



GEORGIA SAFE ROUTES TO SCHOOL (SRTS) PROGRAM Infrastructure Application Form

NOTE TO APPLICANT

The Georgia Department of Transportation (GDOT) will conduct all Preliminary Engineering for the awarded projects and prepare projects for GDOT letting. GDOT will coordinate with the local transportation or public works department and school district on the design of the project. **Applicant/Awardees are not responsible for designing or letting any part of the project. No local match or in-kind services are required OR accepted.**

ELIGIBILITY CRITERIA

Eligible Applicants:

1. Applicants must be a school district or a city or county government to apply for infrastructure funds. Applicants must have the legal authority to sign maintenance agreements with the Department of Transportation.
2. Projects must serve schools (public or private) with students in kindergarten through eighth grades.
3. Projects must be located within a two mile radius of the school.
4. Each school must be actively engaged in non-infrastructure SRTS activities (e.g. SRTS Plan, Education, Encouragement and/or Enforcement activities).

Eligible Projects:

1. All infrastructure projects must meet GDOT and AASHTO design guidelines. **GDOT District Office should be consulted prior to submitting application for projects on state highways. Contact the Safe Routes to School Coordinator.**
2. Projects must be within the public right of way. This may include projects on private land that have permanent public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts.
3. Below is a list of eligible infrastructure projects. Other types of projects that are not on this list may also be eligible if they meet the objectives of reducing speeds and improving pedestrian and bicycle safety and access. Certain facilities or treatments may not be appropriate for every location or roadway type.
 - a. Sidewalk improvements: new sidewalks, sidewalk gap closures, curbs, gutters, and curb ramps, upgrades to meet ADA compliance.
 - b. Traffic calming and speed reduction improvements: roundabouts, curb extensions, chicanes, speed humps, raised crossings, raised intersections, medians, median refuge island, narrowed traffic lanes, lane reductions, automated speed enforcement, vehicle speed feedback signs, and variable speed limits.
 - c. Pedestrian and bicycle crossing improvements: crosswalks, raised median and median refuge islands, raised crosswalks, raised intersections, curb extensions, traffic control devices (including new or upgraded traffic signals, pavement markings, in-roadway crosswalk lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, accessible pedestrian signals, pedestrian-activated signal upgrades, and leading pedestrian indicators), and sight distance improvements.
 - d. On-street bicycle facilities (new or upgraded): bicycle lanes, paved roadway shoulders, bicycle related traffic signs and pavement markings.
 - e. Off-street bicycle and pedestrian facilities: multi-use trails, side paths, and trail links (e.g., connecting cul-de-sacs to a school or to a school route).
 - f. Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
 - g. Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and diversion of traffic away from school zones or designated walking or biking routes to a school.

Ineligible Projects:

1. Acquisition of right-of-way.
2. Construction and improvements of pick-up/drop-off areas, unless it can be demonstrated that it increases the number of children biking or walking to/from school or improves the safety of children biking/walking to/from school.
3. Repair of traffic lane pavement (unless it's a new or upgraded bike facility).
4. Purely cosmetic upgrades or routine maintenance of existing bicycle or pedestrian facilities (e.g. sidewalks, multi-use trails, bike lanes). Note: ADA upgrades **are** eligible.
5. School bus or bus stop related improvements.



Please read the Georgia Safe Routes to School Guidebook and Program Guidance available on the GDOT website (www.dot.ga.gov/LocalGovernment/FundingPrograms/SRTS) prior to preparing this application. This application is for schools that have completed a SRTS Plan or have an active SRTS program. Project applicants must show evidence of a comprehensive program that addresses all “5 E’s” – Engineering, Education, Enforcement, Encouragement and Evaluation.

IMPORTANCE DATES

Call for Applications Opens: **October 13, 2008**
Submission Deadline: **December 12, 2008, 4PM**
Notification of Award: **March 2009**

APPLICATION GUIDANCE

READ AND FOLLOW THESE INSTRUCTIONS CAREFULLY. In the space allocated, please answer all questions with as much detail as possible. If a question does not apply to the proposed project, you must indicate this in your narrative. ONLY completed and signed Infrastructure Applications will be evaluated. This form is comprised of six (6) sections:

- Section 1: Contact Information**
- Section 2: Problem Identification** [35 points]
- Section 3: Proposed Project** [25 points]
- Section 4: Program Information** [30 points]
- Section 5: Project Cost Estimate** [10 points]
- Section 6: Signatures**

1. Please use this spreadsheet to complete your application for infrastructure funding. Please limit your responses to the space provided. Applications and attachments are due to the Department on **December 12, 2008**. Mailed applications will ONLY be accepted if postmarked by above-mentioned date. Projects for which GDOT does not receive an original application will not be considered. Please submit the following:

- **One (1) original signed hardcopy of this application form**
- **One (1) hardcopy of all attachments**
- **One (1) Compact Disc (CD)***

** CD must contain completed application in MS Excel format and all attachments.*

** CD must contain ONLY items submitted in hardcopy.*

** Attached files may be in the following formats only: .pdf, .doc, .xls, .jpg, .gif, .ppt. Other formats will not be accepted.*

2. Please mail complete application materials to:

**SRTS Coordinator
Office of Planning
Georgia Department of Transportation
One Georgia Center
600 West Peachtree St, NW
Atlanta, Georgia 30308**

- 3. Printed applications should conform to the 8 ½ x 11 inch format provided in this document.
- 4. Maps and/or aerial photographs may be no larger than 11"x17". Maps and/or aerials should show the location of project school or schools. Please differentiate between existing and proposed routes, and label all streets relevant to walking and/or bicycling routes.
- 5. All applications shall be typed and not more than 15 pages, including all attachments. (double-sided = 7.5 pages)

CHECKLIST FOR MAILING COMPLETE APPLICATION:

- ☐ Completed all six (6) sections of Infrastructure Application.
- ☐ Completed signature page(s).
- ☐ Provided detailed cost estimate.
- ☐ Provided all attachments – maps, photos, SRTS Plan (web link only), etc.
- ☐ Provided CD containing all of the above.

Questions? Call Kelechi Nwosu, 404-631-1775, srts@dot.ga.gov.

SECTION 1 - CONTACT INFORMATION

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

Organization: (Please select one) City Government

Project Title:		Kingsley Charter Elementary / City of Dunwoody SRTS Plan					
Agency Name:		Public Works Department, City of Dunwoody					
Project Contact Person:		Richard Meehan					
Position/Title:		Director of Public Works					
Mailing Address:		PO Box 888074					
City:	Dunwoody	State:	GA	Zip Code:	30356	County:	DeKalb
Daytime Phone:	678-382-6852	Email Address:				FOR INTERNAL USE ONLY	
Fax Phone:	678-382-6701	richard.meehan@dunwoodyga.gov				Ranking:	Date Submitted:

School 1 Name:		Kingsley Charter Elementary		School 2 Name:			
Mailing Address:		2051 Brendon Drive		Mailing Address:			
City:	Dunwoody	School District:		City:		School District:	
County:	DeKalb	DeKalb		County:			

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

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

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

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

*Do you have more than ten (10) schools for proposed infrastructure project?

No

If yes, please attach additional sheets.

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

Project Cost Estimate:	\$459,333.00
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By signing, applicant attests to being authorized to sign for _____ (Name of Agency) and that all information contained herein is true and correct to the best of his/her knowledge.

Signature of Project Contact Person

12/8/2008

Date

SECTION 2 - PROBLEM IDENTIFICATION

[Total of 35 Points]

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

Kingsley Charter School is located in a residential neighborhood. 24 of its students live within 1/2 mile of the school and 115 live within 1 mile, but relatively few currently walk to school. The major reason is parent concern over traffic safety. Kingsley's SRTS committee conducted a survey of our parents, and learned that more than 58% would allow their child to walk to school as part of a "walking school bus". The biggest concern by far which parents cited as an obstacle to allowing their child to walk or bike was traffic safety (75%). Traffic analysis of the major roads that would support walkers to Kingsley school currently paints a dangerous picture.

Kingsley is located on Brendon Drive, which has become a major cut-through road between N. Peachtree and Tilly Mill Rd (mostly GA Perimeter college students). A traffic study (exhibit A) classified Brendon Dr as a cut-through street, qualifying it for speed tables (an attempt in 2007 to install speed tables was stalled due to lack of required petition signatures from residents of this street). The report showed more than 50% of the traffic travelling in excess of the posted 25 MPH speed. Additionally, the sidewalks on Brendon Drive end at the school property, forcing pedestrians to walk on the street. The area that currently has sidewalks is along a wooded section of the school property, and is very dark (especially in the morning).

North Peachtree Road is another dangerous street. A traffic study here (exhibit A) demonstrated not only high volume of cars, but alarmingly fast speeds. North Peachtree has a posted speed limit of 25 MPH, but the following speeds were clocked in a 24 hour period – 50-54 MPH (80 vehicles), 55-59 MPH (46 vehicles), 60-64 MPH (14 vehicles), 65-69 (13 vehicles), 70-74 MPH (7 vehicles) and greater than 75 MPH (3 vehicles). These speeds are even more alarming considering the amount of sharp curves on this road. In addition, a 3-way stop at Daventry Dr (which is where many of our walking students would cross North Peachtree) is frequently ignored. A similar situation exists at the 3-way stop at North Peachtree and Brendon Dr.

Two other streets in the immediate area (Dartford Dr and Delverton Dr) have recently had speed tables installed to address problems with speeding cars.

As we began to explore the possibility of increasing the number of students walking to school, we asked DeKalb County Police for help enforcing the traffic laws around the school. The officers were amazed at the number of traffic violations they witnessed. One of the officers provided a written account of the dangerous traffic in the neighborhood (exhibit B).

All of the dangers listed above are magnified by a lack of noticeable crosswalks at any of the intersections along these roads.

We believe Kingsley has the potential to be a great walking school, but some basic infrastructure improvements are required to ensure student safety.

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

School Information	School 1	2	3	4	5	6	7	8	9	10
% Free/Redcd Lunch	40									
% Asian	7									
% African-American	22									
% Caucasian	41									
% Hispanic	25									
% Native American	0									
% Other	5									

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

School Information	School 1	2	3	4	5	6	7	8	9	10
School Enrollment	431									
½ mile	24									
1 mile	115									
2 miles	281									
Estimated percent of current walkers and bikers	3									

SECTION 3 - PROPOSED PROJECT

[Total of 25 Points]

A. Is all property involved in your project in the public right-of-way (ROW)?

Yes

If part of your project is on a permanent public easement, do you have documentation for such easement?

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

Entire scope of project located within the City of Dunwoody and DeKalb County. Project will serve Kingsley Charter Elementary School.

Phase 1: Crosswalks and Signage

Raised Asphalt Crosswalk (ADA accessible with drainage included) at following intersection (see Exhibit C):

1) Dartford Drive and Brendon Drive

Painted Stepladder Crosswalk (thermoplastic) including school crosswalk and advanced warning assemblies on both approaches to each crosswalk except at multi-way stop locations at the following intersections:

1) N. Peachtree Rd and Davenport Drive

2) N. Peachtree Rd and Brendon Drive

3) Seaton Drive and Brendon Drive

4) Delverton Drive and N. Peachtree

5) Leisure Drive and N. Peachtree

6) Fenhurst Pl. and N. Peachtree

7) Welton Pl. and N. Peachtree

8) Sancroft Ct. and N. Peachtree

9) Waterton Ct. and N. Peachtree

10) N. Peachtree Way and N. Peachtree

11) Saffron Dr. and N. Peachtree

12) Prestwood Ct. and Brendon Dr.

13) Across N. Peachtree Rd. near entrance to Brook Run Park

14) Driveways (3) at entrance into Kingsley Charter Elem School

Phase 2: Sidewalks and Lighting(see exhibit D)

1) 5 ft sidewalk along north/east side of Brendon Drive from Seaton Drive to North Peachtree Rd. A 2 ft "beauty strip" will separate sidewalk from existing roll back curb

2) 5 ft sidewalk in front of school, near bus driveway

3) Street lighting (pedestrian/lamp post) on north side of Brendon Dr. from front of school to intersection of Seaton Dr. – 5 pedestrian/lamp posts including power; spacing at 75 ft o.c.

Phase 3: Roadway Striping and Miscellaneous

1) Convert intersection of Brendon Dr. and Dartford Dr. to a 3-way stop.

2) Striping of North Peachtree Rd from Tilly Mill to I-285 Access Rd (thermoplastic)

Phase 4: Traffic Calming

1) Install 18 asphalt speed humps (DeKalb County standards) on North Peachtree Rd from Tilly Mill Rd to Mt Vernon Highway; includes striping and advanced warning signage

Phase 5: Pedestrian Actuated Signal

1) Install "Actuated Pedestrian Signal" midblock on Mount Vernon Highway at North Peachtree. This includes 2 strain poles, pole signage, signal, advanced warning signage and ADA ramp installation

The SRTS program was established to: (1) enable and encourage children, including those with disabilities, to walk and and bicycle to school safely; (2) make bicycling and walking to school a safe and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and (3) facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools, grades K-8.

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

The projects we have proposed are the minimum required to create a safe walking environment. The high visibility crosswalks, sidewalks, traffic calming on N. Peachtree Rd, street lighting and the pedestrian actuated crosswalk on Mt Vernon Highway will provide a safe path for students to walk. The elevated crosswalk on Dartford at Brendon will provide additional protection by helping to control speed at particularly dangerous intersection.

The thermoplastic painted striping and crosswalk on North Peachtree Rd will have the added benefit of providing pedestrian safety for two additional schools - Peachtree Middle and Chestnut Elementary, that are within walking distance of Kingsley Elementary, both of which are the "walking school bus" routes. The striping on N. Peachtree also includes a crosswalk at Brook Run Park. These striping locations were selected because they are conveniently located next to safe drop-off points for students living outside of the two-mile radius that may wish to participate in our walking program. Establishing these drop-off points will allow additional students to participate, with the added benefit of reducing traffic near the school. Less traffic near the school creates a safer walking/biking environment. The reduced traffic also reduces car pool lane congestion – leading to less idling cars and cleaner air near the school.

The speed humps on North Peachtree from Tilly Mill to Mt Vernon will have the dramatic effect of lowering speed limits on this documented cut-through road where the land use is exclusively residential with significant student pedestrian activity.

A pedestrian actuated signal and associated crosswalk is planned for Mt. Vernon Highway at North Peachtree. This highly visible signal will be located at a midblock crossing where significant student pedestrian activity occurs (crossing from an existing sidewalk on North Peachtree to a commercial node on Mt Vernon Highway).

Our SRTS committee is confident - based on parent feedback - that with these infrastructure improvements we will have an additional 200 students walking or riding bikes to school.

SECTION 4 - PROGRAM INFORMATION

[Total of 30 Points]

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

Kingsley's Charter Council discovered the Safe Routes to School program (SRTS) in late spring 2007 while researching ways to improve traffic and pedestrian safety near our school. A member of our charter council (Tom Lambert) registered for and attended the June 12th SRTS WORKSHOP at Roswell City Hall. Immediately following this meeting, Kingsley began to take its initial steps towards being a SRTS school. We formed a school SRTS Committee, led by a volunteer chair, to evaluate the walking environment and develop a plan for safe walking and bicycling. Our first step was to try and create a safe pedestrian environment around the school. Prior to this point, there was no formal procedure in place for student drop-off/pick-up, and the situation around the school was chaotic and dangerous. Over the summer, our SRTS committee (with the cooperation of school administration and local neighbor input) developed a NEW CAR POOL PROCEDURE for student drop-off and pick-up (see exhibits E & F), which reduced traffic in front of the school, eliminated parking and curbside drop-off in front of the school and made all traffic one-way during car pool hours. This new procedure has dramatically improved pedestrian safety immediately surrounding the school, and has resulted in a more efficient and easier to manage car-pool process. The school also notified the neighbors living near the school of our new program to encourage their participation (exhibit E).

Our requests for a crossing guard from DeKalb County were denied, so in the spring of 2008 our SRTS committee formed a PARENT SAFETY PATROL. The parent safety patrol works during car pool hours to ENFORCE car pool rules, act as crossing guards, and ensure the overall safety near the school during student drop-off and pick-up. Our SRTS COMMITTEE has used our SCHOOL COMMUNICATIONS (weekly newsletter, e-mails) to constantly reinforce safe driving habits near the school, and to remind parents to be aware of student walkers. We have also worked with DEKALB COUNTY POLICE to have officers periodically park near and around the school during car pool hours to ENFORCE traffic laws. We have the commitment from the new city of Dunwoody to have regular enforcement near the school from the DUNWOODY POLICE.

We have conducted an ON-LINE PARENT SURVEY (accessible via our school website) to gauge interest in a walking to school program. Overwhelmingly, the largest concern for parents preventing them from allowing their children to walk to school was traffic safety (75% cited this as an obstacle). We were encouraged, however, that over 58% of our parents responded that they would be likely to allow their child to participate in a walking school bus program.

Kingsley dedicated a recent PARENT MEETING to our SRTS program to educate our parents and encourage their participation. Our plan is to host PEDESTRIAN & BIKE SAFETY CLASSES in February 2009 as part of our kick-off for Walking Wednesdays. Our SRTS committee has plans to begin "WALKING WEDNESDAYS" in March 2009, using the WALKING SCHOOL BUS model. Our initial goal is to walk the 1st and 3rd Wednesday's of the month, and expand this as participation and awareness of the program grow. We have three initial routes marked off, including "drop-off" sites where students living beyond two-miles from the school could join the walking school bus route. All of our requested infrastructure improvements are along these three "bus" routes (exhibit G).

We are eagerly awaiting the launch of GDOT's SRTS resource center, and hope to use those resources to enhance the education of our parents and students. In the mean time, we have researched other complimentary programs and resources to help educate our parents and students. We are a registered "CLEAN AIR SCHOOL" with the Clean Air Campaign, and are using its "WALK THERE FOR CLEAN AIR" program to educate our parents and students. We are also using resources and educational materials from the CDC's "KIDS WALK TO SCHOOL PROGRAM".

In the fall of 2008, we placed a bike rack along the school near our car pool entrance. Spring 2009, our SRTS committee will host bicycle safety training classes and ENCOURAGE students to ride their bikes to school with an INCENTIVE PROGRAM.

Kingsley's Safe Routes to School plan is available on our school website www.kingsleycharter.org (Select "Parent Notebook" from left menu, then "Safe Routes"). The direct link is as follows:
<http://www.kingsleycharter.org/HTMLpages/Routes.htm>

SECTION 5 - PROJECT COST ESTIMATE

[Total of 10 Points]

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

SECTION 6 - SIGNATURES

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

<hr/>		
Signature of City/County Engineer, Mayor, County Commissioner, City Manager, etc. Public Works Department, City of Dunwoody	Richard Meehan Print Name of City/County Engineer, Mayor, County Commissioner, City Manager, etc.	
<hr/>	<hr/>	<hr/>
Name of Agency	678-382-6852 Telephone Number	12/8/2008 Date

<hr/>		
Signature of School District Superintendent	Crawford Lewis Print Name of School District Superintendent	
<hr/>	<hr/>	<hr/>
DeKalb County School System Name of School District	678-874-8902 Telephone Number	12/8/2008 Date

<hr/>		
School 1: Signature of Principal	Karen Graham School 1: Print Name of Principal	
<hr/>	<hr/>	<hr/>
Kingsley Charter Elementary Name of School	678-874-8902 Telephone Number	12/8/08 Date

<hr/>		
School 2: Signature of Principal	School 2: Print Name of Principal	
<hr/>	<hr/>	<hr/>
Name of School	Telephone Number	Date

<hr/>		
School 3: Signature of Principal	School 3: Print Name of Principal	
<hr/>	<hr/>	<hr/>
Name of School	Telephone Number	Date

<hr/>		
School 4: Signature of Principal	School 4: Print Name of Principal	
<hr/>	<hr/>	<hr/>
Name of School	Telephone Number	Date

SECTION 5 - PROJECT COST ESTIMATE

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

[illegible]

EXHIBIT A Traffic Analysis Reports

Greater Traffic

Site Code: 00000000000000006805

BRENDON DR @ 213

A) Brendon Drive

NORTHBOUND															
Start Time	0	16	21	26	31	36	41	46	51	56	61	66	71	76	183700
End Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	Pace Number in Pace
01/19/06	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12-21
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	12-21
05:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	7-16
06:00	3	4	9	10	5	0	0	0	0	0	0	0	0	0	21-30
07:00	2	9	52	87	23	1	0	0	0	0	0	0	0	0	174
08:00	2	3	25	16	3	0	0	0	0	0	0	0	0	0	49
09:00	2	2	8	11	3	0	0	0	0	0	0	0	0	0	28
10:00	3	3	8	2	0	0	0	0	0	0	0	0	0	0	22
11:00	1	0	7	8	1	0	0	0	0	0	0	0	0	0	17
12 PM	1	1	4	6	1	0	0	0	0	0	0	0	0	0	13
13:00	2	1	3	12	1	0	0	0	0	0	0	0	0	0	19
14:00	4	1	18	18	8	0	1	0	0	0	0	0	0	0	50
15:00	6	6	11	26	5	1	1	0	0	0	0	0	0	0	57
16:00	2	3	8	13	1	0	0	0	0	0	0	0	0	0	27
17:00	11	2	13	11	7	2	0	0	0	0	0	0	0	0	46
18:00	4	1	7	10	2	0	0	0	0	0	0	0	0	0	24
19:00	2	1	6	4	3	0	0	0	0	0	0	0	0	0	16
20:00	4	0	1	4	1	1	0	0	0	0	0	0	0	0	11
21:00	5	0	2	3	1	0	0	0	0	0	0	0	0	0	11
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	57	38	184	248	67	6	2	0	0	1	0	0	0	0	603
Percent	9.5%	6.3%	30.5%	41.1%	11.1%	1.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	07:00	04:00									07:00
Vol.	3	9	52	87	23	1									174
PM Peak	17:00	15:00	14:00	15:00	14:00	17:00	14:00	15:00							15:00
Vol.	11	6	18	26	8	2	1	1							57
Total	57	38	184	248	67	6	2	0	0	1	0	0	0	0	603
Percent	9.5%	6.3%	30.5%	41.1%	11.1%	1.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
Stats	10 MPH Pace Speed: 21-30 MPH Number in Pace: 432 Percent in Pace: 71.6% Number of Vehicles > 25 MPH: 324 Percent of Vehicles > 25 MPH: 53.7% Mean Speed(Average): 25 MPH														

Traffic Reports have been conducted on

- A) Brendon Drive
- B) North Peachtree Road
- C) Dartford Drive

All three of these reports confirmed unsafe speeds and high volume as "cut-through" roads.

All three streets met the qualifications for traffic calming devices (speed tables have already been installed on Dartford Drive).

Complete copies of these reports available upon request.

B) North Peachtree Road

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report City: Chamblee Street: North Peachtree Road 5038

A study of vehicle traffic was conducted with HI-STAR unit number 3268. The study was done in the southbound lane on North Peachtree Road 5038 in Chamblee, GA in Dekalb county. The study began on 06-20-2006 at 10:40 AM and concluded on 06-21-2006 at 10:40 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 1,770 vehicles passed through the location with a peak volume of 207 on 06-20-2006 at 04:40 PM and a minimum volume of 2 on 06-21-2006 at 03:40 AM. The AADT Count for this study was 1,770.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1															
0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	>
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
9	14	19	24	29	34	39	44	49	54	59	64	69	74		
0	19	32	41	108	244	498	440	221	80	46	14	13	7	3	

At least half of the vehicles were traveling in the 35 - 39 mph range or a lower speed. The average speed for all classified vehicles was 37 mph with 88.6 percent exceeding the posted speed of 25 mph. The HI-STAR found 2.10 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 35 mph and the 85th percentile was 43.19 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2							
0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1577	140	37	6	3	2	1	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,717 which represents 97.20 percent of the total classified vehicles. The number of Small Trucks in the study was 37 which represents 2.10 percent of the total classified vehicles. The number of Trucks/Buses in the study was 6 which represents 0.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 6 which represents 0.30 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 06-20-2006 at 04:40 PM the average headway between the vehicles was 17.31 seconds. The slowest traffic period was on 06-21-2006 at 03:40 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 125 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

C) Dartford Drive

REV. 10/06

DEKALB COUNTY

H5

ITEM NO.

BOARD OF COMMISSIONERS

BUSINESS AGENDA / MINUTES

MEETING DATE: February 14, 2006

HEARING TYPE
Public Hearing

ACTION TYPE
Resolution

SUBJECT: Traffic Calming Petition- Dartford Drive
Commission Districts: 1 & 6

DEPARTMENT: Public Works -Transportation

PUBLIC HEARING: ☒ YES ☐ NO

ATTACHMENT: ☒ YES ☐ No

INFORMATION CONTACT: Ted Rhinehart
John Gurbal

PAGES: 2

PHONE NUMBER: (770) 492-5200

PURPOSE:

To consider adopting the attached resolution creating Traffic Calming District Number 06-18-01 in Land Lots 369 and 370 of the 18th District, for the purpose of installing traffic calming measures (speed tables) and appropriate signage on Dartford Drive.

NEED/IMPACT:

Speeding has been confirmed on Dartford Drive, which meets the criteria for traffic calming measures. Owners of 76.92 percent of the eligible properties in the identified affected area have signed the petition to have traffic calming measures installed. The public hearing has been advertised and appropriate signs have been posted notifying residents in the area. All properties in the affected area will be assessed a yearly maintenance cost of \$25.00 during the life of the traffic calming measures beginning the first year after installation.

RECOMMENDATION(S):

Adopt the attached resolution to create Traffic Calming District Number 06-18-01 in Land Lots 369 and 370 of the 18th District, for the purpose of installing traffic calming measures (speed tables) and appropriate signage on Dartford Drive; and
Assess all properties in the affected area of this district an annual \$25.00 maintenance cost.

EXHIBIT B
Police Enforcement

Residents of the Kingsley neighborhood,

Over the past month, I have spent a lot of time patrolling your neighborhood specifically the area of N. Peachtree Road where it intersects Brendon Drive and Davantry Drive. I would like to make you aware of some concerns I have regarding traffic in the above noted areas. As you are aware, N. Peachtree Road is a through street which attracts an abundance of commuters attempting to “cut through” from The Georgia Perimeter Campus to the Gwinnett County side of Dunwoody. As you also know the primary areas of concern are the three way stop signs which are erected at the intersections of N. Peachtree Road and Brendon Drive and N. Peachtree Road and Davantry Drive. Over the course of the last month, I have “set up” on both of those stop signs during several different hours of the day including the afternoon school hours between the times of 1430 hours and 1530 hours. I have personally observed dozens, if not hundreds of vehicles fail to comply with both stop signs. I have issued several citations and even more warnings to as many violators as I could stop. I will say though that the violations are so voluminous that one police officer cannot effectively enforce the law at either of those locations.

It is my belief that a serious accident involving vehicles or even perhaps a pedestrian could occur at either location should the hazards go uncorrected. As a police department we are doing everything we can to assist in finding an answer to this problem. Having said that, it is a physical impossibility to stage an officer at the two locations permanently to enforce the law as it pertains to both intersections. It is my hope that something can be done on your end to curtail the ongoing problem.

Additionally, I have been made aware of a problem with vehicles speeding through the neighborhood and even through the school zone. I have been advised that the Kingsley neighborhood streets do not lend themselves to laser enforcement by law. I am working on alternative solutions to the problem but would appreciate any help you can give in reference to this issue. I appreciate your assistance on this matter as my ultimate goal is to keep the Kingsley students and parents safe as they walk throughout your neighborhood.

Thank you again for your time,

K.R. Laird #2622

Kingsley school has worked closely with the DeKalb County Police Department in an effort to improve traffic safety near the school and ensure that traffic laws are being obeyed by drivers.

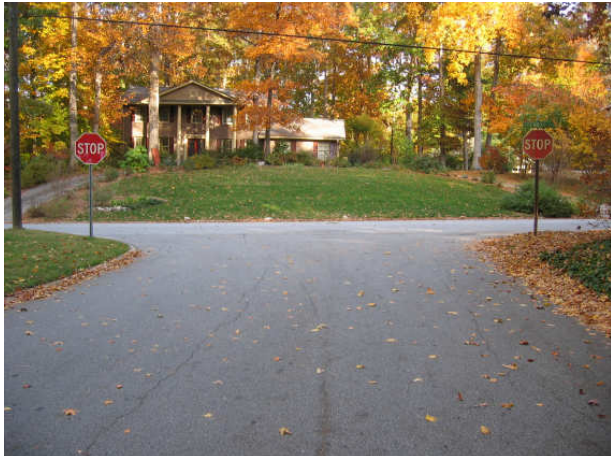
On several occasions, we have requested and received police officers stationed near the school to enforce traffic laws.

One officer who has worked regularly on traffic safety near Kingsley was concerned enough to write the letter which appears to the left. He documents the unsafe traffic conditions near the school, and references the high volume of citations issued.

Officer Laird has cited the need for traffic calming and pedestrian safety devices in the area surrounding Kingsley school.

Moving forward, Kingsley has a commitment from the City of Dunwoody to provide regular police enforcement of traffic safety near the school in support of our SRTS program.

EXHIBIT C
Addition of Crosswalks (painted stepladder, except as indicated)



**Dartford and
Brendon Drive**
Raised Asphalt Crosswalk



**Mt Vernon Hwy. and
Brendon Drive**
Pedestrian actuated
signal



**North Peachtree Road
And Davantry Drive**



**North Peachtree Rd
at Brook Run Park**



**North Peachtree Road
And Brendon Drive**



**Davantry Drive and
Brendon Drive**



**Seaton Drive and
Brendon Drive**



**Brendon Drive and
School Driveway**

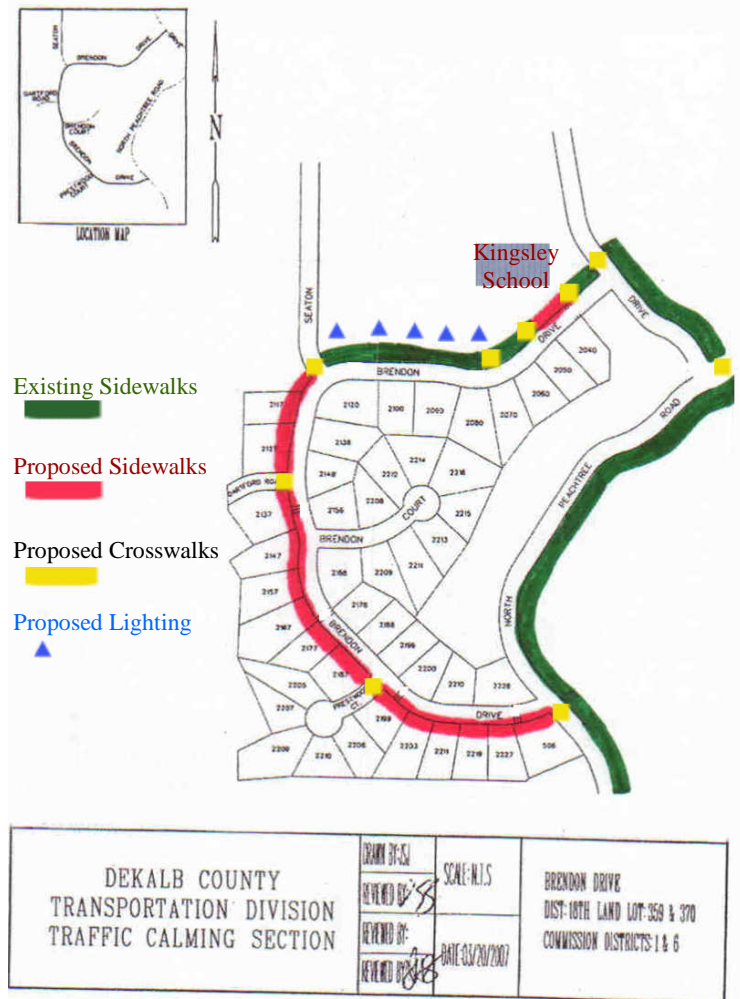
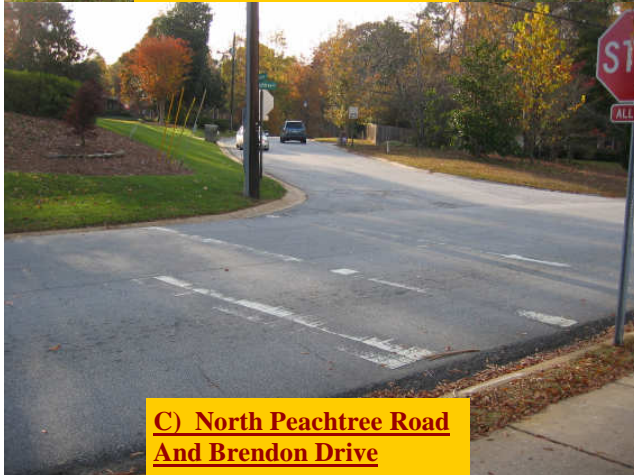
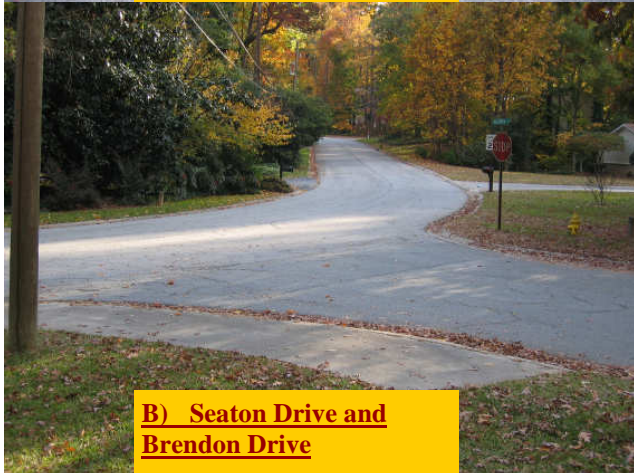


EXHIBIT D

Sidewalks and Lighting

The addition of sidewalks near the school is a necessity for pedestrian safety. Some sidewalks currently exist, and our proposal is to bridge the gaps where sidewalks are currently missing.

- A) The main entrance of the school has an island with no sidewalks, forcing pedestrians into the street immediately in front of the school.
- B) New sidewalk would originate at Seaton/Brendon Drive intersection (where sidewalk currently ends)
- C) Sidewalk will continue along Brendon Dr to N. Peachtree Rd.



Lighting (Lamp Posts)

Lighting is required along the northern side of the sidewalk approaching the school on Brendon Drive. This area is very dark during the hours children walk to school, presenting a serious safety concern.



EXHIBIT E
Letter sent to Kingsley Neighborhood (8/16/07)

Kingsley's principal, Karen Graham, sent a letter to the residents living near the school at the beginning of the **2007/2008** school year. The purpose of this letter was to address traffic safety concerns, notify neighbors of our new car pool procedures and inform the community that we would be participating in the Safe Routes to School Program. Community members were invited to join Kingsley's SRTS committee.

KAREN GRAHAM
PRINCIPAL



CRAWFORD LEWIS, Ph.D.
SUPERINTENDENT

DeKalb County School System
KINGSLEY CHARTER SCHOOL
2051 Brendon Drive
Dunwoody, Georgia 30338-4599
(678) 874-8902
FAX (678) 874-8910
www.dekalb.k12.ga.us

August 16, 2007

Our Neighbors on Brendon Drive,

As I am sure you have noticed by the increase in activity on your street, school is back in session for the 2007-2008 academic year.

The return of students also means the return of school busses and other related school traffic. We want to let you know that we are aware of the many concerns raised by neighbors dealing with this issue.

School administrators and parents worked together this summer to discuss a number of possible solutions. Our first step was to develop a new "car pool" procedure for student drop-off and pick-up. We have attached a copy of our new procedures for your reference. The two key components of this plan involve making Brendon Drive a one-way road for school traffic (essentially reducing the volume of cars driving by your house by 50%) and restricting parking on the residential side of the street (to alleviate gridlock and other concerns).

In addition to our new car pool procedures, we are very excited about participating in a new program sponsored by the Georgia Department of Transportation entitled "Safe Routes to School". In the coming weeks and months, we will be putting together teams to develop plans designed to increase traffic safety around the school and provide safe conditions that encourage children to walk to school. We welcome and encourage members of the neighborhood to be a part of our planning team. If you are interested in participating, please send an e-mail to our school's Charter Council at council@kingsleycharter.org. You can find out more information about this program on the internet at the following website:

<http://www.dot.state.ga.us/DOT/plan-prog/planning/projects/bicycle/SRTS/index.shtml>

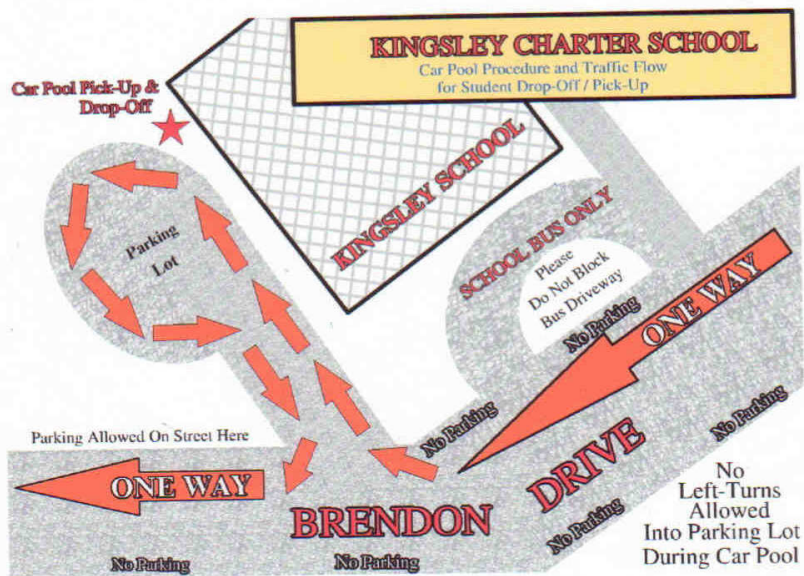
Please be assured that the safety of our students and neighbors is a top priority. We want to be a "good neighbor", and it is our sincere hope that you consider Kingsley Charter School an asset to this wonderful community.

Sincerely,

Karen Graham

Karen Graham
Principal, Kingsley Charter Elementary

EXHIBIT F Car Pool Procedures



After attending our initial SRTS workshop in June 2007, Kingsley's SRTS committee immediately went to work improving traffic safety near the school. The first order of business was to establish a formal car pool procedure for the drop-off and pick-up of students. The new car pool procedures were designed with the specific goal of improving pedestrian/bicycle safety near the school. The car pool procedures were instituted at the beginning of the 2007/2008 school year, and have dramatically increased pedestrian safety near Kingsley.

In the Spring of 2008, our SRTS committee formed a parent safety patrol (pictured below). The goal of the parent safety patrol is to enforce car pool procedures, act as crossing guards for our student walkers and ensure overall safety during car pool hours. Typically, four parent volunteers work daily at multiple locations near the school as our safety patrol.



CAR POOL

Procedures for student drop-off and pick-up

Kingsley has strict guidelines in place for all students that are driven to school in an automobile. To ensure a safe and efficient car pool system, all parents must comply with the following school policies when dropping-off and/or picking-up students.

RESTRICTIONS

- ♦ The circular driveway in front of the school is for **BUSSES ONLY** – no cars are permitted to drive through or park in this area.
- ♦ Please do not park or stop your vehicle on Brendon Drive in front of the school during car pool hours, as this will block our car pool lanes.
- ♦ Please do not park on the residential side of Brendon Drive, as this will restrict traffic flow and creates safety concerns. If you must park and leave your vehicle, please park on the school side of the street west of the car pool parking lot (wooded section of street – near outdoor classroom).
- ♦ No left turns will be allowed into school parking lot during car pool hours. Please observe one-way traffic pattern and do not attempt U-turns.
- ♦ **DO NOT ATTEMPT TO DROP-OFF OR PICK-UP YOUR STUDENT ANYWHERE OTHER THAN DESIGNATED AREA.** Under no circumstance should students exit vehicle in front of school or anywhere along Brendon Dr. during car pool hours.

TRAFFIC FLOW

(please refer to maps for illustration)

- ♦ During car pool hours (7:00-7:50 AM, 2:00 – 3:00 PM) Brendon Drive becomes a **ONE-WAY ROAD**, with school traffic traveling in a westerly direction. All cars should enter Brendon Drive via Davantry Drive only.
- ♦ Cars should proceed past the school and turn right into the parking lot on the western side of the school building. No vehi-

cles will be allowed to make a left turn into the parking lot from Brendon Drive.

- ♦ Cars should move forward in a single file line to the appropriate student drop-off / pick-up points near the school building. Students will be met by a member of the school staff.
- ♦ Parents should remain in vehicle at all times.
- ♦ After picking-up / dropping-off your student, please continue around the perimeter of the parking lot and exit by making a right turn onto Brendon Drive.

DROP-OFF

- ♦ Morning car pool is from 7:00-7:50 AM. Students may not be dropped off prior to 7:00 AM.
- ♦ The only acceptable location for students to exit your vehicle is at the west side entrance of the school, where they will be greeted by safety patrol or a faculty member.
- ♦ After 7:50 AM your student is **TARDY** and will not be allowed into their classroom until signed into the main office by a parent.

PICK-UP

- ♦ The school day ends at 2:30. Students who ride home in an automobile will be dismissed by their teachers at 2:35 and proceed to the car pool area.
- ♦ Parents that arrive prior to dismissal should remain in their car and begin to form a single file line extending back from the student pick-up point.
- ♦ If the car pool line should extend out onto Brendon Drive, please be aware that you do not block the school bus driveway in front of the school.

SAFETY

For the safety of all of our students, your family and our neighbors we ask that you please observe all posted speed limits, stop signs, pedestrian crosswalks and all other traffic laws. Don't forget to ensure that everyone in your car wears a seat belt at all times.

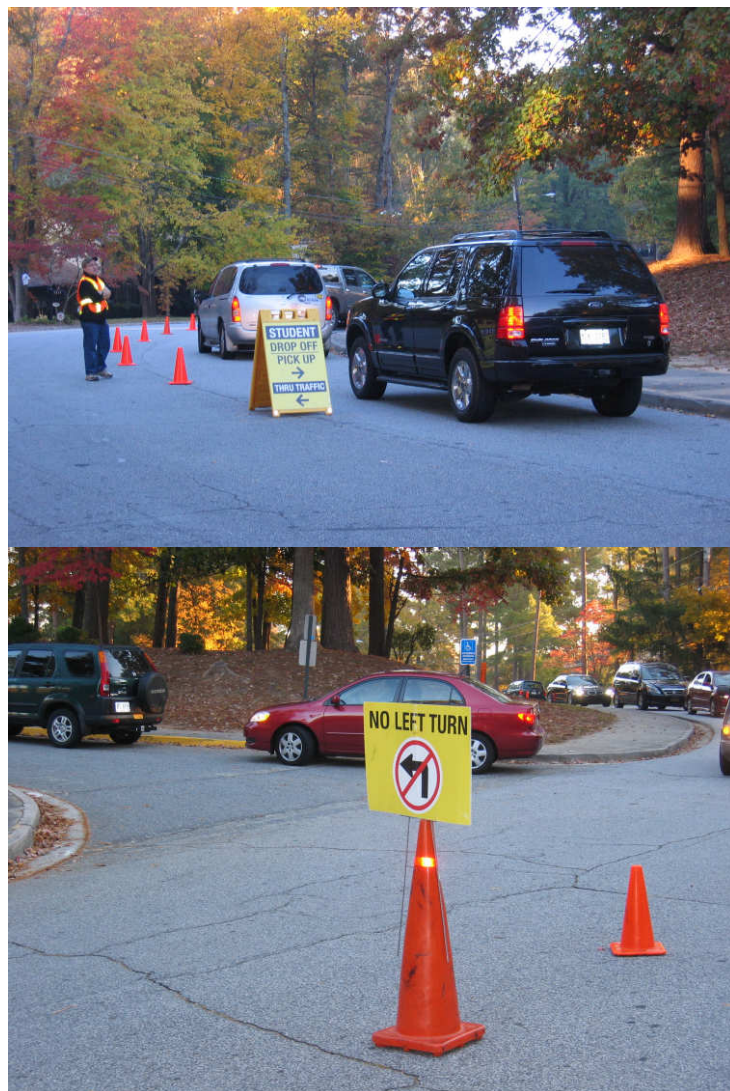
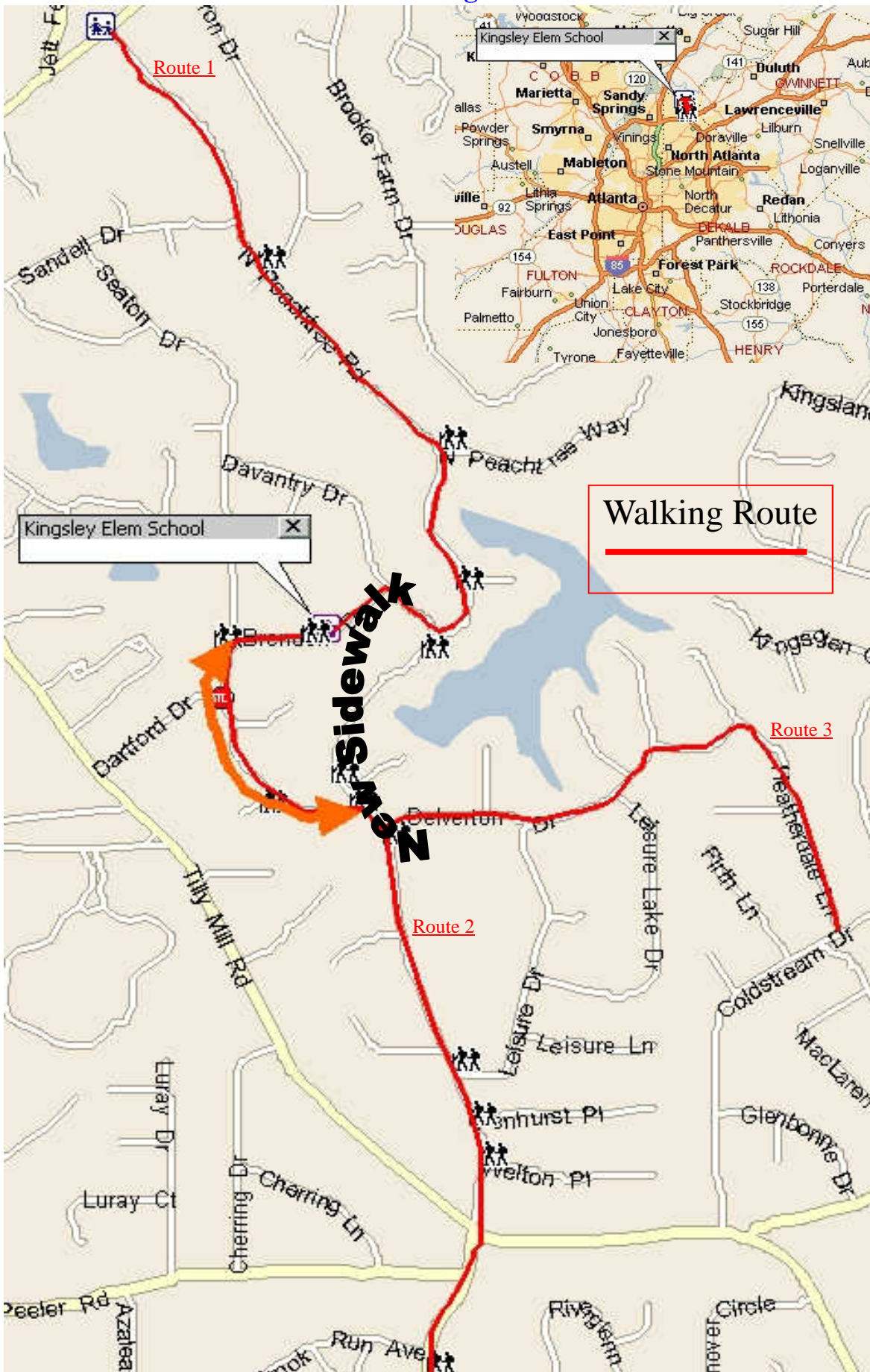


EXHIBIT G

Walking School Bus Routes



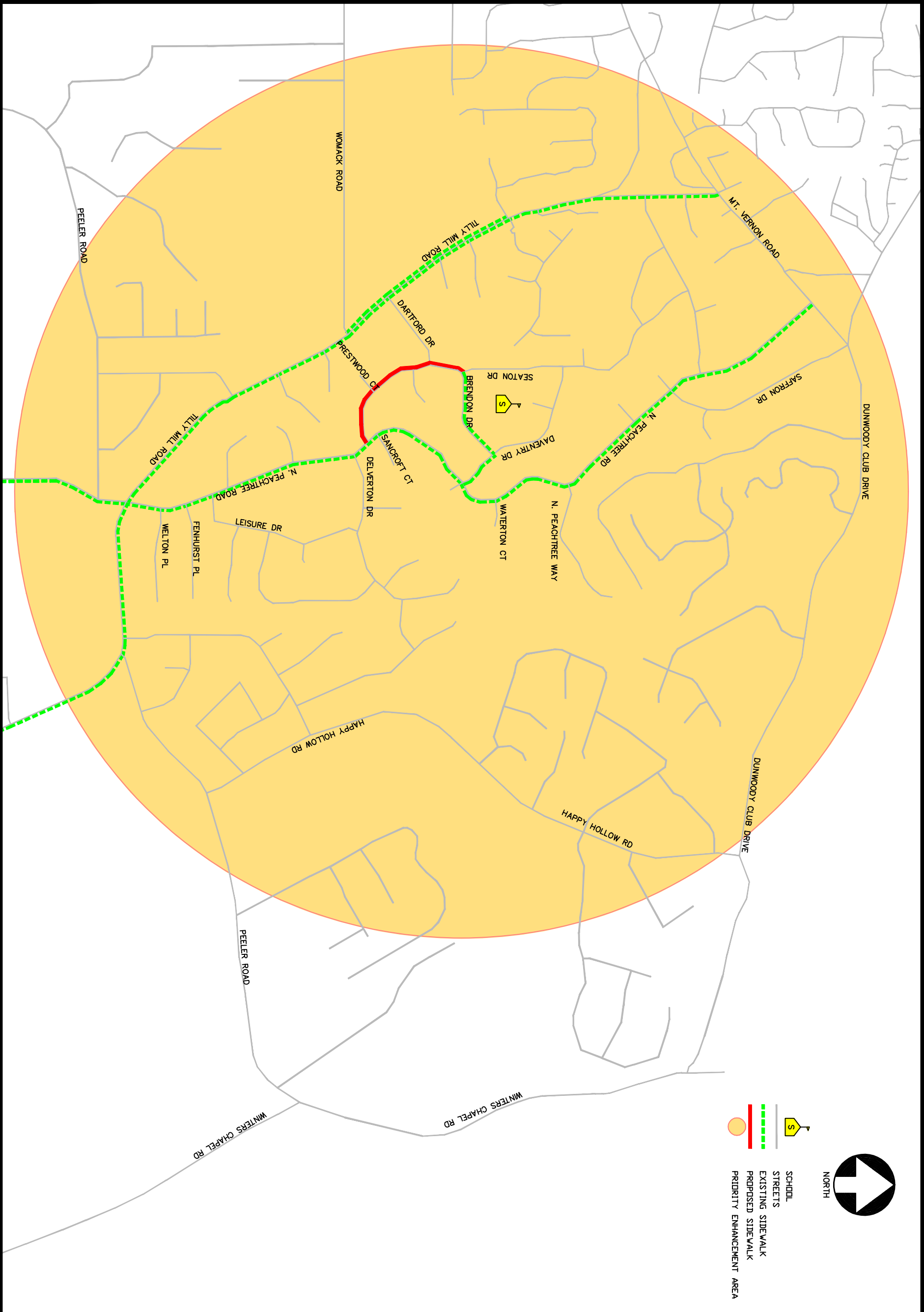
The map at left illustrates Kingsley's three initial "Walking School Bus" routes. These routes were carefully selected based on survey responses, where students live and taking advantage of existing infrastructure (sidewalks).

All elements of Kingsley's proposed project are along one of these three routes.

Route 1 (1 mile)
Originates with drop-off point near Mt Vernon Hwy and North Peachtree Rd, travels south along N. Peachtree, turns left on Davantry Drive, then left on Brendon drive to school

Route 2 (1 mile)
Originates with drop-off point at Brook Run Park, travels north along N. Peachtree Rd, left onto Brendon Dr to school (new sidewalks)

Route 3 (1 mile)
Originates on Heatherdale Dr to Redcliff Way, left onto Delverton Dr., right on N. Peachtree, left onto Brendon Drive to school. (new sidewalks)



SAFE ROUTES TO SCHOOL EXHIBIT



CITY OF DUNWOODY
GEORGIA SRTS

PREPARED FOR
CITY OF DUNWOODY
400 NORTHRIDGE ROAD, #1250
ATLANTA, GA 30350

DATE:	12-10-08
SCALE:	1"=1000'
PROJECT NO.	DUNWOODY
SHEET:	SRTS