Safe Routes 2 school

— City of Franklin, Indiana —

FRANKLIN
1823
INDIANA
CITY OF CHOICE
LIVE, WORK AND PLAY FOR A LIFETIME

FRANKLIN
COMMUNITY SCHOOLS
Student-Centered • Innovative

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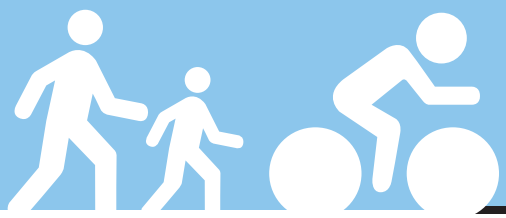

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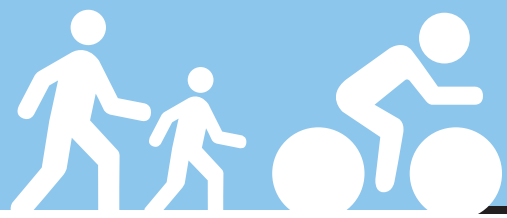

Acknowledgments

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The City of Franklin, IN in partnership with Franklin Community Schools

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December 2014

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Section
One

1 Executive Summary

Safe Routes to school

— City of Franklin, Indiana —

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1 Section One **Executive Summary**

INTRODUCTION

The primary goal of this Safe Routes to School (SRTS) Master Planning project was to develop a comprehensive SRTS plan that would help the community utilize its existing infrastructure network, via multi-use trails and sidewalks, as a means of encouraging student walking and bicycling to school. With many miles of multi-use trails already in place within the community, Franklin has clearly demonstrated its commitment to walking and biking. The meaning behind "community" in Franklin Community Schools is to provide the use of outdoor facilities that can be used by all residents, parents, and students living within the Franklin community. By incorporating the existing multi-use trail network into the SRTS plan, the City of Franklin and the Franklin Community Schools (FCS) have the opportunity to expand on this existing network to provide additional connections and facilities throughout the community.

City and school officials are interested in building on this resource to create a successful walk-to-school network. This plan to adapt Franklin's current trail system in order to promote its use for walking and bicycling to school will incorporate many elements, as outlined below.

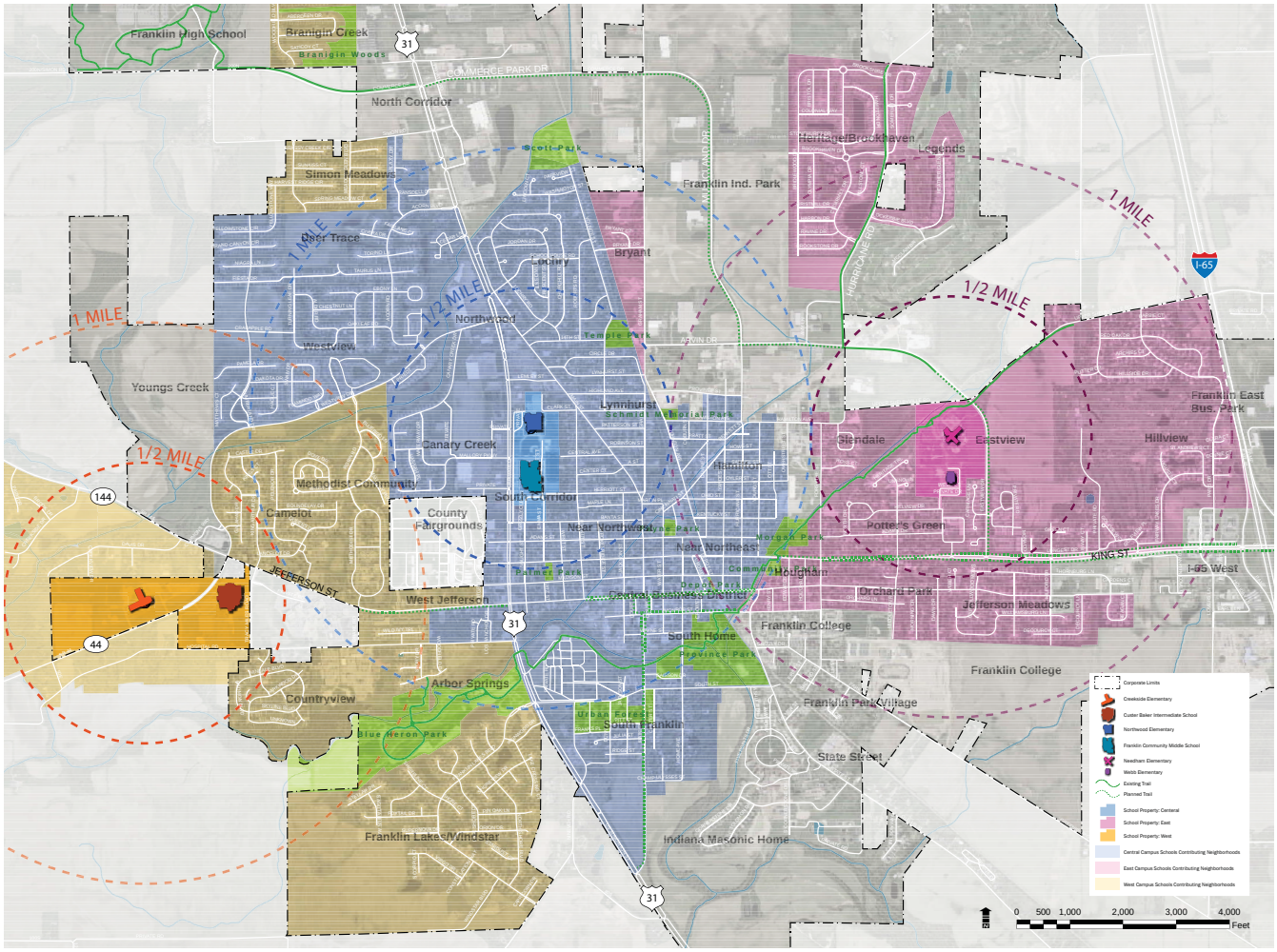
THE PLANNING AREA

This study focuses on the following six individual schools within the Franklin Community Schools:

- Creekside Elementary School
- Northwood Elementary School
- Webb Elementary School
- Needham Elementary School
- Custer Baker Intermediate School
- Franklin Community Middle School

Most of the elements in this study are focused on improvements at the six locations listed above. However, there are some elements of the study that are proposed for the Franklin Community Schools as a whole.

The planning area was defined as an area within 1/2 mile from each school campus for walking and within 1 mile of each school



- **Overall Project Area Map** - *Source: HWC*

campus for bicycling. These distances were based on nationally recognized standards for planning, walking, and bicycling facilities within a convenient distance for most people (typically a 10-15 minute trip). These standards were considered appropriate for the convenience and safety of most students who would be walking and bicycling to school. Walking or bicycling trips at distances greater than these are not recommended but may still be suitable for some students based on individual abilities. However, this project limits the study areas to those described above.

PURPOSE OF THE PLAN

The purpose of this document is to provide a reference guide with clear action items for the leaders and decision makers in the City of Franklin and the Franklin Community Schools to accomplish within the next several years.

RECOMMENDATIONS

For the purposes of this study, the recommendations are categorized by the 4 E's, as developed by the National Center for Safe Routes to School, which include: Education, Enforcement, Encouragement, and Engineering. Recommendations and conceptual graphics are provided for the main priorities and strategies for each of the 4 E's. There are also implementation recommendations for both city officials and school administrators.

Education

Recommendations for education strategies focus mainly on the planning of regular educational events. For instance, the Parks Department could reorganize the annual bicycle rodeo to be co-hosted by the City of Franklin and the Franklin Community Schools during either the first or last month of the school year. The school administration could hold events in conjunction with the International Walk to School Day, and they could host other regularly scheduled events that could also be combined with prizes and giveaways for encouragement. The education section also focuses on ways to educate parents and other residents in the community about safety and awareness for children walking and bicycling to school, as well as health benefits of walking and bicycling.

Enforcement

The enforcement section focuses on two different areas: on school property and within the neighborhoods and streets surrounding the schools. It is recommended that the school administration provide additional pavement paint and signage consistent with the recommendations outlined in Section 9 and 10. Additionally, it is recommended that the school begin a crossing guard program that provides adult crossing guards at important locations within the school zones. It is recommended that the City of Franklin increase enforcement efforts for traffic near the schools, specifically in the neighborhoods and along major roadways surrounding all the elementary schools.

Encouragement

The encouragement section focuses on ideas the schools and teachers to use to encourage walking and bicycling among students, including planning small walking trips around the school, using prizes and giveaways for mileage clubs or contests, forming walking school buses or bicycle trains, and forming a Park and Walk for students who live farther away from the school, especially in more rural areas. Many encouragement strategies can be used as a way to educate students on bicycle safety as well.

Engineering

Several engineering recommendations are included in this plan, and can be viewed in detail in *Section 9: Engineering Strategies* of this Master Plan.

Section 10: Implementation. This section outlines specific action items, potential sources of funding, and recommended project phasing. As with any physical improvements, some of the items may be fairly costly to implement and cooperation will be required to find necessary funding and capacity to complete them. State and federal grants are also available for the design and construction of pedestrian infrastructure.

Historic Franklin School House - Franklin, IN
Source: HWC

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Section
Two

Introduction

Safe Routes 2 school

— City of Franklin, Indiana —

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2 Section Two **Introduction**

OVERVIEW

Safe Routes to School is a nationally chartered program funded through the congressionally passed 2012 transportation bill called Moving Ahead for Progress in the 21st Century (MAP-21). National program guidance is provided through the National Center for Safe Routes to School (SRTS). Indiana administers the program through the Indiana Department of Transportation (INDOT). The SRTS program makes it possible for individual communities to make improvements to their pedestrian infrastructure. Its primary purpose is to increase students' walking and bicycling to school. On a broader level, the SRTS program can enhance children's health and well-being, ease traffic congestion near the school, and improve air quality and improve community members' overall quality of life.

Today there is a need to provide options that allow children to walk and bicycle to school safely. According to the National Center for Safe Routes to School, many communities struggle with traffic congestion around schools and motor vehicle emissions polluting the environment. At the same time, children in general engage in less physical activity, which contributes to the growing epidemic of obesity. *(Source: Methods for Estimating the Environmental Health Impacts of SRTS Programs.)* At first glance, these problems may seem to be separate issues, but Safe Routes to School (SRTS) programs can help address many of these challenges through a coordinated action plan. Franklin's SRTS program will use a variety of education, engineering, and enforcement strategies to help make routes safer for children to walk and bicycle to school and use encouragement strategies to promote more children to walk and bicycle.

Starting a SRTS program in Franklin is an opportunity to make walking and bicycling to school safer for children and to increase the number of children who choose to walk and bicycle. It is also a way for the city to encourage students to utilize the city's existing trails and to identify appropriate ways to expand that network which would provide greater benefit to the larger community.

The City of Franklin and Franklin Community Schools began this planning process with a list of several goals in mind.

- The primary goal was to identify improvements necessary to help make walking and bicycling safer for students.
- Secondly, the city wanted to find ways to incorporate those improvements into their ongoing maintenance and improvement projects.
- To accomplish this, the city wanted to perform a comprehensive evaluation of the routes to and from the schools, and to evaluate the existing trails and sidewalks for issues related to student use, including street crossings, creek crossings, and signage.

- **Franklin's trails system offers a wonderful opportunity for increased pedestrian connection through Safe Routes to School Initiatives** - May 13, 2014. *Source: HWC*

- They also wanted to adapt education and encouragement strategies which are applicable to the city's trail network by developing clear route maps for students and specific walking school bus/ bicycle train maps and schedules.

- The city also wanted to develop an annual itinerary of walking/bicycling events to be used for educational, encouragement, and enforcement activities.

FUNDING FOR THIS PROJECT

A SRTS non-infrastructure grant from the Indianapolis Metropolitan Planning Organization (MPO) helped fund this planning project. In addition to providing funds for planning, the grant also provides funds for educational/promotional materials for the program. Local money from the City of Franklin and Franklin Community Schools was also used for a portion of the project funding.

MAIN SRTS PROGRAM ELEMENTS

Communities throughout the country are free to develop their own elements for their SRTS programs, but the National Center for Safe Routes to School provides excellent resources for communities to use including project and programming support. One of these resources come in the form of overall program guidance, developed through compiling many years worth of lessons and best practices, known as the 5 E's. Communities use the 5 E's as a starting point for implementing a SRTS program: Education, Enforcement, Encouragement, Engineering, and Evaluation. While Evaluation is included in the 5 E's, it is considered an ongoing activity which should be utilized throughout the course of a successful SRTS program. This report follows those recommendations, and the following information introduces those elements.

Education

Education strategies are intended to increase community awareness about walking and bicycling issues, to teach students about pedestrian safety, and to educate parents about ways to get their children more active.

Enforcement

Enforcement strategies build on a community-wide efforts to promote behaviors that make it safer for students to walk and bicycle to school. Enforcement can include the involvement of law enforcement as well as neighborhood enforcement and patrols.

Encouragement

Encouragement strategies are intended to make walking and biking to school enjoyable and easy. These strategies generate excitement and interest in continuing to walk and bicycle beyond just a special event, and they can provide incentives for children to continue to want to participate in the programs.

Engineering

Engineering strategies are intended to improve physical conditions and enable more students to walk and bike to school safely. These strategies focus on the infrastructure conditions of the physical environment in neighborhoods, along city streets, and within school zones.

Evaluation

It is important for the school administration and city officials to regularly evaluate the SRTS program to gauge the program's success as well as its shortfalls. This evaluation should help the administrations determine where they need to focus more resources in order to expand or increase the success of the program.

FOR MORE INFORMATION:

Visit National Center for Safe Routes to School.

Website: www.saferoutesinfo.org

National Center for Safe Routes to School
730 Martin Luther King, Jr. Blvd, Suite 300
Chapel Hill, NC 27599-3430

1-866-610-SRTS

PLANNING PROCESS

Planning Franklin's SRTS program began in the fall of 2013. The process included the following:

Parent Surveys: Surveys regarding parents' perceptions and attitudes on their children walking and bicycling to school were collected during the fall of 2013. These surveys identified how many children walk/bike to school and what barriers parents felt prevented their children from walking/biking to school. Surveys were compiled and reviewed as part of this process, and they are included in *Appendix A* of this report for reference.

- **Field Investigation - HWC representatives spent time in Franklin to observe traffic patterns and existing site conditions along pedestrian routes students travel to get to school** - May 13, 2014. *Source: HWC*

- **School Site Evaluation at Custer Baker Intermediate School** - May 15, 2014. *Source: HWC*

School Site Evaluations: Walk throughs/ observations at each school within the study area were completed as part of the master planning process to determine the student drop-off and pick-up processes for each school, including those students who walk and bicycle to school.

Project Steering Committee: A steering committee was established consisting of members from each individual school to oversee the process and guide decision making. The committee consisted of city officials, police officers, school administrators, principals, teachers, parents, and community representatives. The committee met six times on approximately a monthly basis through the process. Drafts of the plan were reviewed by the committee members at several steps throughout the planning process.

School Task Force: A task force committee was established at each individual school to oversee the process and guide decision making. The committee consisted of city officials, police officers, school administrators, principals, teachers, parents, and community representatives. The committee met six times on approximately a monthly basis through the process. Drafts of the plan were reviewed by the committee members at several steps throughout the planning process.

Public Open House: A public open house was held on April 16, 2014 at Franklin Community Middle School.

Public Hearing: Copies of the draft plan were made available for public comment and were presented at a joint public meeting to the City Council and School Board on September 25, 2014.

Final Plan: Copies of the final plan were delivered to the City of Franklin and Franklin Community School Corporation on November 30, 2014.

BENEFITS OF SRTS

Benefits of SRTS include:

- **EXERCISE:** Walking provides a chance for everyone to participate in regular exercise. Evidence shows that more active children are likely to become more active adults. Just a 15 minute journey to and from school can contribute to half the daily recommended exercise for children, according the Pedestrians Society.

- **ROAD SENSE:** Children learn pedestrian skills for dealing with traffic.

- **SOCIALIZING:** Children talk and make new friends during the walk. Children are ready to learn at school because they've had a chance to chat. Children can also encourage other children to walk/bike with them to school through positive peer pressure.

- **ENVIRONMENT:** Foot journeys reduce traffic around schools, reduce air pollution, and improve the local environment. *(Source: Methods for Estimating the Environmental Health Impacts of SRTS Programs.)*

BARRIERS TO SRTS

While SRTS offers significant benefits, the reality is that there are many limitations that must be addressed in order to have an effective Safe Routes to Schools Program.

- First, there must be adequate sidewalks, crosswalks, and related infrastructure to allow students to walk and bike to school.

- Second, there are cultural barriers. This includes our culture's reliance on the personal automobile for most trips.

- Third, there are a number of safety concerns – such as crossing busy streets, traffic congestion in school zones, and concerns about the child's safety when left alone to walk or bicycle to school.

- Finally, there are other physical limitations. Those include weather conditions, lack of adequate lighting during winter months, and related issues.

Each of these issues must be fully addressed in the final plan to improve walking and bicycling in the community.

RECOMMENDATIONS FOR NEXT STEPS

Around the country, communities are conducting Safe Routes to School (SRTS) programs in order to enable and encourage children to walk and bicycle safely to school. Communities tailor a combination of engineering, education, encouragement, and enforcement strategies to address the specific needs of their schools.

The implementation plan found later in this document is the combination of strategies recommended by HWC Engineering to see that the SRTS program is fully implemented by the community and schools.

Evaluation is also an important component of any SRTS program. Evaluation is used to determine if the plan's primary goals are being met and to assure that resources are directed toward efforts that show the greatest likelihood of success. Evaluation can also help identify needed adjustments to the program while it is underway. The information found later in this document describes how to conduct a SRTS program evaluation that is tailored to that program's objectives and strategies.

Northwood Elementary - Franklin, IN
Source: HWC

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Section
Three

Community Overview

Safe Routes to school

— City of Franklin, Indiana —

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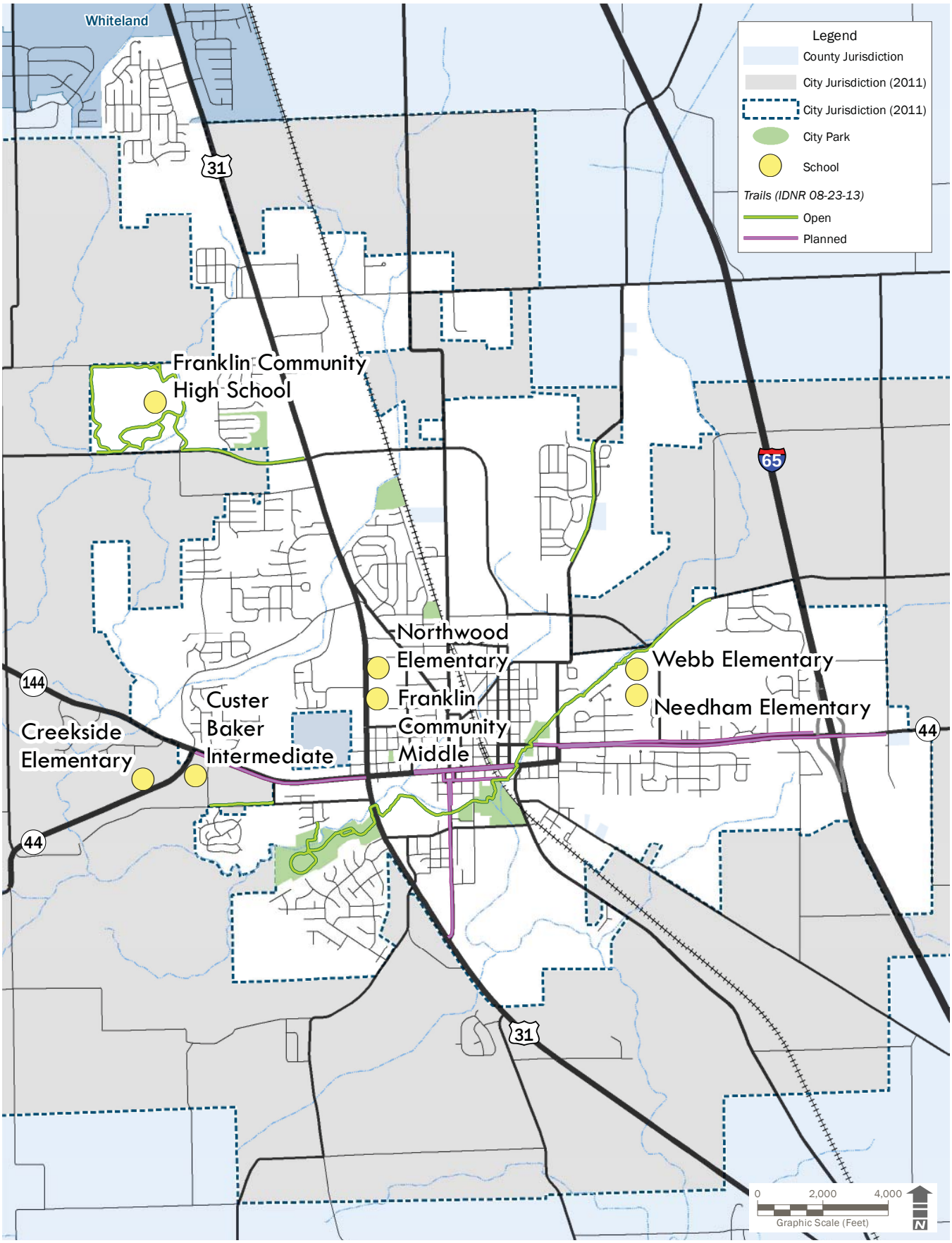
3 Section Three Community Overview

OVERVIEW OF FRANKLIN COMMUNITY SCHOOLS

Public schools in the City of Franklin are under the jurisdiction of the Franklin Community Schools. FCS operates 8 schools, of which the following 6 are included in this SRTS master plan:

- Creekside Elementary School is located on East State Road 44 to the west of Custer Baker Intermediate School and serves kindergarten through fourth grades.
- Needham Elementary School is located at the corner of Upper Shelbyville Road and Eastview Drive and serves kindergarten through fourth grades.


Whiteland
31
Legend
County Jurisdiction
City Jurisdiction (2011)
City Jurisdiction (2011)
City Park
School
Trails (IDNR 08-23-13)
Open
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High School
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Northwood
Elementary
Webb Elementary
Needham Elementary
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Custer
Baker
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Franklin
Community
Middle
Creekside
Elementary
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44
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4,000
Graphic Scale (Feet)
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- Northwood Elementary School is located on Grizzly Cub Drive north of the Middle School and serves grades kindergarten through fourth grades.

- Webb Elementary is located off of Eastview Drive to the south of Needham Elementary and serves kindergarten through fourth grades.

- Custer Baker Intermediate School is located off of State Road 44 to the east of Creekside Elementary and serves fifth through sixth grades.

- Franklin Community Middle School is located at 625 Grizzly Cub Drive adjacent to US 31 and serves seventh and eighth grades.

The following schools within the FCS system were not included in this SRTS study.

- Franklin Community High School is located at Cumberland Drive and Commerce Drive west of US 31 and serves ninth through twelfth grades. The high school is not part of the Safe Routes to School Master Plan because the lowest grade exceeds the maximum grade qualifying for study inclusion.

- Union Elementary School is located at the corner of West Division Road and S 400 W. This school is not part of this Safe Routes to School Master Plan because of its rural location.

The grant used to fund this project specifically targets policy and infrastructure improvements geared toward encouraging walking and bicycling to school for children in kindergarten through eighth grade.

A map of the project area showing the school

- **Province Park** *Source: HWC Engineering*

- **Hospital Road** - View looking west across from Arbor Springs. *Source: HWC Engineering*

- **Jefferson Street** *Source: HWC Engineering*

- **Home on Walnut Street** *Source: HWC Engineering*

- **Walnut Street** - Sidewalks in need of repair/replacement. *Source: HWC Engineering*

- **Franklin College** *Source: HWC Engineering*

district and location of each school is shown on page 24 and 25.

DEMOGRAPHICS OVERVIEW

This report is not intended to provide a full demographic analysis; however, a number of key observations related to demographic information were considered during planning.

Key observations include:

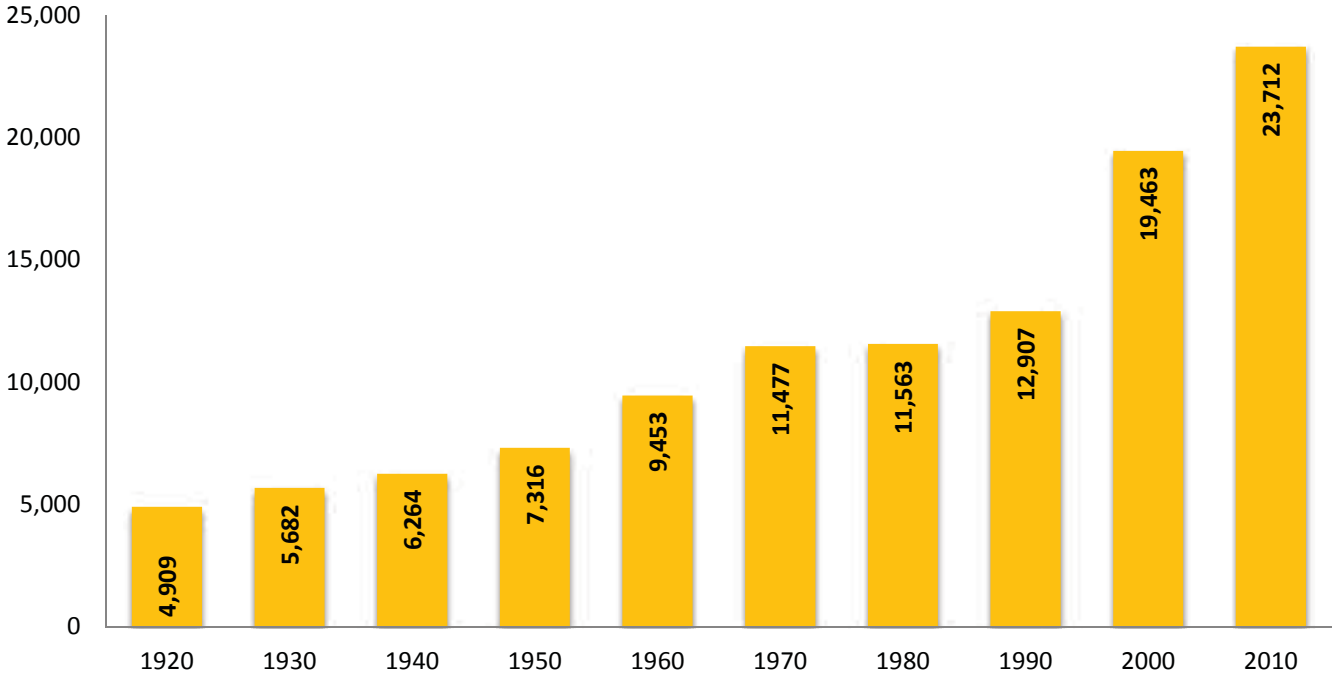
- According to the Indiana Department of Education, enrollment at Franklin Community Schools has remained steady at around 5,000 students during the last five years. This time period accounts for a modest net gain of 164 students (or 0.03%) since 2007.

- The graph on page 23 shows the percentage change in enrollment by individual school from 2007 to 2012. A decline in the Franklin Elementary School's and Franklin Middle School enrollments reflects the redistribution of students following the opening of Custer Baker Intermediate School in 2008 and the reconfiguration of the entire Franklin Community School Corporation in 2008.

- The population of Franklin has seen a significant increase in the past 20 years. Between 1980 and 2000, the population of Franklin increased by 51 percent. This increase in population to the area is attributed largely to the continual expansion of the Indianapolis Metropolitan area southward to most parts of Johnson County, including the City of Franklin.

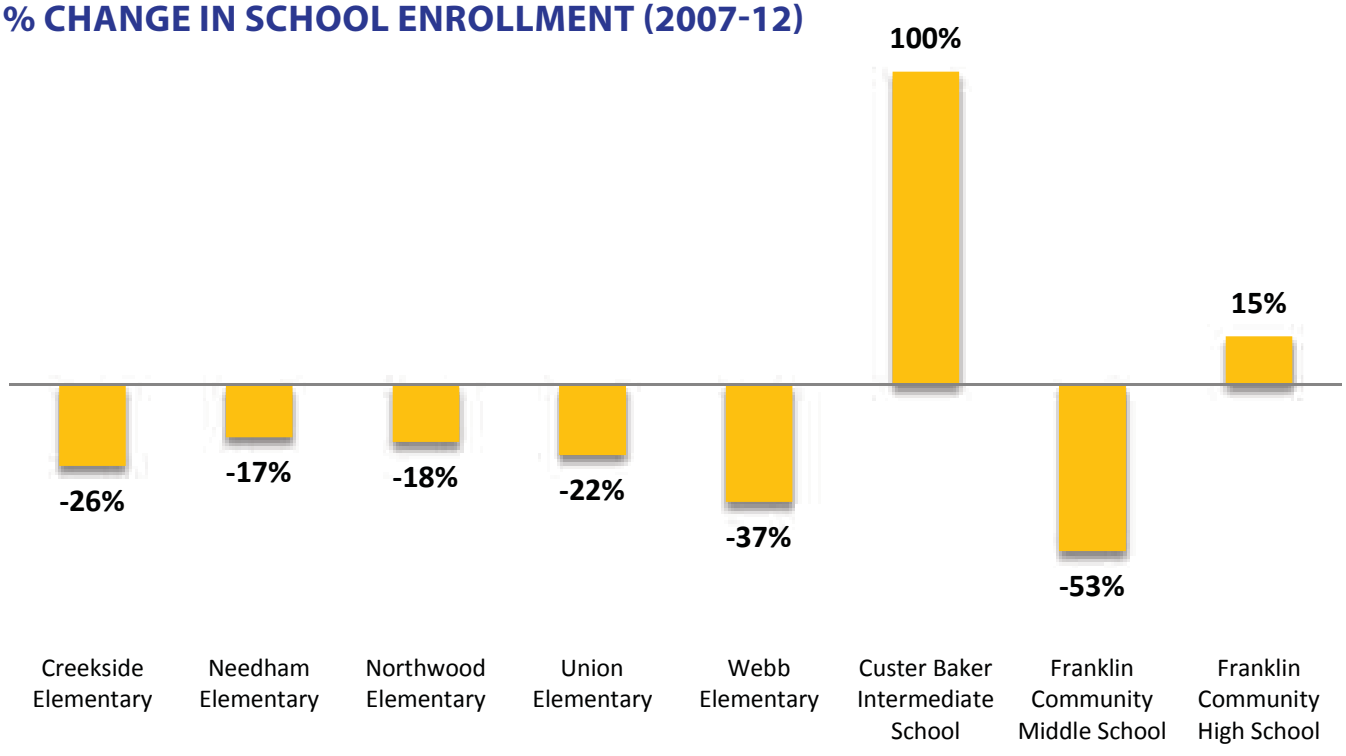
- According to recent census data, the population of Franklin continues to grow by nearly 22 percent over the last decade - adding another 4,000 residents from 2000 to 2010.

FRANKLIN POPULATION (1920-2010)

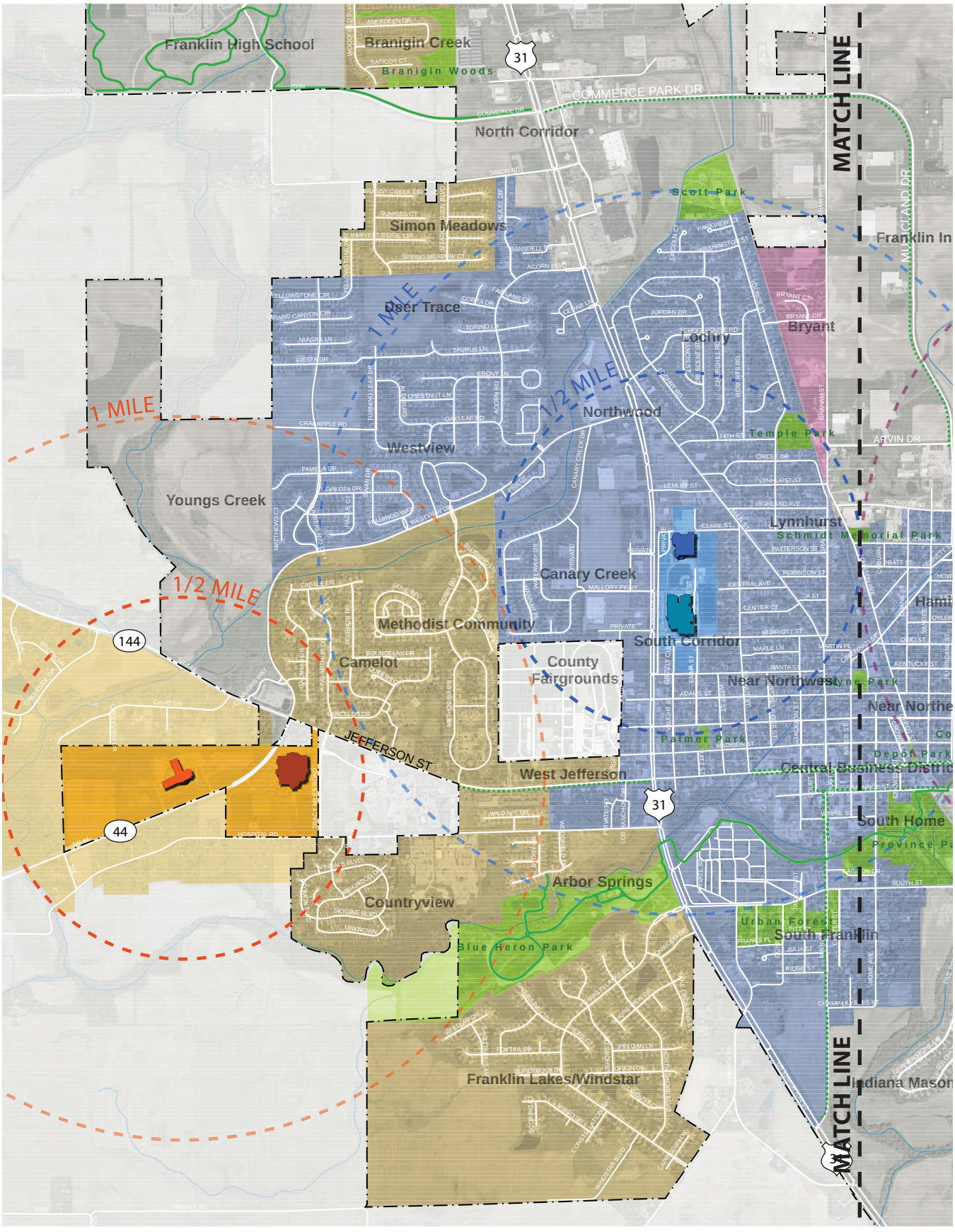


- *Source: STATS Indiana; Indiana Business Research Center*

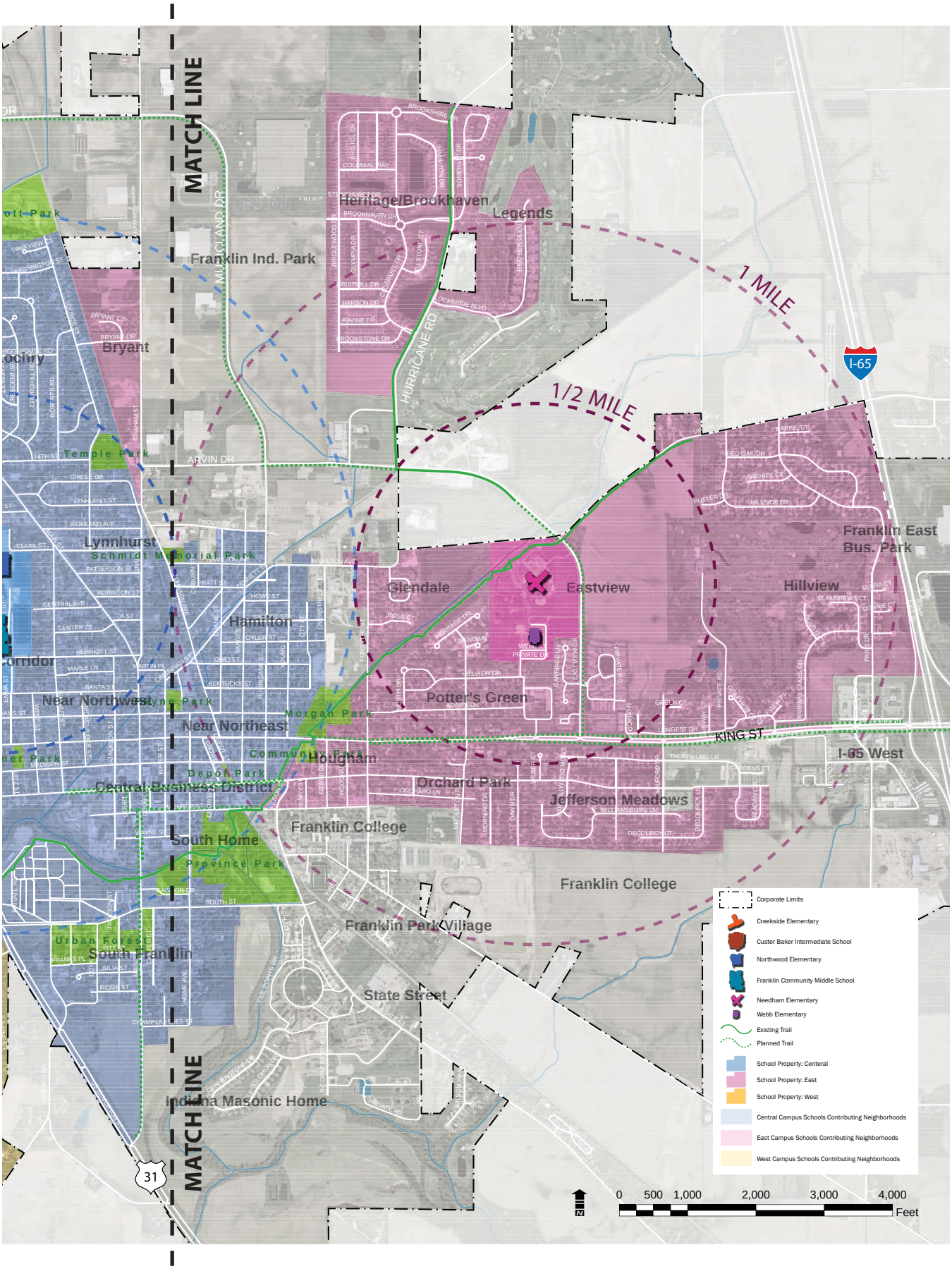
% CHANGE IN SCHOOL ENROLLMENT (2007-12)



- *Source: Indiana Department of Education*



- **Project Area** - *Source: HWC*


MATCH LINE
MATCH LINE
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Franklin Ind. Park
Heritage/Brookhaven
Legends
Bryant
Temple Park
Lynnhurst
Schmidt Memorial Park
Hamilton
Near Northwest
Near Northeast
Morgan Park
Houghham
Depot Park
Central Business District
Franklin College
South Home
Province Park
South Franklin
Urban Forest
Indiana Masonic Home
State Street
Franklin Park Village
Franklin College
Orchard Park
Jefferson Meadows
Potter's Green
Glendale
Eastview
Hillview
Franklin East Bus. Park
I-65 West
KING ST
HURRICANE RD
ARVIN DR
Corporate Limits
Creekside Elementary
Custer Baker Intermediate School
Northwood Elementary
Franklin Community Middle School
Needham Elementary
Webb Elementary
Existing Trail
Planned Trail
School Property: Centeral
School Property: East
School Property: West
Central Campus Schools Contributing Neighborhoods
East Campus Schools Contributing Neighborhoods
West Campus Schools Contributing Neighborhoods
0 500 1,000 2,000 3,000 4,000
Feet
N
31

Needham Elementary School - Franklin, IN
Source: HWC

Section
Four
Vision

Safe Routes school
— City of Franklin, Indiana —

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4 Section Four **Vision**

INTRODUCTION

A vision statement is a vivid idealized description of a desired outcome that inspires, energizes, and helps create a picture of a goal. Throughout the process of developing this SRTS program, HWC Engineering heard repeatedly that City of Franklin and Franklin Community School leaders wanted to build upon their existing infrastructure network in an effort to provide a safe alternative for students to get to and from school on a daily basis. The challenge was getting students who lived in outlying areas access to the infrastructure network to use for walking or bicycling to school within a reasonable time. In addition, it was also a challenge to provide a safe and accessible route across major roads and other physical barriers that currently present hazards for students wanting to walk and bicycle to school.

The following vision statement reflects the community's emphasis on utilizing their existing infrastructure network, via multi-use trails and sidewalks:

The primary purpose of the Franklin SRTS project is to develop a comprehensive plan to help the City of Franklin identify and encourage the safest walking and bicycling routes to school.

The City of Franklin has recently invested in many significant roadway and recreational trail improvements. These improvements have provided sidewalks and trail access to many residents and businesses across the community. Even with these recent improvements, there are still gaps in the pedestrian and bicycle network between many schools and neighborhoods. This study will evaluate, identify, and plan for strategic future improvements which will create a complete walk to school network.

The City of Franklin prides itself on being a pedestrian friendly city with walkable neighborhoods and an extensive trails system that connects city limits from east to west, and portions of the city from north to south. Walking and bicycling to school is an important component of this identity, and FCS wants to emphasize this in the years to come. To emphasize this priority, the City of Franklin and Franklin Community Schools will partner to improve the safety of walking and bicycling to school, and to encourage more students to do so through a number of innovative and exciting ways. This will include promoting walking and bicycling events at the school level, and by holding specialized days for the involvement of the entire community. These events and efforts to promote walking and bicycling to school will focus on enforcing safe behaviors, and constructing the necessary infrastructure to support walking and bicycling to school.

Franklin Greenway Trail near the Webb and Needham Elementary School campus- Franklin, IN
Source: HWC

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Section
Five

Barrier Analysis

Safe Routes 2 school

— City of Franklin, Indiana —

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5 Section Five **Barrier Analysis**

INTRODUCTION

According to research and feedback received from this study, there are many barriers associated with the decline in walking and bicycling to school. As motor vehicle traffic increases, parents become more convinced that it is unsafe for their children to walk or bicycle to school, which prompts more parents to drive their children to school, creating a self-perpetuating cycle of increased motor vehicle traffic in the school zone at peak traffic volume times.

At the same time, physical limitations provide real barriers to walking and bicycling to school. For example, a lack of sidewalks and other related physical infrastructure makes it unsafe for many students to travel to school. Other physical conditions such as seasonal daylight

limitations and weather conditions also play a key role in parents' decision to allow students to walk or bicycle to school.

In 1969, 89% of school children in kindergarten through eighth grades who lived within one mile of school walked or bicycled to school. That number had dropped to 35% by 2009. *(Source: How Children Get to School - School Travel Patterns from 1969 to 2009, Prepared by the National Center for SRTS, November 2011)*

In the fall of 2013, FCS sent surveys home to the parents of students asking questions regarding the parents' general opinion on allowing their children to walk or bicycle to school. The results of the survey indicate that there are several barriers that may be preventing more students from walking or bicycling to school which, if eliminated, would encourage more parents to allow their children to walk or bicycle to school.

Many parent comments include concerns about either available infrastructure or physical safety concerns. A brief discussion of these issues follows.

PHYSICAL INFRASTRUCTURE

It was mentioned in multiple meetings and by numerous committee members that FCS cannot promote children to walk or bicycle to school without the proper infrastructure in place that will give students a direct and safe route to school. A thorough discussion of the infrastructure recommendations to address these concerns can be found in *Section 9: Engineering Strategies*, but a brief summary follows.

Sidewalks or Pathways

According to the parent surveys and conversations at public meetings, sidewalks and pathways are an important asset parents consider when deciding to allow their children to walk or bicycle to school. Based on the existing inventory analysis that was completed as part of this plan, most of the existing sidewalks in Franklin are in good condition, especially throughout the downtown area. However, there are some areas where sidewalks are missing or in disrepair, particularly throughout older neighborhoods adjacent to the schools. This creates a physical safety barrier between a student's house and school which often times forces them to walk or ride on the streets during peak traffic times until they reach the next available sidewalk. Among the neighborhoods within the project study area needing sidewalks are Countryview, Potter's Green, Orchard Park, and Hillview Village.

Sidewalks within older neighborhoods that are not up to ADA standards also present significant physical barriers for students. For instance, a sidewalk that does not have an acceptable curb transition presents a barrier for children trying to navigate the preferred path to school on wheels. The City of Franklin has recently completed an ADA Transition Plan and is working on making necessary repairs to meet current guidelines. This study identifies some neighborhoods such as Camelot, just north of Custer Baker Intermediate School which need ADA improvements. These repairs could be made a priority under the city's current ADA improvement program in order to have a more immediate time frame to accomplish both the city ADA goals and the SRTS goals.

- **Existing driveway crosswalk on Hospital Rd.** - *Source: HWC*

- **Barrier for existing sidewalk** - *Source: HWC*

- **Existing intersection at Jefferson St and Middleton Rd.** *Source: HWC*

- **Existing sidewalk repair issues** - *Source: HWC*

- **Existing sidewalk curb transition issues** - *Source: HWC*

- **Existing sidewalk curb transition issues** - *Source: HWC*

Crosswalks and Four-way Intersections

Well-marked and visible crosswalks are important at all conflict points along the preferred route so that students can cross streets at centralized and highly visible locations. This is especially important at all major roads and intersections, specifically state highways and other busy roads. Some notable examples of this type of intersection/crossing concern include the following:

The intersection of Jefferson Street and Tracy Miles Road was mentioned by many people during the project as a dangerous intersection for students who want to cross from the Camelot Subdivision to Custer Baker Intermediate School. This intersection currently consists of a 2-way stop sign for traffic on Tracy Miles Road and the entrance to Camelot. Traffic on Jefferson Street does not have any existing indication to stop at this location, even though this intersection is marked as a pedestrian crossing.

The intersection of Eastview Drive and Upper Shelbyville Road is currently a flashing 4-way stop and does not have any visible crosswalk markings where the Franklin Greenway Trail crosses Eastview Drive.

The intersection of US 31 and Mallory Parkway is currently marked as a pedestrian crossing but the crosswalk markings have faded over time and are not very visible. High traffic volumes, a wide crossing distance, and visibility of anybody crossing at this location also present serious hazards for children crossing US 31 at this location.

- **Jefferson Street Intersection** - *Source: HWC*

Major Roads

An issue that was most commented on in the committee meetings was the danger of crossing major roads where traffic volume and high speeds can present dangerous travel conditions for all pedestrians, let alone children. It was mentioned that parents feel less comfortable allowing their children to walk or bicycle to school along busy major roads with high traffic volumes and high travel speeds. Some of the most frequently mentioned major highway corridors that run through Franklin include:

- US 31
- Jefferson Street
- King Street
- SR 44

US Highway 31 bisects Franklin in a north/south direction and is located adjacent to Franklin Community Middle School and Northwood Elementary School. Jefferson Street runs in an east/west direction trough the center of downtown. King Street begins at the I-65 interchange and runs west into downtown Franklin. State Road 44 enters a small portion of Franklin from the west and terminates at the intersection of Jefferson Street by Creekside Elementary and Custer Baker Intermediate School. Traffic along these routes is extremely heavy, especially along US 31 through one of Franklin's busiest commercial districts.

In addition to existing issues caused by heavy traffic on the corridors mentioned above, there may likely be a significant increase in the amount of traffic on North Main Street as a result of this corridor's recent improvements.

Methods to make crossings safer along this route are discussed in *Section 9: Engineering Strategies* of this document.

OTHER SAFETY CONCERNS

Many physical safety concerns exist which affect parents' decisions to allow their children to walk or bicycle to school. These can include traffic volume and speed as mentioned above, traffic congestion, child abduction, weather conditions, and daylight hours and route lighting. Whether real or perceived, these safety concerns have contributed to the sharp decline in children walking and bicycling to school. Following is a brief discussion on some of the safety concerns most frequently cited during this study.

Traffic Congestion

Traffic congestion is often identified as an issue, specifically surrounding the schools. This can be a self-perpetuating cycle. Parents may decide it is not safe for their children to walk or bicycle to school due to traffic congestion in the school zone, causing the parent to have to drive their children to school, which in-turn increases the amount of traffic congestion in the area.

The steering committee identified the student drop-off areas at each school as a location with heavy traffic congestion during peak times. Knowing this is an issue, which will likely only worsen in the coming years, it is important that circulation patterns be developed which specifically address safety measures and routing for walking and bicycling students.

- **Traffic congestion at Creekside Elementary during peak morning travel** - *Source: HWC*

Violence, Crime, and Child Abduction

In general, the City of Franklin is a safe and friendly place to live. Because of the nature of the community, violence and crime should be less of an issue for Franklin residents than what one would see in the more urbanized Indianapolis regions but there are still very valid concerns many parents raised about their children's safety when left unsupervised on their way to school. These legitimate concerns must be addressed before parents allow their children to walk or bicycle to school. Some strategies for helping alleviate these concerns include requiring younger students be accompanied by a responsible adult or requiring group (three or more students) travel for students below a certain age. Strategies such as walking school buses or bicycle trains are also ways to help reduce these hazards through organized and supervised groups for walking and bicycling to school. These and other strategies for reducing safety hazards are discussed in more detail in later chapters.

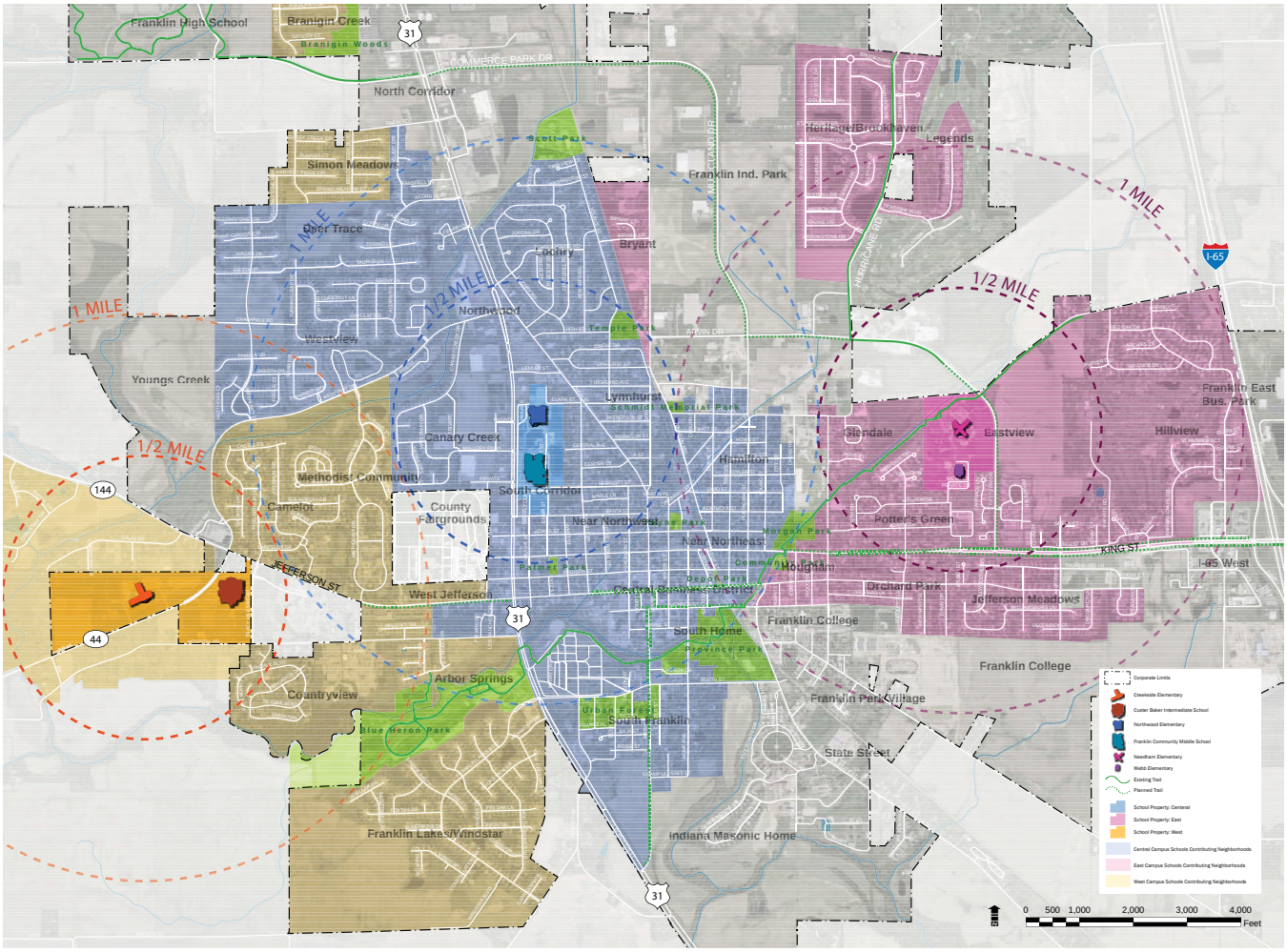
Weather Conditions

Inclement weather was another concern repeatedly mentioned by project participants as a factor in deciding when their children could walk or bicycle to school. While nothing can be done about the weather, it is possible for children to safely walk or bicycle to school in some inclement weather conditions, such as light rain or snow, with the appropriate outer-wear or equipment. It is important to educate students and parents on these issues and to encourage walking and bicycling to school even when the weather isn't perfect. It is important to note that Safe Routes to School efforts have been launched in areas with all kinds of weather conditions throughout the school year, from cities across Canada to Chicago, Illinois; Minneapolis, Minnesota; and Arlington, Massachusetts. *(Source: http://www.saferoutesinfor.org/guide/introduction/the_decline_of_walking_and_bicycling.cfm.)*

Daylight & Lighting

During the late fall, winter, and early spring months there is limited daylight in the morning, especially from October through March. The elementary school begins around 7:30 am, the intermediate school begins around 7:55, and the middle school begins around 8:05. Beginning in late October and lasting through the end of March, the sun does not rise until after 7:30 am, which means many students begin walking or bicycling to school in the dark, and in some cases would walk the entire route in the dark or with limited daylight when leaving the house at 7:00 am for school start time of 7:30.

Street lighting is sparse along many of the preferred walking routes, especially through some older neighborhoods where street lights do not even exist. The combination of these factors creates significant concerns for parents when evaluating whether to allow their children to walk or bicycle to school.



- **Project Area map showing acceptable walking and bicycling distance for most students** *Source: HWC*

Distance

Distance is the most common barrier that prevents students from walking and bicycling to school. According to recent studies, most children will walk or bike a half-mile to school. This is equivalent to approximately a 10-15 minute walk if given a direct path to follow. The map on the previous page shows a radius of ½ mile and 1 mile from each school in the study area. These are distances which have been determined to be acceptable walking and bicycling distances, respectively, for most students.

Distance limitations for older students wishing to walk or bicycle are somewhat unique due to the organization of their schools. Both the intermediate and middle schools are organized by grade, and not by neighborhood location which means that students from all over Franklin in grades 5-6 will attend the intermediate school and students in grades 7-8 will attend the middle school. Walking or bicycling to school for students attending these schools should still only be encouraged for students who live within 1/2 mile to 1 mile of their assigned school. Students living outside the 1 mile distance to school will most likely not be able to walk or bicycle even though they are fully capable of doing so but they can still benefit from the same education initiatives aimed at safe walking and bicycling practices. Other acceptable strategies for overcoming this type of barrier is presented in *Section 8: Encouragement Strategies.*

Busing

The FCS busing policy provides school bus access to all students within the school district, regardless of their distance from school. Most students within the study area ride a school bus to and from school. Approximately 64 percent of students from all schools combined ride the bus to and from school, while approximately 29 percent ride to and from school in a private vehicle, or driven by a parent.

Responsibility

Responsibility for student safety should be an important consideration as infrastructure and programming initiatives are developed. The element of responsibility extends from the idea of what would happen if a student who walks or bicycles to school did not arrive safely, when would it be noticed, and who would be notified. Parents want to be sure they will be notified if something happens to their children on the way to or from school, but schools may just assume that the child is out sick and not take particular notice of the absence. It is important that a clear communication protocol is established if/when students will be walking or bicycling to schools. Maintaining a list of students with parental permission to walk or bicycle is one method the schools can utilize to help ensure a student's absence is not overlooked. Likewise, parents should also clearly communicate to administrators their intent to allow a child to walk or bicycle to school so a watchful eye can be kept.

It is important to note that responsibility exists in some form for virtually all modes of transportation. Liability alone should not be cited as a barrier to enacting a SRTS program. The Federal Highway Administration has stated that SRTS does not necessarily increase liability, it simply redistributes it. SRTS programs provide an opportunity to evaluate the entire student travel system of the physical environment and school policies, including walking and bicycling, as well as busing and student drop-off and pick up. SRTS programs allow communities to identify gaps in their travel system that otherwise may have gone unnoticed.

STRATEGIES TO OVERCOME BARRIERS

The following table provides a summary of each barrier, potential strategies to overcome the barriers, and the location within this plan where more detail is provided.

Table of Strategies to Overcome Barriers

BARRIER CATEGORY	BARRIER	POTENTIAL STRATEGIES
Physical Infrastructure	Lack of Sidewalks	Construct new sidewalks - Section 9
	Lack of ADA standards	Construct new curb ramp transitions at sidewalk crossing locations - Section 9
	Crosswalks and Four Way Stops	Improve unsafe crosswalks and intersections - Section 9
	Major Roads	Traffic enforcement strategies - Section 7, and infrastructure improvements - Section 9
Physical Safety Concerns	Traffic Congestion	Traffic enforcement strategies - Section 7
	Violence, Crime, and Child Abduction	Walking school buses - Section 8
	Weather Conditions	Education and Encouragement - Sections 6 and 8
	Daylight & Lighting	Walking school buses and new lighting infrastructure - Sections 8 and 9
Distance		Bike Train, park and ride - Section 8

- **Buses at Needham Elementary** - *Source: HWC*

Webb Elementary School - Franklin, IN
Source: HWC

Section
Six

Education Strategies

Safe Routes to school

— City of Franklin, Indiana —

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6 Section Six Education Strategies

INTRODUCTION

Education strategies are intended to increase community awareness of walking and bicycling issues, to teach students about pedestrian safety, and to educate parents about ways to help keep their children active.

OVERVIEW OF EDUCATION STRATEGIES

Education strategies are intended to increase community awareness of walking and bicycling issues, and to teach students and the community related safety skills. Education strategies should:

- Bring awareness to SRTS efforts and goals.
- Educate students and the community on pedestrian and bicycle safety skills.

- Educate students and the community on traffic safety issues.

Education strategies should not be targeted at just students. Instead, creating a community culture of walking and bicycling will provide the greatest long term benefits for Franklin. Reaching a broader community audience will require a number of different audiences to be reached with the SRTS message. These groups should include:

- Children
- Parents
- Drivers
- Neighbors

TAILOR EDUCATION STRATEGIES TO THE INTENDED AUDIENCE

Education Strategies for Children

When planning education events geared toward children, keep in mind that children learn differently from adults. Children learn well when they can see and touch what they are learning, so it is important to provide fun hands-on activities that can teach bicycle and pedestrian safety.

The school administration should consider revising the school policy to include procedures for walking and bicycling to school in addition to parent drop-off/pick-up. After reviewing and revising the parent drop-off/pick-up policies at the schools, the school should coordinate

- **Games and hands-on activities are effective teaching methods for children.** *Source: Healthy City Fall River, SRTS Program*

education drills at the beginning of each school year for those walking and bicycling to school. These drills should include information such as where to walk, where to cross streets, and where to enter the building. It is important to be consistent with the routes children should follow.

It would also be beneficial to create a curriculum for teaching pedestrian safety. See proposed strategies in this section for more guidance on this topic. A SRTS specific curriculum component should be used to organize all school-sponsored educational events geared toward walking and bicycling.

Teachers should also be encouraged to incorporate walking and biking education into core curriculum topics such as math, science, language, and art. The lesson content should be linked to state education standards.

Individual schools can plan walking or biking field trips within the city, if possible. Use these as opportunities to promote walking and bicycling and using the city's trail system.

Education Strategies for Adults

It is important to include adults in pedestrian safety education activities as well. This community outreach effort should be tailored to include information on pedestrian safety from both the pedestrian standpoint and the driver standpoint.

The school could host events at the schools for both parents and students. These can be used to help adults and students learn together and help provide a uniform message on pedestrian safety guidelines. These events can be used as a way for the school administration to help parents better understand school drop-off and pick-up policies at the individual schools.

The city should continue to provide signage and pavement markings near the schools, especially along identified pedestrian routes being used by children. When driving through neighborhoods, it is not always apparent that a school is nearby, so signage and pavement markings can go a long way, toward making drivers more aware of children's presence.

PROPOSED STRATEGIES FOR EXPANDING SRTS EDUCATION

STRATEGY 1: HOST EVENTS

The Franklin Community Schools and the City of Franklin can partner to host regular events to promote safety and generate excitement for walking and bicycling to school. While intended primarily as an encouragement strategy, holding one or more SRTS events during the school year also presents an opportunity to educate children on walking and bicycling safety, health benefits, and environmental impacts. Education activities can occur in the classroom in advance of SRTS events, or could be part of the event itself. A sample calendar of monthly events for the school year is presented at the end of this section.

Strategy 1.1: Bicycle Rodeo

Franklin Community Schools could partner with The White River Township Fire Department to host a Bicycle Rodeo during the week of International Walk/Bike to School Day. This day is organized by the National Center for Safe Routes to School and occurs at the same time each year. Organizing an activity around this day would allow FCS to use the national publicity materials to promote increased interest in the local event. This would get the community more

- **Bicycle Training Course** *Source: SRTS Guide, www.saferoutesinfo.org*

involved and therefore promote it more directly to students and parents. This could take place at one centralized location or could be set up to move to each school campus during a week designated for walking and bicycle safety.

In addition, the schools could partner with a local bicycle shop or organization to sponsor and host a bicycle event to be held in conjunction with the bicycle safety classes taught in PE classes or school field day events at the end of the school year. This could be another Bicycle Rodeo, or it could be a smaller event that is intended to remind students to walk or bicycle whenever possible and provide additional pedestrian safety education, and it would provide a great kick-off to the summer break.

Strategy 1.2: International Walk to School Day

Franklin Community Schools should consider participating in the International Walk to School Day held in October. This event is a nationally recognized event promoted by the National Center for Safe Routes to School. Each local school could develop and promote their own program. Schools can plan week-long events that promote pedestrian safety and encourage students to walk or bicycle to school, or they can simply provide a day of organized and supervised walking to school. This could be held in conjunction with the schools' fall bicycle safety curriculum.

Strategy 1.3: Additional Warm-Weather Activities

The schools should also consider planning additional monthly activities for other warm-weather months during the school year. As students become more and more interested in walking and bicycling to school, the school administration may choose to offer organized events more frequently. Each event should reiterate the importance of pedestrian safety and offer additional opportunities to educate students, parents, and the community.

INSPIRATION!

Idea for Stations at a Bike Rodeo:

- Helmet Check
- Bike Fit
- Wheel Shop
- Follow Rules
- Ride Right
- Safe Places to Wheel

STRATEGY 2: MONTHLY OR WEEKLY ANNOUNCEMENTS

The schools should also consider utilizing current communication resources to distribute walking and bicycling safety information and materials to students and parents. In addition, the schools could conduct periodic parent announcements and surveys to promote more walking and bicycling programs. As students and parents become more interested in these programs, communication will be crucial in maintaining awareness and excitement for Franklin's Safe Routes to School Program.

Strategy 2.1: Develop and Distribute SRTS Materials to Parents

Since not all parents will be involved in a steering committee, it is important that materials regarding walking and bicycling to school be prepared and distributed directly to all parents. Most often, these materials are sent home from school with students. In addition, all schools have the ability to post information on the schools web page.

Materials should include the benefits and safety of walking and bicycling to school so that parents can become comfortable with their choice. These materials should also make it easy for parents to allow their children to participate in walking to school. For example, materials should include walking school bus routes, times and contact information.

Materials can include:

- Route to school maps.
- Recommended policies on which roads children should not cross except with the aid of a crossing guard.
- Benefits of SRTS – including safety of the program.
- Walking school bus/bike train route maps, times and contact information.
- Park and walk locations.
- Traffic safety tips for parents.

Strategy 2.2: Provide SRTS Education Information on Websites

SRTS materials and information should also be promoted on local websites – including the School Corporation's website and the City's website. Materials can include walking routes, walking school bus routes, special event schedules, benefits of walking and biking to schools. Adding links to other sites that promote walking and biking to school would also be beneficial.

INSPIRATION!

School Curriculum Ideas:

Elementary Grades:

- One-time instruction assemblies (video, speakers, skits). These are especially effective when used to kick-off a larger initiative.
- Traffic "obstacle courses" can be created to help children navigate simulated situations to improve their skills.
- Integrate SRTS message into other curriculums
- Math – Calculate distances
- Science – Discuss environmental benefits
- Reading – Read about walking
- Language – Write a story about what is seen walking to school
- Health – Discuss walking as a health habit
- In-class instruction by teachers, supported by the Police Department or local biking clubs.

Secondary Grades:

- Photojournalism projects to document walking/biking conditions.
- Student developed safety presentations.
- Walking/biking safety research and essays.
- Use pedometers to count steps, chart steps taken and calculate distances.

Strategy 2.3: Beginning of School SRTS Handouts

The beginning of each school year provides another opportunity to educate parents on walking and biking to school. It is recommended that the schools develop a take-home handout to inform parents of the SRTS program and opportunities for their children to walk and bicycle to school.

In addition to walking route maps, walking school bus routes and walking/bicycling safety information, this is also a key time to include information to educate parents on traffic safety in school zones.

Since there are many parents of different nationalities, it may be beneficial to present materials in a graphical form so that it is better understood by all or to provide information in multiple languages. Schools will also want to consider discussing programs one-on-one with families unfamiliar with local walking and bicycling practices.

STRATEGY 3: EDUCATING DRIVERS NEAR THE SCHOOLS

While parents are the most common drivers in school zones, many other members of the community travel the busy streets around the schools. Therefore, educating parents alone on bicycling and pedestrian safety will not be enough to create a safe atmosphere that promotes walking and bicycling as a community culture.

Speeding and other dangerous driving in the school zones was a major concern amongst the committee members. A National Safe Kids study of 27 cities found that of the vehicle speeds recorded during the 30 minutes before and after school, 65 percent of drivers exceeded the posted speed limit with 23 percent of these drivers traveling at least 10 mph above speed limit and 33 percent traveling 30 mph or more beyond the limit. *(Source: SRTS Guide "All Drivers Near the School". www.saferoutesinfo.org/guide/.)*

The need to reduce the number of speeders and the speeds at which they travel is crucial to ensure the routes to school are safe. As motor vehicle speed increases, so does the pedestrian injury severity and the likelihood of death. A pedestrian struck by a motor vehicle moving 20 mph has a 5 percent chance of dying. As motor vehicle speed increases to 30 mph and 40 mph, the likelihood that the pedestrian will be killed increases to 45 percent and 85 percent respectively. Slowing motor vehicle speeds not only reduces the chance of a pedestrian-vehicle collision because of the reduced stopping distance required, but it also reduces the chance of a pedestrian fatality or serious injury. *(Source: SRTS Guide "All Drivers Near the School". www.saferoutesinfo.org/guide/.)*

Reaching drivers not associated with the schools will require a broad community education effort. Associated strategies follow.

INSPIRATION!

Ideas for getting the Word Out about SRTS:

- Include the Franklin SRTS logo on all material.
- Develop an iPhone and Android app that highlights the preferred route to school and gives current location of the student's smart phone on a Google Map based platform.
- Include SRTS announcements on a Facebook Page.
- Promote SRTS through Twitter during a planned walking/bicycling school event.
- Include a reminder of a walking/bicycling/traffic rule in school newsletters.

Strategy 3.1: Develop SRTS Media Campaign

A coordinated media campaign can reach drivers of all types in the community. As noted before, a media campaign can be particularly effective if combined with enforcement efforts as described in that section of this plan.

Strategy 3.2: Speed Trailers

Also an enforcement tool, speed trailers visually display a driver's speed, along with the posted speed limit. More information on speed trailers is included in *Section 7: Enforcement Strategies*.

STRATEGY 4: EDUCATE NEIGHBORS

The success of a Safe Routes to School (SRTS) program can be influenced by neighbors who can either play an active role in making it safer for children to walk and bicycle to school, or they can resist these efforts.

Messages for neighbors include the need for them to participate in neighborhood watch programs and to be aware of the need to keep sidewalks free of obstructions (trash containers, shrub overgrowth, snow) to encourage walking and bicycling.

While some neighbors have children who attend the school, many do not. Addressing their needs and concerns and involving them in the SRTS process will increase the odds that they will be supportive.

Strategy 4.1: Involve Neighbors in SRTS Process

It is important that neighbors first be aware of the SRTS program. Since many neighbors may not have school age children, they are often uninformed on school programs and initiatives.

Suggestions for involving neighbors include:

- Mail or circulate fliers to homes near schools about the program.
- Invite neighbors to an open house about SRTS.
- Have school or Parent Council members attend neighborhood group meetings.
- Address neighbor issues during a media campaign.
- Include neighbors in SRTS events (for example, hold a community walking day in conjunction with Walk to School Day).

Safe Routes to School Master Plan
City of Franklin
Sample Calendar of Events

MONTH	ACTIVITY	DESCRIPTION
August	School Zone Safety	Educate parents and students about drop-off/pick-up procedures
September	Walking Field Trip	Walking field trips to downtown Franklin
		Use as an educational opportunity to teach about the history of Franklin
October	Walk to School Day	International Walk to School Day
		Organized Walking School Buses
		Park and Walk for long-distance students
November	Fall for All Walk and Bike Event	Educate students about appropriate winter attire for walking and biking to school
		Organized walking and biking event
December	Winter Walk	City walking trip to see holiday decorations
January	Indoor Walking Event	At-school indoor walking event
February	Poster Contest	Spring Walk to School Poster Contest - posters can be used to advertise spring events
March	Spring Walk to School Day	Educate students about appropriate wet-weather attire for walking and biking to school
		Organized walking and biking event
April	Walking Campaign	Walking encouragement program held with Franklin Parks Department
May	Bike to School Day	National Bike to School Day
		Organized Bicycle Trains
		Park and Ride for long-distance students

Custer Baker Intermediate School - Franklin, IN
Source: HWC

Section
Seven

Enforcement Strategies

Safe Routes 2 school

— City of Franklin, Indiana —

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Section Seven Enforcement Strategies

INTRODUCTION

Enforcement is another of the complimentary strategies used to implement an effective Safe Routes to Schools (SRTS) program. Enforcement strategies should reach beyond just police officers and law enforcement; it should be a community-wide effort to promote behaviors that make it safer for students to walk and bicycle to school.

Accordingly, this section of the plan outlines two distinct sets of strategies. The first are conventional strategies that law enforcement can use to manage driver behaviors. But, law enforcement efforts alone will not result in long term change. Therefore, a second group of enforcement strategies related to "community enforcement" is also discussed. Under the community enforcement approach, all members of the community play a role in managing behavior. Parents manage the driving habits of their teenagers, neighbors watch out for each other, and students participate in safety patrols.

UNSAFE BEHAVIORS TO BE ADDRESSED

The first step before beginning any enforcement action is understanding what behaviors need to be addressed. These include both driver and pedestrian/bicyclist behaviors.

Through meetings with the steering committee and from public comments, the following unsafe behaviors were noted: *(Source: Adapted from the SRTS Guide: Identifying Unsafe Behaviors. www.saferoutesinfo.org/guide/)*

Unsafe Driver Behaviors

- Speeding in school zones, near bus stops, and along walk to school routes.
- Drivers not stopping for pedestrians, especially in crosswalks.
- Running red lights and stop signs.
- Passing stopped school buses.
- Distracted driving (i.e. using a cell phone while driving).

Unsafe School Zone Drop-off/Pick-up Behaviors

- Illegal parking.
- Passenger cars in bus lanes.
- Dropping off students in places other than the designated location.
- Speeding in drop-off/pick-up lanes.
- Distracted driving (i.e. using a cell phone while driving).

Unsafe Pedestrian Behaviors

- Not looking before crossing the street.
- Crossing at inappropriate locations.
- Not wearing reflective clothing when there is poor lighting.

Unsafe Bicyclist Behaviors

- Riding into traffic without looking first.
- Riding on the wrong side of the street (Bicyclists should always ride with, not against, the flow of traffic).
- Not using hand signals when turning.
- Not obeying traffic signs and signals.
- Not wearing a helmet.

- **Pedestrian Crossing the Road Mid-block without safety of flashing lights or crosswalk** - March 20, 2014. *Source: HWC*

- **Children Walking on Road without Sidewalks** - March 20, 2014. *Source: HWC*

PROPOSED STRATEGIES FOR EXPANDING SRTS COMMUNITY ENFORCEMENT

LAW ENFORCEMENT APPROACH

Law enforcement efforts should be led by the Franklin Police Department. A number of strategies can be employed to affect unsafe behaviors, and to ultimately improve the safety of walking and bicycling in the community. Strategies outlined during the planning effort follow:

STRATEGY 1: ENHANCED ENFORCEMENT PERIODS (PROGRESSIVE TICKETING)

This strategy is to have short periods of increased enforcement combined with media coverage to increase awareness of pedestrian and bicycle issues. Also called progressive ticketing, the method uses a three-staged process to introduce ticketing motorists for violations related to pedestrian and bicycle safety. *(Source: SRTS Guide "Progressive Ticketing". www.saferoutesinfo.org/guide)*

The stages of a progressive ticketing plan are as follows:

Education

The first step is to establish community awareness of the issues that need corrected. Raising awareness alone will cause many drivers to change behaviors. This also serves to create public support for the ensuing enforcement effort. Local media is most frequently used to create this awareness. Strategy 7 in this section discusses local media involvement in more detail.

Issue Warnings

The next step is to announce publicly what ticketing will be initiated for the unsafe actions. Time must be given for the public to be fully aware of the issue.

Ticketing

Another announcement should be given that ticketing will begin. Officers should issue tickets for the unsafe actions.

STRATEGY 2: SPEED TRAILERS

Portable speed trailers are used to display a driver's actual speed, and have flashing lights to tell the driver if they are exceeding speed limits. The Franklin Police Department currently uses these devices within the city, and they have been effective at reducing speeds.

There are also more sophisticated speed trailers available that have the capability to collect traffic and speed data throughout the day. That data can be analyzed to help guide future enforcement activities.

It is also important for the Police Department to back up the speed trailers by periodically writing tickets in the area of the speed trailer. If not, then motorists will learn that the devices are only a warning and will soon disregard them.

Care should also be taken to introduce the speed trailers into school zones when they will be most effective at gaining the attention of motorists. Installing speed trailers in school zones at the beginning of school, or in the spring when students are more likely to be walking can be particularly effective at alerting motorists to speed expectations.

- **Example of a Road Safety Project to Enforce Slower Vehicle Speeds** - *Source:*

STRATEGY 3: ACTIVE SPEED MONITORS

Active speed monitors are similar to speed trailers, but are permanent installations. These fixed monitors are sometimes used in school zones where there is a desire to have drivers alerted to speeds all year.

STRATEGY 4: "PEDESTRIAN DECOY" OPERATIONS

To bring attention to drivers not yielding to pedestrians, one strategy is to have police officers pose as pedestrians at crosswalks. When drivers do not yield to the pedestrians, another officer issues the driver a ticket.

It is recommended that ticketing of this manner first be introduced through an enhanced enforcement period combined with a media outreach effort so that drivers are aware of the Police Department's emphasis on pedestrian safety issues. *(Source: SRTS Guide "Pedestrian Decoy" Operations – www.saferoutesinfo.org/guide/)*

STRATEGY 5: SCHOOL CROSSING GUARDS

The City of Franklin and the Franklin Community Schools can partner to develop a program for school crossing guards at strategic locations around school zones where students have to cross busy streets in order to walk or bicycle to school.

A crossing guard serves a number of functions beyond just helping children cross the street. They also help teach children skills for negotiating traffic, help to remind drivers of the presence of pedestrians, and also monitor student activity.

In general, crossing guards should be provided at key points along major roads that must be crossed on the way to school, including Jefferson Street, US 31, Eastview Drive, and King Street. It is important that the city's Engineering Department and the Police Department carefully evaluate traffic patterns annually and assign crossing guards appropriately. Notably, as the community promotes walking and biking to school, additional guards may be needed at key roadway crossings such as US 31.

STRATEGY 6: SPEED ENFORCEMENT IN SCHOOL ZONES

One method of encouraging compliance with traffic laws in school zones is to adopt a policy of strict compliance with school zone speed limits. By enacting a zero tolerance policy for speeding in school zones, drivers are clearly made aware of the community's expectations to be aware of school zones.

INSPIRATION!

Higher Fines in School Zones:

- Washington State enacted laws in 1997 that doubled fines for speeding in school zones. This legislation has resulted in as much as a 23 percent reduction in collision rates in school zones.

  Source: SRTS Guide "Putting It Into Practice: Double Fines for Speeders in School Zones" www.saferoutesinfo.org/guide/

THE COMMUNITY ENFORCEMENT APPROACH

Law enforcement by the Franklin Police Department is not the only means available to improve safety behaviors. Parents, neighbors, teachers, students and other community members can all play a role in helping to enforce safe behaviors.

As this idea was previously mentioned in an early steering committee meeting, one attendee noted that older student advocates should walk/bike to schools as an example to younger children.

There are many other examples of how everyone plays a role in enforcement. The media can bring attention to walking and bicycling issues. Parents need to set expectations for teenage drivers. All adults in a community need to set good examples for their children and others by crossing streets in crosswalks when they are available and following other traffic rules. Students can become safety patrol members and help during drop-off and pick-up times at the schools. Adults can volunteer to become crossing guards to enforce safe behaviors at crossings.

STRATEGY 7: INVOLVE MEDIA IN PEDESTRIAN/BICYCLE SAFETY CAMPAIGN

Involving the media in law enforcement efforts directed at walking/biking issues can greatly benefit the program. Media involvement helps to increase awareness of walking/bicycling issues and can be used to build support for initiatives being pushed.

When combined with enhanced enforcement activities, media attention allows the police to focus significant attention on a specific issue (such as traffic violations that impact pedestrian and bicycle safety). For example, if 10 drivers receive tickets and 10,000 people hear about it, the enforcement effort will have a bigger impact than if officers issue 100 tickets and only the recipients know what happened. The key to a successful campaign is to provide information before the enforcement event occurs to encourage community support and facilitate positive coverage. Without such prior notification, drivers may claim to be caught by surprise, which can lead to negative publicity. *(Source: SRTS Guide – The Media's Role in Enforcement Efforts.* [www.saferoutesinfo.org/guide/)](www.saferoutesinfo.org/guide/)

Media involvement is not just for special enforcement. Instead, it can be used as an ongoing tool to bring attention to important walking and biking issues. Following are examples of how the media can be involved:

- Press releases can be issued to advise of special events, milestones, participation levels and other walking and biking issues.
- City, school and law enforcement officials can hold press conferences to talk about special areas of emphasis or about special enforcement programs.
- Volunteer leaders and local officials can participate in presentations, talk shows, radio programs and other efforts to raise awareness of walking and bicycling issues.
- Information packages can be developed for the press to raise awareness.

INSPIRATION!

Ideas for a Self-Produced Walking/Bicycling Safety Campaign:

- Have a contest to develop a promotional slogan.
- Start a local SRTS website (other than school/city website).
- Circulate SRTS information on social networking websites *(Facebook, Twitter)*.
- Develop video messages and post to online video websites (*YouTube*).
- Develop email chains to advertise SRTS programs and initiatives.
- Town hall style meetings about SRTS issues.
- Presentations to local service groups, neighborhood groups and others.
- Create flyers with SRTS information and sent it home with students.

STRATEGY 8: SELF-PRODUCED WALKING/BICYCLING SAFETY CAMPAIGN

Media interest and involvement may be enough to consistently reach the community with the SRTS message. As our technologically driven society advances fewer people are relying on traditional media outlets such as television and newspapers to get their news. Therefore, the community will want to complement traditional media campaigns with a self-produced, grassroots style awareness campaign aimed at enforcing pedestrian and bicycle safety through the various social media outlets available to the city.

Such a campaign should be long term, repetitive and memorable. The primary audience may initially be families with school age children, but should be expanded over time to include neighbors and others in the community. Efforts for developing this campaign can be shared between the Parent Council, local biking groups, walking clubs, and possibly corporate sponsors. It certainly can involve local media outlets, but a self-produced awareness campaign can also include websites, flyers, billboard messaging, presentations, and a number of other ideas.

Bus Parking at Custer Baker Intermediate School - Franklin, IN
Source: HWC

Bus Parking at Webb Elementary - Franklin, IN
Source: HWC

Section
Eight

Encouragement Strategies

Safe Routes to school

— City of Franklin, Indiana —

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Section Eight 8 Encouragement Strategies

INTRODUCTION

Encouragement strategies are intended to make walking and biking to school enjoyable and easy. They generate excitement and interest in continuing to walk and bicycle beyond just a special event, and they can provide incentives for children to continue to want to participate in the programs.

Encouragement strategies do not have to be expensive or complicated to be effective. In most cases, they can be completed with little funding and can be organized by parents and volunteers.

Encouragement activities are also closely tied to education strategies. Each encouragement activity affords a teachable moment where students, parents and the community can become more aware of walking and bicycling issues.

PROPOSED STRATEGIES FOR EXPANDING SRTS ENCOURAGEMENT

Encouragement strategies vary from one day activities intended to give parents and children the opportunity to try out walking to school – to longer activities such as mileage clubs that encourage students to continue to walk and bicycle to school on an ongoing basis. A sampling of several strategies follows.

STRATEGY 1: SPECIAL EVENTS

Special events are intended to increase awareness of opportunities to walk and bicycle to school. More specifically, they are usually one day activities that are structured to make it easy for parents and children to walk or bicycle to school for the first time.

Special events are especially effective when excitement is generated about walking and bicycling to school. Communities have used signs, banners and balloons to establish a celebratory atmosphere – and often have the Mayor, Principal, School Superintendent or local celebrity walk with the children or welcome them when they arrive at school.

STRATEGY 2: PLAN SMALL TRIPS

Plan smaller walking trips around the school or outdoor athletic facilities to encourage walking until the infrastructure projects are completed near the schools. This generates early excitement for when the infrastructure will be in place to actually walk or bike to school.

Once the infrastructure projects are completed near the schools, plan walking or biking field trips within the city, if possible. Use these opportunities to promote walking and bicycling and using the city's trail system.

- **Special Event for Biking to School Day** - *Source: TBD*

STRATEGY 3: BUSING POLICY

Review the school corporation policy about busing. Investigate revising the busing policy so that students who live in neighborhoods within a quarter-mile of the schools have to opt-in to ride the school bus. An opt-in busing program would require parents to sign up to have their children picked up for school by a school bus. If the student does not opt-in to the program, it is the parents' responsibility to ensure their child has alternate transportation, which includes walking or bicycling.

STRATEGY 4: HOST EVENTS

Franklin Community Schools and the City of Franklin can partner to host regular events to promote safety and generate excitement for walking and bicycling to school. The frequency of these events will depend on the availability of volunteers and organizers as well as the interest generated among the students and parents. Examples of the different types of events that the city or schools can host are discussed in depth in *Section 6: Education Strategies.*

INSPIRATION!

Ideas for a Successful Walk to School Day Event:

- Award participation prizes.
- Establish a remote drop-off location for parents and buses so that all children can participate.
- Hold a concurrent community walking day where all residents are encouraged to walk to work.
- Hold a walking field trip on walk to school day.
- Have competitions between classes to see who has the most participation.
- Have coffee and breakfast at park and walk locations for parents.
- Create flyers with SRTS information and send it home with students.

STRATEGY 5: MILEAGE CLUBS OR CONTESTS

The schools or teachers should consider developing mileage clubs and contests that help promote walking and bicycling. These can include small or large giveaways, or trophies that classes can compete for. Each school can provide recognition of frequent walkers and bikers in weekly announcements, school programs, or end-of-year celebrations. It is important to note that more frequent recognition or prizes generates more sustained encouragement.

Individual prizes could include small prizes such as stickers, shoelaces, LED bike headlights, etc., and can be funded through mini-grants available through SRTS or other private donations. Classroom trophies can be prizes for contests held between classrooms, grades, or the schools. This promotes competition among peers and has been successful in many schools.

STRATEGY 6: WALKING SCHOOL BUS OR BICYCLE TRAIN

Parents or school administrators could organize walking school buses and/or bicycle trains that provide adult supervision along the pedestrian route. These can be daily, weekly, or monthly events, depending on the interest generated and volunteer participation, and they can be combined with mileage clubs and contests. Parent volunteers can lead these, or the school can work with high school student volunteers and clubs to provide student leadership. The general concept is that students wait at a predetermined series of “bus stops”. An adult meets the children at the first “bus stop” and then walks the children to each stop and then ultimately to school. A bike train is similar, but adults and children ride bicycles to school.

- **Example of a Walking School Bus** - *Source: TBD*

The benefit of a walking school bus is that it makes it easy for children to walk to school in a supervised manner, with adults sharing the responsibility for walking the children to school. While walking school buses can certainly be held every day, it may be appropriate for them to be scheduled on a weekly basis to start, and then ramp up over time to a daily route. As adult volunteers are recruited, more walking school buses can be established in other areas of the school system.

While formal structure helps new walkers easily get involved, a walking school bus can be as simple and informal as a group of families taking turns walking to school together.

Notably, a walking school bus can help overcome many of the most commonly cited barriers to walking and biking to school. Since they are supervised, concerns of child abduction are eased. They also make it safer for children to walk to school during hours of darkness. An adult can carry a flashlight, and make sure children have dressed with light or reflective clothes. During inclement weather, an adult can check to see if a child is dressed properly for the conditions before continuing to school – or make a decision to take the school to children in a different manner.

In a similar manner, a bike train also helps to overcome distance challenges as children can travel further on a bicycle.

STRATEGY 7: PARK AND WALK

Because of the high population of students within the Franklin Community Schools who live in rural areas, it can be difficult to include all students in the programs intended to promote walking and bicycling to school. One strategy that has proven successful in other school districts is to provide a park and walk or park and ride location for long distance and rural students. This can be a daily, weekly, or monthly event, depending on the interest generated and volunteer participation, and it can be combined with mileage clubs and contests. Parent

volunteers can lead these, or the school can work with high school student volunteers and clubs to provide student leadership.

A park and walk follows the basic concept that parents drive children to a preset meeting place. Then, one or more adults walks with the children to school from that point. Like a walking school bus, it allows the children to walk part of the way to school supervised but does not require every parent to take the time to walk their child individually.

Notably, a park and walk helps to overcome several of the major obstacles of walking to school. First, by driving part of the way, the walking distance is reduced to a reasonable length. Second, it helps to reduce traffic congestion in school zones. Third, the park and walk meeting location can be situated so that children do not have to cross busy highways.

INSPIRATION!

Mileage Club Ideas:

- Log miles walked or biked to school.
- Hold a competition between classrooms (or schools) for the longest distance walked.
- Use a punch card to track days walked or biked (as opposed to miles.)
- Include distance walked at home, to the bus stop or during the school day for children that do not walk to school.
- Hold a weekly walking day to encourage participants instead of competitions.

Pedestrian Path at Webb Elementary - Franklin, IN
Source: HWC

Section
Nine

Engineering Strategies

Safe Routes 2 school

— City of Franklin, Indiana —

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9 Section Nine Engineering Strategies

INTRODUCTION

The previous strategies are mostly intended to address fundamental behaviors, while engineering strategies are intended to improve physical conditions and enable more students to walk and bike to school safely. This section looks at the conditions of the built environment in neighborhoods, along city streets, and within school zones. Furthermore, it makes recommendations for physical improvements to the existing infrastructure of Franklin within the project area.

This section first describes the assessment process used to identify the physical barriers to walking and biking to school. It then provides specific recommendations for improvements to address these issues.

PHYSICAL CONDITIONS ASSESSMENT PROCESS

This plan used the process below to identify and prioritize what physical improvements are needed so students can safely travel to school.

1. **Review of general conditions in each neighborhood:** To understand limitations for traveling to school, an assessment was made of sidewalk conditions in each neighborhood.

2. **Identify student's walking routes:** The next step in the assessment process is identifying the routes most students used to travel to school. Route maps for each school were developed based on school recommended routes, and compared against actual known travel patterns. These were compared to bus route maps to help determine where students were not provided other ways to get to school.

3. **Identification of specific infrastructure issues:** Using route maps as a basis, areas with concentrations of walking/biking were evaluated to determine if sidewalks, crosswalks and other physical infrastructure supported walking and biking to school.

4. **Determining highest priority improvements:** Priorities are established to guide decision making relative to when to complete the various improvements recommended. These priorities were established through cooperative review with the City of Franklin Engineering Department and FCS.

Sidewalk Conditions in Neighborhoods

The first step in the assessment process was identifying the presence of sidewalks and crosswalks in all the neighborhoods within the project study area. The project team conducted a neighborhood walking tour to document and evaluate the existing conditions of neighborhood sidewalks. During the evaluation process, it was noted that neighborhoods built in the 1950's through 1980's did not have adequate sidewalks for walking/biking to school. This means that the sidewalk did not even exist within the neighborhood, or that the sidewalks did not have the proper ADA compliant curb ramps at intersections within the neighborhood. Most neighborhoods that were built in the 1990's to 2000's had adequate sidewalks and had an accessible curb ramp at the intersection. Below is an example of a neighborhood were sidewalks are not present, and where ADA requirements are non-compliant to today's standards.

- **Potter's Green Neighborhood** - Lack of Sidewalks *Source: HWC Engineering*

- **Camelot Neighborhood** - Non-compliant ADA Standards *Source: HWC Engineering*

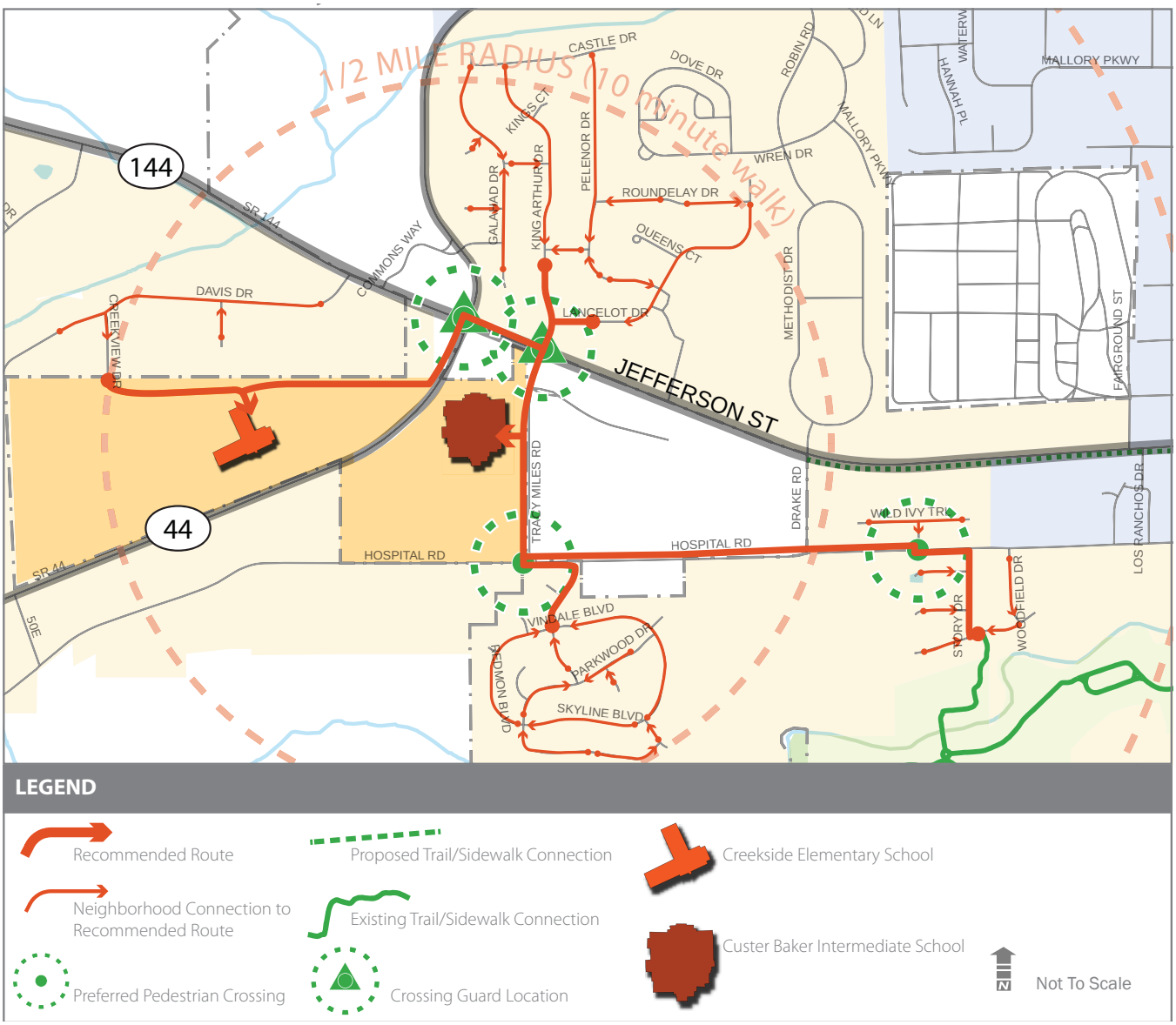
Bus Route Maps

The next step in the evaluation process was reviewing the existing school bus routes and the elementary school boundaries map. This step in the evaluation process gave the project team a better understanding on exactly how many students were riding FCS buses, and where most of the bus stops are located along a given route. Route and school boundary maps were provided by FCS, and are provided in the *Appendix*.

Student Route Maps

Student Route Maps are used to show the preferred route(s) for students to follow when walking/biking to schools. They identify roadway crossing locations and illustrate the preferred walking/biking route to use when traveling to-and-from school and home. They also identify routes that should not be crossed by students without a crossing guard or adult supervision. Maps further indicate walking travel time using a 1/2 mile radius zone around each school

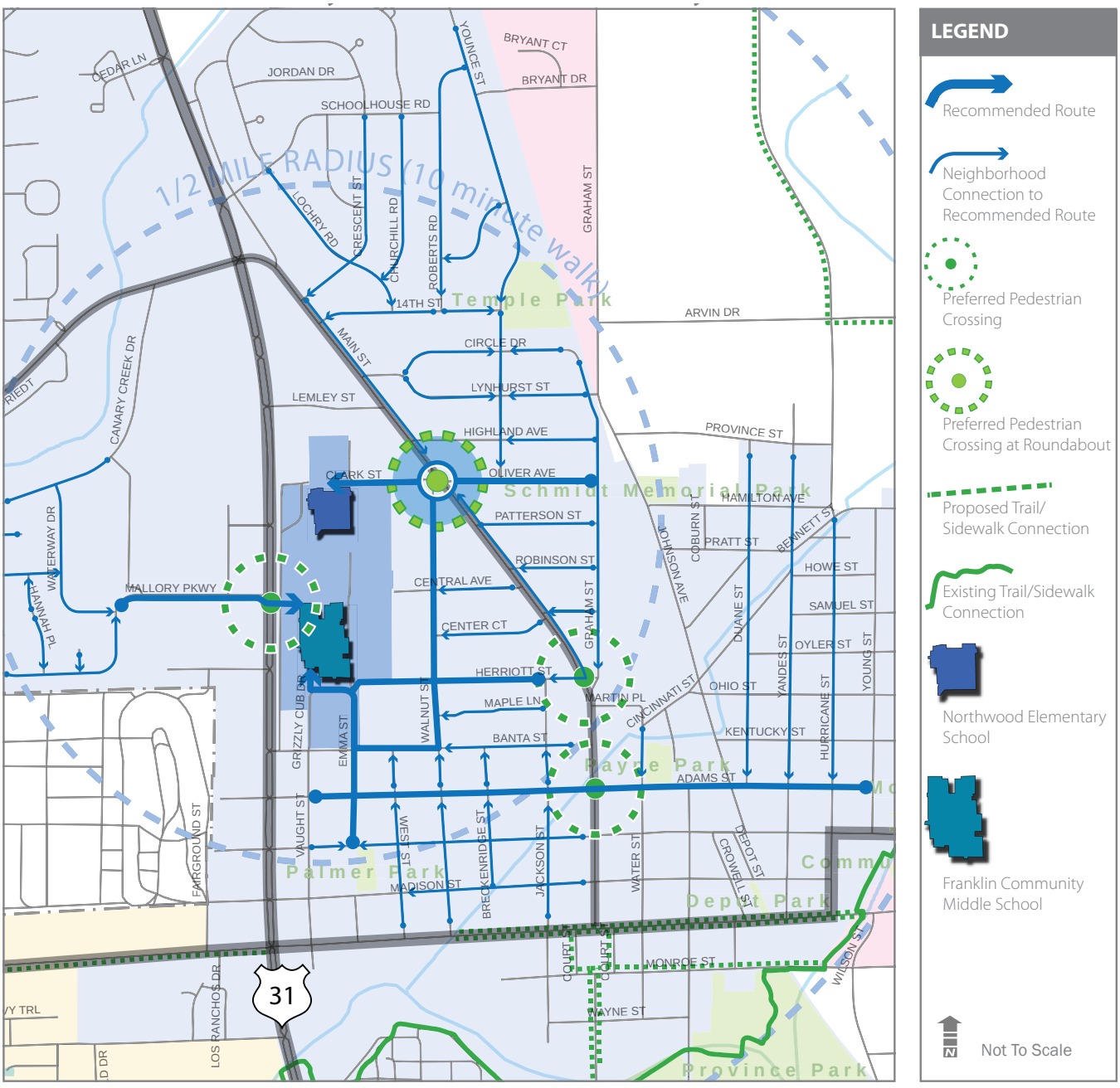
STUDENT ROUTE MAP: West Campus recommended walking/bicycling route map



campus, which equates to approximately a 10 minute walk for most students.

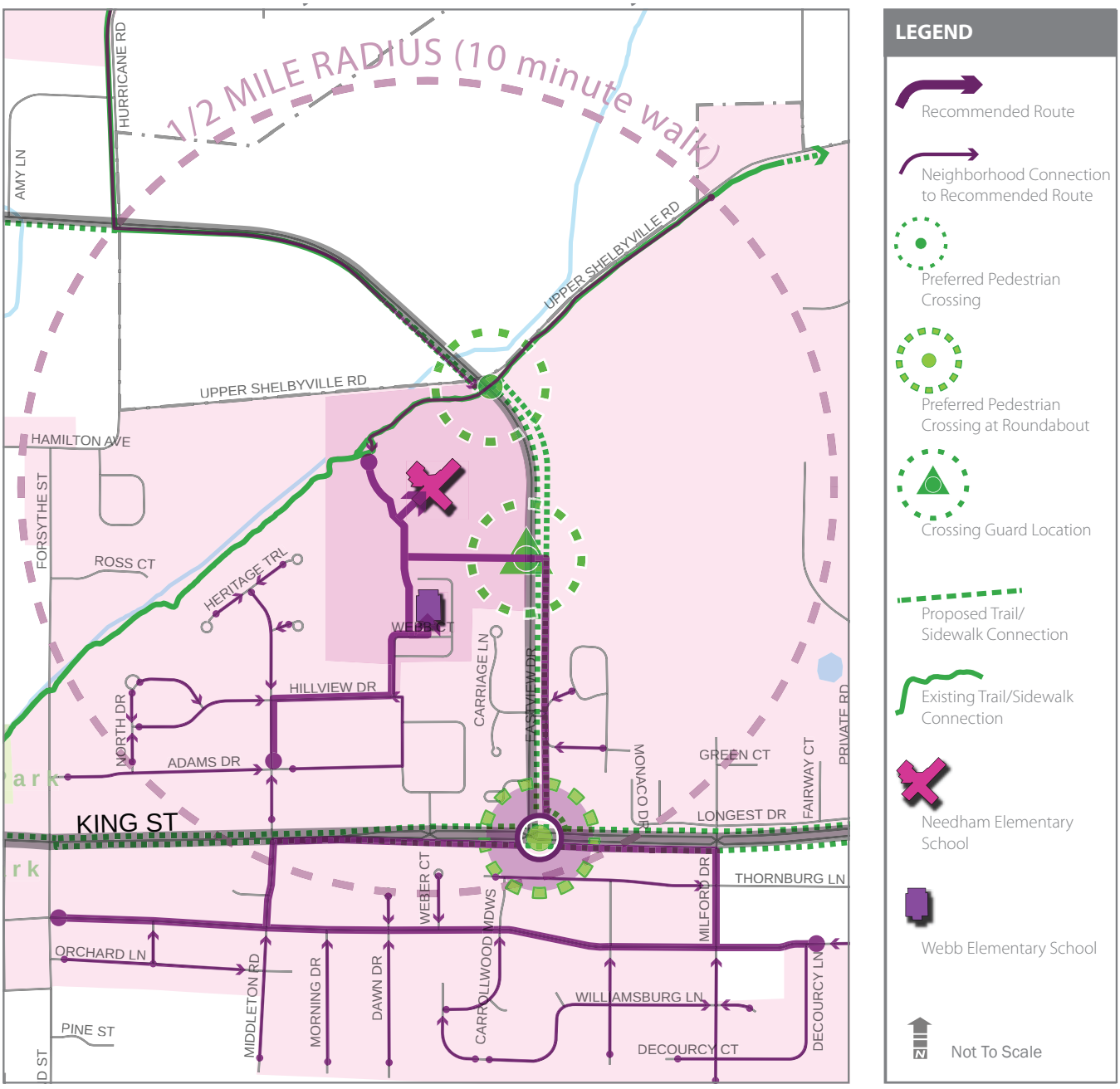
Maps were prepared based on the input received from the steering committee and school committees. Site visits were made to each school to confirm the actual routes used. Student Route Maps for each school can be found on pages 81 to 83.

STUDENT ROUTE MAP: Central Campus recommended walking/bicycling route map



By mapping the preferred route, these maps can also be used to identify where routes converge, and consequently where there is a higher concentration of walking and biking. While sidewalks and crosswalks are desirable on all routes used to travel to school, areas with the highest concentrations of use should be a top priority for adding or improving walks. A detailed list of recommendations and the priority for each is provided later in this Section.

STUDENT ROUTE MAP: East Campus recommended walking/bicycling route map



- **CREEKSIDE ELEMENTARY SCHOOL** - Main Entrance
  Source: HWC Engineering

- **NORTHWOOD ELEMENTARY SCHOOL** - Main Entrance
  Source: HWC Engineering

- **NEEDHAM ELEMENTARY SCHOOL** - Main Entrance *Source: HWC Engineering*

School Campus Analysis

For the purposes of this study, and based on geographical location, all six schools were grouped into three functionally separate campuses. The **West Campus** includes Creekside Elementary and Custer Baker Intermediate School. The **Central Campus** includes Northwood Elementary and Franklin Community Middle School. Lastly, the **East Campus** includes Needham and Webb Elementary School.

Steering Committee Input

As part of the process to identify existing issues related to walking and bicycling to school, the project team meet with a steering committee from each school. We discussed existing infrastructure issues, and on-going concerns related to the safety of students walking and bicycling to school. A summary of steering committee comments that were discussed at the meetings and observed at each school are provided below.

Comments Summary - West Campus:

- Custer Baker Intermediate School sees a fair amount of students walking to school.
- Few students walk to Creekside Elementary because the school captures a lot of rural housing.
- SR 44 and Jefferson Street are major concerns for crossing students due the high traffic volumes and high vehicle speeds.
- A crossing guard should be considered at Jefferson St. and King Arthur Dr. since this appears to be an acceptable crossing location for walking/biking students.

- The sidewalks in Camelot Subdivision do not meet current ADA requirements at intersections and sidewalk curb transitions.
- During peak drop-off and pick-up hours, vehicles backup onto SR 44 when they are queuing for student drop-off and pick-up. This is a significant issue in the morning.
- Franklin Community Schools bus garage is adjacent to Creekside Elementary which adds to the complexity of traffic issues in the morning.
- The intersection of Hospital Rd and Tracy Miles Rd is an ideal crossing for students who walk or bike to Custer Baker Intermediate School from adjacent neighborhoods, but lacks the necessary crosswalk markings and pedestrian regulatory signs to make this a safer crossing.
- Currently, there is an intermittent trail/sidewalk along the north side of Hospital Rd. If the missing segments are constructed, this trail/sidewalk network has the potential to connect multiple neighborhoods to Custer Baker Intermediate School.

Comments Summary - Central Campus:

- Areas north of the school campus are very busy with commercial traffic.
- US 31/Mallory Parkway is a major barrier for students to cross. Currently, there is a signal at US 31/Mallory Parkway. Visibility, distance, and high traffic counts present major concerns for student safety at this crossing.
- Some students currently walk north using Grizzly Cub Drive and then walk along US 31 (with no sidewalks) to Lemley Street.

- **CUSTER BAKER INTERMEDIATE SCHOOL** - Main Entrance
  Source: HWC Engineering

- **FRANKLIN COMMUNITY MIDDLE SCHOOL** - Main Entrance
  Source: HWC Engineering

- **WEBB ELEMENTARY SCHOOL** - *Source: HWC Engineering*

- **CREEKSIDE ELEMENTARY SCHOOL** - Traffic congestion and backups onto SR 44 during peak travel times. *Source: HWC Engineering*

- **NORTHWOOD ELEMENTARY SCHOOL** - View looking east down Clark Street from north side entrance of school. *Source: HWC Engineering*

- **NEEDHAM ELEMENTARY SCHOOL** - Existing Greenway Trail terminates in staff parking lot on the west side of the school. *Source: HWC Engineering*

- There is a sidewalk connecting the north side of Northwood to Clark Street but access is fenced off because of the dumpster location.
- The northeast side of Northwood Elementary is very busy because of the parent drop-off/pick-up point coming off of Clark Street.
- The main walk route into Northwood is Clark Street causing potential conflicts due to high traffic volumes.
- Buses for both schools enter at US 31 and Grizzly Cub Drive, making this a very busy/congested area. (This is also where students who walk cross US 31).
- The US 31/Grizzly Cub Drive intersection could use improved pedestrian features and/or crossing guard.
- Middle School drop-off/pick-up utilizes Grizzly Cub Drive and Vaught Street. Traffic backup is a serious problem here.
- North Main Street improvements will add sidewalks along the entire corridor but will also eliminate existing traffic signals; there is a concern that this will increase traffic volumes and speeds.
- Core neighborhoods to the east of the school campus do not have sidewalks and sidewalks that do exist are in disrepair and often at street level with no curb.
- Students east of the RR tracks do not have a direct access route to the school because the industrial development and RR tracks bisect this part of the City.
- There are no sidewalks along Herriott Street or along many of the neighborhood streets east of the school campus.

- Most of the streets east of campus do not have curbs which make it easier for vehicles to park on the sidewalks, blocking the route for safe student travel to school.

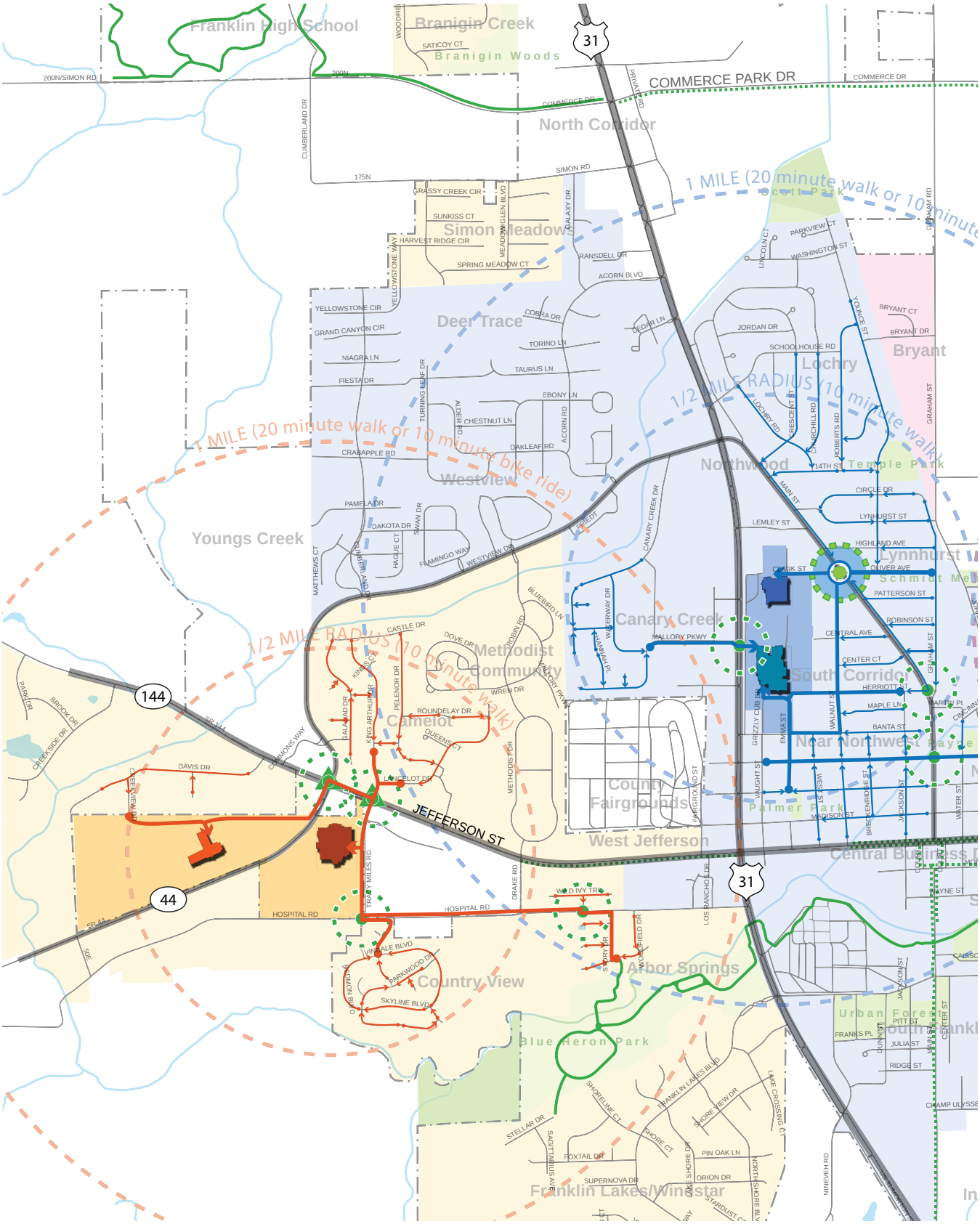
Comments Summary - East Campus:

- The existing Greenway Trail does not directly connect to Webb or Needham Elementary.
- Morning and afternoon peak traffic during drop-off and pickup cause vehicles to back up on Eastview Drive.
- The Orchard Park and Jefferson Meadows Subdivisions do not have a safe and direct route across King Street.
- There are no sidewalks throughout the Orchard Park Subdivision.
- The sidewalks in Potter's Green Subdivision do not meet current ADA requirements at intersections and sidewalk curb transitions.
- A proposed roundabout will go in at King Street and Eastview Dr. All truck traffic will turn north on Eastview Dr.
- Students who bike to Webb Elementary and Needham need more bike racks to secure their bike during the day.
- Existing sidewalks on the Webb Elementary campus are in need of repair.
- Vehicular traffic at Eastview Dr./Upper Shelbyville Rd. is heavy at peak travel times. Intersection improvements are needed to improve the safety of students walking or bicycling to Needham or Webb Elementary.

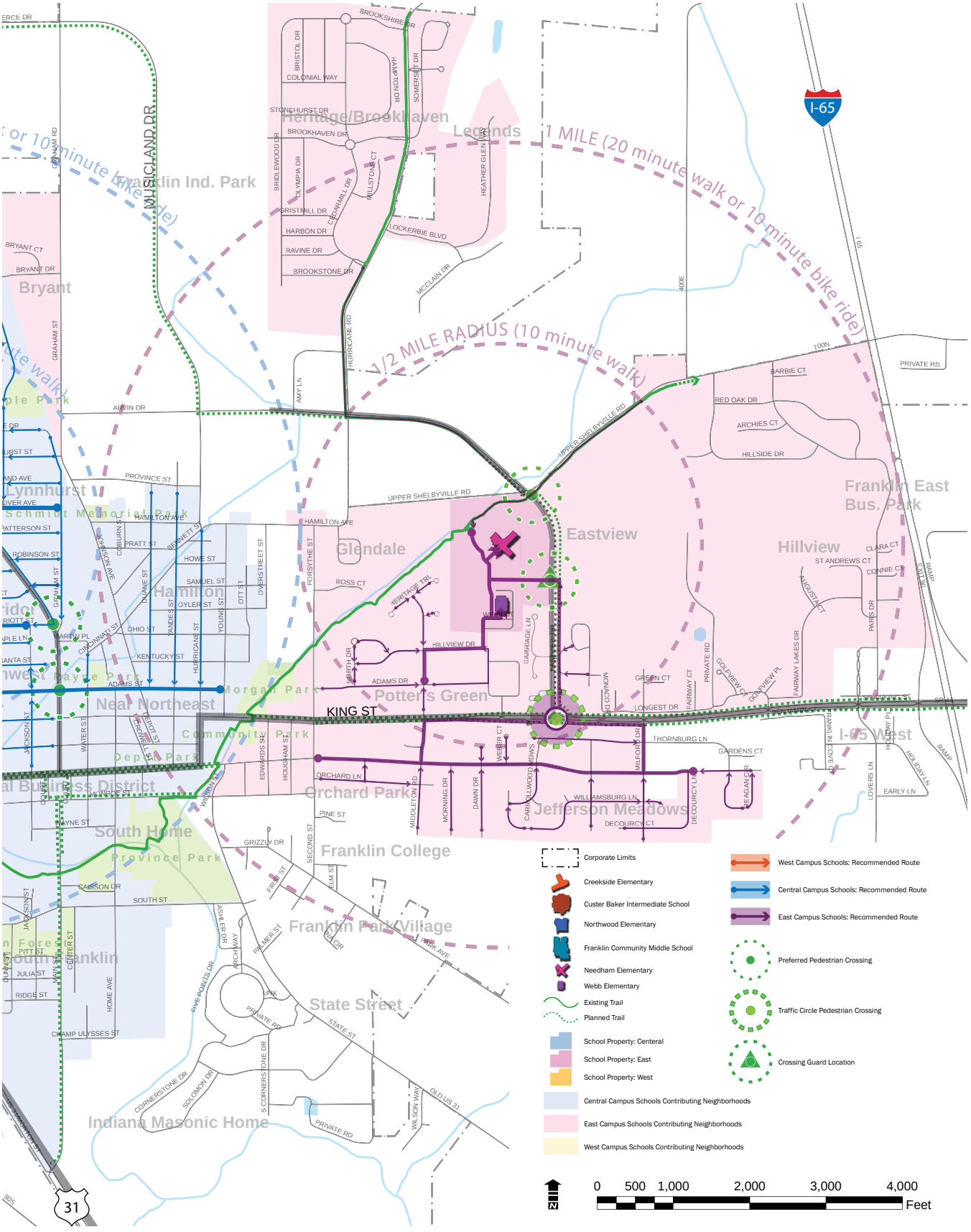
- **CUSTER BAKER INTERMEDIATE SCHOOL** - Existing intersection of Jefferson Street and Tracy Miles Blvd. *Source: HWC Engineering*

- **FRANKLIN COMMUNITY MIDDLE SCHOOL** - View looking east down Herriott Street from back of Middle School. *Source: HWC Engineering*

- **WEBB ELEMENTARY SCHOOL** - Existing sidewalks in need of repair on south side of school. *Source: HWC Engineering*



COMMUNITY-WIDE STUDENT ROUTE MAP:


1 MILE (20 minute walk or 10 minute bike ride)
1/2 MILE RADIUS (10 minute walk)
I-65
MUSCLAND DR
KING ST
Heritage/Brookhaven
Legends
Franklin Ind. Park
Bryant
Lynnhurst
Schmidt Memorial Park
Hamilton
Glendale
Eastview
Hillview
Franklin East Bus. Park
Morgan Park
Potter's Green
Near Northeast
Community Park
Depot Park
Orchard Park
Jefferson Meadows
I-65 West
South Home
Province Park
Franklin College
Franklin Park/Village
State Street
Indiana Masonic Home
Corporate Limits
Creekside Elementary
Custer Baker Intermediate School
Northwood Elementary
Franklin Community Middle School
Needham Elementary
Webb Elementary
Existing Trail
Planned Trail
School Property: Centeral
School Property: East
School Property: West
Central Campus Schools Contributing Neighborhoods
East Campus Schools Contributing Neighborhoods
West Campus Schools Contributing Neighborhoods
West Campus Schools: Recommended Route
Central Campus Schools: Recommended Route
East Campus Schools: Recommended Route
Preferred Pedestrian Crossing
Traffic Circle Pedestrian Crossing
Crossing Guard Location
0 500 1,000 2,000 3,000 4,000
Feet

PROPOSED STRATEGIES FOR IMPROVING SRTS ENGINEERING

Best Practice Recommendations

A community-wide SRTS program where walking and bicycling become prominent at all student levels requires careful attention to a wide range of issues on nearly every project the city undertakes. Issues could include placement of pedestrian signs, crosswalk details, routing of pedestrian traffic during sidewalk construction, integration of walking trails, yearly maintenance of trails, traffic calming measures on city streets, and numerous other considerations. Each issue really warrants an additional level of detailed study which goes beyond the scope of this master plan study.

Nonetheless, this plan has helped the city identify some specific infrastructure improvements under the context of perpetuating an awareness of how decisions impact pedestrians and bicyclists. The city should work to continue to define and formalize a process in which these needs are considered on every project. For example, the city should consider providing yearly maintenance on all recommended trail routes. This would include provisions for snow removal and other seasonal debris that may buildup on the trail causing unsafe conditions and impacts on the use of the trail system. As issues arise, it is recommended that the city consult best practice reference materials specifically developed for prioritization of pedestrian and bicyclist needs. Over time, the city should update its design standards to include specific requirements to address additional bicycle and pedestrian safety provisions beyond what is currently required and should develop specific policy guidelines which clearly articulate the intended level of pedestrian and bicycling provisions in certain areas of the community.

Infrastructure Recommendations

When considering improvements to Franklin's network of sidewalks, trails, roadways, and other infrastructure there are a few elements to consider:

- Use existing city-wide routes with main north/south and east/west connections.
- Design new pedestrian infrastructure to properly integrate with existing infrastructure.
- Create new pedestrian routes that connect adjacent neighborhoods to near-by schools within ½ mile.
- Improve intersections at all major roadways along the preferred route to make it more pedestrian-friendly and safe.
- Plan new pedestrian routes that will connect future growth areas to the schools.
- Continue the city's current sidewalk maintenance program.

Each of these plan elements are explained in further detail and shown graphically on the individual campus engineering recommendation maps, on pages 92 & 93, 98 & 99, and 102 & 103.

WEST CAMPUS IMPROVEMENT HIGHLIGHTS

Design of Pedestrian Infrastructure

It is important that all new pedestrian infrastructure within the city be designed and integrated with existing infrastructure and with this master plan. For example, there is a missing link in the Franklin Greenway on the

west side of the city. Currently, the Hospital Rd. Trail serves as a small portion of that missing link. If pedestrian infrastructure can be designed and properly integrated as part of the existing Franklin Greenway, via the use of the Hospital Rd. Trail connection, the community of Franklin will have access to all six school of this master plan through a series of trail and sidewalk connections that stretch the entire length of the city from east to west.

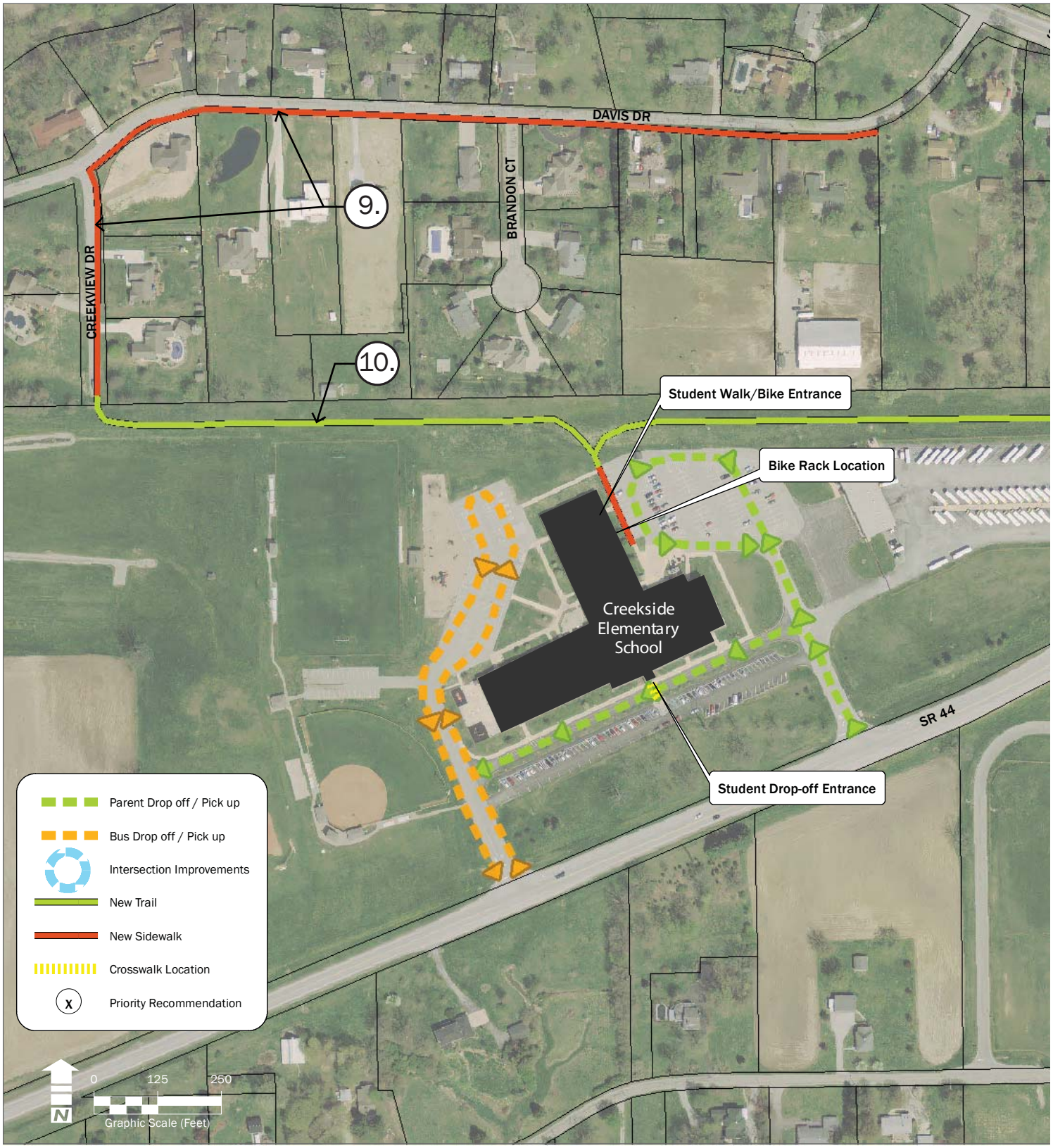
Intersection Improvements

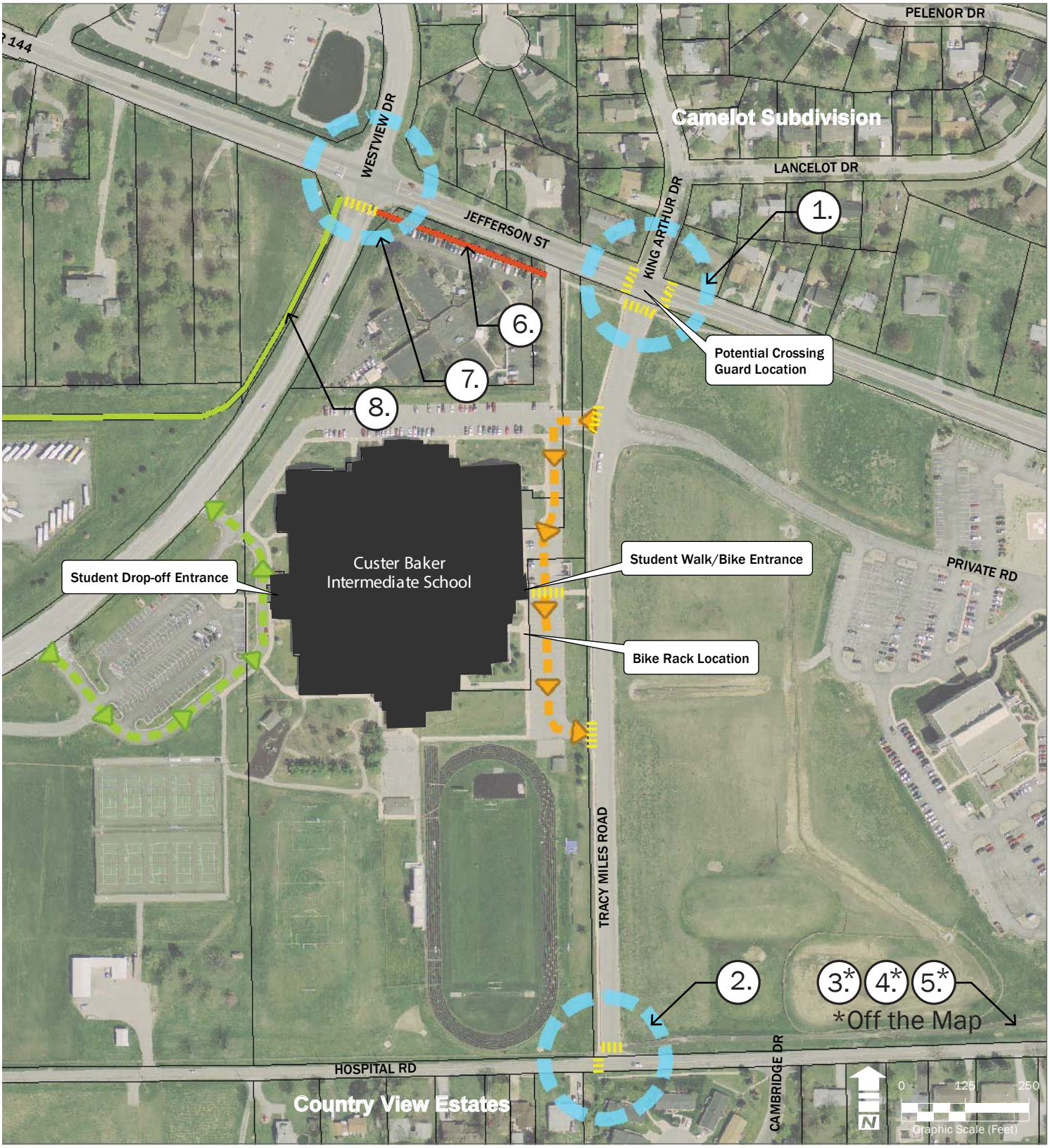
It is also very important that all students walking or bicycling to school have a safe and direct route to and from school when crossing major roadways that pose potential barriers. The intersection of Jefferson Street and Tracy Miles Road is a major barrier for students walking to and from the Camelot neighborhood. This intersection receives a high volume of traffic during peak hours, and is currently not signalized and has one crosswalk marked with a pedestrian crossing sign. If this intersection were to become a preferred crossing for students traveling to and from the Camelot neighborhood, it would have to transition into an enhanced crossing with pedestrian amenities. The enhanced crossing treatment would include, adding pedestrian signalization by means of a flashing light during school hours, more visible crosswalk markings on the pavement, more visible pedestrian signs, and visible school zone signs for all vehicular traffic prior to the intersection. For additional safety at this intersection, a school crossing guard would be stationed at this intersection and would bring a greater awareness to vehicular traffic that students are crossing and the student has the right-of-way when traveling to and from school.

WEST CAMPUS		
Priority	**Recommendation**	**Estimated Cost***
1	Intersection Improvements at Jefferson St. and Tracy Miles Road	$350,000.00
2	Intersection Improvements at Tracy Miles Rd. and Hospital Rd.	$100,000.00
3	Extend sidewalk connection from Story Dr. to Briar Ridge Dr.	$25,000.00
4	Improve pedestrian crossing across Hospital Rd. and Briar Ridge Dr.	$100,000.00
5	Install crosswalk markings and signs at all drives and intersections along Hospital Road trail	$50,000.00
6	Install sidewalk along south side of Jefferson St. between Tracy Miles Rd. and SR 44	$32,500.00
7	Intersection Improvements at Jefferson St. and SR 44	$150,000.00
8	Install 8' trail to connect Creekside Elementary School and the intersection of Jefferson St./SR 44	$350,000.00
9	Install sidewalks along Davis Dr. and along Creekview Dr.	$55,000.00
10	Install 8' trail to connect sidewalks at Creekview Drive and Creekside Elementary School	$150,000.00

* Estimated Construction Costs are for planning purposes only. Further study is needed to determine actual cost of installation and construction.

ENGINEERING RECOMMENDATIONS: WEST CAMPUS




PELENOR DR
Camelot Subdivision
LANCELOT DR
WESTVIEW DR
JEFFERSON ST
KING ARTHUR DR
1.
6.
7.
8.
Potential Crossing Guard Location
Custer Baker Intermediate School
Student Drop-off Entrance
Student Walk/Bike Entrance
Bike Rack Location
PRIVATE RD
TRACY MILES ROAD
2.
3.*
4.*
5.*
*Off the Map
HOSPITAL RD
Country View Estates
CAMBRIDGE DR
N
0
125
250
Graphic Scale (Feet)

Pedestrian Routes for Future Growth

Creekside Elementary and Custer Baker Intermediate Schools are located on the west side of town just inside the corporate limits. The areas surrounding these schools are mainly farmland and have the potential for future growth. When future growth starts to occur in this area the city should work to ensure that all new growth provides adequate pedestrian facilities based on the city's needs, including pedestrian infrastructure for students to safely walk and bicycle to school.

The city should also master plan the main pedestrian connections through new growth areas and incorporate this into the subdivision control and zoning ordinances for developers to provide necessary connections. Connections between new growth areas and existing pedestrian routes and destinations are also important considerations to master plan.

The City of Franklin recognizes that the High School is not part of this study, but feels it is a very important part of the community schools. Currently, the city's trail system around the high school and along W. Commerce Drive, east of US 31, is a stand-alone piece in the overall trail system, cut-off from other portions of the Franklin Greenway because of missing connections to this area. Throughout the study process a mention of the need for a north/south trail within the community came up a few times. It was proposed that a north/south trail be placed somewhere on the west side of the community. The north/south route would connect the proposed trail segments by Creekside/Custer Baker to the High School. Also included in that same discussion was the need for a trail crossing at Commerce Drive and US 31. Currently, the Franklin Greenway that runs parallel with Commerce Drive stops right before it reaches US 31. By making this connection across US 31, the High School would no longer be separated from the rest of the entire trail system. Further study on a crossing type and a north/south route are needed in order to find the most feasible route and the safest way possible to cross US 31 at Commerce Drive.

CENTRAL CAMPUS IMPROVEMENT HIGHLIGHTS

Sidewalk Maintenance Program

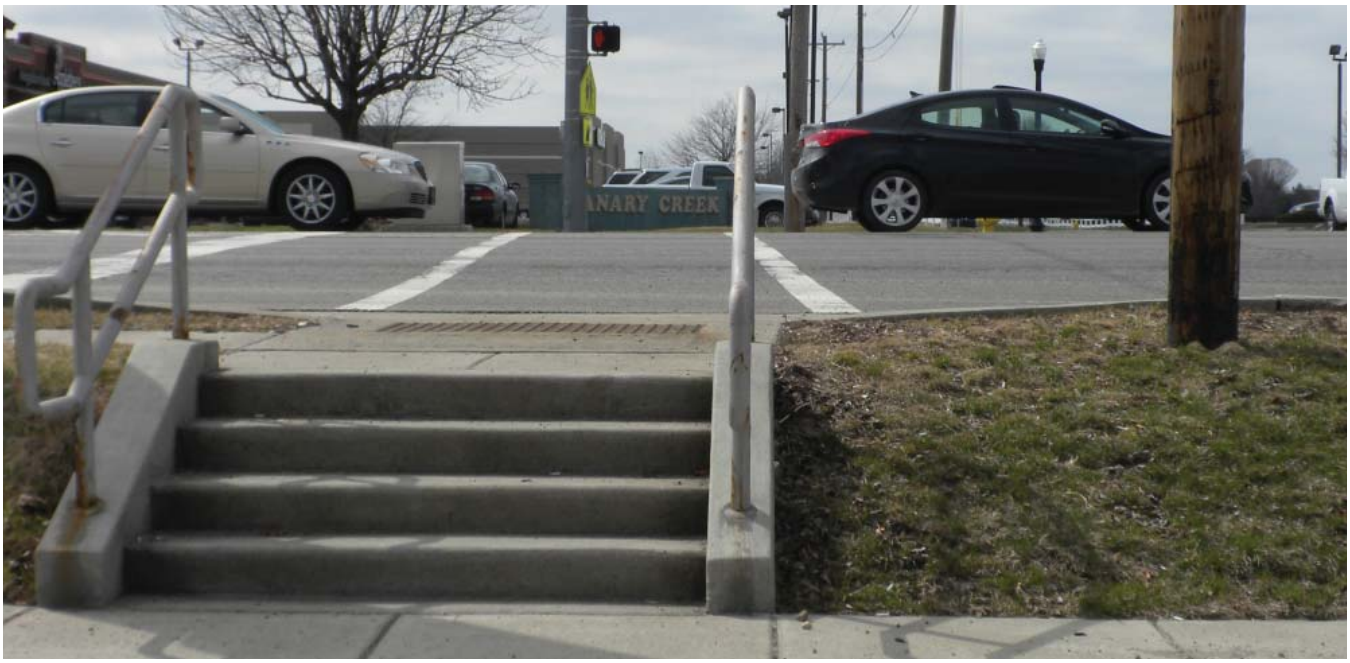
The city should continue their current sidewalk maintenance program while prioritizing sidewalk maintenance along main identified pedestrian routes and secondary routes. This maintenance program should include crosswalk and accessibility upgrades with all sidewalk construction and reconstruction projects.

Design of Pedestrian Infrastructure

The Main Street Corridor project is currently in design and includes sidewalk and streetscape enhancements, as well as a roundabout at the intersection of Walnut/Clark/Main/Oliver. This corridor will funnel students down to the roundabout and across to Walnut Street or Clark, depending on which school the student attends. It is important to make the proper pedestrian accommodations at this roundabout. With the proper pedestrian accommodations in place, this intersection will be upgraded to a safe and friendly pedestrian crossing students can use when walking or bicycling to school.

CENTRAL CAMPUS		
Priority	**Recommendation**	**Estimated Cost***
1	Install new sidewalk along north and south side of Herriott Street from Walnut Street to Franklin Community Middle School	$41,500.00
2	Improve sidewalk/connectivity along Clark Street from Main Street to Northwood Elementary School	$30,000.00
3	Install new sidewalk along north side of Banta Street between Walnut Street and Emma Street	$21,800.00
4	Improve 4-way pedestrian crossings at the intersection of Herriott Street and Walnut Street	$20,000.00
5	Improve 4-way pedestrian crossings at the intersection of Banta Street and Walnut Street	$20,000.00
6	Improve 4-way pedestrian crossings at the intersection of Main Street and Adams Street	$20,000.00
7	Intersection improvements across US 31 at the intersection of US 31 and Mallory Parkway (not including R.O.W. Acquisition)	$350,000.00
8	Continue sidewalk maintenance repair plan for neighborhoods to the east adjacent from the school campus	Cost associated with city program

*Estimated Construction Costs are for planning purposes only. Further study is needed to determine actual cost of installation and construction.



- **US 31/MALLORY PKWY** - View looking west across US 31 from Franklin Community Middle School. *Source: HWC Engineering*

US 31/MALLORY PKWY INTERSECTION IMPROVEMENTS: OPTION A

LEGEND:

a. **Improved Pedestrian & Vehicular Enhancements** at US 31/Mallory Pkwy. Intersection

b. White thermoplastic crosswalk markings (Typ.)

c. Pedestrian indications with push buttons at the signals

d. Shift left-only turn lane to the east

e. Install 8'-10' median with ground cover (< 12" plantings)

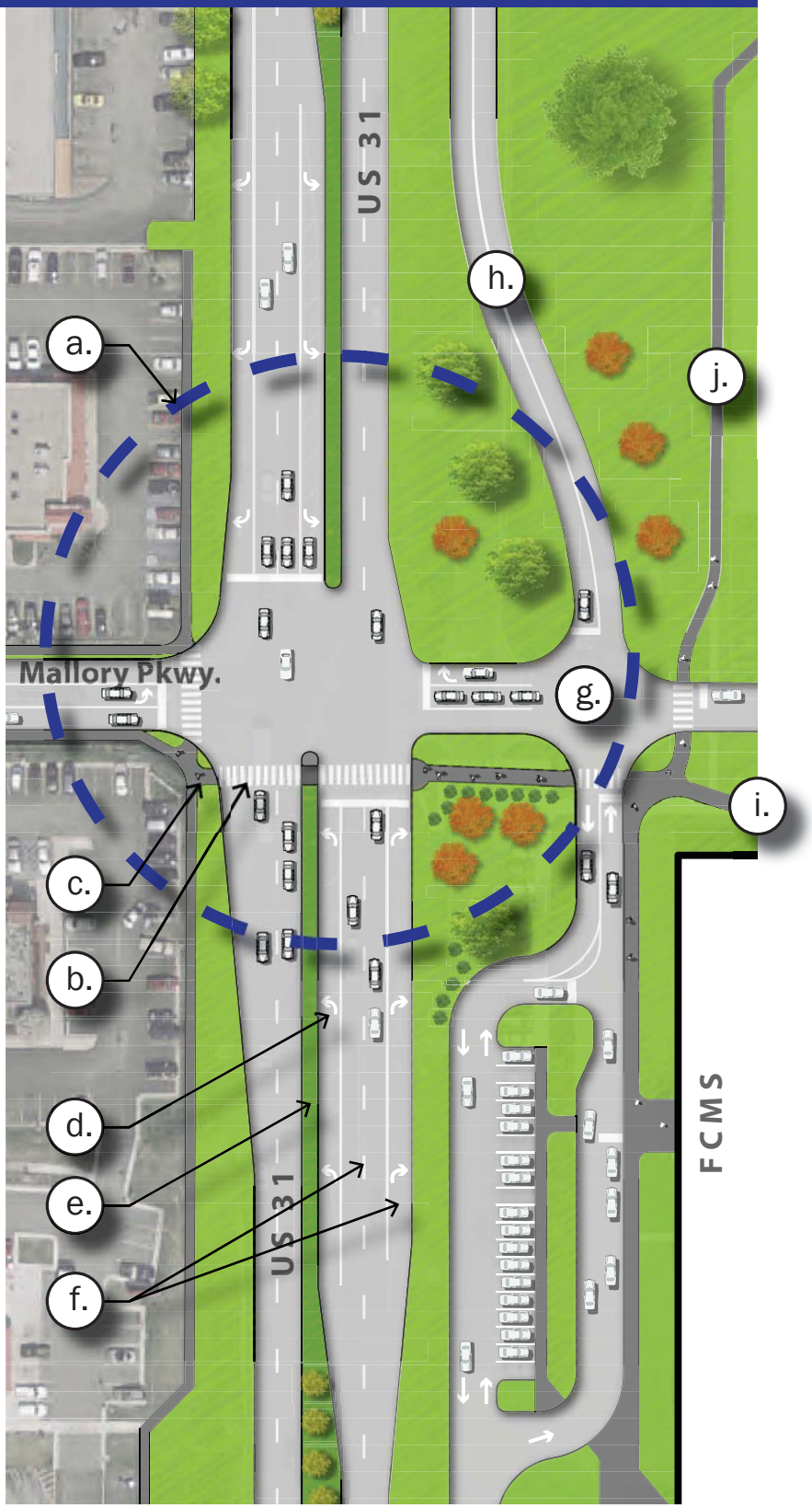
f. Maintain thru lanes and right-only turn lane on US 31

g. Reconfigure Middle School entrance and adjacent sidewalks for improved pedestrian movement and safety

h. Reconfigure Grizzly Cub Drive

i. Sidewalk connection to Franklin Community Middle School

j. Sidewalk connection to Northwood Elementary School



US 31/MALLORY PKWY INTERSECTION IMPROVEMENTS: OPTION B

LEGEND:

a. **Improved Pedestrian Only Enhancements** at US 31/Mallory Pkwy. Intersection

b. White thermoplastic crosswalk markings (Typ.)

c. Pedestrian indications with push buttons at the signals

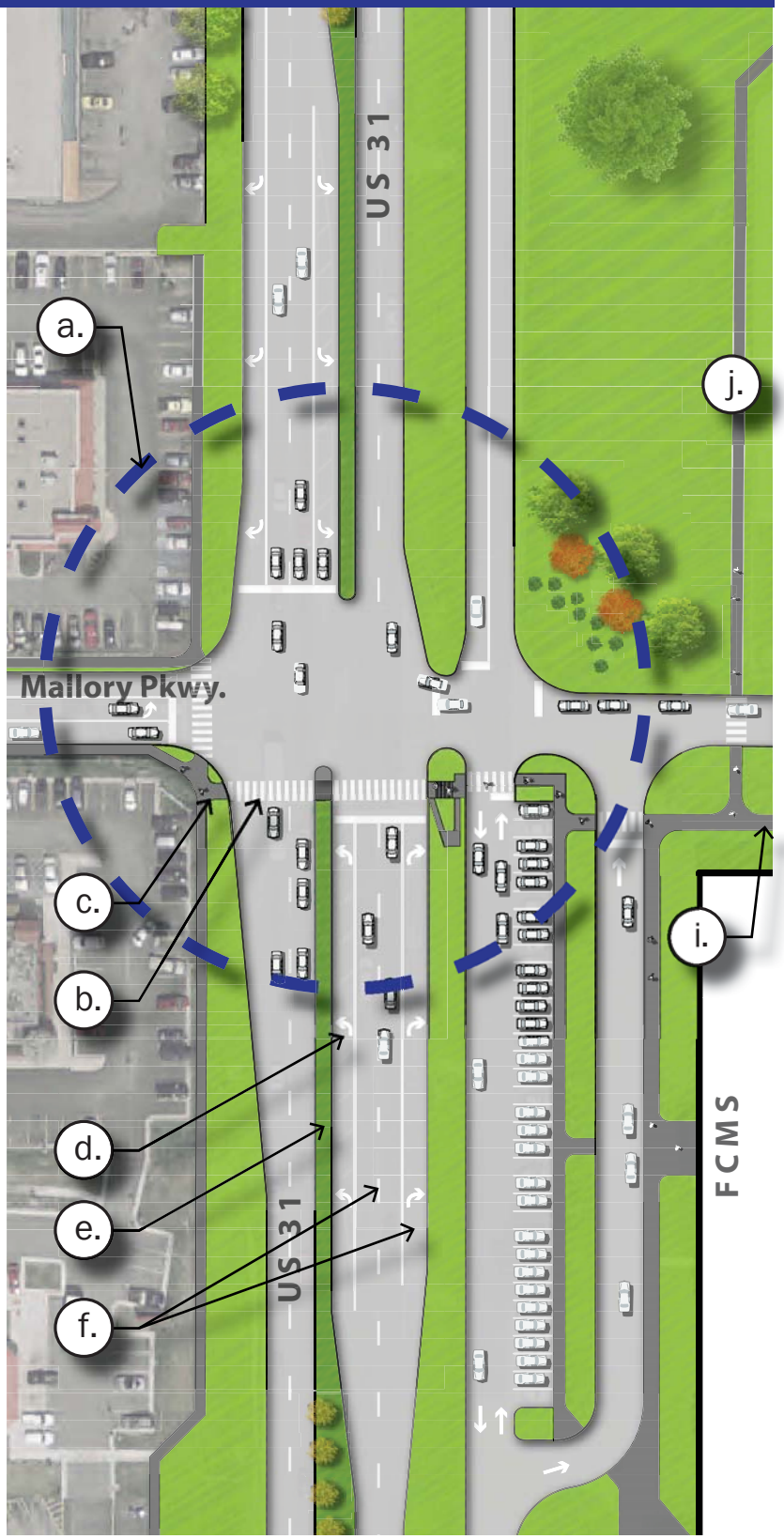
d. Shift left-only turn lane east

e. Install 8'-10' median with ground cover (< 12" plantings)

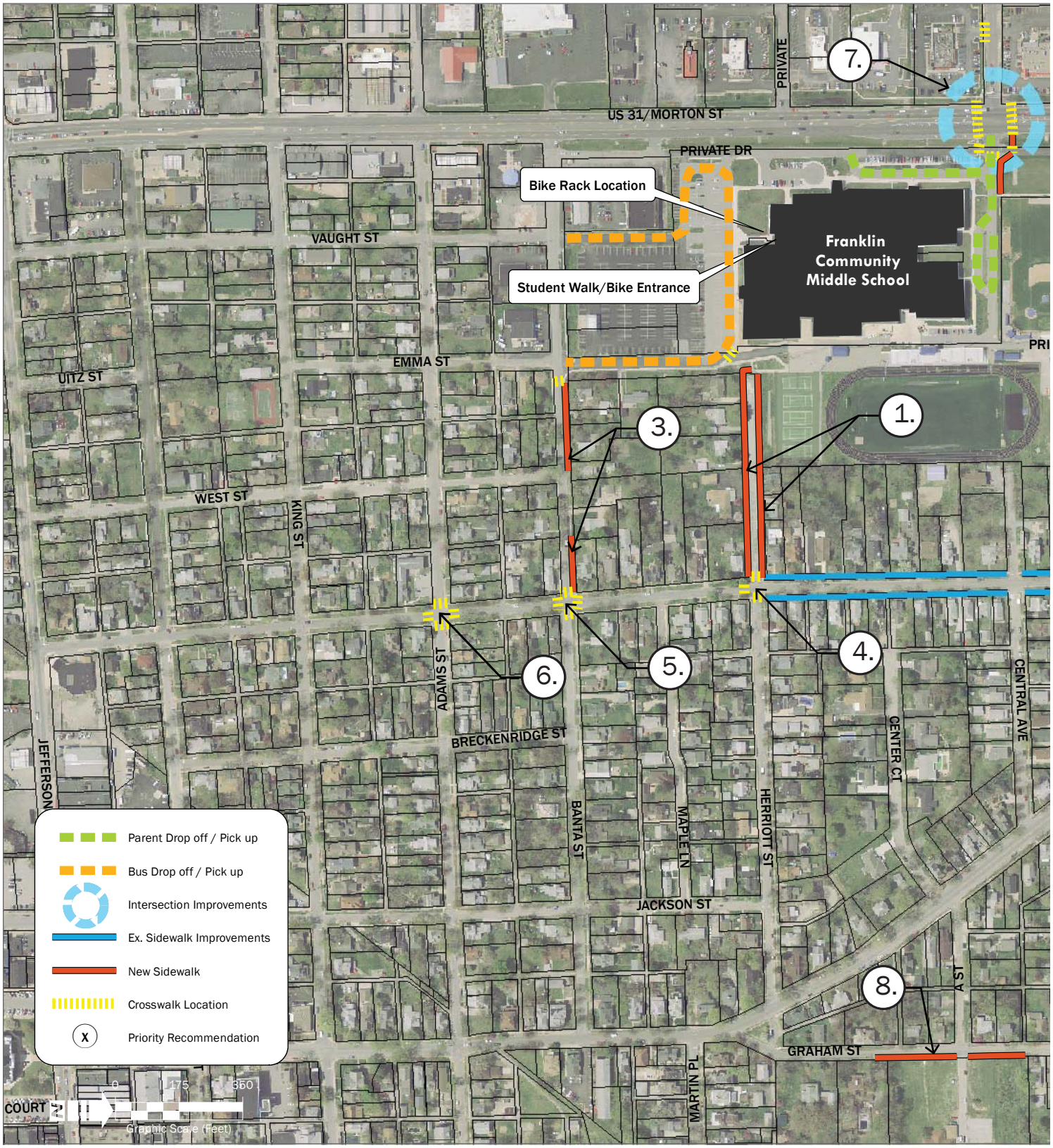
f. Maintain thru lanes and right-only turn lane on US 31

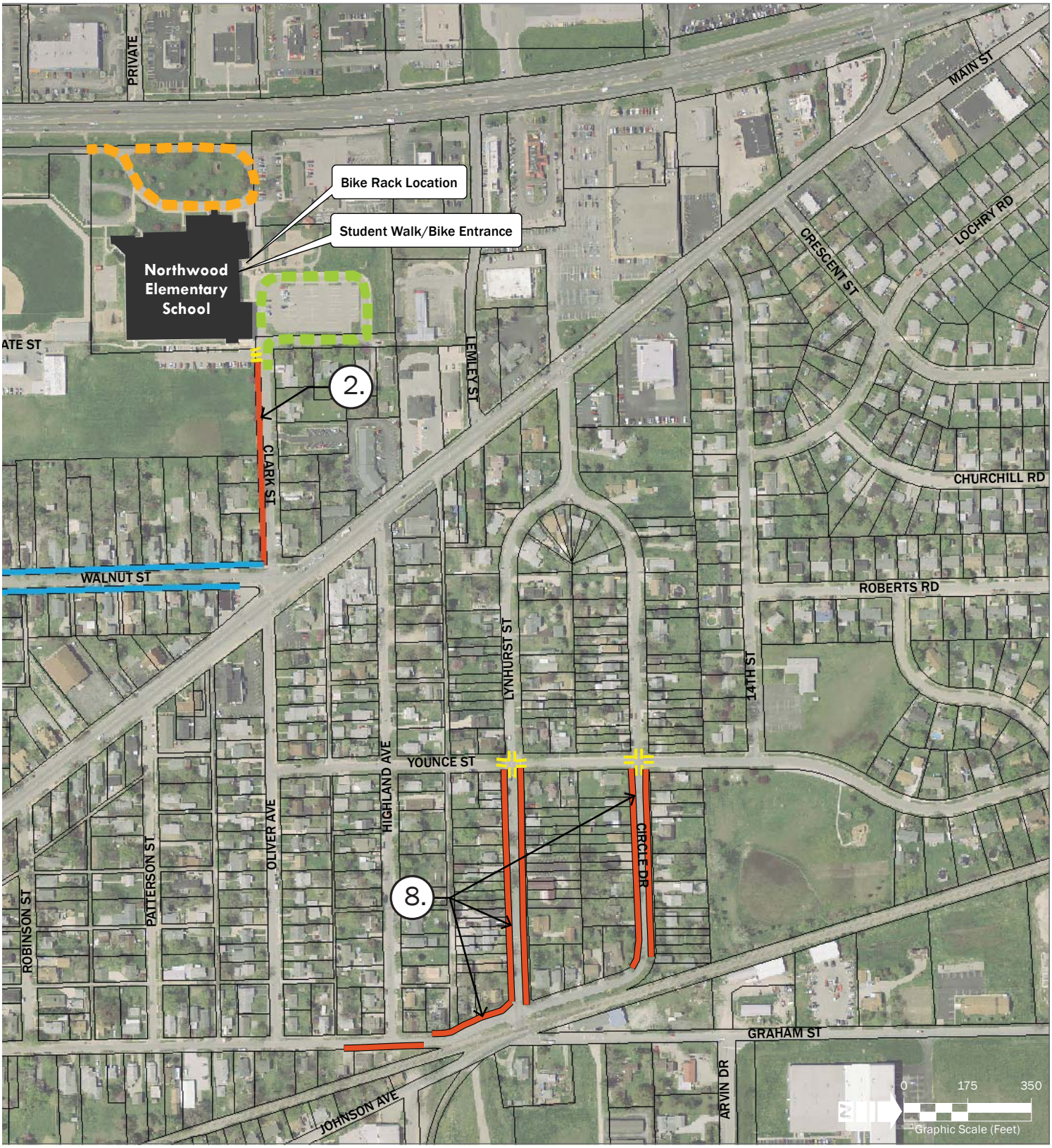
g. Sidewalk connection to Franklin Community Middle School

h. Sidewalk connection to Northwood Elementary School



ENGINEERING RECOMMENDATIONS: CENTRAL CAMPUS




Bike Rack Location
Student Walk/Bike Entrance
Northwood Elementary School
2.
8.
PRIVATE
MAIN ST
CRESCENT ST
LOCHRY RD
ATE ST
LEMLEY ST
CLARK ST
CHURCHILL RD
WALNUT ST
ROBERTS RD
LYNHURST ST
14TH ST
YOUNCE ST
HIGHLAND AVE
OLIVER AVE
PATTERSON ST
ROBINSON ST
CIRCLE DR
GRAHAM ST
ARVIN DR
JOHNSON AVE
0
175
350
Graphic Scale (Feet)

EAST CAMPUS IMPROVEMENT HIGHLIGHTS

Design of Pedestrian Infrastructure

As mentioned in the west campus improvement highlights, it is important that all new pedestrian infrastructure within the city be designed to integrate well with existing pedestrian infrastructure and with this master plan. This includes those pedestrian infrastructure projects currently in the design phase, i.e. the King Street Corridor Project, and the Eastview Drive Corridor Project. It is important to consider how each of these new streetscape projects connect to the existing system as part of the project, whenever possible.

The King Street Corridor Project is currently in the planning/design phase. This corridor will enhance the pedestrian experience and allow for a safe and friendly way for students to cross at peak travel times when traffic volumes are the highest. The proposed trails on the north and south side of King Street will give students a travel path to Eastview Drive from adjacent neighborhoods. The proposed roundabout at King Street and Eastview Drive will serve as the preferred crossing location for all students living on the south side of King Street. The preferred student route for this area is shown in more detail on the East Campus Recommendations Map, pages 102-103.

The Eastview Drive Corridor Project is in the design phase and will become the city's main truck route from I-65 to-and-from the industrial park. This corridor will be heavily traveled and traffic volumes will be high during peak travel times. It is important to design provisions that will make this corridor safe and friendly for all students using this as their preferred route to school. An eight foot wide trail is proposed on the east side of Eastview Drive from King Street to Upper Shelbyville Road. Intersection improvements are needed at the front entrance to Webb Elementary on Eastview Drive to give students a safe and friendly way to cross this road. Intersection improvements can include a crossing guard, a signalized intersection with pavement markings and regulatory signs.

EAST CAMPUS		
Priority	**Recommendation**	**Estimated Cost***
1	Intersection Improvements at Eastview Drive and Upper Shelbyville Road	$100,000.00
2	Install 8' trail on backside of Needham property to connect existing Franklin Greenway to both Needham and Webb Elementary Schools	$200,000.00
3	Install 8' trail to connect Needham property trail to intersection of Webb Dr./Eastview Dr.	$200,000.00
4	Intersection Improvements at Webb Drive and Eastview Drive	$100,000.00
5	Install sidewalks on north and south side of Jefferson Street between Forsythe St. and Weber Ct.	$135,000.00
6	Install sidewalks along Milford Dr. between Jefferson Street and King Street	$45,000.00
7	Install sidewalks throughout Potter's Green Subdivision to make complete connection to Webb Elementary School	$82,500.00

*Estimated Construction Costs are for planning purposes only. Further study is needed to determine actual cost of installation and construction.

ENGINEERING RECOMMENDATIONS: EAST CAMPUS


Potential Crossing Guard Location
6.
PRIVATE RD
CLARA CT
ST ANDREWS CT
CONNIE CT
ST ANDREWS DR
AUGUSTA CT
PARIS DR
FAIRWAY LAKES DR
GOLFVIEW CT
GOLFVIEW PL
PRIVATE RD
MONACO DR
HOLE IN ONE CT
MILFORD DR
FAIRWAY CT
LONGEST DR
KING ST
SR 44/KING ST
PRIVATE
BENJAMIN ST
BENJAMIN ST
FRANKLIN COVE CT
GARDENS CT
RIDGEWOOD MDWS
JEFFERSON ST
DECOURCY LN
REAGAN CIR
LOVERS LN
N
0
250
500
Graphic Scale (Feet)

Pedestrian Bridge along Westview Dr. - Franklin, IN
Source: HWC

10

Section
Ten

Implementation Strategies

Safe Routes school

— City of Franklin, Indiana —

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Section Ten 10 Implementation Strategies

INTRODUCTION

This plan helps define Franklin's vision for a pedestrian-friendly Safe Routes to School program and identifies key projects and programs the school administration and City of Franklin officials need for the program to be successful.

This section of the plan provides:

- An implementation strategy for Franklin's Safe Routes to School program.
- Identifies community partners who are necessary to help create and maintain a successful program.
- A detailed list of recommendations for the individual schools associated with this plan
- Outlines potential funding sources for the various recommended projects.

COMMUNITY PARTNERS

The driving partners in Franklin's Safe Routes to School initiative are the City of Franklin and FCS. The two entities must work together to provide the appropriate policies, programs, and infrastructure that will encourage students to walk and bicycle to school as well as encourage parents to allow it.

Both entities have responsibility for all five "E's", and they should work together to ensure that appropriate decisions are being made for both the community and the students. While city officials control the engineering and enforcement decisions throughout the city, school administrators control the engineering and enforcement decisions within school zones related to student drop-off and pick-up, buses, and parking.

Beyond these two lead entities, there are many others who will be important to the process. The Franklin Plan Commission provides zoning and subdivision development oversight for the city and should therefore be responsible for helping to update, implement, and enforce development standards that make it safer for students to walk and bicycle to school. Furthermore, as future development occurs in the city and around rural areas of Franklin, it will be essential that the city and the Johnson County Plan Commission work together to make sure all understand the vision for new development that has come out of this plan.

Parent groups at all schools also play a key role in the implementation of the SRTS plan. These groups could assist in organizing events and providing funds for encouragement prizes.

Other regional partners such as local civic groups, local businesses, and non-profits organizations can all play a part in helping to implement the vision of the SRTS plan as well.

Other communities across the country have partnered with local corporate sponsors to help promote walking and bicycling safety. Sponsors could include health or hospital groups, local doctors, local bike shops, banks, local fitness retailers, or other local corporations.

Another strategy used by many communities is to make the SRTS committee a permanent organization tasked with:

- Implementing the plan
- Developing additional projects
- Monitoring and evaluating the success of the program

These tasks could be assigned to an existing committee, or if an existing committee does not exist, a new committee could be established specifically for the SRTS efforts.

DETAILED LIST OF RECOMMENDATIONS

A detailed list of recommendations is shown on pages 109 to 115. This list includes all the recommendations that were developed as part of the master planning effort. The recommendations are listed by school district and by individual school. This approach helps organize recommendations for Franklin Community Schools that need to implemented campus wide, while also giving a list of focused recommendations that are directly related to the individual school campus. The City of Franklin also plays a key role in implementing some of the recommendations. A column showing responsible party is located adjacent to the recommendation.

FRANKLIN COMMUNITY SCHOOLS: CAMPUS WIDE

RECOMMENDATIONS	RESPONSIBLE	5 E's
Utilize current communications resources to distribute information/materials.	FCS	Education
Work with all PE classes to incorporate walking/bicycling safety education.	FCS	Education
Conduct periodic parent announcements and/or surveys to promote walking/bicycling programs.	FCS	Education
Plan and Schedule a Bicycle Rodeo event.	FCS	Education
Review school start time policies to maximize available daylight during winter/early spring months.	FCS	Enforcement
Work with the City of Franklin to develop a partnership to provide crossing guards at key locations around schools.	FCS	Enforcement
Work with the Franklin Police Department on driver education and awareness campaigns, focus primarily on designated walk routes.	FCS	Enforcement
Register FCS with the international walk and bike to school day events	FCS	Encouragement
Develop a Bike Rodeo program for school students	FCS	Encouragement
Work with the City of Franklin to develop and install consistent 'school trail' signage on all designated primary walking routes.	FCS/City of Franklin	Engineering
Develop and install standardized pedestrian/ bicycle wayfinding signs on all school campuses.	FCS	Engineering
Install/upgrade/maintain all connecting sidewalks from the edge of campus to all school buildings.	FCS	Engineering
Find a way to get a helmet on every kid who rides their bicycle.	FCS	Enforcement

NEEDHAM ELEMENTARY SCHOOL: EAST CAMPUS

RECOMMENDATIONS	RESPONSIBLE	5 E's
Share the Needham Primary Route Map with all school parents.	Needham Elem.	Education
Plan and Schedule a Bicycle Rodeo event.	Needham Elem./FCS	Education
Determine feasibility/need for a crossing guard at Eastview Drive and King Street.	Needham Elem./FCS	Enforcement
Develop a bicycle recycling program to allow students to obtain and/or swap bicycles.	Needham Elem.	Encouragement
Develop an event where students could decorate and ride their bicycles (bicycle parade).	Needham Elem.	Encouragement
Promote a mileage club with rewards given for certain achievement levels.	Needham Elem.	Encouragement
Incorporate bicycling and walking event into Field-Day activities.	Needham Elem.	Encouragement
Utilize the existing trail network adjacent to campus as a primary route.	City of Franklin	Engineering
Maintain sight distances and clear zones along existing trail network for safer student travel	City of Franklin	Engineering
Provide trail connection existing trailhead to entrance at Needham Elementary	FCS/City of Franklin	Engineering
Provide a safe crossing at Eastview and Upper Shelbyville Road.	FCS/City of Franklin	Engineering
Find a way to get a helmet on every kid who rides their bicycle.	Needham Elem.	Enforcement

WEBB ELEMENTARY SCHOOL: EAST CAMPUS

RECOMMENDATIONS	RESPONSIBLE	5 E's
Spend immediate resources on educational programs until appropriate infrastructure is completed.	Webb Elem.	Education
Use existing walking field trips as an educational opportunity for safe walking and bicycling practices.	Webb Elem.	Education
Work with the city to place educational facts/ awareness signs along the trails for trail users.	Webb Elem./City of Franklin	Education
Develop a 'walking field trip' to safely teach and promote the primary travel routes to Webb.	Webb Elem.	Education
A crossing guard should be considered at Eastview Drive/Webb Drive.	Webb Elem./FCS	Enforcement
Find a way to get a helmet on every kid who rides their bicycle.	Webb Elem.	Enforcement
Utilize the existing trail network adjacent to campus as a primary route.	City of Franklin	Engineering
Install Crosswalk and pedestrian signal improvements along King Street	City of Franklin	Engineering
Provide a safe crossing at Eastview Drive and Webb Drive.	FCS/City of Franklin	Engineering
Provide trail connection from intersection of Eastview Dr. and Webb Dr. to entrance at Webb Elementary	FCS/City of Franklin	Engineering
Provide sidewalk improvements on west side of Webb Ct.	FCS/City of Franklin	Engineering
Complete sidewalk connections on Milford Dr.	City of Franklin	Engineering
Complete sidewalk connection on Middleton Rd.	City of Franklin	Engineering
Complete sidewalk connection on Jefferson St, between Second Street and Decourcy Ln.	City of Franklin	Engineering
Improve sidewalks throughout Potter's Green neighborhood.	City of Franklin	Engineering
Plan a bicycle rodeo event.	Webb Elem./FCS	Encouragement
Work with PTO and interested teachers to implement a bicycle train and/or walking school bus program.	Webb Elem.	Encouragement
Promote a bicycle swap day where students could trade in or trade up their bicycles.	Webb Elem.	Encouragement
Develop an after school bicycle club with incentives offered for participation.	Webb Elem.	Encouragement
Have a parent preview night for the SRTS program.	Webb Elem.	Encouragement

CUSTER BAKER INTERMEDIATE SCHOOL: WEST CAMPUS

RECOMMENDATIONS	RESPONSIBLE	5 E's
A crossing guard should be considered at Jefferson Street/Tracey Miles Road	Custer Baker /FCS	Enforcement
Develop a scavenger hunt as part of a walking/bicycling trip.	Custer Baker	Encouragement
Utilize existing walking filed trips to educate and promote safe walking and bicycling practices.	Custer Baker	Encouragement
Improve sidewalk condition throughout Camelot subdivision	City of Franklin	Engineering
Improve sidewalk condition throughout Countyview subdivision	City of Franklin	Engineering
Improve the crossing condition at Jefferson Street and Tracy Miles Road.	City of Franklin	Engineering
Install crosswalks at all intersection conflict points where school drives meet sidewalks	City of Franklin	Engineering
Design and install a safe crossing at Jefferson St.	City of Franklin	Engineering
Install crossing improvements at Hospital Road from the Arbor Springs subdivision.	City of Franklin	Engineering
Find a way to get a helmet on every kid who rides their bicycle.	Custer Baker	Enforcement

CREEKSIDE ELEMENTARY SCHOOL: WEST CAMPUS

RECOMMENDATIONS	RESPONSIBLE	5 E's
Develop a 'walking field trip' to safely teach and promote the primary travel routes to Creekside.	Creekside Elem.	Education
Actively teach students the primary walking routes to school and the safest crossing points.	Creekside Elem.	Education
Provide the students with pedometers as a promotional event. Find fun ways to track their walking achievement.	Creekside Elem.	Encouragement
Expand upon the current mileage club and provide incentives for participation.	Creekside Elem.	Encouragement
Develop a helmet giveaway program for students who ride their bicycles.	Creekside Elem.	Encouragement
Complete a walking project (walking school bus) with Camelot, \ Estates, and down Hospital Road.	Creekside Elem.	Encouragement
Connect Creekview Drive to Creekside Elementary via trail/sidewalk	City of Franklin	Engineering
Install sidewalks along Davis Drive.	City of Franklin	Engineering
Design and install pedestrian crossing between Custer Baker and Creekside campuses.	City of Franklin	Engineering
Install a crossing at the Camelot Subdivision.	City of Franklin	Engineering
Complete two sidewalk/trail connections across Hospital Road for Country View Estates and Arbor Springs subdivisions.	City of Franklin	Engineering
Connect trails along East Hospital Road to neighborhoods on the north side.	City of Franklin	Engineering

NORTHWOOD ELEMENTARY SCHOOL: CENTRAL CAMPUS

RECOMMENDATIONS	RESPONSIBLE	5 E's
Educate parents/students on how to cross at new roundabout on N. Main.	Northwood Elem./City of Franklin	Education
Develop age appropriate safe walking lessons for students.	Northwood Elem.	Education
Use existing walking field-trips as an educational opportunity for safe walking and bicycling practices.	Northwood Elem.	Education
Develop educational materials on all dangers which could be encountered while walking, not just traffic (predators, animals, etc.).	Northwood Elem./FCS	Education
Utilize monthly newsletters, Twitter, and Facebook to provide monthly SRTS updates.	Northwood Elem./FCS	Education
Develop a student monitoring program along primary walk routes to school.	Northwood Elem.	Enforcement
Evaluate feasibility/need of crossing guards at US 31 intersection.	Northwood Elem./FCS	Enforcement
Design and install safe crossing measures across US 31.	City of Franklin	Engineering
Install sidewalks on Circle Drive and Lyndhurst Street.	City of Franklin	Engineering
Make pedestrian upgrades along Walnut Street since it is a primary travel corridor for students.	City of Franklin	Engineering
Install curbs and fill sidewalk gaps along Graham Road.	City of Franklin	Engineering
Figure out campus internal circulation route and provide appropriate signage and pavement.	FCS	Engineering
Install lights along all primary SRTS travel routes.	City of Franklin	Engineering
Develop a walking school bus and use the all-call system to announce the days/times.	Northwood Elem.	Encouragement
Include a SRTS program/activity on a family PTO night.	Northwood Elem.	Encouragement
Develop a helmet giveaway program.	Northwood Elem.	Encouragement

FRANKLIN COMMUNITY MIDDLE SCHOOL: CENTRAL CAMPUS

RECOMMENDATIONS	RESPONSIBLE	5 E's
Distribute FCMS Primary Route maps to all students and parents.	FCMS	Education
Distribute communication on SRTS program on a monthly basis using newsletters, Twitter, and Facebook.	FCMS/FCS	Education
Make pedestrian improvements along Herriott Street, which is an intuitive corridor for students.	City of Franklin	Engineering
Make improvements from the Franklin Village North subdivision.	City of Franklin	Engineering
Complete internal crosswalk pavement markings at all sidewalk/drive conflict points.	City of Franklin	Engineering
Complete a sidewalk connections on Banta between Emma and Walnut.	City of Franklin	Engineering
Complete crosswalk pavement markings at the intersection of: Banta and Walnut, Adams and Walnut, Emma and Banta, Herriott and Walnut.	City of Franklin	Engineering
Have a good behavior party for students who participate in walking/bicycling activities.	FCMS	Encouragement
Promote participation in the mileage club.	FCMS	Encouragement
Work with BETA Club and/or Community Service Project to develop a student walk/ bicycle safety program.	FCMS	Encouragement
Make SRTS cool, engage community role models as 'peer trainers' to lead classes and activities.	FCMS	Encouragement
Work with local bicycle shop to have professional cyclists visit campus and work with students on bicycle safety education.	FCMS	Encouragement
Develop a helmet giveaway program.	FCMS	Encouragement

IMPLEMENTATION PLAN - SUMMARY OF RECOMMENDATIONS

A summary of recommendations is provided below. This table summarizes the top recommendations that were developed as part of the Franklin SRTS planning process.

Project or Program	SRTS Strategy	Estimated Cost	Funding Source(s)	Responsible Party	Proposed Schedule
Bicycle Rodeo	Education Encouragement	Direct cost of encouragement giveaways and marketing materials	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS and City of Franklin	Annually or biannually
International Walk to School Day	Education Encouragement	Direct cost of marketing materials	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS and City of Franklin	Annually
Monthly or Weekly Events	Education Encouragement	Direct cost of encouragement materials	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS	Ongoing
Develop Curriculum	Education	No Cost	School Administration, PTO	FCS	Ongoing
Plan Walking and Biking Trips to downtown	Education	No Cost	School Administration, PTO	FCS	Ongoing
Adult Crossing Guards	Enforcement	Direct cost of crossing guard equipment, and possibly crossing guard salary, if applicable	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS and/or City of Franklin	Ongoing
Increased Traffic Speed Enforcement	Enforcement	Direct cost of police officer salaries and speed monitoring equipment	Local Funds	City of Franklin	Ongoing
Mileage Clubs or Contests	Encouragement	Direct cost of giveaways and prizes	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS	Ongoing
Walking School Bus/Bicycle Train	Encouragement	Direct cost of safety equipment	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS	Ongoing
Park and Walk	Encouragement	Direct cost of safety equipment	School Administration, Parent Organizations, Local Funds, National SRTS Mini-Grants, Local Sponsorships	FCS	Ongoing
Provide 'School Trail' Signage	Education Enforcement Engineering	Direct cost of signage	Local Funds, SRTS Grants	FCS and/or City of Franklin	Ongoing
Provide Pavement Markings	Education Enforcement Engineering	Direct cost of pavement markings	Local Funds, SRTS Grants	FCS and/or City of Franklin	Ongoing
Provide 'Wayfinding' Signage on school campuses	Education Enforcement Engineering	Direct cost of signage	Local Funds, SRTS Grants	FCS	Ongoing
Campus Connections (8' wide trail)	Engineering	Direct cost of construction and engineering of trail	Indy MPO, Local Funds	City of Franklin	3-5 years
City-wide Neighborhood Sidewalk Construction Program	Engineering	Direct cost of sidewalk repair/replacement	Local Funds	City of Franklin	Ongoing
School Sidewalk Maintenance Program	Engineering	Direct cost of sidewalk repair/replacement	Local Funds	FCS	Ongoing
Provide Intersection Imporvements	Engineering	Direct cost of construction and engineering of intersections	Indy MPO, Local Funds, Developer Fees	City of Franklin	5-10 years

FUNDING SOURCES

Finding appropriate funding sources to help implement this plan is a key component of implementation. Following is a summary of grant programs for which Franklin may qualify.

SAFE ROUTES TO SCHOOL (SRTS)

In addition to the non-infrastructure grant that funded this plan, the SRTS program provides statewide infrastructure grants of up to $250,000 for the construction of pedestrian and bicycle safety improvements around schools.

Program:	Safe Routes to School Infrastructure Grants
Administered By:	Indiana Department of Transportation
Grant Amount:	$250,000
Match Requirements:	20% minimum of total project costs
Applicable Projects:	Construction of facilities, including sidewalks, crosswalks, and pedestrian signals, to promote walking and bicycling to school and to make it safer

TRANSPORTATION ALTERNATIVE PROGRAM (TAP)

This program is administered by the Indiana Department of Transportation for pedestrian and bicycle facilities.

Program:	Transportation Enhancement
Administered By:	Indianapolis Metropolitan Planning Organization (Indy MPO)
Grant Amount:	Not Specified
Match Requirements:	20% local match
Applicable Projects:	Construction of facilities for pedestrians and bicyclists

SURFACE TRANSPORTATION PROGRAM (STP)

Administered by the Indiana Department of Transportation, this program provides federal funding for roadway projects for designated routes.

Program:	Surface Transportation Program
Administered By:	Indy MPO
Grant Amount:	$3,000,000 maximum
Match Requirements:	20% local match
Applicable Projects:	Construction of roadway improvements on federal on-system routes, including pavement, curbs, and sidewalks

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

This program, administered by the Indiana Department of Transportation, provides funding for projects designed to reduce congestion and improve air quality.

Program:	Congestion Mitigation and Air Quality Improvement Program
Administered By:	Indy MPO
Grant Amount:	Not Specified
Match Requirements:	20% local match
Applicable Projects:	Construction of pedestrian and bicycle facilities

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This program is administered by the Indiana Department of Transportation for elimination of specific safety issues, usually at intersections.

Program:	Highway Safety Improvement Program
Administered By:	Indy MPO
Grant Amount:	Not Specified
Match Requirements:	10% local match
Applicable Projects:	Safety improvements at intersections, including signage, pavement markings, signal modifications, and lighting improvements

RECREATIONAL TRAILS PROGRAM

This program provides funding for the construction of multi-use trail systems and is administered through the Indiana Department of Natural Resources.

Program:	Recreational Trails Program
Administered By:	Indiana Department of Natural Resources
Grant Amount:	$150,000
Match Requirements:	20% local match
Applicable Projects:	Acquisition of land for and construction of multi-use trails

Creekside Elementary School - Franklin, IN
Source: HWC

Appendix

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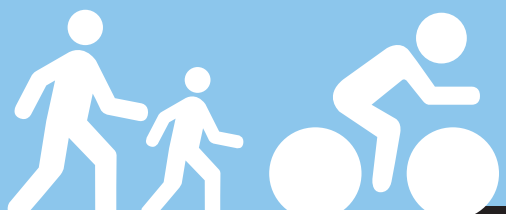
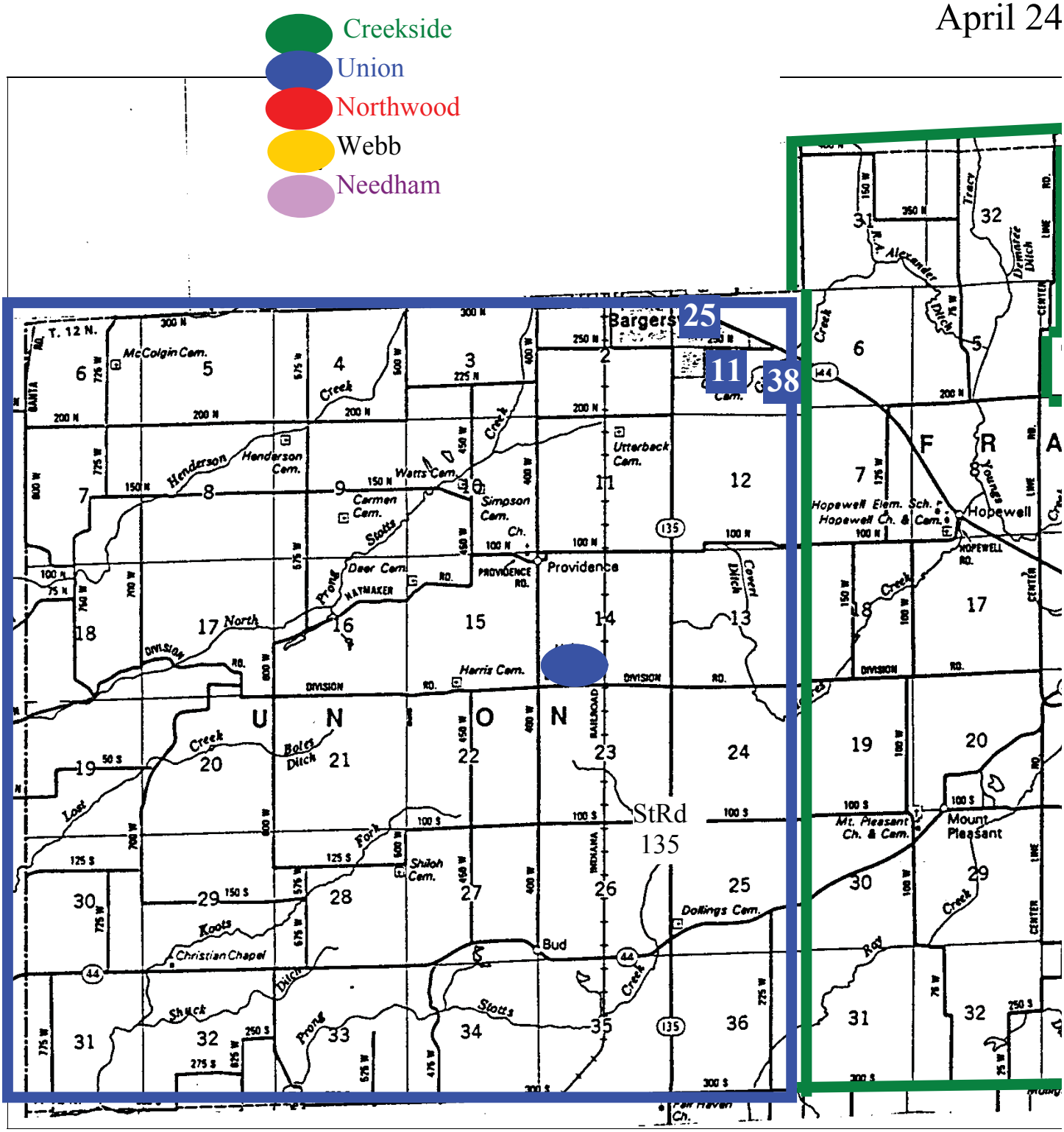


Appendix

Franklin Community S

Approved Element

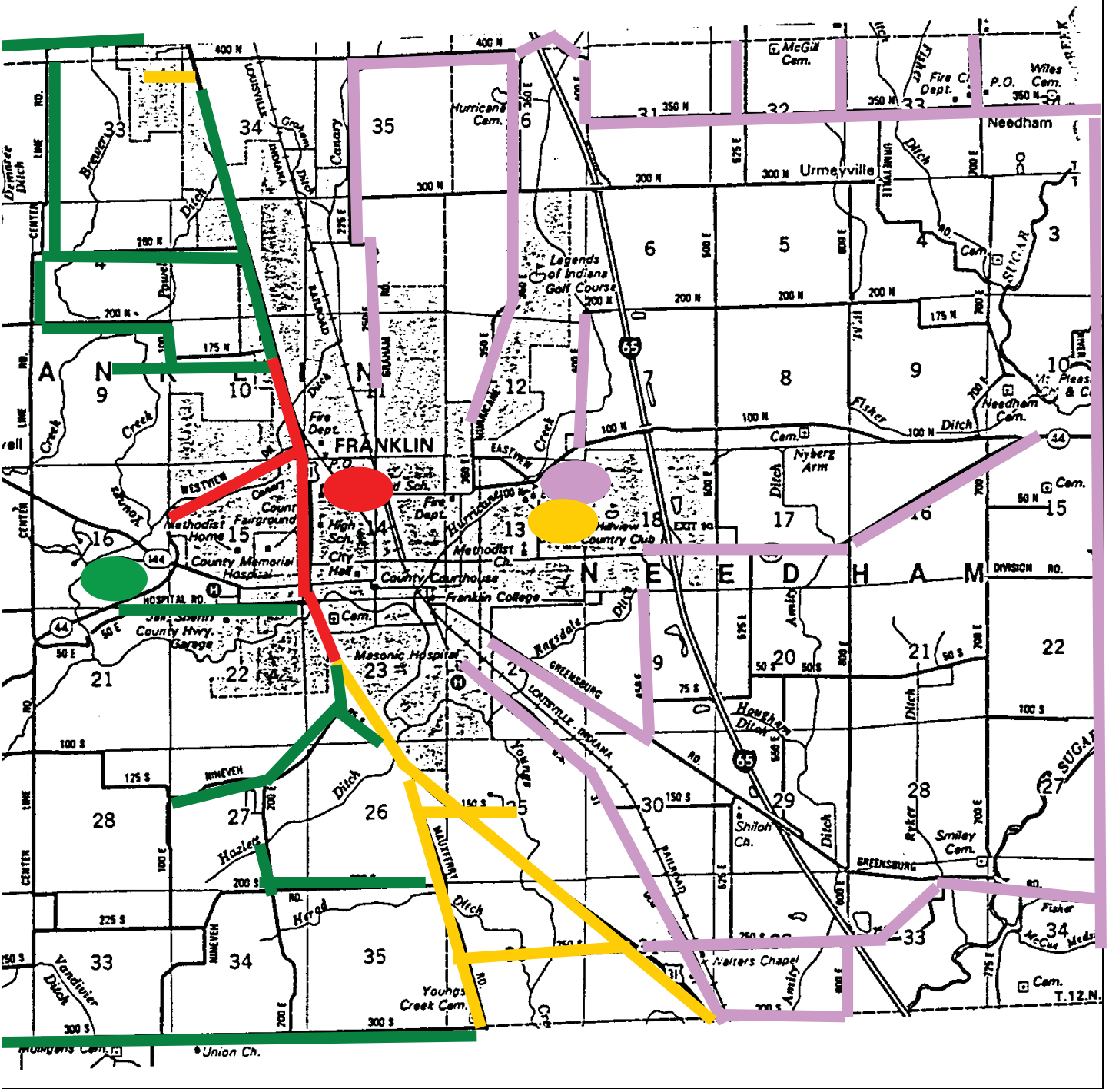
April 24



y School Corporation

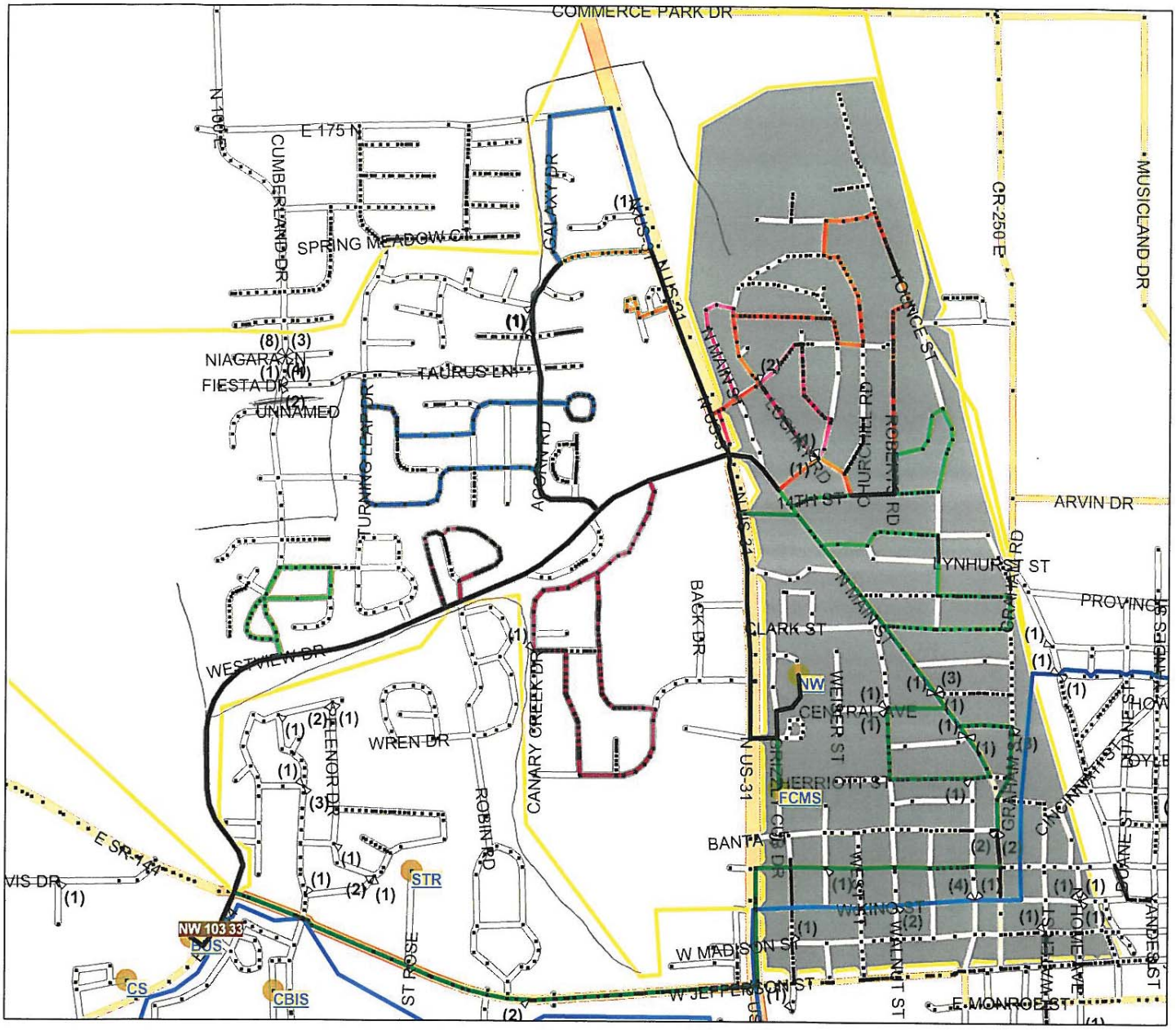
entary School Boundaries
l 24, 2000

See other map for detail



3/24/2014 9:17:12 AM

Franklin Community School Corporation
Route Map



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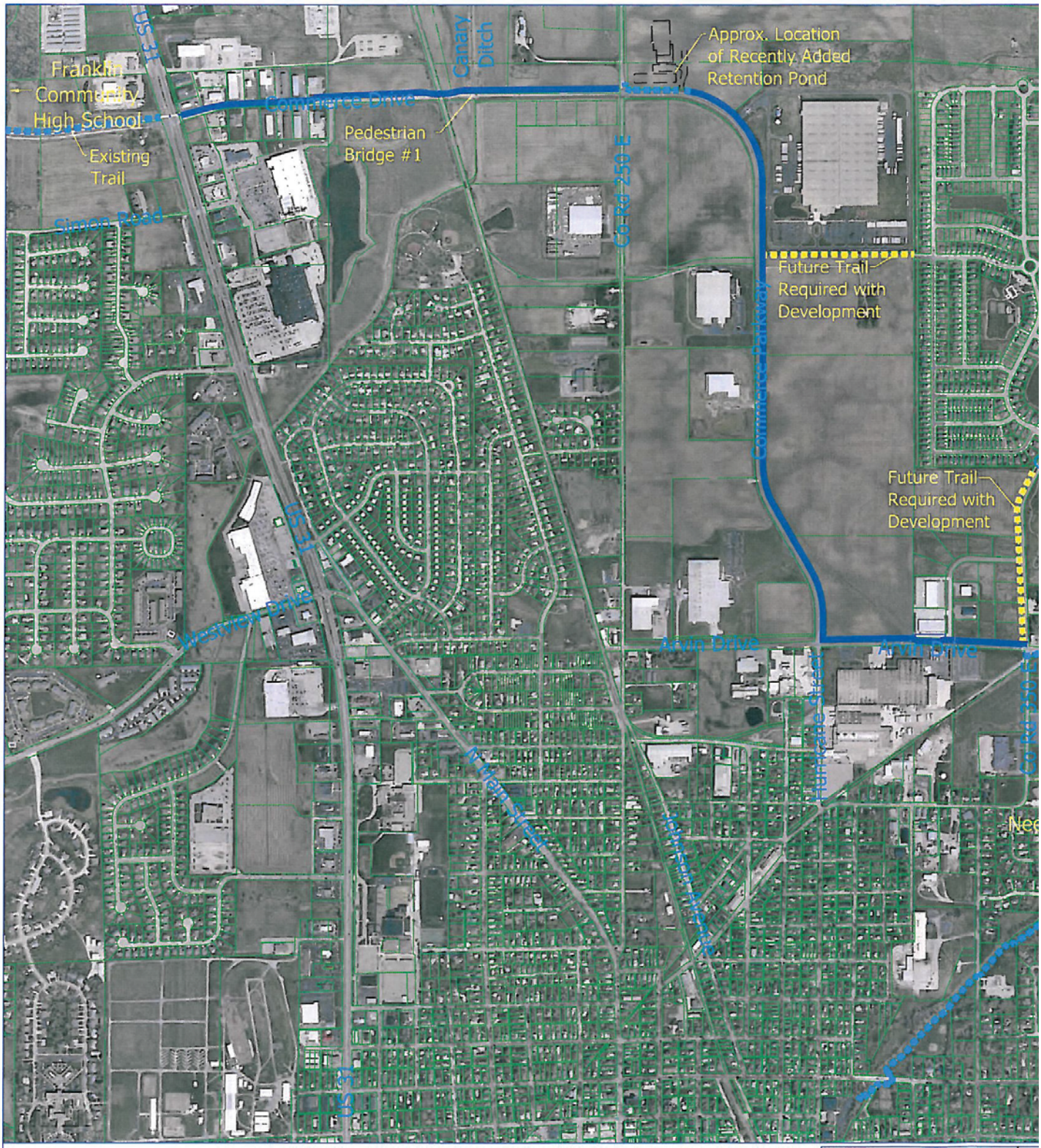
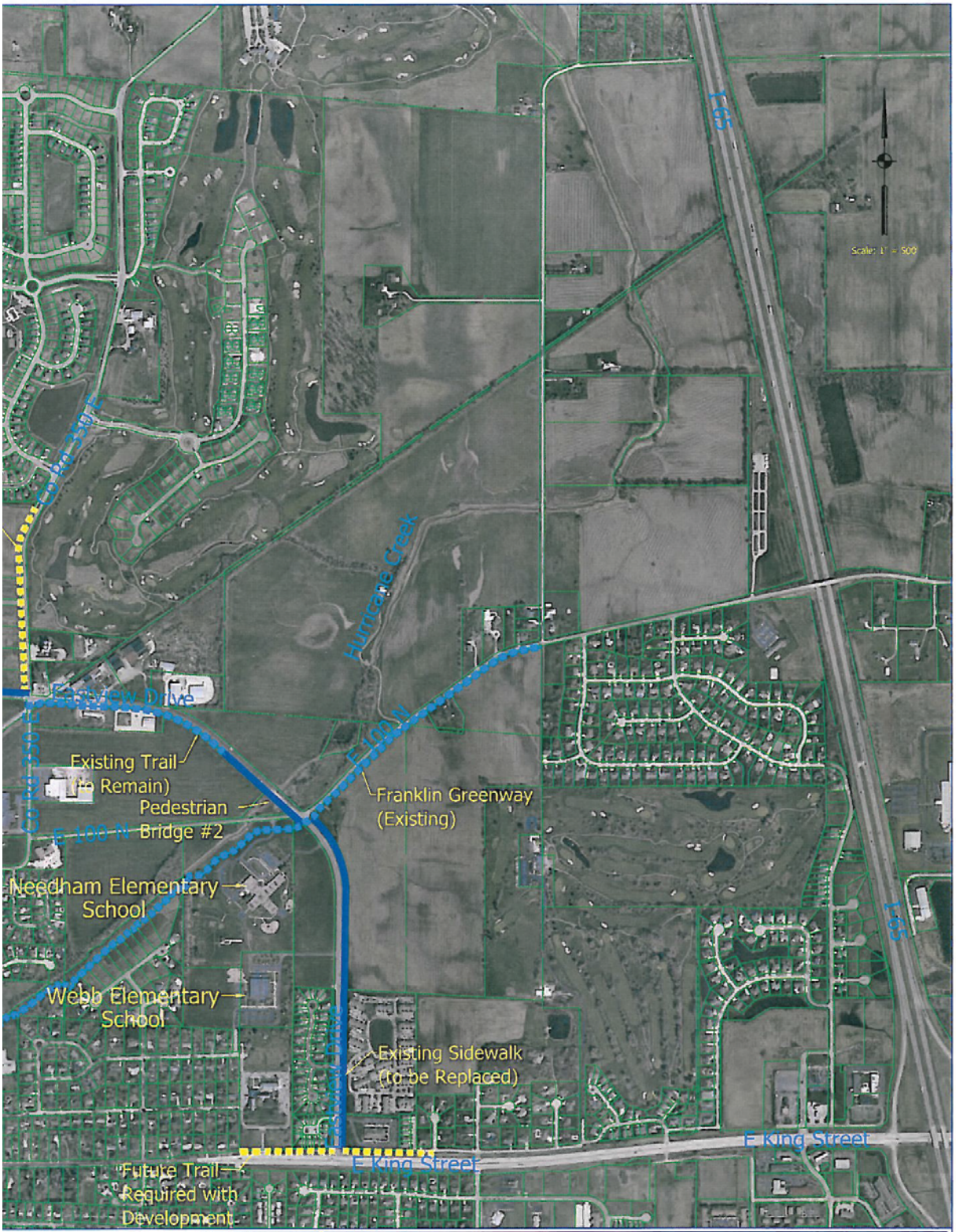
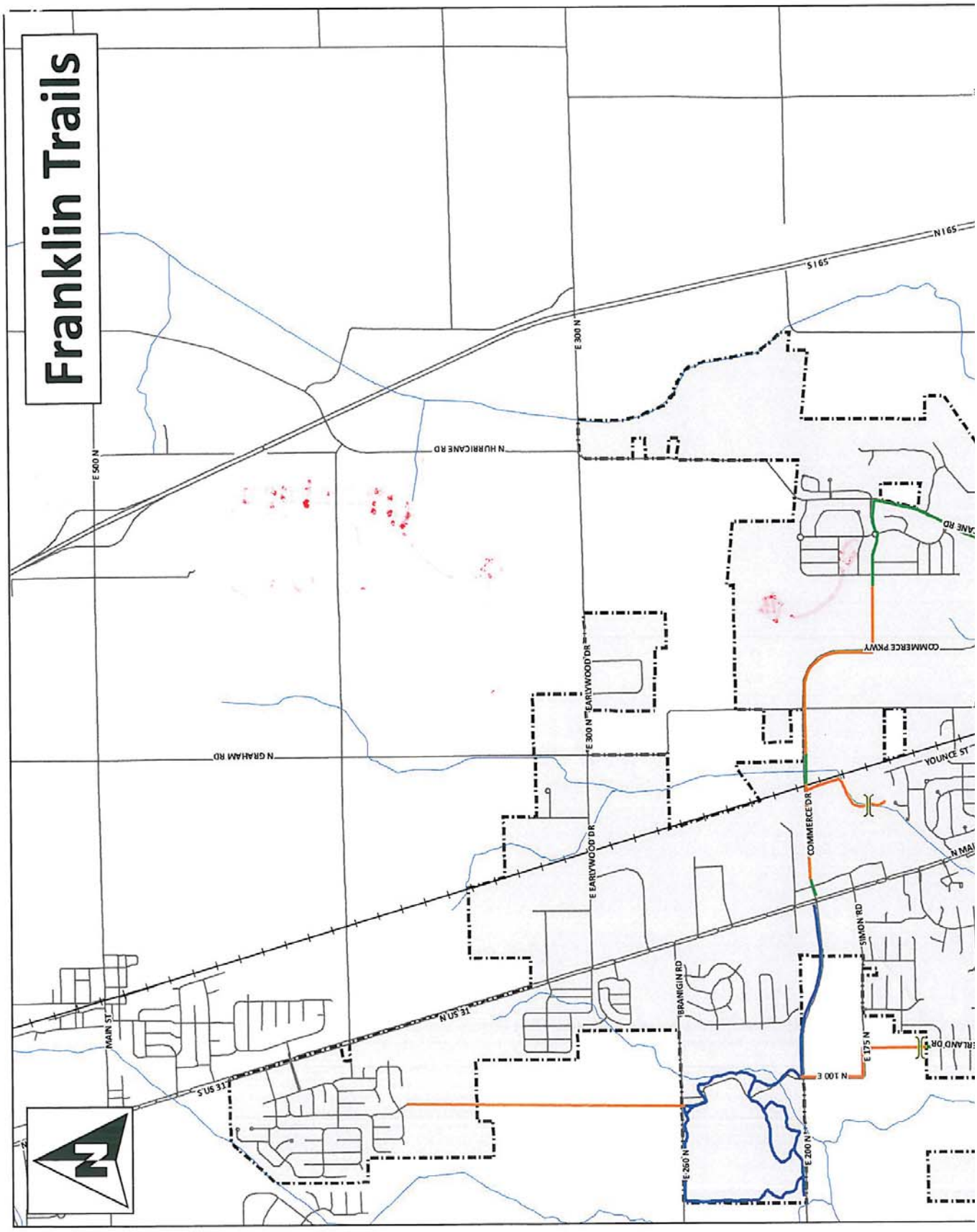
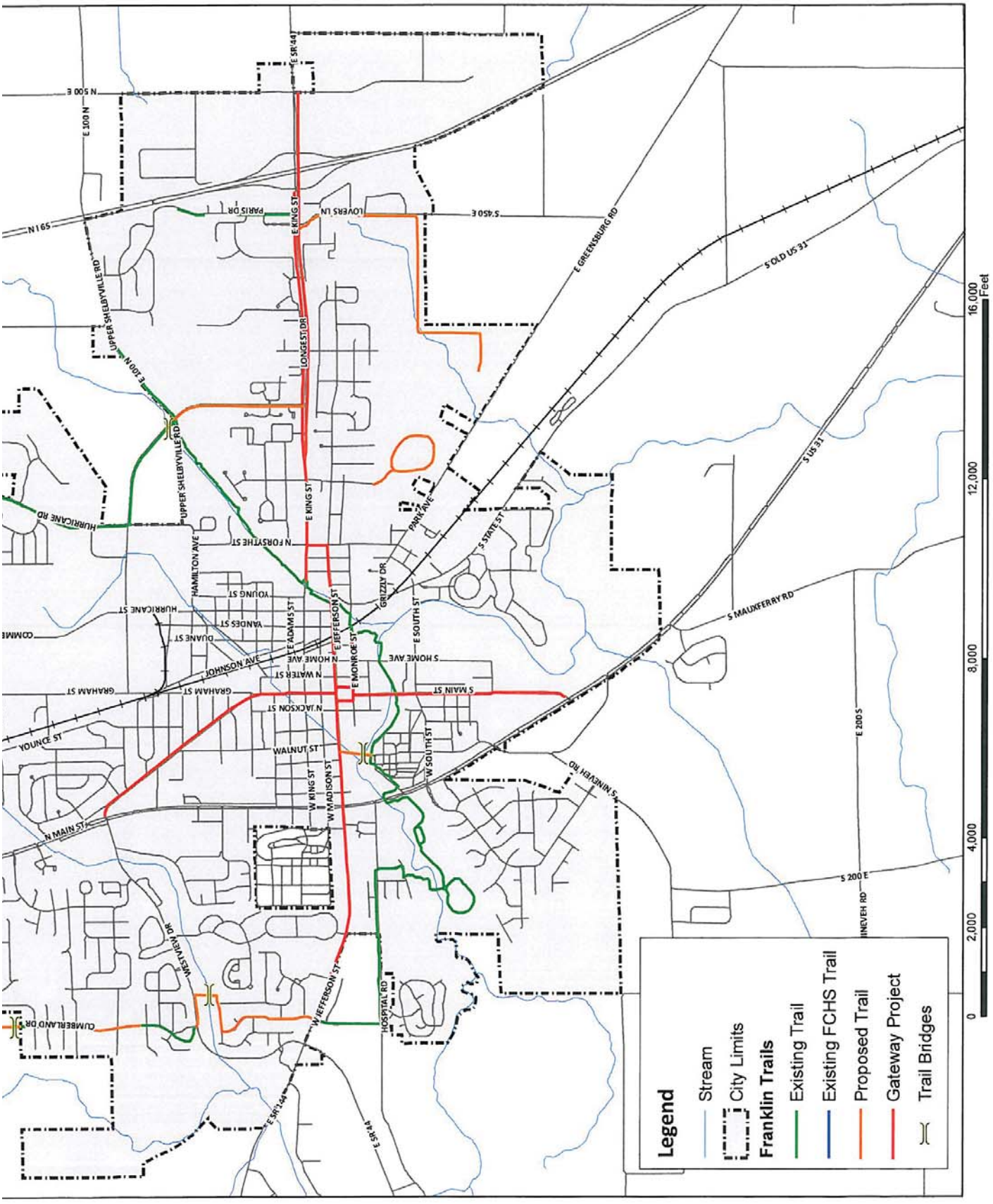

US 31
Franklin Community High School
Existing Trail
Simon Road
Commerce Drive
Canary Ditch
Pedestrian Bridge #1
Approx. Location of Recently Added Retention Pond
Co Rd 250 E
Commerce Parkway
Future Trail Required with Development
Future Trail Required with Development
Westview Drive
Arvin Drive
Arvin Drive
Hurricane Street
Main Street
Johnson Avenue
Co Rd 250 E
LEGEND
Existing Path (To Remain)
Proposed Path
Future Path (Required with Development)
UNITED Consulting



1625 N. Post Road Indianapolis, Indiana 46219 Phone (317) 895-2585 Fax (317) 895-2596 Web www.ucindy.com	PROJECT NAME: CITY OF FRANKLIN	DATE: 10/7/2013
	LOCATION MAP	PAGE: 1


Franklin Trails
N 165
S 165
E 300 N
N HURRICANE RD
E 500 N
N GRAHAM RD
E EARLYWOOD DR
E 300 N
COMMERCE PKWY
COMMERCE DR
YOUNCE ST
MAIN ST
N US 31
S US 31
BRANIGIN RD
SIMON RD
E 175 N
N 100 E
E 260 N
E 200 N


Legend
Stream
City Limits
Franklin Trails
Existing Trail
Existing FCHS Trail
Proposed Trail
Gateway Project
Trail Bridges
0
2,000
4,000
8,000
12,000
16,000
Feet
E SR 44
E KING ST
LONGST DR
PARIS DR
LOVERS LN
S 450 E
E GREENSBURG RD
S OLD US 31
S US 31
S STATE ST
PARK AVE
GRIZZLY DR
E SOUTH ST
S MAUXFERRY RD
S HOME AVE
S MAIN ST
E 200 S
S 200 E
S NINEVEH RD
W SOUTH ST
WALNUT ST
W KING ST
W MADISON ST
W JEFFERSON ST
HOSPITAL RD
E JEFFERSON ST
E MONROE ST
E ADAMS ST
N HOME AVE
N WATER ST
N JACKSON ST
GRAHAM ST
JOHNSON AVE
YOUNCE ST
N MAIN ST
HAMILTON AVE
N FORSYTHE ST
YOUNG ST
YANDES ST
DUANE ST
HURRICANE ST
HURRICANE RD
UPPER SHELBYVILLE RD
E 100 N
N 500 E
E 100 N
N 165
WESTVIEW DR
CUMBERLAND DR
E SR 144
E SR 44