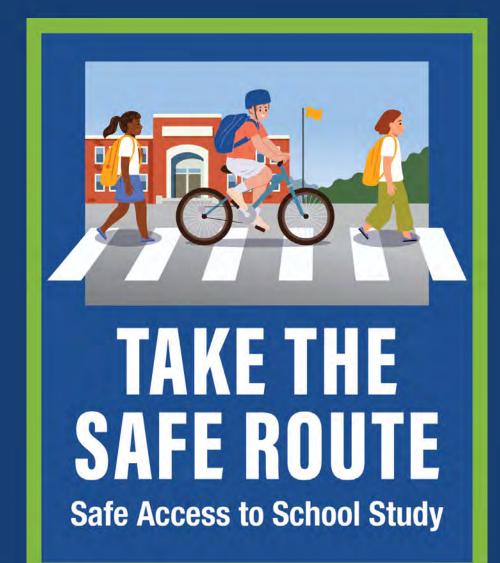


ABC APPENDIX

STAKEHOLDER MEETING PRESENTATIONS







Stakeholder Meeting #1

December 7, 2024



Take the Safe Route: What is it?



Through the evaluation of existing conditions and recommendations at schools throughout the region, this plan seeks to:

- ✓ Ensure students have safe routes to walk and bike to school
- ✓ Identify schools in the Capital Region with the most need
- ✓ Make recommendations for infrastructure and other improvements for selected schools
- ✓ Encourage a culture of walking and biking
- ✓ Strategically engage teachers and parents

GIOCRTPA Take the Safe Route

✓ Streamline Safe Routes to School SRTS funding requests



Take the Safe Route: Project Phases



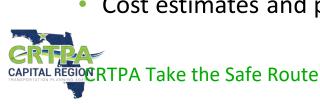
This project is being initiated in two phases:

Phase I

- ✓ Stakeholder meetings
- ✓ Data collection and desktop analysis
- ✓ Prioritizations
- ✓ Identification of ten (10) schools for further evaluation

Phase II

- ✓ Conduct survey and student travel tally at those schools
- ✓ Conduct multimodal safety assessment at those schools
 - Physical improvements with a focus on roadways, sidewalks, etc.
 - Cost estimates and potential funding sources





Safe Routes to School in the Capital Region





Safe Routes to School (SRTS) is an approach that promotes walking and biking to school through:

- Enforcement
- Tools
- Safety Education
- Incentive to encourage walking and biking to school
- ✓ Capital Region has been successful in applying for and receiving SRTS funding for a number of projects in Gadsden, Jefferson, Leon, and Wakulla over the last few years



Stakeholder Responsibilities



Stakeholder responsibilities include:

- ✓ Provide technical input on the project
- ✓ Encourage project implementation once the plan is adopted

Stakeholders represent:

- ✓ FDOT District 3
- ✓ County Schools Boards
- ✓ County/City Public Works
- ✓ County/City Planning
- ✓ Law enforcement
- ✓ Emergency Medical Services



Where Are We Now?





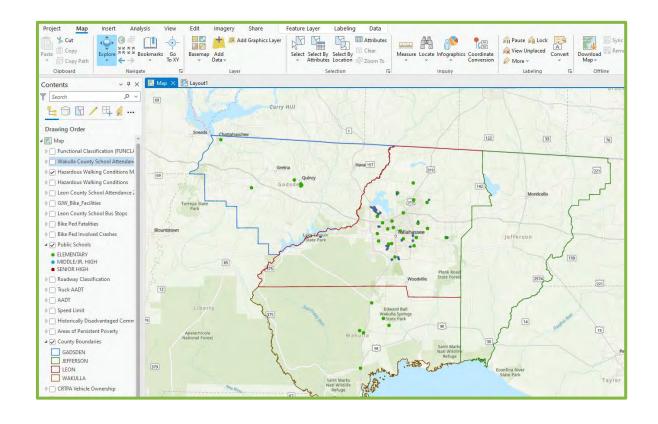
- Desktop analysis via GIS is currently in process
- Methodology for prioritization under development
- ✓ Prioritization will be completed by early 2024 to identify ten (10) schools for further evaluation



Desktop Analysis & Prioritization



- ✓ The desktop analysis is under development and includes a GIS based prioritization using:
 - Hazardous walking conditions
 - Bicycle and pedestrian crash data
 - Socioeconomic and demographic data
 - Transportation data
 - Other school related factors such as school hours, crossing guard presence and speed zone boundaries

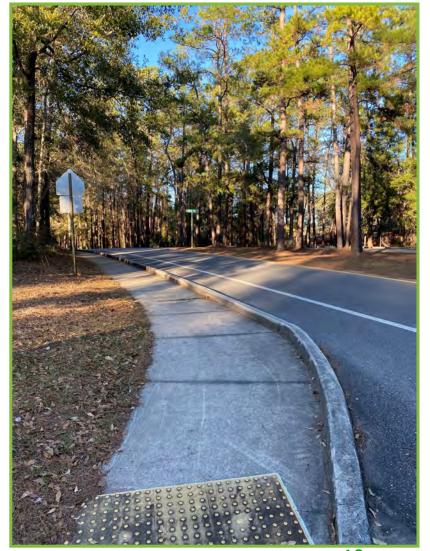




Upcoming Stakeholder Meetings



Meeting		
Meeting #1		
Meeting #2	Preliminary Prioritization Results	January/February 2024
Meeting #3	Identified Schools and Recommendations	TBD
Meeting #4	Final Recommendations and Presentation	TBD





Questions or comments?

Greg Burke, AICP

Planning Manager, CRTPA

(850) 891-8626

Greg.burke@crtpa.org





TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #2

Leon County February 7, 2024



CRTPA Take the Safe Route

Project Update: What's been completed?



- Project initiated in November 2023
- Initial meetings in December 2023 with Gadsden, Leon, and Wakulla stakeholders
- Data collection completed
- Prioritization methodology developed
- GIS and desktop analysis initiated in December 2023
- Preliminary list of schools completed





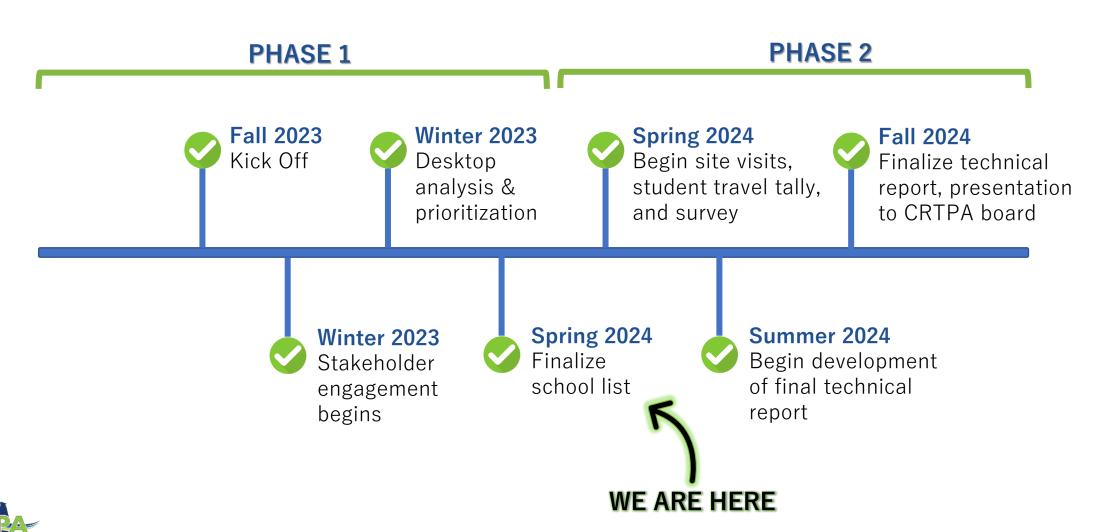




Anticipated Timeline

CAPITAL REGIO RTPA Take the Safe Route





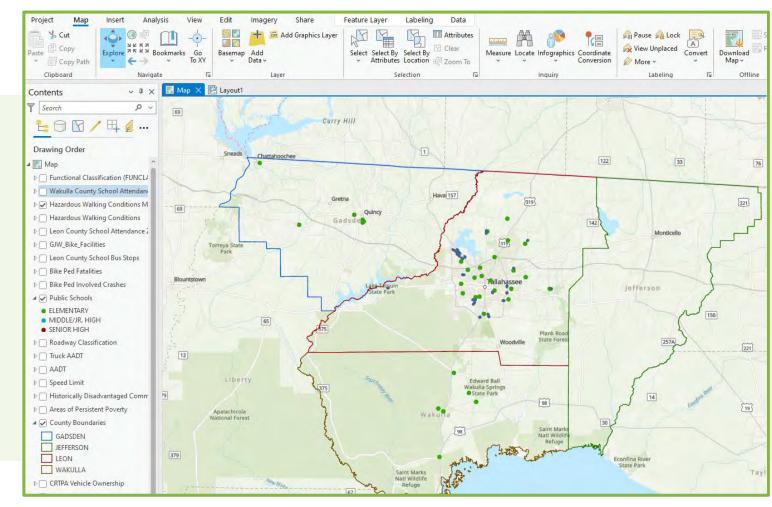
Desktop Analysis & Prioritization





The desktop analysis included a GIS based prioritization using:

- Hazardous walking conditions (as determined by school districts)
- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





Desktop Analysis & Prioritization: Methodology



Criteria		Description	Data Source	Scoring (0-22)
1	USDOT Equitable Transportation Community (ETC) Disadvantaged Census Tract	School attendance zone is within or includes an area designated as disadvantaged by USDOT's ETC data.	USDOT, 2023	1 point
2	Area of Persistent Poverty (APP)	School attendance zone is within or includes an area designated as an APP.	USDOT, 2023	1 point
3	Vehicle ownership	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
5	High Injury Network (HIN)	The school attendance zone includes an HIN segment.	CRTPA, 2023	1 point
6	Hazardous Walking Conditions (HWC)	The school attendance zone includes an HWC segment.	Leon County School District, 2022	1 point
7	Free or reduced cost lunch	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
8	Total bicycle / pedestrian crashes	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
9	Serious bicycle / pedestrian crashes	Number of serious bicycle/pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
10	Total serious crashes	Total number of crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
11	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile



Preliminary School List – Leon County



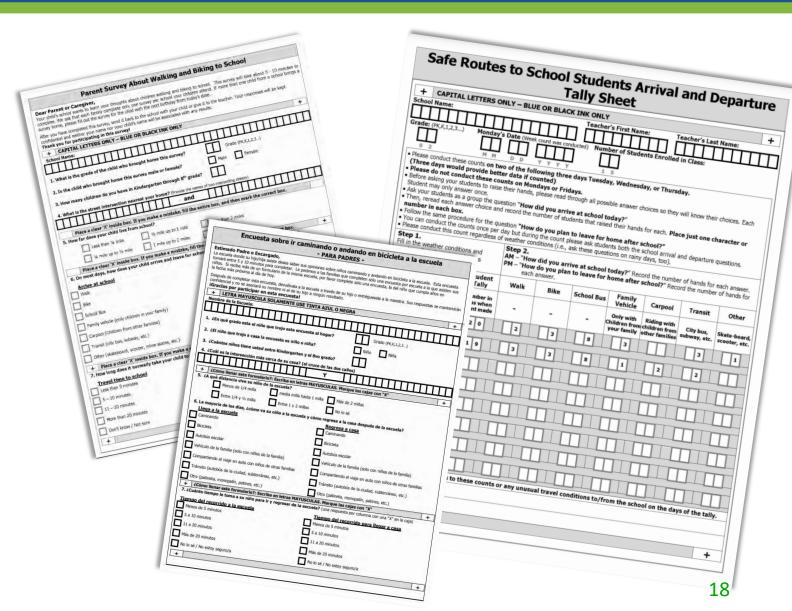
Prioritization	School	Score
1	R. FRANK NIMS MIDDLE SCHOOL	20
2	JOHN G RILEY ELEMENTARY SCHOOL	20
3	AMOS P. GODBY HIGH SCHOOL	19
4	BOND ELEMENTARY SCHOOL	19
5	JAMES RICKARDS HIGH SCHOOL	18
6	RAA MIDDLE SCHOOL	18
7	GRIFFIN MIDDLE SCHOOL	17
8	LEON HIGH SCHOOL	17
9	RUEDIGER ELEMENTARY SCHOOL	16
10	10 FAIRVIEW MIDDLE SCHOOL	
11	PINEVIEW ELEMENTARY SCHOOL	15
12	FRANK HARTSFIELD ELEMENTARY SCHOOL	14
13	KATE SULLIVAN ELEMENTARY SCHOOL	14
14	ELIZABETH COBB MIDDLE SCHOOL	14
15	SABAL PALM ELEMENTARY SCHOOL	13
16 the Safe Route	OAK RIDGE ELEMENTARY SCHOOL	13

What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





What's Next? Focused Safety Analysis



- Site visits
- Identifying needs for physical improvements within a 2-mile radius of each school

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #2

Gadsden County February 7, 2024



Project Update: What's been completed?



- Project initiated in November 2023
- Initial meetings in December 2023 with Gadsden, Leon, and Wakulla stakeholders
- Data collection completed
- Prioritization methodology developed
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- Preliminary list of schools completed





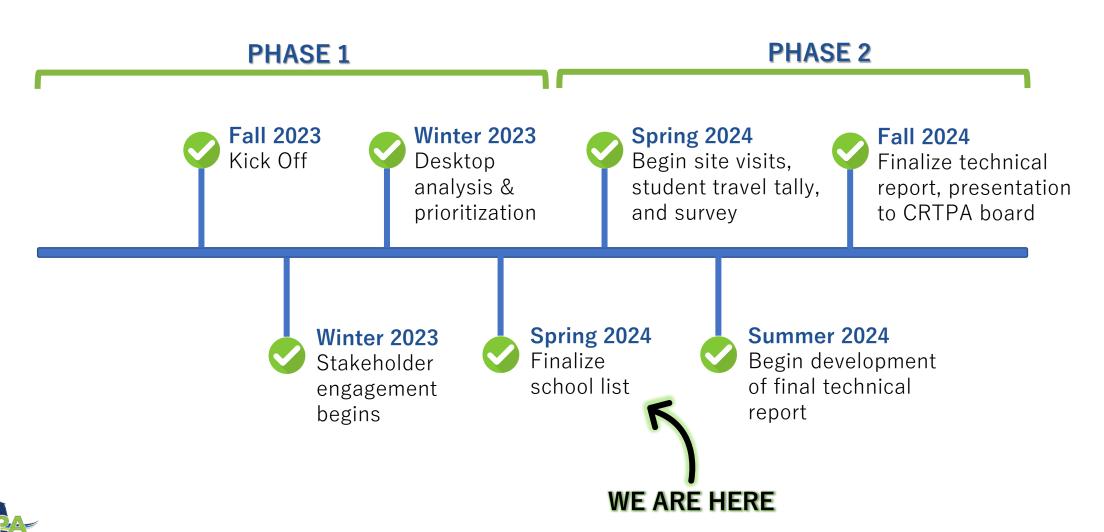




Anticipated Timeline

CAPITAL REGIO RTPA Take the Safe Route





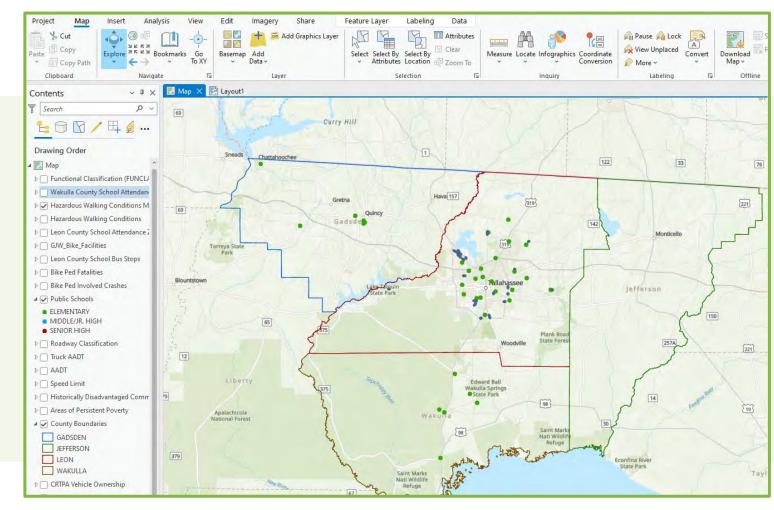
Desktop Analysis & Prioritization





The desktop analysis included a GIS based prioritization using:

- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





Desktop Analysis & Prioritization: Methodology



Criteria		Description	Data Source	Scoring (0-22)
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3	Vehicle ownership	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
4	High Injury Network (HIN)	The school attendance zone includes an HIN segment	CRTPA, 2023	1 point
5	Free or reduced cost lunch	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
6	Total bicycle / pedestrian crashes	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
7	Serious bicycle / pedestrian crashes	Number of serious bicycle/pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
8	Total serious crashes	Total number of serious crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
9	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile



Preliminary School List – Gadsden County



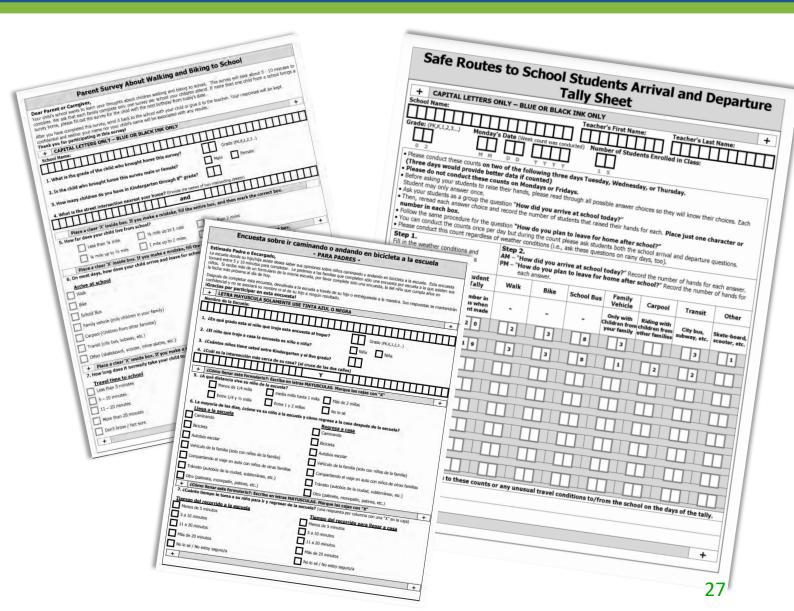
Prioritization	School	Score
1	JAMES A. SHANKS MIDDLE SCHOOL	12
2	STEWART STREET ELEMENTARY SCHOOL	6
3	WEST GADSDEN MIDDLE SCHOOL	6
4	CHATTAHOOCHEE ELEMENTARY SCHOOL	5
5	GEORGE W. MUNROE ELEMENTARY SCHOOL	5
6	GADSDEN COUNTY HIGH SCHOOL	4
7	GREENSBORO ELEMENTARY SCHOOL	4

What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





What's Next? Focused Safety Analysis



- Site visits
- Identifying needs for physical improvements within a 2-mile radius of each school

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #2

Wakulla County February 8, 2024



CRTPA Take the Safe Route

Project Update: What's been completed?



- Project initiated in November 2023
- Initial meetings in December 2023 with Gadsden, Leon, and Wakulla stakeholders
- Data collection completed
- Prioritization methodology developed
- GIS and desktop analysis initiated in December 2023
- Preliminary list of schools completed





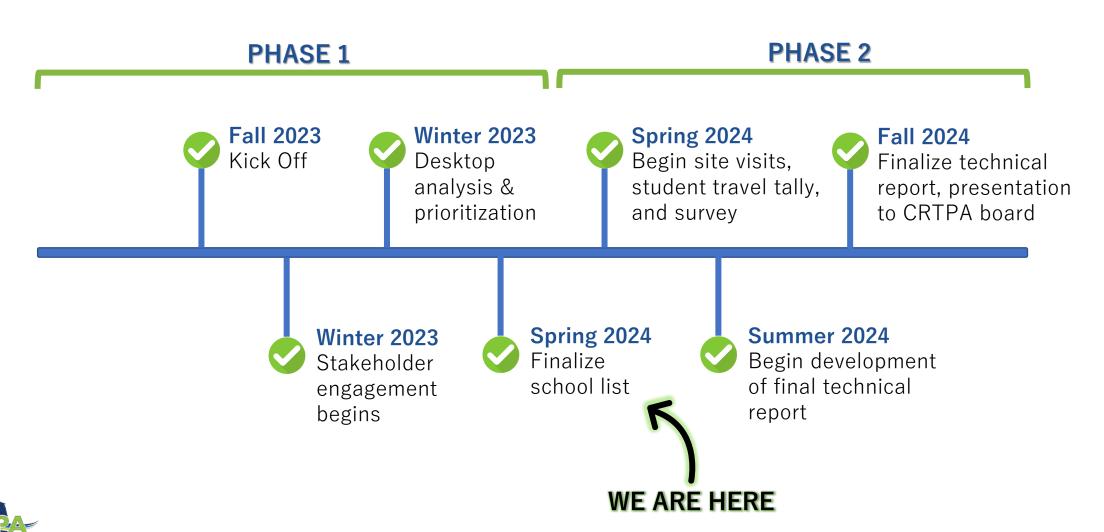




Anticipated Timeline

CAPITAL REGIO RTPA Take the Safe Route





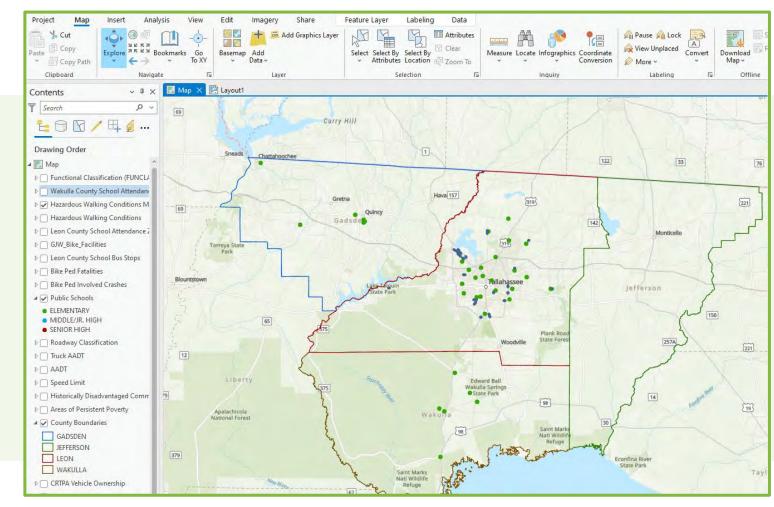
Desktop Analysis & Prioritization





The desktop analysis included a GIS based prioritization using:

- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





Desktop Analysis & Prioritization: Methodology



Criteria		Description	Data Source	Scoring (0-22)
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2	Area of Persistent Poverty (APP)	School attendance zone is within or includes an area designated as an APP.	USDOT, 2023	1 point
3	Vehicle ownership	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
4	High Injury Network (HIN)	The school attendance zone includes an HIN segment	CRTPA, 2023	1 point
5	Free or reduced cost lunch	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
6	Total bicycle / pedestrian crashes	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
7	Fatal and serious injury bicycle / pedestrian crashes	Number of bicycle/pedestrian crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
8	Total fatal and serious injury crashes	Total number of crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
9	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile



Preliminary School List – Wakulla County



Prioritization	School	Score
1	WAKULLA HIGH SCHOOL	7
2	MEDART ELEMENTARY SCHOOL	5
3	WAKULLA MIDDLE SCHOOL	4
4	RIVERSINK ELEMENTARY SCHOOL	3
5	SHADEVILLE ELEMENTARY SCHOOL	2
6	RIVERSPRINGS MIDDLE SCHOOL	2
7	CRAWFORDVILLE ELEMENTARY SCHOOL	1

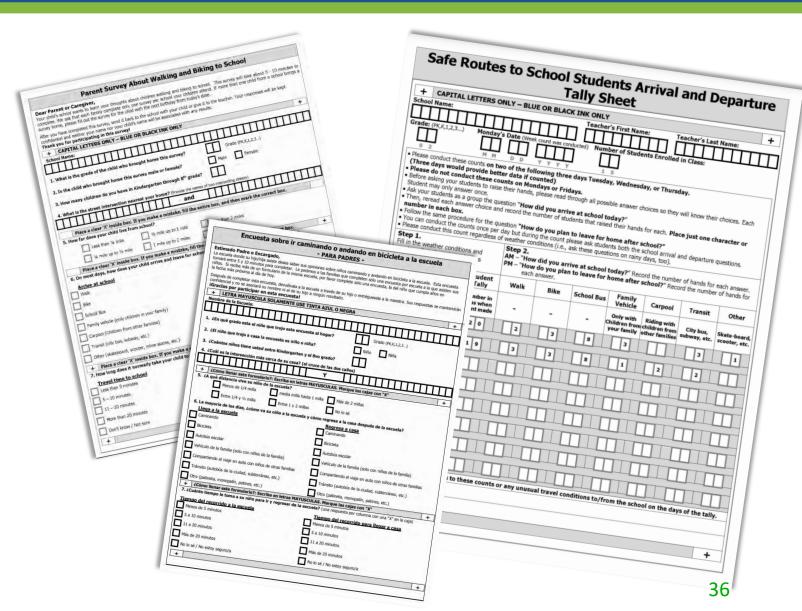


What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





What's Next? Focused Safety Analysis



- Site visits
- Identifying needs for physical improvements within a 2-mile radius of each school

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #3

Leon, Gadsden, & Wakulla County April 9, 2024

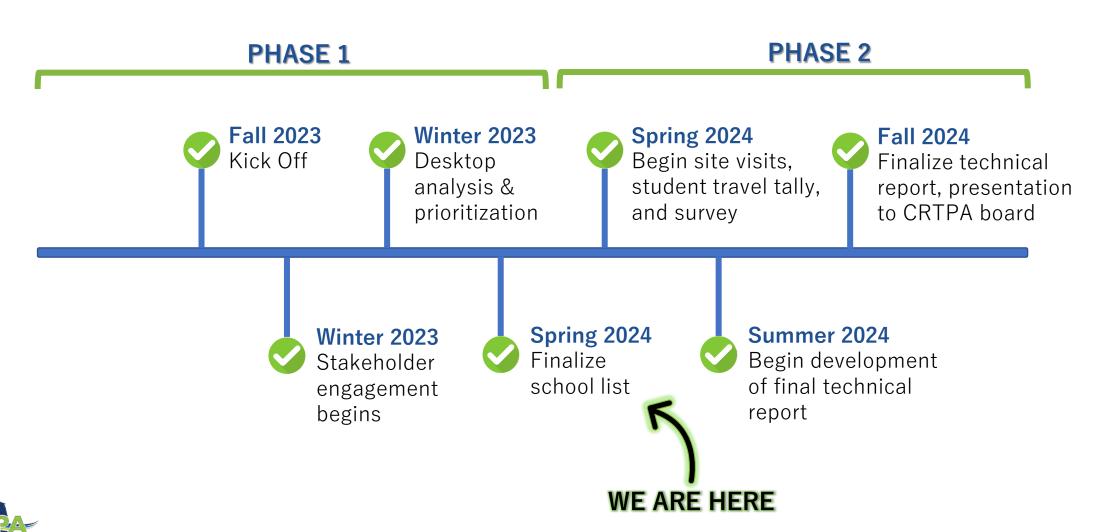


CRTPA Take the Safe Route

Anticipated Timeline

CAPITAL REGIO RTPA Take the Safe Route





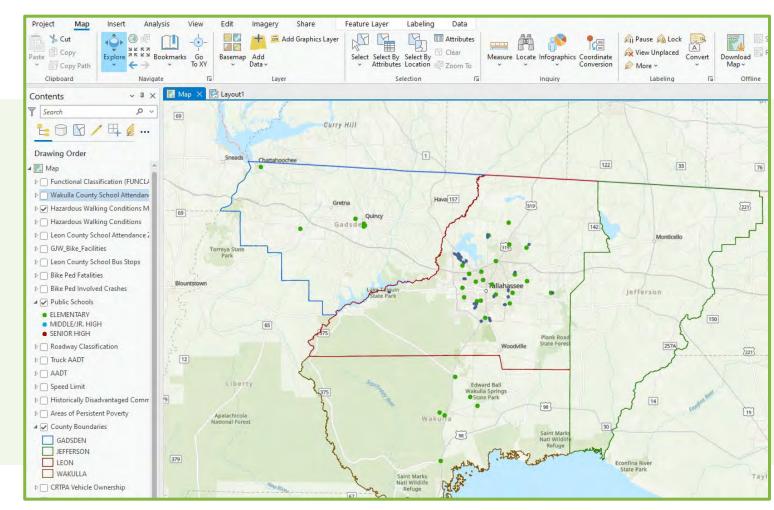
Desktop Analysis & Prioritization





The desktop analysis included a GIS based prioritization using:

- Hazardous walking conditions (as determined by school districts)
- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





Additional Desktop Review



		Percent Residential (%)	Sidewalks in Front of School	Sidewalk Connectivity (Y/N)	Notes	Crosswalks in School Vicinity	Bike Lanes in Front of School		Other Amenities
								Lighting	Signa
1	CARTER PARRAMORE ACADEMY	21%	Y	N	Sidewalk present on MLK Blvd and S Stewart St. No sidewalk present on Adams St past Clark St, meaning that the residential areas on this road are not located near sidewalks. It seems that about half of the residential neighborhoods surrounding the school have access to sidewalks. Sidewalks are present on Pat Thomas Pkwy.	5	N	Street lighting present on S Stewart St and MLK Blvd	Flashing school speed St), pedestrian crossin
2	JAMES A. SHANKS MIDDLE SCHOOL	26%	Y	N	No sidewalks on 14th St, sidewalks are present on N Cleveland St, W King St, and W Jefferson St.	4	N	Lighting on W King St and 14th St	Pedestrian crossing flashing school zon crosswalk sig
3	HAVANA MAGNET SCHOOL	28%	N	N	Sidewalk present on Kemp Rd or in front of the school but ends directly east of campus, meaning that students traveling west from the residential areas must walk on road.	0	N	None. Lighting on Kemp Rd seems to end at its intersection with Iron Bridge Rd.	Flashing school speed
4	GEORGE W. MUNROE ELEMENTARY SCHOOL	21%	Y	N	Sidewalk present on W King St. No sidewalks present in surrounding residential areas.	2	N	Street lighting on W King St	School zone sign (W Kir zone sign (
5	GADSDEN COUNTY HIGH SCHOOL	1%	N	N	No sidewalks on Blue Star Hwy.	0	Y	None	Flashing school speed Hw
6	STEWART STREET ELEMENTARY SCHOOL	20%	Y	N	Sidewalks on Stewart St and MLK Blvd. No sidewalks on S Adams St or in residential areas	3	N	Lighting on Stewart St and MLK Blvd	Crosswalk sign (Stewar sign, flashing schoo
7	WEST GADSDEN MIDDLE SCHOOL	18%	Y	N	Sidewalks on Greensboro Hwy run from Greensboro downtown east and then stop immediately east of campus. Sidewalks on Providence Rd and Gadsden Ave. No sidewalks in residential areas.	1	N	Lighting on north side of Greensboro Hwy ends at Greensboro Elementary School	School zone sign (Prov school speed zone si
8	CHATTAHOOCHEE ELEMENTARY SCHOOL	8%	Y	Υ	Sidewalks on Maple St and E Washington St, most residential streets in downtown Chattahoochee seem to have sidewalks	2	N	Street lighting on Maple St and Washington St	Flashing school speed crosswalk sign (at inte and Hickory St), pedes intersection of Maple St
9	GREENSBORO ELEMENTARY SCHOOL	20%	Y	N	Sidewalks on Greensboro Hwy run east from Greensboro's downtown and then stop immediately east of campus. Sidewalks on Providence Rd.	2	N	Street lighting on Selman St/Greensboro Hwy	Pedestrian crossin St/Greensboro Hwy, fl zone s
	2 3 4 5 6 7	2 JAMES A. SHANKS MIDDLE SCHOOL 3 HAVANA MAGNET SCHOOL 4 GEORGE W. MUNROE ELEMENTARY SCHOOL 5 GADSDEN COUNTY HIGH SCHOOL 6 STEWART STREET ELEMENTARY SCHOOL 7 WEST GADSDEN MIDDLE SCHOOL 8 CHATTAHOOCHEE ELEMENTARY SCHOOL	2 JAMES A. SHANKS MIDDLE SCHOOL 26% 3 HAVANA MAGNET SCHOOL 28% 4 GEORGE W. MUNROE ELEMENTARY SCHOOL 21% 5 GADSDEN COUNTY HIGH SCHOOL 1% 6 STEWART STREET ELEMENTARY SCHOOL 20% 7 WEST GADSDEN MIDDLE SCHOOL 18% 8 CHATTAHOOCHEE ELEMENTARY SCHOOL 8%	2 JAMES A. SHANKS MIDDLE SCHOOL 26% Y 3 HAVANA MAGNET SCHOOL 28% N 4 GEORGE W. MUNROE ELEMENTARY SCHOOL 21% Y 5 GADSDEN COUNTY HIGH SCHOOL 1% N 6 STEWART STREET ELEMENTARY SCHOOL 20% Y 7 WEST GADSDEN MIDDLE SCHOOL 18% Y	2 JAMES A. SHANKS MIDDLE SCHOOL 3 HAVANA MAGNET SCHOOL 4 GEORGE W. 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Gadsden County Desktop Analysis Snapshot

- Additional review was conducted to further evaluate schools using data related to:
- Residential density
- Existing bicycle and pedestrian facilities
- Sidewalk connectivity
- Signage
- Street lighting



Final Schools List for Further Evaluation

CAPITAL REGIO RTPA Take the Safe Route



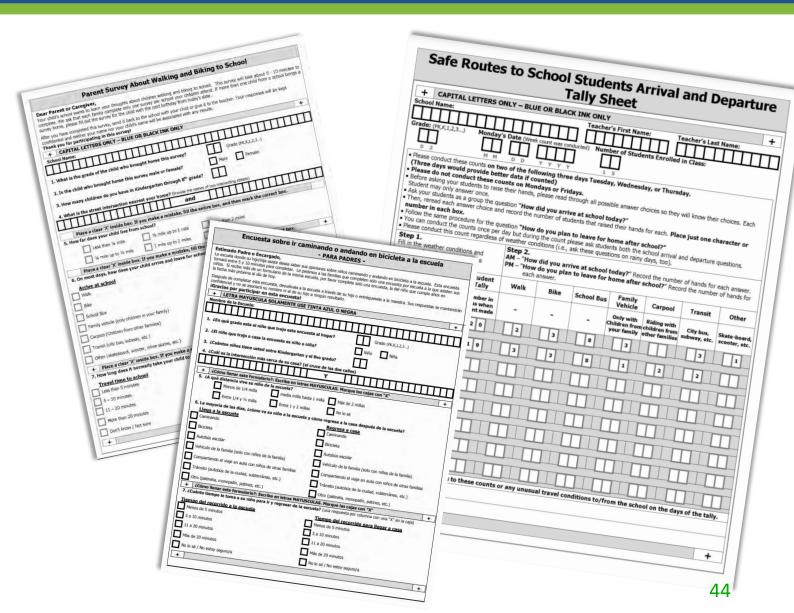
School	County
AMOS P. GODBY HIGH SCHOOL	Leon
JOHN G. RILEY ELEMENTARY SCHOOL	Leon
RAA MIDDLE SCHOOL + RUEDIGER ELEMENTARY SCHOOL	Leon
GRIFFIN MIDDLE SCHOOL	Leon
LEON HIGH SCHOOL	Leon
NIMS MIDDLE SCHOOL OR RICKARDS HIGH SCHOOL	Leon
PINEVIEW ELEMENTARY SCHOOL	Leon
FAIRVIEW ELEMENTARY SCHOOL	Leon
WAKULLA MIDDLE SCHOOL	Wakulla
SHANKS MIDDLE SCHOOL	Gadsden

What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





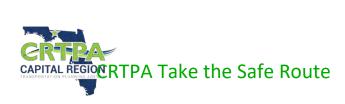
What's Next? Focused Safety Analysis

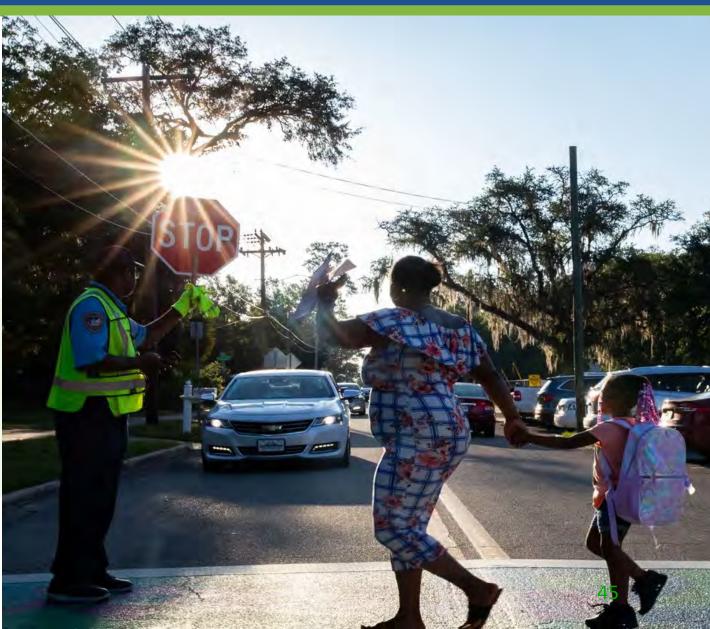


- Site visits
- CRTPA Committees and Board update (May 7, May 21)
- Identifying needs for physical improvements within a 2-mile radius of each school

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #4

Leon County December 2024



CRTPA Take the Safe Route 47

Timeline



PHASE 2 PHASE 1 Fall/Winter 2024 Spring 2024 **Winter 2023** Fall 2023 Coordinate with schools to Kick Off Desktop Conduct site visits, conduct student travel develop school analysis & tallies and parent surveys; recommendations prioritization finalize technical report WE **ARE** Spring 2025 Spring 2024 Summer 2024 **Winter 2023** Presentation **HERE** Finalize Begin development Stakeholder to CRTPA school list of final technical engagement board report begins



Where We Left You Schools List



Analysis started with 25 schools from Gadsden, Leon, and Wakulla counties

Final list includes 12 schools:

School	County
AMOS P. GODBY HIGH SCHOOL	Leon
JOHN G. RILEY ELEMENTARY SCHOOL	Leon
RAA MIDDLE SCHOOL + RUEDIGER ELEMENTARY SCHOOL	Leon
GRIFFIN MIDDLE SCHOOL	Leon
LEON HIGH SCHOOL	Leon
NIMS MIDDLE SCHOOL	Leon
RICKARDS HIGH SCHOOL	Leon
PINEVIEW ELEMENTARY SCHOOL	Leon
FAIRVIEW ELEMENTARY SCHOOL	Leon
WAKULLA MIDDLE SCHOOL	Wakulla
SHANKS MIDDLE SCHOOL	Gadsden
N Tako tha Cafa Bauta	

Focused Safety Analysis Site Visits



General observations:

- Opportunity for improved crosswalks/signage at all schools evaluated
- Major safety concerns for students crossing main arterials to get to school
- Presence of school crossing guards is a major benefit











Initial Recommendations



- Reviewed data collected from each site visit (photos, observations, feedback, etc.)
- Identify needs related to sidewalks, crosswalks, signage
- Review compliance against FDOT Design Manual and other local guidance
- Make recommendations for potential future projects in school vicinity



Godby High School



Recommendation Focus Areas:

- Speeding
- U-Turns
- Sidewalk condition and visibility
- Crosswalks
- School Zone signage and pavement markings







- School Entrance Warning Sign
- Cougar Lane
- Godby High School
- Crosswalks
 Sidewalks
 Bike Lanes
- 1 Godby High School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 Student Pick-Up/Drop-Off Driveway Exit
- 4 Bus Loop Entrance
- 5 Bus Loop Exit
- 6 School Entrance Warning Signs
- 7 Bruster's Ice Cream
- 8 Wells Fargo Bank
- 9 Site of Illegal Mid-Block U-Turns
- StarMetro Bus Stop

Riley Elementary School



Recommendation Focus Areas:

- Sidewalk condition and visibility
- Crosswalks
- Bicycle facilities







- Riley Elementary School
- School Zone Speed
 Limit When Flashing
 Signs
- School Zone Speed
 Limit When Children Are
 Present Signs
- Crosswalks
 Sidewalks
- 1 Riley Elementary School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- Footpath through
- 5 School Speed Limit When Flashing Signs
- 6 School Pavement
- 7 School Zone Speed Limit When Children Are Present Signs

Raa Middle School

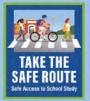


Recommendation Focus Areas:

- Speeding
- Sidewalk condition and visibility
- Crosswalks & Midblock crossings
- Bicycle facilities
- ADA compliance
- Unsignalized turn movements
- School Zone signage and pavement markings







- Overhead School Zone
- Crosswalks
 - Bike Lanes
 - Sidewalks
 - Raa Middle School
- 1 Raa Middle School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 School Bus Loop Exit
- Overhead School Zone Signs
- 6 School Pavement Markers
- 7 Speed Feedback Signs
- 8 Crossing Guard
- 9 Pedestrian Island with No Crosswalk
- Gas Station Student Pick-Up and Drop-Off
- 11) StarMetro Bus Stop 54

Ruediger Elementary School



Recommendation Focus Areas:

- Crosswalks
- Pick up and drop off etiquette
- Bicycle facilities
- ADA compliance







- Ruediger Elementary School
- School Zone Speed Limit When Flashing Signs
- School Zone Speed Limit When Children Are Present Signs
- Crosswalks
- Sidewalks
- Bike Lanes
- 1 Ruediger Elementary School
- 2 Student Pick-Up/Drop-Off
- 3 School Bus Loop Entrance
- 4 School Bus Loop Exit
- 5 School Zone Speed Limit When Flashing Signs
- 6 School Zone Speed Limit When Children Are Present Signs
- 7 Crossing Guard
- 8 Speed Hump 55

Griffin Middle School



Recommendation Focus Areas:

- Intersections
- Sidewalk condition and visibility
- Bicycle facilities
- ADA compliance
- Unsignalized turn movements







Legend

Griffin Middle School

- School Zone Speed Limit When Flashing
- Crosswalks
 Sidewalks
- 1 Griffin Middle School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 Crossing Guard
- 5 School Speed Limit When Flashing Signs
- 6 School Pavement Markers
- 7 Right Turn Slip-Lane
- 8 StarMetro Bus Stop
- 9 Jaywalk to Westcott
- 10 Plant Litter on Sidewalk

56

Leon High School



Recommendation Focus Areas:

- Speeding
- Intersections
- Crosswalks
- On-street parking
- Bicycle facilities
- School Zone signage and pavement markings







- Leon High School
- School Entrance Warning Signs
- Crosswalks
 Sidewalks
- 1 Leon High School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 School Entrance Warning Signs
- 5 Student On-Street
- 6 Meridian Street Student Drop-Off Area
- 7 Miccosukee Road Student Drop-Off Area
- 8 Meridian Street/Miccosukee Road Intersection

Nims Middle School



Recommendation Focus Areas:

- Speeding
- Sidewalk condition
- Crosswalks
- Bicycle facilities
- Driver behavior
- Signage/flashing beacons not functioning







Legend

Nims Middle School

- School Zone Speed Limit When Flashing Signs
- School Zone Speed
 Limit When Children Are
 Present Sign
- Crosswalks
 - Sidewalks
 - Bike Lanes
- 1 Nims Middle School
- 2 Student Pick-Up/Drop-Off Driveway
- School Bus Loop Entrance
- 4 School Bus Loop Exit
- School Zone Speed Limit When Flashing Signs - Not Flashing
- School Zone Speed Limit
 When Children Are Present
 Signs
- (7) School Pavement Markers
- 8 Bike Lane Ending Before School Zone
- 9 Jaywajk grossing to Orange Avenue

Rickards High School



Recommendation Focus Areas:

- Sidewalk condition and visibility
- Crosswalks
- Pick up and drop off etiquette
- Driver behavior







- Rickards High School
- School Zone Speed Limit When Flashing Signs
- Crosswalks
 - Sidewalks
 - Bike Lanes
- 1 Rickards High School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 School Zone Speed Limit When Flashing Signs
- 5 School Pavement Markers
- 6 StarMetro Bus Stops

Pineview Elementary School



Recommendation Focus Areas:

- Sidewalk condition and visibility
- Crosswalks
- Pick up and drop off etiquette
- Driver behavior
- School Zone signage and pavement markings







Legend

- Pineview Elementary School
- Overhead School Zone
 Speed Limit When
 Flashing Signs
- School Zone Speed Limit
 When Children Are Present
 Signs
- School Speed Limit Signs
- Crosswalks
 Sidewalks
- Pineview Elementary
 School
- Shared Student Pick-Up/ Drop-Off Driveway and Bus Loop
- Overhead School Zone
 Speed Limit When Flashing
 Signs
- School Zone Speed Limit When Children Are Present Sign (20 MPH)
- School Zone Speed Limit Sign (15 MPH)
- 6 School Pavement Markers

60

Fairview Middle School



Recommendation Focus Areas:

- Speeding
- Pick up and drop off etiquette
- Signage/flashing beacons not functioning







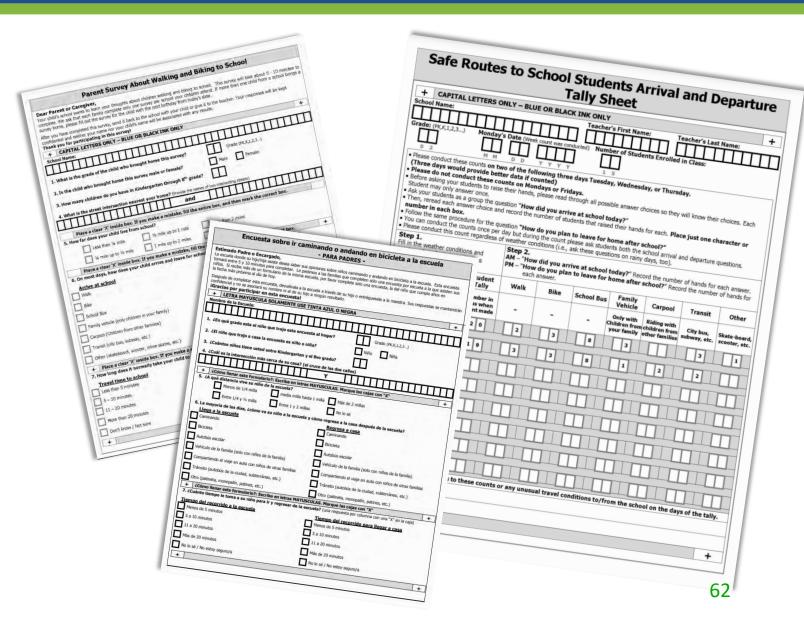
- Fairview Middle School
- School Zone Speed Limit When Flashing Signs
- Crosswalks
 - Sidewalks
- Multiuse Path
- 1 Fairview Middle School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 Crossing Guard
- 5 School Speed Limit When Flashing Signs
- 6 Non-Flashing School Speed Limit When Flashing Signs
- 7 School Pavement Markers
- 8 Multiuse Path

Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





Survey and Student Travel Tally Results





Major Parent Concerns (Leon County Only):

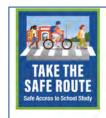
- Speed and traffic along walking route
- Intersections and crossings
- Lack of sidewalks
- Simply live too far from school to walk



Parent requests (Leon County Only):

- Proximity of bus routes
- Sidewalks
- Pedestrian signage and amenities
- Crossing guards

REGIOTRIPA Take the Safe Route



Take the Safe Route - A Safe Access to School Study Parent Survey for Student Transportation

Dear Parent or Caregiver,

Your student's school district is working with the Capital Region Transportation Planning Agency (CRTPA) on Take the Safe Route, a safe access to school study. Additional information on the study and the CRTPA can be found on the project webpage. Take the Safe Route - A Safe Access to School Study.

This survey will take 5 minutes to complete and will allow for you to voice your thoughts on your student walking and biking to school. Please complete only one survey per school that your students attend

Survey results will be utilized to analyze safety challenges associated with students walking and

Results review is ongoing; final survey results and data will be available in the draft plan in January 2025.



What's Next? Final Report & Adoption



- Final coordination with schools
- Finalize Take the Safe Route Technical Report
- CRTPA Board Retreat (January 2025)
- CRTPA Board Presentation & Adoption (February 2025)







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #4

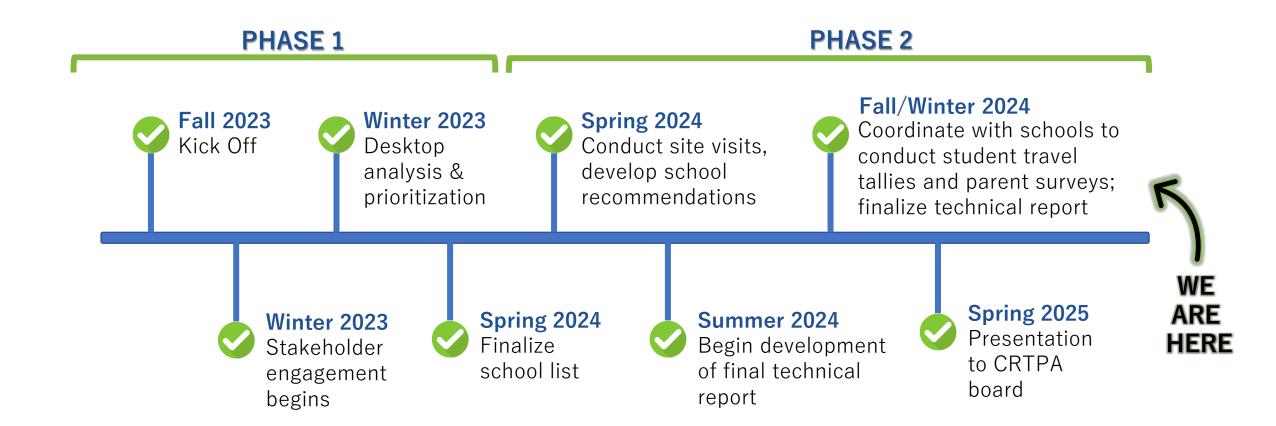
Gadsden County
December 2024



CRTPA Take the Safe Route 66

Timeline







Where We Left You Schools List



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JOHN G. RILEY ELEMENTARY SCHOOL	Leon
RAA MIDDLE SCHOOL + RUEDIGER ELEMENTARY SCHOOL	Leon
GRIFFIN MIDDLE SCHOOL	Leon
LEON HIGH SCHOOL	Leon
NIMS MIDDLE SCHOOL	Leon
RICKARDS HIGH SCHOOL	Leon
PINEVIEW ELEMENTARY SCHOOL	Leon
FAIRVIEW ELEMENTARY SCHOOL	Leon
WAKULLA MIDDLE SCHOOL	Wakulla
SHANKS MIDDLE SCHOOL	Gadsden
A Taka tha Cafa Pauta	

Focused Safety Analysis Site Visits



General observations:

- Opportunity for improved crosswalks/signage at all schools evaluated
- Major safety concerns for students crossing main arterials to get to school
- Presence of school crossing guards is a major benefit











Initial Recommendations



- Reviewed data collected from each site visit (photos, observations, feedback, etc.)
- Identify needs related to sidewalks, crosswalks, signage
- Review compliance against FDOT Design Manual and other local guidance
- Make recommendations for potential future projects in school vicinity



Shanks Middle School







Legend

- Shanks Middle School
- School Zone Speed Limit When Flashing Signs
- Crosswalks
 Sidewalks
- 1) Shanks Middle School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 School Zone Speed Limit When Flashing Signs
- 5 School Pavement Markers
- 6 Crossing Guard
- 7 Speed Hump
- W King Street Railroad Crossing
- Pat Thomas Parkway
 Intersection at Jefferson
 Street
- Cleveland Intersection at Jefferson Street



Recommendation Focus Areas:

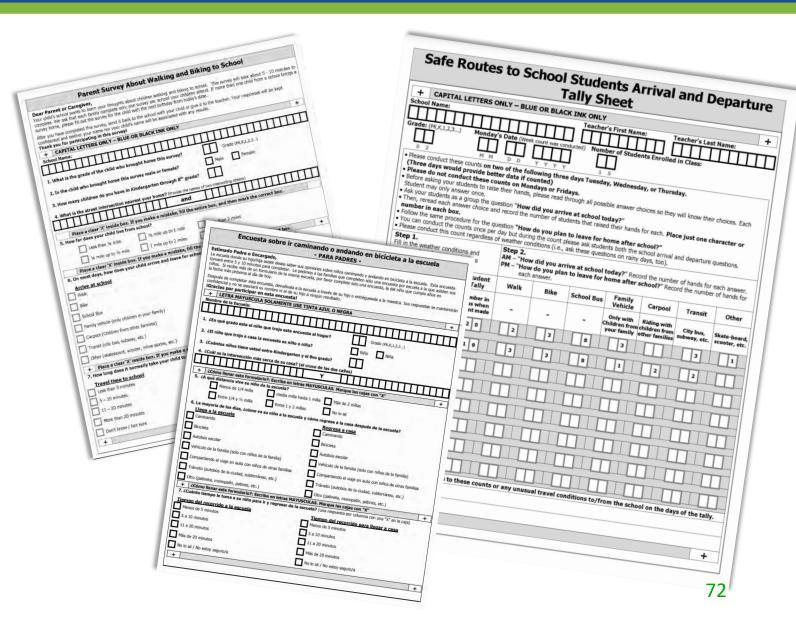
- Sidewalk condition and visibility
- Intersections & railroad crossing
- ADA compliance
- Signage/flashing beacons not functioning

Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





Survey and Student Travel Tally Results





Major Parent Concerns (Leon County Only):

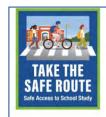
- Speed and traffic along walking route
- Intersections and crossings
- Lack of sidewalks
- Simply live too far from school to walk



Parent requests (Leon County Only):

- Proximity of bus routes
- Sidewalks
- Pedestrian signage and amenities
- Crossing guards

REGION RTPA Take the Safe Route



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Survey results will be utilized to analyze safety challenges associated with students walking and

Results review is ongoing; final survey results and data will be available in the draft plan in January 2025.

What's Next? Final Report & Adoption



- Final coordination with schools
- Finalize Take the Safe Route Technical Report
- CRTPA Board Retreat (January 2025)
- CRTPA Board Presentation & Adoption (February 2025)







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

Stakeholder Meeting #4

Wakulla County
December 2024



CRTPA Take the Safe Route 76

Timeline



PHASE 2 PHASE 1 Fall/Winter 2024 Spring 2024 **Winter 2023** Fall 2023 Coordinate with schools to Kick Off Desktop Conduct site visits, conduct student travel develop school analysis & tallies and parent surveys; recommendations prioritization finalize technical report WE **ARE** Spring 2025 Spring 2024 Summer 2024 **Winter 2023** Presentation **HERE** Finalize Begin development Stakeholder to CRTPA school list of final technical engagement board report begins



Where We Left You Schools List



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GRIFFIN MIDDLE SCHOOL	Leon
LEON HIGH SCHOOL	Leon
NIMS MIDDLE SCHOOL	Leon
RICKARDS HIGH SCHOOL	Leon
PINEVIEW ELEMENTARY SCHOOL	Leon
FAIRVIEW ELEMENTARY SCHOOL	Leon
WAKULLA MIDDLE SCHOOL	Wakulla
SHANKS MIDDLE SCHOOL	Gadsden
N Tako tha Cafa Pauta	

Focused Safety Analysis Site Visits



General observations:

- Opportunity for improved crosswalks/signage at all schools evaluated
- Major safety concerns for students crossing main arterials to get to school
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Initial Recommendations



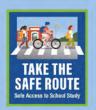
- Reviewed data collected from each site visit (photos, observations, feedback, etc.)
- Identify needs related to sidewalks, crosswalks, signage
- Review compliance against FDOT Design Manual and other local guidance
- Make recommendations for potential future projects in school vicinity



Wakulla Middle School







Legend

- Wakulla Middle School
- School Zone Speed Limit When Flashing Signs
- School Speed Limit
 Signs
- School Entrance Warning Sign
- T Crosswalks
- Multiuse Path
 Bike Lanes
- 1 Wakulla Middle School
- 2 Student Pick-Up/Drop-Off Driveway
- 3 School Bus Loop
- 4 School Zone Speed Limit When Flashing Signs
- School Entrance Warning Signs
- 6 School Zone Speed Limit Sign
- 7 Speed Feedback Signs
- 8 Speed Hump



Recommendation Focus Areas:

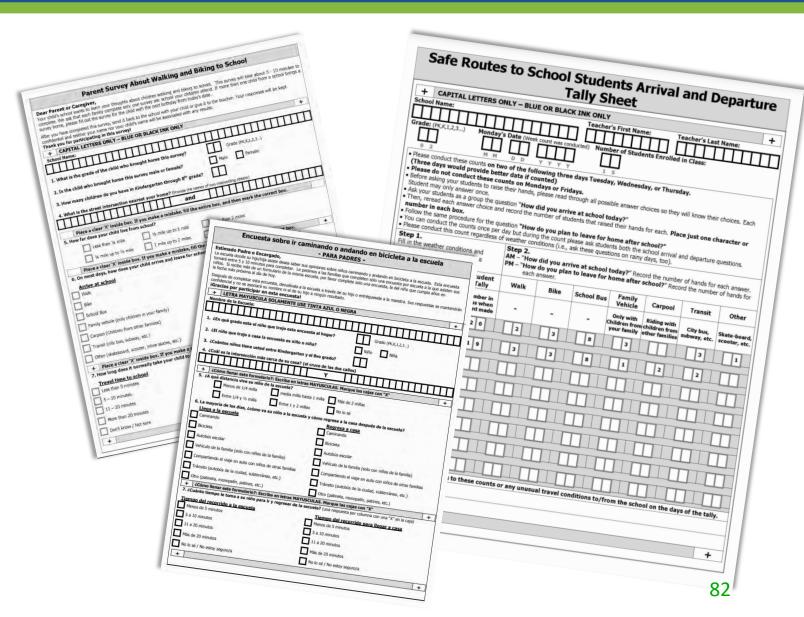
- Sidewalk condition and visibility
- School Zone signage and pavement markings

Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





Survey and Student Travel Tally Results





Major Parent Concerns (Leon County Only):

- Speed and traffic along walking route
- Intersections and crossings
- Lack of sidewalks
- Simply live too far from school to walk



Parent requests (Leon County Only):

- Proximity of bus routes
- Sidewalks
- Pedestrian signage and amenities
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REGIOTRIPA Take the Safe Route



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What's Next? Final Report & Adoption



- Final coordination with schools
- Finalize Take the Safe Route Technical Report
- CRTPA Board Retreat (January 2025)
- CRTPA Board Presentation & Adoption (February 2025)







Questions or Comments?

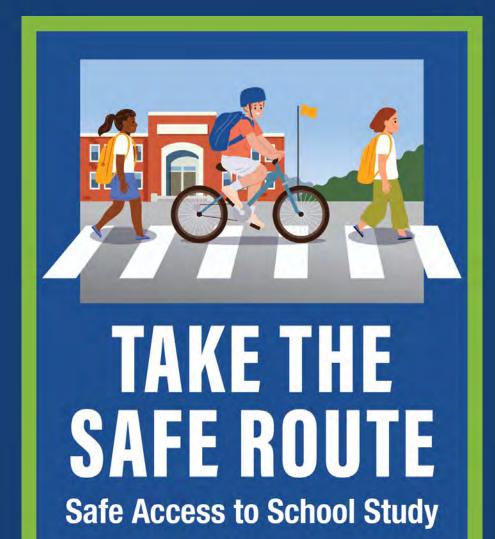




CRTPA BOARD MEETING PRESENTATIONS







CRTPA Board Retreat

Project Kick-Off January 16, 2024



RTPA Take the Safe Route 87

Take the Safe Route: What is it?



Through the evaluation of existing conditions and recommendations at schools throughout the region, this plan seeks to:

- Ensure students have safe routes to walk and bike to school
- Identify schools in the Capital Region with the most need
- Make recommendations for infrastructure and other improvements for selected schools
- Encourage a culture of walking and biking
- Strategically engage teachers and parents
- Streamline Safe Routes to School SRTS funding requests





Take the Safe Route: Project Phases



This project is being initiated in two phases:

Phase I

- Stakeholder meetings
- Data collection and desktop analysis
- Prioritizations
- ldentification of ten (10) schools for further evaluation

Phase II

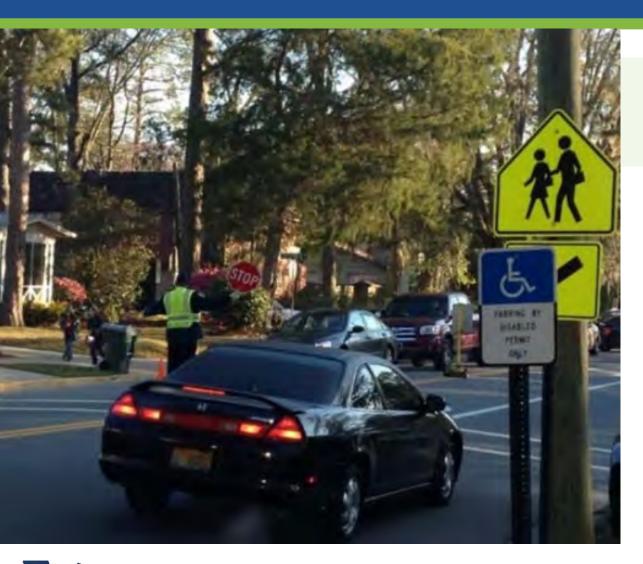
- Conduct survey and student travel tally at identified schools
- Conduct multimodal safety assessments at those schools
 - Physical improvements with a focus on roadways, sidewalks, etc.
 - Cost estimates and potential funding sources





Safe Routes to School in the Capital Region





Safe Routes to School (SRTS) is an approach that promotes walking and biking to school through:

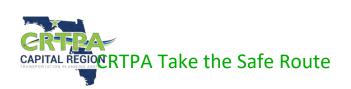
- Enforcement
- Tools
- Safety Education
- Incentive to encourage walking and biking to school
- Capital Region local governments have been successful in receiving SRTS funding for a number of projects in all four counties over the last few years



What's been completed?



- Project initiated in November 2023
- Initial meetings in December 2023 with Gadsden, Leon, and Wakulla stakeholders
- Data collection completed
- Prioritization methodology developed
- GIS and desktop analysis initiated in December 2023
- Preliminary list of schools under development









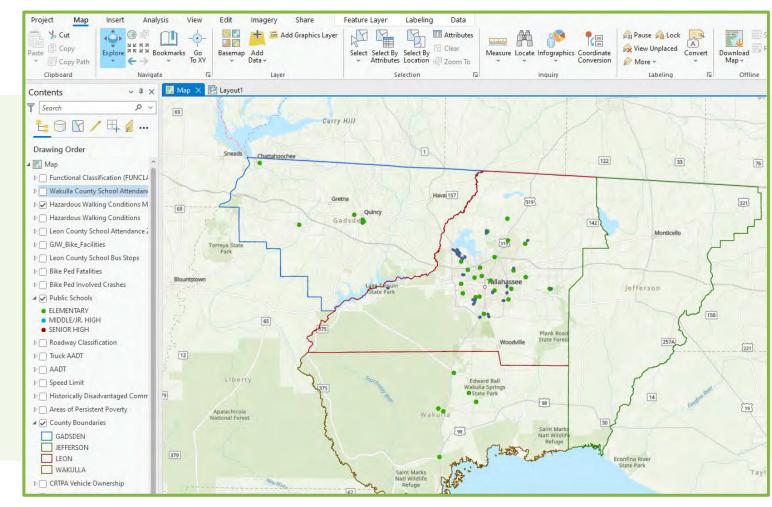
Desktop Analysis & Prioritization





The desktop analysis included a GIS based prioritization using:

- Hazardous walking conditions (as determined by school districts)
- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





Desktop Analysis & Prioritization: Methodology



Criteria		Description	Data Source	Scoring (0-22)
1	USDOT Equitable Transportation Community (ETC) Disadvantaged Census Tract	School attendance zone is within or includes an area designated as disadvantaged by USDOT's ETC data.	USDOT, 2023	1 point
2	Area of Persistent Poverty (APP)	School attendance zone is within or includes an area designated as an APP.	USDOT, 2023	1 point
3	Vehicle ownership	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
5	High Injury Network (HIN)	The school attendance zone includes an HIN segment	CRTPA, 2023	1 point
6	Hazardous Walking Conditions (HWC)	The school attendance zone includes an HWC segment	Leon County School District, 2022	1 point
7	Free or reduced cost lunch	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
8	Total bicycle / pedestrian crashes	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
9	Fatal and serious injury bicycle / pedestrian crashes	Number of bicycle/pedestrian crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
10	Total fatal and serious injury crashes	Total number of crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
11	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile

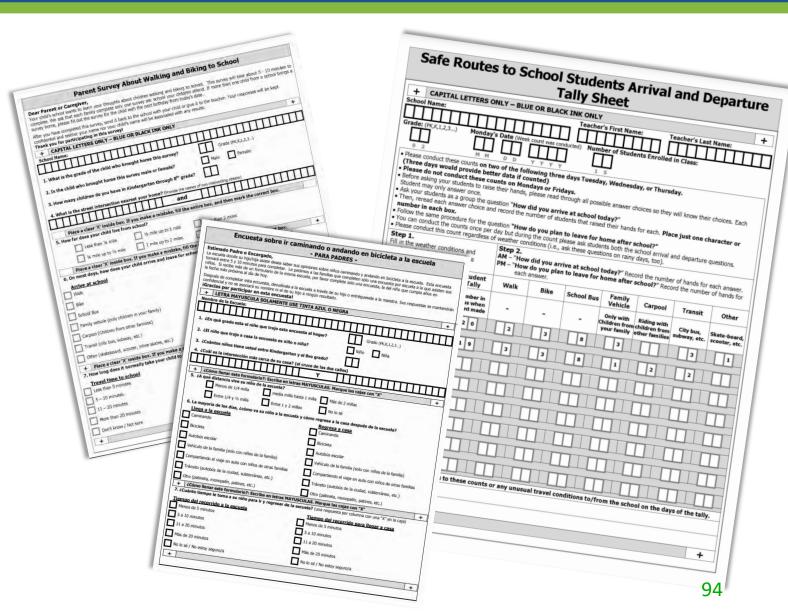


What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at ten identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





What's Next? Focused Safety Analysis



- Site visits
- Identifying needs for physical improvements within a 2-mile radius of each school

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities





What's Next? Final Technical Report



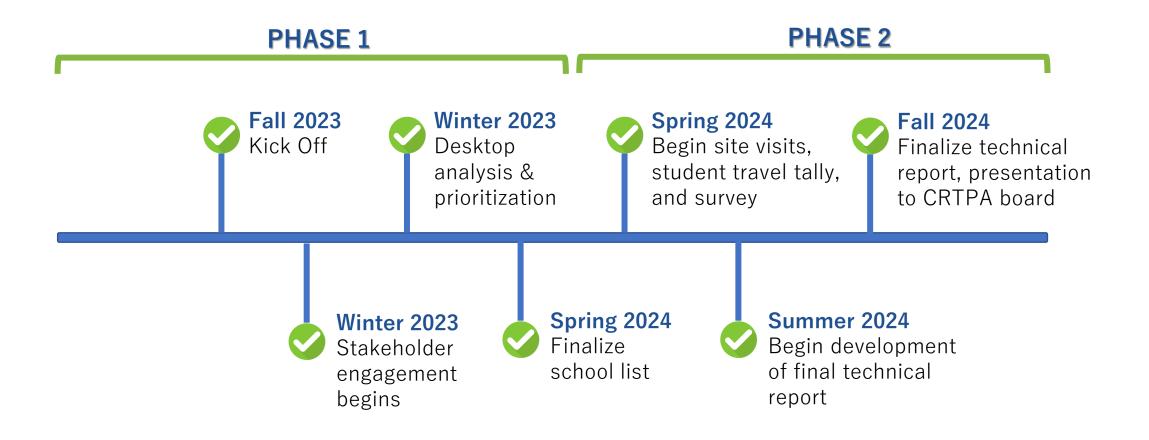
- Final prioritized lists of schools in the Capital Region
- Documentation of school analyses
- Details identified improvements and recommendations
- Planning level cost estimates& opportunities for funding





Anticipated Timeline









Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

CRTPA TAC & CMAC

Project Update Tuesday, May 7, 2024



CRTPA Take the Safe Route

Take the Safe Route: What is it?



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- Ensure students have safe routes to walk and bike to school
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- Make recommendations for infrastructure and other improvements for selected schools
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- Streamline Safe Routes to School (SRTS) funding requests





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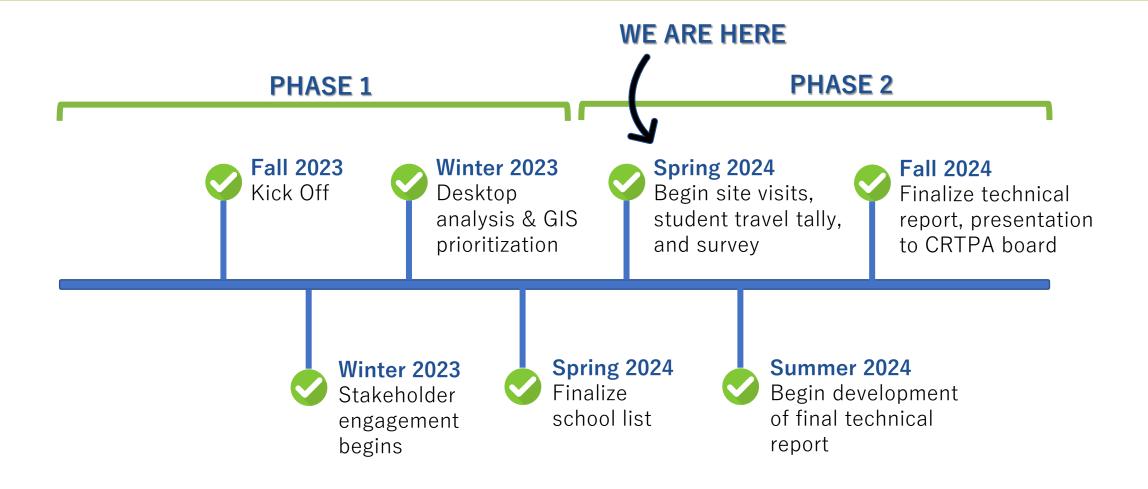
- Conduct survey and student travel tally at identified schools
- Conduct multimodal safety assessments at those schools
 - Physical improvements with a focus on roadways, sidewalks, etc.
 - Cost estimates and potential funding sources





Anticipated Timeline







What's been completed?



- Project initiated in November 2023
- Data collection
- Prioritization methodology
- GIS prioritization February 2023
- Additional desktop analysis and memo March 2023









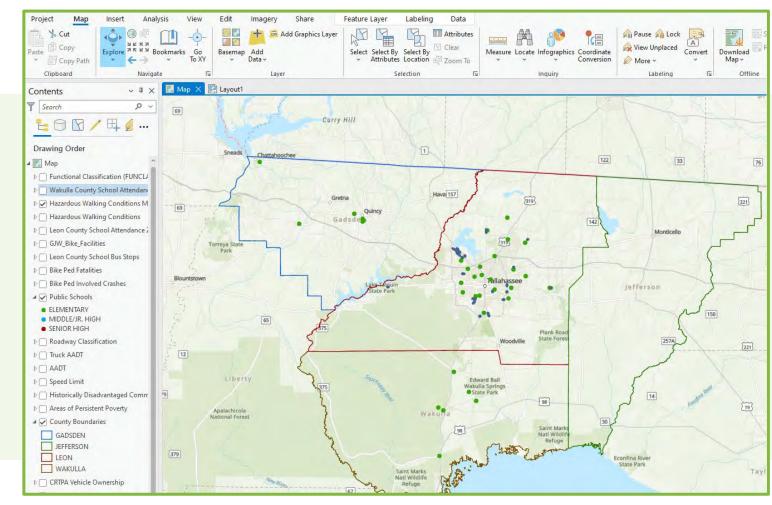
GIS Analysis & Prioritization





The initial analysis included a GIS based prioritization using:

- School attendance zone
- Hazardous walking conditions (as determined by school districts)
- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





GIS Analysis & Prioritization: Methodology



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11	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile



Preliminary Lists



Leon County:

Prioritization	School	Score
1	R. FRANK NIMS MIDDLE SCHOOL	20
2	JOHN G RILEY ELEMENTARY SCHOOL	20
3	AMOS P. GODBY HIGH SCHOOL	19
4	BOND ELEMENTARY SCHOOL	19
5	JAMES RICKARDS HIGH SCHOOL	18
6	RAA MIDDLE SCHOOL	18
7	GRIFFIN MIDDLE SCHOOL	17
8	LEON HIGH SCHOOL	17
9	RUEDIGER ELEMENTARY SCHOOL	16
10	FAIRVIEW MIDDLE SCHOOL	16
11	PINEVIEW ELEMENTARY SCHOOL	15
12	FRANK HARTSFIELD ELEMENTARY SCHOOL	14
13	KATE SULLIVAN ELEMENTARY SCHOOL	14
14	ELIZABETH COBB MIDDLE SCHOOL	14
15	SABAL PALM ELEMENTARY SCHOOL	13
16	OAK RIDGE ELEMENTARY SCHOOL	13

Gadsden County:

Prioritization	School	Score
1	JAMES A. SHANKS MIDDLE SCHOOL	12
2	2 STEWART STREET ELEMENTARY SCHOOL	
3	3 WEST GADSDEN MIDDLE SCHOOL	
4	CHATTAHOOCHEE ELEMENTARY SCHOOL	5
5	5 GEORGE W. MUNROE ELEMENTARY SCHOOL	
6	6 GADSDEN COUNTY HIGH SCHOOL	
7	GREENSBORO ELEMENTARY SCHOOL	4

Wakulla County:

Prioritization	School	Score
1	WAKULLA HIGH SCHOOL	7
2	MEDART ELEMENTARY SCHOOL	5
3	WAKULLA MIDDLE SCHOOL	4
4	RIVERSINK ELEMENTARY SCHOOL	3
5	SHADEVILLE ELEMENTARY SCHOOL	2
6	RIVERSPRINGS MIDDLE SCHOOL	2
7	CRAWFORDVILLE ELEMENTARY SCHOOL	106 1



Additional Desktop Review

Partnership, sate routes to school practitioners generally agree that the distance students are will walk or bike to school differs depending on age. 4 The buffer zones were based on the following

For Leon County, planned Infrastructure projects within the buffer zones were also considered. These projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects within the buffer zones were also considered.

For Leon County, planned intrastructure projects within the buffer zones were also considered. These planned infrastructure projects included university-sponsored projects, Tallahassee-Leon County Bike and Bedactrian Mactar plan projects. Jeon County Padectrian and Street Caleby (PACS) projects (BTPA) planned infrastructure projects included university-sponsored projects, Tallahassee-leon County Bike and Pedestrian Master Plan projects, Leon County Pedestrian and Street Safety (PASS) projects, CRTPA and redestrian Master Man projects, Leon County redestrian and Street Salety (PASS) pro Safety Action Plan projects, and City of Tallahassee and Leon County sidewalk priorities.

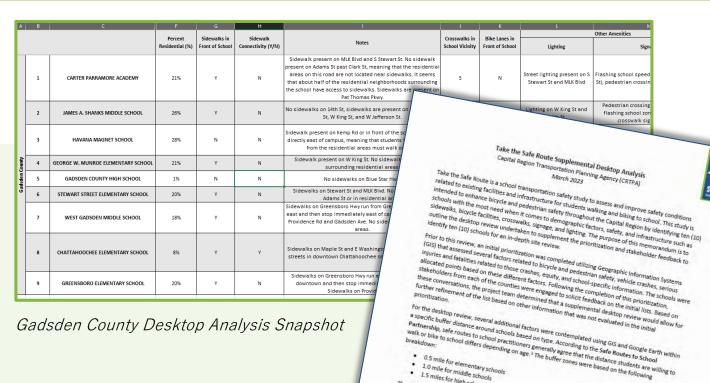
1.5 miles for high schools

Sidewalk connectivity

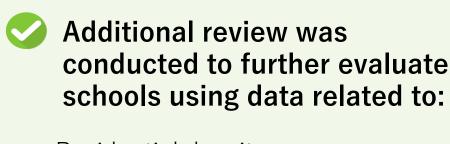
The factors reviewed as part of the desktop review included Existing bicycle and pedestrian facilities

Lam Tribus, Too for to waits?— Sife Raises to School Formership, May 22, 2018, https://www.ad-ensetse-seasibles/s20546-0206-04-2056-0-2056-0-2056-0-2056-0-2





Gadsden County Desktop Analysis Snapshot



- Residential density
- Existing bicycle and pedestrian facilities
- Sidewalk connectivity
- Signage
- Street lighting



Final Schools List for Further Evaluation



Analysis started with 25 schools from Gadsden, Leon, and Wakulla counties

Final list includes 12 schools:

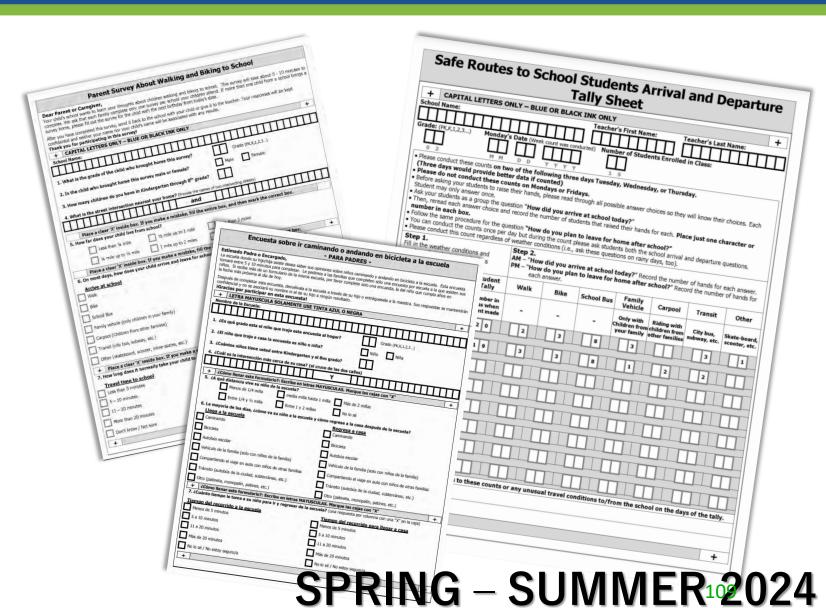
	School	County
	AMOS P. GODBY HIGH SCHOOL	Leon
	JOHN G. RILEY ELEMENTARY SCHOOL	Leon
RAA	MIDDLE SCHOOL + RUEDIGER ELEMENTARY SCHOOL	Leon
	GRIFFIN MIDDLE SCHOOL	Leon
	LEON HIGH SCHOOL	Leon
	NIMS MIDDLE SCHOOL	Leon
	RICKARDS HIGH SCHOOL	Leon
	PINEVIEW ELEMENTARY SCHOOL	Leon
	FAIRVIEW ELEMENTARY SCHOOL	Leon
	WAKULLA MIDDLE SCHOOL	Wakulla
	SHANKS MIDDLE SCHOOL	Gadsden
RTPA Take the Safe I	Route	

What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at 12 identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System





What's Next? Focused Safety Analysis - Site Visits



- Site visits
- Identify the needs for infrastructure improvements to accommodate students walking and biking to each school

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities





What's Next? Final Technical Report



- Final prioritized lists of schools in the Capital Region
- Documentation of school analyses
- Detail identified improvements and recommendations
- Planning level cost estimates& opportunities for funding



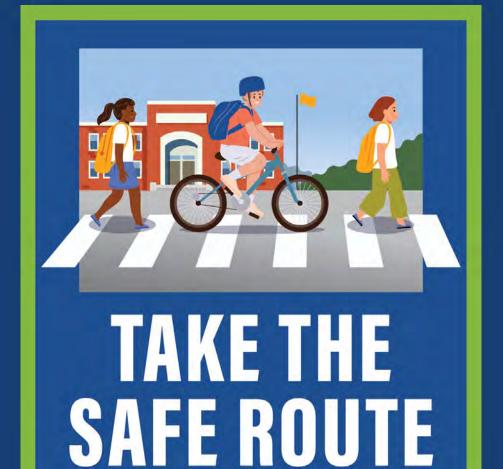




Questions or Comments?







Safe Access to School Study

CRTPA Board Meeting

Project Update Tuesday, May 21, 2024



CRTPA Take the Safe Route 113

Take the Safe Route: What is it?



Through the evaluation of existing conditions and recommendations at schools throughout the region, this plan seeks to:

- Ensure students have safe routes to walk and bike to school
- Identify schools in the Capital Region with the most need
- Make recommendations for infrastructure and other improvements for selected schools
- Encourage a culture of walking and biking
- Strategically engage teachers and parents
- Streamline Safe Routes to School (SRTS) funding requests





Take the Safe Route: Project Phases



This project is being initiated in two phases:

Phase I

- Stakeholder meetings
- Data collection and desktop analysis
- Prioritization
- Identification of ten (10) schools for further evaluation

Phase II

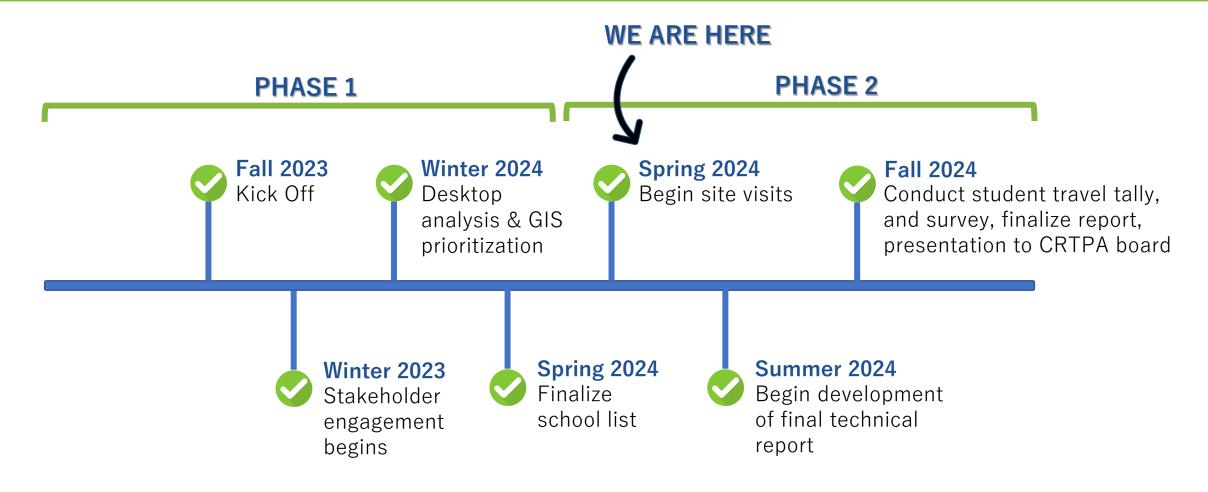
- Conduct survey and student travel tally at identified schools
- Conduct multimodal safety assessments at those schools
 - Physical improvements with a focus on roadways, sidewalks, etc.
 - Cost estimates and potential funding sources





Anticipated Timeline







What's been completed?



- Project initiated in November 2023
- Data collection
- Prioritization methodology
- GIS prioritization February 2024
- Additional desktop analysis and memo March 2024
- Site Visits May 2024









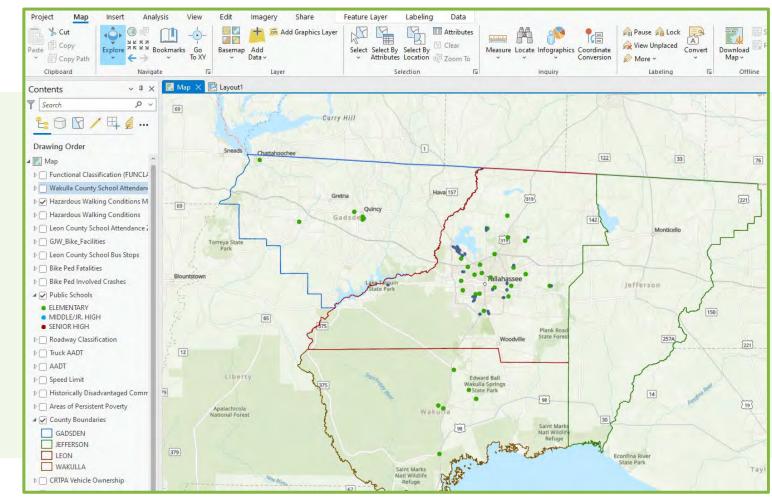
GIS Analysis & Prioritization





The initial analysis included a GIS based prioritization using:

- School attendance zone
- Hazardous walking conditions (as determined by school districts)
- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries





GIS Analysis & Prioritization: Methodology



	Criteria	Description	Data Source	Scoring (0-20)
1	USDOT Equitable Transportation Community (ETC) Disadvantaged Census Tract	School attendance zone is within or includes an area designated as disadvantaged by USDOT's ETC data.	USDOT, 2023	1 point
2	Area of Persistent Poverty (APP)	School attendance zone is within or includes an area designated as an APP.	USDOT, 2023	1 point
3	Vehicle ownership	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
4	High Injury Network (HIN)	The school attendance zone includes an HIN segment	CRTPA, 2023	1 point
5	Hazardous Walking Conditions (HWC)	The school attendance zone includes an HWC segment	Leon County School District, 2022	1 point
6	Free or reduced cost lunch	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
7	Total bicycle / pedestrian crashes	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
8	Fatal and serious injury bicycle / pedestrian crashes	Number of bicycle/pedestrian crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
9	Total fatal and serious injury crashes	Total number of crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019- 2023	0-3 points per quartile
10	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile



Preliminary Lists



Leon County:

CAPITAL REGIOC RTPA Take the Safe Route

Prioritization	School	Score
1	R. FRANK NIMS MIDDLE SCHOOL	20
2	JOHN G RILEY ELEMENTARY SCHOOL	20
3	AMOS P. GODBY HIGH SCHOOL	19
4	BOND ELEMENTARY SCHOOL	19
5	JAMES RICKARDS HIGH SCHOOL	18
6	RAA MIDDLE SCHOOL	17
7	GRIFFIN MIDDLE SCHOOL	17
8	LEON HIGH SCHOOL	17
9	RUEDIGER ELEMENTARY SCHOOL	16
10	FAIRVIEW MIDDLE SCHOOL	15
11	PINEVIEW ELEMENTARY SCHOOL	15
12	FRANK HARTSFIELD ELEMENTARY SCHOOL	14
13	KATE SULLIVAN ELEMENTARY SCHOOL	14
14	OAK RIDGE ELEMENTARY SCHOOL	14
15	ELIZABETH COBB MIDDLE SCHOOL	13
16	SABAL PALM ELEMENTARY SCHOOL	13
17	APALACHEE ELEMENTARY SCHOOL	13

Gadsden County:

Prioritization	School	Score
1	JAMES A. SHANKS MIDDLE SCHOOL	17
2	GEORGE W. MUNROE ELEMENTARY SCHOOL	7
3	GADSDEN COUNTY HIGH SCHOOL	7
4	STEWART STREET ELEMENTARY SCHOOL	6
5	WEST GADSDEN MIDDLE SCHOOL	5
6	CHATTAHOOCHEE ELEMENTARY SCHOOL	5
7	GREENSBORO ELEMENTARY SCHOOL	3

Wakulla County:

Prioritization	School		Score
1	WAKULLA HIGH SCHOOL		7
2	MEDART ELEMENTARY SCHOOL		5
3	WAKULLA MIDDLE SCHOOL		4
4	RIVERSINK ELEMENTARY SCHOOL		3
5	SHADEVILLE ELEMENTARY SCHOOL		2
6	RIVERSPRINGS MIDDLE SCHOOL		2
7	CRAWFORDVILLE ELEMENTARY SCHOOL	120	1

Additional Desktop Review

for the desktop review, several additional factors were contemplated using too also discusse texture a specific buffer distance around schools based on type. According to the Safe Routes to School assessments, asks according to the Safe Routes to School assessments. a specific buffer distance around schools based on type. According to the Safe Routes to School Partnership, Safe routes to School practitioners generally agree that the distance students are willing to walk on bike to school differs denending on age. I The buffer zones were based on the following

Pattnership, sare routes to school practitioners generally agree that the distance students are will walk or bike to school differs depending on age. 4 The buffer zones were based on the following

For Leon County, planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects included university-sponsored projects, Tallahassee-Leon County Bike and Pandastrian Mactar plan projects. Leon County Pandastrian and Streat Caleby (PACS) projects (PITPA) planned infrastructure projects included university-sponsored projects. Tallahassee-leon County Bike and Pedestrian Master Plan projects, Leon County Pedestrian and Street Safety (PASS) projects, CRTPA

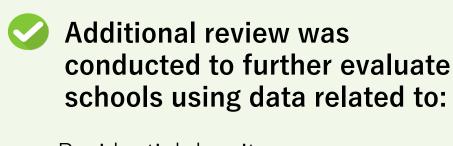
1.5 miles for high schools

Sidewalk connectivity

The factors reviewed as part of the desktop review included Existing bicycle and pedestrian facilities



1	В	C	F	G	Н	1	J	К	L	Other Amenities			
			Percent Residential (%)	Sidewalks in Front of School	Sidewalk Connectivity (Y/N)	Notes	Crosswalks in School Vicinity	Bike Lanes in Front of School	Lighting	Sign			
	1	CARTER PARRAMORE ACADEMY	21%	Y	N	Sidewalk present on MLK Blvd and S Stewart St. No sidewalk present on Adams St past Clark St, meaning that the residentia areas on this road are not located near sidewalks. It seems that about half of the residential neighborhoods surrounding the school have access to sidewalks. Sidewalks are Past Thomas Pkwy.	5	N	Street lighting present on S Stewart St and MLK Blvd	Flashing school speed St), pedestrian crossin			
	2	JAMES A. SHANKS MIDDLE SCHOOL	26%	Υ	N	No sidewalks on 14th St, sidewalks are present on St, W King St, and W Jefferson St.		Lighting on W King St and	Pedestrian crossing flashing school zor crosswalk sig				
	3	HAVANA MAGNET SCHOOL	28%	N	N	Sidewalk present on Kemp Rd or in front of the so directly east of campus, meaning that students from the residential areas must walk o	rectly east of campus, meaning that students						
ı	4	GEORGE W. MUNROE ELEMENTARY SCHOOL	21%	Y	N	Sidewalk present on W King St. No sidewalk surrounding residential areas		Capital ;	Region Transportation	al Deskton			
	5	GADSDEN COUNTY HIGH SCHOOL	1%	N	N	No sidewalks on Blue Star Hw	Take the Safe Route Supplemental Desktop Analysis Capital Region Transportation Planning Agency (CRTPA) Take the Safe Route is a school transport						
ľ	6	STEWART STREET ELEMENTARY SCHOOL	20%	Υ	N	Sidewalks on Stewart St and MLK Blvd. No Adams St or in residential ar	o intended to enhance and info						
	7	WEST GADSDEN MIDDLE SCHOOL	18%	Υ	N	Sidewalks on Greensboro Hwy run from Gre east and then stop immediately east of ca Providence Rd and Gadsden Ave. No side areas.	Take the Safe Route is a school transportation Planning Agency (Take the Safe Route is a school transportation Planning Agency (Take the Safe Route is a school transportation safety study to assess an intended to existing facilities and infrastructure for students walking and intended to enhance bicycle and pedestrian safety throughout the capita sidewalks, bicycle facilities, crosswalks, signage, and lighting. The purpose outline the desktor preview undertaken to supplement the prioritization an Prior to this review, an initial prioritization was completed utilizing and injuries and fabilities related to those allocated prioritis based on the prioritis of allocated provides and fabilities and allocated provides and statisticated of the second allocated provides and statisticated or second second secon						
	8	CHATTAHOOCHEE ELEMENTARY SCHOOL	8%	Y	Υ	Sidewalks on Maple St and E Washingto (GIS) streets in downtown Chattahoochee se allocat	to this review, that assessed se is and fatalities ed points	an initial prioriti veral factors re- related to the	epth site review. zation was completed utilizing	ritization and stakehole			
	9	GREENSBORO ELEMENTARY SCHOOL	20%	Υ	N	Sidewalks on Greenshoro Hwy run e	olders from	on these diar	crashes, equit	an saf aphic Informa			
Ĵ	ads	sden County D	eskto	p Ané	alysis S	E-	uon.	- nst based on c	whated to be the second dilizing the second dilizing and pedestrict crashes, equity, and should be second dilizing the continuous second dilizing the continuous second dilizing the secon	dback on the			



- Residential density
- Existing bicycle and pedestrian facilities
- Sidewalk connectivity
- Signage
- Street lighting



Final Schools List



Analysis started with 25 schools from Gadsden, Leon, and Wakulla counties

Final list includes 12 schools:

	School	County
	AMOS P. GODBY HIGH SCHOOL	Leon
	JOHN G. RILEY ELEMENTARY SCHOOL	Leon
	RAA MIDDLE SCHOOL + RUEDIGER ELEMENTARY SCHOOL	Leon
	GRIFFIN MIDDLE SCHOOL	Leon
	LEON HIGH SCHOOL	Leon
	NIMS MIDDLE SCHOOL	Leon
	RICKARDS HIGH SCHOOL	Leon
	PINEVIEW ELEMENTARY SCHOOL	Leon
	FAIRVIEW ELEMENTARY SCHOOL	Leon
	WAKULLA MIDDLE SCHOOL	Wakulla
PA	SHANKS MIDDLE SCHOOL	Gadsden
EGIORRTPA	Take the Safe Route	

Focused Safety Analysis – Site Visits



- Site visits
- Identify the needs for infrastructure improvements to accommodate students walking and biking to each school

Focused on:

- Roadways, sidewalks
- Signage, pavement markings
- Student movement patterns





Focused Safety Analysis – Site Visits



Initial observations:

- Opportunity for improved crosswalks/signage at all schools evaluated
- Major safety concerns for students crossing main arterials to get to school
- Presence of school crossing guards is a major benefit











What's Next? Final Technical Report



- Final prioritized lists of schools in the Capital Region
- Documentation of school analyses
- Detail identified improvements and recommendations
- Planning level cost estimates and opportunities for funding



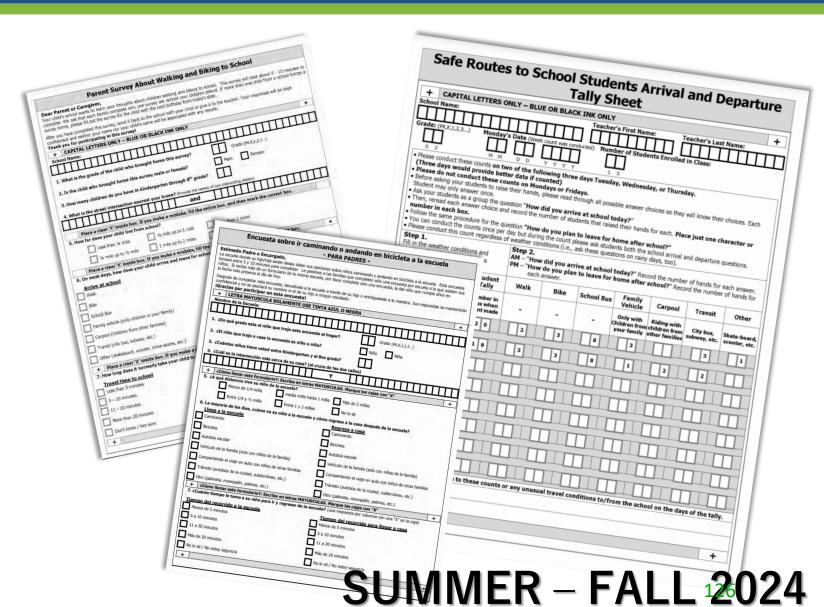


What's Next? Survey and Student Travel Tally



- Coordination with appropriate officials at 12 identified schools
- Development of tally and survey to record how children arrive and depart school each day

Based on National Center for Safe Route to School Data Collection System







Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

CRTPA Board Retreat

Project Update January 21, 2025



CRTPA Take the Safe Route 128

RECAP: Take the Safe Route: What is it?



Through the evaluation of existing conditions and recommendations at schools throughout the region, this plan seeks to:

- ✓ Ensure students have safe routes to walk and bike to school
- ✓ Identify schools in the Capital Region with the most need
- ✓ Make recommendations for infrastructure and other improvements for selected schools
- ✓ Encourage a culture of walking and biking
- ✓ Strategically engage teachers and parents
- ✓ Streamline Safe Routes to School SRTS funding requests





RECAP: What's been completed?



- Data collection
- Prioritization methodology
- GIS prioritization February 2024
- Additional desktop analysis and memo March 2024
- Site Visits May 2024
- Site Visit Technical Memo Summer 2024
- Student Travel Tally & Parent Survey
- Stakeholder Engagement
- Oraft Plan



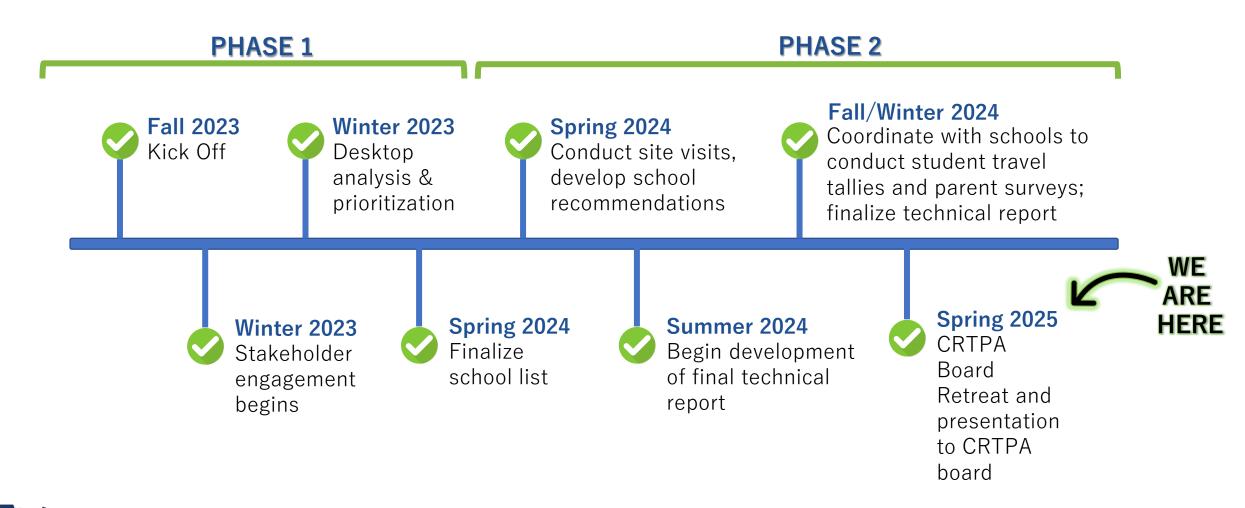






Take the Safe Route Plan Timeline







RECAP: Schools List



- Analysis started with 25 schools from Gadsden, Leon, and Wakulla counties
- Final list includes 12 schools:

School	County
AMOS P. GODBY HIGH SCHOOL	Leon
JOHN G. RILEY ELEMENTARY SCHOOL	Leon
RAA MIDDLE SCHOOL + RUEDIGER ELEMENTARY SCHOOL	Leon
GRIFFIN MIDDLE SCHOOL	Leon
LEON HIGH SCHOOL	Leon
NIMS MIDDLE SCHOOL	Leon
RICKARDS HIGH SCHOOL	Leon
PINEVIEW ELEMENTARY SCHOOL	Leon
FAIRVIEW ELEMENTARY SCHOOL	Leon
WAKULLA MIDDLE SCHOOL	Wakulla
SHANKS MIDDLE SCHOOL	Gadsden
N LOVO TRO NOTO VOLITO	

RECAP: Focused Safety Analysis Site Visits



General observations:

- Opportunity for improved crosswalks/signage at all schools evaluated
- Major safety concerns for students crossing main arterials to get to school
- Presence of school crossing guards is a major benefit











PROJECT UPDATE: What have we been up to? **Safe Access to School Study**

Stakeholder Engagement





Stakeholders met four times throughout Phase 1 & 2:

- Project Introduction December 2024
- Desktop Review & Prioritization February
 2024
- Final Schools List and Next Steps April 2024
- Review of School Visits and Draft Recommendations – December 2024

This project engaged representatives from the following agencies:

- ✓ FDOT District 3
- ✓ School Districts & Boards
- ✓ County/City Public Works
- ✓ County/City Planning
- ✓ Law Enforcement
- ✓ Emergency Medical Services

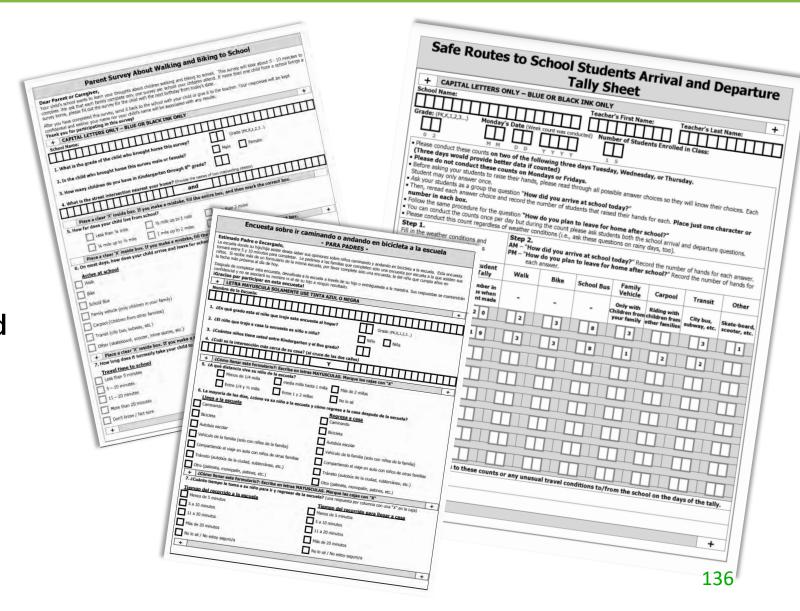


Survey and Student Travel Tally Fall 2024



- Coordinated with appropriate officials at twelve identified schools
- Recorded information about how children arrive and depart school each day
- Solicited parent feelings and opinions on allowing students to walk/bike to school

Based on National Center for Safe Route to School Data Collection System





Survey and Student Travel Tally Results

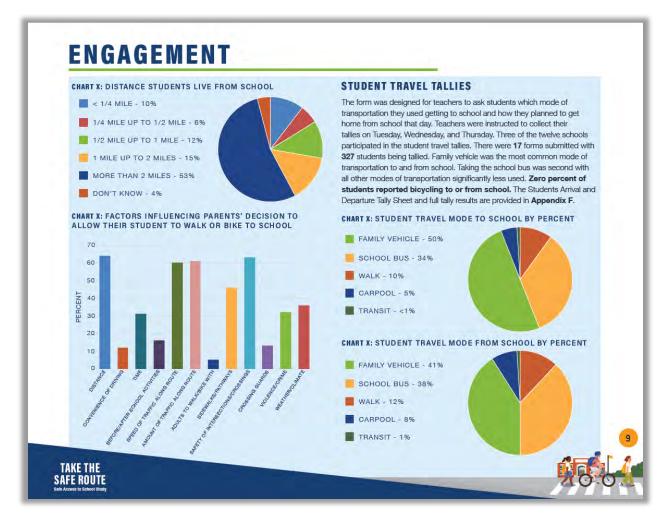




- Speed and traffic along walking route
- Intersections and crossings
- Lack of sidewalks
- Simply live too far from school to walk

Parent requests (Leon County Only):

- Proximity of bus routes
- Sidewalks
- Pedestrian signage and amenities
- Crossing guards



Recommendations



- Reviewed data collected from each site visit (photos, observations, feedback, etc.)
- Identified needs related to sidewalks, crosswalks, signage
- Reviewed compliance with FDOT Design Manual and other local guidance
- Made recommendations for potential future projects in school vicinity



School Recommendation Focus Areas



Recommendations found in the draft plan focus on the following areas:

- Sidewalk conditions
- Bicycle facilities
- Intersections
- ADA compliance
- Signage & Pavement Markings
- Pick up and drop off
- Oriver behavior/Speeding



AMOS P. GODBY HIGH SCHOOL **Leon County OBSERVATION** LOCATION PROJECT RECOMMENDATIONS CRACKED SIDEWALKS, #8: The sidewalks Reconstruct sidewalks along Tharpe Street to be 5 feet THARPE STREET on Tharpe Street are in disrepair and there is in width and 4 feet from the roadway. no buffer between the sidewalk and the road. Prohibit right-turns on red at the intersection of Tharpe Street and High Road, either throughout the entire day **UNSIGNALIZED TURNS AT** or only during school drop-off and pick-up periods with INTERSECTION OF INTERSECTION, #7: Permissive left turns blank out signs. THARPE STREET AND and right-turns on red are allowed at the HIGH ROAD Modify signal timings to make all left turn movements intersection of Tharpe Street and High Road. protected-only during school drop-off and pick-up periods. MISSING SCHOOL ZONE, 11: There is no Install school zone pavement markings and school zone designated school zone on Ocala Road. signage based on latest MUTCD standards. CRACKED SIDEWALKS. #6: The sidewalks along Ocala Road are cracked sporadically along the east and west sides of the road. Reconstruct the sidewalk along Ocala Road to be 5 feet These cracks appear from Ocala Road's in width and 4 feet from the roadway. OCALA ROAD intersection with Tharpe Street to the southern limits of the school. VEGETATION OBSTRUCTS SIDEWALKS. #8: Limbs and shrubs block sidewalks on Trim and maintain vegetation along sidewalks. Ocala Road. *The numbers correspond to above map numbers describing the school's existing conditions

Glossary of Recommendations



GLOSSARY OF RECOMMENDATIONS

Project recommendations were developed based on observations from school site visits. These recommendations are specific for each school, but generally aim to increase bicyclist and pedestrian safety through engineering and construction projects, increased signage, and various traffic calming mechanisms. While individual schools have several specific project recommendations, overall there were 26 different types of recommendations suggested. The Glossary of Recommendations features detailed profiles on each of these 26 suggestions and includes information about project implementation costs and timeframes. The glossary should be used to better understand the individual school's recommendations and should be referenced during priect development. Project timeline and cost information should be utilized to inform decisions about project feasibility and funding.

Timeline

Short = 1 year or less Long = More than 1 year

Cost Estimate

\$ = < \$10,000

\$\$ = \$10,000 to < \$100,000

\$\$\$ = > \$100,000

RECOMMENDATION NAME

Short description of the recommendation and how it may be used to enhance pedestrian and bicyclists safety.

Photo



Timeline



Cost Estimate

GLOSSARY OF RECOMMENDATIONS

CURB EXTENSION



Curb extensions increase the visibility of pedestrians at crosswalks and intersections by aligning them with the roadway. Curb extensions also shorten the crossing distance for pedestrians, decreasing potential points of conflicts with vehicles. Extensions narrow the roadway and are speed-reducings.





\$\$

CURB RAMP



Curb ramps provide access between the sidewalk and intersections, crosswalks, and other "drop-off" for people using wheelchairs, carts, strollers, walkers, and bicyclists. Curb ramps are necessary to ensure all crossings are ADA compliant.





BICYCLE LANES



Bicycle lanes provide dedicated on-road space for bicyclists to ride, decreasing conflicts with vehicles. In many cases, Right of Way (ROW) availability determines if a bicycle lane may be added to a roadway. Road speed and AADT may determine lane type. See Protected Bicycle Lane for more information.







CROSSWALK REALIGNMENT



Crosswalk realignments adjust the orientation of crosswalks, general reduce crossing distance for pede Crosswalk realignments are often with curb extensions that extend t corners of the intersection out into roadway. Crosswalks are then rea to be as short and direct as possi





SAFE ROUTE

FLASHING SCHOOL ZONE SIGN



Flashing school zone signs feature lightup beacons active during student arrival and dismissal. These flashing beacons alert motorists that the speed limit is lower and that students are present in



FLEXIBLE DELINEATORS



Flexible delineators can be used to guide traffic movements and provide a physical sepearation between lanes of traffic, such as lanes in the student drop-off/ pick-up driveway. Delineators may also be used in protected bicycle lanes to provide separation between bicyclists and moving traffic.



Short











Programmatic Recommendations



PROGRAMMATIC RECOMMENDATIONS

In addition to engineering and infrastructure improvements, various programmatic recommendations may also be implemented to facilitate a safer culture of walking and bicycling for students. These programmatic recommendations focus on utilizing education, enforcement, student arrival and dismissal programming, and collaboration with schools, parents, and caregivers to ensure that student safety needs are met and to encourage more students to walk and bicycle to school. Programmatic recommendations offer a range of approachable tactics that may be used by schools, students, teachers, and families to provide more students with the ability to safely walk and bike to school.

GRAPHIC X: THE 5 E'S FRAMEWORK

The 5 E's Framework is often referenced in regard to Safe Routes to School and other initiatives, including Vision Zero. This encourages practitioners to focus on a holistic approach when programming. These E's include:



Encouragement

Enforcement

Evaluation

Engineering

Some communities also include a 6th E:

Equity

EDUCATION

Education is an effective programmatic tool that can be used to inform and influence the behavior of students, parents, school administration, and the community. The site visits conducted for each of the twelve schools determined several areas where additional education could enhance student safety.

DROP-OFF/PICK-UP DRIVEWAY ETIQUETTE

For many of the schools observed, the student drop-off/pick-up driveway is hectic during student arrival and dismissal, posing a challenge for students trying to walk and bike while vehicles queue. Schools may benefit from developing a series of best practices for student arrival and dismissal that are clearly and frequently communicated to parents and students. Educational campaigns aimed at informing parents of drop-off and pick-up driveway etiquette may be used to create a safer and more streamlined process and can highlight issues such as parents parking in crosswalks and bicycle lanes.

STUDENT BEHAVIOR

Educational campaigns may also be used to address unsafe student behavior. Student safety education can be used to dissuade students from participating in unsafe behavior such as jaywalking, participating in distracting activities such as texting while biking or walking, or not wearing proper safety gear such as helmets. Bicyclist and pedestrian safety education can enable students to explore alternative modes of transportation by feeling more confident and prepared. For students in high school who are driving age, education on how drivers can safely accommodate bicyclists and pedestrians can be used to foster a safer environment for all students.

COMMUNITY EDUCATION

Informing the local community of the school's goal to encourage more students to walk and bike can garner community support and reinforce



Non-infrastructure recommendations that apply broadly to all schools that were evaluated:

- Education
- Drop-off/pick-up driveway etiquette
- Student behavior
- Community education
- Enforcement
- School crossing guard presence
- Student arrival and dismissal programming (staggered release schedule)



Funding Opportunities



Developed funding matrix to help local agencies identify other sources of funding for recommended improvements



FIGURE)	FIGURE X: GRANT FUNDING MATRIX BY PROJECT TYPE																	
								GRA	NT NAI	WE								
Project Activity	AARP	ATIIP	America Walks	People For Bikes	PRO- TECT	RAISE	RCP	RTP	SCOP	SCOP-M	SRTS	SS4A	Small Cities CDBG	SMART	TOD Planning	TASA	T-Mobile	Walmart
Bicycle Facilities & Amenities		V	V	V		V	V		V	V	V	V			V	V		
Transit Facilities & Amenities		V			V	V	V					V				V		
Pedestrian Facilities for Crossings		V	V			V	V	V			V	V			V	V		
Landscap- ing, Street- scaping, Lighting, & Placemak- ing		V	V	≪	V	V	⋖	V			✓	⋖	▼			V		
Road Diets & Reconfig- uration		V				V	V		V	V	◆	V				V		
Safety En- forcement											V	V						
Trails & Multi-Use Paths		V	V	V	V	V	V	V			▼	V				V.		
Sidewalks (new or retrofit)		V	V		V	V	V	V			≪	V	>		V	V		
Signs, Sig- nals, Signal Improve- ments		V	V		V	V	V				V	V		V		V		
Spot Im- provement Programs		V		V		V	V	V			V	V		V		V		
Community Grants	V																V	V

Draft Report Under Development





What's Next? Final Report & Adoption



- Finalize recommendations per stakeholder review
- Finalize Take the Safe Route Report
- CRTPA Board Presentation & Adoption





Questions or Comments?







TAKE THE SAFE ROUTE

Safe Access to School Study

CRTPA Board Retreat

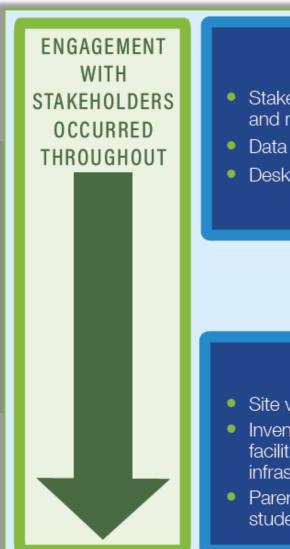
Final Adoption



Take the Safe Route: The Process



Take the Safe Route was initiated in two phases



PHASE I ACTIVITIES

- Stakeholder identification
 Prioritization and meetings
- Data collection
- Desktop analysis

- methodology
- Identification and desktop review of the top 12 schools



PHASE II ACTIVITIES

- Site visits
- Inventory of existing facilities and infrastructure
- Parent surveys and student travel tallies

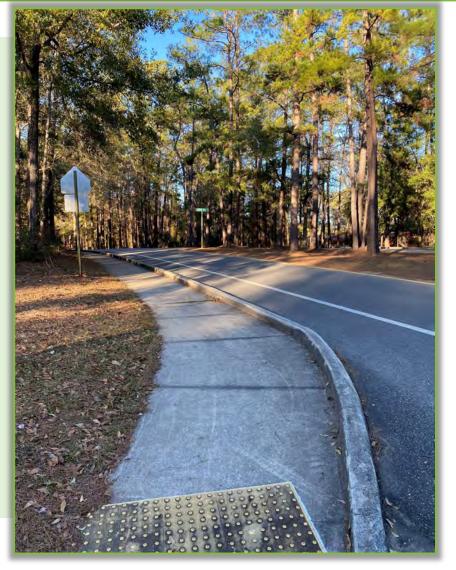
- Project recommendations
- Programmatic recommendations
- Identification of funding opportunities



RECAP: What's been completed?



- Data collection
- Prioritization methodology
- GIS prioritization February 2024
- Additional desktop analysis and memo March 2024
- Site Visits May 2024
- Site Visit Technical Memo Summer 2024
- Student Travel Tally & Parent Survey
- Stakeholder Engagement
- Oraft Plan





Schools Evaluated

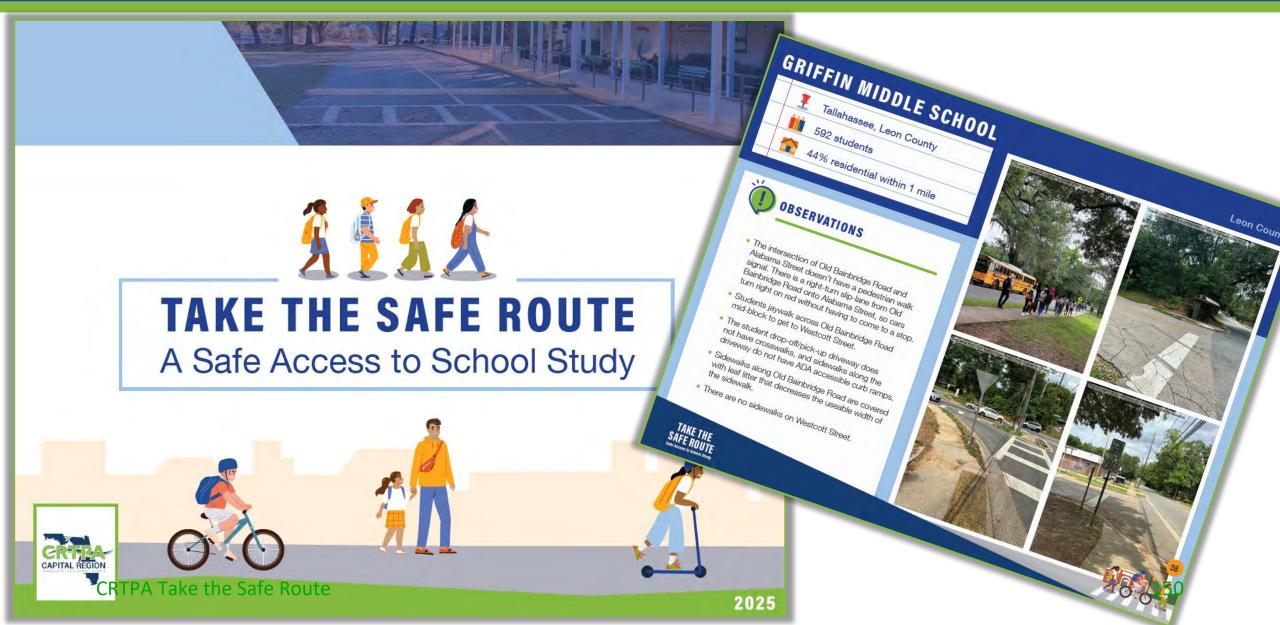


Twelve (12) schools in Leon, Wakulla, and Gadsden Counties included:

School	County
AMOS P. GODBY HIGH SCHOOL	Leon
JOHN G. RILEY ELEMENTARY SCHOOL	Leon
RUEDIGER ELEMENTARY SCHOOL	Leon
GRIFFIN MIDDLE SCHOOL	Leon
LEON HIGH SCHOOL	Leon
R. FRANK NIMS MIDDLE SCHOOL	Leon
AUGUSTA RAA MIDDLE SCHOOL	Leon
RICKARDS HIGH SCHOOL	Leon
PINEVIEW ELEMENTARY SCHOOL	Leon
FAIRVIEW MIDDLE SCHOOL	Leon
WAKULLA MIDDLE SCHOOL	Wakulla
JAMES A. SHANKS MIDDLE SCHOOL Take the Safe Route	Gadsden

Draft Take the Safe Route Plan



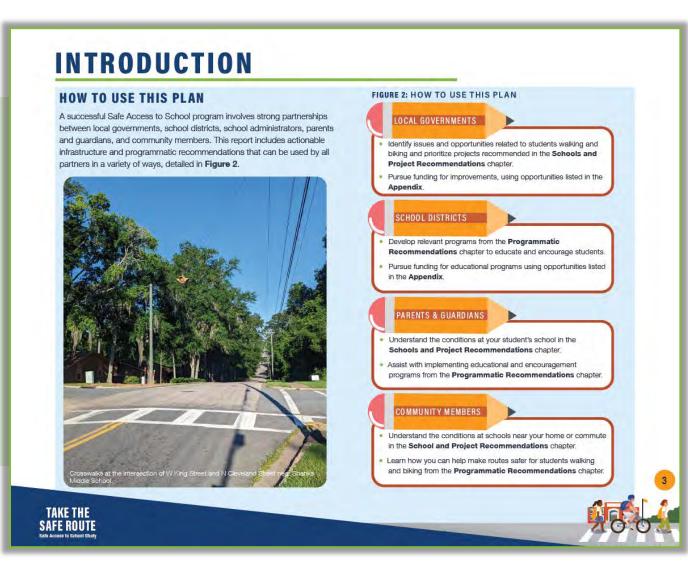


How to Use This Plan



Describes how a variety of different stakeholders may implement the guidance recommended in the plan, including:

- ✓ Local governments
- ✓ School districts
- ✓ Parents and guardians
- √ Community members



Engagement: Stakeholders



A total of 20 stakeholder agencies across three counties were engaged.

Stakeholder responsibilities included:

- ✓ Providing technical input on the project
- Encouraging project implementation once the plan is adopted

Stakeholder experts represented:

Gadsden

- Florida Highway Patrol
- Gadsden County Sheriff's Office
- Gadsden
 County Growth
 Management
- Gadsden County Public Works
- Gadsden County School District
- FDOT District 3

Leon

- City of Tallahassee
- City of Tallahassee Underground Utilities
- City of Tallahassee/ Leon County Planning Department
- Leon County EMS
- Leon County Public Works
- Leon County School Board
- Leon County Sheriff's Office
- FDOT District 3

Wakulla

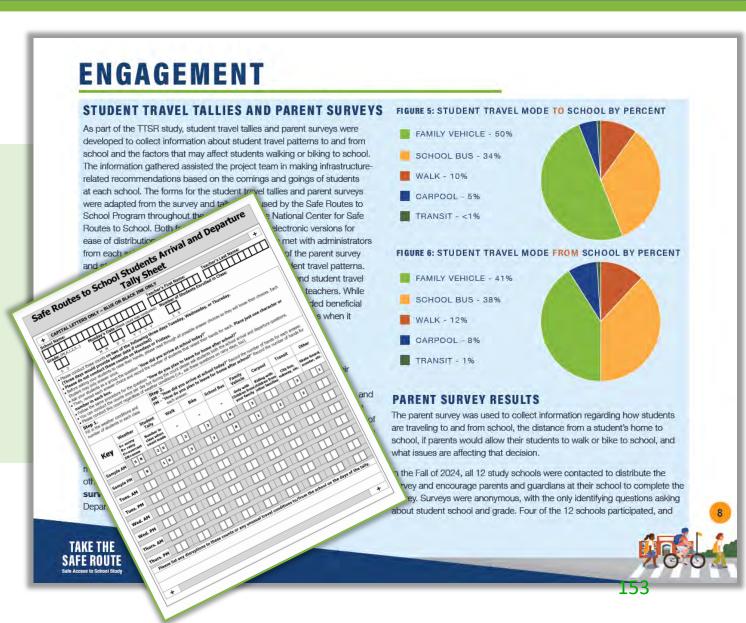
- Wakulla County Community Traffic Safety Team
- Wakulla County Planning and Community Development
- Wakulla County Public Works
- Wakulla County School Board
- Wakulla County Sheriff's Office
- FDOT District 3



Engagement: Student Travel Tallies



- ✓ Teachers surveyed their students about what mode of transportation they used to get to/from school
- √ 17 classrooms with a total of 327 students were surveyed
- ✓ The majority of students get to and from school in a family vehicle



Engagement: Parent Surveys



- ✓ Designed to receive input from parents about student travel patterns getting to and from school
- √ 165 surveys were collected
- ✓ Major concerns include distance from school, speed of traffic, amount of traffic, and the safety of intersections and crossings





Schools and Project Recommendations



RUEDIGER ELEMENTARY SCHOOL

Tallahassee, Leon County

443

443 students

40% residential within 0.5 miles



- The student drop-off/pick-up driveway and the intersection of 10th Avenue and Branch Street do not have crosswalks.
- Several parents drop students off in the middle of 10th Avenue instead of using the student drop-off/ pick-up driveway, creating additional obstacles for students walking and biking.
- Parents dropping off their child frequently park in the crosswalk across 10th Avenue.
- 10th Avenue does not have bicycle lanes.
- Curb ramps on the sidewalks along 10th Avenue are missing tactile warning strips.







Leon County



- ✓ Utilized site visit observations to create school-specific safety infrastructure recommendations
- ✓ Includes a map of concerns and project recommendations



Glossary of Recommendations



Organizes all infrastructure recommendations from the plan into a single toolkit

- ✓ Description of the countermeasure
- ✓ Photo
- ✓ Implementation time
- ✓ Cost estimate

GLOSSARY OF RECOMMENDATIONS

CURB EXTENSION



Curb extensions increase the visibility of pedestrians at crosswalks and intersections by aligning them with the roadway. Curb extensions also shorten the crossing distance for pedestrians, decreasing potential points of conflicts with vehicles. Extensions narrow the roadway and reduce speeds.





CURB RAMP



Curb ramps provide access between the sidewalk and intersections, crosswalks, and other "drop-off" for people using wheelchairs, carts, strollers, walkers, and bicyclists. Curb ramps are necessary to ensure all crossings are ADA compliant.





FLASHING SCHOOL ZONE SIGN



Flashing school zone signs feature lightup beacons active during student arrival and dismissal. These flashing beacons alert motorists that the speed limit is lower and that students are present in the area.



Short



FLEXIBLE DELINEATORS



Flexible delineators can be used to guide traffic movements and provide a physical sepearation between lanes of traffic, such as lanes in the student drop-off/ pick-up driveway. Delineators may also be used in protected bicycle lanes to provide separation between bicyclists and moving traffic.









Grant Funding Matrix



Provides information on 18 relevant grant opportunities

✓ Organized by the project activities that can be funded under the grant

								GRA	NT NAI	1E								
Project Activity	AARP	ATIIP	America Walks	People For Bikes	PRO- TECT	RAISE	RCP	RTP	SCOP	SCOP-M	SRTS	SS4A	Small Cities CDBG	SMART	TOD Planning	TASA	T-Mobile	Walmart
Bicycle Facilities & Amenities		>	V	⋖	V	>	V		V	⋖	>	V			V	V		
Transit Facilities & Amenities		V			V	V	V					\checkmark				V		
Pedestrian Facilities for Crossings		V	V		V	V	V	V			V	V			≪	V		
Landscaping, Streetscaping, Lighting, & Placemaking		V	V	V	⋖	V	V	V			V	V	V			V		
Road Diets & Reconfiguration		V			V	V	V		V	V	V	V				V		
Safety Enforcement											V	V						
Trails & Multi-Use Paths		V	V	V	V	V	V	V			V	V				V		
Sidewalks (new or retrofit)		V	V		V	V	V	V			V	V	V		V	V		
Signs, Signals, Signal Improvements		V	V		V	V					V	V		V		V		
Spot Improvement Programs		V		V		V	V	V			V	V		V		V		
Community Grants	V															15 ⁻	V	>



Using the Plan: Project Implementation





Programmatic Recommendations



PROGRAMMATIC RECOMMENDATIONS

In addition to planning and engineering improvements, various programmatic recommendations may also be implemented to facilitate a safer culture of walking and bicycling for students. These programmatic recommendations focus on utilizing education, enforcement, student arrival and dismissal programming, and collaboration with schools, parents, and caregivers to ensure that student safety needs are met and to encourage more students to walk and bicycle to school. Programmatic recommendations offer a range of approachable tactics that may be used by schools, students, teachers, and families to provide more students with the ability to safely walk and bike to school. These recommendations, while not specifically linked, are influenced by the 5 E's Framework shown in **Figure 12**. The 5 E's are foundational for the Safe Routes to School Program, and are important to consider as this Safe Access to School Study is implemented.

FIGURE 12: THE 5 E'S FRAMEWORK

The 5 E's Framework is often referenced in regard to Safe Routes to School and other initiatives, including Vision Zero. This framework encourages practitioners to focus on a holistic approach when programming. These E's include:

Education

Encouragement

Enforcement

Evaluation

Engineering

EDUCATION

Education is an effective programmatic tool that can be used to inform and influence the behavior of students, parents, school administration, and the community. The site visits conducted for each of the 12 schools determined several areas where additional roadway and transportation safety education could enhance student safety when walking and biking to school.

Educating the local community on the school's goal to encourage more students to walk and bike can garner community support and reinforce good driving behavior. Word of mouth can assist in sharing the school's goals, and groups such as PTOs or student clubs may be used to spread the word to the community at large. Community education and involvement can also be more structured, and inform community members on the specific methods they can use to assist the more students to walk and bicycle to school safely. Neighborhoods near schools can form watch programs to keep an eye on students walking and biking. Sign campaigns are often used in neighborhoods near schools to remind drivers that students frequent the area and that drivers should comply with the posted speed limit. Yard signs in all or several yards along a route frequented by students can help alert drivers to their presence and encourage slower speeds. Schools may also post signs along school fences or near the drop-off/pick-up driveway to encourage slower speeds and attentive driving.

Educational campaigns may also be used to address unsafe student behavior. Student roadway safety education can be used to dissuade students from participating in unsafe behavior such as jaywalking, participating in distracting activities such as texting while biking or walking, or not wearing proper safety gear such as helmets. Roadway safety education can inform students on the risks of unsafe transportation practices, helping to mitigate some of these behaviors. Bicyclist and pedestrian safety education can enable students to explore alternative modes of transportation by feeling more confident and prepared. For students in high school who are driving age, education on how drivers can safely accommodate bicyclists and pedestrians can be used to foster a safer environment for all students.

Includes non-infrastructure recommendations that can enhance safety at all schools.

- ✓ Bicycle and pedestrian safety education
- ✓ Community education
- ✓ Drop-off/pick-up driveway etiquette
- ✓ Enforcement
- ✓ Student arrival and dismissal programming

Informed by the 5 E's Framework from SRTS



Equity

Some communities also include a 6th E:

Systemic Recommendations



Systemic recommendations are infrastructure countermeasures that can enhance safety at all schools evaluated.

- ✓ Enhanced crosswalks
- ✓ Bicycle infrastructure
- ✓ ADA compliant sidewalks
- ✓ Crossing guards
- ✓ Curb extensions
- ✓ Evaluate projects against existing plans

SYSTEMIC RECOMMENDATIONS

Throughout the site visits and project recommendation development, it was apparent that there are several safety issues and concerns that all schools experience. From these regionwide safety concerns, systemic recommendations were developed that will benefit all schools across the board. Systemic recommendations can be broadly implemented and are often eligible for grant funding or smaller funding opportunities at the local level. These systemic recommendations are relatively inexpensive and provide opportunities for smaller investments to have significant safety impacts.

ENHANCED CROSSWALKS

Crosswalks in the vicinity of schools should be assessed for possible improvements that may enhance bicyclist and pedestrian safety.

Intersections surrounding school campuses should be assessed to determine locations where crosswalks are needed. Constructed crosswalks should be high-visibility, but may also include other enhancements, such as raising the crosswalk or tabling the intersection.

All existing crosswalks within the school's vicinity should be converted to high-visibility crosswalks. While traditional crosswalks have pavement markings with two parallel lines, high-visibility crosswalks have "ladder" style markings that are high-contrast and draw the eye, making crosswalks more easily distinguishable by pedestrians and motorists. High-visibility crosswalks are also accompanied by sufficient pedestrian signage. Crosswalks at intersections, mid-block crossings, and school driveways such as the bus loop and student drop-off/pick-up driveway should be converted to high-visibility crossings.

Existing crosswalks may also be evaluated to determine if raising the crossing is feasible. By providing a raised crosswalk, the pedestrian crossing becomes more protected and provides traffic calming benefits.

BICYCLE INFRASTRUCTURE

Additional bicycle infrastructure could benefit students by providing dedicated space for cyclists to ride. Infrastructure such as bicycle lanes, protected bicycle lanes, multiuse paths, widened sidewalks, and sharrows may all be used to provide this dedicated riding space. The wide array of bicycle infrastructure available allows for the feasible implementation of additional bicycle facilities at most schools. Available right of way should be considered when determining what form of bicycle infrastructure is best suited for the school's location. If little right of way is available, widened sidewalks or sharrows might be most feasible.

ADA COMPLIANT SIDEWALKS

Concerns regarding the accessibility of sidwalks was seen across the board during school site visits. Within the vicinity of the schools, several sidewalks did not have curb ramps or were missing tactile warning strips. Curb ramps are necessary to accomodate people with disabilities, such as wheelchair or walker users, but are also beneficial to people with strollers, elderly people, and people riding bicycles on the sidewalk. Tactile warning strips, raised tiles that are detectable by touch, are necessary for people with vision impairments, and can warn people walking or riding bicycles that the sidewalk is ending, a crosswalk or intersection is ahead, or that other "drop-offs" or hazards are present. Ensuring that the sidewalks surrounding schools meet the accessibility needs of the community can benefit all, and encourage safe walking and bicycling.

CROSSING GUARDS

The presence of crossing guards allows students to safely cross large or dangerous intersections with the assistance of an adult. Crossing guards can also increase driver compliance with school speed limits and can improve motorist yielding rates at signalized and unsignalized crosswalks. Schools can also benefit from the knowledge of crossing guards, who can provide firsthand information on specific safety concerns or pinpoint dangerous locations for students walking and biking.







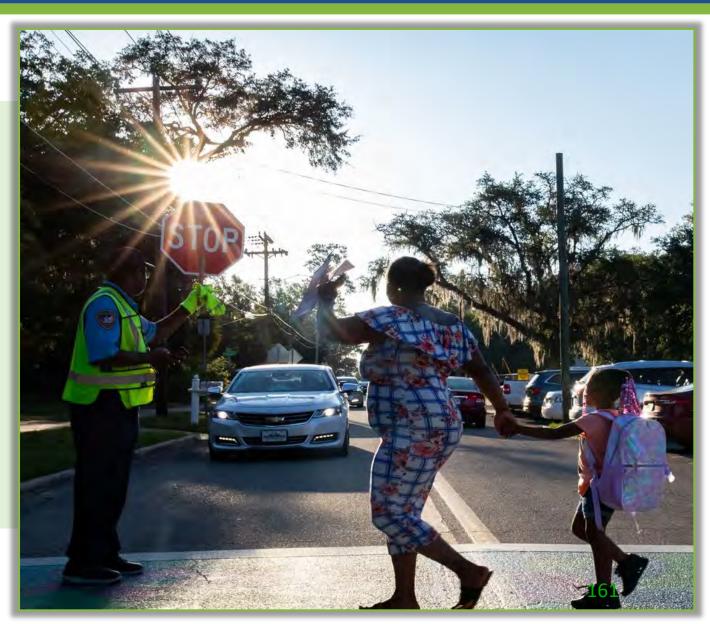
Be an Advocate for Safety



You can help create safer schools by:

- ✓ Promoting roadway safety by using the various infrastructure and programmatic recommendations outlined in Take the Safe Route
- ✓ Promoting community education by circulating and referencing the plan
- ✓ Pursuing funding for projects outlined in the plan
- ✓ Implementing safety improvements into current or future projects







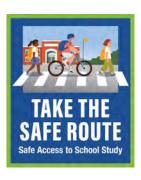
Questions?



STUDENT TRAVEL TALLY FORM







Take the Safe Route - A Safe Access to School Study

Student Arrival and Departure Tally

Additional information on Take the Safe Route - A Safe Access to School Study and the CRTPA can be found on the project webpage. <u>Take the Safe Route - A Safe Access to School Study</u>

School Name
Teacher's First and Last Name
Monday's Date (week count was conducted)
Grade
Number of Students Enrolled in Class

- Please conduct these counts on **at least two of the following three days:** Tuesday, Wednesday, Thursday.
 - Conducting counts on three days will provide better data but is not mandatory.
- Please do not conduct counts on Mondays or Fridays.

Instructions:

- 1. Fill in the weather conditions and the number of students in each class.
- 2. Ask students: AM "How did you arrive at school today?" and PM "How will you leave for home after school?"
- 3. To ensure students will know all answer options, read students all possible answer choices before asking them to raise their hand.
- 4. Ask students the question again and then reread each answer choice, recording the number of students per choice option.
- 5. You may conduct the counts once per day, but during the count you must ask students about school arrival and departure.

Key

WEATHER	STUDENT TALLY	WALK	BIKE	SCHOOL BUS	FAMILY VEHICLE	CARPOOL	TRANSIT	OTHER
S = Sunny R = Rainy O = Overcast	Number in class when count was conducted	Number of children that walk	Number of children that bike	Number of children that ride the school bus	Only children from the same family	Children riding with other families	City bus, etc.	Skateboard, scooter, etc.

Tuesday AM

Weather	
Student Tally	
Walk	
Bike	
School Bus	
Family Vehicle	
Carpool	
Transit	
Other	

Tuesday PM Weather Student Tally Walk Bike School Bus Family Vehicle Carpool Transit Other **Wednesday AM** Weather **Student Tally** Walk Bike School Bus Family Vehicle

Carpool

Transit

Other

Wednesday PM Weather Student Tally Walk Bike School Bus Family Vehicle Carpool Transit Other **Thursday AM** Weather **Student Tally** Walk Bike School Bus Family Vehicle Carpool

Transit

Other

Thursday PM

Weather		
Student Tally		
Walk		
Bike		
School Bus		
Family Vehicle		
Carpool		
Transit		
Other		
	-	se counts or any unusual travel the days of the tally:

STUDENT TRAVEL TALLY RESPONSES





School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Grade	Number of Students Enrolled in Class	Tuesday AM - Weather	Tuesday AM - Student Tally	Tuesday AM - Walk
Amos P. Godby High School	Emily Fitzgerald	12/2/2024	9th				
John G. Riley Elementary School	Shonta Crawford	10/28/2024	Kindergarten	19	Sunny	19	0
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	Kindergarten	17	Sunny	16	1
John G. Riley Elementary School	Shannon Gaines	10/28/2024	Kindergarten	17	Sunny	14	1
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	1st	18	Sunny	17	4
John G. Riley Elementary School	Princess Jackson	10/28/2024	2nd	15	Sunny	12	3
John G. Riley Elementary School	Loren Fowler	10/28/2024	2nd	17	Sunny	17	1
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	2nd	13	Sunny	14	0
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	2nd	14			
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	2nd	14	Sunny	12	1
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	2nd	13	Sunny	14	0
John G. Riley Elementary School	Camelia Showers	10/28/2024	3rd	16	Overcast	14	4
John G. Riley Elementary School	Joyous Booker	10/28/2024	3rd	17			
Leon High School	Emeliann Lonas	10/28/2024	10th	27	Overcast	18	0
Leon High School	Aidan Lowery	10/14/2024	10th - 12th	19	Dark	13	1
Leon High School	Karen Stribling	10/14/2024	10th - 12th	23	Sunny	23	0
Leon High School	Orlando Burch	10/14/2024	10th - 12th	13	Sunny	10	0
				272		213	

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Tuesday AM - Bike	Tuesday AM - School Bus	Tuesday AM - Family Vehicle	Tuesday AM - Carpool	Tuesday AM - Transit	Tuesday AM - Other	Tuesday PM - Weather
Amos P. Godby High School	Emily Fitzgerald	12/2/2024							
John G. Riley Elementary School	Shonta Crawford	10/28/2024	0	8	11	0	0	0	Sunny
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024		5	10				Sunny
John G. Riley Elementary School	Shannon Gaines	10/28/2024		7	6				Sunny
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	0	9	4	0	0	0	Sunny
John G. Riley Elementary School	Princess Jackson	10/28/2024	0	5	4	0	0	0	Sunny
John G. Riley Elementary School	Loren Fowler	10/28/2024	0	6	9	0	0		Sunny
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	0	7	5				Sunny
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024							
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	0	4	5	2	0	0	
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	0	7	5				Sunny
John G. Riley Elementary School	Camelia Showers	10/28/2024		3		7			Sunny
John G. Riley Elementary School	Joyous Booker	10/28/2024							
Leon High School	Emeliann Lonas	10/28/2024	0	3	13	2	0	0	Sunny
Leon High School	Aidan Lowery	10/14/2024	0	0	11	1	0	0	Sunny
Leon High School	Karen Stribling	10/14/2024	0	8	14	1	0	0	Sunny
Leon High School	Orlando Burch	10/14/2024	0	2	7	1	0	0	Sunny
				-					

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Tuesday PM - Student Tally	Tuesday PM - Walk	Tuesday PM - Bike	Tuesday PM - School Bus	Tuesday PM - Family Vehicle	Tuesday PM - Carpool	Tuesday PM - Transit
Amos P. Godby High School	Emily Fitzgerald	12/2/2024							
John G. Riley Elementary School	Shonta Crawford	10/28/2024	19	0	0	7	10	0	0
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	16	1		7	8		
John G. Riley Elementary School	Shannon Gaines	10/28/2024	14	1		13	7		
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	17	4	0	9	4	0	0
John G. Riley Elementary School	Princess Jackson	10/28/2024	11	2	0	7	2	0	0
John G. Riley Elementary School	Loren Fowler	10/28/2024	17	3	0	7	7		
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	14	1		7	4	2	0
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024							
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024							
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	14	1		7	4	2	0
John G. Riley Elementary School	Camelia Showers	10/28/2024	14	4		3		7	
John G. Riley Elementary School	Joyous Booker	10/28/2024							
Leon High School	Emeliann Lonas	10/28/2024	18	1	0	4	7	6	0
Leon High School	Aidan Lowery	10/14/2024	13	1	0	1	7	3	1
Leon High School	Karen Stribling	10/14/2024	23	0	0	7	14	2	0
Leon High School	Orlando Burch	10/14/2024	10	0	0	3	6	1	0
			200						

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

	Total on the state of the state							
School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Tuesday PM - Other	Wednesday AM - Weather	Wednesday AM - Student Tally	Wednesday AM - Walk	Wednesday AM - Bike	Wednesday AM - School Bus
Amos P. Godby High School	Emily Fitzgerald	12/2/2024		Sunny	106	15		46
John G. Riley Elementary School	Shonta Crawford	10/28/2024	0	Sunny	18	0	0	7
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024		Sunny	12	2		5
John G. Riley Elementary School	Shannon Gaines	10/28/2024		Sunny	14	1		6
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	0	Sunny	15	3	0	8
John G. Riley Elementary School	Princess Jackson	10/28/2024	0	Sunny	14	4	0	5
John G. Riley Elementary School	Loren Fowler	10/28/2024		Sunny	16	1	0	5
John G. Riley Elementary School	Gloria Satterfield	10/28/2024		Sunny	14			7
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024		Sunny	12	1	0	4
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Camelia Showers	10/28/2024		Overcast	15	2		5
John G. Riley Elementary School	Joyous Booker	10/28/2024		Sunny	14	3		6
Leon High School	Emeliann Lonas	10/28/2024	0	Overcast	19	0	0	3
Leon High School	Aidan Lowery	10/14/2024	0	Overcast	12	1	0	0
Leon High School	Karen Stribling	10/14/2024	0	S	21	0	0	6
Leon High School	Orlando Burch	10/14/2024	0	S	11	0	0	2
				0	14	5	0	4
					327			

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

	Teacher's First and Last	Monday's Date (week count was	_	•	Wednesday AM -	_	Wednesday PM -	Wednesday PM -
School Name	Name	conducted)	Family Vehicle	Carpool	Transit	Other	Weather	Student Tally
Amos P. Godby High School	Emily Fitzgerald	12/2/2024	45				Sunny	106
John G. Riley Elementary School	Shonta Crawford	10/28/2024	11	0	0	0	Sunny	18
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	5				Sunny	12
John G. Riley Elementary School	Shannon Gaines	10/28/2024	7				Sunny	14
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	4	0	0	0	Sunny	15
John G. Riley Elementary School	Princess Jackson	10/28/2024	4	0	1	0	Sunny	14
John G. Riley Elementary School	Loren Fowler	10/28/2024	10					16
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	7	0			Overcast	14
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	6	1	0	0		
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Camelia Showers	10/28/2024		8			Overcast	15
John G. Riley Elementary School	Joyous Booker	10/28/2024	2	1	2		Sunny	14
Leon High School	Emeliann Lonas	10/28/2024	14	2	0	0	Sunny	19
Leon High School	Aidan Lowery	10/14/2024	11	0	0	0	Sunny	12
Leon High School	Karen Stribling	10/14/2024	13	2	0	0	Sunny	21
Leon High School	Orlando Burch	10/14/2024	8	1	0	0	Sunny	11
			5	0	0		Sunny	14
								315

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Wednesday PM - Walk	Wednesday PM - Bike	Wednesday PM - School Bus	Wednesday PM - Family Vehicle	Wednesday PM - Carpool	Wednesday PM - Transit
Amos P. Godby High School	Emily Fitzgerald	12/2/2024	15		46	45		
John G. Riley Elementary School	Shonta Crawford	10/28/2024	2	0	7	9	0	0
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	2		5	5		
John G. Riley Elementary School	Shannon Gaines	10/28/2024	2		5	8		
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	3	0	8	4	0	0
John G. Riley Elementary School	Princess Jackson	10/28/2024	3	0	7	3	0	1
John G. Riley Elementary School	Loren Fowler	10/28/2024	3		7	6		
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	0	0	7	5	0	0
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Camelia Showers	10/28/2024	2		5		8	
John G. Riley Elementary School	Joyous Booker	10/28/2024	3		6	2	1	2
Leon High School	Emeliann Lonas	10/28/2024	0	0	5	5	9	0
Leon High School	Aidan Lowery	10/14/2024	2	0	1	7	1	1
Leon High School	Karen Stribling	10/14/2024	0	0	5	14	2	0
Leon High School	Orlando Burch	10/14/2024	0	0	2	7	0	2
			5	0	5	4	0	0

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Wednesday PM - Other	Thursday AM - Weather2	Thursday AM - Student Tally	Thursday AM - Walk	Thursday AM - Bike	Thursday AM - School Bus
Amos P. Godby High School	Emily Fitzgerald	12/2/2024						
John G. Riley Elementary School	Shonta Crawford	10/28/2024	0	Sunny	19	0	0	8
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024		Sunny	14	2		4
John G. Riley Elementary School	Shannon Gaines	10/28/2024		Sunny	15	1		7
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	0	Sunny	17	4	0	8
John G. Riley Elementary School	Princess Jackson	10/28/2024	0	Sunny	14	5	0	5
John G. Riley Elementary School	Loren Fowler	10/28/2024		Sunny	17	1		6
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	0					
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Camelia Showers	10/28/2024						
John G. Riley Elementary School	Joyous Booker	10/28/2024						
Leon High School	Emeliann Lonas	10/28/2024	0	Overcast	19	0	0	3
Leon High School	Aidan Lowery	10/14/2024	0	Overcast	12	1	0	0
Leon High School	Karen Stribling	10/14/2024	0	Sunny	22	0	0	6
Leon High School	Orlando Burch	10/14/2024	0	Sunny	11	0	0	2
				Sunny	15	5	0	3
					175			

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Thursday AM - Family Vehicle	Thursday AM - Carpool	Thursday AM - Transit	Thursday AM - Other	Thursday PM - Weather	Thursday PM - Student Tally
Amos P. Godby High School	Emily Fitzgerald	12/2/2024						
John G. Riley Elementary School	Shonta Crawford	10/28/2024	11	0	0	0	Sunny	19
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	8				Sunny	14
John G. Riley Elementary School	Shannon Gaines	10/28/2024	7				Sunny	15
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	5	0	0	0	Sunny	17
John G. Riley Elementary School	Princess Jackson	10/28/2024	4	0	0	0	Sunny	14
John G. Riley Elementary School	Loren Fowler	10/28/2024	10				Sunny	17
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Camelia Showers	10/28/2024						
John G. Riley Elementary School	Joyous Booker	10/28/2024						
Leon High School	Emeliann Lonas	10/28/2024	14	2	0	0	Sunny	19
Leon High School	Aidan Lowery	10/14/2024	10	1	0	0	Sunny	13
Leon High School	Karen Stribling	10/14/2024	16	0	0	0	Sunny	22
Leon High School	Orlando Burch	10/14/2024	8	1	0	0	Sunny	11
			7	0	0		Sunny	15
_								176

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

Calcad Name	Teacher's First and Last	Monday's Date (week count was	Thursday PM -	Thursday PM -	Thursday PM -	Thursday PM -	Thursday PM -	Thursday PM -
School Name	Name	conducted)	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
Amos P. Godby High School	Emily Fitzgerald	12/2/2024						
John G. Riley Elementary School	Shonta Crawford	10/28/2024	0	0	7	12	0	0
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	2		6	6		
John G. Riley Elementary School	Shannon Gaines	10/28/2024	1		7	7		
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	4	0	8	5	0	0
John G. Riley Elementary School	Princess Jackson	10/28/2024	5	0	7	2	0	0
John G. Riley Elementary School	Loren Fowler	10/28/2024	2		6	9		
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024						
John G. Riley Elementary School	Gloria Satterfield	10/28/2024						
John G. Riley Elementary School	Camelia Showers	10/28/2024						
John G. Riley Elementary School	Joyous Booker	10/28/2024						
Leon High School	Emeliann Lonas	10/28/2024	0	0	5	5	9	0
Leon High School	Aidan Lowery	10/14/2024	2	0	1	6	3	1
Leon High School	Karen Stribling	10/14/2024	0	0	7	15	0	0
Leon High School	Orlando Burch	10/14/2024	0	0	1	9	0	1
			5	0	5	5	0	0

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

	Teacher's First and Last	Monday's Date (week count was	Thursday PM -
School Name	Name	conducted)	Other
Amos P. Godby High School	Emily Fitzgerald	12/2/2024	
John G. Riley Elementary School	Shonta Crawford	10/28/2024	0
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	
John G. Riley Elementary School	Shannon Gaines	10/28/2024	
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	0
John G. Riley Elementary School	Princess Jackson	10/28/2024	0
John G. Riley Elementary School	Loren Fowler	10/28/2024	
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	
John G. Riley Elementary School	Camelia Showers	10/28/2024	
John G. Riley Elementary School	Joyous Booker	10/28/2024	
Leon High School	Emeliann Lonas	10/28/2024	0
Leon High School	Aidan Lowery	10/14/2024	0
Leon High School	Karen Stribling	10/14/2024	0
Leon High School	Orlando Burch	10/14/2024	0

First three columns are retained on subsequent pages.

Column 1 - School Name

Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

School Name	Teacher's First and Last Name	Monday's Date (week count was conducted)	Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally:
Amos P. Godby High School	Emily Fitzgerald	12/2/2024	
John G. Riley Elementary School	Shonta Crawford	10/28/2024	Mondays, Tuesdays and Thursdays are Acceleration Afterschool for 10 of the students and they go home by car on those days.
John G. Riley Elementary School	Hayleigh Fairbanks	10/28/2024	
John G. Riley Elementary School	Shannon Gaines	10/28/2024	
John G. Riley Elementary School	Cherkieza Ivery	10/28/2024	Appointments
John G. Riley Elementary School	Princess Jackson	10/28/2024	
John G. Riley Elementary School	Loren Fowler	10/28/2024	
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	2 students included (both family vehicle) were tardy today
John G. Riley Elementary School	Cassandra Zabriskie	10/28/2024	
John G. Riley Elementary School	Gloria Satterfield	10/28/2024	
John G. Riley Elementary School	Camelia Showers	10/28/2024	
John G. Riley Elementary School	Joyous Booker	10/28/2024	Several students stay afterschool. One student carpools and rides the transit
Leon High School	Emeliann Lonas	10/28/2024	
Leon High School	Aidan Lowery	10/14/2024	
Leon High School	Karen Stribling	10/14/2024	We had a PSAT test on Thursday and my last count was done on Friday, 10/18 instead of the Thursday, 10/17.
Leon High School	Orlando Burch	10/14/2024	

First three columns are retained on all pages.

Column 1 - School Name

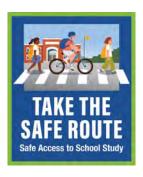
Column 2 - Teacher's First and Last Name

Column 3 - Monday's Date (week count was conducted)

PARENT SURVEY FORM







Take the Safe Route - A Safe Access to School Study

Parent Survey for Student Transportation

Dear Parent or Caregiver,

Your student's school district is working with the Capital Region Transportation Planning Agency (CRTPA) on Take the Safe Route, a safe access to school study. Additional information on the study and the CRTPA can be found on the project webpage. Take the Safe Route - A Safe Access to School Study

This survey will take 5 minutes to complete and will allow for you to voice your thoughts on your student walking and biking to school. Please complete only one survey per school that your students attend.

Survey results will be utilized to analyze safety challenges associated with students walking and biking to school and will assist in recommendations for safety improvements. **Thank you for participating in this survey!**

* School Name	
What is the street intersection nearest t	o your home?
What is your student's grade?	

How many of your children attend this school? Please include grade of each student. (Ex: 1 child; 3rd grade)
Place select the answer that best fits your student's travel behavior
On most days, how does your student arrive at school?
○ Walk
○ Bike
○ School Bus
Family Vehicle (only children in your family)
Carpool (children from other families)
Transit (city bus, etc.)
Other (skateboard, scooter, etc.)
On most days, how does your student leave from school?
○ Walk
○ Bike
○ School Bus
Family Vehicle (only children in your family)
Carpool (children from other families)
Transit (city bus, etc.)
Other (skateboard, scooter, etc.)

○ Less than 5 minutes	
○ 5 to 10 minutes	
○ 11 to 20 minutes	
○ More than 20 minutes	
○ Not sure	
How long does it normally take your student to get from school?	
○ Less than 5 minutes	
○ 5 to 10 minutes	
○ 11 to 20 minutes	
○ More than 20 minutes	
○ Not sure	
How far does your student live from school?	
○ Less than 1/4 mile	
○ 1/4 mile up to 1/2 mile	
○ 1/2 mile up to 1 mile	
○ 1 mile up to 2 miles	
○ More than 2 miles	
○ Don't know	
Has your student asked for your permission to walk or bike to/from school in the last year?	
○ Yes	
○ No	

How long does it normally take your student to get to school?

to/from school without an adult?

At what grade would you allow your student to walk or bike

Would you let your student walk or bike to/from school if any of the following problems were changed or improved? Select one choice per line.

	Yes	No	Not Sure
Speed of traffic along route	\circ	0	0
Sidewalks or pathways	\bigcirc	\bigcirc	\bigcirc
Safety of intersections and crossings	0	0	\bigcirc
Crossing guards	\circ	\bigcirc	\bigcirc
		es your student's king to/from schoo	school encourage l?
Strongly enco	urages		
Encourages			
○ Neither			
Discourages			
Strongly discon	ourages		
How much fun	is walking or b	iking to/from scho	ol for your student?
O Very fun			
○ Fun			
○ Neutral			
○ Boring			
O Very boring			

How healthy is walking or biking to/from school for your student?
○ Very healthy
○ Healthy
○ Neutral
○ Unhealthy
○ Very unhealthy
What is the highest grade or year of school you completed?
○ Grades 1 through 8
○ Grades 9 through 11
○ Grade 12 or GED
○ College 1 to 3 years
○ College 4 or more years
O Prefer not to answer
lease provide any additional comments below:

PARENT SURVEY RESPONSES





CRTPA Take the Safe Route: Parent Survey Responses

													Whatid you let your shadort walk school if any of the following pro- changes for improved Select or	or bile tofrom	in your opinion, now insurnaces your student's school Howmuch fan is	How healthy is	
School Name What is the street intersection res	erest to your horne? What is your student's grade?	How many of your children attend this school? Please inclu grade of each student. (Ex. 1 child; 3rd grade)	diade On most days, how does your student arrive at school?	On most days, how does your student leave from school?	How long does it normally take your student to get to school? How long does it normally take your student to get from school	Has for does your student live from school? Has your student live from permission to walk or bite in school in the last year?	your Alt what g rade would you allow your student to walk or bile tofton school without an adult?						echool in any of the transming pro- changed or improved? Select of line.	se choice per	per student is school encourage or discovange ealing and billing toffore school? spr student? spr student? spr student?	subtran school for What is the highest grade or year your student? school you completed?	of Pieses provide any additional comments below:
Amos P. Godby High School liker take nd Amos P. Godby High School Mission	9 12	1 child, 9th grade	School Bus School Bus	School Bus School Bus	11 to 20 minutes 11 to 20 minutes 12 to 20 minutes 12 to 20 minutes 12 to 20 minutes	More than 2 miles No don't know No	ewould not feel confortable at any grade ewould not feel confortable at any grade	Distance Convenience of driving Distance Convenience of African	Time Child's believe or after-actual activities. Speed of traffic along route time. Speed of traffic along route	Amount of traffic along route Amount of traffic along route	Adults to walk or bile with Sidewalks or pathways	Sallety of intersections and crossings Crossing quants Salety of intersections and moosings Salety of intersections and moosings	Violence or others Weather or climate Speed of traffic along route Violence or others Weather or climate No No Violence or others Weather or climate Tec.	pathways and No. No. No. No. No. No. No.	crossings guards Response Response 50 Notite Boring Sure 955 Sure Mether Neutral	Response Healthy College 1 to 2 years Very healthy College 1 to 2 years	Open-Crisis Response Huggerling to have a metal tarricate/parrier along the walkway/pathway time there is a this line between the rand and the walkway to rake or
Amout P. Godby High School Wharpe Street Amout P. Godby High School Stern Tenessaes Street? Amout P. Godby High School Wharpe and Clid Bisinbridge Amout P. Godby High School Sonic Dr Amout P. Godby High School Montal Go	11th 10th Ith grade	s dhild, 11th grade 50hid 10th grade 1	Marik Transit (city bus, etc.) Marik	Maik Transit (city bus, etc.) Maik	More than 20 minutes	5 mile up to 2 miles. No. More than 2 miles. No. More than 2 miles. No. More than 2 miles. No.	ith grade - 13th grade ith grade - 13th grade ith grade - 13th grade resold not feel confurtable at any grade ith grade - 8th grade ith grade - 8th grade	Convenience of driving	Time Shift before or after school activation. Signed of traffic strong counter. Time Shift before or after school activation. Special of traffic strong counter Special of traffic strong counter Special of traffic strong counter Special of traffic strong counter.	Amount of traffic along route	Eidonaliks or pathways	Safety of intersections and proprings Safety of intersections and proprings	Vollence or otime Weather or directs tes Vollence or otime tes Vollence or otime Weather or directs No	100 100 100 100	tes Nother Neutral tes Strongly encourages Boring to Neither Yany boring	Sectral College 4 or more years Sectral Grades 9 through 11 Sectral College 1 to 2 years	bel may work.
Annox P. Goodby High School	10th 10th	s delid, son grade	Family Visiola (posty children in your family) Family Visiola (posty children in your family) Ichool Risi Family Visiola (posty children in your family)	Panel vision (sep Leaves or you series) frank frank enk	11 to 20 minutes 15 to	More than 2 miles the first than 2 miles than 2 miles than 2 miles than 2 miles than 3 m	this grade - Itingcase this grade - Littingcase the grade - Litti	Distance Distance Distance	Nine Child's before or after school activities Second of matter since more	Associate of traffic viscos cours	sidenalis or gathways	Sales of improvement and receiver	Weather or clerates	No No	100 Machine Mountail 100 Machine Mountail 100 Machine Machine 100 Machine	Healthy College 5 to 2 years Several College 6 or more years Several College 6 or more years	
Amos P. Godby High School 27) Manrae Amos P. Godby High School Amos P. Godby High School Amos P. Godby High School Thospe & Octobia	ech sanh deh	1 1 child, lith grade	School But Family Vehide (poly children in your family) Family Vehide (poly children in your family)	School Bus Family Vehicle (only children in your family) Family Vehicle (only children in your family)	11 to 20 minutes More than 20 minutes More than 20 minutes More than 20 minutes More than 20 minutes More than 20 minutes	More than 2 miles No. More than 2 miles No. More than 2 miles No.	rwould not feet confortable at any grade let grade - 12th grade rwould not feet confortable at any grade	bicance Convenience of driving bicance	Speed of traffic along soute Time Child's before or after-school activities: Speed of traffic along soute time Speed of traffic along soute	Amount of traffic along route Amount of traffic along route Amount of traffic along route	Adults to walk or tike with Edwalks or pathways Indivals to pathways	Safety of intersections and crossings	Violence or gittle No. Violence or gittle Weather or climate tes. Violence or gittle Weather or climate tes.	No No No No No No	No Melber Neutral Not Melber Very boring Not Melber Neutral	eary healthy Callege 6 or more years. Neutral Callege 6 or more years. Very healthy Callege 6 or more years.	
Amos P. Godby High School Roberts Ave	11	1 child, 11 grade	Namily Whide jorly children in your family)	waik	11 to 30 minutes S to 30 minutes	More than 2 miles tes	ett grade - 13th grade	bicance	Time Speed of traffic along route	Amount of traffic along route		statesy of intersections and crossings	786	fac fac	tes teither fun	realthy College 1 to 2 years	My, that a driven to should in the manning cond walks to the convenient store down the street from the should because parent pick up traffic is difficult to walk. Can you please put a but shou in the area of California it. And Carlik It's very dangerout walking I have been targeted walking my daughter to should.
Annu P. Godby migh School Seventine lane Annu P. Godby migh School Recentive and Winter Give Annu P. Godby migh School Recentive and Winter Give Annu P. Godby migh School School Recent	100h 12 100h 8th	1 1 child, 13th grade 1 tilth grade 1 child	MAIK School Bus Family Whilde jonly children in your family) Family Whilde jonly children in your family)	Walk School Bus School Bus Family Yuthide (pnly children in your family)	More than 20 minutes: More than 20 minutes More than 20 minutes: More than 20 minutes Less than 5 minutes: It to 20 minutes More than 20 minutes: More than 20 minutes	1/8 mile up to 1/2 mile to: More than 2 miles to Less than 1/4 mile to More than 2 miles to	'would not fiel comfartable at any grade 'would not fiel comfartable at any grade 'would not fiel comfartable at any grade left grade - left grade	bistance Convenience of driving bistance	Speed of traffic along course Speed of traffic along course	Amount of traffic along route Amount of traffic along route Amount of traffic along route		Safery of intersections and crossings Safery of intersections and crossings Safery of intersections and crossings	Violence or crime Weather or dinate Not Sure No. Violence or crime Weather or dinate Not Sure Tes.	NO N	Sure Not Sure Procept discovages Noting to Notice N	Jaheabhy Golde 12 or GED Jaheabhy Oblige 15 or Byears Jery Hadiby Oblige 15 or more years Very Hadiby Oblige 6 or more years Sectoral Oblige 15 or more years Sectoral Oblige 15 or Jayers Very Hadiby Oblige 15 or Jayers Very Hadiby Oblige 15 or Jayers	Misst if we child was by heretall anything could of Papper. Days it raises the case of got on shool because of the wishing and we don't have transportation.
Amos P. Godby High School Introve valley and Sriendly Amos P. Godby High School Bountatown Rd and Mountatown Amos P. Godby High School Acetand Rd	Heli and soles 1800 127	1; little grade 1; 10th grade 2 children; little and 50th grade 5	Vastily Vahicle (only children in your family) Historial Wallies (only children in your family) Kantily Vahicle (only children in your family) Kantily Vahicle (only children in your family)	School Bus School Bus Family webide (only children in your family)	11 to 20 minutes Mare than 20 minutes 11 to 20 minutes 11 to 20 minutes More than 20 minutes More than 20 minutes	More than 2 miles No More than 2 miles No More than 2 miles No	I would not feel conflorable at any grade left grade - left grade would not feel conflorable at any grade	bicance bicance bicance convenience of driving	open of straft, integranes types of straft, integranes	Amount of traffic along route Amount of traffic along route Amount of traffic along route	indewalks or pathways	Sallery of intersections and crossings Sallery of intersections and crossings	No. Tes. Proleous or crime Weather or climate No.	No N	No Neither Nextol Not Sure Seither Nextol No Nextol No Nextol	Newtral College 1 to 8 years Very healthy College 1 to 8 years Very healthy College 2 to 8 years Very healthy College 2 to 8 years	Need to build another overhead pass for the dudents to cross over onto school grounds or put a pedientian walk light in the modifier of this pawith a
Amac P. Godby wigh School 3d Bainbridge Amac P. Godby wigh School 4ge of Broops of Amac P. Godby wigh School 4ge of B Through of Amac P. Godby wigh School 4ge of B THAMPS ST Broop P. Godby with School 2d 4ge of B THAMPS ST Broop P. Godby with School 2d 2d 4ge of B THAMPS ST	65 12 127H 127H	1 1 1	Samp Mass Malk Malk Male Kanily Vehicle lonky deliders in your family)	Samily Vehide (only children in your family) School No. Work Samily Vehide body children in your family)	\$ 10.10 minutes	1/2 mile up to 1 mile No More than 2 miles 1/2 mile up to 1 mile No L/2 mile up to 1 mile No Less than 1/6 mile No More than 2 miles No More than 2 miles No	would not feel conflatable at any grade 6th grade - 12th grade 6th grade - 5th grade 6th grade - 5th grade 6th grade - 5th grade would not feel conflatable at any grade	Dicano Dicano Dicano	Time Spend of traffic along voter	Amount of traffic along route	lidewalks or pathways idewalks or pathways idewalks or pathways idewalks or pathways	Sallery of intersections and crossings choosing guards. Sallery of intersections and crossings	Videoso or crime Videoso Vi	965 961 965 961 965 961	No. Switcher Sectoral	Very healthy Grade 12 or GED Sector College dormore years seatthy moder not to answer southly College 1 to 2 years seatthy College 1 to 2 years	placement passe. From team, Peter responsed Chr. Next for ay area, we less more. Set sold in a final from team, Peter responsed Chr. Next for ay area, we less more. Set sold in a Set
Amos P. Godby High School Scola and Tharpe Amos P. Godby High School Tharpe Street and Ocala Haad	15 (4)	5 5	work work	Work Work	\$ 10 30 minutes \$ 10 30 minutes \$ 10 30 minutes \$ 10 30 minutes	text than 1/N mile nec	eth grade - 12th grade eth grade - 12th grade						Yes. Yes.	Nec Nec			On Thape there in floating valves light indicating school zone. However, on Cools there is no floating valves light and cubents with and enter through these. Cars speakingshipthet creek. In addition there is no marked ones with to ones Cools from Weet to State and no marked ones walk to ones (Stappe from North to South.)
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Schools are sorted by color.
CRTPA Take the Safe Route

CRTPA Take the Safe Route: Parent Survey Responses

Scho	ad Name	What is the street intersection nearest to your home?	What is your student's grade?	How many of your children altend this school? Please inclu- grade of each student, (Sc. 1 child; 3rd grade)	Se On most days, how does your student arrive at school?	On most days, how-does your student lease from school?	Howlong does it normally take your student to get to school?	Howlong does it normallytal your student to get from scho	g does it normally belie let to get from school? How for does your student like from school? All on your student selled for your performance or sealor or bis others school in the last stude?		g does it normallytake Howter does your student like from permission to salk or bile tolf school?		does it normallytake Howter does your student like from permission to sealed for citing set from school? school?		does it normallybise citing at from school? school?		as it normallytale to get from school? Acute from your student line from school?		use it normallytake How for does your student like from permission to said school in the last	does it normallytake Howfer does your student like from per acts og at formschool?	ong does it normslytelse How for does your student lise fr- student to get from school?	At what grade would you allow your student to walk or bike tofe school without an adult?	Which of the for	bliowing issues affected your decision to allow o	not allowyour student to walk or bike toff	om school? Select all that apply							ech	aid you let your student walk or bile toftrom nool if any of the following problems were anged or improved? Select one choice per s.			in your opinion, now in your student's school encourage or discour walking and biking toll school?	Howmuch fluid walking or bill to be some some some some some some some som	n is How healthy is sing walking or biking soft on school for your student?	What is the highest grade or yea school you completed?	er of Presses proclés any additional comments believe
												Distance	Convenience of driving Time	Child's before or after-school activities	Speed of traffic along route	Amount of traffic along route	Adults to walk or bile with	Sidewalks or pathways	Safety of intersections and crossings	Crossing guards Vi	sience or crime W	Neather or climate Spe	sed of traffic along route	Sidewalks or S pathways a	Safety of intersections Cr and crossings gu	ossing ards Response	Response	Response	Response	Open-Ended Response											
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Leon	High School	oficcouline and Georgia St	9 and 10	2.	WORK .	mak	Sex than 5 minutes	5 to 30 minutes	Less than 1/6 mile	Yes	ikh grade - ikh grade	biganor										Tec		ries	Nes Ne	biscourages	Very fan	Wery healthy	College 6 or more years	Would profer a light at our intersection. They are stony accidents and constantly tell my children to be careful. In addition, the man gate needs a predestran eat. Itry to walk to the other does not reversely distinguished in Noverwithe back gate makes of difficult to enter and leave!											
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Leon	High School	horasille/Meridan	10	1	Family Vehide (only children in your family)	Family Vehicle (only children in your family)	5 to 10 minutes	5 to 10 minutes	1 mile up to 2 miles	Yes	ikh grade - ikh grade				Speed of traffic along soute	Amount of traffic along route		Sidewalks or pathways	Safety of intersections and moosings			Tes.		ries s	Nec No	t Sure Neither	Fut	Healthy	College 4 or more years	At Lean the Microsoviere Read traffic and lack of street counting make it difficult for counters. They are foreign in and out of traffic jeasy of which are new high whold drivert) to that they can count the street. Very few cars stop jos both direction(s) of that counters an intersection or count the street.											
seon	High School	Tennessee and N Meridian	Mich and 11th	1 child, fith grade / 1 child, 11th grade	Family Vehido (poly children in your family)	Family Vehicle (only children in your family)	Less than 5 minutes	11 to 20 minutes	More than 2 miles	No	t would not feel conflortable at any grade				Speed of traffic along couts	Amount of traffic along route			Safety of interructions and crossings			No			Yes Ye	Meither		Neutral	Callege 4 or more years	The survey desired many tasks assumed soughth (and others received or of other size about distance better desired and a described congression.) He survey about many size of the instrument of observation and are survey to the survey as the survey as a survey											
Geon	High School	righway 12	iceh	1 child, 10th grade	Family Wehide (only children in your family)	Family Vehicle (only children in your family)	More than 20 minutes	More than 20 minutes	More than 2 miles	No	I would not feel confortable at any grade	Distance	Convenience of driving Time		sipeed of traffic along soute	Amount of traffic along route					w	Veather or distate No.		No P	No No	Nether	Sector	Healthy	College 6 or more years												
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seon.	High School	th and Meridian			Family Vehide (only children in your family)	Family Vehicle (only children in your family)	§ to 10 minutes	5 to 10 minutes	1/2 mile up to 1 mile	tis	ich grade - ich grade			Child's before or after school activities				Sidewalks or pathways				Note	tion	ries	No. No.	Sure Melther	Nestrol	Healthy	College 4 or more years												
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talial Scien	hausee School of Math and how	E Morroe St	2 and 6	2 children. 2nd and 6th grade	family Whide (only children in your family)	Family Yehicle (only children in your family)	11 to 30 minutes	li to 10 minutes	More than 2 miles	No	ith grade - 13th grade	Distance			Speed of traffic along soute	Amount of traffic along route		tidewalks or pathways				No		nes n	Ties Tie	teither	Neutral	Very healthy	College 4 or more years	Although we don't live within walking biking distance from the school, if there were more safety measures in place at the school and more sidewalk on Thorpe St. for our residential neighborhood, I may allow them to try other more independent forms of transportation.											
Nation Science	shassee School of Math and	dona	s	s, Schigode	family whide (prly children in your family)	Family Webide (only children in your family)	š to 10 minutes	More than 20 minutes	1/s mile up to 1/2 mile	Nes	r would not feel comfortable at any grade				Speed of traffic along route	Amount of traffic along route		Sidewalks or pathways	Safety of intersections and crossings	Crossing guards		Yes		nec.	nes Na	Meither	Sector	Very healthy	College 5 to 8 years	The study wan't allow from to take the buck we like within 2 mil, there is no offers to help the state; and proving an innovae or parent centering or leaving coding, discount assayly take in the two to below about property we should not whome, even though the few to Thippes about a practice for the state of the stat											

Schools are sorted by color.

PRIORITIZATION METHODOLOGY





Take the Safe Route: A Safe Access to School Study

CRTPA

School Analysis and Prioritization Methodology

May 2024

In developing this school transportation safety study, the identification and prioritization of the schools and associated attendance zones most in need of safety and access improvements is a critical step. This document outlines the screening criteria and process employed to identify ten (10) schools in the CRTPA region most in need of transportation safety interventions. This methodology ensures a thoughtful and strategic approach to identify opportunities to enhance the safety and comfort of students during their journeys to and from school each day. By systemically evaluating a variety of relevant factors, this study aims to create a targeted plan that not only addresses immediate concerns but also ensures future students are able to attend school safely.

Defining Analysis Areas

The Florida Administrative Code (6A-3.001 (3)) states that a reasonable walking distance for any student who is not otherwise eligible for school transportation is any distance not more than two (2) miles between home and school. Therefore, a 2-mile buffer will be applied around each school location in this analysis. Due to the irregular shapes of school attendance zones, a 2-mile buffer will often extend beyond the school attendance zone and overlap with other school attendance zones. To account for this, the 2-mile buffers will be overlaid and clipped to the school attendance zones, which will create the final analysis area for each school. Students that live beyond 2 miles from the school they attend are assumed to use other methods of transportation (e.g., car, bus).

Screening Criteria and Scoring Process

Once the analysis areas are defined, they will be compared against a set of screening criteria encompassing various transportation safety and socioeconomic factors as described in **Table 1** below. Each school will be allocated points based on their alignment with each criterion. The sum of the total points will be the final score for each school, with a high score of 22 points. Following review of this preliminary data, the project team will work together to determine strategies for weighting the criteria as needed. For criteria 1 through 6 in **Table 1**, schools will be awarded one point for each criterion if that criterion is present within the school attendance zone or within 2-miles of the school location, whichever distance is less. For criteria 7 through 11, the associated data will be divided into quartiles and schools will be awarded 1 to 4 points based on which quartile they fall into for each criterion. For example, if the percent of students receiving free or reduced cost lunch at a school is less than the first quartile (or 25th percentile) of all schools in the CRTPA region, that school would receive 1 point for Criteria 7. If, at a different school, the percent of students receiving free or reduced cost lunch is greater than the third quartile (or 75th percentile) of all schools in the CRTPA region, that school would receive the full 4 points for Criteria 7.

Table 1 School Prioritization Methodology

	Criteria	Description	Data Source	Scoring (0-22)
1	USDOT Equitable Transportation Community (ETC) Disadvantaged Census Tract	School attendance zone is within or includes an area designated as disadvantaged by USDOT's ETC data.	USDOT, 2023	1 point
2	Area of Persistent Poverty (APP)	School attendance zone is within or includes an area designated as an APP.	USDOT, 2023	1 point
3	Vehicle ownership	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
4	High Injury Network (HIN)	The school attendance zone includes an HIN segment	CRTPA, 2023	1 point
5	Hazardous Walking Conditions (HWC)	Walking The school attendance zone includes an HWC segment		1 point
6	Free or reduced cost lunch	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
7	Total bicycle/ pedestrian crashes	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2018- 2022	0-3 points per quartile
8	Fatal and serious injury bicycle/ pedestrian crashes	Number of bicycle/pedestrian crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2018- 2022	0-3 points per quartile
9	Total fatal and serious injury crashes	Total number of crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2018- 2022	0-3 points per quartile
10	Potential Crossing Conflicts	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile

PRIORITIZATION SCORING BY SCHOOL





NAME_1	ADDRESS_1	CITY	ZIPCODE	COUNTY	TYPE	OWNER	ENROLLMENT	TEACHERS
R. FRANK NIMS MIDDLE SCHOOL*	723 W ORANGE AVE	TALLAHASSEE	32310	LEON	MIDDLE/JR. HIGH	LEON COUNTY SCHOOL BOARD	518	32.77
JOHN G RILEY ELEMENTARY SCHOOL	1400 INDIANA ST	TALLAHASSEE	32304	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	486	33
AMOS P. GODBY HIGH SCHOOL	1717 W THARPE ST	TALLAHASSEE	32303	LEON	SENIOR HIGH	SCHOOL BOARD OF LEON COUNTY	1423	65.73
BOND ELEMENTARY SCHOOL	2204 SAXON ST	TALLAHASSEE	32310	LEON	ELEMENTARY	SCHOOL BOARD LEON COUNTY	534	36
JAMES RICKARDS HIGH SCHOOL*	3013 JIM LEE RD	TALLAHASSEE	32301	LEON	SENIOR HIGH	LEON COUNTY SCHOOL BOARD	1587	67.6
RAA MIDDLE SCHOOL	401 W THARPE ST	TALLAHASSEE	32303	LEON	MIDDLE/JR. HIGH	SCHOOL BOARD OF LEON COUNTY	796	44.87
GRIFFIN MIDDLE SCHOOL	800 ALABAMA ST	TALLAHASSEE	32304	LEON	MIDDLE/JR. HIGH	SCHOOL BOARD OF LEON COUNTY	592	37
LEON HIGH SCHOOL	550 E TENNESSEE ST	TALLAHASSEE	32308	LEON	SENIOR HIGH	SCHOOL BOARD OF LEON COUNTY	1944	82.91
RUEDIGER ELEMENTARY SCHOOL	526 W 10TH AVE	TALLAHASSEE	32303	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	443	34
SUCCESS ACADEMY AT GHAZVINI	J20 W IOTHAVE	TALLATIASSEL	32303	LLON	LLLIVILIVIANI	SCHOOL BOARD OF LEON COUNTY	443	34
LEARNING CENTER	854 BLOUNTOWN ST	TALLAHASSEE	32304	LEON	SENIOR HIGH	LEON COUNTY SCHOOL BOARD	255	7
FAIRVIEW MIDDLE SCHOOL	3415 ZILLAH ST	TALLAHASSEE	32305	LEON	MIDDLE/JR. HIGH	LEON COUNTY SCHOOL BOARD	743	41.27
			02000				7	12127
PINEVIEW ELEMENTARY SCHOOL*	2230 LAKE BRADFORD RD	TALLAHASSEE	32310	LEON	ELEMENTARY	LEON COUNTY SCHOOL BOARD	354	28
FRANK HARTSFIELD ELEMENTARY								
SCHOOL	1414 CHOWKEEBIN NENE	TALLAHASSEE	32301	LEON	ELEMENTARY	LEON COUNTY SCHOOL BOARD	339	25.9
KATE SULLIVAN ELEMENTARY SCHOOL	927 MICCOSUKEE RD	TALLAHASSEE	32308	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	710	43.5
OAK RIDGE ELEMENTARY SCHOOL	4530 SHELFER RD	TALLAHASSEE	32305	LEON	ELEMENTARY	LEON COUNTY SCHOOL BOARD	384	30
ELIZABETH COBB MIDDLE SCHOOL	915 HILLCREST AVE	TALLAHASSEE	32308	LEON	MIDDLE/JR. HIGH	SCHOOL BOARD OF LEON COUNTY	777	41.83
SABAL PALM ELEMENTARY SCHOOL	2813 RIDGEWAY ST	TALLAHASSEE	32310	LEON	ELEMENTARY	LEON COUNTY SCHOOL BOARD	460	37
APALACHEE ELEMENTARY SCHOOL	650 TROJAN TRL	TALLAHASSEE	32311	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	540	33
ASTORIA PARK ELEMENTARY SCHOOL	2465 ATLAS RD	TALLAHASSEE	32303	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	521	32
J MICHAEL CONLEY ELEMENTARY SCHOOL AT SOUTHWOOD	2400 ORANGE AVE E	TALLAHASSEE	32311	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	693	51
SPRINGWOOD ELEMENTARY SCHOOL	3801 FRED GEORGE RD	TALLAHASSEE	32303	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	464	35.53
SEALEY ELEMENTARY SCHOOL	2815 ALLEN RD	TALLAHASSEE	32312	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	436	32
W T MOORE ELEMENTARY SCHOOL	1706 DEMPSEY MAYO RD	TALLAHASSEE	32308	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	560	41.5

CRIPA Take the Sale Route. L	The country seriodis section	Б		1				
NAME_1	ADDRESS_1	CITY	ZIPCODE	COUNTY	TYPE	OWNER	ENROLLMENT	TEACHERS
GILCHRIST ELEMENTARY SCHOOL	1301 TIMBERLANE RD	TALLAHASSEE	32312	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	831	52.58
LINCOLN HIGH SCHOOL	3838 TROJAN TRL	TALLAHASSEE	32311	LEON	SENIOR HIGH	SCHOOL BOARD OF LEON COUNTY	1810	75.08
					COMBINATION ELEMENTARY AND			
FORT BRADEN SCHOOL	15100 BLOUNTSTOWN HWY	TALLAHASSEE	32310	LEON	SECONDARY	LEON COUNTY SCHOOL BOARD	670	42.53
CHAIRES ELEMENTARY SCHOOL	4774 CHAIRES CROSSROADS	TALLAHASSEE	32317	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	450	35
					COMBINATION ELEMENTARY AND			
WOODVILLE SCHOOL	9373 WOODVILLE HWY	TALLAHASSEE	32305	LEON	SECONDARY	SCHOOL BOARD OF LEON COUNTY	460	39
SWIFT CREEK MIDDLE SCHOOL	2100 PEDRICK RD	TALLAHASSEE	32317	LEON	MIDDLE/JR. HIGH	SCHOOL BOARD LEON COUNTY	727	40.73
LAWTON CHILES HIGH SCHOOL	7200 LAWTON CHILES LN	TALLAHASSEE	32312	LEON	SENIOR HIGH	SCHOOL BOARD OF LEON COUNTY	2021	80
DESOTO TRAIL ELEMENTARY SCHOOL	5200 TREDINGTON PARK DR	TALLAHASSEE	32309	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	657	44
CANOPY OAKS ELEMENTARY SCHOOL	3250 POINT VIEW DR	TALLAHASSEE	32303	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	627	41.5
BUCK LAKE ELEMENTARY SCHOOL	1600 PEDRICK RD	TALLAHASSEE	32317	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	717	47
HAWKS RISE ELEMENTARY SCHOOL	205 MEADOW RIDGE DR	TALLAHASSEE	32312	LEON	ELEMENTARY	SCHOOL BOARD OF LEON COUNTY	779	50.87
ROBERTS ELEMENTARY SCHOOL	5777 PIMLICO DR	TALLAHASSEE	32309	LEON	ELEMENTARY	LEON COUNTY SCHOOL BOARD	835	55
WILLIAM J MONTFORD III MIDDLE SCHOOL	5789 PIMLICO DR	TALLAHASSEE	32309	LEON	MIDDLE/JR. HIGH	LEON COUNTY SCHOOL BOARD	917	47.98
DEERLAKE MIDDLE SCHOOL	9902 DEER LK W	TALLAHASSEE	32312	LEON	MIDDLE/JR. HIGH	SCHOOL BOARD OF LEON COUNTY	942	44.4
KILLEARN LAKES ELEMENTARY	JJOZ DLLIN LIN VV	IALLAHASSEL	32312	LLON	WIIDDLL/JN. HIGH	SCHOOL BOARD OF ELON COUNTY	J+2	77.7
SCHOOL	8037 DEER LK E	TALLAHASSEE	32312	LEON	ELEMENTARY	LEON COUNTY SCHOOL BOARD	776	52.6

						Total Free &	Percent Free &	Free & Paducad	Free & Reduced
NIANAE 1	CTDTCII DT	TITLE1COLIO	MACNITINICO	EDEE LUNCH					
NAME_1	STDTCH_RT	TITLE1SCHO	MAGNETINFO	FREE_LUNCH	REDUCED_LU	Reduced Lunch	Reduced Lunch	Lunch Score	Lunch Score
			NOT A MAGNET		_				
R. FRANK NIMS MIDDLE SCHOOL*	15.81	YES	SCHOOL/PROGRAM	396	8	404	78%	3	3
JOHN G RILEY ELEMENTARY SCHOOL	14.73	YES	MAGNET PROGRAM	382	0	382	79%	3	3
AMOS P. GODBY HIGH SCHOOL	21.65	YES	MAGNET PROGRAM	844	24	868	61%	2	2
			NOT A MAGNET						
BOND ELEMENTARY SCHOOL	14.83	YES	SCHOOL/PROGRAM	438	1	439	82%	3	3
JAMES RICKARDS HIGH SCHOOL*	23.48	YES	MAGNET PROGRAM	867	23	890	56%	2	2
RAA MIDDLE SCHOOL	17.74	YES	MAGNET PROGRAM	398	8	406	51%	1	1
GRIFFIN MIDDLE SCHOOL	16	YES	MAGNET PROGRAM	416	10	426	72%	2	2
			NOT A MAGNET						
LEON HIGH SCHOOL	23.45	NO	SCHOOL/PROGRAM	852	44	896	46%	1	1
			NOT A MAGNET						
RUEDIGER ELEMENTARY SCHOOL	13.03	YES	SCHOOL/PROGRAM	327	7	334	75%	3	3
SUCCESS ACADEMY AT GHAZVINI			NOT A MAGNET						
LEARNING CENTER	36.43	YES	SCHOOL/PROGRAM	190	4	194	76%	3	3
FAIRVIEW MIDDLE SCHOOL	18	YES	MAGNET PROGRAM	397	7	404	54%	2	2
771111111111111111111111111111111111111	1	1.20	NOT A MAGNET	337	•		3 170		_
PINEVIEW ELEMENTARY SCHOOL*	12.64	YES	SCHOOL/PROGRAM	275	3	278	79%	3	3
FRANK HARTSFIELD ELEMENTARY	12.01	123	NOT A MAGNET	273		270	7370		
SCHOOL	13.09	YES	SCHOOL/PROGRAM	239	4	243	72%	2	2
SCHOOL	13.03	1123	NOT A MAGNET	233		243	7270		
KATE SULLIVAN ELEMENTARY SCHOOL	16 22	YES	SCHOOL/PROGRAM	300	11	311	44%	1	1
RATE SOLLIVAN ELEMENTARY SCHOOL	10.32	TL3	NOT A MAGNET	300	11	311	4470	1	T
OAK RIDGE ELEMENTARY SCHOOL	12.8	YES	SCHOOL/PROGRAM	299	4	303	79%		2
ELIZABETH COBB MIDDLE SCHOOL	18.58	YES	MAGNET PROGRAM	334	8	342	44%	1	1
ELIZABETH COBB WIIDDLE SCHOOL	10.30	153		334	0	342	4470	1	I
CARAL RALAM ELEMENTARY COLLOCI	42.42	VEC	NOT A MAGNET	255		264	700/		
SABAL PALM ELEMENTARY SCHOOL	12.43	YES	SCHOOL/PROGRAM	355	9	364	79%	3	3
			NOT A MAGNET						
APALACHEE ELEMENTARY SCHOOL	16.36	YES	SCHOOL/PROGRAM	330	10	340	63%	2	2
ASTORIA PARK ELEMENTARY SCHOOL	16.28	YES	MAGNET SCHOOL	363	10	373	72%	2	2
J MICHAEL CONLEY ELEMENTARY			NOT A MAGNET						
SCHOOL AT SOUTHWOOD	13.59	YES	SCHOOL/PROGRAM	309	13	322	46%	1	1
			NOT A MAGNET						
SPRINGWOOD ELEMENTARY SCHOOL	13.06	YES	SCHOOL/PROGRAM	307	7	314	68%	2	2
SEALEY ELEMENTARY SCHOOL	13.63	YES	MAGNET SCHOOL	227	5	232	53%	2	2
			NOT A MAGNET						
W T MOORE ELEMENTARY SCHOOL	13.49	YES	SCHOOL/PROGRAM	230	4	234	42%	1	1

Tourity School								
					Total Free &	Percent Free &	Free & Reduced	Free & Reduced
STDTCH_RT	TITLE1SCHO	MAGNETINFO	FREE_LUNCH	REDUCED_LU	Reduced Lunch	Reduced Lunch	Lunch Score	Lunch Score
		NOT A MAGNET						
15.8	NO	SCHOOL/PROGRAM	142	3	145	17%	0	0
		NOT A MAGNET						
24.11	NO	SCHOOL/PROGRAM	488	64	552	30%	0	0
15.75	YES	· ·	475	7	482	72%	2	2
12.86	YES	SCHOOL/PROGRAM	183	6	189	42%	1	1
11.79	YES	·	318	11	329	/2%	2	2
47.05	NO		2.42	10	262	260/		
17.85	NO	1	242	18	260	36%	1	1
25.26	NO		227	24	262	420/		
25.26	NO		237	31	268	13%	0	0
14.02	NO		100	10	116	100/		
14.93	NO		106	10	110	18%	U	0
15 11	VEC		272	10	202	AE0/	1	1
15.11	TES		2/3	10	203	45%	1	1
15 26	NO		86	1	90	120/		0
13.20	NO	1	80	4	30	1370		
15 31	NO		100	11	111	14%	0	0
15.51	110		100	11	111	1470		
15 18	NO		167	6	173	21%	0	0
					1-75	/-		
19.11	NO		188	13	201	22%	0	О
	-		1	1	-		-	-
21.22	NO		370	6	376	40%	1	1
	_	*		-	1			
14.75	NO		112	3	115	15%	0	О
	STDTCH_RT 15.8	STDTCH_RT TITLE1SCHO 15.8 NO 24.11 NO 15.75 YES 12.86 YES 11.79 YES 17.85 NO 25.26 NO 14.93 NO 15.11 YES 15.26 NO 15.31 NO 15.18 NO 21.22 NO	STDTCH_RT	STDTCH_RT	STDTCH_RT	STDTCH_RT	STDTCH_RT	STDTCH_RT

					Hazardous	Total Killed or	Total Killed or		Bicycle/Pedestrian
	USDOT ETC	Area of Persistent	Low Vehicle	High Injury	Walking	Serious Injury	Serious Injury	Serious Crashes	Killed or Serious
				High Injury					
NAME_1	Disadvantaged	Poverty	Ownership	Network	Conditions	Crashes	Crashes Score	Score	Injury Crashes
R. FRANK NIMS MIDDLE SCHOOL*	1	1	1	1	1	79	3	3	22
JOHN G RILEY ELEMENTARY SCHOOL	1	1	1	1	1	89	3	3	30
AMOS P. GODBY HIGH SCHOOL	1	1	1	1	1	103	3	3	28
BOND ELEMENTARY SCHOOL	1	1	1	1	0	72	3	3	18
JAMES RICKARDS HIGH SCHOOL*	1	1	1	1	1	77	3	3	18
RAA MIDDLE SCHOOL	1	1	1	1	0	70	3	3	22
GRIFFIN MIDDLE SCHOOL	1	1	1	1	0	60	3	3	15
LEON HIGH SCHOOL	1	1	1	1	0	118	3	3	33
RUEDIGER ELEMENTARY SCHOOL			1	1	0	21	2	2	7
SUCCESS ACADEMY AT GHAZVINI	_		_	_				_	
LEARNING CENTER	1	1	1	1	0	60	3	3	30
FAIRVIEW MIDDLE SCHOOL	1	1	1	1	1	33	2	2	11
PINEVIEW ELEMENTARY SCHOOL*	1	1	1	1	1	26	2	2	8
FRANK HARTSFIELD ELEMENTARY									
SCHOOL	1	1	1	1	1	35	2	2	5
KATE SULLIVAN ELEMENTARY SCHOOL	1	1	1	1	0	43	2	2	7
OAK RIDGE ELEMENTARY SCHOOL	1			1	1	29		2	10
ELIZABETH COBB MIDDLE SCHOOL	0	1	1	1	0	45	2	2	6
ELIZABETTI COBB MIDDLE SCHOOL		1	1	1		43	2	2	
SABAL PALM ELEMENTARY SCHOOL	1	1	1	1	0	16	1	1	10
APALACHEE ELEMENTARY SCHOOL	0	1	1	1	1	36	2	2	9
ASTORIA PARK ELEMENTARY SCHOOL	1	1	1	1	1	21	2	2	2
J MICHAEL CONLEY ELEMENTARY									
SCHOOL AT SOUTHWOOD	1	1	1	1	1	13	1	1	1
SPRINGWOOD ELEMENTARY SCHOOL	1	1	0	1	1	13	1	1	2
SEALEY ELEMENTARY SCHOOL	1	1	0	0	0	24	2	2	2
SLALLI LLLIVILINIANI SCHOOL	1	1				4			U
W T MOORE ELEMENTARY SCHOOL	0	0	1	1	1	17	1	1	4

CRIPA Take the Sale Route. L		713 3COTTING							
NAME_1	USDOT ETC Disadvantaged	Area of Persistent Poverty	Low Vehicle Ownership	High Injury Network	Hazardous Walking Conditions	Total Killed or Serious Injury Crashes		Serious Crashes Score	Bicycle/Pedestrian Killed or Serious Injury Crashes
GILCHRIST ELEMENTARY SCHOOL	1	0	1	1	0	15	1	1	6
LINCOLN HIGH SCHOOL	0	0	1	0	0	16	1	1	5
FORT BRADEN SCHOOL	1	1	0	0	1	4	0	0	1
CHAIRES ELEMENTARY SCHOOL	0	0	0	1	1	11	1	1	0
WOODVILLE SCHOOL	1	0	0	0	0	5	0	0	1
SWIFT CREEK MIDDLE SCHOOL	0	0	1	0	0	3	0	0	0
LAWTON CHILES HIGH SCHOOL	0	0	0	0	0	19	1	1	3
DESOTO TRAIL ELEMENTARY SCHOOL	0	0	0	0	0	11	1	1	2
CANOPY OAKS ELEMENTARY SCHOOL	0	0	0	0	1	7	0	0	1
BUCK LAKE ELEMENTARY SCHOOL	0	0	1	0	0	3	0	0	0
HAWKS RISE ELEMENTARY SCHOOL	0	0	0	0	1	8	0	0	0
ROBERTS ELEMENTARY SCHOOL	0	0	0	0	1	5	0	0	0
WILLIAM J MONTFORD III MIDDLE SCHOOL	0	0	0	0	1	7	0	0	0
DEERLAKE MIDDLE SCHOOL	0	0	0	0	0	8	0	0	1
KILLEARN LAKES ELEMENTARY SCHOOL	0	0	0	0	0	13	1	1	1

	_	Bicycle/Pedestrian			Total Bicycle/		Arterial/Collector		
	Killed or Serious	Serious	Total Bicycle/	Pedestrian Crashes	Pedestrian Crashes	Arterial/Collector	Intersections	Arterial/Collector	
NAME_1	Injury Crashes Score	Crashes Score	Pedestrian Crashes	Score	Score	Intersections	Score	Intersections Score	Total Score
R. FRANK NIMS MIDDLE SCHOOL*	3	3	144	3	3	28	3	3	20
	3	3	265	3	3	22	3	3	20
AMOS P. GODBY HIGH SCHOOL	3	3	237	3	3	30	3	3	19
BOND ELEMENTARY SCHOOL	3	3	129	3	3	28	3	3	19
JAMES RICKARDS HIGH SCHOOL*	3	3	101	3	3	20	2	2	18
RAA MIDDLE SCHOOL	3	3	184	3	3	45	3	3	17
GRIFFIN MIDDLE SCHOOL	3	3	108	3	3	12	2	2	17
									l
LEON HIGH SCHOOL	3	3	283	3	3	81	3	3	17
DUEDICED FUENTARY COURS			C4		2	21		2	1.0
RUEDIGER ELEMENTARY SCHOOL SUCCESS ACADEMY AT GHAZVINI	2	<u>Z</u>	64	3	3	21	2	2	16
LEARNING CENTER		2	30	1	1	14		2	16
FAIRVIEW MIDDLE SCHOOL	2	3 n	40	2	2	10	2	2	15
FAIRVIEW WIIDDLE SCHOOL			40	2	2	10	2	2	13
PINEVIEW ELEMENTARY SCHOOL*	2	2	42	2	2	6	1	1	15
FRANK HARTSFIELD ELEMENTARY	_		72				_	<u> </u>	13
SCHOOL	1	1	50	2	2	21	2	2	14
3011002	-	-		_			_	_	
KATE SULLIVAN ELEMENTARY SCHOOL	2	2	54	2	2	27	3	3	14
	_	_		_	_				
OAK RIDGE ELEMENTARY SCHOOL	2	2	32	2	2	1	О	0	14
ELIZABETH COBB MIDDLE SCHOOL	2	2	50	2	2	28	3	3	13
SABAL PALM ELEMENTARY SCHOOL	2	2	35	2	2	4	1	1	13
APALACHEE ELEMENTARY SCHOOL	2	2	58	2	2	6	1	1	13
ASTORIA PARK ELEMENTARY SCHOOL	1	1	19	1	1	6	1	1	12
J MICHAEL CONLEY ELEMENTARY									
SCHOOL AT SOUTHWOOD	0	0	25	1	1	10	2	2	10
SPRINGWOOD ELEMENTARY SCHOOL	1	1	17	1	1	4	1	1	10
SEALEY ELEMENTARY SCHOOL	2	2	34	2	2	0	0	0	10
W T MOORE ELEMENTARY SCHOOL	1	1	31	1	1	13	2	2	9

CRITA Take the sale Route. Et	'	1							
				T	T				
		Bicycle/Pedestrian	T		Total Bicycle/		Arterial/Collector		
NAN 45 4	Killed or Serious	Serious		Pedestrian Crashes			Intersections	Arterial/Collector	T
NAME_1	Injury Crashes Score	Crashes Score	Pedestrian Crashes	Score	Score	Intersections	Score	Intersections Score	Total Score
GILCHRIST ELEMENTARY SCHOOL	2	2	26	1	1	9	2	2	9
LINCOLN HIGH SCHOOL	1	1	32	2	2	8	2	2	7
FORT BRADEN SCHOOL	0	0	1	0	0	0	0	0	5
CHAIRES ELEMENTARY SCHOOL	0	0	2	0	0	3	1	1	5
WOODVILLE SCHOOL	0	0	5	0	0	5	1	1	4
SWIFT CREEK MIDDLE SCHOOL	0	0	5	0	0	3	1	1	3
LAWTON CHILES HIGH SCHOOL	1	1	11	1	1	2	0	0	3
DESOTO TRAIL ELEMENTARY SCHOOL	1	1	11	1	1	1	0	0	3
CANOPY OAKS ELEMENTARY SCHOOL	0	0	6	0	0	2	0	0	2
BUCK LAKE ELEMENTARY SCHOOL	0	0	8	0	0	3	1	1	2
HAWKS RISE ELEMENTARY SCHOOL	0	0	1	0	0	1	0	0	1
ROBERTS ELEMENTARY SCHOOL	0	0	3	0	0	2	0	0	1
WILLIAM J MONTFORD III MIDDLE SCHOOL	0	0	3	0	0	2	0	0	1
DEERLAKE MIDDLE SCHOOL	0	0	8	0	0	0	0	0	1
KILLEARN LAKES ELEMENTARY	-	-	-	-	-	-	-	-	
SCHOOL	0	0	8	0	0	0	0	0	1

			Area of				Bicycle/Pedestrian	Total Bicycle/		
	Free & Reduced	USDOT ETC	Persistent	Low Vehicle	High Injury		Serious	Pedestrian Crashes	Arterial/Collector	
NAME_1	Lunch Score	Disadvantaged	Poverty	Ownership	Network	Serious Crashes Score	Crashes Score	Score	Intersections Score	Total Score
CARTER PARRAMORE ACADEMY*		3	1 1	1	. 1		3	3	2	3 18
JAMES A. SHANKS MIDDLE SCHOOL*		2	1 1	1	1		3	2	3	3 17
HAVANA MAGNET SCHOOL*		1	1 3	1	1		2	2	1	2 12
GEORGE W. MUNROE ELEMENTARY SCHOOL		0	1 3	1			0	0	3	1 7
GADSDEN COUNTY HIGH SCHOOL		2	0 1	L () ()	2	0	2	0 7
STEWART STREET ELEMENTARY SCHOOL*		2	1 3	1	1		0	0	0	0 6
WEST GADSDEN MIDDLE SCHOOL*		2	1 2) ()	0	0	0	1 5
CHATTAHOOCHEE ELEMENTARY SCHOOL		3	1 2	ι (0	0	0	0 5
GREENSBORO ELEMENTARY SCHOOL*		0	1 :	ι (0	0	0	1 3

					Area of					Total Bicycle/		
			Free & Reduced	USDOT ETC	Persistent	Low Vehicle	High Injury		Bicycle/Pedestrian	Pedestrian Crashes	Arterial/Collector	
NAME_1	COUNTY	TYPE	Lunch Score	Disadvantaged	Poverty	Ownership	Network	Serious Crashes Score	Serious Crashes Score	Score	Intersections Score	Total Score
WAKULLA HIGH SCHOOL*	WAKULLA	SENIOR HIGH	C	(0	1	. 1	. 3	3	. 0	1	. 7
MEDART ELEMENTARY SCHOOL*	WAKULLA	ELEMENTARY	3	3	0	1	C) 1	. 0	0	C	5
WAKULLA MIDDLE SCHOOL*	WAKULLA	MIDDLE/JR. HIGH	2	2	0	0	C	2	2 0	0	C	4
RIVERSINK ELEMENTARY SCHOOL	WAKULLA	ELEMENTARY	1	. (0	0	C	2	2	0	C	3
SHADEVILLE ELEMENTARY SCHOOL*	WAKULLA	ELEMENTARY	2	2	0	0	C	0	0	0	C	2
RIVERSPRINGS MIDDLE SCHOOL*	WAKULLA	MIDDLE/JR. HIGH	1	. (0	0	C) 1	. 0	0	C	2
CRAWFORDVILLE ELEMENTARY SCHOOL	WAKULLA	ELEMENTARY	1	. (0	0	C	0	0	0	C	1

DESKTOP REVIEW MEMORANDUM





Take the Safe Route Supplemental Desktop Analysis

Capital Region Transportation Planning Agency (CRTPA)

March 2024

Take the Safe Route is a school transportation safety study to assess and improve safety conditions related to existing facilities and infrastructure for students walking and biking to school. This study is intended to enhance bicycle and pedestrian safety throughout the Capital Region by identifying ten (10) schools with the most need when it comes to demographic factors, safety, and infrastructure such as sidewalks, bicycle facilities, crosswalks, signage, and lighting. The purpose of this memorandum is to outline the desktop review undertaken to supplement the prioritization and stakeholder feedback to identify ten (10) schools for an in-depth site review.

Prior to this review, an initial prioritization was completed utilizing Geographic Information Systems (GIS) that assessed several factors related to bicycle and pedestrian safety, vehicle crashes, serious injuries and fatalities related to those crashes, equity, and school-specific information. The schools were allocated points based on these different factors. Following the completion of this prioritization, stakeholders from each of the counties were engaged to solicit feedback on the initial lists. Based on these conversations, the project team determined that a supplemental desktop review would allow for further refinement of the list based on other information that was not evaluated in the initial prioritization.

For the desktop review, several additional factors were contemplated using GIS and Google Earth within a specific buffer distance around schools based on type. According to the **Safe Routes to School Partnership**, safe routes to school practitioners generally agree that the distance students are willing to walk or bike to school differs depending on age. ¹ The buffer zones were based on the following breakdown:

- 0.5 mile for elementary schools
- 1.0 mile for middle schools
- 1.5 miles for high schools

The factors reviewed as part of the desktop review included:

- Residential density
- Existing bicycle and pedestrian facilities
- Sidewalk connectivity
- Roadway signage
- Street lighting

For Leon County, planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects included university-sponsored projects, Tallahassee-Leon County Bike and Pedestrian Master Plan projects, Leon County Pedestrian and Street Safety (PASS) projects, CRTPA Safety Action Plan projects, and City of Tallahassee and Leon County sidewalk priorities.

¹ Lam, Tiffany, "Too far to walk?", *Safe Routes to School Partnership*, May 22, 2018, https://www.saferoutespartnership.org/blog/too-far-walk#:~:text=Most%20Safe%20Routes%20to%20School,acceptable%20distance%20for%20high%20schoolers.

CRTPA Take the Safe Route: Desktop Review Memorandum

This memo summarizes the desktop review and includes recommendations for ten (10) schools for in-person site review and focused safety analysis.

Leon County Schools

The desktop review for Leon County evaluated ten (10) schools from the top twelve (12) scoring from the prioritization after internal discussion and review. The schools evaluated via desktop review, ranked in order by score below, include:

- 1. R. Frank Nims Middle School
- 2. John G. Riley Elementary School
- 3. Amos P. Godby High School
- **4.** Bond Elementary School
- **5.** James Rickards High School
- **6.** Raa Middle School
- **7.** Griffin Middle School
- **8.** Leon High School
- **9.** Ruediger Elementary School
- 10. Fairview Middle School

Five (5) schools in Leon County were identified as having a high percentage of residentially zoning parcels within the school buffer zone. For these schools, more than 40% of the parcels in the buffer were identified as residential. This high residential density surrounding the school could indicate a larger population of students that may walk and bike based on proximity to the school. The schools with the highest percentage of residentially zoned parcels include Amos P. Godby High School, Raa Middle School, John G Riley Elementary School, Griffin Middle School, and Ruediger Elementary School.

Multimodal connectivity was investigated to identify gaps in bicycle and pedestrian infrastructure that could pose safety risks for walking and biking students. In Leon County, Fairview Middle School, James Rickards High School, and Amos P. Godby High School have significant gaps in sidewalk connectivity, notably within residential areas within the school buffer zone. Amos P. Godby High School has notable gaps in sidewalks throughout neighborhoods north of Tharpe Street and West of Ocala Road. As 56% of the parcels within the 1.5-mile school buffer zone of Amos P. Godby High School are residential, the lack of multimodal connectivity between the school and neighborhoods limits the opportunity for students to safely walk and bike to and from school. Stakeholders noted concerns at Griffin Middle School, R. Frank Nims Middle School, Fairview Middle School, Pineview Elementary, and Sabal Palm Elementary. Pineview Elementary and Sabal Palm Elementary were not identified in the top ten schools for Leon County. Fairview Middle School and Sabal Palm Elementary both have projects planned in the vicinity.

Street lighting and signage were also evaluated during the desktop review. It was determined that all schools in the evaluation have access to sufficient street lighting adjacent to the school campuses. However, several schools lack sufficient signage that would indicate the presence of students biking and walking in the area. Amos P. Godby High School is lacking signage completely along Ocala Road, and only has flashing school zone signs along Tharpe Street. Ruediger Elementary School and Raa Middle School were also identified as lacking adequate crosswalk facilities, with two uncontrolled, unsignalized midblock crossings located on Tharpe Street.

Gadsden County Schools

This desktop review considered all nine (9) public schools in Gadsden County. The schools were ranked by score in the initial prioritization as follows:

- 1. Carter Parramore Academy
- 2. James A. Shanks Middle School
- **3.** Havana Magnet School
- 4. George W. Munroe Elementary School
- 5. Gadsden County High School
- 6. Stewart Street Elementary School
- 7. West Gadsden Middle School
- 8. Chattahoochee Elementary School
- 9. Greensboro Elementary School

Six (6) of the nine (9) schools in Gadsden County were identified as having a high percentage of residentially zoning parcels within the school buffer zone. These schools featured buffer zones that were 20% or more residential, suggesting that students who attend these schools are more likely to live within the buffer zone and are therefore more likely to walk and bike to school. As Gadsden County is a rural county, the percentage of residential land use that is considered high is significantly lower than in an urban county like Leon. The schools ranked with the highest percentage of residentially zoned parcels include Havana Magnet School, James A. Shanks Middle School, Carter Parramore Academy, George W. Munroe Elementary School, Stewart Street Elementary School, and Greensboro Elementary School. James A. Shanks Middle School was identified by stakeholders as being the most centrally located school in Gadsden County, with many students living in Quincy walking and biking to the nearby campus. Stakeholders also noted that the location of a tomato-packaging facility directly adjacent to the school is a hazard to students as large trucks frequently travel to and from the plant.

Multimodal connectivity was evaluated to identify gaps in bicycle and pedestrian infrastructure that could pose safety risks for students. In Gadsden County, eight (8) of the schools evaluated lack multimodal connectivity, with only Chattahoochee Elementary School having sufficient multimodal connectivity adjacent to the school and within neighborhoods surrounding it. Multimodal gaps were notable in areas within the buffer zone for Carter Parramore Academy and Stewart Street Elementary School.

Several schools evaluated lack lighting completely, such as Havana Magnet School, Gadsden County High School, and West Gadsden Middle School. This lack of lighting can be a concern during certain times of years for students walking or biking to school before sunrise. However, school arrival and departure times are expected to change in the next few years, with later start times determined by the state legislature.

Wakulla County Schools

The desktop analysis also reviewed all seven (7) public schools in Wakulla County. The schools were ranked by score by the initial prioritization as follows:

- 1. Wakulla High School
- 2. Medart Elementary School

CRTPA Take the Safe Route: Desktop Review Memorandum

- 3. Wakulla Middle School
- 4. Riversink Elementary School
- 5. Shadeville Elementary School
- **6.** Riversprings Middle School
- **7.** Crawfordville Elementary School

Wakulla County is considered rural, and therefore, the residential density is far lower than Leon County, which is the only urban county in the region. In Wakulla County, the schools with the highest residential density include Shadeville Elementary School, Riversprings Middle School, and Crawfordville Elementary School. Shadeville Elementary School has a significantly higher percent of residential land use than the other schools in Wakulla County evaluated at 40% of parcels designated residential within the 0.5-mile buffer zone. Riversprings Middle School has the second highest percentage at 28%.

In Wakulla County, all seven schools evaluated were determined to have gaps in multimodal connectivity that may hinder students' ability to walk or bike to class safely. Wakulla High School is the only school that features a sidewalk directly adjacent to the entrance. None of the other schools in Wakulla county have multimodal facilities adjacent to the school campus. However, due to the lack of residential density for many of the schools within the designated buffer zones, this is likely not a limiting factor in walking and biking to school. Stakeholders noted concerns at Medart Elementary School and Wakulla High School, and cited a previous safe routes to school application for Wakulla Middle School. Shadeville Elementary School and Riversprings Middle School were also mentioned as locations where county staff would like to see investments in multimodal infrastructure.

Several schools evaluated in Wakulla County lack sufficient street lighting and signage. Crawfordville Elementary School, Riversprings Middle School, Shadeville Elementary School, and Medart Elementary School all lack street lighting on roads adjacent to campus. Street signage near Riversprings Middle School and Shadeville Elementary School both only feature a single flashing school zone sign along the northbound lane of Spring Creek Highway. There is no other signage to indicate the likely presence of students, bicyclists, or pedestrians in the area. Crawfordville Elementary School also lacks signage for bicyclists and pedestrians.

Recommended Schools

This desktop analysis evaluated a total of 25 schools from Leon, Gadsden, and Wakulla Counties to identify ten (10) schools for in-person site visits and in-depth safety analysis. This analysis focused largely on factors relating to residential density, multimodal connectivity, signage, and lighting. Based on this desktop review, the preliminary prioritized list, and stakeholder feedback, the project team recommends the following ten (10) additional site visits and review as part of Phase II of this project:

- Amos P. Godby High School (Leon County)
- John G. Riley Elementary School (Leon County)
- Raa Middle School + Ruediger Elementary School (Leon County)
- Griffin Middle School (Leon County)
- Leon High School (Leon County)
- Nims Middle School **OR** Rickards High School (Leon County)
- Pineview Elementary School (Leon County)
- Fairview Middle School (Leon County)

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- Wakulla Middle School (Wakulla County)
- Shanks Middle School (Gadsden County)

FINAL SCHOOLS MEMORANDUM





Take the Safe Route Final School Recommendations

Capital Region Transportation Planning Agency (CRTPA)

March 2024

Take the Safe Route is a school transportation safety study to assess and improve safety conditions related to existing facilities and infrastructure for students walking and biking to school. This study is intended to enhance bicycle and pedestrian safety throughout the Capital Region by identifying ten (10) schools with the most need when it comes to demographic factors, safety, and infrastructure such as sidewalks, bicycle facilities, crosswalks, signage, and lighting. The purpose of this memorandum is to outline the desktop review undertaken to supplement the prioritization and stakeholder feedback to identify ten (10) schools for an in-depth site review.

Prior to this review, an initial prioritization was completed utilizing Geographic Information Systems (GIS) that assessed several factors related to bicycle and pedestrian safety, vehicle crashes, serious injuries and fatalities related to those crashes, equity, and school-specific information. The schools were allocated points based on these different factors. Following the completion of this prioritization, stakeholders from each of the counties were engaged to solicit feedback on the initial lists. Based on these conversations, the project team determined that a supplemental desktop review would allow for further refinement of the list based on other information that was not evaluated in the initial prioritization.

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The factors reviewed as part of the desktop review included:

- Residential density
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- Sidewalk connectivity
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For Leon County, planned infrastructure projects within the buffer zones were also considered. These planned infrastructure projects included university-sponsored projects, Tallahassee-Leon County Bike and Pedestrian Master Plan projects, Leon County Pedestrian and Street Safety (PASS) projects, CRTPA Safety Action Plan projects, and City of Tallahassee and Leon County sidewalk priorities.

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CRTPA Take the Safe Route: Final Schools Memorandum

Recommended Schools

This desktop analysis evaluated a total of 25 schools from Leon, Gadsden, and Wakulla Counties to identify ten (10) schools for in-person site visits and in-depth safety analysis. This analysis focused largely on factors relating to residential density, multimodal connectivity, signage, and lighting. Based on this desktop review, the preliminary prioritized list, and stakeholder feedback, the project team recommends the following ten (10) additional site visits and review as part of Phase II of this project:

- Amos P. Godby High School (Leon County)
- John G. Riley Elementary School (Leon County)
- Raa Middle School + Ruediger Elementary School (Leon County)
- Griffin Middle School (Leon County)
- Leon High School (Leon County)
- Nims Middle School OR Rickards High School (Leon County)
- Pineview Elementary School (Leon County)
- Fairview Middle School (Leon County)
- Wakulla Middle School (Wakulla County)
- Shanks Middle School (Gadsden County)

SITE VISIT SUMMARY MEMORANDUM



