SECTION 1 - CONTACT INFORMATION

Please complete the information below. The person identified as the Project Contact Person will be the primary point of contact for Georgia DOT staff.

Organization: **(Please select one)** **County Government**

Project Title:	**Chapel Hill Elementary School Safe Routes to School Plan**						
Agency Name:	**Douglas County Department of Transportation**						
Project Contact Person:	**Keary B. Lord**						
Position/Title:	**Assistant Director**						
Mailing Address:	**8700 Hospital Drive**						
City:	**Douglasville**	State:	**GA**	Zip Code:	**30134**	County:	**Douglas**
Daytime Phone:	**678-715-5372**	Email Address:				**FOR INTERNAL USE ONLY**	
Fax Phone:	**770-920-4933**	klord@co.douglas.ga.us				Ranking:	Date Submitted:

School 1 Name:	**Chapel Hill Elementary School**		School 2 Name:		
Mailing Address:	**4433 Coursey Lake Road**		Mailing Address:		
City:	**Douglasville**	School District:	City:		School District:
County:	**Douglas**	**Douglas County**	County:		

School 3 Name:			School 4 Name:		
Mailing Address:			Mailing Address:		
City:		School District:	City:		School District:
County:			County:		

School 5 Name:			School 6 Name:		
Mailing Address:			Mailing Address:		
City:		School District:	City:		School District:
County:			County:		

School 7 Name:			School 8 Name:		
Mailing Address:			Mailing Address:		
City:		School District:	City:		School District:
County:			County:		

School 9 Name:			School 10 Name:		
Mailing Address:			Mailing Address:		
City:		School District:	City:		School District:
County:			County:		

Do you have more than ten (10) schools for proposed infrastructure project?* ***If yes, please attach additional sheets.*

What is the total number of project applications being submitted by your agency/organization. **A maximum of 10 applications per city, county, or school district is allowed.**	**1**
If more than ONE application is being submitted, what is the priority of this application?	

Project Cost Estimate:	**$499,782.00**

By signing, applicant attests to being authorized to sign for _____ (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

Signature of Project Contact Person

Date

SECTION 2 - PROBLEM IDENTIFICATION

[Total of 35 Points]

A. Describe the current condition for biking and walking in your school area. Describe safety, traffic, health or environmental issues that you are trying to solve through SRTS. Please attach maps, photos, traffic counts, crash data surveys, safety audits, or any other information that help illustrate the need for this project.

Refer to Attachment, SECTION 2 - PROBLEM IDENTIFICATION, PART A

B. Please provide the following information for each school in this application?

School Information	School 1	2	3	4	5	6	7	8	9	10
% Free/Redcd Lunch	**38**									
% Asian	**2**									
% African-American	**51**									
% Caucasian	**37**									
% Hispanic	**6**									
% Native American	**0**									
% Other	**5**									

C. How many students enrolled in project school live within ½ mile, 1 mile, and 2 miles of the school:

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	**775**									
½ mile	**15**									
1 mile	**127**									
2 miles	**369**									
Estimated percent of current walkers and bikers	**0**									

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)? **Yes**
If part of your project is on a permanent public easement, do you have documentation for such easement?

B. Describe in detail your proposed Infrastructure project? Please attach a map or diagram of your project location(s) which includes, at a minimum, street names, school name(s) and location(s), city and county names, existing walking/biking facilities (e.g., sidewalks, crosswalks, paths, etc.), and existing traffic signals or stop signs. Also attach photographs, plans, and other materials that may help illustrate the proposed project.

Refer to Attachment, SECTION 3 - PROPOSED PROJECT, PART B

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and and bicycle to school safely; (2) make bicycling and walking to school a safe and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) 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 primary and middle schools, grades K-8.

C. How will your proposed project(s) address the concerns that were identified in Section 2, improve bike/ped safety, increase the number of students walking to school, and improve the environment within the school vicinity?

Refer to Attachment, SECTION 3 - PROPOSED PROJECT, PART C

SECTION 4 - PROGRAM INFORMATION

[Total of 30 Points]

Explain how your school(s) is currently addressing Education, Encouragement, Enforcement, Engineering, and Evaluation. When did the school(s) begin its SRTS activities and/or plan? How many children are involved in these activities? Is there a full- or part-time coordinator responsible for managing these activities? If available, provide a link to your SRTS Plan.

Refer to Attachment, SECTION 4 - PROGRAM INFORMATION

SECTION 5 - PROJECT COST ESTIMATE

[Total of 10 Points]

Provide the Project Cost Estimate. Include material and construction costs. All preliminary engineering will be conducted by GDOT. Note: SRTS is a 100% federal-aid program. Local funds and in-kind donations are not required or accepted. ***Use Project Cost Estimate tab to complete Section 5. Contact your local government for assistance.***

SECTION 5 - PROJECT COST ESTIMATE

Please use GDOT's Item Mean Summary to complete Project Cost Estimate (CLICK HERE)

[ENTER ITEM DESCRIPTION HERE]	Quantity	Unit	Unit Price	Total Cost
GRADING COMPLETE	1.00	LS	$15,000.00	$15,000.00
TRAFFIC CONTROL	1.00	LS	$15,000.00	$15,000.00
CONC CURB & GUTTER, 6 IN X 24 IN, TP2	2,100.00	LF	$50.00	$105,000.00
MILL ASPH CONC PVMT, VARIABLE DEPTH	2,800.00	SY	$1.85	$5,180.00
RECY ASPH CONC 9.5 MM SUPERPAVE	175.00	TN	$70.00	$12,250.00
CONC SIDEWALK, 4 IN	2,200.00	SY	$40.00	$88,000.00
GUARDRAIL, TP T	2,100.00	LF	$50.00	$105,000.00
GUARDRAIL ANCHORAGE, TP 12	8.00	EA	$2,000.00	$16,000.00
STORM DRAIN PIPE, 18 IN, H 1 - 10	1,100.00	LF	$45.00	$49,500.00
CATCH BASIN, GP 1	5.00	EA	$2,800.00	$14,000.00
CATCH BASIN, GP 1, ADDL DEPTH	1.00	EA	$300.00	$300.00
GALV STEEL PIPE HANDRAIL, 2 IN, ROUND	600.00	LF	$48.00	$28,800.00
CH LK FENCE, COATED, 4 FT, 9 GA	400.00	LF	$13.00	$5,200.00
13-BIKE WAVE RACK BIKE RACKS	2.00	EA	$1,200.00	$2,400.00
TEMPORARY SILT FENCE, TYPE A	2,300.00	LF	$1.75	$4,025.00
MAINTENANCE TEMPORARY SILT FENCE	2,300.00	LF	$0.70	$1,610.00
MULCH	1.00	TN	$210.00	$210.00
TEMPORARY GRASSING	1.00	AC	$550.00	$550.00
PERMANENT GRASSING	1.00	AC	$970.00	$970.00
CONSTRUCT & REM TEMP DITCH CHECKS	4.00	EA	$90.00	$360.00
MAINT DITCH CHECKS	8.00	EA	$108.00	$864.00
CLASS B CONCRETE, RETAINING WALL	20.00	CY	$675.00	$13,500.00
THERMO SOLID TRAF STRIPE, 5 IN, WHITE	2,200.00	LF	$0.45	$990.00
THERMO SOLID TRAF STRIPE, 5 IN, YELLOW	4,400.00	LF	$0.45	$1,980.00
THERMO SOLID TRAF STRIPE, 8 IN, WHITE	200.00	LF	$2.15	$430.00
THERMO PVMT MARKING, WORD, TP 3A	2.00	EA	$165.00	$330.00
RAISED PVMT MARKERS TP 1	110.00	EA	$3.50	$385.00
TRAFFIC SIGNAL INSTALL (SCH FLASHERS)	1.00	LS	$6,000.00	$6,000.00
HWY SIGNS, TP 1, REFL SHEETING, TP 3	150.00	SF	$15.00	$2,250.00
BITUM TACK COAT	224.00	GL	$2.00	$448.00
FLARED END SECTION 18 IN, STORM DRAIN	5.00	EA	$650.00	$3,250.00
TOTAL				**$499,782.00**

SECTION 6 - SIGNATURES

The undersigned consent to enroll school(s) with the SRTS Resource Center, engage in Non-Infrastructure SRTS activities, and participate in GDOT's evaluation process. The undersigned understand that the proposed infrastructure project, if granted, will be designed and implemented by Georgia Department of Transportation. Upon completion of construction, the undersigned agree to provide regular maintenance on the new infrastrucutre. The undersigned affirm that all statements in this application are true and complete to the best of the applicant's knowledge. Please attach additional signature pages if necessary for multiple schools.**(Signature required from local government official authorized to sign maintenance agreements, or Designee.)**

	Randall L. Hulsey	
Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc.	**Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc.**	
Douglas County Department of Transportation	770-920-7508	12/8/2008
Name of Agency	Telephone Number	Date

	Donald J. Remillard	
Signature of School District Superintendent	**Print Name of School District Superintendent**	
Douglas County Schools	770-651-2000	12/4/2008
Name of School District	Telephone Number	Date

	Yvonne W. Kidney	
School 1: Signature of Principal	**School 1: Print Name of Principal**	
Chapel Hill Elementary School	770-651-3615	12/5/2008
Name of School	Telephone Number	Date

School 2: Signature of Principal	**School 2: Print Name of Principal**	
Name of School	Telephone Number	Date

School 3: Signature of Principal	**School 3: Print Name of Principal**	
Name of School	Telephone Number	Date

School 4: Signature of Principal	**School 4: Print Name of Principal**	
Name of School	Telephone Number	Date

SECTION 2 – PROBLEM IDENTIFICATION, PART A

Existing Pedestrian and Bicycle Conditions for Chapel Hill Elementary School (CHES)

See **Figure 1** for SRTS Study Area. There are currently no pedestrian or bicycle facilities along any of the main roadways and intersections within the school study area, however sidewalks are present on both sides of the road within the nearby residential developments located at The Plantation at Dorsett Shoals and Knollview at Coursey Lakes representing 245 homes. Parents of children from both neighborhoods have complained about the lack of safe pedestrian amenities to and from the school and expressed the need for safe infrastructure so that their children will have the option to walk or bike to school. With no sidewalks or multi-use paths present along Coursey Lake Road there is no pedestrian or bicycle connection to CHES available for students from the nearby residential developments. Students are currently prohibited by the school Principal from walking or riding a bicycle to CHES due to safety concerns unless a parent escorts their child to school. The main access point to the residential neighborhood of Knollview at Coursey Lake is 950 feet to the front door of the school. The Plantation at Dorsett Shoals main access point is 2,450 feet to the front door of the school. CHES students are transported either by parents or by school bus. **Figure 1** also illustrates the existing pedestrian facilities within the SRTS study area. There are 127 students that go to CHES that live within 1 mile of the school and 369 students within 2 miles. This represents 64% of the school's 775 student enrollment. **Figure 2** shows a map of the CHES school district boundary.

Coursey Lake Road

CHES is located on Coursey Lake Road, which is a two-lane local facility that provides connection to Central Church Road to the north and Dorsett Shoals Road to the south. The roadway consists of a series of vertical and horizontal curves as it winds through the residential area. The lane widths along the roadway vary from 11 to 12 feet. There are grass shoulders and no curb and gutter along the roadway, with the exception of in front of the school. The roadway has a posted speed limit of 35 miles per hour (mph), except within the school zone, which is posted at 25 mph from 7:30 to 8:15 AM and 2:30 to 3:15 PM. The land uses adjacent to Coursey Lake Road are primarily low-density single-family homes except for two higher density residential developments; The Plantation at Dorsett Shoals development located approximately 0.3 mile northeast of CHES and Knollview at Coursey Lake development located just southeast of the elementary school.

Coursey Lake Road at Chapel Hill Elementary School Entrances

CHES has two access driveways to Coursey Lake Road. The southern driveway provides access for school buses only, while the northern driveway is dedicated to teacher/visitor parking and passenger vehicles dropping off and picking up students. The northern driveway is located at the top of a crest vertical curve, which limits sight distance for southbound vehicles on Coursey Lake Road. Curb and gutter is present along the school property. Southbound right turn lanes are present at the north and south driveways. In addition to painted channelized right turn lanes for outbound vehicles, each driveway is stop-controlled with right-turn yield.

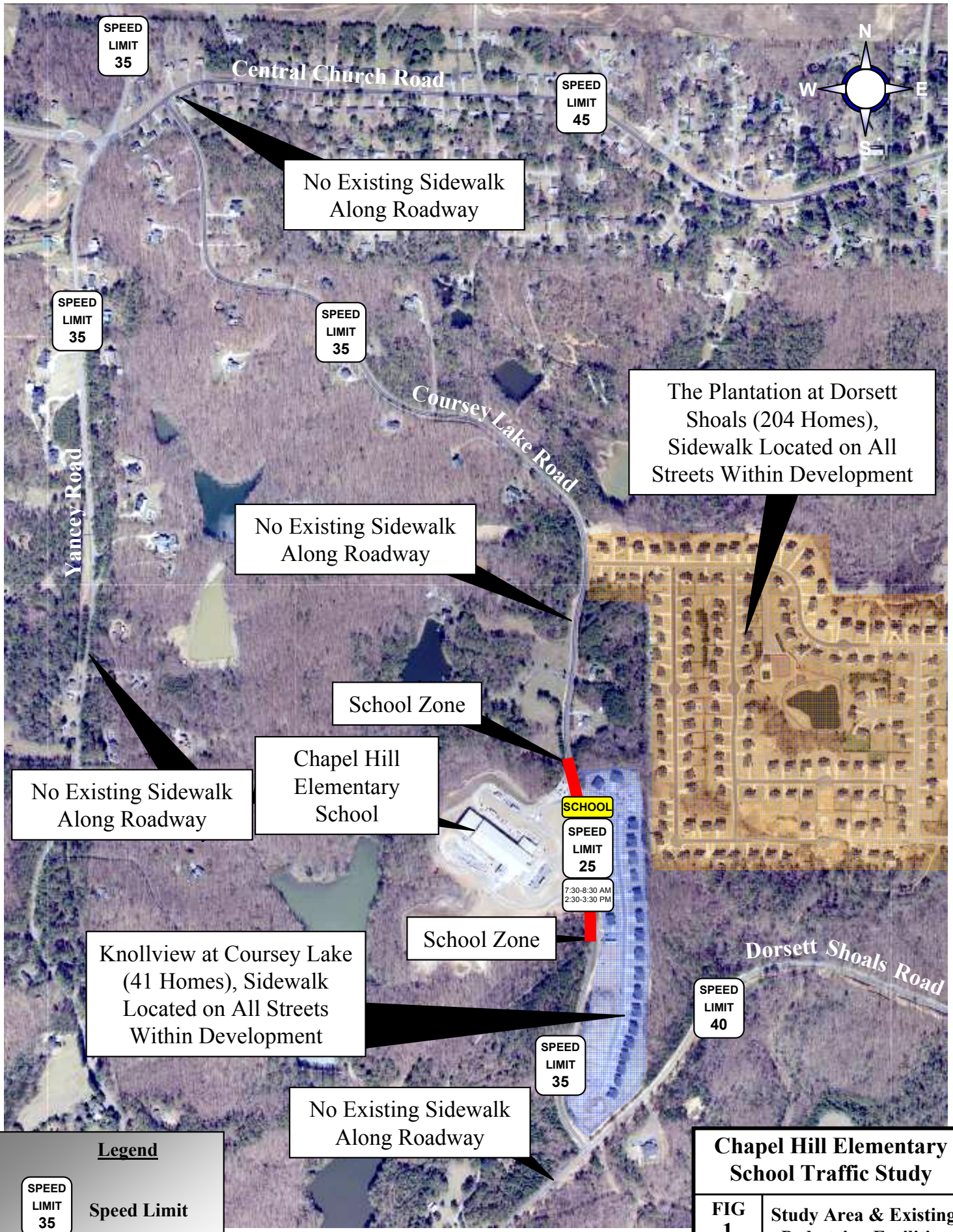
An advanced 25 mph school zone warning sign (S4-5) precedes a school zone ahead sign (S1-1 and W16-9p). A school zone speed limit 25 mph sign with hours of enforcement supplemental sign (S4-3, R2-1, and S4-1) is posted at the beginning of the school zone, approximately 415 feet south of the southern school driveway and 300 feet north of the northern school driveway. "SCHOOL" pavement marking are located at the beginning of the school zone in each direction.

Environmental Issues to be Addressed by the Safe Routes to Schools (SRTS) Plan

The SRTS plan for CHES will benefit school children by increasing their exercise, improving their health, and teaching them to enjoy the environment and learn independence and responsibility. In addition, successful implementation of the SRTS program will decrease traffic congestion and reduce vehicular pollution at and near schools. The SRTS plan will create an environment that is safe and exciting for children to travel to and from school without the use of a vehicle. Two of the most important aspects of the SRTS plan is reducing travel speed adjacent to schools and providing paths between neighborhoods and schools. Projects for implementation for the CHES SRTS plan include sidewalk improvements, speed reduction, pedestrian and bicycle facilities, crossing improvements, and secure bicycle parking facilities.

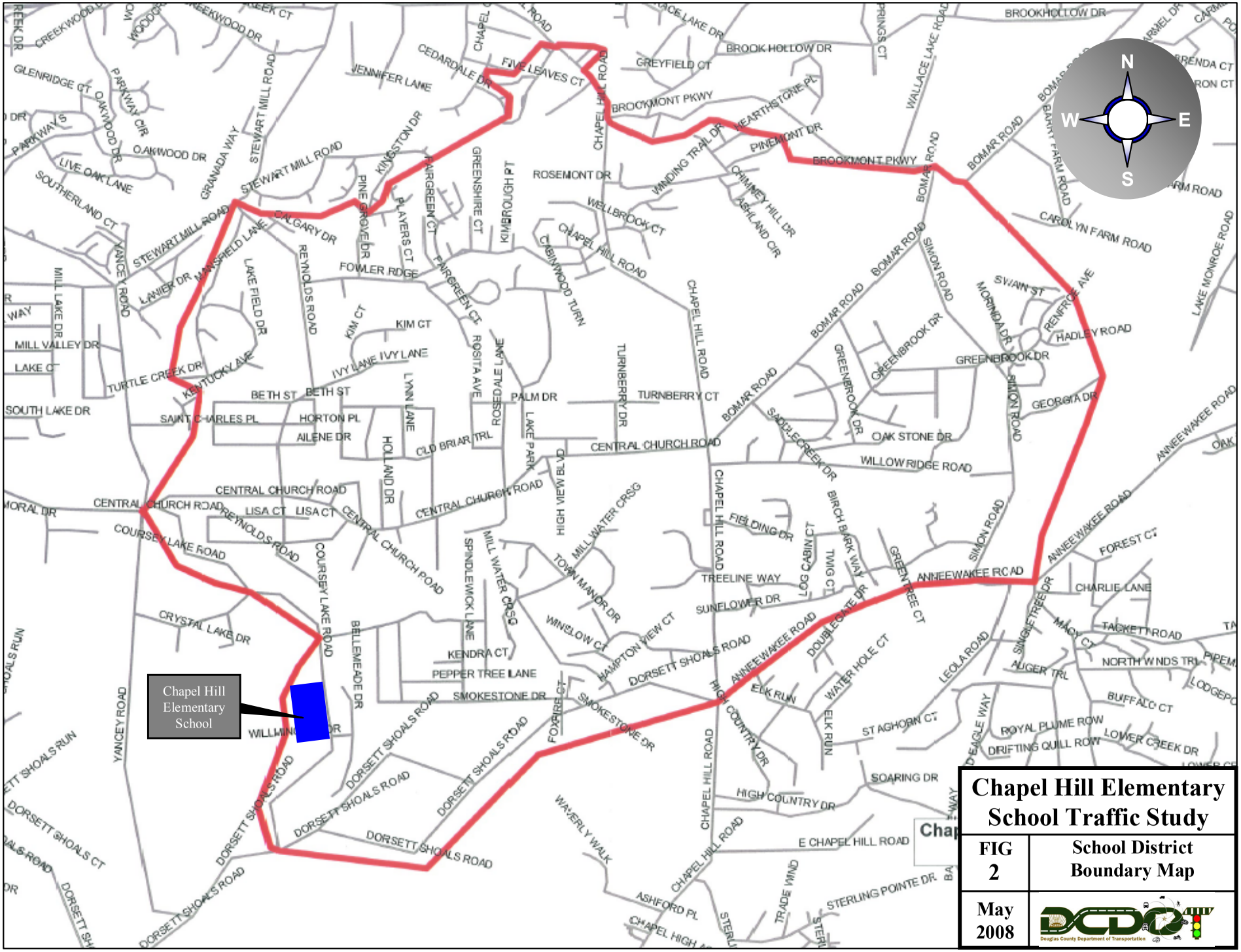
Traffic Volumes, Speed Data, and Crash History

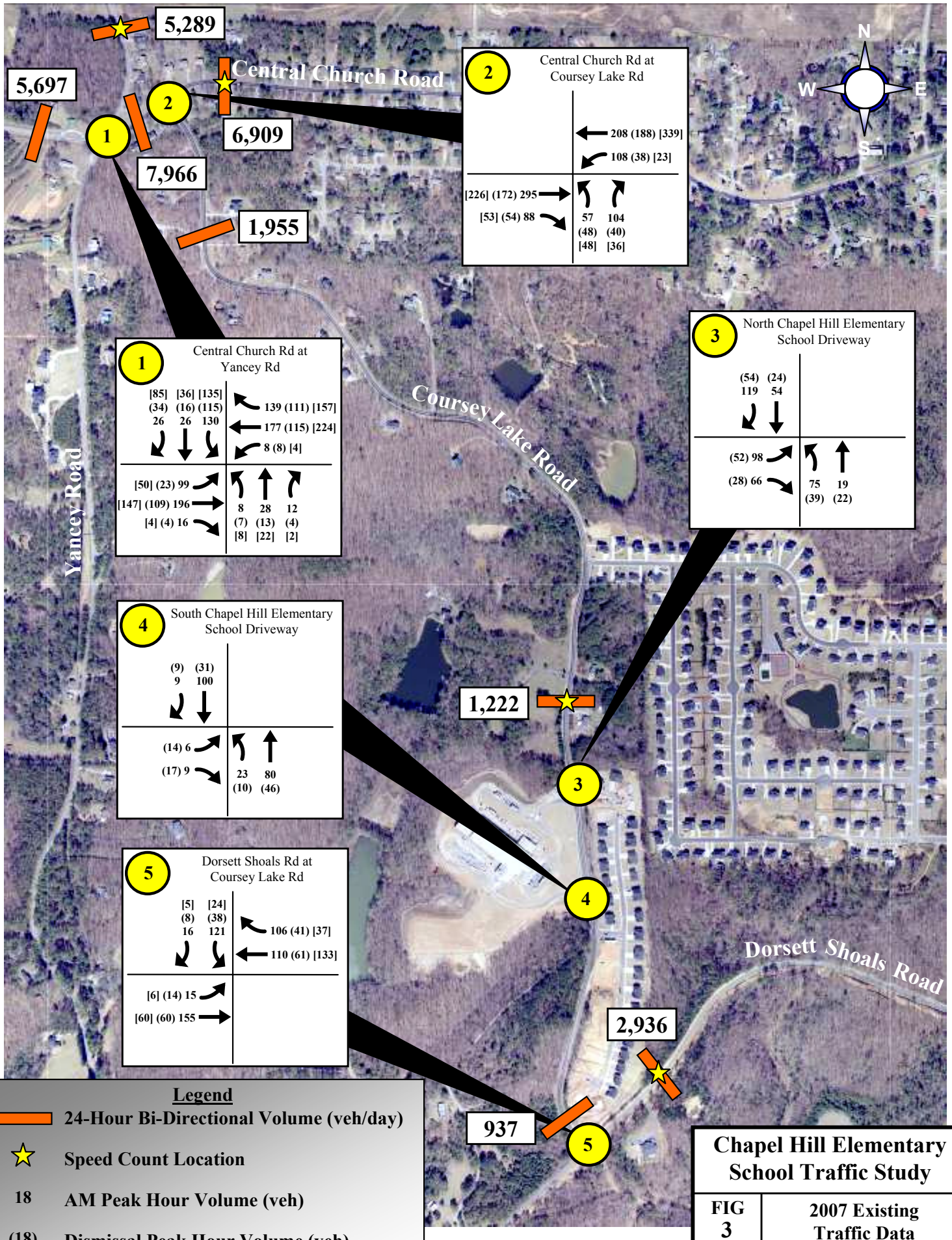
Vehicular volume data collection was performed within the study area in September 2007. Traffic data is shown in **Figure 3**. A major safety concern is vehicle travel speed within the study area, particularly adjacent to the CHES. Speed studies show the speed limit was exceeded by 58 percent of the vehicles on Coursey Lake Road. Although recorded vehicle travel speeds were reduced when the 25 mph speed limit is in effect, most vehicles continue to exceed the regularly posted speed limit of 35 mph. The average daily directional 85^{th} percentile speed of the southbound and northbound traffic on Coursey Lake Road was 44 and 43 mph, respectively. In addition to analyzing traffic conditions, an examination of safety conditions was conducted. This analysis included an examination of collision history obtained from the Georgia Department of Transportation (GDOT) accident database for the last three available years. Ten collisions occurred within the study area during 2003, 2004, and 2005, nine of which were at the major intersections. Five of the intersection collisions were angled, one was head-on, and two were rear end collisions. One crash was an overturned commercial vehicle, which occurred at the Dorsett Shoals Road intersection due to brake failure. The highest collisions location was the intersection of Central Church Road at Yancey Road, which experienced six collisions, three collisions during 2003.



Chapel Hill Elementary School Traffic Study

FIG 1	Study Area & Existing Pedestrian Facilities
May 2008	Douglas County Department of Transportation


Chapel Hill Elementary School
N
W
E
S
Chapel Hill Elementary School Traffic Study
FIG 2
School District Boundary Map
May 2008
Douglas County Department of Transportation



Legend

- 24-Hour Bi-Directional Volume (veh/day)
- Speed Count Location
- 18 — AM Peak Hour Volume (veh)
- (18) — Dismissal Peak Hour Volume (veh)
- [18] — PM* Peak Hour Volume (veh)

*PM not applicable for Intersections 3 & 4

Chapel Hill Elementary School Traffic Study

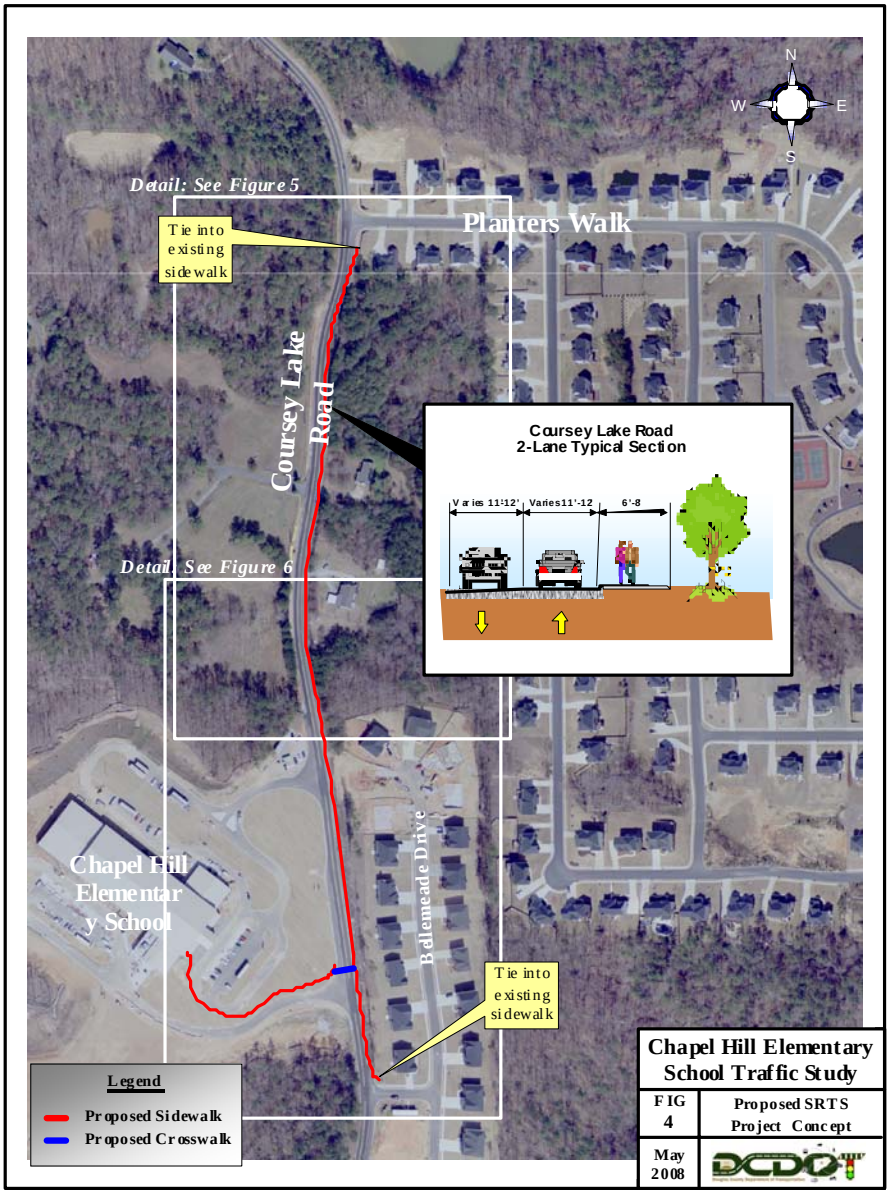
FIG 3	2007 Existing Traffic Data
May 2008	Douglas County Department of Transportation

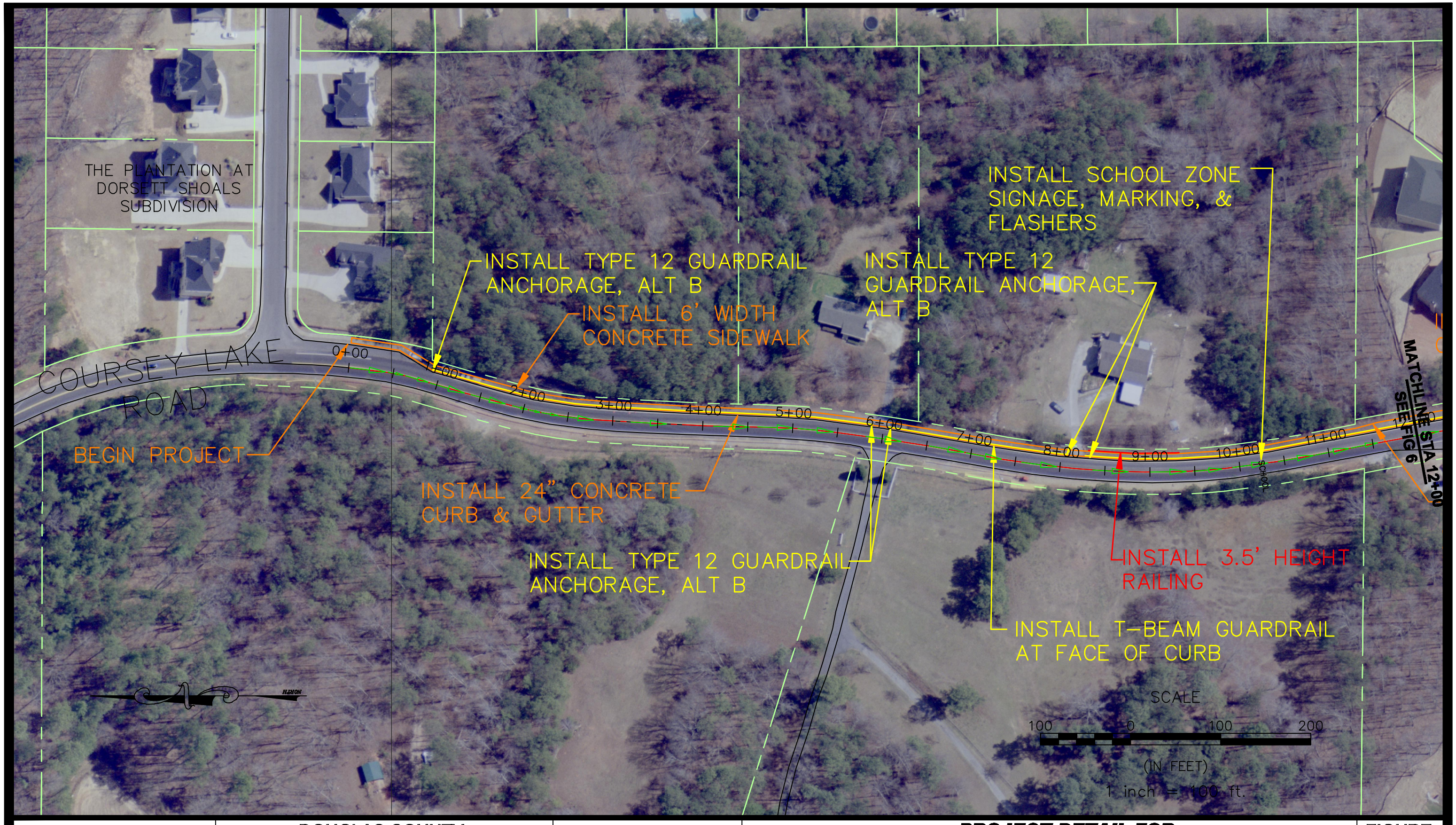
SECTION 3 – PROPOSED PROJECT, PART B

Proposed Infrastructure Project for Coursey Lake Road at Chapel Hill Elementary School

The field inventory of the existing pedestrian facilities indicate there are no pedestrian or bike facilities adjacent to the school area. To provide and improve pedestrian mobility and safe traffic operations of the school zone area and provide walkable connectivity to 245 homes within one mile, the following improvement actions are recommended (Refer to Figure 4 for the proposed SRTS project concept. Figures 5 and 6 show more Detailed Plans):

- Install a 6-8 foot concrete path between the neighborhoods of The Plantation at Dorsett Shoals and Knollview at Coursey Lake developments on the east side of Coursey Lake Road. Separate the path from the roadway by curb and gutter and guardrail. Install railing and concrete gravity walls as necessary where vertical drops exist.
- Install crosswalk across Coursey Lake Road, north of the southern Chapel Hill Elementary School driveway, connecting the proposed sidewalk path on the east side of Coursey Lake Road to school property.
- Install 8 foot concrete path from Coursey Lake Road crosswalk location to school building front door without crossing any vehicular paths.
- Install overhead lighting along the path to provide for safety and visibility (by Douglas County DOT through coordination with power utility).
- Install flashing beacons with school speed limit sign assemblies to reduce travel speeds in place of existing signs. Vehicle feedback signs, along with increased enforcement, may also be beneficial for slowing traffic.
- Install in-street stop for pedestrians in crosswalk sign assembly (S4-3 and R1-6a) in crosswalk on Coursey Lake Road.





Douglas County Department of Transportation	DOUGLAS COUNTY DEPARTMENT OF TRANSPORTATION 8700 HOSPITAL DRIVE DOUGLASVILLE, GEORGIA 30134	PREPARED BY: KBL DATE: NOVEMBER 2008	***PROJECT DETAIL FOR*** ***CHAPEL HILL ELEMENTARY SCHOOL*** ***SAFE ROUTES TO SCHOOL PLAN*** ***DOUGLAS COUNTY, GEORGIA***	FIGURE 5

INSTALL SCHOOL ZONE SIGNAGE, MARKING, & FLASHERS

INSTALL 8' WIDTH CONCRETE SIDEWALK

INSTALL 3.5' HEIGHT RAILING

KNOLLVIEW AT COURSEY LAKES SUBDIVISION

INSTALL TYPE 12 GUARDRAIL ANCHORAGE, ALT B

INSTALL 24" CONCRETE CURB & GUTTER

MATCHLINE STA 12+00 SEE FIG 5

12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00 22+35

SCHOOL

COURSEY LAKE ROAD

INSTALL TYPE 12 GUARDRAIL ANCHORAGE, ALT B

TRANSITION FROM 6' TO 8' WIDTH CONCRETE SIDEWALK

INSTALL 8' WIDTH CONCRETE SIDEWALK

INSTALL T-BEAM GUARDRAIL AT FACE OF CURB

INSTALL 400 LF 4' HEIGHT COATED CHAIN LINK FENCE, MATCH EXIST. FENCE ON SCHOOL SITE

CHAPEL HILL ELEMENTARY SCHOOL

INSTALL TWO 13-BIKE WAVE RACK BIKE RACKS

H.LYON

SCALE

100 0 100 200

(IN FEET)

1 inch = 100 ft.

Douglas County Department of Transportation	**DOUGLAS COUNTY DEPARTMENT OF TRANSPORTATION 8700 HOSPITAL DRIVE DOUGLASVILLE, GEORGIA 30134**	**PREPARED BY: KBL DATE: NOVEMBER 2008**	***PROJECT DETAIL FOR CHAPEL HILL ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL PLAN DOUGLAS COUNTY, GEORGIA***	**FIGURE 6**

SECTION 3 – PROPOSED PROJECT, PART C

Proposed Results from SRTS Infrastructure Implementation

Providing the Pedestrian Mobility Option

The proposed Chapel Hill Elementary School Safe Routes to School project provides the "missing link" to connect 245 homes within one mile to the school that are otherwise not connected. In addition to the 245 homes, the recently completed Douglas County Comprehensive Transportation Plan - School Related Needs Assessment has identified this school area and district with opportunities to connect many other nearby residential developments with off street paths that could provide more direct routing to an additional 320 homes.

The implementation of sidewalks with curb cut ramps connecting the two residential subdivisions, The Plantation at Dorsett Shoals and Knollview at Coursey Lake, will enhance and provide safe pedestrian mobility to and from the school. The two neighborhoods are in close proximity to CHES and contain a majority of the 127 students that live within 1 mile from the school. A direct and continuous sidewalk from the roadway to the school's front door with a separation fence from the bus entrance way will provide the appropriate walking location for the children without crossing the path of any parking lots or other school driveways containing vehicular or bus traffic. The infrastructure installation will provide the "missing link" and pedestrian mobility option that currently does not exist.

The sidewalks alone, however, are not enough. Guardrail is required to protect the school children from darting out or getting into the roadway. The guardrail installation will provide pathway safe separation from the roadway and where the children will be walking. Without safe separation, it is not likely that parents will allow their children to utilize the path along Coursey Lake Road. Safety hand railing installations at needed locations will also protect the children from vertical drop offs at shoulder and drainage locations further enhancing walking safety along the path. Lighting is also a requirement to provide proper and safe visibility during the early morning hours.

Crosswalks, added pavement markings, and school zone flashers and signage will enhance the visibility of the school zone area and alert drivers of the area and the times when they are to reduce speeds. Special in-the-street signage with stop for pedestrians at the crosswalk will clearly indicate to drivers where and when they are to stop.

Presence and enforcement by the County's Sheriffs Department, a SRTS team member, will further put in force the requirement to obey the school zone speed limits. The Sheriff's Department will routinely utilize "Suzy the Speed Trailer", a mobile speed feedback message board which also collects speed data, to supplement and educate drivers. After studies will determine if permanent speed feedback message boards are required for this school zone area and need to be installed at a later date.

SECTION 4 – PROGRAM INFORMATION

The DCDOT as an active member of the Safe Kids Douglas (SKD) Committee has been working with the committee members on SRTS initiatives since early 2007. DCDOT conducted a traffic study in Fall 2007 for the CHES school area to identify transportation deficiencies within the vicinity of the school. DCDOT also performed a School Related Needs Assessment countywide as an enhanced element of the Douglas County Comprehensive Transportation Plan (CTP) to define transportation needs at and around schools. The CHES was categorized as a high priority school location that has favorable conditions for supporting SRTS initiatives. The School Related Needs Assessment and Douglas County's SRTS Plan are accessible at www.douglascountydot.com.

The DCDOT, Sheriffs Department, Douglas County School System, CHES Staff, CHES PTA, Plantation at Dorsett Shoals & Knollview at Coursey Lake Homeowners Associations, and SKD have just begun actively collaborating on SRTS activities. The partners have committed to supporting the program and enacting the 5 E's of SRTS: Education, Encouragement, Enforcement, Engineering, and Evaluation. Through our partnership with SKD and other collaborating partners, we will address the 5 E's as shown below with SKD as the primary coordinator working with the school and the community to implement and evaluate the plan.

Educational Component: Educate the target populations; children, caregivers, drivers and neighbors on the SRTS program and pedestrian/bike safety. Goal: Educate children on pedestrian and bicycle safety. Objectives: Deliver safety presentations to all 4th grade classes within one year. Outcome: 85% of 4th Graders will pass a walking safety knowledge test within one year. Host a safety poster contest to all students within one year. Outcome: Children will think about pedestrian/bike safety and apply it to their completed poster message. Goal: Educate caregivers on pedestrian and bicycle safety. Objective: Present information on the SRTS program at PTA meeting and place article in school newsletter and school website, during first two months of the activity. Outcome: Increase parental support of SRTS by 30% by the end of the school year as measured by changes to the parental support question in the parent survey. Objective: Encourage caregivers to be the best role model for their children by teaching safety behaviors and enforcing safety rules, follow rules during pick up and drop off times at the school and not speeding through traffic zones and obeying traffic signals. Outcome: Caregivers will be more aware of safety behaviors and rules related to pedestrians, bicyclists and motorists in and around the school zone. Goal: Educate Drivers to watch and yield for pedestrians, obey speed limits, make complete stops, do not block crosswalks and do not drive distracted. Objective: Post yard signs throughout school zone with reminders about safe driving. Outcome: Reduce speeds in school zone from 35 mph to 25 mph during the first year of the SRTS program. Goal: Educate neighbors on safe walking and biking to school. Objective: Encourage neighbors to keep pets leashed during walking hours and to keep sidewalks clear of debris by inserting information into neighborhood member's utility bills and posting messages in neighborhood newsletters. Outcome: Routes to school will be 90% free from impediments within the first two years.

Encouragement Component: Goal: Encourage walking/biking to school. Objective: Host an International Walk to School Day event, every October, for students. Outcome: The number of children walking/biking to school will increase on this day by 10% as compared to other days. Objective: Create a "Mileage Club" for students who walk/bike to school. Outcome: Involve students in keeping track of the miles that they accrue walking or biking to school for a tangible, end of the year result. Objective: After the "Walk to School Day" event, designate every Wednesday as "Walking Wednesday". Outcome: The number of children walking/biking to school will increase on this day by 10% as compared to other days.

Enforcement Component: Goal: Encourage and enforce safe behaviors of drivers, pedestrians and bicyclists, and to encourage all road users to obey traffic laws and share the road safely. Objective: Initiate a "Walking School Bus" program. Outcome: Volunteers will be selected to facilitate a "walking school bus" to provide adult supervision and visibility as a group, to children that walk/bike to school. Objective: Utilize local School Resource Officers to monitor traffic speeds. Outcome: Reduce speeds in school zone from 35 mph to 25 mph during the first year of the SRTS program. Objective: Place articles in the local paper on Pedestrian and Bicycle laws. Outcome: Create local discussion and remind drivers on the laws.

Engineering Component: DCDOT monitors, evaluates and designs all traffic related and operational techniques that reduce traffic volumes, decrease speed, and improve safety for the SRTS plan. DCDOT will see through the implementation process and provide ongoing maintenance of the infrastructure improvements.

Evaluation Component: Goal: Evaluate the interventions for effectiveness. Objectives: Evaluate education by noting how many students participated in the poster contest. Administer a "pretest" to 4th graders at the beginning of the school year and follow up with a "posttest" near the end of the school year in order to evaluate the change in knowledge. Administer a parent survey at the beginning of the school year and follow up with a 2nd survey, near the end of the school year, in order to evaluate the change in knowledge and beliefs (**Attachment A**). Monitor traffic speeds to determine if there has been a change in actual speeds driven. To be accomplished with an active speed sign placed within the school zone at the beginning of the school year and again at the end of school year. Evaluate Encouragement activities by comparing the number of students walking on "Walk to School" day and "Walking Wednesdays" as opposed to other days (**Attachment B**). Track the number of students participating in the "mileage club" and monitor the number of miles walked. Evaluate Enforcement activities by whether or not a "Walking School Bus" is being used by students/volunteers. Monitor the number of citations issued by law enforcement for violation of traffic laws within the school zone. Monitor the number of newspaper articles written on the Safe Routes to School initiative published in local newspaper during each school year.

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
- FOR PARENTS -

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results. **Thank you for participating in this survey!**

School Name:	

Completing this form: Please write with CAPITAL letters. Mark boxes with "X" instead of "✓".

1. **What is the grade of the child who brought home this survey? (K – 8)** ☐ grade

2. **Is the child who brought home this survey male or female?** ☐ MALE ☐ FEMALE

3. **How many children do you have in Kindergarten through 8th grade?** ☐ children

4. **What is the street intersection nearest your home?** *(provide the names of two intersecting streets)*

☐ AND ☐

5. **How far does your child live from school?** *(choose one and mark box with X)*

☐ a. less than 1/4 mile ☐ b. 1/4 mile up to 1/2 mile ☐ c. 1/2 mile up to 1 mile ☐ d. 1 mile up to 2 miles ☐ e. More than 2 miles ☐ f. Don't know

6. **On most days, how does your child arrive at school and leave for home after school?** *(select one choice per column, mark box with X)*

Arrive at school	Leave for home
☐ a. Walk	☐ a. Walk
☐ b. Bike	☐ b. Bike
☐ c. School Bus	☐ c. School Bus
☐ d. Family vehicle (only with children from your family)	☐ d. Family vehicle (only with children from your family)
☐ e. Carpool (riding with children from other families)	☐ e. Carpool (riding with children from other families)
☐ f. Transit (city bus, subway, etc.)	☐ f. Transit (city bus, subway, etc.)
☐ h. Other (skateboard, scooter, inline skates, etc.)	☐ h. Other (skateboard, scooter, inline skates, etc.)

7. **How long does it normally take your child to get to/from school?** *(fill-in circle for one choice per column)*

Travel time to school	Travel time from school
☐ a. Less than 5 minutes	☐ a. Less than 5 minutes
☐ b. 5 - 10 minutes	☐ b. 5 - 10 minutes
☐ c. 11 - 20 minutes	☐ c. 11 - 20 minutes
☐ d. More than 20 minutes	☐ d. More than 20 minutes
☐ e. Don't know / Not sure	☐ e. Don't know / Not sure

8. **Has your child asked you for permission to walk or bike to/from school in the last year?** *(select one)* ☐ YES ☐ NO

9. **At what grade would you allow your child to walk or bike without an adult to/from school?**

(select a grade between K – 8) ☐ grade (or ☐ I would not feel comfortable at any grade)

10. **Which of the following issues affected your decision to allow, *or not allow*, your child to walk or bike to/from school?** *(select all that apply, mark with X in box)*	11. **Would you probably let your child walk or bike to/from school if this problem were changed or improved?** *(select one choice per line)* (☐ My child already walks or bikes to/from school)		
☐ **Distance**	☐ YES	☐ NO	☐ Not Sure
☐ **Convenience of driving**	☐ YES	☐ NO	☐ Not Sure
☐ **Time**	☐ YES	☐ NO	☐ Not Sure
☐ **Child's before or after-school activities**	☐ YES	☐ NO	☐ Not Sure
☐ **Speed of traffic along route**	☐ YES	☐ NO	☐ Not Sure
☐ **Amount of traffic along route**	☐ YES	☐ NO	☐ Not Sure
☐ **Adults to walk or bike with**	☐ YES	☐ NO	☐ Not Sure
☐ **Sidewalks or pathways**	☐ YES	☐ NO	☐ Not Sure
☐ **Safety of intersections and crossings**	☐ YES	☐ NO	☐ Not Sure
☐ **Crossing guards**	☐ YES	☐ NO	☐ Not Sure
☐ **Violence or crime**	☐ YES	☐ NO	☐ Not Sure
☐ **Weather or climate**	☐ YES	☐ NO	☐ Not Sure

12. **In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?** *(select one, mark with X in box)*

Strongly Encourage	Encourage	Neither	Discourage	Strongly Discourage
☐	☐	☐	☐	☐

13. **How much FUN is walking or biking to/from school for your child?** *(select one)*

Very Fun	Fun	Neutral	Boring	Very Boring
☐	☐	☐	☐	☐

14. **How HEALTHY is walking or biking to/from school for your child?** *(select one)*

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
☐	☐	☐	☐	☐

15. **What is the highest grade or year of school you completed?** *(select one, mark with X in box)*

☐ Grades 1 through 8 (Elementary)
☐ Grades 9 through 11 (Some high school)
☐ Grade 12 or GED (High school graduate)
☐ College 1 to 3 years (Some college or technical school)
☐ College 4 years or more (College graduate)
☐ Prefer not to answer

16. **Please provide any additional comments below:**

Thank you for participating in this survey!

Safe Routes to School
Student Arrival and Departure Tally Sheet

School Name: _____ Zip Code: _____ - _____

Teacher: _____ Grade (K-8) _____

Monday's Date ___ / ___ / 2 0 ___ (M M / D D / Y E A R) # of students enrolled in class _____

Teachers, here are simple instructions for using this form:

- Please conduct these counts **on any two days from Tuesday, Wednesday, or Thursday of the assigned week.** Only two days worth of counts are needed, but counting all 3 provides better data.
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands to indicate the *one answer* that is correct for them, read through all potential answers so they will know what the choices are.
- Ask your students as a group the question "**How did you arrive at school today?**"
- Read each answer and record the number of students that raised their hands for each.
- **Place just one character or number in each box.**
- Follow the same procedure for the question "**How do you plan to leave for home after school?**"
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1. Fill in the weather conditions and number of students in class each day.			**Step 2**. Ask students "**How did you arrive at school today?**" and "**How do you plan to leave for home after school?**" (*record number of hands for each answer*)						
	Weather S= sunny R= rainy O= overcast Sn= snow	**Number of Students** (in class when count made)	**Walk**	**Bike**	**School Bus**	**Family Vehicle** (only with children from your family)	**Carpool** (riding with children from other families)	**Transit** (city bus, subway, etc.)	**Other** (skate-board, scooter, inline skates, etc.)
SAMPLE	S	27	4	2	11	7	3	0	0
Tues AM									
Tues PM									
Wed AM									
Wed PM									
Thur AM									
Thur PM									

Comments *(List disruptions to counts or any unusual travel conditions to/from the school on the days of the tally)*:

Thank you for helping gather this information!