the tables below is reserved for the SRTS Team to enter the names of the champions to lead each initiative.

Education

Education strategies help children develop safety skills they can apply on the way to school and in other contexts throughout their lifetimes. Education strategies also aim to make parents and community members aware of the goals of the SRTS program and the impacts of their behavior on safety conditions around the school.

Education Strategy	Champion
Integrate pedestrian and bicycle safety instruction into the curriculum (short-term). Pedestrian and bicycle safety education will ideally occur in advance of major walk or bike to school events, so that children are adequately prepared and have an opportunity to practice the skills they have learned. The Child Pedestrian Safety Curriculum produced by the National Highway Traffic Safety Administration (NHTSA) is an example a curriculum that might be used for this instruction. The curriculum and the standards of learning that it satisfies are available for free from The Resource Center's website at: www.saferoutesga.org/content/safety-education-resources	
Incorporate information on walking and bicycling to school in communications with parents (short-term). This information will seek to accomplish the following: 1) clarify that Springdale Park Elementary School encourages walking and bicycling to school; 2) provide information on the health benefits of walking; 3) suggest ways parents can support safe walking and bicycling, including tips on driving in the school zone and along student walking and bicycling routes.	
Hold a bike rodeo (short-term). Bicycle rodeos feature bicycle safety skills instruction, bicycle skills practice, equipment inspections, and helmet fitting.	

Develop and implement a community outreach campaign (medium -term). It is important for local communities to be made aware of students walking and biking in their neighborhoods. An outreach campaign that targets the Druid Hills, Midtown, Poncey Highland and Virginia Highland neighborhoods will be important to remind community members to drive the speed limit and watch for children when driving during school arrival and dismissal times.	

Encouragement

Encouragement strategies are aimed at increasing the number of families who walk and bike to school. Potential benefits include healthier, more active children, reduced air pollution, less traffic congestion, and improved conditions for pedestrians and bicyclists.

Encouragement Strategy	Champion
Participate annually in International Walk to School Day (short -term). International Walk to School Day is a one-day event celebrating walking and bicycling to school. Resources to support walk to school day events are available on the Georgia SRTS Resource Center's website, including tip sheets, signs, and flyers: http://www.saferoutesga.org/content/international-walk-school-day	
Participate annually in Georgia Walk to School Day (short-term). Georgia Walk to School Day is similar to International Walk to School Day but is specifically for schools in Georgia. It is scheduled annually on the first Wednesday in March. Springdale Park participated in 2014 and should plan to participate in the following years. More information on this event can be found on the Georgia SRTS Resource Center's website: https://www.saferoutesga.org/content/georgia-walk-school-day	
Participate annually in National Bike to School Day (short-term). National Bike to School Day is similar to International Walk to School Day but it focuses on bicycling. This is typically held on a Wednesday in May. The date is coordinated with the League of American Bicyclists. More information on this event can be found on the Georgia SRTS Resource Center's website: https://www.saferoutesga.org/content/downloads	
Hold monthly walk or bike to school days (short term). Formalized walking and biking events once a month will carry over the momentum from International Walk to School Day, Georgia Walk to School Day, and National Bike to School Day. These events will also provide opportunities to partner with different stakeholder groups and community associations throughout the school year.	
Identify potential remote park and walk locations. The SRTS Team will explore potential nearby locations, such as Briarcliff Place, St. Louis Place, and St. Charles Place, for parents to park in order to reduce the number of automobiles that enter and exit the carpool loop during arrival and dismissal. Additionally parents will be requested that if they are not carpooling, that they park and walk.	
Establish walking school buses, bike trains and safe walking and bicycling routes	

(medium term). Walking school buses and bike trains are adult supervised groups of students walking or biking to school. They can help alleviate parental concerns about personal security and traffic safety. Springdale Park Elementary School's first walking school bus might follow North Highland Avenue to St. Charles Place, to the school. The status and visibility of walking school bus participants could be enhanced by giving participants reflective vests. Until recommended crosswalks and additional crossing guards are put in place, walking and biking routes can be created to direct students to intersections with adequate pedestrian facilities and crossing guards.	
Establish a staggered dismissal process that prioritizes non-motorized transportation (short term). Release students who walk, bike, or park and walk with parents, then release students who ride the bus, and finally release students who are picked up in an automobile. Releasing students who walk or bike first will provide them a head start and reduce the potential vehicle and pedestrian/bicycle conflicts. A staggered dismissal also provides an incentive for students to choose to walk or bike school, if they are able to leave a few minutes earlier. Cars will not be permitted to start moving until all student walkers and bicyclists have left, and all buses have left the campus.	
Install additional covered bike racks for student use (short term). Additional bicycle racks at the school will allow for more students to ride their bikes to school and securely lock their bicycle during the day.	
Introduce volunteer carpooling program. Prior to the start of each school year, request parents to opt In to a voluntary carpooling program and identify potential carpooling groups using student address data.	

Enforcement

Enforcement strategies improve the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. SRTS enforcement is a community effort that involves students, parents, school administration, and others in addition to law enforcement, and targets pedestrian and bicycle behavior as well as driver behavior.

Enforcement Strategy	Champion
Position crossing guard for the intersection of Briarcliff Road and St. Louis Place after installation of crosswalks (short term). A crossing guard at the Springdale Park Elementary School's primary entrance will provide additional adult supervision at this relatively busy intersection during arrival and dismissal.	
Hold Crossing Guard Appreciation Day (short-term). Crossing guards are an essential part of making safe walking and bicycling trips to Springdale Park Elementary. To show appreciation for the service that they provide, Springdale Park Elementary School students will make cards annually on Crossing Guard Appreciation Day and will give them to the crossing guards in the afternoon. Parents will also have the opportunity to give crossing guards thank you cards to show their appreciation.	

Initiate student safety patrol (medium term). A student safety patrol can enhance a school's drop off and pick up procedure by having the older students assist younger students into and out of automobiles in the morning and afternoon. Not only do student safety patrols give older students an opportunity to promote traffic safety, it also helps build student role models. A student safety program at Springdale Park Elementary School would require adult coordination and supervision, as well as training for participating students.	
Establish "carpool only" policy for on campus arrival and dismissal. Revise the school handbook to explicitly state that the on-campus carpool loop (parent parking lot) is for parents who are carpooling. Additionally, reinforce a "carpool only" policy by requesting parents who do not carpool to park on a street nearby the school and walk to the school to drop off or pick up their child.	
Continue police speed enforcement on Briarcliff Road, North Highland Avenue and Ponce De Leon Avenue during arrival and dismissal times (short-term).	
Position speed feedback trailers as needed (short-term). Adding portable speed feedback trailers will help make drivers more aware of their actual speeds.	
Establish a Safe Driving Pledge (short-term). Program participants pledge to drive the speed limit on neighborhood streets, respect pedestrians and bicyclists, avoid distracted driving and display the Pace Car sticker. The Team plans to include this pledge in the materials that are sent home to parents before the start of the school year as well as made available to community member through the neighborhood civic associations.	

Evaluation

Evaluation is an important component of any SRTS program. Use of evaluation tools, such as the student tally and parent survey forms provided by National Center for Safe Routes to School, are encouraged by the Georgia SRTS Resource Center as they can be used to establish baseline information on student travel behavior and measure the effectiveness of SRTS efforts over time. Survey and tally forms can be found at http://www.saferoutesinfo.org/data/

Evaluation Strategy	Champion
Conduct annual Student Tallies (short-term). Student travel tallies provide a snapshot of student travel patterns at a specified time during the year. Although these tallies do not describe general travel patterns, they provide a complete census of the student body. This also provides an opportunity to identify the number of students and parents that park-and-walk.	
Conduct annual (or biennial) Student Travel Parent Surveys (short-term). Student travel parent surveys provide information regarding the general trends of student travel additionally, they provide information regarding parent attitudes towards walking and bicycling to and from school, which can help guide future Safe Routes to School projects.	
Conduct annual walk audit and observation of school arrival and dismissal (short-term).	

The SRTS Team plans to meet at annually to evaluate the existing walking and biking conditions along school routes and observe school arrival and dismissal practices to identify any changes that may need to be addressed to improve safety.	
Use pre- and post-tests to assess student retention of pedestrian and bicycle safety instruction (short-term). Assessments are included in the NHTSA Child Pedestrian Safety Curriculum to help show the impacts of curriculum. Students are tested before and after the lessons are given.	

NEXT STEPS & SRTS PROGRAM SUSTAINABILITY

Members of the Springdale Park Elementary School SRTS Team provided valuable information, insight, and guidance in the development of this SRTS plan. In order for Springdale Park Elementary School's SRTS program to be successful and sustainable, team members will need on-going support and assistance from additional community champions and volunteers. Information on implementing SRTS strategies can be found on the Georgia Safe Routes to School Resource Center website, www. saferoutesga.org and on the National Center for Safe Routes to School website, www.saferoutesinfo.org.

Key Strategies for Creating a Sustainable SRTS Program

- **Present the Plan to the Mayor and Council (or other authoritative bodies).** The City Council's backing will be critical for implementing many of the recommendations in this Travel Plan particularly those that address pedestrian and bicycle infrastructure.
- **Identify funding sources for high priority projects and programs.** Review high priority projects against opportunities to incorporate them within already planned projects that exist from several sources such as the Atlanta's operating budget, the capital budget and development/re-development projects. Additional information on potential funding strategies can be found on the Resource Center website at www.saferoutesga.org. It is important to regularly review funding programs to determine if SRTS projects can be submitted for funding, especially if they are connected to a complementary need such as a transit stop improvement.
- **Identify stakeholders.** Determine which stakeholders should be informed and involved in SRTS planning and implementation going forward.
- **Maintain and expand the SRTS Team.** Springdale Park Elementary School has an established SRTS Team with representatives from the school, Atlanta Public Schools and the Druid Hills, Poncey Highland, and Virginia Highland civic associations. It is important to maintain this group. Consideration should also be given to recruiting new members.
- **Consider establishing a calendar.** Creating an annual calendar of SRTS activities for the community and school can be helpful for staying on track. Determine how frequently and where groups involved in SRTS planning and implementation will meet. Include a timeline for evaluations, which should occur at least annually. An example 12-month activity calendar is provided in Appendix E.
- **Monitor and Evaluate.** Establish measurable goals and conduct regular reviews to determine progress toward meeting them. The goals should be coordinated and cross-referenced with other stakeholder groups.

Current and Potential Partners

At the schools:

- Parents
- Principals
- PTO members
- Teachers
- School Nurses

In the community:

- Druid Hills Civic Association
- Poncey-Highland Neighborhood Association
- Virginia-Highland Civic Association
- Georgia Bikes!

At the city level:

- Mayor Kasim Reed
- Councilman Alex Wan (District 6)
- Councilman Kwanza Hall (District 2)
- Atlanta Police Deparment
- City of Atlanta, Department of Parks and Recreation
- City of Atlanta, Department of Public Works
- Atlanta Public Schools
- Atlanta Bicycle Coalition

At the county level:

- FultonCounty Department of Public Health
- Fulton County Public Works

By completing this Travel plan, the Springdale Park Elementary School SRTS Team hopes to shape the school and the surrounding area into a place where students, parents, teachers and community members of all ages and abilities can safely walk and bike throughout the neighborhood.

APPENDICES

A. School Profile

B. Parent Survey Summary Report

C. Student Travel Tally Summary Report

D. Photos from Springdale Park Field Visit

E. 12-month non-infrastructure activity calendar

F. Additional Engineering Recommendations

Appendix A – Springdale Park Elementary School Profile

SRTS TRAVEL PLAN SCHOOL PROFILE

School Outreach Coordinator: Nichole Hollis Date: 1/9/2014

THE BASICS

School Name:	Springdale Park Elementary
School Address:	1246 Ponce de Leon Avenue
County:	Fulton
School District:	Atlanta Public Schools
Resource Center Partner:	Yes
Champions (names and roles):	Mary Stouffer, SPARK PTO Transportation & Safety Chair
School hours:	8:00AM – 3:00PM
Start/end date of 2013-14 School year:	August 7, 2013– May 23, 2014

School attendance boundaries (map or description):

The school attendance zone includes the following neighborhoods within the City of Atlanta: Druid Hills, Poncey-Highland, Virginia-Highland & Midtown.

School Walk Zone* (drawn on map or description):

The Atlanta Public Schools (APS) walk zone is one mile. All students that live greater than one mile from 1246 Ponce de Leon Avenue by the nearest practical route are eligible for bus service. Note that SPARK's buses currently pick up within the walk zone due to excess capacity and access barriers having to cross state routes.

**The School Walk Zone is the distance to the school within which students are not offered bussing unless there is a safety or access barrier. The distance from school is set locally.*

SRTS ACTIVITIES

1. Which event(s) have you participated in?
   Georgia Walk to School Day (spring)

2. Do you currently have a Safe Routes to School program?
   Yes

3. If so, when did it start? What activities have you put in place to complement SRTS?

Program started: 9/27/13
Completed Travel Tallies: 12/10/13

4. What activities related to SRTS does your school promote?

We are currently under construction (addition) and have only promoted getting to school safely.

SCHOOL DEMOGRAPHICS AND TRAVEL INFORMATION

1. How many students attend this school? List total students per grade:

Pre-K	K	1	2	3	4	5
NA	110	120	120	110	86	81

6	7	8	9	10	11	12	Total, all grades
NA	NA	NA	NA	NA	NA	NA	627

2. Is this a Title 1 School?
   No.

3. What is the percentage of students that qualify for Free and Reduced Lunch? *15.65%*

4. Approximately how many students receive bus service? *350-400*

5. Approximately how many students currently walk or bicycle on a typical day? *50*

6. What (if any) are the known walking routes to school or locations that our team should review?

Briarcliff Road
Briarcliff Place
Rosedale Road
St. Augustine Place
St. Charles Place
St. Louis Place
Moreland Avenue
North Highland Avenue
Ponce de Leon Avenue

7. How many students live within ½ mile, 1 mile, 1 ½ mile, and 2 miles (this question can be skipped if student addresses are provided) *Student address listing attached*

	0 to ½ mile	0 to 1 mile	0 to 1 ½ miles	0 to 2 miles
Number of students				
Is there a major barrier such as a railroad crossing or natural feature that is an obstacle for students?	*High speed and traffic-filled state routes.*			

8. Are there crossing guards assigned to the school?
   Yes, there are two crossing guards.

9. If yes, where are they stationed?
   (1) Briarcliff Road and Ponce de Leon Avenue
   (2) St. Charles Avenue and Briarcliff Road

10. Are there bicycle racks installed on the school campus?
    Bicycle racks are present in the school courtyard.

11. Briefly describe the current conditions of sidewalks and paths around your school.
    Some sidewalks are in adequate condition and others are sorely inadequate along Briarcliff (west side).

12. Briefly describe the amount of vehicle traffic and the speed limits of the roads surrounding your school.

Vehicle traffic on Ponce de Leon is congested most of the day. When not congested, speeds are excessive. Speed limit = 35MPH.

Vehicle traffic on Briarcliff Road is congested during AM and PM commutes. When not congested, speeds are excessive. Speed limit = 35MPH.

13. Are there physical barriers that prohibit students from walking and biking to school?
    See #7 above and hills can be a barrier northwest of school.

14. Are there policies in place that prohibit students from walking and biking to school?
    No

15. What after school activities occur on campus? (Please list and number of student participants)

Aftercare (100 students) run by Afterschool Classe and 18 after school clubs (280 students).

16. Who owns/maintains the roads in town around the school and along the walking routes identified in number 6? *Local, County, State, Combination. Describe distribution below*:

    Ponce de Leon Avenue & Briarcliff Road:
    US Route
    Georgia Route
    City of Atlanta

17. **Did the school complete pre-evaluation data? (Circle either No or Yes)**

    a. Parent Surveys: *No*

    b. Student Travel Tallies: *Yes*
       Date Completed: *12/10/13*
       Submitted to National Center: *Yes*

18. **Did the school provide student addresses?** *Yes*

19. **Safe Routes to School Team Members Identified – See the SOC Tip Sheet**

    Complete listing to follow (now being refined)

Name	Role	Organization
	School principal	
	Teacher	
	Law enforcement	
	Student	
	Parent	
	Local transportation planner	
	Local GDOT engineer/planner	

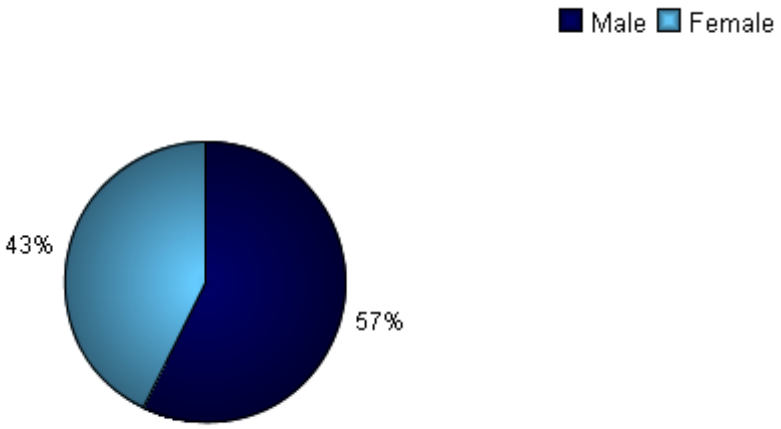
Appendix B – Student Travel Parent Survey

Parent Survey Report: One School in One Data Collection Period

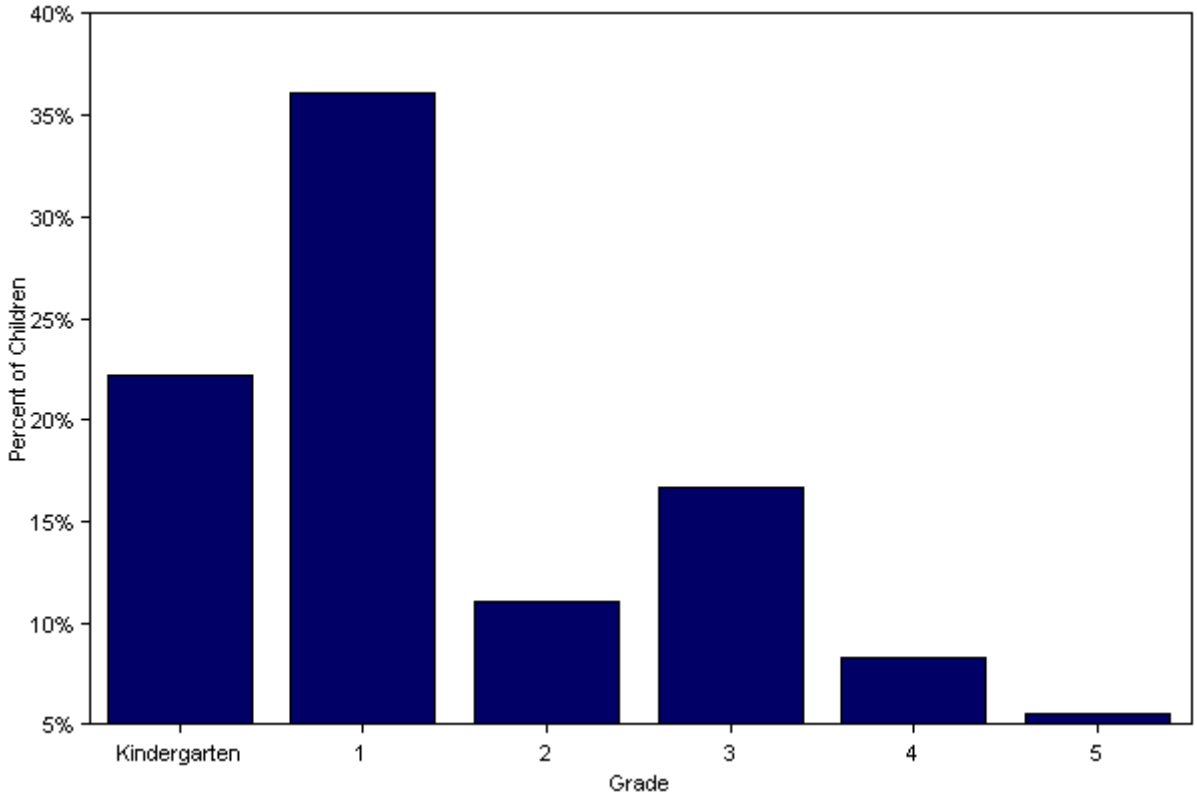
School Name: Springdale Park Elementary School
School Group: GA SRTS Resource Center
School Enrollment: 461
% of Students reached by SRTS activities: 76-100%
Number of Questionnaires Distributed: 75
Set ID: 11151
Month and Year Collected: February 2014
Number of Questionnaires Analyzed for Report: 36

This report contains information parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

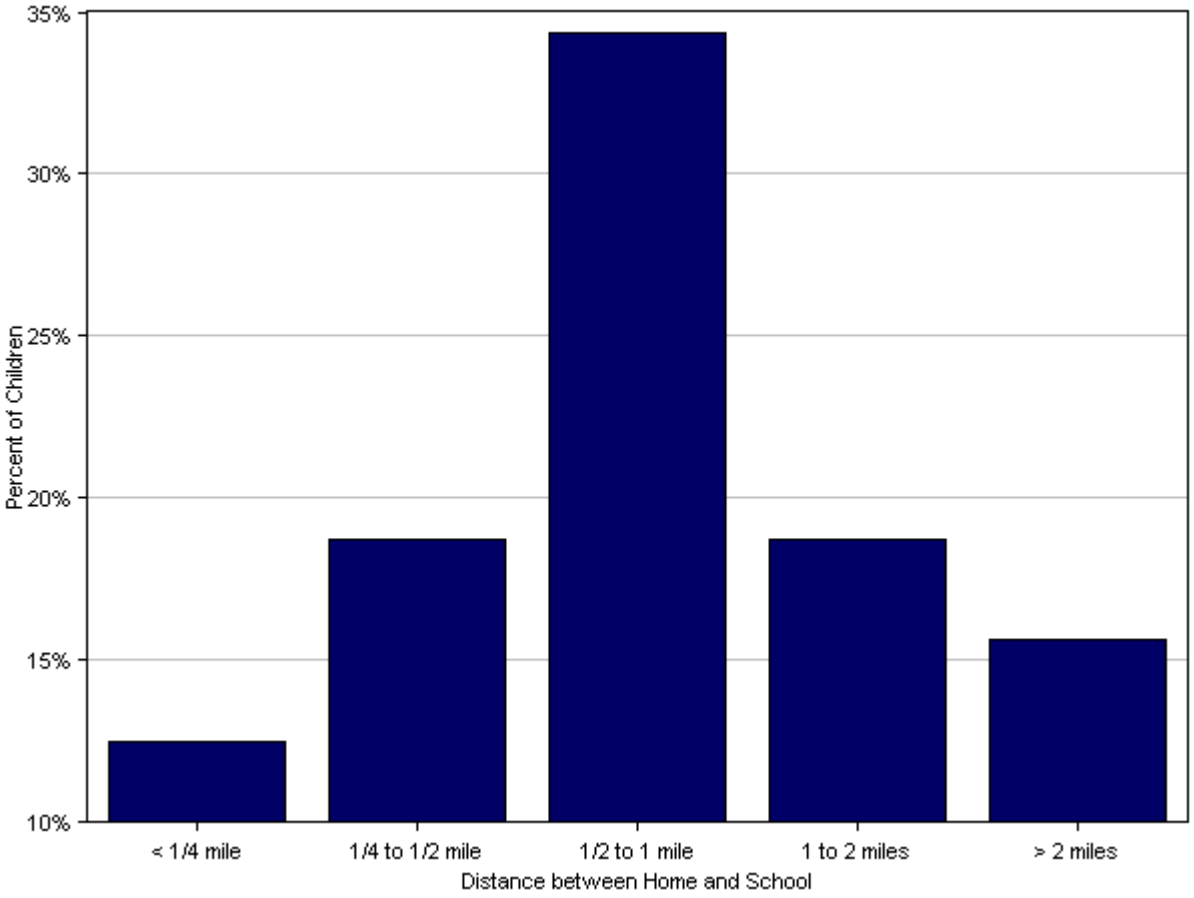


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	8	22%
1	13	36%
2	4	11%
3	6	17%
4	3	8%
5	2	6%

No response: 0
Percentages may not total 100% due to rounding.

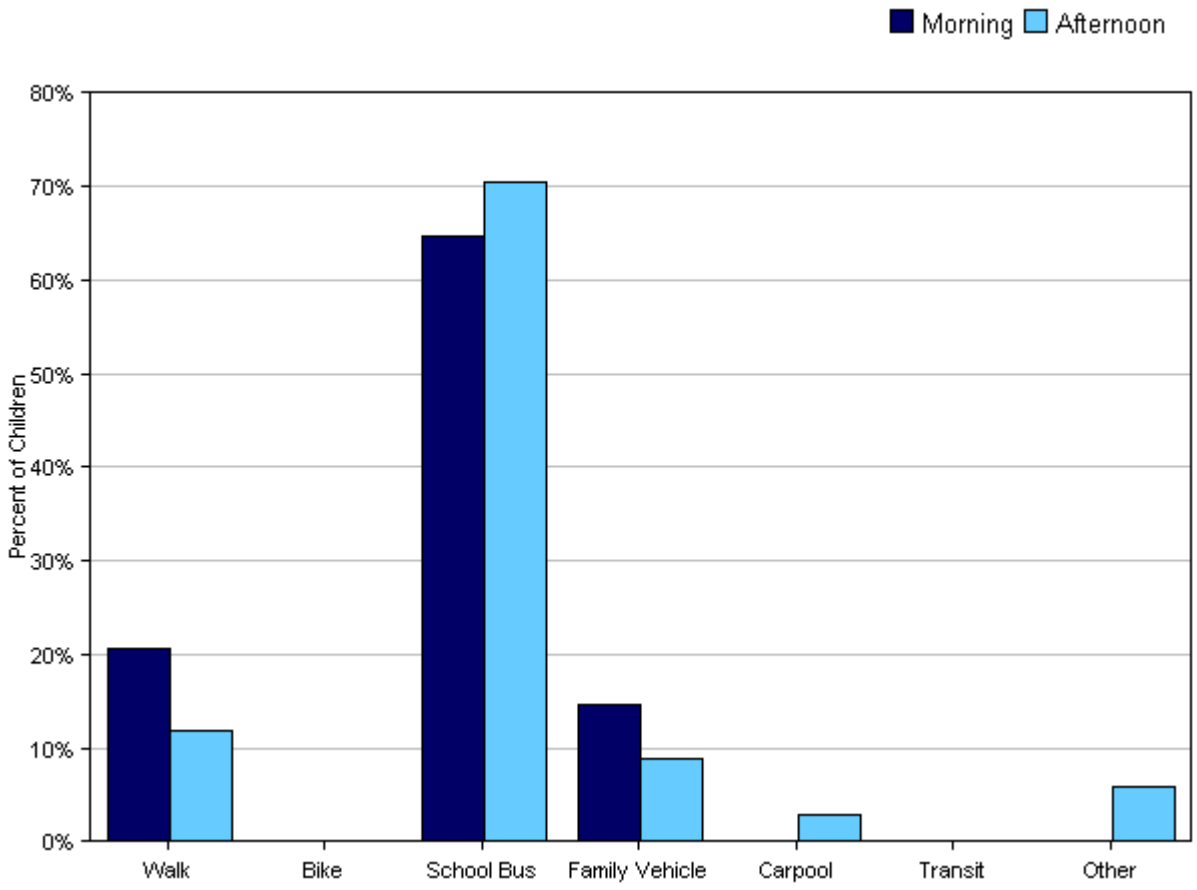
Parent estimate of distance from child's home to school



Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	4	13%
1/4 mile up to 1/2 mile	6	19%
1/2 mile up to 1 mile	11	34%
1 mile up to 2 miles	6	19%
More than 2 miles	5	16%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

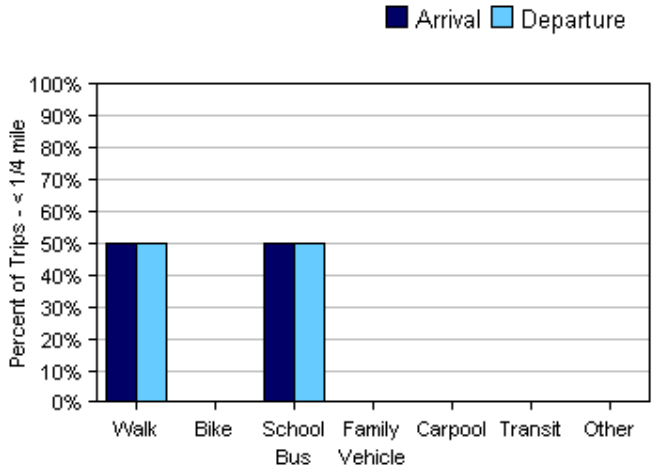


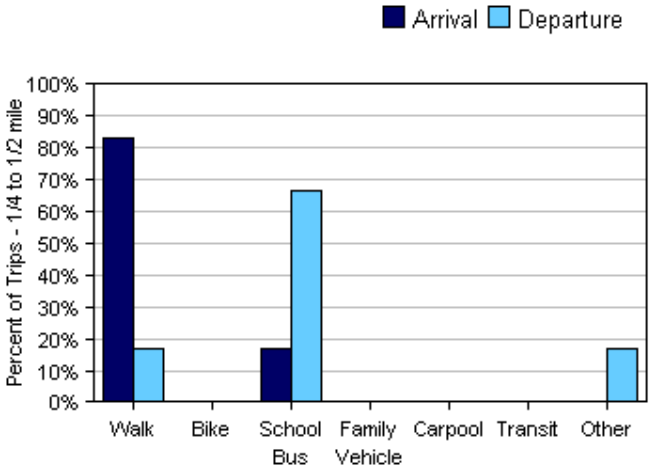
Typical mode of arrival at and departure from school

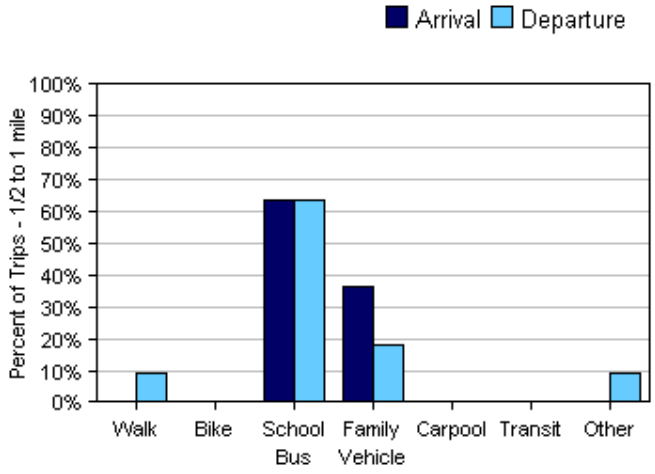
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	34	21%	0%	65%	15%	0%	0%	0%
Afternoon	34	12%	0%	71%	9%	3%	0%	6%

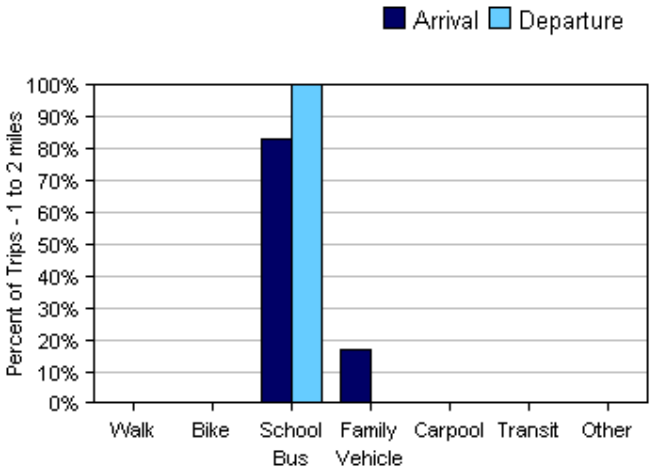
No Response Morning: 2
No Response Afternoon: 2
Percentages may not total 100% due to rounding.

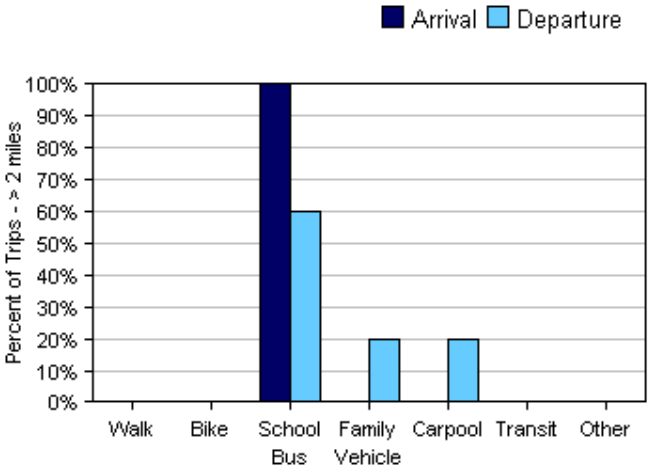
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	50%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	6	83%	0%	17%	0%	0%	0%	0%
1/2 mile up to 1 mile	11	0%	0%	64%	36%	0%	0%	0%
1 mile up to 2 miles	6	0%	0%	83%	17%	0%	0%	0%
More than 2 miles	5	0%	0%	100%	0%	0%	0%	0%

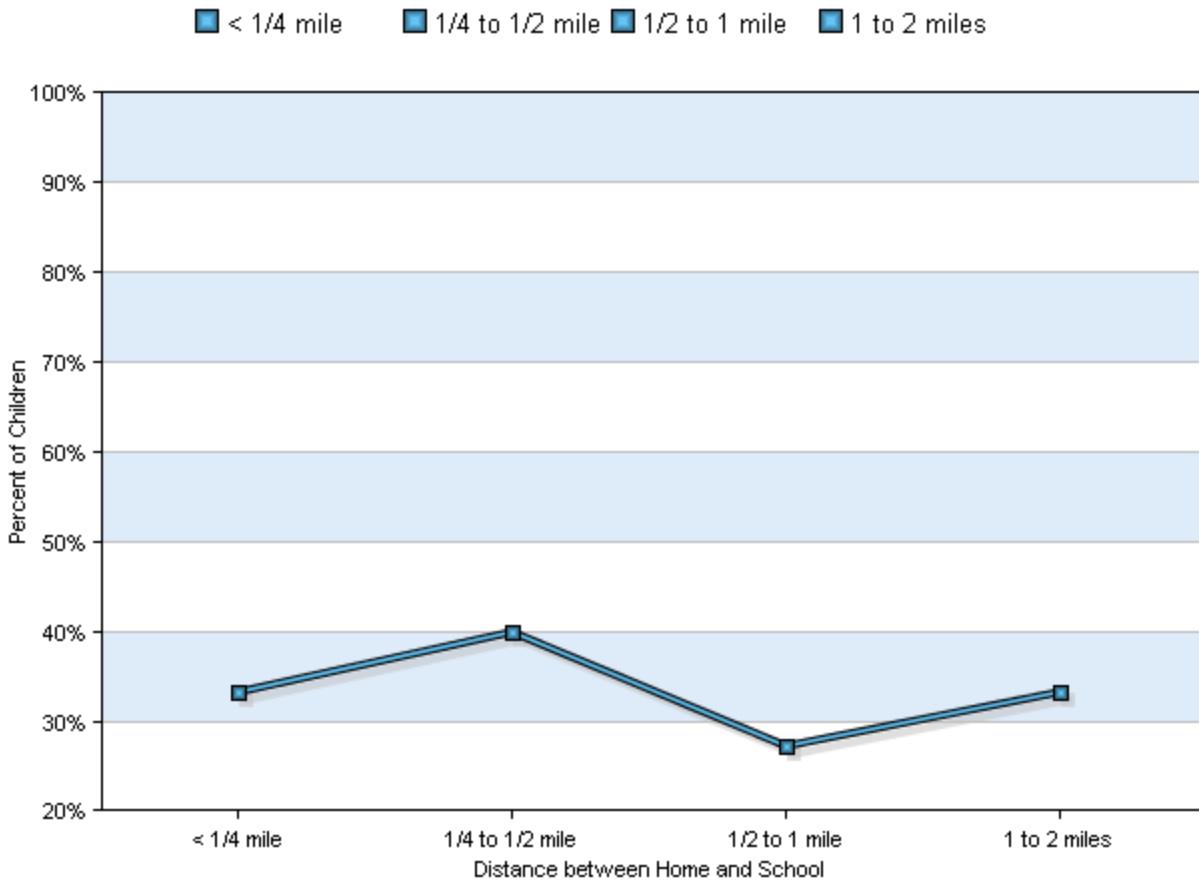
Don't know or No response: 4
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	50%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	67%	0%	0%	0%	17%
1/2 mile up to 1 mile	11	9%	0%	64%	18%	0%	0%	9%
1 mile up to 2 miles	6	0%	0%	100%	0%	0%	0%	0%
More than 2 miles	5	0%	0%	60%	20%	20%	0%	0%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

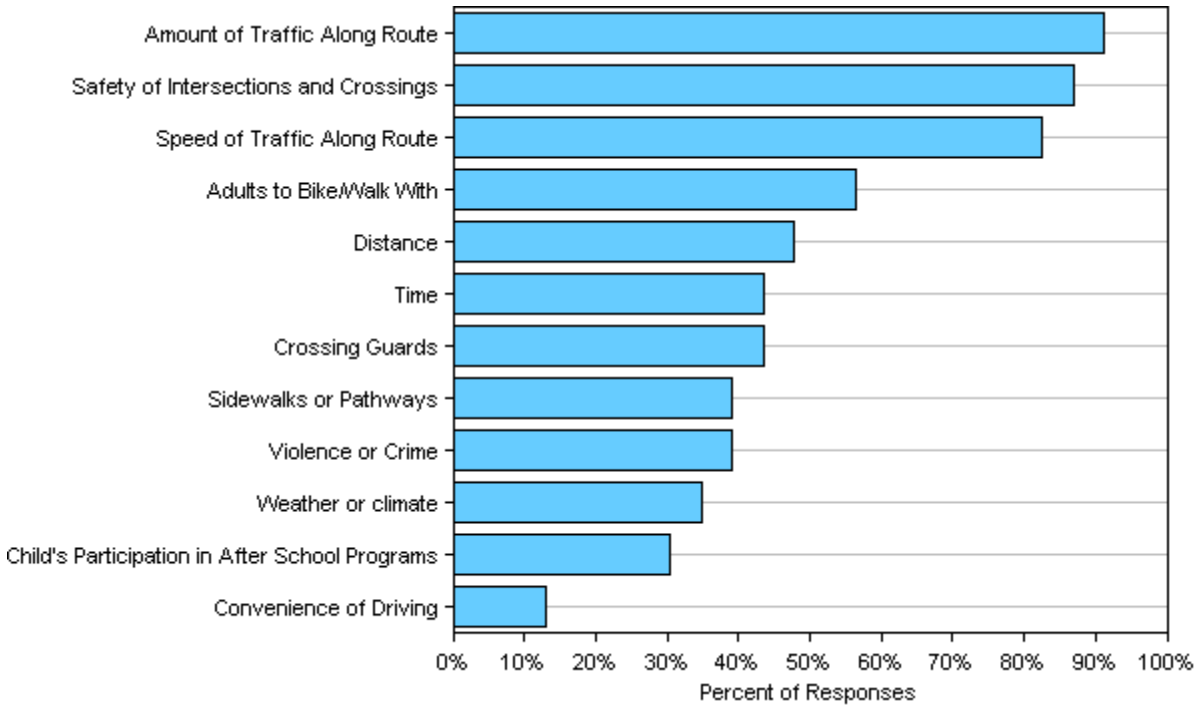


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

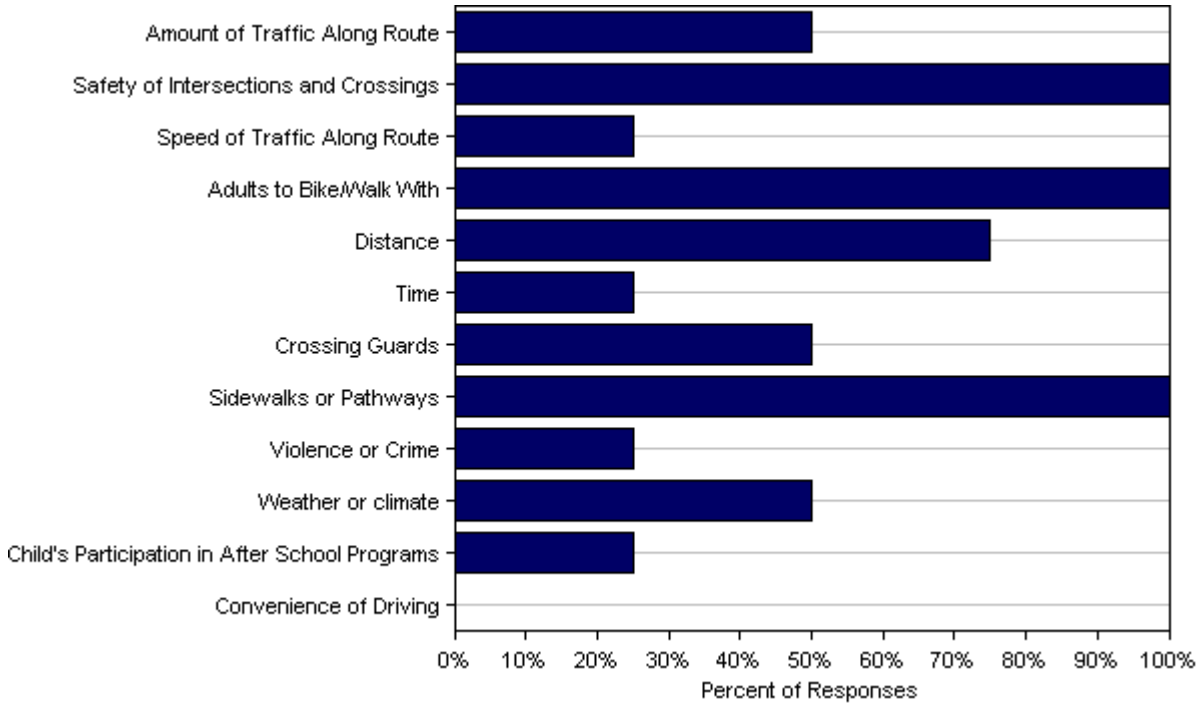
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	8	33%	40%	27%	33%	0%
No	22	67%	60%	73%	67%	100%

Don't know or No response: 6
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

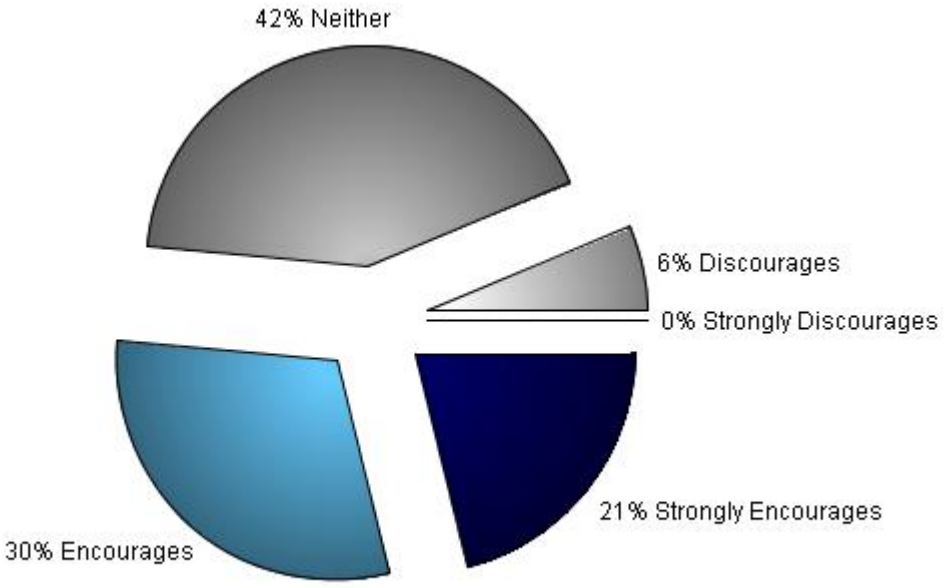


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

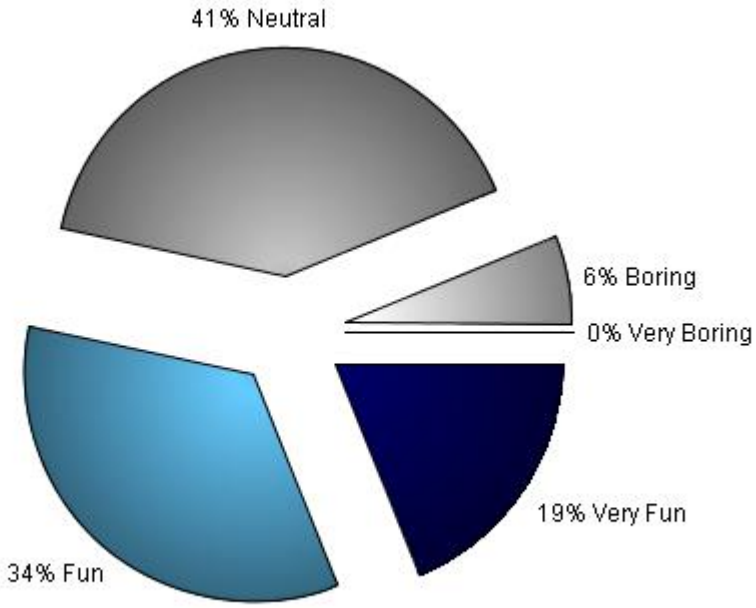
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	91%	50%
Safety of Intersections and Crossings	87%	100%
Speed of Traffic Along Route	83%	25%
Adults to Bike/Walk With	57%	100%
Distance	48%	75%
Time	43%	25%
Crossing Guards	43%	50%
Sidewalks or Pathways	39%	100%
Violence or Crime	39%	25%
Weather or climate	35%	50%
Child's Participation in After School Programs	30%	25%
Convenience of Driving	13%	0%
Number of Respondents per Category	**23**	**4**

No response: 9
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

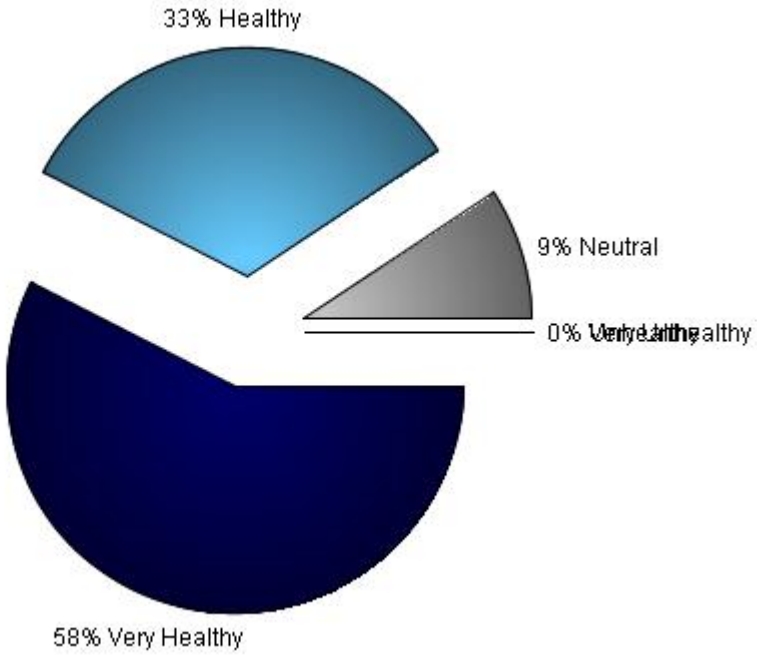
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

Survey ID	Comm
1135250	We live slightly over a mile to school so it is more efficient (time-wise) for my kids to ridethebus vs walk to/from every day. I would love to walk occasionally or try to one-way or both ways once a week.
1135279	Every other week I take the bus to pick up my children at SPARK after 5:00 pm and then we walk to the bus stop. Several bus routes serve SPARK and are used by many parents. When the back gate was opened we walked from SPARK to Virginia and North Highland to catch bus 36. A better/safer way to cross Briarcliff north of Ponce is needed after the crossing gards are no longer there. Now we walk to North Highland and Ponce to catch BUs 102. Biking and walking from Midtown to SPARK is probably a difficult proposition for most students and parents. Taking MARTA bus and the school bus are more realistic options. Providing more information on the MARTA bus routes that serve SPARK would be helpful.
1135282	Monroe Dr is a hazard for children and adults. Major artery going to both Grady and Inman. Significant speed control and safer crossings at ALL crosswalks needs to be implemented. Changes to Monroe could significantly improve walking and biking.
1144942	Would love to make our "get to school" experience more walkable... Thank you for working hard on this issue!
1145051	A crosswalk in front of the current back entrance would be very helpful.
1135285	We need a crossing guard at Springdale and ponce. We had Ms. Stroud and she was awesome. I don't know what's happened but we have no guard and it is a very dangerous intersection.
1137806	Briarcliff is way too busy to allow Elementary school kids to walk or bike to school. Plus, with only one stoplight at St. Charles and none north of there, it's SO unsafe. It's just a matter of time until something tragic happens to a child or parent crossing Briarcliff. Buses are the only safe answer.
1138427	The location of our elementary school is on the edge of our district, rather than in the middle. We are located very far from it. It is unlikely that walking or biking will be possible for a small child due to the distance and poor infrastructure for bikes and pedestrians between school and our home.
1138448	I am interested in support SPARK SRTS program. Please feel free to contact me. Thanks!
1138540	I love walking my son to school. I just wish there was an easier way to cross Briarcliff. Maybe we could get a crosswalk light with an island in front of the SPARK parking lot entrance on Briarcliff (where everyone ran across the street, prior to the construction). Something like exists in front of the MARTA stop on 10th would be IDEAL Walking down to St Charles, crossing at the light and then walking back up to the SPARK parking lot to go into school isn't something we'll ever do. Last year (prior to construction closing that entrance), we just ran across the street every day
1138825	We are walkers, but currently our child takes the bus to school because of the construction. It is very inconvenient to have to walk all the way down to St. Charles to cross. We would really welcome a crosswalk at Briarcliff/Briarcliff, especially after the construction at Spark is complete next year and our bus stop (I assume) will go away.
1144940	Bottom line is we live too far especially with all the traffic in Atlanta. If/When she is at Inman, which is closer, then we'll see.
1135314	My child will never walk to school without a parent as long as he has to cross Briarcliff Road.

1138426	I did not answer the questions regarding allowing my child to walk or bike to/from school if problems were changed or improved as I would not allow him to do so at this age regardless. Also, his departure from school is via an afterschool program's bus but that was not listed as an option so I chose "Other".
1144933	Our son loves walking to school (with his Dad), and does so most days. Our biggest concern with the route is the crossing on Briarcliff. There should be a crosswalk with a light or beacon directly across from the parking lot on Briarcliff. We would also like to see the Briarcliff sidewalks repaired, but this is far less of a concern than the crossing. Thanks!
1148491	The traffic on Briarcliff is incredibly dangerous and frightening to think of any child/family walking along it. There are no safe crossing paths on Briarcliff without walking far past the school. I have watched so many families and unsupervised children jaywalk in the middle of Briarcliff directly in front of the entrance to the back parking lots as cars were speeding towards them. We live at the corner of Briarcliff and Virginia and the number of accidents at this intersection is disturbing. All of the accidents are because of the speeding traffic on Briarcliff. I would find it very difficult to consider walking unless there was a safe route that was heavily enforced by multiple crossing guards, adults, and traffic officers. The ultimate solution would be an elevated pedestrian bridge to cross Briarcliff at the school entrance that went above the traffic. I truly have no comfort level in the traffic to observe and slow down on their own free will.
1144932	There is unfair treatment to those children/families living in the walk zone. Now that the bus is available, it is much safer and far better for my child to ride the bus. I do not want to return to walking my child, which involves crossing an extremely busy, fast moving street. In addition, since there are many working families, driving my child to the Briarcliff lot without a carpool lane was very difficult due to limited parking and the requirement to escort my child the rest of the way to school. I do not want to return to a walking program due to the amount of traffic on both Briarcliff and Ponce de Leon, and lack of an easy process to drop my child off via car.
1135280	The intersection is very busy. Dekalb County posts school signs and writes school crossing on the road by the crosswalks. We need this! I have seen 1 car run this red light because drivers are so frustrated with the preceding clogs, they shoot through this next light. It needs more alerts!

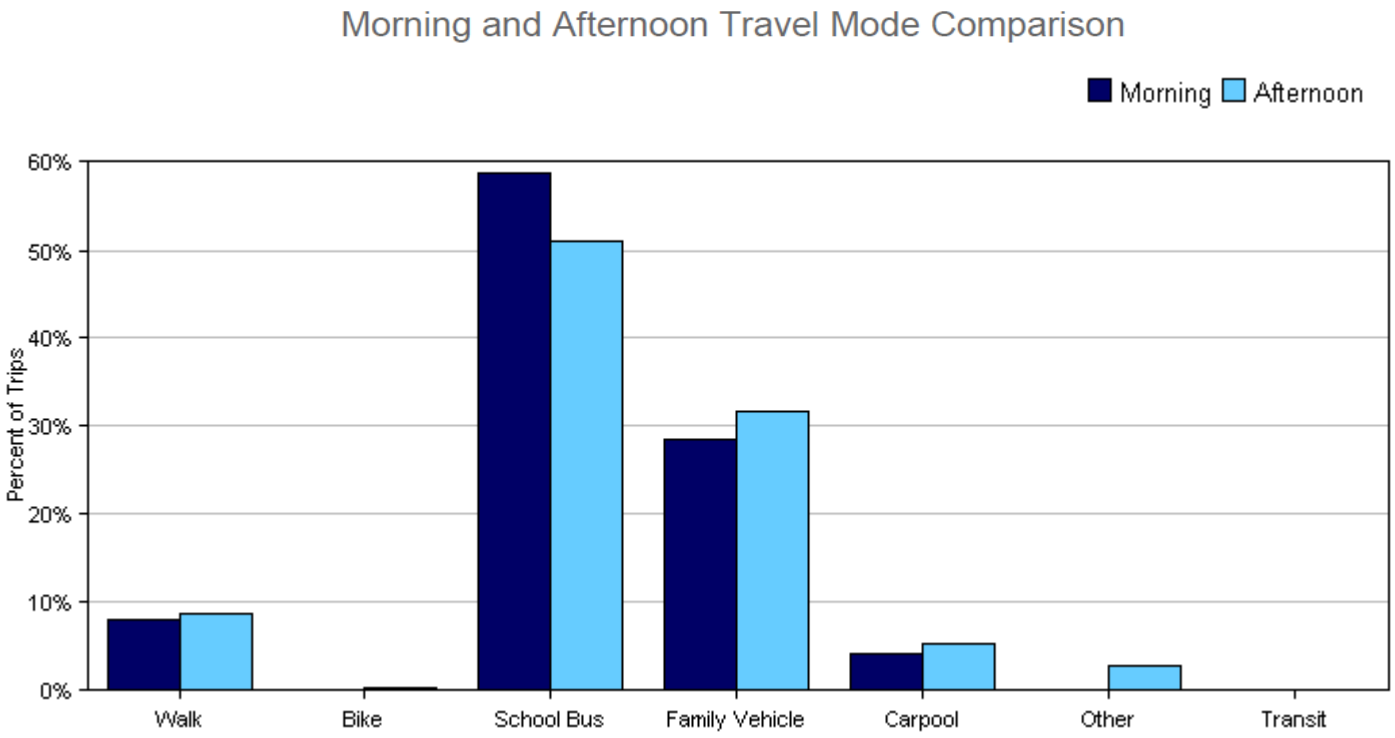
Appendix C – Student Travel Tally Report

Student Travel Tally Report: One School in One Data Collection Period

School Name: Springdale Park Elementary School
School Group: GA SRTS Resource Center
School Enrollment: 461
% of Students reached by SRTS activities: 76-100%
Number of Classrooms Included in Report: 26

Set ID: 14169
Month and Year Collected: December 2013
Date Report Generated: 02/12/2014

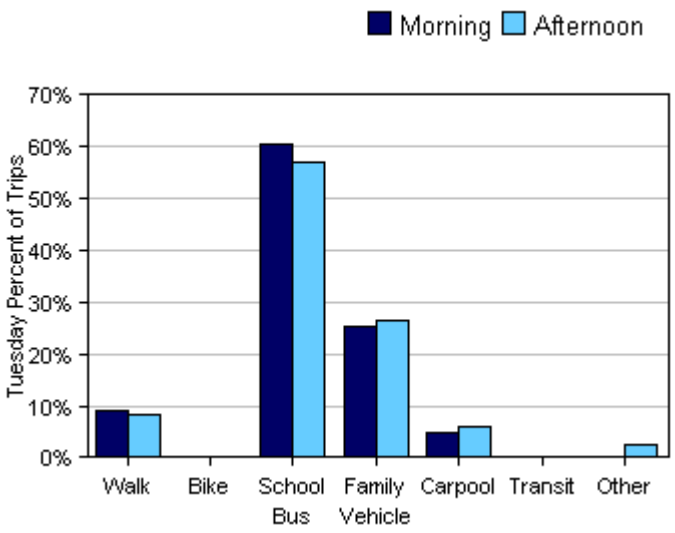
This report contains information from your school's classrooms about students' trips to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

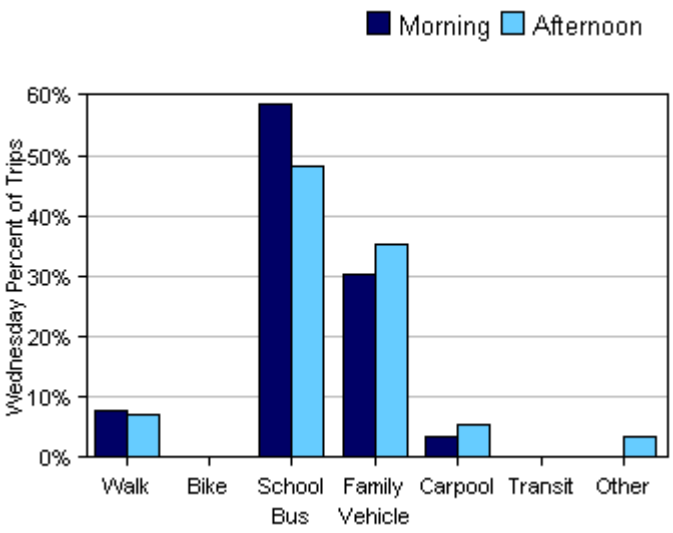


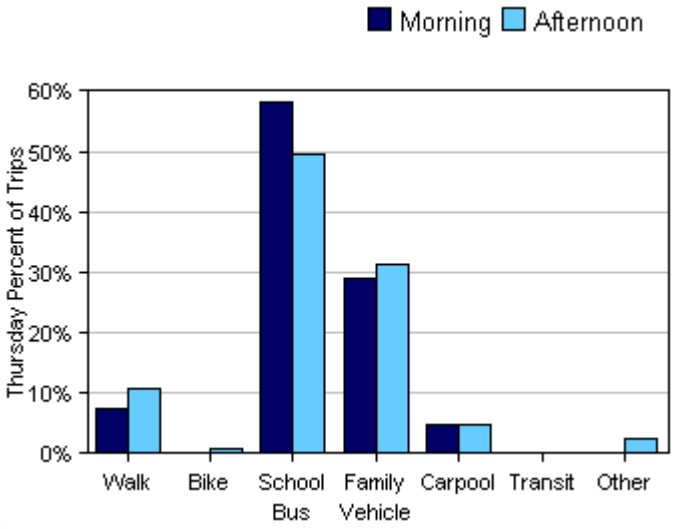
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1490	8%	0.2%	59%	29%	4%	0%	0.1%
Afternoon	1501	9%	0.3%	51%	32%	5%	0.1%	3%

Percentages may not total 100% due to rounding.



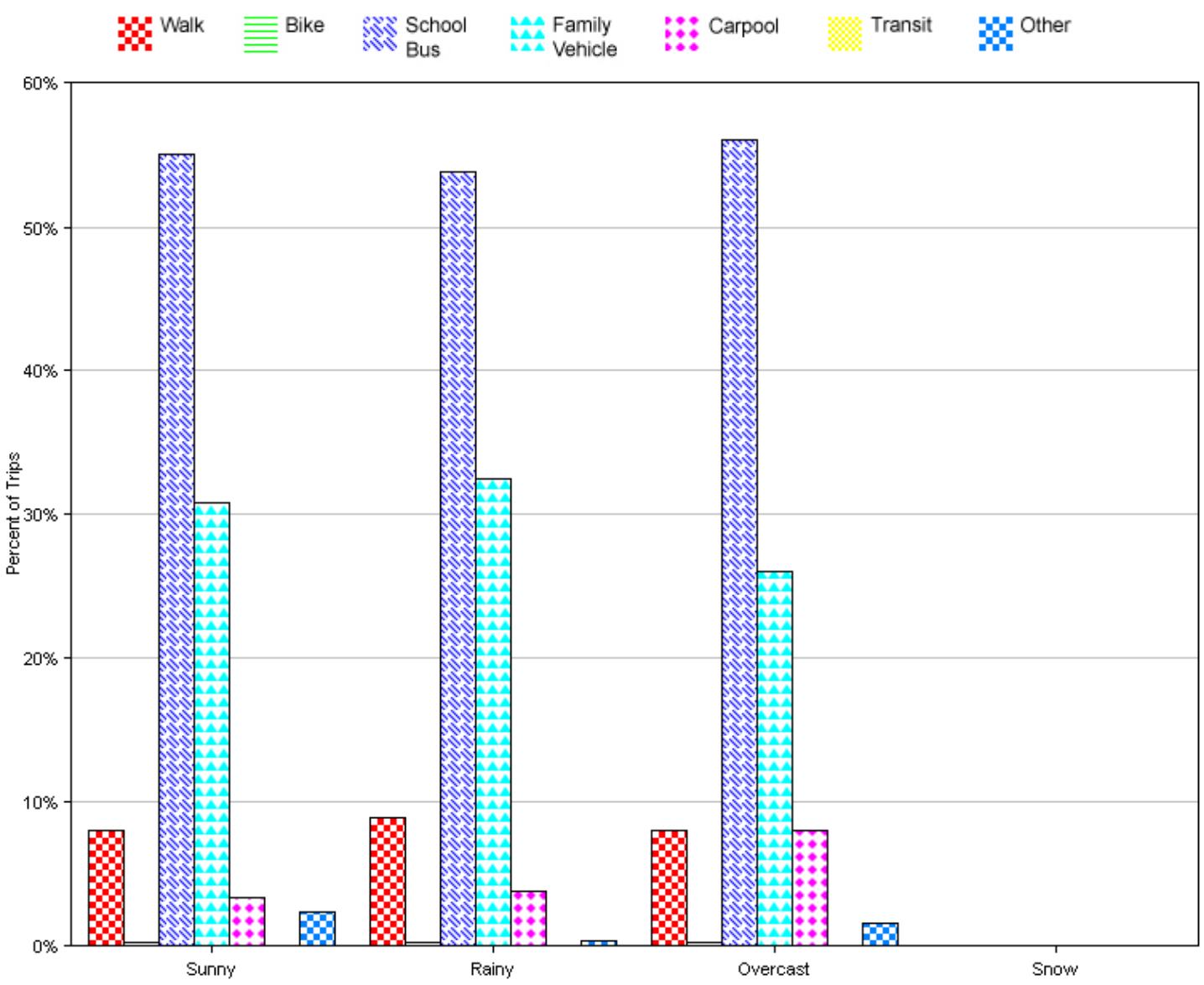




Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	391	9%	0.3%	60%	25%	5%	0%	0.3%
Tuesday PM	394	8%	0%	57%	26%	6%	0%	3%
Wednesday AM	567	8%	0.2%	58%	30%	3%	0%	0%
Wednesday PM	583	7%	0%	48%	35%	5%	0.2%	4%
Thursday AM	532	8%	0.2%	58%	29%	5%	0%	0.2%
Thursday PM	524	11%	1.0%	49%	31%	5%	0.2%	2%

Percentages may not total 100% due to rounding.

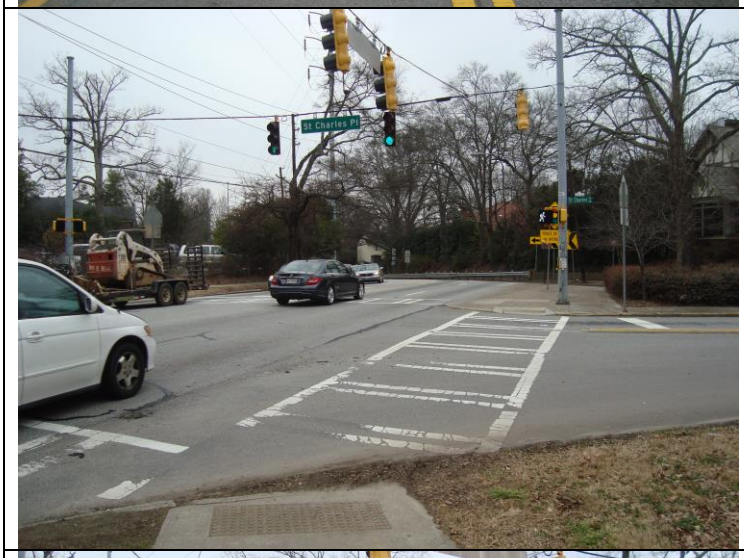


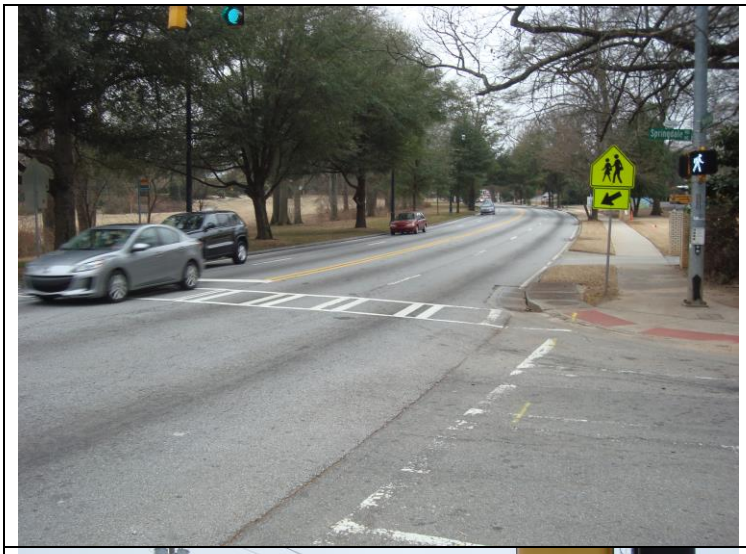
Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1219	8%	0.2%	55%	31%	3%	0.1%	2%
Rainy	960	9%	0.3%	54%	33%	4%	0.1%	0.4%
Overcast	812	8%	0.2%	56%	26%	8%	0%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Appendix D – Springdale Park Elementary School Photos

	Briarcliff Road, facing south. New Springdale Park Elementary school entrance on the left.
	Intersection of St. Charles Place and Briarcliff Road, facing south.
	Intersection of St. Charles Place and Briarcliff Road, facing north.

	Intersection of Ponce De Leon Avenue and Springdale Road, facing east. Springdale Park Elementasy School drop off and pick up entrance on the right.
	Intersection of Ponce De Leon Avenue and Briarcliff Road, facing east.

Appendix E – Example 12-month Activity Calendar

The following activity calendar is an example calendar that Springdale Park Elementary School can follow in order to implement its Safe Routes to School program. It is recommended that the SRTS team reviews and updates this calendar prior to approval for the next academic year.

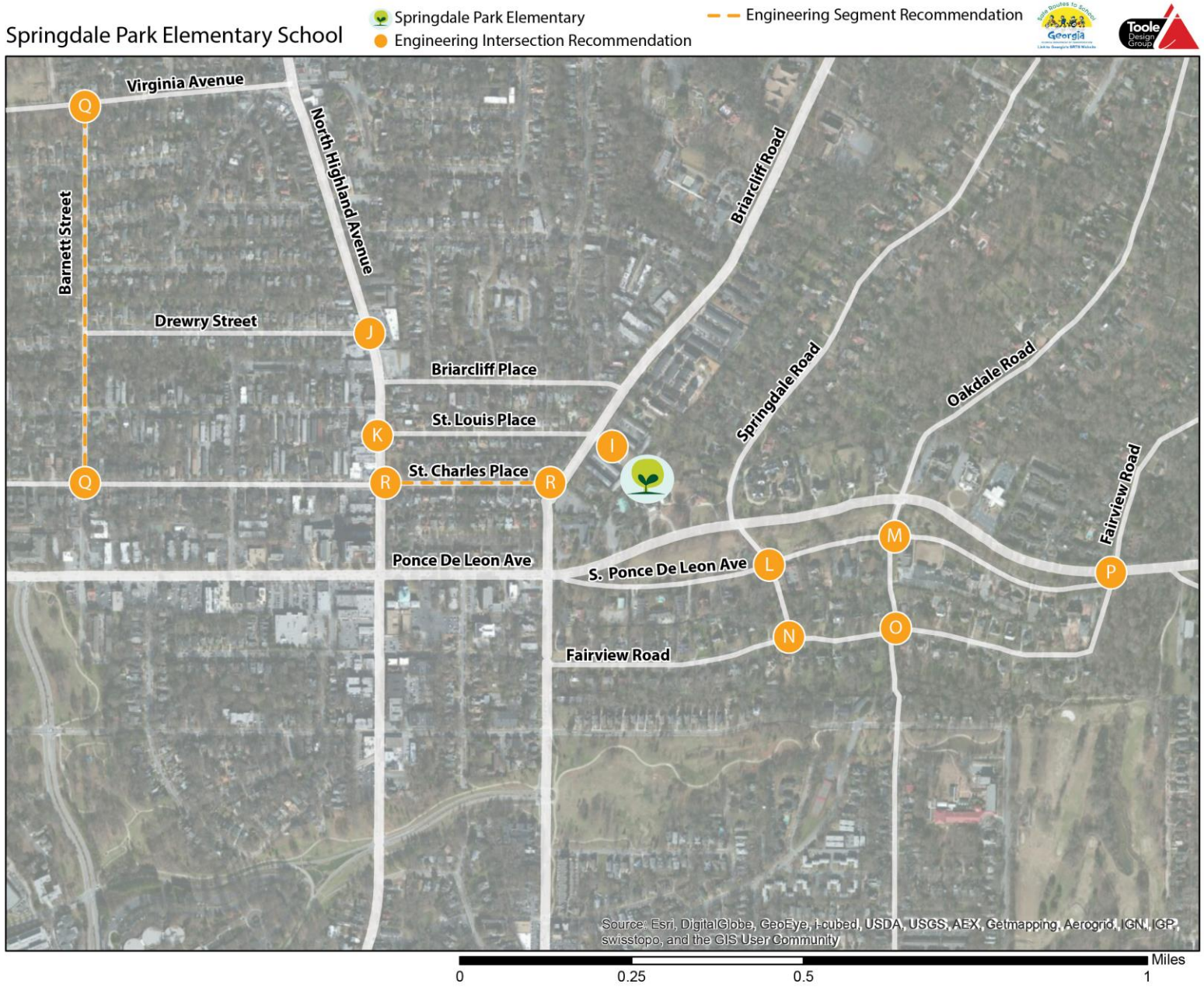
Activity	Coordinator	Jul. 2014	Aug. 2014	Sept. 2014	Oct. 2014	Nov. 2014	Dec. 2014	Jan. 2015	Feb. 2015	Mar. 2015	Apr. 2015	May 2015	Jun. 2015	Complete
EDUCATION														
Integrate pedestrian and bicycle safety instruction into the curriculum														
Plan														
Implement														
Incorporate information on walking and bicycling to school in communications with parents														
Plan														
Implement														
Hold a bicycle rodeo														
Plan														
Implement														
ENCOURAGEMENT														
Participate annually in International Walk to School Day														
Plan														
Implement														
Participate annually in Georgia Walk to School Day														
Plan														
Implement														
Participate annually in National Bike to School Day														
Plan														
Implement														

Activity	Coordinator	Jul. 2014	Aug. 2014	Sept. 2014	Oct. 2014	Nov. 2014	Dec. 2014	Jan. 2015	Feb. 2015	Mar. 2015	Apr. 2015	May 2015	Jun. 2015	Complete
Identify potential remote park and walk locations														
Plan														
Implement														
Hold monthly walk or bike to school days														
Plan														
Implement														
Establish walking school buses, bike trains														
Plan														
Implement														
Explore (continue ?) staggered dismissal by prioritizing non-motorized transportation														
Plan														
Implement														
Introduce volunteer carpooling program														
Plan														
Implement														
Install additional bike racks for student use														
Plan														
Implement														
ENFORCEMENT														
Position crossing guard at the intersection of Springdale Road and Ponce De Leon Avenue														
Plan														
Implement														
Participate in a Crossing Guard Appreciation Day														
Plan														
Implement														
Establish and enforce a "Carpool														

Activity	Coordinator	Jul. 2014	Aug. 2014	Sept. 2014	Oct. 2014	Nov. 2014	Dec. 2014	Jan. 2015	Feb. 2015	Mar. 2015	Apr. 2015	May 2015	Jun. 2015	Complete
Only" policy for on campus arrival and dismissal														
Plan														
Implement														
Initiate student safety patrol for 2015-2016 school year														
Plan														
Implement														
Continue police speed enforcement on Briarcliff Road, North Highland Avenue and Ponce De Leon Avenue														
Plan														
Implement														
EVALUATION														
Conduct annual student travel tallies														
Plan														
Implement														
Conduct annual (or biennial) parent surveys of student travel patterns														
Plan														
Implement														
Conduct annual walk audit and observation of school arrival and dismissal														
Plan														
Implement														

Appendix F – Additional Engineering Considerations

The following map shows the location of additional engineering recommendations relative to Springdale Park Elementary School. A description of each recommendation follows in the table below.



Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
I	**Springdale Park Elementary School Parking Lot**	Add sidewalk along north side of parking lot. Further review of existing conditions, right-of-way, and Atlanta Public School review will be required.	Low	Safety Existing walking route Within walking boundary	Long term
		Install high-visibility crosswalk markings crossing Briarcliff Road north of intersection.			Short term
J	**Intersection of North Highland Avenue and Drewry Street** This T-intersection is northwest of the school. The intersection is unsignalized and the northeast corner is lacking a curb ramp. Although this intersection is not identified as a potential key intersection, the relative high volumes and speeds of motor vehicle traffic along North Highland Avenue create a perceived barrier to pedestrian and bicycle trips to and from school.	Install curb ramps to ADA guidelines at northeast, northwest and southwest corners.	Medium	Safety Within walking boundary	Medium term
		Further study vehicular sightlines and intersection visibility.			Long term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
K	**Intersection of North Highland Avenue and St. Louis Place** This T-intersection is one block east of the school entrance and is identified as a potential key intersection for directing students to St. Louis Place for a pedestrian and bicycle route to the school. The intersection is unsignalized. There are two high-visibility crosswalks, one crossing St. Louis Place on the east side of the intersection, and the other crossing North Highland Avenue on the south side of the intersection. The relative high volumes and speeds of motor vehicle traffic along North Highland Avenue create a perceived barrier to pedestrian and bicycle trips to and from school.	Restripe a high-visibility crosswalk markings crossing North Highland Avenue.	Low	Safety Existing walking route Within walking boundary	Short term
		Restripe a high-visibility crosswalk markings crossing St. Louis Place.			Short term
		Retrofit all corners with curb ramps that meet ADA guidelines.			Medium term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
L	**Intersection of Springdale Road and South Ponce De Leon Avenue** This four-way intersection is located south east of the school. The intersection is stop controlled on South Ponce De Leon Avenue. Currently, the intersection is lacking crosswalk markings that would connect existing sidewalks on South Ponce De Leon Avenue and the existing curvilinear path system in Springdale Park and Virgilee Park.	Install high-visibility crosswalk markings crossing Springdale Road on the north and south sides of intersection. Install stop line markings prior to crosswalk markings in accordance with GDOT and MUTCD guidance.	Low	Safety Within walking boundary	Short term
		Retrofit northeast, southeast and southwest corners with curb ramps that meet ADA guidelines.			Medium term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
M	**Intersection of Oakdale Road and South Ponce De Leon Avenue** This is a four-way intersection located south east of the school. The intersection is stop controlled on South Ponce De Leon Avenue. Currently, the existing crosswalk markings are faded and in poor condition. The existing crosswalk markings connect to existing sidewalks on Oakdale Road and the existing curvilinear path system in Virgilee Park and Brightwood Park.	Restripe all existing crosswalks with high-visibility pavement markings. Relocate existing stop signs behind crosswalk and install line markings on the east and west side of South Ponce De Leon Avenue in accordance with GDOT and MUTCD guidance.	Low	Safety Within walking boundary	Short term
		Retrofit all existing corners with curb ramps that meet ADA guidelines.			Medium term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
N	**Intersection of Springdale Road and Fairview Road** This is a T-intersection located south east of the school. The intersection is stop controlled on Springdale Road. Currently, the intersection is lacking crosswalk markings that would connect existing sidewalks on Springdale Road and Fairview Road.	Install a high-visibility crosswalk markings crossing Fairview Road at west side of intersection. Install stop line markings prior to crosswalk markings in accordance with GDOT and MUTCD guidance.	Low	Safety Within walking boundary	Short term
		Retrofit all corners connecting to proposed crosswalks with curb ramps that meet ADA guidelines.			Medium term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
O	**Intersection of Oakdale Road and Fairview Road** This signalized intersection is south east of the elementary school within the walking zone. The intersection is a four way intersection; however Oakdale Road, the north-south segments, is not directly aligned, creating in effect two adjacent T-intersections. There is no crosswalk crossing Fairview Road at this intersection.	Install a high-visibility crosswalk markings crossing Fairview Road west of the intersection. Install stop line markings prior to crosswalk markings in accordance with GDOT and MUTCD guidance. *Note: This crosswalk request was submitted to the City of Atlanta Public Works in 2013, ticket # 937561*.	Low	Safety Within walking boundary	Short term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
P	**Intersection of Fairview Road, Ponce De Leon Avenue and South Ponce De Leon Avenue** This five-point intersection to the east of Springdale Park is a signalized intersection, however Ponce De Leon Avenue and Fairview Road are both relatively wide crossings and can create potential barriers to pedestrian and bicycle travel. The intersection is signalized and has three existing crosswalks crossing Fairview Road on the north and south sides of the intersection and an additional crosswalk crossing Ponce De Leon/South Ponce De Leon Avenue on the west side of the intersection.	Further study of intersection geometry, traffic patterns, and signalization is required to identify feasible recommendations.	Low	Safety	Long term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
Q	**Barnett Street between Virginia Avenue and Ponce De Leon Avenue** This residential street segment is to the west of North Highland Avenue and travels parallel in a north and south direction. The team observed relatively low vehicle traffic on this street, compared with North Highland Avenue, making it a potential bicycle route.	Install shared lane pavement markings and "Share the Road" (W11-1 with W16-1) signage.	Low	Safety	Long term

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Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
R	**St. Charles Place between Briarcliff Road and North Highland Avenue** This residential street segment is to the west of Briarcliff Road. St. Charles Place connects busy Briarcliff Road and North Highland Avenue roadway segments. The team observed relatively low vehicle traffic on this street, compared with North Highland Avenue, making it a potential bicycle route.	Install shared lane pavement markings and "Share the Road" (W11-1 with W16-1) signage. *Note: The proposed shared lane markings would connect to proposed bicycle facilities on St Charles Place west of North Highland Avenue.*	Low	Safety	Long term

*** These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.**

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
S	**Pedestrian scale lighting improvements** The team observed relative low lighting levels on existing walking routes designated within the school walk zone.	Review current lighting levels and if necessary, add pedestrian scale lighting within the school walk zone along the following streets: 1. Briarcliff Place 2. St. Louis Place 3. St. Charles Place 4. Briarcliff Road 5. North Highland Avenue 6. Rosedale Road 7. Virginia Avenue 8. Springdale Road 9. Fairview Road	Low	Safety Existing walking route Within walking boundary	Long term
		Install pedestrian scale lighting on the school grounds from building to nearby streets.			Long term

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