Willacoochee Elementary School

Willacoochee, Georgia

Safe Routes To School Plan

2008-2013

SafeRoutes

National Center for Safe Routes to School

Prepared by the Southeast Georgia Regional Development Center
through funding provided by the
Georgia Department of Transportation
and
Federal Highway Administration

Chapter 1: INTRODUCTION

Safe Routes To School (SRTS) is an ever-growing effort to promote safe walking and bicycling to and from school. Thirty years ago, more than 66 percent of children in the U.S. walked or biked to school. Today, with increased traffic and crime, many parents are afraid to let their children walk or bike to school and this has reduced the total down to 13 percent of children that do so, according to the Centers For Disease Control and Prevention. As a result, traffic around the schools has increased, thus feeding on itself and further increasing the dangers for those that do choose to walk or bike. Also, during this time, children have become more obese, thus highlighting the need for exercise activities.

Program Need:

Safety:

- In a survey of parents conducted by the Centers for Disease Control and Prevention, 30% indicated traffic danger as a major barrier to allowing their children to walk or bike to school*

- Motor vehicle crashes (in which children are passengers) are the leading cause of death for school-age children according to the National Highway Traffic Safety Administration*

Congestion:

- 20 to 25% of morning rush hour traffic is attributable to parents driving their children to school according to the National Highway Traffic Safety Administration*

- 50% of children hit by cars near schools are hit by parents of other students according to the Washington State Department of Transportation*

Health and Physical Activity:

- The U.S. Department of Health and Human Services recommends at least 60 minutes daily of physical activity for children. Yet, of children ages 9 to 13 years, 62% do not participate in any organized physical activity and 23% do not engage in any free-time physical activity outside of school hours according to the Centers for Disease Control and Prevention*

- The percentage of overweight children and adolescents in the U.S. has tripled in the last 30 years according to the National Center for Health Statistics*

- In 2003, one in three Georgia middle school students were either overweight or at risk for overweight according to the Georgia Student Health Survey*

The Environment:

- An average car emits close to 0.9 pounds of pollutant each mile traveled according to the Environmental Protection Agency*

- A 4-mile round trip bike ride can prevent 15 pounds of air pollution (factoring in pollution from starting and stopping) according to the Federal Highway Administration*

Economics:

- Nationally, per–pupil busing costs grew from $394.00 in 1990-91 to $521.00 in 1999-2000 according to the National Center for Education Statistics*

- Medical expenses related to overweight and obesity cost Georgians over two billion dollars in 1998 according to the Centers for Disease Control and Prevention*

*****Information obtained from Georgia Safe Routes To School Guidebook

Purpose:

The purpose of Safe Routes To School is:

-To enable and encourage children, including those with disabilities, to walk and bicycle to school safely

-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

-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 (approximately 2 miles) of primary and middle schools (Grades K-8)

Methodology:

Determination/Development of School & Community Interest:

In March, 2007, letters were sent to various elementary schools in the SEGARDC area in order to gauge the level of community interest. These letters explained the purpose of the SRTS program and the proposed plan. A positive response was solicited in order to continue with the selection process.

Letters were sent to Pearson Elementary School in Atkinson County, Bacon County Elementary School and Bacon County Primary School in Bacon County, Berrien County Elementary School and Berrien County Primary School in Berrien County, Bethune Elementary School and Folkston Elementary School in Charlton County, Eastside Elementary School and Westside Elementary School in Coffee County, Blackshear Elementary School in Pierce County, Center Elementary School and Wacona Elementary School in Ware County which received no positive response. Clinch County Elementary School and Clinch County Primary School were also sent letters which did receive a positive response in regards to participation. However, by February of 2008, they had declined to participate.

While speaking with the new Mayor of the City of Willacoochee, Honorable Glenn Giddens, he expressed an interest in developing new transportation options for the community, including working with GDOT and the local schools to develop a SRTS Program. As a result of the willingness of the local government to participate, Principal Bob Brown of Willacoochee Elementary School was contacted regarding his willingness to engage his school in the SRTS process.

Several telephone conversations later, an introductory meeting was held between SEGARDC Transportation Planner Michael Jacobs and Principal Bob Brown on March 6, 2008 at the Willacoochee Elementary School. During this meeting, a Safe Routes To School Georgia Guidebook For Schools And Communities was presented to the Principal and the program explained in detail.

Development of Criteria for School Selection:

In February of 2008,Willacoochee Elementary School (Atkinson County, Georgia) was approached about the possibility of participating in this program. They agreed and have demonstrated that they are able to participate and are capable of continuing the plan past its initial period.

If more than two schools or school systems had responded in a positive manner, then other criteria would have been used to develop school selection. In this case, a positive response was received only from Willacoochee Elementary School.

Identification of Leadership:

In such a small community, the school leadership, parents and government leaders will most certainly form the core leadership of the group. Willacoochee Elementary School Principal Bob Brown along with Willacoochee Mayor Glenn Giddens shared the key leadership roles as Co-Chairmen in the group with Michael V. Jacobs, of the Southeast Georgia RDC acting as Moderator/Coordinator.

Formation of an Organizing Group:

While speaking with the new Mayor of the City of Willacoochee, Honorable Glenn Giddens, he expressed an interest in developing new transportation options for the community, including working with GDOT and the local schools to develop a SRTS Program. As a result of the willingness of the local government to participate, Principal Bob Brown was contacted regarding his willingness to engage his school in the safe routes to school process.

Several telephone conversations later, an introductory meeting was held between SEGARDC Transportation Planner Michael Jacobs and Principal Bob Brown on March 6, 2008 at the Willacoochee Elementary School. During this meeting, a Safe Routes To School Georgia Guidebook For Schools And Communities was presented to the Principal and the program explained in detail.

As a result of the initial meetings with the Mayor and Principal, another meeting, this time with the teachers was scheduled on March 10, 2008. The teachers were presented with the SRTS materials including surveys to give to their classes regarding safe route issues. Also present was a representative from the Willacoochee Police Department. The teachers, school administration and police officer would be formed into an organizing group.

The teachers and school administration distributed the following documents to their classes and parents in an effort to organize participation in the SRTS process:

-"Willacoochee Elementary School To Launch Safe Routes To School" Parent Kick-Off Meeting Letter
-Student Survey (for daily classroom counts)
-Safe Routes To School Map (to mark routes)
-Parent Survey
-"How Do You Go To School? Student Survey"

In May, after poor replies, the teachers and school administration distributed the following:

-A Parent Letter asking for participation and calling for meetings on May 19th, May 26th (ultimately cancelled), June 9th and June 16th, 2008.
-Student Survey (for daily classroom counts)
-Safe Routes To School Map (to mark routes)
-Parent Survey
-"How Do You Go To School? Student Survey"

Formation of a Safe Routes To School Team:

Other than the teachers, school administration, parents and local government forming the core part of the SRTS team, it was decided to solicit members of the Parents, Administrators, Children and Teachers (P.A.C.T.) group that already existed at the school to become members of the team.

A "Willacoochee Elementary School To Launch Safe Routes To School" Parent Kick-Off Meeting Letter inviting parents to the March 18, 2008 P.A.C.T. meeting was sent home with all students.

A Parent Letter asking for participation and calling for meetings on May 19th, May 26th (ultimately cancelled), June 9th and June 16th, 2008 was sent home with all students.

Block ads were placed in the May 15th, May 22nd, June 5th and June 12th issues of the Atkinson County Citizen inviting participation.

Kick-Off Meeting/Other Meetings:

A Kick-Off Meeting for parents, teachers and administrators was held on March 18, 2008 as part of a scheduled Parents, Administrators, Children and Teachers (P.A.C.T.) group meeting at Willacoochee Elementary School. At this meeting there were fifteen (15) adults and ten (10) children present. Please see attached information.

At this meeting, parents were solicited to join in the SRTS process, given an information sheet on the SRTS program and shown a Powerpoint presentation titled "Safe Routes To School Improving Health, Safety and Transportation" developed by the National Center for Safe Routes to School (www.saferoutesinfo.org).

A Safe Routes to School meeting was held on May 19th, 2008 at Willacoochee City Hall. There were four (4) people present. Information packets were distributed containing a SRTS fact sheet and the program was explained. Initial findings of the completed school surveys were reviewed. Next, the Walk-About Checklists for Intersections and Roadways were reviewed and their locations placed on a map along with the proposed Safe Routes. Comments were solicited regarding these routes. The proposed plan recommendations were distributed for discussion. Changes were made based on comments received and additional items were added as needed.

A Safe Routes to School meeting had been scheduled for May 26th, 2008 at Willacoochee City Hall. Due to a holiday, this meeting was cancelled.

A Bike Safety Rodeo was promoted in Atkinson County (and surrounding counties) which was held in Atkinson County on May 31, 2008. This was advertised in the May 29, 2008 issue of the Atkinson County Citizen and in several other area papers.

A Safe Routes to School meeting was held on June 9th, 2008 at Willacoochee City Hall. There were three (3) people present. Information packets were distributed containing a SRTS fact sheet and the program was explained. Initial findings of the completed school surveys were reviewed. Next, the Walk-About Checklists for Intersections and Roadways were reviewed and their locations placed on a map, along with the proposed Safe Routes. Comments were solicited regarding these routes. The proposed plan recommendations were distributed for discussion. Changes were made based on comments received and additional items were added as needed.

A Safe Routes to School meeting was held on June 16th, 2008 at Willacoochee City Hall and then afterward at Willacoochee Elementary School. There were three (3) people present. Information packets were distributed containing a SRTS fact sheet and the program was explained. Initial findings of the completed school surveys were reviewed. Next, the Walk-About Checklists for Intersections and Roadways were reviewed and their locations placed on a map, along with the proposed Safe Routes. Comments were solicited regarding these routes. The proposed plan recommendations were distributed for discussion. Changes were made based on comments received and additional items were added as needed.

School Transportation Assessment Report:

Since this is such a small community, it was decided that the entire group would prepare the School Transportation Assessment Report.

Students & parents were asked to comment on their beliefs, routes to school, etc. using the following forms:

-Student Survey: How We Traveled To School Today (for daily classroom counts)
-Safe Routes To School Map (to mark routes)
-Parent Survey
-"How Do You Go To School? Student Survey"

In addition, parents & students attending the Kick-Off Meeting, and other meetings since, were asked to comment about transportation issues and their concerns. The major concern was that the children were having to cross U.S. Highway 82, which runs through the center of Willacoochee. Parents stated again and again in meetings that they would allow their children to walk to school if they did not have to cross the highway in its present state. The lack of sidewalks near the school was also questioned.

Engineering and Enforcement Report:

Since this is such a small community, it was decided that the entire group would prepare the Engineering and Enforcement Report.

Students & parents were asked to comment on their engineering and enforcement problems and solutions using the following forms:

-Parent Survey
-"How Do You Go To School? Student Survey"

In addition, parents & students attending the Kick-Off Meeting, and other meetings since, were asked to comment about engineering and enforcement concerns. The major concern was that children were having to cross U.S. Highway 82, which runs through the center of Willacoochee. Parents stated again and again in meetings that they would allow their children to walk to school if they did not have to cross the highway in its present state. The lack of sidewalks near the school was also questioned.

Chapter 2: School Transportation Assessment

Community History:

Atkinson County was created in 1917 from portions of Coffee and Clinch Counties. It was named for Georgia Governor William Yates Atkinson, who served as Governor from 1894 to 1898. [1 page 2]

Atkinson County is located approximately 210 miles southeast of Atlanta, Georgia. I-75 is the nearest interstate from Atkinson County located approximately 29 miles from the City of Willacoochee. Other Incorporated Cities in the county include: Pearson (the County Seat).

Prior to being called Willacoochee, this town was called Danielsville. Willacoochee, chartered on November 12, 1889 was the first chartered town in the area that would eventually become Atkinson County. The name "Willacoochee" is supposed to be an Indian name meaning "Home of the Wildcat". [1 page 9]

Demographics:

According to the 2000 U.S. Census [8]:

School Age Children	Atkinson County*	% of Total Population	Willacoochee	% of County Children From Willacoochee
5-9 years	627	8.91%	111	17.7 %
10-14 years	601	8.07%	114	19.0 %
15-19 years	627	6.87%	126	20.1 %
TOTAL	**1,855**	**23.85%**	**351**	**18.9 %**

* Includes Cities

8.91 % of Atkinson County's population was 5-9 years of age, 8.07% was 10-14 years of age and 6.87% was 15-19 years of age. This means that 16.98% were between the ages of 5 and 14 and 23.85% were between the ages of 5 and 19 years of age in Atkinson County.

Based on 2000 U.S. Census demographics [8], The City of Willacoochee accounted for approximately 17.7% of 5-9 year olds, 19.0% of 10-14 year olds and 20.1% of 15-19 year olds in Atkinson County.

According to the Georgia Statistics System [9], based on U.S. census estimates, The total July, 2006 U.S. Census estimate for Atkinson County is 8,047 persons.

Therefore, using the 2000 U.S. Census percentages, it can be determined that there are approximately 717 5-9 year olds, 649 10-14 year olds and 553 15-19 year olds in Atkinson County.

SEGARDC Estimates Based on the 2000 U.S. Census [8] & 2006 U.S. Census Estimates [9]:

School Age Children	Children From Atkinson County* Per 2006 U.S. Census Estimates	% of Children From Willacoochee In 2000 Census	Children From Willacoochee Based on 2000 Census & 2006 Estimates
5 years-9 years	717	17.7 %	127
10 years-14 years	649	19.0 %	123
15 years-19 years	553	20.1 %	111
TOTAL	**1,919**	**18.9%**	**361**

* Includes Cities

These figures are not substantially different that the year 2000 figure.

According to the Georgia Statistics System [9], University of Georgia CAED estimates for 2010 place Atkinson County's Population at 8,347; Georgia Office of Planning & Budget estimates for 2010 place Atkinson County's population at 8,755; Georgia Office of Planning & Budget estimates for 2015 place Atkinson County's population at 9,358. Therefore, the populations and the percentages should stay relatively stable throughout the plan period (3.7% to 8.8% increase) with an overall increase of approximately 16% in 9 years that we have estimates/figures on (2006-2015).

Schools:

There are three schools in Atkinson County: Willacoochee Elementary School, Pearson Elementary School (located in Pearson) and Atkinson County High School (located in Pearson). In addition, there are Head Start classes located in Willacoochee (on the Willacoochee Elementary School campus) and in Pearson.

Parents have the choice of either Pearson Elementary School or Willacoochee Elementary School if they transport their children to and from school. Otherwise, there are specific bus routes for each school that the children must live on or near.

Existing School Campus Information:

Willacoochee Elementary School
Location: 5338 South Vickers Street
Willacoochee, GA 31650
(912) 534-5302
(912) 534-5337
Grades: PK (at Head Start), KK, 01, 02, 03, 04, 05, 06, 07
Mix with other schools: There are no other schools located in Willacoochee. High School students are bused to Pearson.
Number of students: Approximately 350
Estimates of numbers walking/bicycling: 3%-4% (11-14 students)

Existing Drop-Off and Dismissal Information:

Willacoochee Elementary School:

Times of day: 8:00 a.m. to 3:15-3:30 p.m. (depending on school buses)

How is the school effected by shift changes at plants, etc.:

It appears that most parents that drive their children to school are going someplace else as well, most likely to work, as bus ridership spikes in the afternoon as the parents who drove in the morning are still at work.

There are many production jobs in Atkinson County which should let out a shift at approximately 3:00 p.m. which could be in conflict with school ending time.

School Enrollment Data:

The number of children who live in the City of Willacoochee has been estimated among the approximately 350 (including Pre-K) that attend Willacoochee Elementary School. Since Atkinson County is a rural area, it is felt that only the City of Willacoochee City (and those residential streets in the County that are intimately connected to the City Limits) should be areas of concern for GDOT in the creation of Safe Routes to School Plan. Atkinson County is intersected by several State Highways, as is the City of Willacooche which includes U.S. Highway #82. Speeds outside of the areas of the City Limits preclude the extension of the Safe Routes To School Plan into these areas.

Bus scheduling/number:

Buses are available for the transportation of any student to Willacoochee Elementary School wherever they live in the immediate area, including in the City of Willacoochee. According to the Willacochee Elementary School Principal, they are not reimbursed for

picking up students in the City. So, it seems as if the school would have an incentive to have more children walk & bike to school.

There are four (4) buses that service the Atkinson County High School and Willacoochee Elementary School. It is my understanding that the high school students in Willacoochee use these same walking routes to bus pick up points located near the Willacoochee Elementary School at an earlier time than the school zones presently indicate.

Parking places:

There are twenty-eight (28) parking places in the front of the school that are not very well marked. There are twelve (12) parking places at the rear of the school that are very well marked and include handicapped parking.

Morning School Transportation Data:

Using the "How Do You Go To School? Student Survey results as a basis for the entire school, approximately 42% (147) of students ride with their parents to school and approximately 48% (168) ride the bus. Approximately 4% (14) walked to school, 3% (11) rode with someone else and 2% (7) bike to school.

Using the Parent Survey results as a basis for the entire school, approximately 46% (161) of the parents drove their children to school and 45% (158) of parents have their children ride the bus. Approximately 1% (4) of parents say that their children walk to school in the morning and approximately 2% (7) of parents say that their children participate in a carpool in the mornings. 0% (0) say their children bike to school.

Therefore, it is estimated that 42% to 46% (147 to 161) of the parents drive their children to school in the morning, though this number may be inflated due to parents with multiple children answering multiple surveys. It is also estimated that 45% to 48% (158 to 168) ride the school bus in the morning. It is also estimated that 1% to 4% (4 to 14) students walk to school. It is also estimated that 2% to 3% (7-11) carpool or ride with someone else. It is also estimated that 0% to 2% (0 to 7) of the students bike to school. There is one (1) bicycle rack located in the front of the building in the parking lot.

According to a GDOT e-mail dated March 5, 2008 (see Appendix 9), the counts for SR 135 approaching US 82 intersection are:

7-8 AM:	142 vehicles making 84 right turns
8-9 AM:	107 vehicles making 60 right turns
11 AM-12 PM:	98 vehicles making 65 right turns
12-1 PM:	101 vehicles making 62 right turns
4-5 PM:	161 vehicles making 105 right turns
5-6 PM:	135 vehicles making 66 right turns

It becomes evident that the two main traffic periods at this intersection are during, or just after, the school day beginning and ending at Willacoochee Elementary School. Parents dropping off or picking up their children may account for a large part of this increase.

Afternoon School Transportation Data:

Using the Parent Survey results as a basis for the entire school, approximately 23% (95) of the parents drove their children from school and 55% (193) of parents have their children ride the bus. Approximately 3% (11) of parents say that their children walk from school in the afternoon . Approximately 1% (4) of parents say that their children participate in a carpool in the afternoon. Approximately 0% to 2% (0-7) bike from school.

According to a GDOT e-mail dated March 5, 2008 (see Appendix 9), the counts for SR 135 approaching US 82 intersection are:

7-8 AM:	142 vehicles making 84 right turns
8-9 AM:	107 vehicles making 60 right turns
11 AM-12 PM:	98 vehicles making 65 right turns
12-1 PM:	101 vehicles making 62 right turns
4-5 PM:	161 vehicles making 105 right turns
5-6 PM:	135 vehicles making 66 right turns

It becomes evident that the two main traffic periods at this intersection are during, or just after, the school day beginning and ending at Willacoochee Elementary School. Parents dropping off or picking up their children may account for a large part of this increase.

Drop-off/Pick-up Zones:

There are no marked zones located on the school grounds for vehicles or buses that are dropping off or picking up students.

Existing Student Needs/Requirements:

> *Disabled:* There is one wheelchair bound student presently scheduled to be in school as of August 9, 2008 (the start of the new school year). There are other students that are disabled however with shaken baby syndrome and other disabilities that may effect their abilities to safely enter and exit the school grounds.
>
> *Backpacks:* Approximately 8% (11) of the parents surveyed in the Parent Survey said their children's backpacks being too heavy was the main reason that they drove their children to school.
>
> *Carrying Projects/Carrying Band Instruments:* Approximately 5% (7) of the parents surveyed in the Parent Survey said that their children carrying projects or

carrying band instruments was the main reason that they drove their children to school.

Physical Activities/Wellness:

There is a P.E. program in place at the school. The school wellness policy does not address SRTS as of yet.

Student Survey: How We Traveled To School Today (for daily classroom counts):
A " Show of Hands" Survey Form using the examples in Attachments a-7 & a-8 of the Georgia Safe Routes to School Guidebook (see Appendix 4), was distributed to all classrooms. None were returned. A second grouping was again distributed. This provided a baseline number for the activities to follow and their success (or failure) to be gauged against.

Only two (2) grades, first grade and third grade, consisting of a total of five (5) classes returned their surveys. These surveys accounted for seventy-three (73) students or approximately 1/5th of the school population. Approximately 53% traveled to school by Car, approximately 44% traveled to school by Bus and approximately 3% walked. Zero (0) students reported traveling to school by Bicycle, Carpool of Other means.

This would suggest a walking/biking population of approximately ten (10) to eleven (11) students for those grades.

Because of the low return rate of the above survey, and the fact that the return was limited to two grades, it was largely ignored in the determination of numbers in this plan.

Please see Appendix 5 for complete survey results information.

Safe Routes To School Route Maps:
The Southeast Georgia RDC Planning Division provided up-to-date base maps of the school district and school areas using the samples provided in Attachment a-6 of the Georgia Safe Routes to School Guidebook (see Appendix 4). A special focus was made on the area within the City Limits of Willacoochee, since the rural nature of the Atkinson County made a focus on a two-mile radius of the school dangerous and impractical.

A large map was provided at the various meetings in order to be marked by the parents as to routes and problem areas.

Students or parents were asked to mark the individual maps with the routes that they most commonly take and any problem areas encountered. 350 maps were initially distributed, but none were returned. 350 additional maps were then made and distributed again to the teachers.

A total of seventy-one (71) maps were returned, unfortunately forty-two (42) of them were blank.

The top five (5) streets where students had routes to school were: South Vickers Street (16), Savannah Avenue (9), McCranie Avenue (8), School Road (7) and Peterson Street/SR #135 (7). All of the above routes except McCranie Avenue are included in the recommended Safe Routes.

McCranie Avenue has too narrow a roadway to be able to safely have children walking or biking on it. There are also almost blind turns associated with the side streets. Presumably, the City of Willacoochee has a large right-of-way on this avenue, but it has not been enforced and construction and plantings have occurred almost to the avenue.

We have focused on diverting the McCranie Avenue route onto the Savannah Street route for safety purposes and on expanding the School Road route. Also, by diverting the routes crossing U.S. #82 to one point on U.S. #82 at Bay Street/Peterson Street (SR #135), safety will be increased and students will have little need to travel on McCranie Avenue.

Current crossing places on U.S. #82 include: Boner Street (4), Wilcox Street (2), Moore Street (1) and North Vickers Street (1). All of the above routes for crossing will be directed to one new crossing at Bay Street/Peterson Street (SR #135).

Please see Appendix 5 for complete survey results information.

Parent Survey:
Using the Sample Parent Survey Letter and School Transportation Assessment Parent Survey attached as Appendix a-1 through a-5 in the Georgia Safe Routes to School Guidebook (see Appendix 4), letters and surveys were distributed to various classrooms for students to carry home. There were a total of 350 letters & surveys distributed to parents that were asked to return them to the school. No surveys were returned initially and another 350 surveys were again distributed to the school to send home to the parents.

In that distribution, 137 Parent Surveys were returned. This represents approximately 39% of the school population. Highlights of the survey include:

-Approximately 39% of those surveyed lived more than 2 miles from school.
-Neighborhood/Community distribution was widespread.
-Only approximately 1% (2) of the parents surveyed said their children walked every day to school in the morning.
-Only approximately 2% (3) of the parents surveyed said their children participated in a carpool to school in the morning.
-Approximately 46% of the parents surveyed drove their children to school every morning with many dropping them off on the way to work.

-Approximately 45% of the parents surveyed said their children rode the school bus to school every morning.
-Only approximately 3% (4) of the parents surveyed said their children walked every day from school in the afternoon. This is double the amount in the morning.
-Only approximately 1% (2) of the parents surveyed said their children participated in a carpool from school in the afternoon.
-Approximately 23% of the parents surveyed drove their children from school in the afternoon. When school lets out in the afternoon, most parents that drove their children in the morning are still at work.
-Approximately 55% of the parents surveyed said their children rode the school bus from school in the afternoon.
-Approximately 25% of parents surveyed use a combination of methods 2-3 times a week in the afternoon to transport their children from school.
-Approximately 68% of parents surveyed (who gave a "Yes" or "No" answer) thought that the school provided a safe place to store bikes.
-Approximately 51% of parents surveyed (who gave a "Yes" or "No" answer) said they had concerns about traffic safety.
-Those that elaborated on their traffic safety concerns cited U.S. #82 and SR #135, respectively, as the number one and number two traffic safety concern area in the city.
-Parents identified the need for crossing guards as the number one thing needed for them to allow their children to walk or bike to school.

Please see Appendix 5 for complete survey results information.

"How Do You Go To School" Student Survey:
Using the How Do You Go To School? Student Survey Form attached as Appendix a-10 through a-11 in the Georgia Safe Routes to School Guidebook (see Appendix 4), surveys were distributed to various classrooms for students to complete. There were a total of 350 surveys distributed initially, then an additional 200 more surveys were distributed. 95 were completed. This represents approximately 27% of the school population. Highlights of the survey include:
-Approximately 38% of those students surveyed did not know how far away they lived from school.
-Approximately 32% of those students surveyed lived more than 6 blocks from school.
-Of those students surveyed, approximately 48% rode the bus to school and approximately 42% rode with their parents.
-Only 4% (4) of the students walked to school, only 3% (3) rode with someone other than their parents and only 2% (2) biked to school. This is our highest estimate of those walking or biking to school in the entire school population, translating to approximately 14 students walking and 7 students biking.
-Given a choice, approximately 24% (23) of those surveyed would rather bike to school, approximately 17% (16) would rather walk to school, approximately 7% (7) would rather skateboard to school and approximately 6% (6) would rather roller blade or skate to school.

-Approximately 40% of the students surveyed did not have a bicycle that they could ride to school.
-The majority of students surveyed felt that it was not safe to walk or bike.

Please see Appendix 5 for complete survey results information.

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Chapter 3: Engineering & Enforcement Report

Existing Police Information:

Numbers: The Willacoochee Police Department consists of 2-3 officers. None are in service as Crossing Guards, or regularly assigned to direct school traffic within the City of Willacoochee.

Locations: The Willacoochee Police Department shares space with the city government at Willacoochee City Hall located at 33 Fleetwood Avenue, Willacoochee, Georgia 31650.

Times: The Willacoochee Police Department operates two (2) shifts each lasting twelve (12) hours from 6 a.m. to 6 p.m. and from 6 p.m. to 6 a.m.

Existing City Infrastructure:

Accidents: There has been an accident analysis conducted for the intersection of SR #135 and US #82. In 13 years, there have been 61 total accidents with 137 vehicles involved. There have been 39 total injuries and 0 fatalities. Please see the attached information regarding accidents in Appendix 9.

Bicycle Paths: There are no bike paths located in the City of Willacoochee or Atkinson County. There has been talk in the past of developing the former railroad bed to the north of the city as a trail, eventually connecting it with the City of Douglas. However, this railbed reverted back to the original owners several years ago and it will be difficult to do so now. The City of Willacoochee, in conjunction with the State of Georgia and Langboard purchased a rail line running between Willacoochee and Nashville, Georgia. It is possible that a trail could be placed along the right-of-way of this rail line.

Bicycle and Recreational Facilities: The majority of recreational facilities in the City of Willacoochee are located at Willacoochee Elementary School. There is one baseball/softball field located on Springhead Road. The majority of the Atkinson County recreational facilties are located in Pearson, Georgia. There are no bicycle facilities in the City of Willacoochee.

Crossing Guards: There are no Crossing Guards or Police regularly assigned to direct school traffic.

Crosswalks: There are no marked crosswalks in the City of Willacoochee except intermittently on the North side of US #82 along the sidewalks from Sue McCranie Street (on the west) where the sidewalks end to Sutton Street (on the east) where the sidewalks end.

Driveways: Many driveways on US 82 do not have curb cuts and ramps, instead the sidewalks dip (sometimes sharply) and the cars pass over the sidewalks.

Handicapped Warning Devices On Sidewalks: There are warning devices consisting of raised areas on sidewalks only along N. Vickers Street that alert the visually impaired and others to a street crossing.

Lighting (including gaps): There are street lights in sections of Willacoochee, but these are in very limited areas. The coverage is not usually adequate even in the areas that have lighting.

Ramps: There are some ramps located on existing sidewalks, however many of these are at strange angles to the crosswalks & street. Not all sidewalks have ramps.

Roadways (width, etc.): According to the GDOT City Mileage Report [6], there are 4.51 miles of paved two lane and four lane state routes in the City of Willacoochee. There are also 1.36 miles of paved two lane county roads, 13.32 miles of two lane city streets (10.01 paved and 3.31 unpaved) for a total of 19.19 miles of streets/roads in the city. Lane mileage totals 42.36 miles.

According to the GDOT City Mileage by State Route Number Report [7], of the 4.51 miles of state routes in the City of Willacoochee, SR 90 accounts for 1.03 miles, SR 135 accounts for 1.49 miles and SR 520 accounts for 1.99 miles.

School Zones: There is a flashing school zone sign suspended over SR #135 on both ends of the school zone which runs from just south of Fleetwood Avenue to north of Project Street. It signals a 25 mph zone from 7:00 am to 8:00 am and from 3:00 pm to 4:00 pm From speaking with the Mayor and others, it appears that this time should be extended due to high school students coming earlier than that time to catch the school buses in the area. I would also recommend that the school zone be extended over US #82.

Sidewalks/Trails: There are no sidewalks throughout most of the City of Willacoochee. Sidewalks of thirteen (13) feet wide appear on the South side of Fleetwood Avenue from Peterson Street (SR #135) East to Florida Avenue. Sidewalks of five (5) feet wide appear on the South side of Fleetwood Avenue from Peterson Street (SR #135) West approximately one hundred feet. Sidewalks of eight (8) feet wide also extend on both sides of Peterson Street (SR #135) from Fleetwood Avenue to McCranie Street and from there four (4) foot sidewalks extend to just North of Perkins Street within the school zone. There are also sidewalks of varying widths on the North side of US #82 and sidewalks of five (5) feet on both sides of North Vickers Street to Atlantic Avenue where they become four (4) feet wide and extend a short distance north.

The City of Willacoochee does not require new subdivisions to install sidewalks.

Signal Timing (ped & traffic): There are no traffic or pedestrian signals in the City of Willacoochee, nor are there any caution lights.

Speed Bumps: There have been speed bumps installed on some of the streets closest to the school. These are located on Savannah Street. However, these have become detached and are out of place on the roadway.

Speed Limits: The posted speed limits in the City of Willacoochee on US #84/SR #520 is 45 mph, however there are few speed limit signs. The posted speed limit in the City of Willacoochee on SR #90 is 35 mph, however there are few speed limit signs and this should be reduced to at least 25 mph because of a pre-school in the area. The posted speed limit on SR #135 in the City of Willacoochee ranges from 50 mph to 45 mph to 35 mph. The posted speed on the city streets in the City of Willacoochee is 25 mph. Many streets do not have speed limit signs.

Despite the posted speed limits, direct observations have proven time and time again that the speed limits are ignored by the large tractor-trailer trucks that frequent US #82.

Time Radius: Willacoochee is approximately one mile from the center of the city in all directions, except for an extension into the Industrial area where there are no residences. Therefore, the time is how fast one mile may be walked by individuals, since the school is approximately in the center of the city.

Traffic Signals: There are no signalized intersections in the City of Willacoochee despite attempts to get GDOT to install one at the intersection of US #82 and SR 135. The City of Willacoochee has petitioned GDOT for a signal and GDOT has done studies that prove that the existing traffic flow and patterns do not exist for such a signal. Please see the attached extensive documentation regarding the process used by the City to try and get a traffic signal installed.

Truck/Traffic Volume Analysis: There are no truck volume counts available from GDOT. However, there is a large amount of truck traffic on US 82/SR 520 due to it being a major east to west thoroughfair known as “Corridor Z”. Peterson Street (SR 135) is the outlet road for the Industrial Park.

On a recent trip to Willacoochee on this highway I witnesses a tractor-trailer truck running a stop light in Atkinson County and was later purposely forced off of the road by the same driver because I was in his way and did not clear the lane fast enough to suit him.

Serious law enforcement measures need to be looked at for US #82 such as GDOT Inspections Stations and law enforcement presence in these rural areas.

Despite the posted speed limits, direct observations have proven time and time again that the speed limits are ignored by the large tractor-trailer trucks that frequent US #82.

Past & Future Studies, Plans and/or Projects:

The City of Willacoochee has been trying for quite some time to have a traffic signal installed at the intersection of SR #135 (Peterson Street) and US #82 (Main Street). As a result of this, they have counted the number of accidents that have occurred at this intersection in the past thirteen years. They have also sent a number of requests to GDOT. As a result, GDOT has performed several studies at this intersection. Please see information attached in Appendix 9 regarding this process.

According to GDOT's State Transportation Improvement Plan (STIP) FY 2008-2011 [10], there is one project scheduled in the Willacoochee area:

> Project: MOO3548 for Resurfacing and Maintenance on SR 520 (US 82) from SR 135 to CR 212/B.P. Kirkland Road. This shows as being in the Construction Phase with a length of 9.59 miles and a total cost of $2,808,581.00.

The City of Willacoochee recently put out a bid for street lamps for the Wilson Street area and the lowest amount was $1,864.00 plus a monthly service fee.

No road widening, repaving or sidewalk project are planned at this time by the City of Willacoochee.

There are no new subdivisions or new residential, retail or office developments planned at the present time.

There are no new land use or zoning changes planned for the area.

Environmental Assessment:

Wetlands: According to the U.S. Fish and Wildlife Service at their National Wetlands Inventory website [2] on the Willacoochee Quadrangle National Wetlands Inventory Map, there are wetlands within the City of Willacoochee, however most are outside of populated areas or highly frequented streets. There are none on, or along, the proposed Safe Routes.

Surface Water: There is a small freshwater pond that appears in the central part of the City of Willacoochee according to the U.S. Fish and Wildlife Service at their National Wetlands Inventory website [2] on the Willacoochee Quadrangle National Wetlands Inventory Map. There are none on, or along, the proposed Safe Routes.

Floodplains: The City of Willacoochee does not participate in the National Flood Insurance Program. However, there is a Willacoochee Quadrangle U.S.G.S. Map of Flood-Prone Areas from 1981 [11] that shows potential flood zones in Willacoochee. Although there are some flood prone areas within the City Limits of Willacoochee, most of these are outside of the populated areas of the city proper.

Hazardous Waste: There are two sites that appear on the Georgia Hazardous Sites Inventory [12] in the City of Willacoochee. These are the McCranie Brothers Wood Preserving Facility (HSI #10202) [Class I] and the Old Willacoochee Wood Preservers Site (HS #10207) [Class II]. The McCranie Brothers Wood Preserving Facility is located on the East side of Wilson Street just across from the intersection of Savannah Street (a Safe Route) and Wilson Street. This intersection is the ending point for the proposed Safe Route along Savannah Street. The Old Willacoochee Wood Preservers Site is located outside of the Safe Routes To School area.

Motorized Vehicle Counts:
Using both direct location traffic counts using the Traffic Count Form-Motorized Vehicles sample in Attachment a-9 of the Georgia Safe Routes to School Guidebook (see Appendix 4), and GDOT AADT (Average Annual Daily Traffic) information [3], a picture of traffic safety conditions along student traveled routes will be developed.

There are four (4) GDOT traffic counters located in the City of Willacoochee according the GDOT 2006 Annual Average Daily Traffic Report (AADT) [3].

Traffic Counter	Route	AADT 2-Way	Peak Hour	Beginning Intersection	Ending Intersection
0121	SR 520	7030	617	Sue McCranie St.	N. Vickers St.
0123	SR 520	9540	801	Bay St.	E. Fleetwood Ave.
0158	SR 90	1180	161	Main St.	Atlantic Ave.
0167	SR 135	4050	570	Spring Head Church Rd.	Fleetwood Ave.

At traffic counter #0121, we see from this data that parents' fears are well founded concerning traffic on SR 520 (U.S. 82) with a vehicle passing every 5.83 seconds at peak hour.

At traffic counter #0123, we see from this data that parents' fears are well founded concerning traffic on SR 520 (U.S. 82) with a vehicle passing every 4.49 seconds at peak hour. Bay Street is the street directly opposite the intersection of US 82 (Main Street) and Peterson Street (SR 135) and forms the northernmost street of that four way intersection.

At traffic counter #0158, we see from this data that parents' fears are well founded concerning traffic with a vehicle passing every 22.36 seconds at peak hour.

At traffic counter #0167, we see from this data that parents' fears are well founded concerning traffic with a vehicle passing every 6.32 seconds at peak hour.

According to a GDOT e-mail dated March 5, 2008 (see Appendix 9), the counts for SR 135 approaching US 82 intersection are:

7-8 AM:	142 vehicles making 84 right turns
8-9 AM:	107 vehicles making 60 right turns
11 AM-12 PM:	98 vehicles making 65 right turns
12-1 PM:	101 vehicles making 62 right turns
4-5 PM:	161 vehicles making 105 right turns
5-6 PM:	135 vehicles making 66 right turns

It becomes evident that the two main traffic periods at this intersection are during, or just after, the school day beginning and ending at Willacoochee Elementary School. Parents dropping off or picking up their children may account for a large part of this increase.

Speed Data:

A look at the posted speed limits in the travel areas has taken place along with the actual speeds that many motorists travel through them. The state highways have been radar certified by the state (but not posted as such). The City of Willacoochee Police Department is not large enough to issue enough tickets to use as an adequate data set to interpret driver patterns.

Through visual determinations and parent testimony, traffic speeds were examined and found to be posted too high in some areas. On the state highways, the posted speed limits were routinely ignored despite what speeds were posted. Other city streets had no posted speed limits at all. Most streets within the school zones had no signage indicating that they were in a school zone and that speed should be reduced during certain periods of time.

Increased signage, speed reductions and other options to reduce speed have been recommended in Chapter 4: Plan Recommendations.

According to the Insurance Information Institute at the website [4]:

- In 2006, 13,543 lives were lost due to speed-related accidents. Speeding was a contributing factor in 31 percent of all fatal crashes. In 2006, 39 percent of 15- to 20-year-old male drivers who were involved in fatal crashes were speeding at the time of the crash. NHTSA says that speed-related crashes cost Americans $40.4 billion each year. A crash is considered speed related when the driver is charged with a speed-related offense or a law enforcement officer indicates that exceeding the posted speed limit, driving too fast for conditions or racing was a contributing factor.

- In 2006, 41 percent of intoxicated drivers (with a blood-alcohol content at or above 0.08, the definition of drunkenness) involved in fatal crashes were speeding, compared with 15 percent of sober drivers involved in fatal crashes.

Crash Data:

A look at the number of vehicle accidents, particularly pedestrian and bicycle related, has taken place. In recent memory, there have been no pedestrian or bicycle related accidents in the City of Willacoochee. The main area with the greatest risk of accident in the City of Willacoochee is the intersection of US 82 (Main Street) and Peterson Street (SR 135). There have been more accidents at this location than any other. Please see the information contained in Appendix 9 regarding the accidents at this particular location and the efforts of the City of Willacoochee to place a signal here.

We do recommend that a traffic signal and pedestrian safety and signaling devices be placed at this location, due to traffic and this being the major channeled crossing point for the Safe Routes To School. Most parents interviewed face-to-face expressed this crossing of US 82 as the main reason that they would not let their children walk or bicycle to school.

DRIVING BEHAVIORS REPORTED FOR DRIVERS AND MOTORCYCLE OPERATORS INVOLVED IN FATAL CRASHES, 2006 (1)

Behavior	Number	Percent
Failure to keep in proper lane or running off road	16,470	28.5%
Driving too fast for conditions or in excess of posted speed limit or racing	12,262	21.3
Under the influence of alcohol, drugs, or medication	7,349	12.7
Inattentive (talking, eating, etc.)	4,560	7.9
Failure to yield right of way	4,238	7.3
Overcorrecting/oversteering	2,450	4.2
Failure to obey traffic signs, signals, or officer	2,408	4.2
Swerving or avoiding due to wind, slippery surface, other vehicle, object, nonmotorist on roadway, etc.	2,162	3.7
Operating vehicle in erratic, reckless, careless or negligent manner	2,086	3.6
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,545	2.7
Making improper turn	1,526	2.6
Drowsy, asleep, fatigued, ill, or blacked-out	1,480	2.6
Driving wrong way on one-way traffic or wrong side of road	762	1.3
Other factors	9,426	16.3
None reported	19,990	34.6
Unknown	1,011	1.8
Total Drivers	**57,695**	**100.0**

(1) The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration. From Insurance Information Institute website (http://www.iii.org/media/hottopics/insurance/test5/):

According to the Insurance Information Institute at the website [4]:

- Motor vehicle crashes are the leading cause of death for people ages two to 34.

- A motor vehicle death occurs on average every 12 minutes and an injury every 12 seconds. About 117 people died each day in motor vehicle crashes in 2006.

- Since the first documented crash death in 1899, more than 30 million people worldwide have died in traffic crashes.

- *Overall:* The U.S. Department of Transportation's Fatal Analysis Reporting System in the National Highway Traffic Safety Administration (NHTSA, http://www.nhtsa.dot.gov) division reports that 42,642 people died in motor vehicle crashes in 2006, down 2.0 percent from 43,510 in 2005. 2006 motor vehicle fatalities were at the lowest level in five years. While deaths among passenger vehicle occupants and nonoccupants fell in 2006, motorcycle riders suffered a 5.1 percent increase. This was the ninth consecutive annual increase in motorcycle rider deaths.

- In 2006, the number of people injured in motor vehicle crashes fell 4.6 percent from 2,699,000 in 2005 to 2,575,000 in 2006.

- *By Vehicle Miles Traveled:* The fatality rate—measured as deaths per 100 million vehicle miles traveled—was 1.41 in 2006, down from 1.46 in 2005.

- *Severity of Crashes:* In 2006, there were 5,973,588 police-reported motor vehicle traffic crashes, down 3.0 percent from 6,159,252 in 2005. Of total crashes, 1,746,000 caused injuries and 4,189,000 caused property damage only. NHTSA estimates 10 million or more crashes go unreported every year.

- *Work-Related:* In 2006 crashes involving vehicles on public roadways were the leading cause of work-related fatalities, according to the U.S. Bureau of Labor Statistics, accounting for 23 percent of all fatal work injuries.

- *By Age Group:* In 2006, older people (65 and older) made up 14 percent of all traffic fatalities, 14 percent of vehicle occupant fatalities and 19 percent of pedestrian fatalities, in large part because they are frailer and more likely to die from their injuries than younger people. (See Older Drivers paper.) In 2005 (latest data available) there were 29 million older licensed drivers, up from 17 percent in 1995. The total number of drivers rose only 14 percent from 1995 to 2005.

  In 2006 drivers between the ages of 15 and 20 accounted for 12.9 percent of all drivers in fatal crashes and for 16 percent of all drivers in police-reported crashes. In 2005 (latest available data) drivers in this age group accounted for 6.3 percent of all licensed drivers. To reduce high accident rates among young drivers, states are increasingly adopting graduated driver license programs, which allow young drivers to improve their skills and driving habits. (See Teen Driving paper).

- *Cost of Crashes in Urban Areas:* The societal cost of crashes is $164.2 billion annually, according to a 2008 report by the American Automobile Association, based on its analysis of 85 urban areas. Crashes were much more costly than congestion, which the study puts at $67.6 billion per year. The cost of crashes per person

decreases as the size of the metropolitan area increases, while the cost of congestion escalates with an increase in city size.

- *Hit and Run Crashes:* According to the National Highway Traffic Safety Administration (NHTSA) there were 1,106 fatal hit and run crashes in 2005, that is, crashes where the driver left the scene after a collision with a person not in a motor vehicle. In this analysis NHTSA does not include hit and run collisions between vehicles only. Hit and run crashes in 2005 were up 20.6 percent from 917 in 2000. In 2005, 2,610 people died in these crashes, a 14.4 percent increase from 2,281 in 2000. There were 1,231 vehicles involved in these crashes I n 2006, up 20.0 percent from 1,026 in 2000.

- *Large Trucks:* According to NHTSA, 4,995 people died in crashes involving large trucks in 2006, compared with 5,240 in 2005, a decrease of 4.7 percent. Although large trucks amounted to 3 percent of all registered vehicles in 2005 (latest year available for registration statistics), they accounted for 8 percent of all vehicles involved in fatal crashes in 2006. One out of nine traffic fatalities in 2006 resulted from a collision involving a large truck.

Other Traffic Problems:

According to the Insurance Information Institute at the website [4]:

- *Drunk Driving:* There is an alcohol-related traffic fatality every 29 minutes. In 2006, 17,602 people died in alcohol-related crashes, up slightly from 17,590 in 2005 and was the highest level since 1996. Alcohol was involved in 41 percent of all crash fatalities in 2006. (See Drunk Driving paper.) Alcohol-related crashes are defined as those where someone involved, either a driver or a nonoccupant such as a pedestrian or bicyclist, had a traceable amount of alcohol in his or her blood.

- *Red Light Running:* The Insurance Institute for Highway Safety (IIHS, http://www.iihs.org/) says that more than 900 people a year die and nearly 2,000 are injured as a result of vehicles running red lights. About half of those deaths are pedestrians and occupants of other vehicles who are hit by red light runners.

- *Fatigue:* NHTSA statistics show that at least 100,000 crashes and 1,500 deaths each year are the result of drivers falling asleep at the wheel. A 2002 poll conducted by the National Sleep Foundation found that 100 million drivers, close to half of American adult drivers, drive while drowsy and nearly two out of ten admitted to having fallen asleep at the wheel. New Jersey passed a law in 2003 that equates falling asleep at the wheel with reckless driving, and if a driver falls asleep and kills someone in a crash, he or she can be charged with vehicular homicide and serve up to ten years in jail and pay fines. Although at least four states have considered similar legislation, New Jersey is the only state with such a law on the books.

- *Distracted Driving:* A study sponsored by Nationwide Insurance, which surveyed 1,200 drivers between the ages of 18 and 60, found that 81 percent of drivers “multitasked” (engaged in distracting behaviors while driving) at least sometimes. One in eight said he or she changed radio stations or CDs. The same proportion acknowledged drinking a beverage. Almost three-quarters talked on a cell phone,

and 68 percent ate a snack. Twenty-three percent acknowledged they experienced road rage and 4 percent said they have driven while intoxicated.

The January 2007 study also found that the youngest drivers, age 18 to 27, were the most likely to always multitask while driving—35 percent. Thirty percent of drivers age 28 to 44 always multitasked and 21 percent of the 45-to 60-year-olds always multitasked.

Some form of driver inattention was involved in almost 80 percent of crashes and 65 percent of near-crashes within three seconds of the event, according to an April 2006 study conducted by the Virginia Tech Transportation Institute and the National Highway Traffic Safety Administration (NHTSA). The 100-Car Naturalistic Driving Study broke new ground—earlier research found that driver inattention was responsible for 25 to 30 percent of crashes. The 2006 study found that the most common distraction was the use of cell phones, followed by drowsiness. However, cell phone use was far less likely to be the cause of a crash or near-miss than other distractions. For example, while reaching for a moving object such as a falling cup increased the risk of a crash or near-crash by nine times, talking or listening on a hand-held cell phone only increased the risk by 1.3 times. The study tracked the behavior of the 241 drivers of 100 vehicles for more than one year. The drivers were involved in 82 crashes, 761 near-crashes and 8,295 critical incidents. (See also Cell Phones and Driving.)

- *Cell Phone Use:* In July 2007, the National Highway Traffic Safety Administration and the National Center for Statistics and Analysis released the results of their National Occupant Protection Use Survey (NOPUS), which found that in 2006 5 percent of drivers used hand-held cell phones, down from 6 percent in 2005, the first decline since the survey began tracking hand-held cell phone use in 2000. The decline in use occurred in a number of driver categories, including female drivers (down from 8 to 6 percent), drivers in the Midwest (down from 8 to 4 percent), drivers age 25 to 69 (down from 6 to 4 percent) and drivers of passenger cars (down from 6 to 4 percent) to name but a few. NOPUS is a probability-based observational survey. Data on driver cell-phone use were collected at random stop signs or stoplights only while vehicles were stopped and only during daylight hours. (See also Cell Phones and Driving.)

Many studies have shown that using hand-held cell phones while driving can constitute a hazardous distraction. However, the theory that hands-free sets are safer has been challenged by the findings of several studies. A study from researchers at the University of Utah, published in the summer 2006 issue of Human Factors concludes that talking on a cell phone while driving is as dangerous as driving drunk, even if the phone is a hands-free model. An earlier study by researchers at the university found that motorists who talked on hands-free cell phones were 18 percent slower in braking and took 17 percent longer to regain the speed they lost when they braked.

Crime Data:

A look at crime data within the City of Willacoochee was warranted so that high crime areas could be avoided when planning main walking/biking paths, if possible.

In 2005, there were only three (3) violent crimes (Aggravated assault). This was true for 2002 & 2003, as well. In 2004, there were four (4) violent crimes (Aggravated assaults).[13]

As of 4/25/2008, there were two registered sex offenders living in the City of Willacoochee. One lived in the 100 block of Bostic Avenue and the other in the 1,000 block of Foye G. Vickers Road.[14]

Therefore, the crime rate is so low in the City of Willacoochee that all areas, except those inhabited by registered sex offenders, may be used when planning main walking/biking paths.

Area Walking/Biking Assessment (The Walk-About):

Using the Sample Walk-About Survey Form attached as Appendix a-14 through a-18 (see attached) in the Georgia Safe Routes to School Guidebook, we identified the safety issues around the school through direct observation so that we could understand the problems and challenges that the children encounter daily. Student routes ultimately chosen should, as much as possible intersect areas of Crossing Guards, Traffic Controls, Sidewalks/ Trails and Main Student Routes and Densities, or changes should be made to existing public facilities to incorporate these items into routes lacking them.

For our purposes, Main Safe Routes are: Peterson Street (SR 135), School Road, S. Vickers Street and US 82 (Main Street). Secondary (or feeder) Safe Routes are N. Vickers Street, Project Street and Savannah Street

Survey Forms located in the Appendices have one form for intersections of Main Safe Routes and Secondary Safe Routes. This form is filed under the Main Route (Peterson Street, School Road, S. Vickers Street or US 82) intersection.

<u>Willacoochee Elementary School Site:</u> There are no sidewalks leading to the school building at the main entrance. Pedestrians do not have clearly defined walkways to entrances that are separated from car routes, parking lots and bus routes. There is a bicycle rack present for 4-6 bicycles that is appropriate, allows for maximum parking and is placed within clear view of school activity areas. Bicyclists do not have entry and exit pathways that do not conflict with motorized vehicles. Arrival and dismissal procedures do not minimize ped/bike/motor vehicle contact. The parking lot having approximately twenty-eight (28) spaces in the front is not well marked. The teacher of the month space creates problems in that it is virtually impossible to tell that it is reserved until the motorist

is in it, necessitating a quick turn away, or a backing up into the traffic lane. The twelve (12) parking spaces in the rear are well marked. Please see pictures #1-#8.

The streets chosen for Safe Routes include:

North Vickers Street (SR #90) (east side only) where there are sidewalks located from approximately US #82 (on the south) to just past Atlantic Avenue (on the north) has sidewalks of approximately five (5) feet to Atlantic Avenue and approximately four (4) feet to the end. Sidewalks are not adequately wide. They are not in good condition, are continuous, though not free of debris, or obstructions. They are free of overhanging vegetation. There is a small buffer space between the sidewalk and the street, but no structures or plants in the buffer. Car speeds do not make walkers feel unsafe. There is evidence of mid-block crossing. Many driveways cross the sidewalk though none are wide or sweeping. Parked cars do not block the sidewalk. There are no existing bike lanes on the road, but there is an opportunity for one. There is not adequate lighting and signage is not clear or appropriate. Please see pictures #9-#11 & #48-#49.

The intersection at Paulk Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar. There are no sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. There are rumble strips on the sidewalk installed to alert pedestrians to the intersection. Please see picture #9.

The intersection at Marshall Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar. There are no sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. There are rumble strips on the sidewalk installed to alert pedestrians to the intersection. Please see picture #10.

The intersection at Atlantic Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. There are rumble strips on the sidewalk installed to alert pedestrians to the intersection. The sidewalk changes to the north of this location to an older more crooked sidewalk and extends for a short distance.
Please see picture #11.

Peterson Street (SR #135) South of US #82 to Project Street (both sides) where there are sidewalks on both sides of the street from Fleetwood Avenue which end within the school zone just North of Perkins Street. From Fleetwood Avenue south to McCranie Avenue these sidewalks are approximately eight (8) feet wide. From McCranie Avenue south to the end the sidewalks are approximately four (4) feet wide. These sidewalks are not

adequately wide past McCranie Avenue, are not in good condition, do not continue through the school zone and are not free of debris, obstructions and overhanging vegetation. There is no buffer space between the sidewalk and the street. Car speeds make walking feel unsafe. Many driveways cross the sidewalk which are wide and sweeping. There are no existing bike lanes and there is not enough adequate lighting. The signage is not clear and appropriate. There is an opportunity for a bike lane on the road. The posted school zone extends from approximately McCranie Street to between Carter Street & Project Street. The posted speeds are between 50 mph and 35 mph. 25 mph school zones run between 7:00 am and 8:00 am and between 3:00 pm and 4:00 pm. Please see pictures #12-#23.

The intersection at US #82 does not have signal, but needs one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see pictures #12-#13.

The intersection at Fleetwood Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps on all but the east side. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see pictures #14-#15.

The intersection at McCranie Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists. Please see pictures #16-#17.

The intersection at Savannah Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar. There are no sweeping turns. There is not a long crosswalk. There is not curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. The intersections are too deep where the streets meet and cars scrape the bottoms. There is old striping present. Please see pictures #18-#19.

The intersection at Perkins Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar. There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #20.

The intersection at Bostick Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #21.

The intersection at Carter Street does not have signal, nor does it need one. It is a dirt street. There are no crosswalk markings. There is a stop sign present and visible. There is not a stop bar. There are sweeping turns. There is not a long crosswalk. There is not a curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #22.

The intersection at Project Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #23.

Project Street (side of road to be determined by engineers) where there are no sidewalks, pedestrians must walk in the roadway, dirt paths are worn along the road edge, there are no existing bike lanes, there is no striped shoulder and there is not adequate lighting. There is an opportunity for a bike lane or shoulder on the road. The posted speed is 25 mph. Please see pictures #23-#27.

The intersection at Peggy Hill/Delmar Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present but not visible because it is blocked. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #24.

The intersection at Merritt Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is no stop sign present or visible because it is on the wrong side of the street. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #25.

The intersection at Old Florida Road does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #6.

The intersection at Florida Road does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present but not visible because it is blocked. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #27.

Savannah Street (south side only) where there are no sidewalks, pedestrians must walk in the roadway, dirt paths are worn along the road edge, parked cars obstruct the path of pedestrians, car speeds make walking feel unsafe, there are no existing bike lanes, there is no striped shoulder and there is not adequate lighting. The signage is not clear and appropriate. There is an opportunity for a bike lane or shoulder on the road. The posted speed is none and there is no school zone signage. Speed bumps placed on the street at Vickers Street are displaced. Please see pictures #18-#19, #28-#33 & #39.

The intersection at Bostick Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. There is old striping present. Please see picture #29.

The intersection at Gaskins Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is no stop sign present nor visible because it is on the wrong side of the street. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. There is old striping present. Please see picture #30.

The intersection at Florida Road does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present, but not visible due to the signs being the wrong size and mounted on wooden posts at bad angles. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #31.

The intersection at Dasher Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is not a stop bar. There are no sweeping turns. There is not a long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #32.

The intersection at Wilson Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb

curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #33.

School Road (west side only) where there are no sidewalks, pedestrians must walk in the roadway, dirt paths are worn along the road edge, pedestrians in street are not visible to motorists due, in part, to curves obstructing views, parked cars obstruct the path of pedestrians, there are no existing bike lanes, there is no striped shoulder and there is not adequate lighting. The signage is not clear and appropriate. There is an opportunity for a bike lane or shoulder on the road. The posted speed is 25 mph. Please see pictures #34-#36.

The intersection at McCranie Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present but not visible due to it being the wrong size, too high and bent. There is no stop bar. There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #34.

The intersection at Lowther Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is no stop sign present or visible. There is no stop bar. There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #35.

The intersection at James Roberts Avenue does not have signal, nor does it need one. It is a dirt avenue. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #36.

South Vickers Street (west side only) where there are no sidewalks, pedestrians must walk in the roadway, dirt paths are worn along the road edge, pedestrians in street are not visible to motorists due, in part, to curves obstructing views, car speeds make walking feel unsafe, there are no existing bike lanes, there is no striped shoulder and there is not adequate lighting. The signage is not clear and appropriate. There is an opportunity for a bike lane or shoulder on parts of the road. The posted speed is none and there is no school zone signage. Please see pictures #37-#40.

The intersection at McCranie Avenue does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #37.

The first intersection at Boone Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #38.

The intersection at Savannah Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present but not visible (falling down). There is not a stop bar. There are no sweeping turns. There is not a long crosswalk. There is not a curb curvature or curb ramps. Pedestrians are not easily visible to motorists with curves, hills, or vegetation obstructing views of pedestrians. Please see picture #39.

The second intersection at Boone Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present but not visible because it is falling down. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are not easily visible to motorists. Please see picture #40.

US #82 (Main Street) (north side only) where there are sidewalks located intermittently from approximately Marshall Avenue (on the west) to Sutton Street (on the east) has sidewalks of approximately 65". Sidewalks are adequately wide, though not of the preferred width. They are not in good condition, not continuous, not free of debris, or obstructions. They are free of overhanging vegetation. There is a small buffer space between the sidewalk and the street, but no structures or plants in the buffer. Car speeds make walkers feel unsafe. There is evidence of mid-block crossing. Many driveways that are wide and sweeping cross the sidewalk with no curb cuts, only the sidewalk dipping heavily and unevenly downward suddenly. Parked cars do not block the sidewalk. There are no existing bike lanes on the road, but there is an opportunity for one. There is not adequate lighting and signage is not clear or appropriate. There are curb ramps located intermittently, but most are at odd angles.

All intersections are on the North side of US #82 (Main Street). On the North side is where the Safe Routes is proposed to be located and is the only side of US #82 (Main Street) that has sidewalks and infrastructure. All students on this side will be directed East or West (depending on initial location) to the intersection with SR #135 (Bay Street/Peterson Street) where they will cross US #82 (Main Street) and continue to school.

Please see pictures #41-#54.

The intersection at Sue McCranie Street does not have signal, nor does it need one. There are no crosswalk markings. There is a stop sign present and visible. There is a stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or

curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #41.

The intersection at Paulk Avenue does not have signal, nor does it need one. There are adequate crosswalk markings (with faded markings). There is a stop sign present and visible. There is a stop bar. There are no sweeping turns. There is a long crosswalk. There is a curb curvature and curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #43.

The intersection at Boner Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are no sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles and seem to let out almost on US #82. Pedestrians are not easily visible to motorists due to curves, hills, or vegetation obstructing views of pedestrians. The sidewalks are overgrown with vegetation making it potentially dangerous to walk or use the ramps. Please see picture #44.

The intersection at Justin Street does not have signal, nor does it need one. There are adequate crosswalk markings, but they are faded. There is a stop sign present and visible. There is a stop bar (with faded markings). There are no sweeping turns. There is a long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles and seem to let out almost on US #82. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians, but the sidewalks are overgrown with vegetation making it potentially dangerous to walk or use the ramps. Please see picture #45.

The intersection at Lee Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are no sweeping turns. There is a long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles and seem to let out almost on US #82. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians, but the sidewalks are overgrown with vegetation making it potentially dangerous to walk or use the ramps. Please see picture #46.

The intersection at Baker Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar. There are sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles and seem to let out almost on US #82. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. The sidewalks dip heavily for driveways. Please see picture #47.

The intersection at North Vickers Street (SR #90) does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are sweeping turns particularly to the

west side. There is no long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles particularly to the west. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians, but the sidewalks are overgrown with vegetation making it potentially dangerous to walk or use the ramps. This is a problem intersection! Please see picture #48-#49.

The intersection at Bay Street (Peterson Street) does not have signal, but needs one as this is the street to the north of the Peterson Street (SR #135) intersection. There are not adequate crosswalk markings. There is a stop sign present and visible. There is a stop bar (with faded markings). There are no sweeping turns. There is no long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles and seem to let out almost on US #82. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #50.

The intersection at Moore Street does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present but not visible because it is blocked by a pole. There is a stop bar (with faded markings). There are sweeping turns, particularly on the west side. There is no long crosswalk. There is a curb curvature and curb ramps, but the ramps are at strange angles and seem to let out almost on US #82. They let out too far away on the west side. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #52.

The intersection at Sutton Street does not have signal, nor does it need one. It is a dirt street. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is no curb curvature or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. The sidewalks end here. Please see picture #53.

The intersection at Wilcox Street (CR #44) does not have signal, nor does it need one. There are not adequate crosswalk markings. There is a stop sign present and visible. There is no stop bar. There are no sweeping turns. There is no long crosswalk. There is a curb curvature but no sidewalk or curb ramps. Pedestrians are easily visible to motorists with no curves, hills, or vegetation obstructing views of pedestrians. Please see picture #54.

Chapter 4: Plan Recommendations

Education

Goal: **Provide educational opportunities to increase walking and/or biking**

Objective: **-Teach safety skills**
-Teach safety habits
-Teach awareness

Action Steps:

Activity #1.1	Assemblies/Guest Speakers
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Low

Activity #1.2	Neighborhood Walking Groups
Priority Level	High
Responsible Agency	Residents
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #1.3	Walk or Bike Across America or Canada
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #1.4	Walking Math
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #1.5	Classroom Activities Using Statewide Academic Standards
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #1.6	Campus Walks
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Low

Activity #1.7	Walking & Bicycling Safety Programs
Priority Level	High
Responsible Agency	Southeast GA RDC
Coordinating Organization	GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500
Funding Source(s)	General Funds
Level of Effort	High

Encouragement

Goal: **Provide encouragement campaigns to increase walking and/or biking**

Objectives: **-The promotion of walking and biking as something that is a healthy way to get to school instead of traveling in a vehicle.**
-The promotion of walking and biking as something that is a fun way to get to school instead of traveling in a vehicle.

-The promotion of walking and biking as something that is a worthwhile way to get to school instead of traveling in a vehicle.

Action Steps:

Activity #2.1	Media Campaign
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.2	Walking Days
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.3	Frequent Walker/Biker Cards
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.4	Classroom Awards
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.5	Walking or Cycling Groups To School/Walking School Bus/Cycling Train
Priority Level	Medium
Responsible Agency	PTA
Coordinating Organization	School Administration
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.6	Bumper Sticker Program
Priority Level	High
Responsible Agency	PTA
Coordinating Organization	School Administration
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.7	International Walk To School Day
Priority Level	High
Responsible Agency	PTA
Coordinating Organization	School Administration
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0-$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #2.8	Proclamations/Resolutions
Priority Level	High
Responsible Agency	City/County Commissions
Coordinating Organization	City of Willacoochee, AtkinsonCounty
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Enforcement

Goal: **Provide programs & enforcement campaigns to increase the safety of walking and/or biking**

Objective: **-To increases driver awareness of children in school zones and along their way to school.**
-To slows traffic and improves behavior of drivers and children

passing through school zones.
-To answer parent & child safety concerns regarding unsafe conditions and perceptions.

Action Steps:

Activity #3.1	Building & Property Code Enforcement
Priority Level	Low
Responsible Agency	City of Willacoochee
Coordinating Organization	Atkinson County
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$1,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #3.2	Speed Limit Campaigns
Priority Level	High
Responsible Agency	Police Department, Sheriff's Department
Coordinating Organization	City of Willacoochee, AtkinsonCounty
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$500-$1,500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #3.3	School Safety Zones
Priority Level	High
Responsible Agency	Police Department, Sheriff's Department
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #3.4	Neighborhood Watch Program
Priority Level	High
Responsible Agency	Police Department, Sheriff's Department
Coordinating Organization	City of Willacoochee, AtkinsonCounty
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$500
Funding Source(s)	General Funds
Level of Effort	High

Activity #3.5	Speed Trailers/Electronic Speed Signs
Priority Level	Low
Responsible Agency	Police Department, Sheriff's Department
Coordinating Organization	City of Willacoochee, Atkinson County
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #3.6	Increased Law Enforcement Presence
Priority Level	High
Responsible Agency	Police Department, Sheriff's Department
Coordinating Organization	City of Willacoochee, Atkinson County
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Engineering

Goal: **Provide engineering solutions to increase the safety & pleasure of walking and/or biking**

Objective: **-Examine the need for improvements in school zones.**
-Examine the need for improvements on school routes.
-Correct problems in order to increase accessibility, safety and ease of travel.

Action Steps:

Activity #4.1	Sidewalk Construction/Repair/Extension on Peterson Street (SR #135) to Project Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$45 SY
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.2	Sidewalk Construction/Repair/Extension on Project Street
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$45 SY
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.3	Sidewalk Construction/Repair/Extension on Savannah Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$45 SY
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.4	Sidewalk Construction/Repair/Extension on South Vickers Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$45 SY
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.5	Sidewalk Construction/Repair/Extension on School Road
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$45 SY
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.6	Sidewalk Construction/Repair/Extension & Reconfigure Ramps on US #82
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$45 SY
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.7	Install new major pedestrian/bicycle crossing at Peterson Street (SR #135) and US #82
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$150,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.8	Install new major pedestrian/bicycle crossing at Peterson Street (SR #135) and Fleetwood Avenue
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$10,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.9	Install new major pedestrian/bicycle crossing at Peterson Street (SR #135) and Savannah Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$3,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.10	Install bicycle lanes on Peterson Street (SR #135) to Project Street
Priority Level	High
Responsible Agency	Public Works Department, GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$5,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.11	Install bicycle lanes on Project Street
Priority Level	Medium
Responsible Agency	Public Works Department, GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$3,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.12	Install bicycle lanes on Savannah Street
Priority Level	Medium
Responsible Agency	Public Works Department, GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$3,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.13	Install bicycle lanes on South Vickers Street
Priority Level	Medium
Responsible Agency	Public Works Department, GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.14	Install bicycle lanes on School Road
Priority Level	Medium
Responsible Agency	Public Works Department, GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$3,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.15	Install bicycle lanes on US #82
Priority Level	High
Responsible Agency	Public Works Department, GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$10,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.16	Repaint stop bar & crosswalk markings
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$20,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.17	Repaint/Paint shoulder markings and dividing line markings
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$25,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.18	Install speed limit signs on Savannah Street, South Vickers Street, North Vickers Street (SR #90) and US #82
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$1,500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.19	Replace stop signs and post at McCranie Avenue and School Road
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$125
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.20	Replace/Repair stop sign on Savannah Street at South Vickers Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$125
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.21	Replace stop signs & posts at intersection of Savannah Street and Florida Road
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.22	Replace stop signs & posts on Boone Street at South Vickers (intersection near school entrance)
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$125
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.23	Install signs on Peterson Street (SR #135) warning of dips at intersections
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.24	Remove "No Bicycles On Sidewalks" sign on Peterson Street (SR #135) at Fleetwood Avenue
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.25	Install appropriate Safe Route Signage on Peterson Street (SR #135), Project Street, Savannah Street, South Vickers Street, School Road, U.S. #82 and N. Vickers Street where needed.
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$1,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.26	Place stop sign on proper side of road at Merritt Street and Project Street
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$125
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.27	Place stop sign on proper side of road on Gaskins Street at Savannah Street
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$125
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.28	Reduce speed on South Vickers Street to 15 mph and on North Vickers Street (SR #90) to 25 mph
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.29	Repair/Replace speed bumps on Savannah Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.30	Sidewalk Stencils
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$250
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.31	Install Crosswalks on Peterson Street (SR #135), Project Street, Savannah Street, South Vickers Street, School Road and US #82.
Priority Level	High
Responsible Agency	Public Works Department/GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$350 each intersection
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.32	Improved Lighting on Peterson Street (SR #135)
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.33	Improved Lighting on Project Street
Priority Level	
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.34	Improved Lighting on Savannah Street
Priority Level	
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.35	Improved Lighting on South Vickers Street
Priority Level	
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.36	Improved Lighting on School Road
Priority Level	
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.37	Improved Lighting on US #82
Priority Level	
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.38	Improved Lighting on North Vickers Street
Priority Level	
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500 plus monthly fee per section
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.39	Bike Racks
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,500
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.40	Repaint markings on school parking lot and install loading/unloading zones & signage
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$3,000
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.41	Move Teacher of the Month Parking Space or better identify to prevent driver miscalculations
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$125
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.42	Install Raised Intersections where needed
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee. GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$9,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.43	Install Speed Humps/Speed Tables where needed
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$3,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.44	Apply for permit for a Stop Light at US 82/SR 520 & SR 135
Priority Level	High
Responsible Agency	City of Willacoochee
Coordinating Organization	GDOT
Timeline	Ongoing After Implementation 2008
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.45	Complete an Authorization Study for a Stop Light at US 82/SR 520 & SR 135
Priority Level	High
Responsible Agency	GDOT
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2010
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.46	Complete a detailed Priority Study for a Stop Light at US 82/SR 520 & SR 135
Priority Level	High
Responsible Agency	GDOT
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2010
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.47	Install a Stop Light at US 82/SR 520 & SR 135
Priority Level	High
Responsible Agency	GDOT
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2010
Approximate Cost	$150,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.48	Install Curb Cuts Wheelchair Ramps
Priority Level	
Responsible Agency	Public Works Department/GDOT
Coordinating Organization	City of Willacoochee, GDOT
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$1,000 each intersection
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.49	Apply for TE funds for streetscape improvements to the downtown area where the main hub will be located at crossing US 82/SR 520, bicycle lanes, etc.
Priority Level	High
Responsible Agency	City of Willacoochee
Coordinating Organization	GDOT
Timeline	Ongoing After Implementation 2008-2010
Approximate Cost	$500,000 (20% City)
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.50	In-Street Crosswalk Signs
Priority Level	Medium
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$400 each
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.51	Remove vegetation & other problems blocking signs or views on Peggy Hill/Delmar Street at Project Street, Florida Road at Project Street, Savannah Street at Florida Road, Savannah Street at Dasher Street, portions of School Road and South Vickers Street
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #4.52	Move School Zone Signage South of Project Street and North of Fleetwood Avenue
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$2,000
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.53	Install School Zone Signage on US #82, McCranie Avenue, Fleetwood Avenue, Project Street, Savannah Street, Boone Street, South Vickers Street and School Road
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$500
Funding Source(s)	General Funds
Level of Effort	High

Activity #4.54	Change beginning time of school zone to earlier time
Priority Level	High
Responsible Agency	Public Works Department
Coordinating Organization	City of Willacoochee
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$50
Funding Source(s)	General Funds
Level of Effort	High

Evaluation

Goal: **Monitor the different aspects of the SRTS Plan through evaluation of success or failure**

Objectives: **-Use surveys to determine needs related to increasing walking/biking to school**
-Use assessments to determine needs related to increasing walking/ biking to school.
-Use information obtained to determine needs related to the five "E"s.
-Use information obtained as a means of knowing where and when to instigate changes.

Action Steps:

Activity #5.1	Student Survey "How We Traveled To School Today"
Priority Level	Medium
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #5.2	Parent Survey/"How Do You Go To School" Student Survey
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #5.3	Walkability/Bikeability Checklist
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Medium

Activity #5.4	Bicycle/Walking/Vehicle Counts
Priority Level	High
Responsible Agency	School Administration
Coordinating Organization	Board of Education
Timeline	Ongoing After Implementation 2008-2013
Approximate Cost	$0
Funding Source(s)	General Funds
Level of Effort	Low

Chapter 5: Implementation Strategy

Timeline: Each item above has a time period attached to its completion.

Funding: Potential funding sources are attached in Appendix 8.

SEGARDC Top Priority Recommendations: Due to the general lack of infrastructure in the City of Willacoochee related to pedestrian and bicyclist needs, it is recommended that several changes take place as top prioroties.

The City has already attempted to implement some of these proposed changes through their efforts to secure a signal at the intersection of US #83 and SR #135. This should be the top priority in any plan, along with the installation of flashing school zone signs on US #82 and a reworking of the intersection in relation to pedestrian & bicyclists needs. This reworking would extend the sidewalks to US #82, install pedestrian crossing signals at the traffic signal, install crosswalks and widen the existing sidewalks (if possible) South to the school access area on Savannah Street. Crosswalks over SR #135 would be installed at several places.

All stop sign problems, speed sign problems & no bicycles on sidewalk sign problems should be corrected immediately.

All stop bar markings & crosswalks should be repainted immediately and location adjusted for potential crosswalks in the future.

Side road markings should be installed as soon as possible on potential SRTS routes.

Existing sidewalks should be cleaned of vegetation, delineated and repaired as soon as possible.

The school zone signal sign on SR #135 should have the 25 mph time extended in the morning from 6:00 am or 6:30 am to 8:00 am in order to accommodate the high school students crossing in that area and moved to Project Street (on one end) and Fleetwood Avenue (on the other end) if possible.

The intersection of Savannah Street and Peterson Street (SR #135) should be a priority area for crosswalks & pedestrian signals, as many students cross here on their way to school.

Savannah Street from Peterson Street (SR #135) to South Vickers Street should be a priority area for crosswalks, as many students cross here on their way to school.

The area of South Vickers Street to the school entrance should be more readily marked and crosswalks & sidewalks installed here as a high priority. The speed limit should be

reduced on this street as 25 mph is too high for the small spaces and curves that are dangerous for school buses, pedestrians and bicyclists. It is recommended that the speed be dropped to 15 mph, as it is on the rest of the school entrance road.

Savannah Street should continue to be the major East to West travel route on the South side of town. Sidewalks, crosswalks, etc should be placed here as a high priority.

Project Street should be a major East to West travel route on the South side of town connecting with Peterson Street (SR #135) at that starting point as the major North to South travel route.

Sidewalks on both sides of Peterson Street (SR #135) should be extended to Project Street.

It would appear that a West to East corridor should exist on McCranie Avenue, however there is no space to establish a safe route due to the close property lines. Instead, access to the school should be provided from Savannah Street at the end of South Vickers Street and at School Road.

School Road should have sidewalks, crosswalks, etc., placed as a high priority in order to provide access to students without them having to travel down the unsafe McCranie Avenue.

Administrative Actions: The meetings, planning process, prioritizing, etc. of the Willacoochee Elementary School SRTS Plan has been overseen by the Willacoochee Elementary School Principal and Staff and the Mayor and Staff of the City of Willacoochee . The Southeast Georgia Regional Development Center contracted with the GDOT to administer and facilitate the planning process.

Authority and Responsibility: Willacoochee Elementary School and the City of Willacoochee, have reviewed this plan and participated in its publication.

As determined by Willacoochee Elementary School and the City of Willacoochee, the School Principal and the Mayor will be responsible for this Plan and its continued usage as a planning document.

Prioritization: Willacoochee Elementary School and City of Willacoochee Staff discussed and identified comprehensive range of Goals, Objectives and Action Steps contained in Chapter 4 of this Plan after noting problems brought out in meetings and through the Walkabout Surveys. All areas of Main & Secondary SRTS Routes were taken into account in the development of the comprehensive range of Goals, Objectives and Action Steps. Identification of these has been developed over a long process after the weighing of many factors discovered during the planning process.

A list of the comprehensive range of Goals, Objectives and Action Steps was compiled from the input of the parents, students, others within the community and surveys. Participants at the SRTS meetings prioritized the identified comprehensive range of Goals, Objectives and Action Steps based on what would be perceived as most beneficial to the community.

Several criteria were established to assist the SRTS members in the prioritization of the suggested comprehensive range of Goals, Objectives and Action Steps. Criteria included perceived cost benefit or cost effectiveness, availability of potential funding sources, overall feasibility, measurable milestones, multiple objectives and both public and political support for the proposed actions.

Through this prioritization process, several projects emerged as being a greater priority than others. Some of the projects involved expending considerable amounts of funds to initiate the required actions. The determination of the cost benefit analysis of a project will be implemented at the time of project application or funding request. Other projects allowed Willacoochee Elementary School and the City of Willacoochee to pursue completion of the project using existing budgets. Still others required no significant financial commitment.

Evaluation, Plan Update and Maintenance:

All sections of the Plan shall be monitored and evaluated annually by the Willacoochee Elementary School and City of Willacoochee Staff. Incremental accomplishments of comprehensive range of Goals Objectives and Action Steps will be reported to the public through appropriate means (TV, Web Site, Local Newspaper, City Council Meetings, School Board Meetings, etc.).

The method that Willacoochee Elementary School and the City of Willacoochee will use to monitor the plan will be to conduct telephone interviews and informal meetings of the various city & county departments in order to chart their plan progress. Also, throughout the year a series of informal meetings will be held in which various aspects of the plan are discussed.

The annual evaluation will assess whether goals, objectives and action steps address current and expected conditions; nature or magnitude of risks has changed; current resources are appropriate for implementing the plan; outcomes have occurred as expected; and whether agencies and other parties have participates as originally proposed.

During this evaluation, conducted annually by telephone interviews and informal meetings, problems (if any) with completing the action steps will be discussed, methods of resolving those problems (if any) will be formulated, the action steps will be updated (if necessary) and new actions steps will be developed (if necessary) in response to new problems that have developed throughout the year. If any changes or updates are needed to the other sections of the plan itself, these will also be discussed and noted. New problems in the

area (if any) will be discussed and planned for and an assessment made as to whether community needs dictate additions to the materials of the plan.

The major criteria to measure plan success at the end of each year will be the number of goals, objectives and actions steps, or the number of components of goals, objectives and actions steps, completed throughout the year.

The Plan shall be updated by the Willacoochee Elementary School and chosen representatives of all of the local governments every five years (or less). All Sections of this Plan will be updated at that time. Specific attention included in the monitoring, evaluation and updating process will be paid to a review of the comprehensive range of Goals, Objectives, and Action Steps in order to list items completed and to list new comprehensive Goals, Objectives, and Action Steps as warranted.

This Plan update will be reviewed by the City of Willacoochee. The requirements of this SRTS Plan will be taken into consideration and incorporated into Comprehensive Plans, Five Year Short Term Work Programs, Capital Improvement Plans and all other such Plans as appropriate.

Once this plan is approved, it will be used by the consultants and planning committees responsible for the update process for the County & City Comprehensive Plans, the STWP (Short Term Work Programs), and all other plans that could incorporate the requirements of this plan.

The Plan updating described above will be presented at the fourth (4^{th}) City of Willacoochee meeting of every fifth year. This updating process will be publicly advertised and public comment solicited and incorporated as necessary and as appropriate.

Bibliography

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5. U.S. Geological Survey, Willacoochee Quadrangle Map of Flood Prone Areas, 1981.
6. GDOT Office of Transportation Data City Mileage Report as of 12/31/2006 (www.dot.state.ga.us)
7. GDOT Office of Transportation Data City Mileage by State Route Number Report as of 12/31/2006 (www.dot.state.ga.us)
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9. Georgia County Guide (www.georgiastats.uga.edu)
10. GDOT's State Transportation Improvement Plan (STIP) FY 2008-2011 (www.dot.state.ga.us)
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12. Georgia Environmental Protection Division Hazardous Site Inventory, July 1, 2007 Site Summaries #10202 & 10207 (www.dnr.state.ga.us)
13. Table of Crime Rates for Willacoochee, Georgia (http://safety.fizber.com/Georgia/Willacoochee)
14. Sex Offender List, Georgia Bureau of Investigation (http://services.georgia.gov/gbi/gbisor/controllerserblet)