

January 21, 2025



RETREAT AGENDA

CRTPA SCHOOL SAFETY STUDY

STATEMENT OF ISSUE

The CRTPA's School Safety Study, titled "[Take the Safe Route - Safe Access to School Study](#)" (TTSR), is nearing its completion and the study's initial recommendations will be discussed. The study focuses on identifying improvements for schools in the CRTPA region with the greatest need for improved bicycle and pedestrian infrastructure.

BACKGROUND

In late 2023, the CRTPA initiated a study to identify schools in the CRTPA region with the greatest need for improved bicycle and pedestrian infrastructure. The TTSR study provides a targeted, data-driven effort that will result in the identification of needed bicycle and pedestrian infrastructure, specifically related to school access. Implementation of the study's recommendations will assist in promoting safe, sustainable transportation options, as well as enhancing community connectivity.

The TTSR study is being developed in two (2) phases, discussed below.

PHASE 1

Phase 1 of the study has been completed and involved a comprehensive data analysis of schools in the CRTPA region (elementary, middle, and high schools) to identify those with the greatest need for capital improvements related to biking and walking facilities. This phase began with conducting a desktop data analysis utilizing Geographic Information Systems (GIS) examining factors including connectivity, accessibility, and equity. Specifically, this analysis examined the following data:

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

The initial analysis allocated points based on the data from the GIS analysis and was shared with stakeholders in the relevant counties to solicit feedback. A further analysis was next conducted that refined the list of identified schools.

This analysis involved consideration of several additional factors using GIS and Google Earth within a specific buffer distance around schools. These factors included:

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

Phase I analyses ultimately resulted in the identification of the following recommended schools in the CRTPA region from which a more detailed study will be initiated:

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

PHASE 2

This phase of the study was initiated in Spring 2024 and provided a focused safety and accessibility analysis for the recommended schools in Phase 1.

The analysis, which occurred in mid to late May 2024, included on-site visits and an inventory of the existing facilities and infrastructure at each of the selected schools. The assessments identified a number of issues including the opportunity to address or improve sidewalk gaps, crosswalk/intersections, lighting, bicycle facilities and off-road trails. Specific recommendations for each school were identified during the site visits (to be detailed in the project report) and include some of the following observations:

- Need for improved crosswalks
- Presence of sidewalk gaps
- Speeding concerns

Phase 2 of the study also included development and implementation of a student and parent survey for each of the identified schools. This task was completed through coordination with the schools to assist in conducting the student travel tallies and parent surveys.

PROJECT STAKHOLDER GROUPS

The TTSR study is being guided by separate stakeholders' groups for Gadsden, Leon, and Wakulla counties comprised of local staff associated with schools, law enforcement, public works, and planning agencies. The stakeholders' groups have each met four times with the most recent meetings occurring in December 2024.

PROJECT MILESTONES/TIMELINE

The following provides the timeline associated with the "Take the Safe Route – Safe Access to School Study"

2023

- December 7 – Initial stakeholder meetings conducted (Gadsden, Jefferson & Leon County stakeholder groups)

2024

- January 16 – Project kick off at CRTPA Retreat
- February 7 & 8 – Second stakeholder meetings conducted
- April 9 & 10 – Third stakeholder meetings conducted
- Spring/Fall – Conduct site visits & survey selected schools
- Fall/Winter – Develop study/recommendations
- December – Fourth stakeholder meetings conducted

2025

- January – Scheduled CRTPA Retreat Update
- Early 2025 – CRTPA Board approval of study

Ultimately, the "Take the Safe Route - Safe Access to School Study" will result in the identification of needed bicycle and pedestrian improvements from which implementation efforts can occur, including the identification of potential funding sources. In addition to engineering and infrastructure improvements, various programmatic recommendations have been identified to facilitate a safer culture of walking and bicycling for students. These programmatic recommendations focus on utilizing education, enforcement, student arrival and dismissal programming, and collaboration with schools, parents, and caregivers to ensure that student safety needs are met and to encourage more students to walk and bicycle to school.

ATTACHMENTS

Attachment 1 – DRAFT Presentation

CRTPA Board Retreat

Project Update
January 21, 2025



TAKE THE SAFE ROUTE

Safe Access to School Study



RECAP: Take the Safe Route: What is it?



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

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



RECAP: What's been completed?



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



Take the Safe Route Plan Timeline



PHASE 1

PHASE 2



Fall 2023
Kick Off



Winter 2023
Desktop
analysis &
prioritization



Spring 2024
Conduct site visits,
develop school
recommendations



Fall/Winter 2024
Coordinate with schools to
conduct student travel
tallies and parent surveys;
finalize technical report



Winter 2023
Stakeholder
engagement
begins



Spring 2024
Finalize
school list



Summer 2024
Begin development
of final technical
report



Spring 2025
CRTPA
Board
Retreat and
presentation
to CRTPA
board



**WE
ARE
HERE**

RECAP: Schools List



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

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



RECAP: Focused Safety Analysis *Site Visits*



General observations:

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



PROJECT UPDATE: *What have we been up to?*



**TAKE THE
SAFE ROUTE**

Safe Access to School Study

Stakeholder Engagement



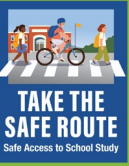
Stakeholders met four times throughout Phase 1 & 2:

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

This project engaged representatives from the following agencies:

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

Survey and Student Travel Tally Results



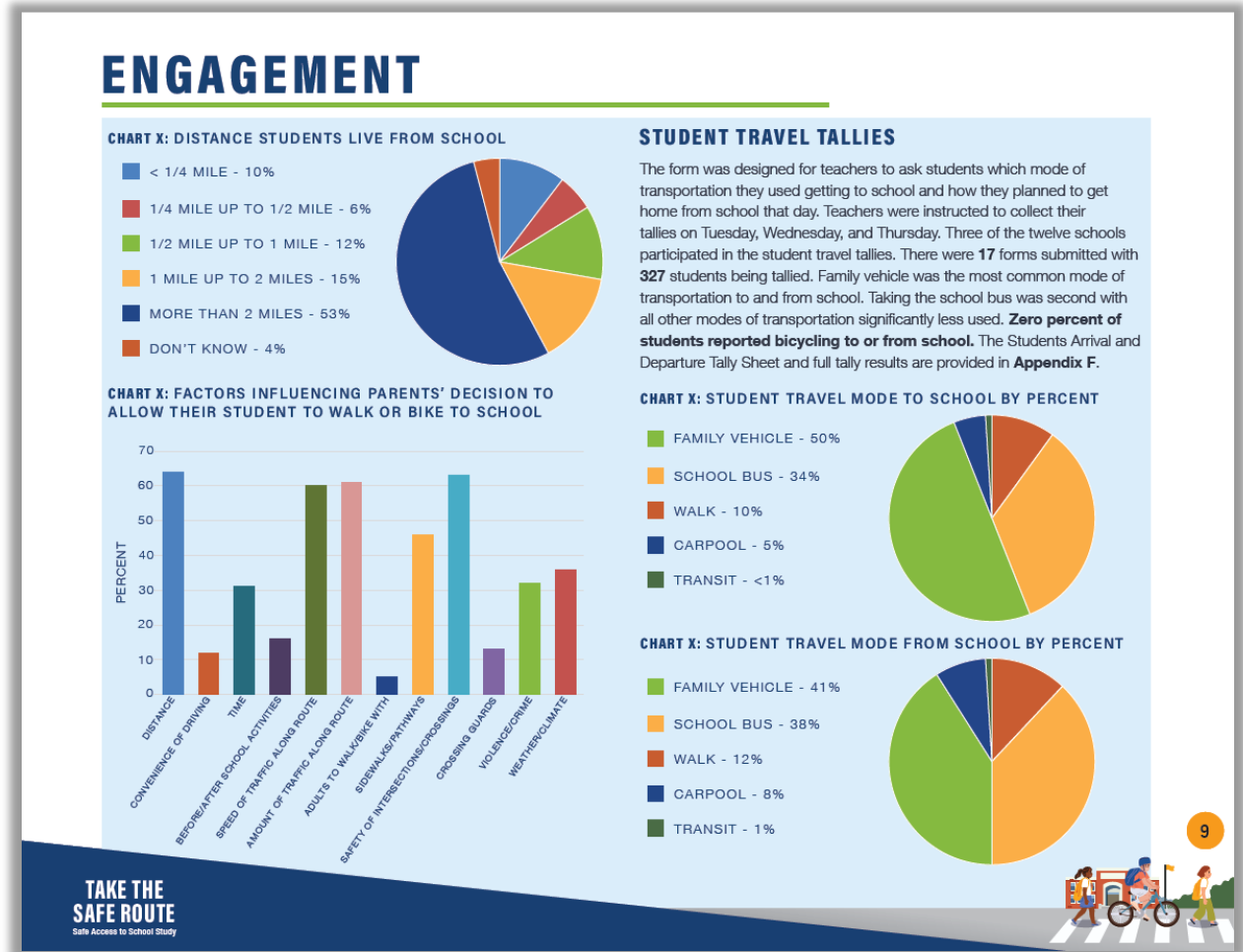
Major Parent Concerns (Leon County Only):

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



Parent requests (Leon County Only):

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



Final survey results and data will be available in the draft plan.

Recommendations

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



School Recommendation Focus Areas



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

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



AMOS P. GODBY HIGH SCHOOL			Leon County
LOCATION	OBSERVATION	PROJECT RECOMMENDATIONS	
THARPE STREET	CRACKED SIDEWALKS, #6: The sidewalks on Tharpe Street are in disrepair and there is no buffer between the sidewalk and the road.	Reconstruct sidewalks along Tharpe Street to be 5 feet in width and 4 feet from the roadway.	
INTERSECTION OF THARPE STREET AND HIGH ROAD	UNSIGNALIZED TURNS AT INTERSECTION, #7: Permissive left turns and right-turns on red are allowed at the intersection of Tharpe Street and High Road.	Prohibit right-turns on red at the intersection of Tharpe Street and High Road, either throughout the entire day or only during school drop-off and pick-up periods with blank out signs. Modify signal timings to make all left turn movements protected-only during school drop-off and pick-up periods.	
OCALA ROAD	MISSING SCHOOL ZONE, #1: There is no designated school zone on Ocala Road.	Install school zone pavement markings and school zone signage based on latest MUTCD standards.	
	CRACKED SIDEWALKS, #6: The sidewalks along Ocala Road are cracked sporadically along the east and west sides of the road. These cracks appear from Ocala Road's intersection with Tharpe Street to the southern limits of the school.	Reconstruct the sidewalk along Ocala Road to be 5 feet in width and 4 feet from the roadway.	
	VEGETATION OBSTRUCTS SIDEWALKS, #8: Limbs and shrubs block sidewalks on Ocala Road.	Trim and maintain vegetation along sidewalks.	

*The numbers correspond to above map numbers describing the school's existing conditions



Glossary of Recommendations

GLOSSARY OF RECOMMENDATIONS

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

Timeline

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

Cost Estimate

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

RECOMMENDATION NAME

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

Photo



Timeline



Cost Estimate

GLOSSARY OF RECOMMENDATIONS

CURB EXTENSION



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



Long



\$\$

CURB RAMP



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

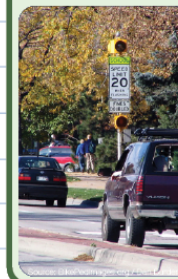


Short



\$

FLASHING SCHOOL ZONE SIGN



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



Short



\$

FLEXIBLE DELINEATORS



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



Short



\$

BICYCLE LANES



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

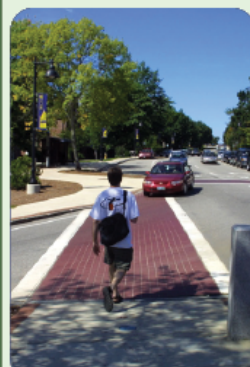


Long



\$\$\$

CROSSWALK REALIGNMENT



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



Long



\$\$\$



Programmatic Recommendations

PROGRAMMATIC RECOMMENDATIONS

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

GRAPHIC X: THE 5 E'S FRAMEWORK

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

-  **Education**
-  **Encouragement**
-  **Enforcement**
-  **Evaluation**
-  **Engineering**

Some communities also include a 6th E:

-  **Equity**

EDUCATION

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

DROP-OFF/PICK-UP DRIVEWAY ETIQUETTE

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

STUDENT BEHAVIOR

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

COMMUNITY EDUCATION

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



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

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



Funding Opportunities



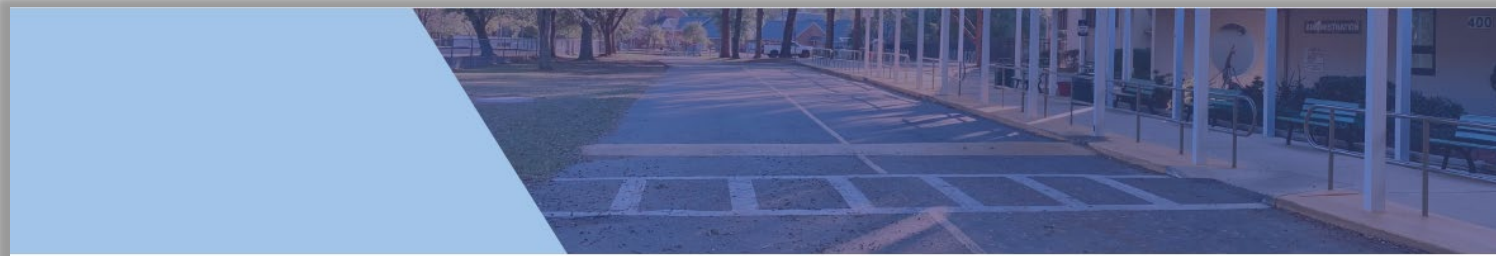

Developed funding matrix to help local agencies identify other sources of funding for recommended improvements



FIGURE X: GRANT FUNDING MATRIX BY PROJECT TYPE

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

Draft Report *Under Development*



TAKE THE SAFE ROUTE A Safe Access to School Study



2024



What's Next? *Final Report & Adoption*

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



Questions or Comments?

