

January 16, 2024



RETREAT AGENDA ITEM

CRTPA SCHOOL SAFETY STUDY

STATEMENT OF ISSUE

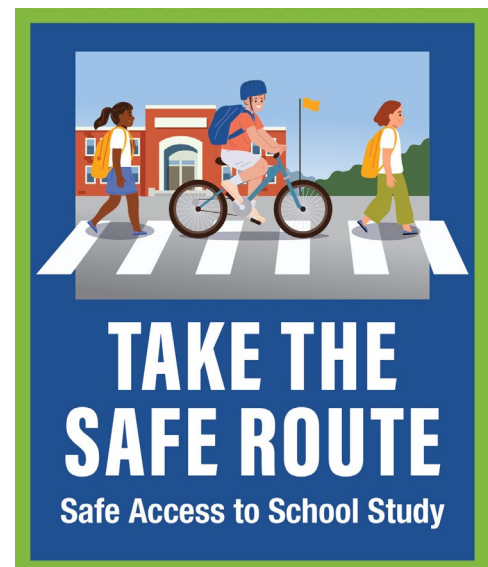
The CRTPA has initiated a school safety study for the CRTPA region. The study, titled “[Take the Safe Route - Safe Access to School Study](#)”, will provide an evaluation of the region’s schools to identify those schools with the most need related to walking and bicycling improvements. Identified schools will then receive a focused safety and accessibility analysis that will include site visits and an inventory of existing facilities resulting in the identification of recommended improvements.

BACKGROUND

The CRTPA is conducting a school safety aimed at evaluating and enhancing safety conditions for students who walk or bike to school. The “Take the Safe Route – Safe Access to School Study” will be executed as a targeted and data-driven initiative, progressing through two distinct phases.

Phase 1 involves a comprehensive data analysis of schools in the CRTPA's region (elementary, middle, and high schools) to identify those with the greatest need for capital improvements related to biking and walking facilities in their proximity. This phase includes a desktop data analysis that will be based on factors including connectivity, accessibility, and equity. Included in this analysis will be the following data:

- Identified hazardous walking condition data
- Pedestrian and bicycle crash data
- Relevant socioeconomic and demographic data
- Transportation data



Phase 2 will build upon the schools identified and selected in Phase 1 to develop a focused safety and accessibility analysis. This analysis includes on-site visits and an inventory of the existing facilities and infrastructure at the selected schools. The assessments will consider sidewalk gaps, crosswalk/intersection improvements, lighting, bicycle facilities and off-road trails. This phase also will include a student and parent survey for each of the identified schools.



The study is being guided by stakeholders' groups for Gadsden, Leon, and Wakulla counties that include local staff from school boards, law enforcement, and planning. The stakeholders' groups met in early December and are scheduled to meet again in February.

Ultimately, the "Take the Safe Route - Safe Access to School Study" will result in the identification of needed bicycle and pedestrian improvements from which an implementation effort can occur. The project is scheduled for completion in late 2024.

ATTACHMENTS

Attachment 1 – Draft presentation

CRTPA Board Retreat

Project Kick-Off
January 16, 2024



TAKE THE SAFE ROUTE

Safe Access to School Study



Take the Safe Route: *What is it?*



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

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



Take the Safe Route: *Project Phases*



This project is being initiated in two phases:

Phase I

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

Phase II

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



Safe Routes to School in the Capital Region



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

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

What's been completed?



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

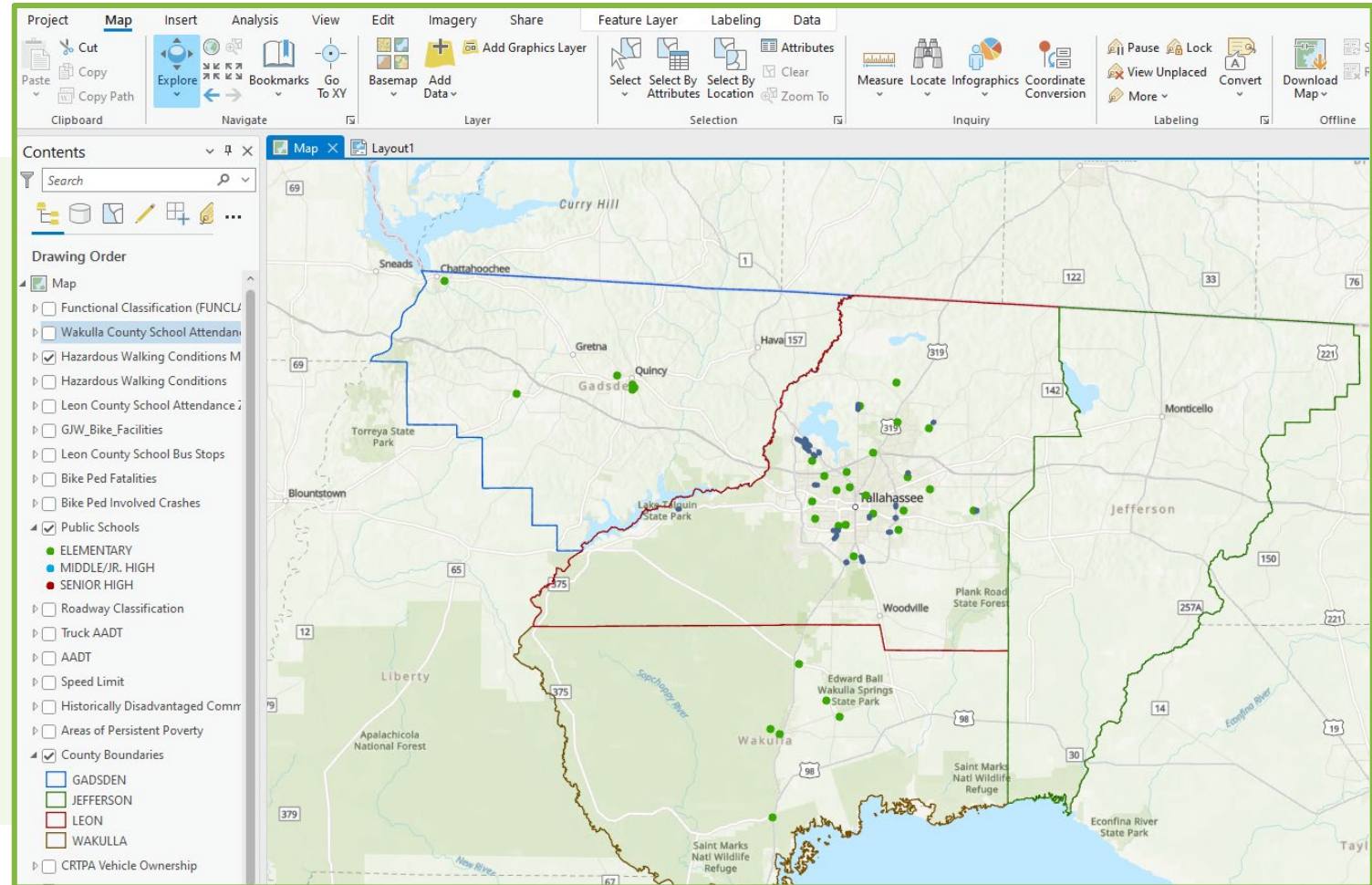


Desktop Analysis & Prioritization



✓ The desktop analysis included a GIS based prioritization using:

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



Desktop Analysis & Prioritization: Methodology



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

What's Next? *Survey and Student Travel Tally*

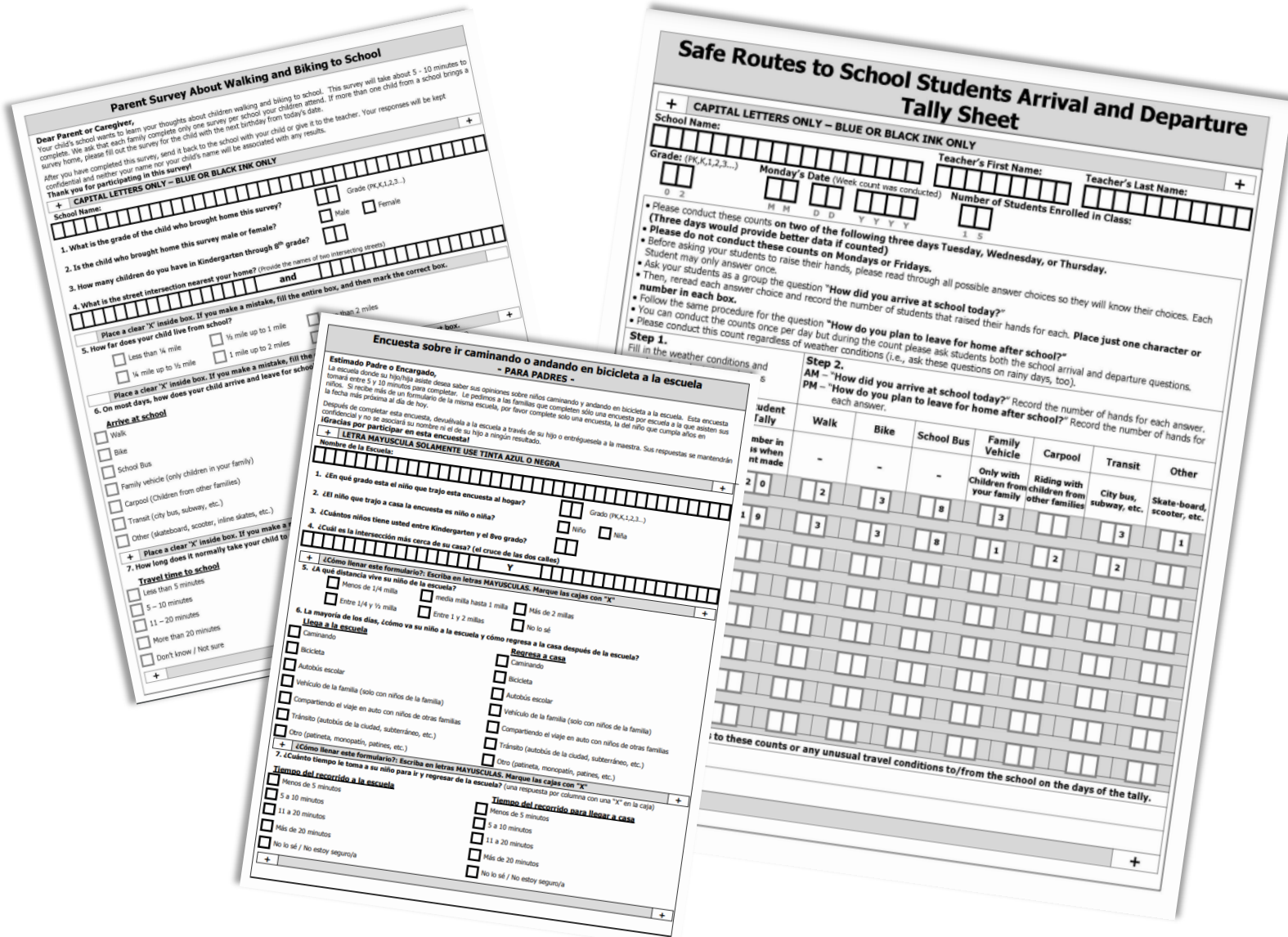


Coordination with appropriate officials at ten identified schools



Development of tally and survey to record how children arrive and depart school each day

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



What's Next? *Focused Safety Analysis*



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

Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities



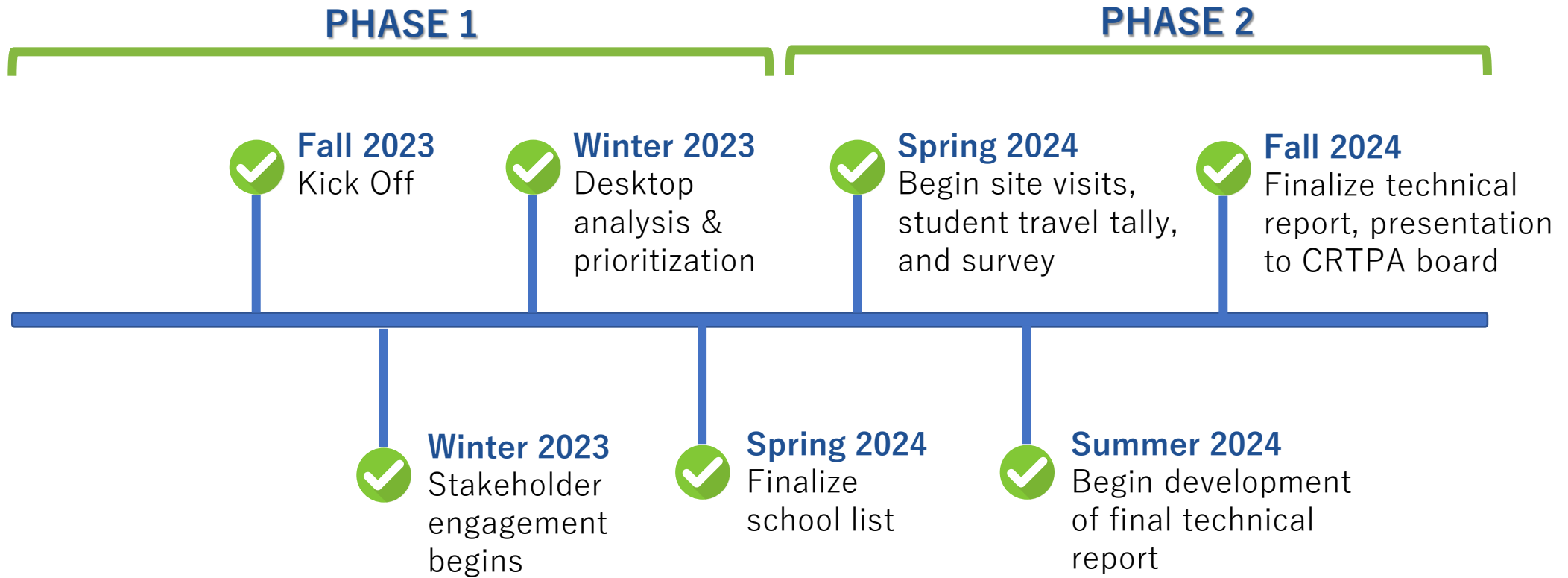
What's Next? *Final Technical Report*



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



Anticipated Timeline



Questions or Comments?

