

# Take the Safe Route: A Safe Access to School Study

## Site Visit Summary Memorandum

*September 2024*



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## Summary

### Project Background

The Capital Region Transportation Planning Agency (CRTPA) is currently developing a safe access to school study titled Take the Safe Route: A Safe Access to School Study. This project, which was initiated in the fall of 2023, aims to identify public schools throughout the Capital region with a demonstrated need for improved infrastructure when it comes to multimodal travel options including biking and walking in Gadsden, Leon, and Wakulla counties. This project will provide an update to the existing Safe Routes to School Plan, which was adopted 2014. The main tasks associated with this project include:

- Stakeholder and Partner Identification
- Desktop Analysis of Schools
- School Prioritization and Identification
- Focused Safety Analysis and Multimodal Safety Assessment (Site Visits)
- Parent Survey and Student Travel Tally Form
- Technical Report

### Completed Tasks as of May 2024

The school identification process was completed in May 2024 and featured a desktop analysis and prioritization to understand existing conditions and determine the schools with the most need for updated safety programming and infrastructure. Data collection and desktop analysis were first utilized to create a list of eligible public schools in the Gadsden, Leon, and Wakulla school districts. A school prioritization methodology was next developed to refine this list. The methodology for school prioritization assessed bicycle and pedestrian involved crashes in the vicinity of the school, the presence of roadways where the school district identified hazardous walking conditions, and equity indicators, such as the number of students on free or reduced lunch and whether the school was in an area of persistent poverty.

An additional desktop analysis was conducted for the top ten prioritized Leon County schools and all Gadsden and Wakulla County schools. This analysis focused on the existing infrastructure and bicycle and pedestrian amenities associated with each school. Sidewalk connectivity, street signage, presence of bicycle facilities, crosswalk connectivity, and street lighting were all considered. As part of this assessment, residential density was reviewed within a buffer of each school to determine if students had the ability to bike or walk to or from school. This buffer distance was determined by school level and correlates to the distance that students of that age group can walk. Buffer distances were a half-mile for elementary schools, one mile for middle schools, and one and a half miles for high schools. The desktop analysis also reviewed local planned and programmed infrastructure projects by local governments that may enhance the transportation infrastructure surrounding the schools.

### Site Visits

Following completion of the desktop analysis and subsequent project prioritization, a final list of 12 schools were identified for in-person site visits to evaluate existing conditions, observe general student movement patterns associated with arrival and dismissal, and identify project opportunities. The 12 schools selected in the Capital Region is shown in **Map 1**. These sites visits were conducted

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over three days in May 2024, and each school was surveyed either during student arrival or dismissal. The site visit schedule is shown in **Table 1**.

Table 1. Take the Safe Route May 2024 – Site Visit Schedule

Site Visit Schedule		
Date	Student Arrival	Student Dismissal
Thursday, May 16 2024	James A. Shanks Middle School (Gadsden County)	Wakulla Middle School (Wakulla County)
Friday, May 17 2024	Leon High School (Leon County)	Amos P. Godby High School (Leon County)
	Augusta Raa Middle School (Leon County)	John G. Riley Elementary School (Leon County)
	Ruediger Elementary School (Leon County)	Griffin Middle School (Leon County)
Monday, May 20, 2024	Pineview Elementary School (Leon County)	Rickards High School (Leon County)
	R. Frank Nims Middle School (Leon County)	Fairview Middle School (Leon County)

Observations were recorded on a site visit checklist for each school visited, these are included in **Appendix A**. The checklist assessed:

- Student Drop-Off and Pick-Up Areas
- School Bus Loading Zones
- Sidewalks and Bicycle Routes
- Crosswalks And Crossing Guards
- Adjacent Intersections and Roadways
- School Zones
- Traffic Signs, Speed Controls, Signals, And Pavement Markings

This memorandum provides summaries of each school site visit.



# James A. Shanks Middle School

## Gadsden County

Date of Site Visit: Thursday, 5/16/2024

Time of Site Visit: Arrival – 8:30 AM

James A. Shanks Middle School (“Shanks Middle School”) is one of two public middle schools in Gadsden County and located on West King Street in downtown Quincy. West King Street is considered a major arterial in Quincy and has a speed limit of 25 MPH. The vicinity surrounding Shanks Middle School is comprised of residential, industrial, and government uses, with 26% of the parcels within one mile of the school being zoned for residential use. As of the 2021-2022 school year, school enrollment was 593 students. Students attending Shanks Middle School range from 6<sup>th</sup> to 8<sup>th</sup> grade. Student hours are from 8:30 AM to 3:30 PM. Observations from the site visit are shown in **Table 2**.

Table 2. Site Visit Observations for Shanks Middle School

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X	X	X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	Yes	Yes

### School Zone

The school zone on West King Street begins approximately 50 feet west of the school property and extends to the east of the school at the school driveway entrance. The school zone is indicated by “School Zone Ahead” signs, includes “school” pavement markings and School Zone “Speed Limit When Flashing” signs with beacons and a speed limit of 15 MPH. At the time of the site visit, the flashing beacon was not active. Graves Street, directly across West King Street from the school, has school zone signage as well as speed humps. The speed humps on Graves Street have signs noting their location but the paint is worn.

### Circulation

The entrance to the student drop-off and pick-up loop is off West King Street. Traffic in this area is one way and moves relatively efficiently, with only a few vehicles queuing onto West King Street in the westbound lane. There is a continuous, raised curb along the sidewalk for students exiting and entering vehicles. The school bus loop is separate from the student drop-off and pick-up area. It is located on the



Crossing guard assisting a student across West King Street.

west side of the school off Lincoln Street. There is signage designating it as school bus traffic only and one way traffic.

Students walking to school were primarily observed coming from south of the school and using the crosswalk to cross West King Street. There is a crossing guard stationed at this crosswalk. The crossing guard estimated that he assists approximately ten students crossing during student arrival and approximately forty during dismissal.

### Sidewalks, Crosswalk, Intersections

Sidewalks are present in front of the school along the north side of West King Street and along the west side of Graves Street. The project team observed that sidewalks on Graves Street were in disrepair, with uneven surfaces and cracks in several places. There is a City of Quincy sports complex located on the east side of Graves Street. There is no sidewalk on the east side of the road. Foot paths have been established along the road starting at West King Street along the sports complex. A crosswalk was present at the intersection of West King Street and Graves Street.



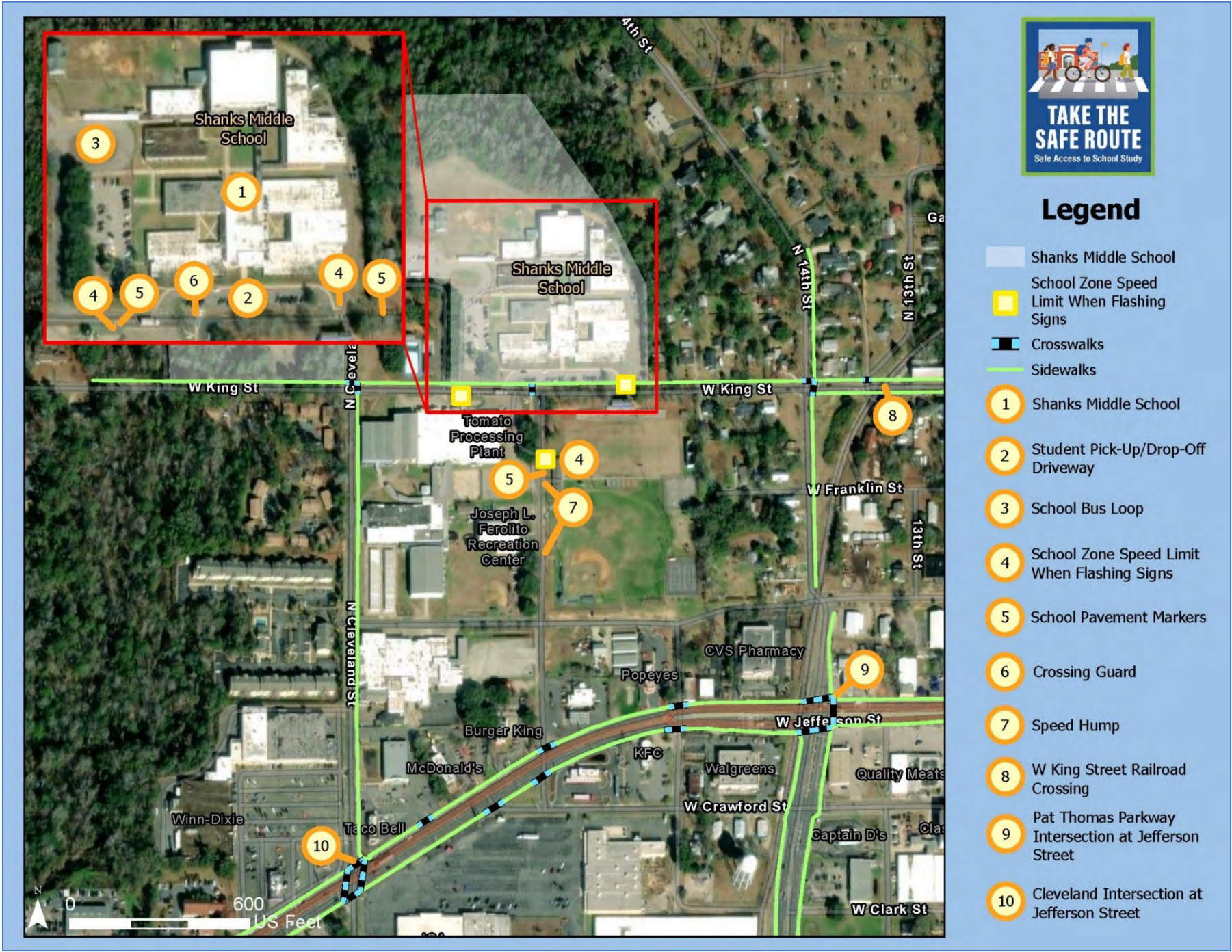
*Foot path on Graves Street.*

On West King Street, there is a crosswalk at the exit of the student drop-off and pick-up area, but not at the entrance. There is also a crosswalk at the intersection of West King Street and Lincoln Street. The sidewalk along West King Street lacks ADA accessible ramps at the entrance and exit of the student drop-off and pick-up loop and at Lincoln Street.

The intersection of West King Street and 14<sup>th</sup> Street is signalized but lacks pedestrian walk signals and crosswalks at two of the four points. The intersection of the railroad and West King Street does not have any sidewalks or pedestrian facilities. There are no bike lanes present on West King Street. West Jefferson Street (US 90), located south of Shanks Middle School, is a major arterial roadway in Quincy. The presence of this road in the school vicinity poses potential challenges for students who must cross this street while walking or biking. The intersection of West Jefferson Street and Pat Thomas Parkway is expansive, with students having to walk approximately 50 feet to cross. There is also a railroad line in the center of this intersection that poses an additional challenge. The intersection of West Jefferson Street and North Cleveland Street is also a large intersection. These intersections have minimal pedestrian signage, and the crosswalks are faded.



*Railroad crossing on West King Street. This area lacks pedestrian facilities but is near a residential area.*



# John G. Riley Elementary School

Leon County

Date of Site Visit: Friday, 5/17/2024

Time of Site Visit: Dismissal – 2:50 PM

John G. Riley Elementary School (“Riley Elementary School”) is one of 22 public elementary schools in Leon County and is located at the corner of Indiana Street and Calloway Street in central Tallahassee. Indiana Street is a minor collector and Calloway Street is a local road, both with speed limits of 25 MPH. Riley Elementary School is located in the midst of residential neighborhoods, with approximately 53% of the parcels within half a mile of the school zoned for residential uses. As of the 2021-2022 school year, school enrollment was 486 students. Students attending John G. Riley Elementary School range from kindergarten to 5<sup>th</sup> grade. Student hours for Riley Elementary School are 8:30 AM to 2:50 PM. Observations from the site visit are shown in **Table 3**.

Table 3. Site Visit Observations for Riley Elementary School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	Yes	No

School Zone

The school zone on Indiana Street is from Connecticut Street to 150 feet east of Calloway Street. The school zone is designated with “school” pavement markings and “School Zone Ahead” signs, followed by School Zone “Speed Limit When Flashing” signs with beacons. The school zone is also designated on Calloway Street approaching Indiana Street from the south and at the start of the school site north of Indiana Street. This is designated with School Zone “Speed Limit When Children Are Present” signs.

Circulation

The student drop-off and pick-up entrance is on Calloway Street. The entrance is marked with a “Parent Pick Up And Drop Off” sign. Traffic is one way, and vehicles exit onto Indiana Street. There is a continuous, raised curb along the sidewalk for students entering and exiting vehicles as well as a railing and covering for this area. There is an empty lot across from the school on the southwest corner of Indiana Street and Calloway Street. At the time of student release, parents and guardians use the lot to park and walk across Indiana Street to pick up students. The school bus driveway is on Indiana Street on the west side of the school site. It is one-way traffic and has adequate signage noting its use for buses and not student drop-off.

Most of the students walking were observed heading north on Calloway Street and east on Indiana Street. There is one crossing guard stationed at the intersection of Indiana Street and Calloway Street,

assisting students across the four-way stop. The school security guard stops traffic exiting the pick-up area to allow students to safely cross the crosswalk in front of the exit, acting as a second crossing guard.

### Sidewalks, Crosswalks, and Intersections

The sidewalk along Indiana Street is located on same (north) side of the road as the school. Indiana Street has no raised curb. The sidewalk is set back approximately fifteen feet from the road. A sidewalk is also present on the west side of Calloway Street. There is a portion of Calloway Street north of the Indiana Street intersection where a foot path is present on the east side due to the lack of sidewalk. The sidewalks in the area have ADA accessible ramps, but most do not have tactile warning strips. Only the crosswalks directly in front of school driveways have tactile warning strips. There are no bike lanes present on the roads bordering the school.



*Crossing guard assisting students walking home.*

There is a pedestrian gate to the school on Indiana Street across from the empty lot where guardians park. Guardians walk across Indiana street mid-block to walk directly to the gate, not walking over to the intersection and crosswalk. After picking up their students, the majority crossed at mid-block to the lot, although some walked to the crosswalk when walking with a student.



*Pavement markings approaching intersection with Indiana Street.*



# Pineview Elementary School

Leon County

Date of Site Visit: 5/20/2024

Time of Site Visit: Arrival – 8:30 AM

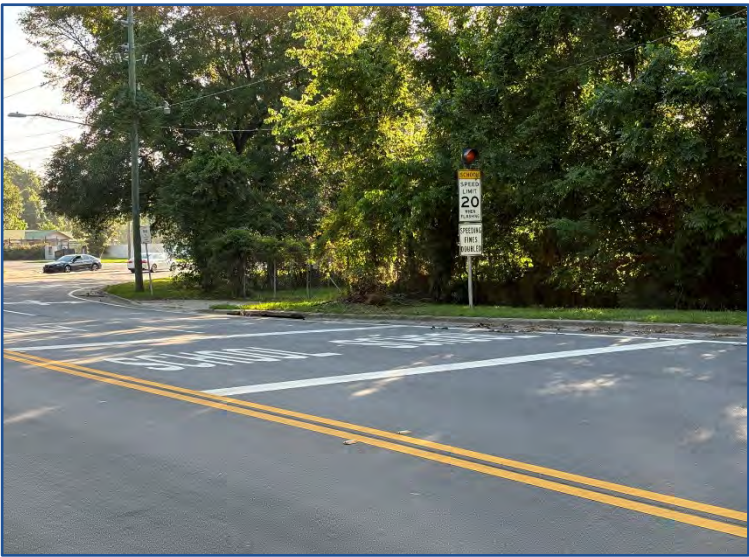
Pineview Elementary School, one of twenty-two public elementary schools in Leon County, is located on Lake Bradford Road in south Tallahassee. Lake Bradford Road is a minor arterial with a speed limit of 35 MPH. Walcott Street, which borders the school to the west, has a posted speed of 25 MPH. Pineview Elementary is surrounded by both residential and commercial areas. As of the 2021-2022 school year, school enrollment was 354 students. Students attending Pineview Elementary School range from kindergarten to 5<sup>th</sup> grade. Student hours are 8:30 AM - 2:50 PM. Observations from the site visit are shown in **Table 4**.

Table 4. Site Visit Observations for Pineview Elementary School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	No	Yes

School Zone

The school zone on Lake Bradford Road spans from south of Coleman Street to south of the Springhill Road intersection. The school zone is designated with an overhead School Zone “Speed Limit When Flashing” sign with beacons. There are “school” pavement markings at the start of the school zone as well. Walcott Street borders the school to the west and has a designated school zone. Both ends of the school zone have “school” pavement markings but different signage indicating the start of the school zone. The southern end of the school zone has a School Zone “Speed Limit When Children Are Present” sign with the noted speed limit of 20 MPH. The northern end of the school zone has a School Zone Speed Limit sign with posted hours and a speed limit of 15



Pavement markings and signage near Pineview Elementary

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MPH. There are conflicting speed limits indicated on the signs, and the posted school zone hours for the morning end before school begins. Several vehicles were observed speeding on this roadway. Currently, no measures have been taken to reduce speeding in the school zone on Walcott Street, such as the installation of speed humps or flashing beacons on the school zone signs.

### Circulation

The area being used for student drop-off and pick-up the morning of the site visit was designated by signage for buses and employees only. The entrance is on Lake Bradford Road and has signs indicating one way traffic. There is a continuous raised curb and railing on the walkway for students exiting or entering vehicles. Traffic was congested in the drop-off area. As vehicles stopped to unload students, other vehicles were observed driving around the stopped vehicle and pulling ahead in the drop-off lane. This caused additional traffic instead of efficient circulation of vehicles. Vehicles were also observed stopping in the road on Walcott Street to drop off students. There is a gate on Walcott Street designated as the parent drop-off entrance. Vehicle signage for the school is not clear. There was no active bus entrance observed during the site visit.

Students observed walking to the school in the morning were primarily approaching from the north on Lake Bradford Road and were accompanied by parents and guardians. They entered the school on the sidewalk along the driveway off Lake Bradford Road that was utilized for student drop-off and pick-up. There were no crossing guards present at Pineview Elementary School.

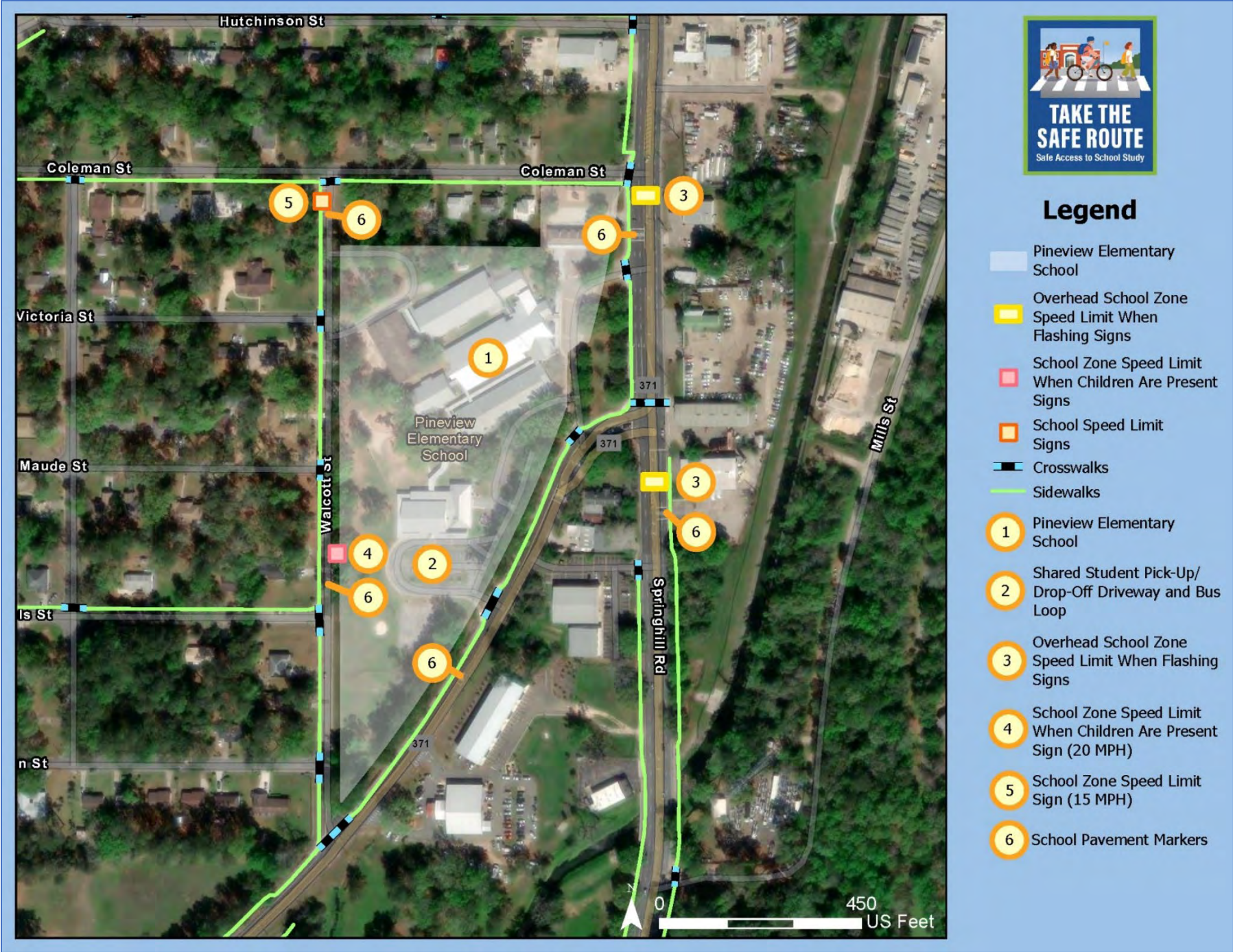
### Sidewalks, Crosswalks, and Intersections

A sidewalk is present on Lake Bradford Road on the side of the road bordering the school. The sidewalk has ADA accessible ramps and tactile warning strips. The sidewalk on Walcott Street is on the west side of the road, opposite of the school. On the side bordering the school, there is only a small walkway connecting the crosswalk to the pedestrian gate to the school, approximately five feet in length.

The crosswalk on Walcott Street is located near Victoria Street connecting the residential area to the school campus. There is a School Crossing sign on both sides of the crosswalk; however, there is no ADA accessible ramp on the west side of the crosswalk. The intersections of residential roads ending at Walcott Street have ADA accessible ramps and tactile warning strips, but do not have painted crosswalks. Vehicles were observed stopping on Walcott Street and dropping students off at the crosswalk. The intersection of Lake Bradford Road and Springhill Road has crosswalks with pedestrian walk signals and School Crossing signs. There are painted crosswalks present at school entrance driveways. No bike lanes are present on the roads bordering the school.



*Pavement markings and signage along Walcott Street.*



# Ruediger Elementary School

## Leon County

Date of Site Visit: 5/17/2024

Time of Site Visit: Arrival – 8:30 AM

Ruediger Elementary School, one of twenty-two public elementary schools in Leon County, is located at the corner of West 10<sup>th</sup> Avenue and Branch Street in central Tallahassee. West 10<sup>th</sup> Avenue and Branch Street are local roads with speed limits of 25 MPH. Ruediger Elementary School is surrounded by both residential and commercial areas, with 40% of the parcels within half a mile of the school being zoned for residential use. As of the 2021-2022 school year, school enrollment was 443 students. Students attending Ruediger Elementary School range from kindergarten to 5<sup>th</sup> grade. Student hours for Ruediger Elementary School are 8:30 AM to 2:50 PM. Observations from the site visit are shown in **Table 5**.

Table 5. Site Visit Observations for Ruediger Elementary School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	Yes	Yes

### School Zone

The school zone on 10<sup>th</sup> Avenue starts to the west of the school near Branch Street and is designated by School Zone “Speed Limit When Flashing” sign with beacons. The school zone ends west of the 10<sup>th</sup> Avenue and Martin Luther King Jr. Boulevard intersection. There are school zone signs on the residential roads approaching 10<sup>th</sup> Avenue as well. There are three speed humps on 10<sup>th</sup> Avenue within the school zone. There are signs and pavement markings to designate the location of each speed hump.

### Circulation

The student drop-off and pick-up area is located on 10<sup>th</sup> Avenue. It is a one-way, single lane driveway. There is a continuous raised curb along the walkway with a railing. Traffic operates efficiently through the area without queuing onto 10<sup>th</sup> Avenue. Traffic on 10<sup>th</sup> Avenue is impeded by vehicles stopping in the road to drop off students instead of entering the queue.



Vehicle stopped in traffic on 10th Avenue to drop off student.

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The school bus loop is located on the east side of the school, accessible from both Tharpe Street and W. 10<sup>th</sup> Avenue. This loop is utilized by both Raa Middle School and Ruediger Elementary School. For the purposes of student drop-off and pick-up for Ruediger Elementary School, the buses enter via Tharpe Street and exit via 10<sup>th</sup> Avenue. The school bus driveway has proper signage designating it for buses only.



*Car parked in crosswalk on 10<sup>th</sup> Avenue.*

Students were observed walking from the residential area south of the school. There is a crosswalk at Jackson Street that connects directly with the walkway to the front entrance of the school. A crossing guard is stationed at this crosswalk. Students were observed using the crosswalk and walkway to the school. The walkway intersected with the drop-off traffic, and the school security guard was seen stopping cars and walking students across the driveway. The crossing guard

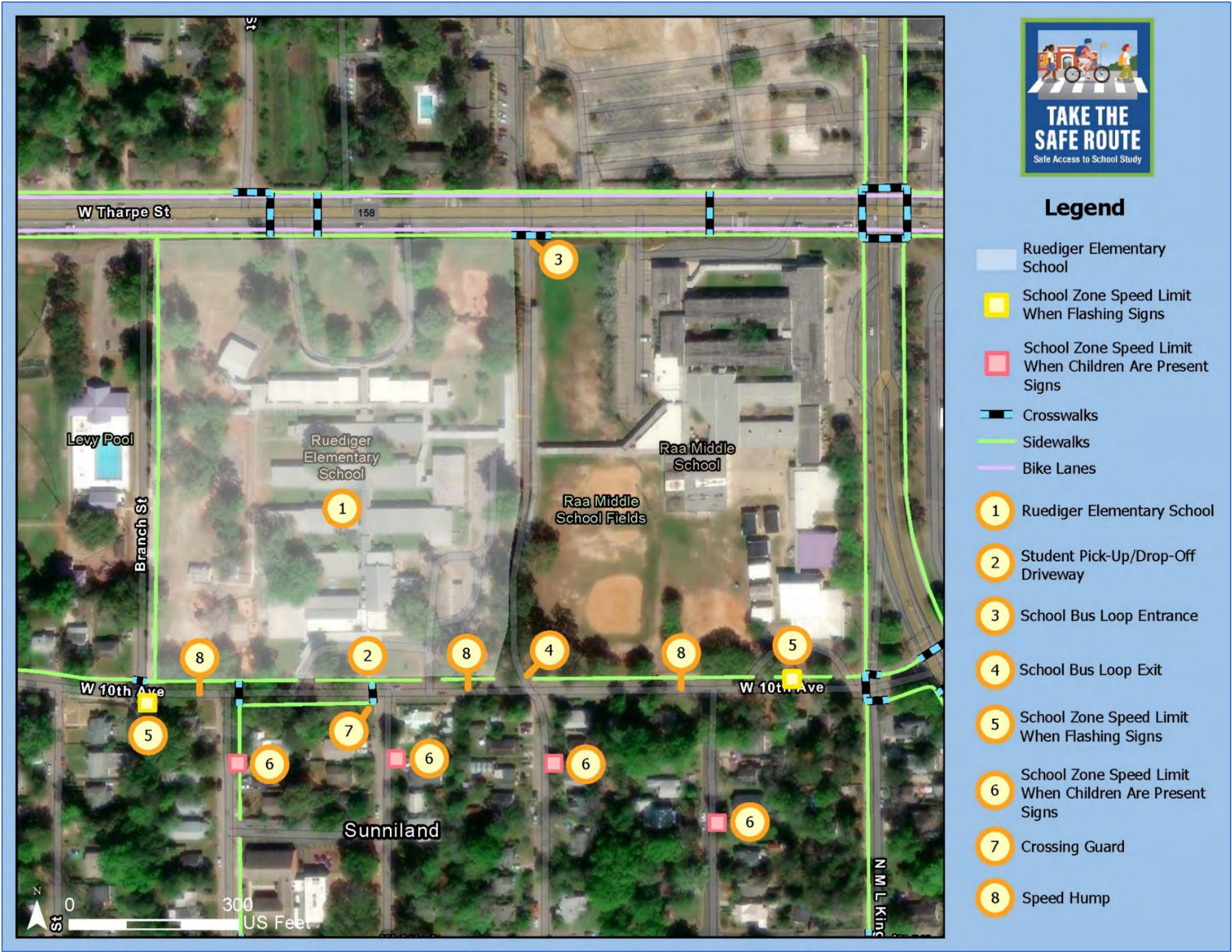
shared that she sees approximately 15 to 20 students in the morning, and that more students are walking in the morning than the afternoon. The crossing guard also noted that cars frequently stop in the crosswalk.

### Sidewalks, Crosswalks, and Intersections

There is a sidewalk along the north side of 10<sup>th</sup> Avenue. The sidewalk on the south side begins at Branch Street and ends at Jackson Street. The sidewalks have ADA accessible ramps, but the majority do not have tactile warning strips. There are school crosswalk signs and pavement markings across 10<sup>th</sup> Avenue at Branch Street and Jackson Street. The northern intersection of Branch Street and 10<sup>th</sup> Avenue does not have pedestrian signage or a painted crosswalk on the pavement. The driveway to enter the student drop-off area is also missing a crosswalk.



*Crosswalk with crossing guard in front of Ruediger Elementary School.*



# Augusta Raa Middle School

## Leon County

Date of Site Visit: Friday, 5/17/2024

Time of Site Visit: Arrival – 9:30 AM

Augusta Raa Middle School (“Raa Middle School”), one of eight public middle schools in Leon County, is located at the corner of West Tharpe Street and Martin Luther King Jr. Boulevard in Tallahassee. West Tharpe Street and Martin Luther King Jr. Boulevard are both minor arterials with speed limits in the vicinity surrounding the school ranging from 30 to 35 MPH. Raa Middle School is surrounded by both residential and commercial areas, with approximately 53% of the parcels within a one-mile buffer of the school zoned for residential usage. As of the 2021-2022 school year, school enrollment was 796 students. Students attending Raa Middle School range from 6<sup>th</sup> to 8<sup>th</sup> grade. Student hours are 9:30 AM - 3:50 PM. Observations from the site visit are shown in **Table 6**.

Table 6. Site Visit Observations for Raa Middle School

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	X
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	Yes	Yes	Yes

### School Zone

The designated school zone on Tharpe Street begins between Gibbs Drive and Branch Street and ends approximately 400 feet west of the intersection of Tharpe Street and Martin Luther King Jr. Boulevard. The school zone is marked with an overhead “School Zone Speed Limit When Flashing” signs with beacons, “school” pavement markings on the roadway, and school zone signs located along the road at appropriate intervals. There are two speed feedback signs along Tharpe Street within the school zone. During the site visit, speeding was observed within the school zone along both Tharpe Street and Martin Luther King Jr. Boulevard. Conversations with crossings guards at the intersections of Tharpe Street and Martin Luther King Jr. Boulevard indicated that speeding is of major concern along these corridors, although the posted speed limit is 35 MPH and 20 MPH during designated student pick-up and drop-off times.

### Circulation

The entrance to the student drop-off and pick-up driveway is on Tharpe Street with one way traffic. There is a continuous, raised curb along the walkway for students exiting or entering vehicles. The driveway has two lanes of traffic for drop-off and pick-up and one lane for through traffic. Vehicles



*Cars queuing in two lanes for student drop off.*

arrive early, filling up both lanes and parking until the exit gate is opened at 9:00 AM. Once the gate is opened, traffic moves efficiently through the area. Bollards are in place between the two drop-off lanes and the lane for through traffic.

The school bus loop is located on the west side of the school, accessible from both Tharpe Street and W. 10<sup>th</sup> Avenue. This loop is utilized by both Raa Middle School and Ruediger Elementary School. For the purposes of student drop-off and pick-up for Raa Middle School, the buses enter via

10th Avenue and exit via Tharpe Street, while buses for Ruediger Elementary School do the opposite, entering on Tharpe Street and exiting via 10th Avenue. The school bus driveway has signage designating it for buses only. Students were also observed getting off a City of Tallahassee StarMetro bus at the bus stop in front of the school.

Two crossing guards are stationed at the intersection of Tharpe Street and Martin Luther King Jr. Boulevard, located on the northwest and southwest corners to assist students across the intersection.

Many students were observed using this intersection on the way to school in the morning. Several students are dropped off at the gas station diagonal from the school and are assisted through the intersection by the crossing guards. Crossing guards noted that they observe more students walking in the afternoon rather than the mornings. There are also two crossing guards stationed on both sides of Tharpe Street at Dawsey Street. There is a crosswalk across Tharpe Street with a pedestrian refuge island at this location. There is only one school zone crossing sign on the south side of Tharpe Street at this crossing. The north side does not have any pedestrian signage. Crossing guards help students cross on both sides of the island.



*Tharpe Street and Martin Luther King Junior Boulevard intersection.*

### **Sidewalks, Crosswalks, and Intersections**

Sidewalks are present along both sides of Tharpe Street as well as Martin Luther King Jr. Boulevard. 10<sup>th</sup> Avenue, which borders the school to the south, has a sidewalk on the north side, bordering the school. The sidewalks surrounding the school are in varying conditions, some with cracks in several places. There are ADA accessible ramps with tactile warning strips at most ramps. There are two mid-block crosswalks with pedestrian refuge islands on Tharpe Street west of the school, one of which has



*Pedestrian island with no crosswalk on Tharpe Street.*

crosswalks and pedestrian walk signals present on all sides of the intersection. Permissive left turns onto Tharpe Street and right turns on red are safety concerns when students are crossing the intersection.

crossing guards stationed during school arrival and dismissal times. There is a ramp and pedestrian refuge island with no associated crosswalk located directly in front of the school on Tharpe Street. This could potentially encourage pedestrians to cross mid-block with no crosswalk. The entrance for student drop-off and pick-up does not have a painted crosswalk across it. The intersection of Tharpe Street and Martin Luther King Jr. Boulevard is heavily trafficked. There are



# Fairview Middle School

Leon County

Date of Site Visit: Monday, 5/20/2024

Time of Site Visit: Dismissal – 3:50 PM

Fairview Middle School is one of eight public middle schools in Leon County. The school is located on Zillah Street, north of Tram Road in southeast Tallahassee. Zillah Street is classified as a minor collector with a speed limit of 30 MPH, while Tram Road is a minor arterial with a speed limit of 35 MPH. The area surrounding Fairview Middle School contains residential, recreational, and commercial uses, with approximately 22% of all parcels within a one-mile buffer of the school being zoned for residential usage. As of the 2021-2022 school year, school enrollment was 743 students. Students attending Fairview Middle School range from 6<sup>th</sup> to 8<sup>th</sup> grade. School hours are 9:30 AM to 3:50 PM. Observations from the site visit are shown in **Table 7**.

Table 7. Site Visit Observations for Fairview Middle School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X	X	X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	Yes	Yes

## School Zone

The school zone on Zillah Street is designated with “Speed Limit When Flashing” signs with beacons and a Vehicle Speed Feedback sign. The signs are accompanied by “school” pavement markings. The school zone flashing beacon located to the north of the school is partially blocked by tree limbs, making the flashing difficult to see. Tram Road, which borders the school to the south, has School Zone “Speed Limit When Flashing” signs to designate the school zone as well; however, there are no flashing beacons present. Within the school zone on Tram Road, there is a School Zone Speed Limit When Flashing sign with beacons. This is located past the school road and therefore less effective. Several vehicles were observed speeding on Tram Road during the site visit.



Partially obscured school zone sign flashing beacon on Zillah Street.

## Circulation

The student drop-off and pick-up entrance is located off Zillah Street. During student dismissal, vehicles queued for the pick-up lane block both northbound and southbound lanes of Zillah Street. Vehicles were also observed blocking the pedestrian crosswalk on Zillah Street while queued for pick-up. While the crosswalk is often blocked, there is a crossing guard stationed on Zillah Street that assists students.



*Vehicles queued in both lanes of traffic and car stopped in crosswalk with student crossing.*

During dismissal, students walking, and students being picked up by car are dismissed at the same time, creating a situation in which a large number of students are exiting school grounds at the time of increased vehicle traffic. The crossing guard noted the concurrent release time to be one of the main issues regarding student dismissal. Of the students walking from the school, many were observed heading north on Zillah Street.

## Sidewalks, Crosswalks, and Intersections

The sidewalks along Zillah Street and at the intersection with Tram Road are all wide, well-maintained, and feature tactile warning strips and ADA accessible ramps at crossings. These sidewalks are set back approximately three feet from the curb, providing a buffer between the sidewalk and the travel lanes. There is also a multi-use path that begins at the intersection of Zillah Street and Omega Avenue that runs parallel to the sidewalk. While there are no bike lanes on Zillah Street, the wide sidewalks and multi-use path can



*Wide sidewalks and clearly marked crosswalks along Zillah Street.*

accommodate bicyclists. A Pedestrian and Street Safety (PASS) project completed this year (2024) on Zillah Street constructed new sidewalks, a protected multi-use path, and made improvements to pedestrian crossings. Crosswalks have been recently painted and have clear and visible signage. Crosswalks are present on Zillah Street at the intersection with Omega Avenue, the intersection of Tram Road, and mid-block in front of the school.



# Griffin Middle School

Leon County

Date of Site Visit: 5/17/2024

Time of Site Visit: Dismissal – 3:50 PM

Griffin Middle School is one of eight public middle schools in Tallahassee and is located at the corner of Alabama Street and Old Bainbridge Road in central Tallahassee. Alabama Street is a minor collector and Old Bainbridge Road is a minor arterial, both with speed limits of 30 MPH. The area surrounding Griffin Middle School are primarily residential, medical, and commercial uses, with 44% of parcels within one mile of the school zoned residential. As of the 2021-2022 school year, school enrollment was 592 students. Students attending Griffin Middle School range from 6<sup>th</sup> to 8<sup>th</sup> grade. Student hours for Griffin Middle School are 9:30 AM - 3:50 PM. Observations from the site visit are shown in **Table 8**.

Table 8. Site Visit Observations for Griffin Middle School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	Yes	Yes

## School Zone

The school zone for Griffin Middle School includes two segments, one on Alabama Street and one on Old Bainbridge Road. The school zone on Alabama Street begins approximately 150 feet west of Dade Street. The school zone is designated by a “School Zone Speed Limit When Flashing” sign with beacons and “school” pavement markings. This segment of the school zone continues to Old Bainbridge Road. The school zone on Old Bainbridge Road runs from the intersection of Seventh Avenue to the intersection of Sixth Avenue. This segment is marked with a School Zone “Speed Limit When Flashing” sign with beacons. “School” pavement markings are present on Old Bainbridge Road near Volusia Street and Sixth Avenue.

## Circulation

The student drop-off and pick-up driveway is a loop, both entering and exiting on Alabama Street. Circulation was unimpeded in the drop-off loop, with no major congestion observed. There is vehicle and pedestrian signage in the area. The sidewalk along the pick-up area has a continuous raised curb and railings, separating students from vehicles. No wheelchair accessible ramp was noted along this sidewalk. The school security guard was seen directing and stopping traffic on Alabama Street to allow vehicles from the drop off-line to exit onto Alabama Street, keeping the vehicle flow moving within the pick-up area. The school bus loop entrance is located on Old Bainbridge Road. It has adequate signage designating it as a bus and staff entrance only. Traffic in the bus circulation is one way.



*Students walking from school on Alabama Street.*

Many students were observed walking from the school at the time of dismissal. The majority of students walked to west from the school, although some were observing heading east to cross Old Bainbridge Road. Crossing guards are present at the intersection of Old Bainbridge Road and Alabama Street and the intersection of Alabama Street and Dade Street.

### Sidewalks, Crosswalks, and Intersections

Sidewalks are present along the north side of Alabama Street and on the west side of Old Bainbridge Road. Sidewalks along Old Bainbridge Road north of Seventh Avenue are covered by excessive plant litter such as fallen leaves. Tactile warning strips on the sidewalks were observed to be in varying states of disrepair, with cracks in some of them.

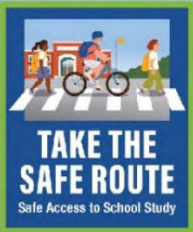
At the intersection of Alabama Street and Old Bainbridge Road, there are crosswalks and crosswalk signs present. There is no pedestrian walk signal when crossing Alabama Street at Old Bainbridge Road. At this intersection, Old Bainbridge Road has a right turn slip lane onto Alabama Street, so vehicles turning right at this intersection are not forced to stop. A “Yield to Pedestrians” sign is present in this lane. The crossing guard at this location noted that students cross mid-block on Old Bainbridge Road where



*Alabama Street and Old Bainbridge Road intersection.*

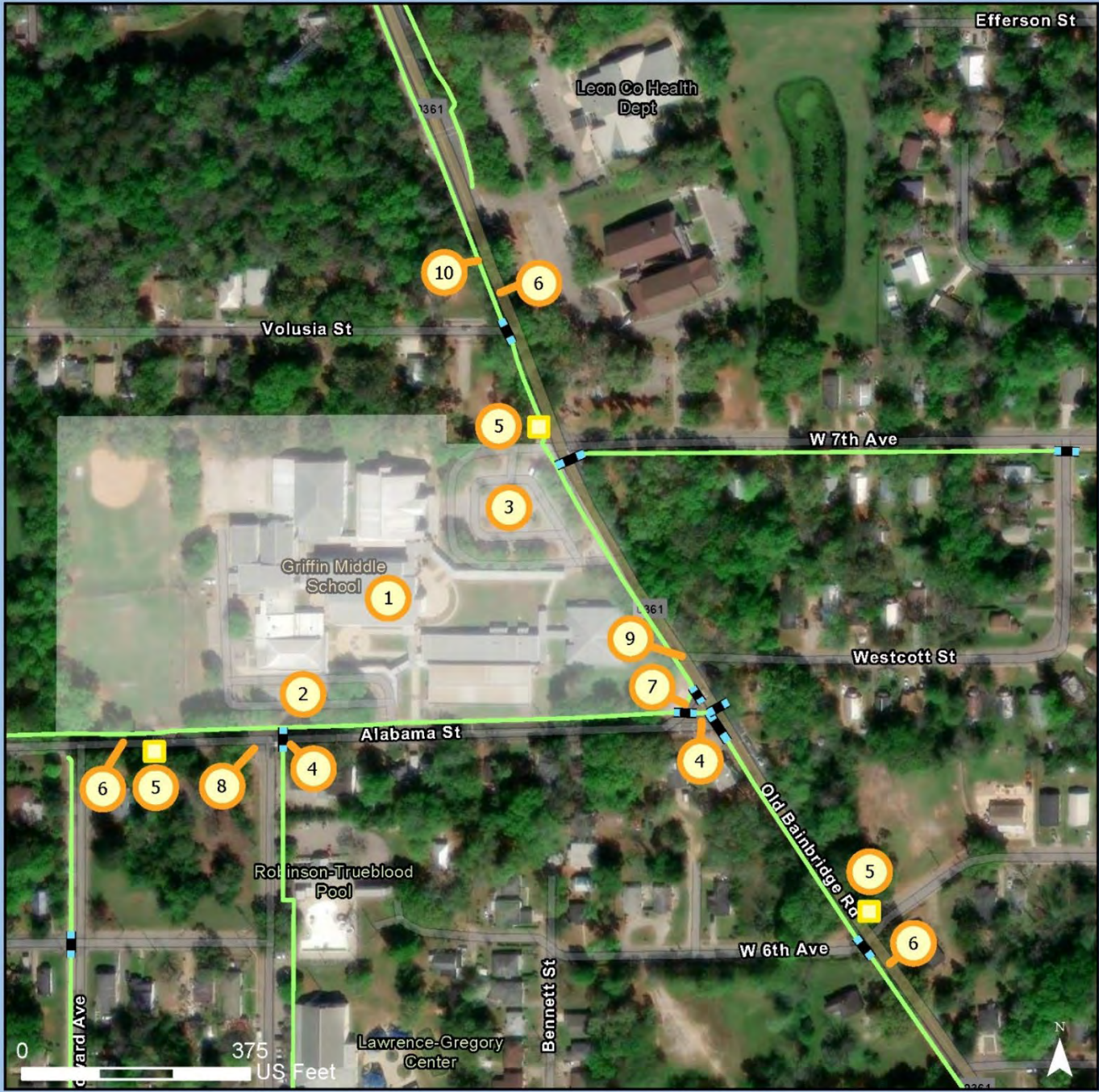
crosswalks are not present, approximately 50 feet north of the intersection, to get to Westcott Drive. To cross to Westcott Drive, students must cross to the pedestrian island at the intersection of Old Bainbridge Road and Alabama Street then walk up to Westcott Drive. There are no sidewalks present on Westcott Drive.

While there is a crosswalk from Alabama Street to the east side of Dade Street, there is no crosswalk from the east side of Dade Street to the west side, where a City of Tallahassee StarMetro bus stop is located. Crosswalks are not present at school driveways on Alabama Street. There is no crosswalk painted along the drop-off and pick-up entrance. The project team noted that a crosswalk and crosswalk signs would be beneficial given the high volume of students exiting the campus and utilizing the sidewalk in this area.



Legend

- Griffin Middle School
- School Zone Speed Limit When Flashing Signs
- 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 Drive
- 10 Plant Litter on Sidewalk



## R. Frank Nims Middle School

Leon County

Date of Site Visit: 5/20/2024

Time of Site Visit: Arrival – 9:30 AM

R. Frank Nims Middle School (“Nims Middle School”), one of eight public middle schools in Leon County, is located at the corner of Orange Avenue and Pasco Street in southwest Tallahassee. Orange Avenue is a minor arterial with a speed limit of 35 MPH. The primary uses surrounding Nims Middle School are residential, commercial, and schools, with 27% of the land uses being zoned for residential use. As of the 2021-2022 school year, school enrollment was 518 students. Students attending Nims Middle School range from 6<sup>th</sup> to 8<sup>th</sup> grade. Student hours are 9:30 AM - 3:50 PM. Observations from the site visit are shown in **Table 9**.

Table 9. Site Visit Observations for Nims Middle School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	No	Yes	Yes

School Zone

The school zone for Nims Middle School is located on Orange Avenue from east of the Pasco Street intersection to the western border of the school campus. It is designated with “school” pavement markings and a School Zone “Speed Limit When Flashing” sign with beacons. The beacons were not flashing during the site visit. Additionally, there is a School Zone “Speed Limit When Children Are Present” sign on Holton Street that indicates a speed limit of 20 MPH. This sign is located on Holton Street just south of Medical Commons Court. Traffic was heavy on Orange Avenue at the start of student arrival time. Once traffic dispersed, many cars were observed speeding.

Circulation

The student drop-off and pick-up line is located off Orange Avenue and shares an entrance with the school bus loop. Posted signage directs vehicles to the right for the drop-off and pick-up area at the front of the school. Traffic in this area is one-way. The walkway for students exiting and entering vehicles is covered and has a continuous raised curb. Traffic operated efficiently through the area and only briefly queued onto Orange Avenue. Once entering the driveway, buses continue straight along the school to the bus loading area. The traffic is one way in the bus loop and exits onto Pasco Street. It was noted by one bus driver that the portion of road where the buses turn onto Pasco Street needs repairs.

## CRTPA Take the Safe Route: Site Visit Summary Memorandum

Many students were observed walking to school the morning of the site visit. Most students walking approached the school from the north on Holton Street and crossed Orange Avenue at the crosswalk. Some students approached from north and south on Pasco Street. There were no crossing guards present at Nims Middle School.

### Sidewalks, Crosswalks, and Intersections

Sidewalks are present on both sides of Orange Avenue. There is a crosswalk with RRFBs across Orange Avenue at Holton Street. Most of the students observed crossing Orange Avenue used the crosswalk and activated the flashing beacons before crossing. However, some students were observed crossing mid-block across Orange Avenue at Saxon Street where no crosswalk is present. Multiple vehicles were observed



*Lack of sidewalk on Holton Street.*

ignoring the flashing beacons and did not stop at the crosswalk including while students were still crossing.



*Car driving in crosswalk while student is crossing.*

There is no sidewalk on the west side of Holton Street where the crosswalk is located. Students must cross Holton Street to reach the sidewalk. North of Orange Avenue, there are no crosswalks across Holton Street or they are worn to the point of no longer being visible, and students were observed crossing Holton Street mid-block. There is no bike lane in the school area. The bike lane on Orange Avenue ends at the start

of the school zone to the west of the school.

The adjacent intersection of Orange Avenue and Pasco Street has painted crosswalks and pedestrian walk signals for all directions. Pasco Street has sidewalks on both sides of the road in varying states of disrepair with cracks in several places.



*Orange Avenue and Pasco Street intersection.*



# Amos P. Godby High School

## Leon County

Date of Site Visit: Friday, 5/17/2024

Time of Site Visit: Dismissal – 1:50 pm

Amos P. Godby High School (“Godby High School”), one of six public high schools in Leon County, is located at the corner of Tharpe Street and Ocala Road in northwest Tallahassee. Tharpe Street and Ocala Road are both main arterials in Tallahassee with a speed limit in the vicinity surrounding the school of 35 miles per hour (MPH). Godby High School is located in the midst of both residential and commercial areas, with approximately 56% of all parcels within a one-and-a-half-mile buffer of the school being zoned for residential uses. As of the 2021-2022 school year, school enrollment was 1,423 students. Students attending Godby High School range from 9<sup>th</sup> to 12<sup>th</sup> grade. Student hours are 7:30 AM - 1:50 PM. Observations from the site visit are shown in **Table 10**.

Table 10. Site Visit Observations at Godby High School

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X	X	X	X
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
No	Yes	Yes	Yes	Yes

### School Zone

Although Godby High School is located on two main arterial corridors, there is no designated school zone on Tharpe Street or Ocala Road. What should be a formally recognized school zone is currently designated with two School Entrance Warning signs with flashing beacons and an advisory speed of 25 miles per hour (MPH), which is consistent with the FDOT Speed Manual (2017). The signs are accompanied by a Vehicle Speed Feedback sign. The lack of an established school zone is not in accordance with the Florida Department of Transportation Design Manual (FDM) standards for roads that run adjacent to schools. Speeding was observed on Tharpe Street and the project team noted the vehicle speed feedback sign was largely ineffective at enforcing the suggested 25 MPH speed limit. Ocala Road, bordering the school to the west, lacks any school-related signage. While Ocala Road does not have a student entrance, it does have an exit for the school bus loop.



School entrance sign on Tharpe Street with a suggested speed limit.

## Circulation

Cougar Lane is located south of Tharpe Street and functions only for student drop-off and pick-up. Vehicles queuing along Cougar Lane form a line that is two cars wide, creating the potential for conflicts with students entering the area and vehicles attempting to exit. Circulation on Cougar Lane operated efficiently once students were released, with most vehicles exiting school grounds to the south via Ocala Road. However, some vehicles were observed exiting Cougar Lane to the north, turning right on Tharpe Street, and making mid-block U-turns to travel west on Tharpe Street, as left turns are not permitted from Cougar Lane. School buses also enter Cougar Lane from Tharpe Street, traveling one way and exiting on Ocala Road. Numerous students were seen boarding City of Tallahassee StarMetro buses at the bus stop on Tharpe Street just east of High Road.



*Student walking along Cougar Lane toward Tharpe Street on Godby High School campus.*

At the time of dismissal, many students were seen walking from the school, traveling east on Tharpe Street, and both north and south on High Road. Other students were observed walking to vehicles parked in retail lots, including Bruster's Ice Cream and the Wells Fargo Bank located on Tharpe Street. Vehicles parked in the lots of nearby businesses created additional obstacles for pedestrians and traffic circulation. There were no crossing guards present in the area to aid students in safe crossings. Students were observed crossing mid-block on Tharpe

Street where crosswalks are not present.

## Sidewalks, Crosswalks, and Intersections

Sidewalks are located on both sides of the corridor along Tharpe Street, Ocala Road, and Cougar Lane. There are also sidewalks along High Road, where several students were observed walking after dismissal. However, these sidewalks are in varying states of disrepair, with cracks in several places. Sidewalks along Tharpe Street lack buffer space between the paved roadway and sidewalk. Along Ocala Road, tree limbs and shrubs are overgrown onto the sidewalks. Bicycle facilities are present on the roads adjacent to the school. Tharpe Street, Ocala Road, and High Road have bike lanes with multiple bike lane signs along the roads. Crosswalks are present at the signalized intersections of Tharpe Street and Ocala Road and Tharpe Street and High Road. The intersections have pedestrian walk signals at all points of the intersection with connecting sidewalks. Permissive left turns were observed at this location in conflict with pedestrian traffic.



*Students at the intersection of Tharpe Street and High Road.*



# Leon High School

Leon County

Date of Site Visit: 5/17/2024  
Time of Site Visit: Arrival – 7:30 AM

Leon High School, one of six public high schools in Leon County, is located at the corner of Tennessee Street and Meridian Road in central Tallahassee. Tennessee Street is a principle arterial with a speed limit of 35 MPH. The area surrounding Leon High School consists primarily of residential, retail, and office uses, with 33% of parcels within a one-and-a-half-mile radius of the school being zoned for residential uses. As of the 2021-2022 school year, school enrollment was 1944 students. Students attending Leon High School range from 9<sup>th</sup> to 12<sup>th</sup> grade. Student hours for Leon High School are 7:30 AM - 1:50 PM. Observations from the site visit are shown in **Table 11**.

Table 11. Site Visit Observations for Leon High School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
No	Yes	No	Yes	No

School Zone

There is no school zone for Leon High School present on Tennessee Street. The school entrance is designated with two “School Entrance Warning” signs with flashing beacons. The signs are located approximately 600 feet on either side of the school entrance. There is no advisory speed accompanying the entrance signs. The lack of an established school zone is not in accordance with the Florida Department of Transportation Design Manual (FDM) standards for roads that run adjacent to schools. The posted speed limit of 35 MPH in front of the school is also not consistent with the FDOT Speed Manual (2017). Many vehicles were observed speeding on Tennessee Street. There is student on-street parking along Tennessee Street with no barrier or separation between students exiting or entering vehicles and the traffic on Tennessee Street.



School entrance sign and vehicle queue on Tennessee Street.

## Circulation

Traffic in the student drop-off and pick-up driveway is one way, with vehicles entering the queue from Tennessee Street. The vehicle queue overflows onto Tennessee Street, impacting traffic flow in the westbound lane. Additionally, the project team observed vehicles dropping off students behind the school on Miccosukee Road. To the west of the school on Meridian Street, vehicles were observed dropping off students in a small pull-off lane. There is a City of Tallahassee StarMetro bus stop at this location. The school bus entrance is off Tennessee Street and exits on Miccosukee Road.



*Pull-off lane on Meridian Street.*

Students were observed walking from the north and south on Meridian Street to the school during student arrival. There are residential areas in both directions. There are no crossing guards present in the school area.

## Sidewalks, Crosswalks, and Intersections

There are sidewalks on both sides of Tennessee Street in front of Leon High School. Meridian Street and Miccosukee Road border the school to the west and north, respectively. Sidewalks are present on both roadways. The intersection of Tennessee Street and Meridian Street has crosswalks and pedestrian walk signals at all points. There are no midblock crosswalks present in the school area.



*Crosswalk at Miccosukee Road and Meridian Street intersection.*

The intersection of Meridian Street and Miccosukee Road is a three-point intersection, with only traffic driving south on Meridian Street having a stop sign. The crosswalk across Miccosukee Road has a School Crossing sign only. The lack of stop signs or Rapid Rectangular Flashing Beacons (RRFB) to alert vehicles to pedestrians in the crosswalk may make it difficult for students to cross. There are no bike lanes present on any of the roadways bordering the school.



# Rickards High School

Leon County

Date of Site Visit: Monday, 5/20/2024

Time of Site Visit: Dismissal – 1:50 PM

Rickards High School, one of six public high schools in Leon County, is located on Jim Lee Road, north of Paul Russell Road in southeast Tallahassee. Jim Lee Road and Paul Russell Road are both major collectors with speed limits in the vicinity of the school of 30 to 35 MPH., The area surrounding Rickards High School is primarily residential and recreational uses, with approximately 35% of the parcels within one and a half miles of the school being zoned for residential use. As of the 2021-2022 school year, school enrollment was 1,587 students. Students attending Rickards High School range from 9<sup>th</sup> to 12<sup>th</sup> grade. Student hours are from 7:30 AM to 1:50 PM. Observations from the site visit are shown in **Table 12**.

Table 12. Site Visit Observations for Rickards High School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X		X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	Yes	Yes	Yes	Yes

School Zone

The school zone is located on Jim Lee Road from approximately 100 feet north of the school campus to 150 feet north of the Paul Russell intersection and is designated by “school” pavement markings and School Zone “Speed Limit When Flashing” signs with beacons.

Circulation

The student drop-off and pick-up area is located off Jim Lee Road. Vehicles move through this area in one direction. There is a continuous, raised curb along the sidewalk for students exiting and entering vehicles. There was sufficient and proper signage in the drop-off and pick-up area for vehicles and pedestrians. Circulation within the drop-off area was unimpeded but not efficient enough to prevent a queue from forming. Several vehicles were observed queuing in the



Vehicles waiting in bike lanes on both sides of Jim Lee Road.

## CRTPA Take the Safe Route: Site Visit Summary Memorandum

bike lane on Jim Lee Road in both the north and southbound lanes. The school bus loading zone is separate from the student pick-up and drop-off area and has one-way traffic. Some students leaving the school were observed boarding City of Tallahassee StarMetro buses. The StarMetro bus stop in front of the school lacks seating for those waiting for the bus. No crossing guards were present at Rickards High School.

### Sidewalks, Crosswalks, and Intersections

There are sidewalks on both sides of Jim Lee Road along the segment between Orange Avenue and Paul Russell Road, although they appear to end south of the intersection of Jim Lee Road and Paul Russell Road. Sidewalks along Jim Lee Road lack tactile warning strips and ADA accessible ramps in many areas. The sidewalks along Jim Lee Road are unobstructed, but appear to be in varying states of disrepair, with cracks in several places.

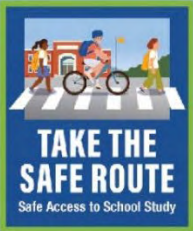


*Midblock crosswalk in front of school missing tactile warning strips.*

There is a midblock crosswalk on Jim Lee Road in front of the school. This crosswalk has pavement markings and crosswalk signs with Rapid Rectangular Flashing Beacons. Vehicles were observed to park along the road within the crosswalk. This crosswalk has ADA accessible ramps but does not have tactile warning strips. Some of the crosswalks across school driveways were missing ADA accessible ramps and tactile warning strips as well. Bike lanes with adequate signage and pavement markings are present on Jim Lee Road.



*Missing ADA accessible ramp at school exit.*



Legend

- 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



# Wakulla Middle School

Wakulla County

Date of Site Visit: 5/16/2024

Time of Site Visit: Dismissal – 2:20 PM

Wakulla Middle School, one of two middle schools in Wakulla County, is located on Jean Drive in Crawfordville. Jean Drive is a local road with a speed limit of 25 MPH. The vicinity surrounding Wakulla Middle School is primarily residential, agricultural, and commercial uses, with 23% of the of the parcels within one mile of the school being zoned residential use. As of the 2021-2022 school year, school enrollment was 523 students. Students attending Wakulla Middle School range from 6<sup>th</sup> to 8<sup>th</sup> grade. Student hours are 7:30 AM - 2:20 PM. Observations from the site visit are shown in **Table 13**.

Table 13. Site Visit Observations for Wakulla Middle School.

Observed Student Travel Modes				
Car	Walking	Biking	School Bus	Other
X	X	X	X	
Designated School Zone	Sidewalks	Bike Lanes	Separated School Bus Loop	Crosswalks
Yes	No	No	Yes	No

School Zone

Wakulla Middle School is in a residential neighborhood off US Highway 98. On US Highway 98, there is a “School Entrance” sign with an advised speed limit of 45 MPH, a School Zone Ahead sign, and School Zone Speed Limit When Flashing signs with flashing beacons and a speed limit of 20 MPH. Wildwood Drive provides access from US Highway 98 into the residential neighborhood where the school is located. A School Zone “Speed Limit When Flashing” sign with flashing beacons and a speed limit of 15 MPH and “school” pavement markings are located on Wildwood Drive. There is a Vehicle Speed Feedback sign on Wildwood Drive at Jane Drive before the school. Jean Drive also has a School Zone “Speed Limit” of 20 MPH during school days from 7 AM to 8 AM and from 2 PM to 3 PM. This sign is located directly in front of the school.



School zone sign on Wildwood Drive.

### Circulation

The student drop-off and pick-up driveway is located on Jean Drive. Vehicles queue for pick-up prior to student release and park along the shoulder of Jean Drive. Although initially a long queue was observed on Jean Drive prior to student release, once students were released circulation operated efficiently, and the line quickly disperses. The student drop-off and pick-up area is two lanes with one way traffic. Vehicles were also observed parking in a small lot adjacent to the school to wait for student dismissal. Volunteers were observed assisting with directing traffic.



*Drop-off queue on Wildwood Drive turning right onto Jean Drive.*

The school bus entrance is on Jean Drive and is designated with a sign noting buses only and no vehicles allowed during 7:15 – 7:45 AM and 2:00 – 2:35 PM. Vehicles exiting the drop-off lane while the school buses were exiting were stopped to allow the buses through.

Very few students were observed walking from the school following dismissal. The handful of students walking from the school went east on Wildwood Drive. There were no crossing guards present at Wakulla Middle School.

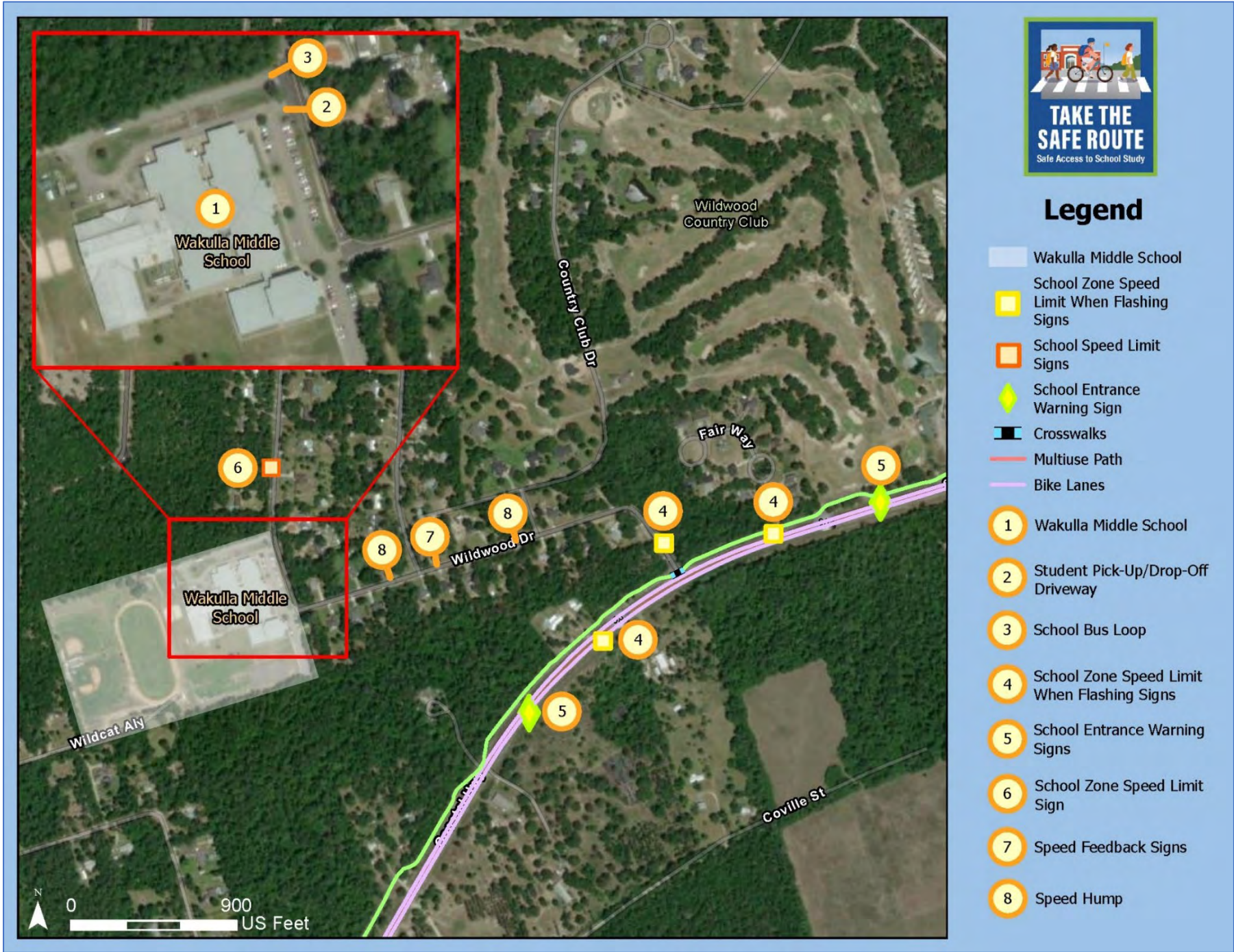


*School buses entering driveway for Wakulla Middle School.*

### Sidewalks/Crosswalk/Intersections

There are no sidewalks along US Highway 98, but a protected multi-use path is present. The residential area surrounding the school lacks sidewalks entirely, including the section of Jean Drive in front of Wakulla Middle School and Wildwood Drive. The students observed walking from school along Wildwood Drive were walking in the grass next to the road. A crosswalk with no pedestrian signs is present at the intersection of US Highway 98 and Wildwood Drive. There are no

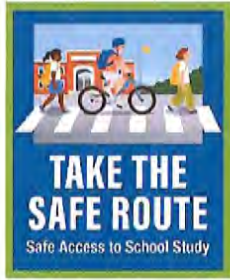
other crosswalks in the vicinity of the school. There are several speed bumps along Wildwood Drive to assist with slowing speeds in the residential area and school zone.



# SITE VISIT CHECKLISTS

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# Take the Safe Route Field Review Checklist

School: Fairview Middle School Date: 5/20  
County: Leon City: Tallahassee  
Day: Monday Time: 3:35 Weather Conditions: Partly Cloudy

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	Y
Do they have a continuous raised curb separating vehicles from pedestrians?	Y
Are there accessible curb ramps for wheelchair access?	Y <del>NA</del>
Do the ramps have tactile warning strips or textured concrete?	?
Are there posted vehicular signs?	Y
Are there posted pedestrian signs?	Y
Is the area lighted?	Y
Does traffic seem to move freely without congestion and backup?	N

Notes on the student drop-off area: ~~drop~~ pick up queue blocks traffic (20 minutes)

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	Y
Are driveways physically separated from parent pick-up/drop-off areas?	Y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	Y
Is traffic in the bus loading zone one-way?	Y
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	-
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	-
Is the bus loading/unloading zone lighted?	-

Notes on the bus loading zones: Not visible

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	Y
Are marked bicycle lanes present?	Y
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	Y
Are there accessible ramps for wheelchair access?	Y
Are the sidewalks continuous and without gaps?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	Y
Are the sidewalks used regularly?	Y

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	Y
Are there painted crosswalks for all crossing directions?	yes
Are there curb ramps located at all adjacent intersections?	yes
Is there appropriate vehicle signage?	yes
Is there traffic control, such as a stoplight or stop signs?	yes
Are there pedestrian walk signals?	N

Notes on the adjacent intersections: \_\_\_\_\_

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections within the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	N
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

sight distance at Zillah & Tram turning left is poor

## CRTPA Take the Safe Route: Site Visit Checklists

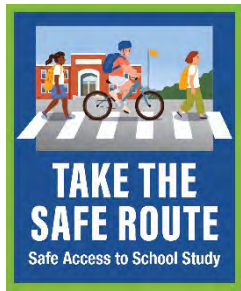
TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	-
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	Y
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

School Zone blinking sign partially blocked by trees

## Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
<b>SPEED LIMIT</b>
<b>SHOULDER CONDITIONS</b>
<b>EXISTING SIGNAGE</b>
signage on tram-school zone
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
Trail (end @ omega)
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
A lot of kids walking; most heading North (community center) crossing guard at midblock crossing
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
cars blocking crosswalk on Zillah while queued for pickup Speeding on tram No Flashing light to start school zone on tram only in middle  walker & par kids let out at the same time



# Take the Safe Route

## Field Review Checklist

School: Amos P. Godby High School Date: May 17, 2024  
 County: Leon City: Tallahassee  
 Day: Thursday Time: 1:30-2:30 PM Weather Conditions: Clear

### Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	No
Do they have a continuous raised curb separating vehicles from pedestrians?	Yes
Are there accessible curb ramps for wheelchair access?	Check
Do the ramps have tactile warning strips or textured concrete?	Check
Are there posted vehicular signs?	Yes
Are there posted pedestrian signs?	Yes
Is the area lighted?	Check
Does traffic seem to move freely without congestion and backup?	No

Notes on the student drop-off area: Pick-up line is two wide, creating potential conflicts with students entering and exiting vehicles. After pick-up begins, circulation seems to work well with all vehicles exiting to the south.

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	Yes
Are driveways physically separated from parent pick-up/drop-off areas?	Yes
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	Yes
Is traffic in the bus loading zone one-way?	Yes
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	Check
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	Yes
Is the bus loading/unloading zone lighted?	Yes

Notes on the bus loading zones: Bus loading zone is entirely separate from car area, on the southwest side of the school. Buses pull in off of Ocala Road and line up in 4-6 lines within an otherwise mostly vacant lot.

## CRTPA Take the Safe Route: Site Visit Checklists

<b>SIDEWALKS AND BICYCLE ROUTES</b>	<b>YES NO NA</b>
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Yes
Are the bicycle routes designated by signage?	No
Are marked bicycle lanes present?	No
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	No
Are there accessible ramps for wheelchair access?	Yes
Are the sidewalks continuous and without gaps?	Yes
Do the ramps have tactile warning strips or textured concrete?	Yes
Are the sidewalks lighted?	Yes
Are the sidewalks used regularly?	Yes

Notes on the sidewalks and bicycle routes: Good sidewalk coverage along Ocala Road and Tharpe Street  
Good sidewalk coverage along Ocala Road and Tharpe Street. Both Ocala Road and Tharpe Street have  
shoulders that may serve as bike lanes, but there is minimal signage or pavement markings to that effect.  
Some shrub/tree trimming needed along Ocala Road

<b>ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)</b>	<b>YES NO NA</b>
Are there high volumes of automobile traffic?	Yes
Are there high volumes of pedestrian traffic?	Yes
Are there painted crosswalks for all crossing directions?	Yes
Are there curb ramps located at all adjacent intersections?	Yes
Is there appropriate vehicle signage?	Yes
Is there traffic control, such as a stoplight or stop signs?	Yes
Are there pedestrian walk signals?	Yes

Notes on the adjacent intersections: Adequate signage at adjacent intersections. However, given the high  
volume of students walking after dismissal, it may be warranted to add additional "watch for peds" or "yield  
to peds in x-walk" signage to increase driver awareness of pedestrian traffic

<b>SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)</b>	<b>YES NO NA</b>
Are desirable sight distances provided at all intersections withing the walking zone?	Yes
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	Yes
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Yes
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	No

Notes on the sight distance: Cars park in and around nearby businesses, creating obstacles  
for pedestrians and general circulation at those businesses. Most sight distance appears adequate, but  
high speeds along Tharpe Street increase the length of sight distance needed.

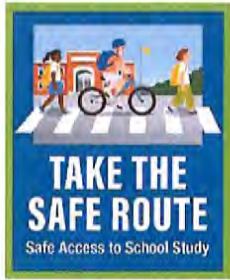
## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Yes
Is there an effective school targeted program of traffic enforcement?	No
Is there a designated school zone?	No
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	No
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	No

Notes on the traffic signs, speed control, signals, and pavement markings: Signs indicated the presence of a school and an 'advisory' (yellow) speed reduction to 25 MPH, but none of the surrounding roads had an actual school zone. Speed feedback signs on Tharpe Street were largely ineffective.

## Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
Tharpe Street, Ocala Road. Tharpe/Ocala, Tharpe/High
<b>SPEED LIMIT</b>
30 mph (Tharpe, High), 35 mph (Ocala)
<b>SHOULDER CONDITIONS</b>
Paved, curb and gutter, approx 3-5 ft
<b>EXISTING SIGNAGE</b>
Mostly adequate, but could use more "watch for pedestrians" and an actual school zone with beacons
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
Sidewalks mostly adequate. Minimal bike facilities; shoulders may be used as bike lanes, but are not signed or marked as such, and did not have buffer from travel lanes.
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
No crossing guards. Crosswalks at signalized intersections had all appropriate signals and pushbuttons. Permissive left turns at signals created some conflict with pedestrian traffic.
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
There were a lot of students walking from the school after dismissal. Parents waited at adjacent businesses (Bruster's, Bank) to pick up, and several dozen students boarded StarMetro buses after leaving school grounds. Speeds along Tharpe Street were high. Some vehicles exiting the school driveway on Tharpe Street turned right (east) then made mid-block U-turns before reaching Ocala Road.



## Take the Safe Route Field Review Checklist

School: Griffin Middle School Date: 5/17  
 County: Leon City: Tallahassee  
 Day: Friday Time: 3:25 Weather Conditions: Sunny

### Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	Y
Do they have a continuous raised curb separating vehicles from pedestrians?	Y
* Are there accessible curb ramps for wheelchair access?	N
Do the ramps have tactile warning strips or textured concrete?	NA
Are there posted vehicular signs?	Y
Are there posted pedestrian signs?	Y
Is the area lighted?	Y
Does traffic seem to move freely without congestion and backup?	Y

Notes on the student drop-off area: \_\_\_\_\_

security stops alabama traffic for some of pickup traffic to go through

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	Y
Are driveways physically separated from parent pick-up/drop-off areas?	Y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	N
Is traffic in the bus loading zone one-way?	Y
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	Y
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	Y
Is the bus loading/unloading zone lighted?	Y

Notes on the bus loading zones: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	~
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	N
Are there accessible ramps for wheelchair access?	Y
Are the sidewalks continuous and without gaps?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	N
Are the sidewalks used regularly?	N?

Notes on the sidewalks and bicycle routes: NO sidewalk on westcott

Cracks on tactile warning

no crosswalk in front of parent entrance

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	N
Are there painted crosswalks for all crossing directions?	Y
Are there curb ramps located at all adjacent intersections?	Y
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or stop signs?	Y
Are there pedestrian walk signals?	Y *

Notes on the adjacent intersections: No ped walk signal on old barnbridge

to cross southbound over Alabama

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	Y
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, <u>School Speed Limit signs</u> , <u>flashing beacons</u> , and No Parking or No Standing signs?	X
Is there an effective school targeted program of traffic enforcement?	N
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	N
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

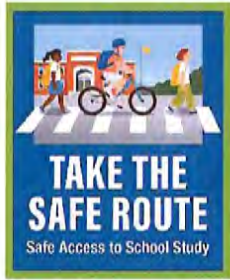
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### Roadway Assessment

ROADWAY SEGMENT/INTERSECTION OBSERVED
Alabama & Old Bainbridge
SPEED LIMIT
SHOULDER CONDITIONS
EXISTING SIGNAGE
EXISTING SIDEWALKS / BIKE PATHS
CONFLICTS (UTILITY OR RIGHT-OF-WAY)
CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS
Need crosswalk across Dade; crossing guard is at Dade & Alabama and Alabama & Old Bainbridge
NOTES, REPAIRS OR IMPROVEMENTS NEEDS
<p>maybe 5 over by old bainbridge; crosswalk on Health Dept. side needed</p> <p>• issues at Alabama &amp; Old Bainbridge - Kids try to cross Old Bainbridge <del>with</del> directly to Westcott, no crosswalk.</p>



# Take the Safe Route Field Review Checklist

School: Leon High School Date: 5/17  
County: Leon City: Tallahassee  
Day: Friday Time: 7:00 AM Weather Conditions: Raining

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	<input checked="" type="checkbox"/>
Do they have a continuous raised curb separating vehicles from pedestrians?	<input checked="" type="checkbox"/>
Are there accessible curb ramps for wheelchair access?	<input checked="" type="checkbox"/>
Do the ramps have tactile warning strips or textured concrete?	<input checked="" type="checkbox"/>
Are there posted vehicular signs?	<input checked="" type="checkbox"/>
Are there posted pedestrian signs?	
Is the area lighted?	<input checked="" type="checkbox"/>
Does traffic seem to move freely without congestion and backup?	<input checked="" type="checkbox"/>

Notes on the student drop-off area: Cars back up into Tennessee  
waiting to turn in

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	<input checked="" type="checkbox"/>
Are driveways physically separated from parent pick-up/drop-off areas?	<input checked="" type="checkbox"/>
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	<input checked="" type="checkbox"/>
Is traffic in the bus loading zone one-way?	<input checked="" type="checkbox"/>
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	<input checked="" type="checkbox"/>
Is the bus loading/unloading zone lighted?	<input checked="" type="checkbox"/>

Notes on the bus loading zones: \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	N <del>A</del>
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	N?
Are there accessible ramps for wheelchair access?	Y
Are the sidewalks continuous and without gaps?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	Y
Are the sidewalks used regularly?	Y

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

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ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	N
Are there painted crosswalks for all crossing directions?	Y
Are there curb ramps located at all adjacent intersections?	Y
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or stop signs?	Y
Are there pedestrian walk signals?	Y

Notes on the adjacent intersections: \_\_\_\_\_

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SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	N
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

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## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y*
Is there an effective school targeted program of traffic enforcement?	-
Is there a designated school zone?	N
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	Y
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

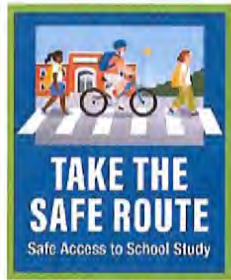
Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

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### Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
Tennessee, Meridian/Miccosukee
<b>SPEED LIMIT</b>
<b>SHOULDER CONDITIONS</b>
<b>EXISTING SIGNAGE</b>
no school zone; flashing school entrance light only
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
no traffic control or crossing guards
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
<p>student parking on street are <del>are</del> getting out of car into busy traffic</p> <p>"crosswalk" at meridian into miccosukee has sign but no indicators or lights, cars do not stop.</p> <p>Some cars pull off micc. to stop &amp; drop off kids</p>



# Take the Safe Route Field Review Checklist

School: Nims Middle School Date: 5/20  
 County: Leon City: Tallahassee  
 Day: Monday Time: 9:00 Weather Conditions: Cloudy

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	Y
Do they have a continuous raised curb separating vehicles from pedestrians?	Y
Are there accessible curb ramps for wheelchair access?	Y
Do the ramps have tactile warning strips or textured concrete?	N
Are there posted vehicular signs?	Y
Are there posted pedestrian signs?	Y
Is the area lighted?	Y
Does traffic seem to move freely without congestion and backup?	Y

Notes on the student drop-off area: \_\_\_\_\_

\_\_\_\_\_

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	Y
Are driveways physically separated from parent pick-up/drop-off areas?	Y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	NA
Is traffic in the bus loading zone one-way?	Y
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	Y
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	Y
Is the bus loading/unloading zone lighted?	Y

Notes on the bus loading zones: \_\_\_\_\_

\_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	N
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	N
Are there accessible ramps for wheelchair access?	Y
Are the sidewalks continuous and without gaps?	N
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	Y
Are the sidewalks used regularly?	Y

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

No sidewalk on east side of Holton (close to crosswalk) d  
no crosswalks across Holton, kids run across  
Bike lane ends before school "zone"

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	Y
Are there painted crosswalks for all crossing directions?	Y
Are there curb ramps located at all adjacent intersections?	Y
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or stop signs?	Y
Are there pedestrian walk signals?	Y

Notes on the adjacent intersections: \_\_\_\_\_

Heavy traffic on Orange

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	N
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	N
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

Notes on the traffic signs, speed control, signals, and pavement markings: CROSSWALK w/

BF

School zone lights seemingly not flashing

## Roadway Assessment

ROADWAY SEGMENT/INTERSECTION OBSERVED

SPEED LIMIT

SHOULDER CONDITIONS

EXISTING SIGNAGE

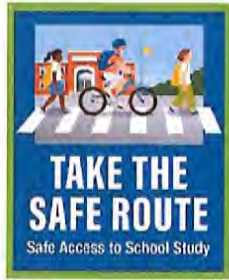
EXISTING SIDEWALKS / BIKE PATHS

CONFLICTS (UTILITY OR RIGHT-OF-WAY)

CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS
crosswalk in front of bus exiting

NOTES, REPAIRS OR IMPROVEMENTS NEEDS
<p>Repair pasco road at bus turnout (bus driver recommend)</p> <p>Pasco sidewalk is bad</p> <p>* Kids running across orange @ Saxon instead of crosswalk (3)</p> <p>* Multiple cars not stopping at crosswalk while lights are flashing</p> <p style="padding-left: 40px;">* children in the crosswalk (often texting)</p>

\* look at afternoon



# Take the Safe Route Field Review Checklist

School: Pineview Elementary School Date: 5/20  
County: Leon City: Tallahassee  
Day: Monday Time: 8:00AM Weather Conditions: partly cloudy

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	<u>Y</u>
Do they have a continuous raised curb separating vehicles from pedestrians?	<u>Y</u>
Are there accessible curb ramps for wheelchair access?	<u>Y</u>
Do the ramps have tactile warning strips or textured concrete?	<u>N</u>
Are there posted vehicular signs?	<u>Y</u>
Are there posted pedestrian signs?	<u>Y</u>
Is the area lighted?	<u>Y</u>
Does traffic seem to move freely without congestion and backup?	<u>N</u>

Notes on the student drop-off area: \_\_\_\_\_

Parent drop off area is marked as bus & employees only  
congestion at drop off, cars pull around & jump the line  
Gate on Walcott designated as parent pick up area

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	
Are driveways physically separated from parent pick-up/drop-off areas?	
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	
Is traffic in the bus loading zone one-way?	
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	
Is the bus loading/unloading zone lighted?	

Notes on the bus loading zones: \_\_\_\_\_

undetermined

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	<del>Y</del> N
Are marked bicycle lanes present?	Y - lake B
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	N
Are there accessible ramps for wheelchair access?	Y
Are the sidewalks continuous and without gaps?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	Y
Are the sidewalks used regularly?	Y

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

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ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	Y
Are there painted crosswalks for all crossing directions?	Y
Are there curb ramps located at all adjacent intersections?	Y
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or stop signs?	Y
Are there pedestrian walk signals?	Y on lake B / Springfield

Notes on the adjacent intersections: \_\_\_\_\_

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SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections within the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	<del>Y</del> N
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

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## CRTPA Take the Safe Route: Site Visit Checklists

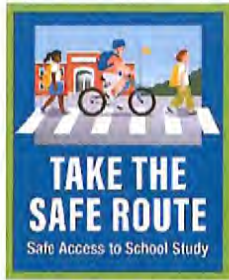
TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	—
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	N
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

No speed bumps on back road.

### Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
walcott & lake bradford
<b>SPEED LIMIT</b>
25 on walcott, speeding
<b>SHOULDER CONDITIONS</b>
<b>EXISTING SIGNAGE</b>
Posted school zone hours on walcott is 7:15-8:15, ends before school starts
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
sidewalk on walcott on opposite side of school only
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
<del>Road set</del> No crossing guards *
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
Parking at crosswalk on walcott and dropping off kids Speeding on



## Take the Safe Route Field Review Checklist

School: Roa Middle School Date: 5/17  
 County: Leon City: Tallahassee  
 Day: Friday Time: 9:00 AM Weather Conditions: Rainy

### Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	Y
Do they have a continuous raised curb separating vehicles from pedestrians?	Y
Are there accessible curb ramps for wheelchair access?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are there posted vehicular signs?	Y
Are there posted pedestrian signs?	
Is the area lighted?	Y
Does traffic seem to move freely without congestion and backup?	N

Notes on the student drop-off area: Parents double stack cars in drop off area in the morning before gates are open.

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	Y
Are driveways physically separated from parent pick-up/drop-off areas?	Y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	NA
Is traffic in the bus loading zone one-way?	N
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	Y
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	Y
Is the bus loading/unloading zone lighted?	Y

Notes on the bus loading zones: Bus road runs between Roa & Ruediger. Roa buses go North; Rued goes south.

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	✓
Are the bicycle routes designated by signage?	✓
Are marked bicycle lanes present?	✓
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	✓
Are there accessible ramps for wheelchair access?	✓
Are the sidewalks continuous and without gaps?	✓
Do the ramps have tactile warning strips or textured concrete?	✓
Are the sidewalks lighted?	✓
Are the sidewalks used regularly?	✓

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

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ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	✓
Are there high volumes of pedestrian traffic?	✓
Are there painted crosswalks for all crossing directions?	✓
Are there curb ramps located at all adjacent intersections?	✓
Is there appropriate vehicle signage?	✓
Is there traffic control, such as a stoplight or stop signs?	✓
Are there pedestrian walk signals?	✓

Notes on the adjacent intersections: walk signals & crossing guards  
at Tharpe & Mlk  
• potential for more signage

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	✓
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	✓
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	✓
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	2

Notes on the sight distance: \_\_\_\_\_

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## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	-
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	Y
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

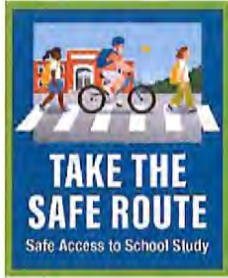
Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

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### Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
MLK & Tharpe & 10th
<b>SPEED LIMIT</b>
<b>SHOULDER CONDITIONS</b>
Poor Road Quality
<b>EXISTING SIGNAGE</b>
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
4 crossing guards total
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
<p>Speeding is a big problem; there is a speed feedback but at the end of school zone.</p> <p>Afternoon is busier.</p> <p>A lot of students are dropped off @ gas station diagonal from school &amp; walk over.</p>



## Take the Safe Route Field Review Checklist

School: Richards High School Date: 5/20  
 County: Leon City: Tallahassee  
 Day: Monday Time: \_\_\_\_\_ Weather Conditions: Cloudy, 80°

### Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	yes
Do they have a continuous raised curb separating vehicles from pedestrians?	yes
Are there accessible curb ramps for wheelchair access?	yes - on ramps
Do the ramps have tactile warning strips or textured concrete?	some
Are there posted vehicular signs?	yes
Are there posted pedestrian signs?	yes
Is the area lighted?	yes
Does traffic seem to move freely without congestion and backup?	yes

Notes on the student drop-off area: parents queuing up on Jim  
Lee in bike lane

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	yes
Are driveways physically separated from parent pick-up/drop-off areas?	yes
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	
Is traffic in the bus loading zone one-way?	yes
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	yes
Is the bus loading/unloading zone lighted?	

Notes on the bus loading zones: \_\_\_\_\_  
no bench at bus stop (stametro)

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	yes
Are the bicycle routes designated by signage?	yes
Are marked bicycle lanes present?	yes
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	some areas
Are there accessible ramps for wheelchair access?	some areas
Are the sidewalks continuous and without gaps?	yes
Do the ramps have tactile warning strips or textured concrete?	some
Are the sidewalks lighted?	yes
Are the sidewalks used regularly?	yes

Notes on the sidewalks and bicycle routes: lacks tactile in some areas,  
lacks ADA ramp.

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	no
Are there high volumes of pedestrian traffic?	yes no
Are there painted crosswalks for all crossing directions?	yes
Are there curb ramps located at all adjacent intersections?	no
Is there appropriate vehicle signage?	yes
Is there traffic control, such as a stoplight or stop signs?	no
Are there pedestrian walk signals?	yes

Notes on the adjacent intersections: \_\_\_\_\_

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	

Notes on the sight distance: \_\_\_\_\_

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	
Is there an effective school targeted program of traffic enforcement?	
Is there a designated school zone?	
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	

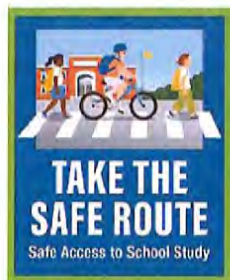
Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
<b>SPEED LIMIT</b>
30 mph / 20 during School hours
<b>SHOULDER CONDITIONS</b>
<b>EXISTING SIGNAGE</b>
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
School is on a large hill



# Take the Safe Route Field Review Checklist

School: John G. Riley Elementary Date: 5/17  
County: Leon City: Tallahassee  
Day: Friday Time: 2:15 Weather Conditions: Sunny

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	<u>Y</u>
Do they have a continuous raised curb separating vehicles from pedestrians?	<u>Y</u>
Are there accessible curb ramps for wheelchair access?	<u>Y</u>
Do the ramps have tactile warning strips or textured concrete?	
Are there posted vehicular signs?	<u>Y</u>
Are there posted pedestrian signs?	<u>Y</u>
Is the area lighted?	<u>Y</u>
Does traffic seem to move freely without congestion and backup?	<u>Y</u>

Notes on the student drop-off area: \_\_\_\_\_

Railings

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	<u>Y</u>
Are driveways physically separated from parent pick-up/drop-off areas?	<u>Y</u>
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	<u>NA</u>
Is traffic in the bus loading zone one-way?	<u>Y</u>
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	<u>Y</u>
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	<u>Y</u>
Is the bus loading/unloading zone lighted?	<u>Y</u>

Notes on the bus loading zones: \_\_\_\_\_

Railings

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	NA
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	N
Are there accessible ramps for wheelchair access?	S
Are the sidewalks continuous and without gaps?	N
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	N
Are the sidewalks used regularly?	N

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

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ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	Y
Are there painted crosswalks for all crossing directions?	Y
Are there curb ramps located at all adjacent intersections?	N
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or stop signs?	Y
Are there pedestrian walk signals?	N

Notes on the adjacent intersections: \_\_\_\_\_

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SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	N
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

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## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	N
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	N

Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

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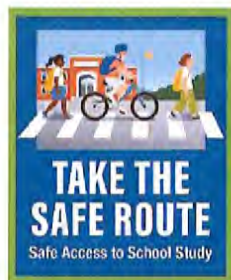
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## Roadway Assessment

ROADWAY SEGMENT/INTERSECTION OBSERVED
SPEED LIMIT
SHOULDER CONDITIONS
EXISTING SIGNAGE
EXISTING SIDEWALKS / BIKE PATHS
CONFLICTS (UTILITY OR RIGHT-OF-WAY)
CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS
cross guard @ 4way Security guard stops traffic coming out of pickup spot to let kids cross
NOTES, REPAIRS OR IMPROVEMENTS NEEDS
Parents <del>walk</del> park & walk across street to get kids (abandon lot) walking in road to cross (maybe crosswalk from ped gate to dirt lot) Some kids left before 2:50 * goat path *



\* look up lot



# Take the Safe Route Field Review Checklist

School: RUEDIGER Elementary School Date: 5/17  
County: Leon City: Tallahassee  
Day: Friday Time: 8:00 Weather Conditions: Rainy

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	Y
Do they have a continuous raised curb separating vehicles from pedestrians?	Y
Are there accessible curb ramps for wheelchair access?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are there posted vehicular signs?	Y
Are there posted pedestrian signs?	N
Is the area lighted?	Y
Does traffic seem to move freely without congestion and backup?	Y

Notes on the student drop-off area: \_\_\_\_\_

Traffic blocked by people stopping in road to ~~block~~ drop off  
Kids

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	Y
Are driveways physically separated from parent pick-up/drop-off areas?	Y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	NA
Is traffic in the bus loading zone one-way?	N
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	Y
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	Y
Is the bus loading/unloading zone lighted?	Y

Notes on the bus loading zones: Shares area w/ ~~Road~~; Rd one way;  
Road the other

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	Y
Are the bicycle routes designated by signage?	NA
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	Y
Are there accessible ramps for wheelchair access?	Y
Are the sidewalks continuous and without gaps?	Y
Do the ramps have tactile warning strips or textured concrete?	Y
Are the sidewalks lighted?	N
Are the sidewalks used regularly?	Y

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	Y
Are there high volumes of pedestrian traffic?	N
Are there painted crosswalks for all crossing directions?	Y
Are there curb ramps located at all adjacent intersections?	Y
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or stop signs?	Y
Are there pedestrian walk signals?	NA

Notes on the adjacent intersections: Residential intersections directly around.

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections within the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	N
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

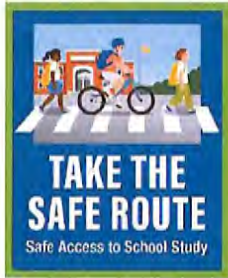
TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	Y
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	Y
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	<del>Y</del> N

Notes on the traffic signs, speed control, signals, and pavement markings: A lot of signage

could use raised crosswalks?

### Roadway Assessment

ROADWAY SEGMENT/INTERSECTION OBSERVED
10 <sup>th</sup> / tharpe & Branch
SPEED LIMIT
25
SHOULDER CONDITIONS
Curb
EXISTING SIGNAGE
EXISTING SIDEWALKS / BIKE PATHS
Sidewalk along 10 <sup>th</sup> , crosswalks
CONFLICTS (UTILITY OR RIGHT-OF-WAY)
CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS
crosswalks in front of school w/ crossing guard (sees 15-20 kids) - <del>path</del> or more ped traffic in AM
NOTES, REPAIRS OR IMPROVEMENTS NEEDS
crossing guard complained of <sup>cars</sup> people stopping in crosswalk.



## Take the Safe Route Field Review Checklist

School: Shanks Date: 5/16  
 County: Gadsden City: Quincy  
 Day: Thurs. Time: 8:00 Weather Conditions: Sunny, clear

### Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	y?
Do they have a continuous raised curb separating vehicles from pedestrians?	yes
Are there accessible curb ramps for wheelchair access?	y
Do the ramps have tactile warning strips or textured concrete?	y
Are there posted vehicular signs?	N
Are there posted pedestrian signs?	yes
Is the area lighted?	No
Does traffic seem to move freely without congestion and backup?	yes

Notes on the student drop-off area: \_\_\_\_\_

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	N
Are driveways physically separated from parent pick-up/drop-off areas?	y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	NA
Is traffic in the bus loading zone one-way?	y
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	y?
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	N
Is the bus loading/unloading zone lighted?	y poor

Notes on the bus loading zones: \_\_\_\_\_

only light in the center, sidewalk not along back

8  
(saw)

10 in AM  
40 more in PM

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	y
Are the bicycle routes designated by signage?	N
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	N
Are there accessible ramps for wheelchair access?	N
Are the sidewalks continuous and without gaps?	y
Do the ramps have tactile warning strips or textured concrete?	Y some
Are the sidewalks lighted?	N - street lights
Are the sidewalks used regularly?	

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

paint warn of on curbs by bus area

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	N
Are there high volumes of pedestrian traffic?	N
Are there painted crosswalks for all crossing directions?	y
Are there curb ramps located at all adjacent intersections?	N
Is there appropriate vehicle signage?	N
Is there traffic control, such as a stoplight or stop signs?	Y/N
Are there pedestrian walk signals?	N

Notes on the adjacent intersections: uneven & cracked sidewalk on grades

crosswalk w/ crossing guard

14th & King - no buttons;

no signage for peds, no crosswalk/curb ramp across King by housing

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	y
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

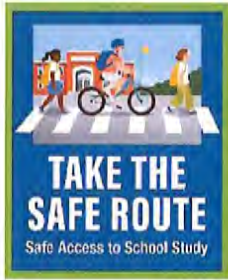
TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	Y
Is there an effective school targeted program of traffic enforcement?	Y
Is there a designated school zone?	Y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	Y
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	Y

Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

Beacons not flashing, speed bumps not painted, but have signs

## Roadway Assessment

ROADWAY SEGMENT/INTERSECTION OBSERVED
King (railroad to
SPEED LIMIT
SHOULDER CONDITIONS
EXISTING SIGNAGE
School zone signs & beacons (Not flashing)
EXISTING SIDEWALKS / BIKE PATHS
Side walk on school side of King
CONFLICTS (UTILITY OR RIGHT-OF-WAY)
CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS
crossing guard @ graves intersection
NOTES, REPAIRS OR IMPROVEMENTS NEEDS
Railroad, 14th no pedestrian,  No sidewalk



# Take the Safe Route Field Review Checklist

School: Wakulla Middle Date: 5/16/24  
County: Wakulla City: Wakulla  
Day: Thurs Time: 2:00pm Weather Conditions: Sunny - 90°

## Site Assessment

STUDENT DROP OFF AREAS	YES NO NA
Are they designed so that students exiting or entering cars are protected from other vehicles?	y
Do they have a continuous raised curb separating vehicles from pedestrians?	y
Are there accessible curb ramps for wheelchair access?	y
Do the ramps have tactile warning strips or textured concrete?	NA
Are there posted vehicular signs?	NA
Are there posted pedestrian signs?	NA
Is the area lighted?	NA
Does traffic seem to move freely without congestion and backup?	yes

Notes on the student drop-off area: 2:11 ut in a Buses  
Cars are stacked up but move through quickly  
curbs cracked

BUS LOADING ZONES	YES NO NA
Are bus driveways physically separated from pedestrian and bicycling routes by raised curbs or bollards?	y
Are driveways physically separated from parent pick-up/drop-off areas?	y
If the buses are "double-stacked" for drop-off/loading areas, are measures taken for safety of students needing to cross in front or behind the bus?	NA
Is traffic in the bus loading zone one-way?	y
Does the bus zone meet the minimum width of 24' for drop-off/pull-out lanes?	y
Is there a continuous curb and sidewalk adjacent to the drop-off/loading area leading into the school site?	y
Is the bus loading/unloading zone lighted?	y

Notes on the bus loading zones: Buses leave @ 2:23

TH 1

## CRTPA Take the Safe Route: Site Visit Checklists

SIDEWALKS AND BICYCLE ROUTES	YES NO NA
Are current pedestrian and bicycle routes separated from motor vehicles by the use of sidewalks or separated pathways?	✓
Are the bicycle routes designated by signage?	N
Are marked bicycle lanes present?	N
Are sidewalks and bicycle paths regularly maintained (free of debris, cracks and holes)?	NA
Are there accessible ramps for wheelchair access?	NA
Are the sidewalks continuous and without gaps?	NA
Do the ramps have tactile warning strips or textured concrete?	NA
Are the sidewalks lighted?	NA
Are the sidewalks used regularly?	NA

Notes on the sidewalks and bicycle routes: \_\_\_\_\_

No side walks

ADJACENT INTERSECTIONS (INTERSECTIONS NEAR SCHOOL PROPERTY)	YES NO NA
Are there high volumes of automobile traffic?	No
Are there high volumes of pedestrian traffic?	No
Are there painted crosswalks for all crossing directions?	No
Are there curb ramps located at all adjacent intersections?	No
Is there appropriate vehicle signage?	Y
Is there traffic control, such as a stoplight or <u>stop signs</u> ?	Y
Are there pedestrian walk signals?	No

Notes on the adjacent intersections: diagonal center

SIGHT DISTANCE (CLEAR VIEWS BETWEEN MOTORISTS AND PEDESTRIANS)	YES NO NA
Are desirable sight distances provided at all intersections withing the walking zone?	Y
Do cars park or wait, blocking the vision of other motorists, bicyclists, and pedestrians?	Y
Have the placement of fences, walls, dumpsters, and the location of parking areas for service vehicles been carefully considered in view of sight distance requirements on the school site?	Y
Are there any barriers present that block the viewing of pedestrians and bicyclists (dumpsters, utility boxes, landscaping, parking areas, ground-mounted signage, building walls)?	N

Notes on the sight distance: \_\_\_\_\_

## CRTPA Take the Safe Route: Site Visit Checklists

TRAFFIC SIGNS, SPEED CONTROL, SIGNALS AND PAVEMENT MARKINGS	YES NO NA
Are there any School Advance signs, School Crossing signs, School Speed Limit signs, flashing beacons, and No Parking or No Standing signs?	y
Is there an effective school targeted program of traffic enforcement?	y?
Is there a designated school zone?	y
Are there any school pavement markings located on roadways adjacent to or in the vicinity of the school grounds?	N?
Are there currently traffic/speed control measures used, such as different pavement surfaces, non-white paint, speed bumps, and speed tables?	y

Notes on the traffic signs, speed control, signals, and pavement markings: \_\_\_\_\_

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## Roadway Assessment

<b>ROADWAY SEGMENT/INTERSECTION OBSERVED</b>
<b>SPEED LIMIT</b>
<b>SHOULDER CONDITIONS</b>
<b>EXISTING SIGNAGE</b>
<b>EXISTING SIDEWALKS / BIKE PATHS</b>
<b>CONFLICTS (UTILITY OR RIGHT-OF-WAY)</b>
<b>CROSSWALKS / TRAFFIC CONTROL DEVICES / CROSSING GUARDS</b>
<b>NOTES, REPAIRS OR IMPROVEMENTS NEEDS</b>
<p>zone starts on 98, not marked in neighborhood  cars park in small side lot to wait  Parent exit while <del>student</del> buses leave is stopped</p>

# GRANT FUNDING MATRIX

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## CRTPA Take the Safe Route: Grant Funding Matrix

Funding Source Name	Organization	Description	Eligible Applicants	Website	Contact	Minimum	Maximum	Match	Open	Close
Active Transportation Infrastructure Investment Program (ATIIP)	USDOT	Funds to connect active transportation networks and enable communities to plan and construct these systems	Local or regional governmental Organizations including a metropolitan planning organization (MPO) or regional planning organization or council, multicounty special districts, State, multistate group of governments, or an Indian Tribe	<a href="https://www.fhwa.dot.gov/environment/bicycled_pedestrian/atiip/">https://www.fhwa.dot.gov/environment/bicycled_pedestrian/atiip/</a>	<a href="mailto:atiip@dot.gov">atiip@dot.gov</a>	Planning - \$10,000; Construction - \$15,000,000 total project cost	Planning - \$2,000,000; Construction - no maximum	20%	3/19/2024	7/17/2024
America Walks Community Change Grants	America Walks	Grants are awarded to innovative, engaging, and inclusive programs and projects that create change and opportunity for walking and movement at the community level	Local organizations and agencies	<a href="https://america.walks.org/programs/community-change-grants/">https://america.walks.org/programs/community-change-grants/</a>	<a href="mailto:mike@america.walks.org">mike@america.walks.org</a>		\$1,500	No match required	Not Announced	Not Announced
Community Challenge Grants: Flagship Grants	American Association of Retired Persons	Fund quick-action projects that help communities become more livable for people of all ages	Government entities and 501(c)(3), 501(c)(4) and 501(c)(6) nonprofits	<a href="https://www.aarp.org/livable-communities/community-challenge/info-2024/2024-">https://www.aarp.org/livable-communities/community-challenge/info-2024/2024-</a>	<a href="mailto:communitychallenge@aarp.org">communitychallenge@aarp.org</a>	\$500	\$50,000	No match required	1/40/24	3/6/2024
Hometown Grants	T-Mobile	Funding projects to build, rebuild, or refresh community spaces that help foster local connections in your town. Projects should be shovel-ready, physical builds or improvements that can be completed within 12 months of receiving Hometown Grants funding	Small towns with populations less than 50,000	<a href="https://www.t-mobile.com/brand/hometown-grants#FAQs">https://www.t-mobile.com/brand/hometown-grants#FAQs</a>		No Minimum	\$50,000	No match required	10/1/2024	12/31/2024
People For Bikes Industry Community Grant Program	PeopleForBikes	Funds projects that improve cycling infrastructure	Non-profit organizations, local or state government agencies or federal agencies working locally, and small businesses, such as bicycle retailers and community-oriented businesses serving disadvantaged communities	<a href="https://www.peopleforbikes.org/grants">https://www.peopleforbikes.org/grants</a>	<a href="mailto:infrastructure@peopleforbikes.org">infrastructure@peopleforbikes.org</a>	\$5,000	\$10,000	No match required	9/1/2024	10/11/2024
Pilot Program for Transit-Oriented Development (TOD) Planning	USDOT	Funds investments that renew transit systems, reduce greenhouse gas emissions, advance racial equity, maintain and create jobs, and connect communities by providing access to affordable transportation	State governments, local governments, federally recognized tribes and affiliated groups, transportation providers and operators, U.S. territories	<a href="https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning">https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning</a>	<a href="mailto:April.McCleanMcCoy@dot.gov">April.McCleanMcCoy@dot.gov</a>	No Minimum	No Maximum	20%	8/8/2023	10/10/2024
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program	USDOT	Funds improvements to the resilience of the surface transportation system	State governments, local governments, federally recognized tribes and affiliated groups, planning and project organizations, and U.S. territories	<a href="https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving">https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving</a>	<a href="mailto:PROTECTDiscretionary@dot.gov">PROTECTDiscretionary@dot.gov</a>	Planning - \$100,000; Resilience Improvement - \$500,000	No Maximum	20%	2024 not announced	2024 not announced

## CRTPA Take the Safe Route: Grant Funding Matrix

Funding Source Name	Organization	Description	Eligible Applicants	Website	Contact	Minimum	Maximum	Match	Open	Close
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	USDOT	Fund surface transportation projects that improve safety, environmental sustainability, quality of life, mobility, community connectivity, and economic competitiveness	States, District of Columbia, any territory or possession of the United States, unit of local government, public agency or publicly chartered authority established by one or more States, special purpose district or public authority with a transportation function, federally recognized Indian tribe or consortium of such Indian tribes, transit agency, multi-state or multijurisdictional group of entities that are separately eligible	<a href="https://www.transportation.gov/sites/dot.gov/files/2023-11/RAISE%20Q2%20NOFO%2011.30.23_0.pdf">https://www.transportation.gov/sites/dot.gov/files/2023-11/RAISE%20Q2%20NOFO%2011.30.23_0.pdf</a>	<a href="mailto:RAISEgrants@dot.gov">RAISEgrants@dot.gov</a>	Rural - \$1 million; Urban - \$5 million; Planning - No Minimum	\$25 million	20%	Open now	1/13/2025
Reconnecting Communities Pilot Grant Program (RCP)	USDOT	States, District of Columbia, any territory or possession of the United States, unit of local government, public agency or publicly chartered authority established by one or more States, special purpose district or public authority with a transportation function, federally recognized Indian tribe or consortium of such Indian tribes, transit agency, multi-state or multijurisdictional group of entities that are separately eligible	State, unit of local government, tribal government, metropolitan planning organization, non-profit organization	<a href="https://www.transportation.gov/grants/reconnecting/rcp-notice-funding-opportunity">https://www.transportation.gov/grants/reconnecting/rcp-notice-funding-opportunity</a>	<a href="mailto:ReconnectingCommunities@dot.gov">ReconnectingCommunities@dot.gov</a>	Capital Construction Grant - \$5 million	Planning - \$2 million; Construction - \$100 million	Community Planning Grants: 20% local match, Capital Construction Grants: 50% local match	Open now	9/30/2024
Recreational Trails Program (RTP)	Florida Department of Environmental Protection	Provides grants to create, renovate, or maintain recreational trails, trailheads, or facilities	Agencies of city, county, state or federal governments, and nonprofit organizations approved by the state, and state or federally recognized Indian tribal governments	<a href="https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program">https://floridadep.gov/lands/land-and-recreation-grants/content/recreational-trails-program</a>	<a href="mailto:Lauren.Cruz@floridadep.gov">Lauren.Cruz@floridadep.gov</a>	No Minimum	Nonmotorized, Single-Use Projects: \$350,000; Nonmotorized, Diverse-Use Projects: \$450,000; Mixed-Use Projects: \$450,000; Motorized Projects: \$2,500,000	20%, 40%, or 50%	2/1/2024	3/1/2024
Safe Routes to School	USDOT	Encourages students to walk and bike to school through funding programs and projects that increase bike and pedestrian safety		<a href="https://www.fdot.gov/Safety/programs/safe-routes.shtm">https://www.fdot.gov/Safety/programs/safe-routes.shtm</a>	<a href="mailto:Gretchen.Peoples@dot.state.fl.us">Gretchen.Peoples@dot.state.fl.us</a>			0%		
Safe Streets and Roads for All (SS4A)	USDOT	Funding to improve roadway safety by reducing or eliminating roadway fatalities and serious injuries for all users	Political subdivisions of a state including includes counties, cities, towns, transit agencies, and other special districts; Metropolitan planning organizations; and federally recognized tribal governments.	<a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>	<a href="mailto:SS4A@dot.gov">SS4A@dot.gov</a>	\$100,000	Planning and Demonstration - \$10 million Implementation - \$25 million	20%	2/21/2024	Planning and Demonstration - 4/4/2024, 5/16/2024, 8/29/2024 Implementation - 5/16/2024

## CRTPA Take the Safe Route: Grant Funding Matrix

Funding Source Name	Organization	Description	Eligible Applicants	Website	Contact	Minimum	Maximum	Match	Open	Close
Small Cities Community Development Block Grant Program	US Department of Housing and Urban Development	Provides funding for housing and community development	Local governments of: cities with fewer than 50,000 residents that have not accepted special entitlement status and have not opted to join an entitlement program, counties with fewer than 200,000 residents, and cities with more than 50,000 residents that have opted out of the urban entitlement program	<a href="https://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/florida-small-cities-community-development-block-grant-program">https://www.floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/florida-small-cities-community-development-block-grant-program</a>	CDBG@Commerce.fl.gov				6/1/2024	10/17/2024
Small County Outreach Program (SCOP)	FDOT	Assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads.	Small Counties (population of 200,000 or less)	<a href="https://www.fdot.gov/program-management/lps/scop/default.shtm">https://www.fdot.gov/program-management/lps/scop/default.shtm</a>	Maria.Showalter@dot.state.fl.us			25%		
Small County Outreach Program - Municipalities and Communities (SCOP-M)	FDOT	Assist municipalities and communities in repairing or rehabilitating local bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing local roads, or constructing capacity or safety improvements to local roads.	Eligible RAO municipalities and communities	<a href="https://www.fdot.gov/program-management/lps/scop/scop-rao.shtm">https://www.fdot.gov/program-management/lps/scop/scop-rao.shtm</a>	Maria.Showalter@dot.state.fl.us			25%		
Spark Good Local Grants	Walmart	These local grants are designed to address the unique needs of the communities where Walmart operates.	An organization holding a current tax-exempt status as a public charity under Section 501(c)(3), Section 509(a)(1), (2) or (3) (Types I or II); a recognized government entity: state, county or city agency, including law enforcement or fire departments; a K-12 public or nonprofit private school, charter school, community/junior college, state/private college or university; or a church or other faith-based organization with a proposed project that benefits the community at large.	<a href="https://www.walmart.org/how-we-give/program-guidelines/spark-good-local-grants-guidelines">https://www.walmart.org/how-we-give/program-guidelines/spark-good-local-grants-guidelines</a>		\$25	\$5,000	No match required	11/1/2024	12/31/2024

## CRTPA Take the Safe Route: Grant Funding Matrix

Funding Source Name	Organization	Description	Eligible Applicants	Website	Contact	Minimum	Maximum	Match	Open	Close
Strengthening Mobility and Revolutionizing Transportation (SMART)	USDOT	Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety	State, political subdivision of a state, tribal government, public transit agency or authority, public toll authority, metropolitan planning organization	<a href="https://www.transportation.gov/grants/SMART">https://www.transportation.gov/grants/SMART</a>	<a href="mailto:smart@dot.gov">smart@dot.gov</a>	\$250,000	\$2,000,000	No match required for stage 1	Not announced	Not Announced
Transportation Alternatives Set-Aside	Florida Department of Transportation	Funds smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including bike and pedestrian facilities	Local government, regional transportation authority or transit agency, natural resource or public land agency, school district, local education agency, or school, recognized tribal government, other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h), metropolitan/transportation planning organization/agency	<a href="https://www.floridadot.gov/planning/systems/systems-management/tas.asp">https://www.floridadot.gov/planning/systems/systems-management/tas.asp</a>	<a href="mailto:robin.birdsong@dot.state.fl.us">robin.birdsong@dot.state.fl.us</a>		\$5 million per district	20%	11/27/2023	3/24/2024