

August 2014

Safe Routes to School Audit Report Godby High School



Leon County
Public Schools



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Acknowledgements

Renaissance Planning Group and Wendy Grey Land Use Planning, LLC would like to thank the following organizations for their input, guidance, and resources in developing this Safe Routes to School Audit report for Godby High School.

Capital Region Transportation Planning Agency (CRTPA)



Safe Routes to School (SRTS) National Partnership



Leon County Public Schools (LCS)



Florida Department of Transportation (FDOT)



Leon County Sheriff's Office (LCSO)



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Chapter 1: Introduction

Project Purpose

The purpose of this Safe Routes to School (SRTS) audit report is to provide recommendations to improve student walking and bicycling rates to and from school. In addition, this report addresses other enhancements to improve the overall travel safety and convenience for students, parents and the school. Improvement recommendations are provided in the following categories: infrastructure, programs, and policies. This SRTS audit includes an array of considerations formulated from a range of research and analytical tools employed to better understand and comprehend the issues and concerns affecting current walking and bicycling rates of student to and from school. This report highlights a summary of students' school travel patterns through in-class student travel surveys, on-site meetings with school officials, and field reviews.

School Overview

Godby High School is located at 1717 West Tharpe Street, Tallahassee, 32303 in Leon County, Florida. It is part of the Leon County Public Schools system. The school opened its doors in 1966 as Amos P. Godby Junior High with grades 7th and 8th. However, in 1968, it opened as a Junior Senior High School and began serving grades 9th to 11th. The school is named after Mr. Amos Parker Godby, who served in Florida as a teacher, coach, Chairman of Legislative committees, County Superintendent, and President/Secretary of the Florida Superintendents Association. He has helped build all of Leon County schools except for the seven newest schools. The school offers honors, Advanced Placement courses, as well as, vocational programs. In addition the school offers around 17 athletic groups and over 15 clubs. Regular school hours are from 7:30am to 1:50pm.

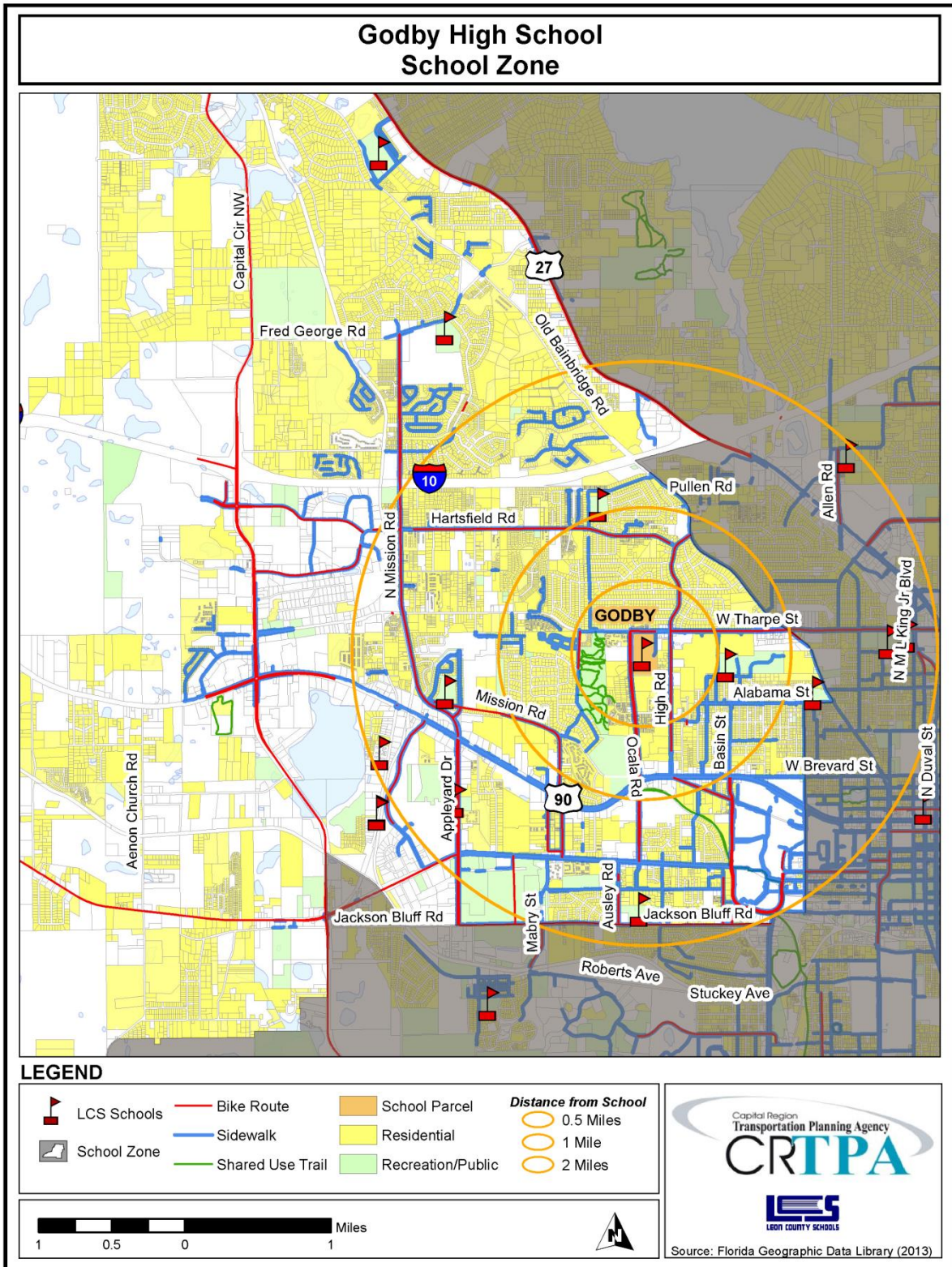
The number of students enrolled at the school, for the 2013 school year, was approximately 1,300. The school has a current capacity for 1,713 students. The school includes grade levels 9th to 12th grade.

Students attending this school feed from Astoria Park, Canopy Oaks, Fort Braden, Riley, Sabal Palm and Springwood Elementary Schools and Fort Braden, Griffin, and Nims Middle Schools.

School Zone

The Godby High school zone, located in southwestern Leon County, encompasses the neighborhoods of San Luis, Griffin Heights, Seminole Manor, Hartsfield Plantation, Settlers Creek, Huntington Estates, Parkside Terrace, Midtown West and Frenchtown. The eastern portions of the school zone, near downtown Tallahassee, include Tallahassee Community College and Florida State University. In addition to Tallahassee Community College and Florida State University, land uses in the school zone consist of mostly residential and recreational. The presence of college and university near the school influences the demographic makeup of the area, with a significant amount of land owned by higher learning institutions and housing occupied by college students. Additionally, a large amount of land in the western portion of the zone contains the Apalachicola National Forest.

The Godby school zone includes four major roadways. Interstate-10 runs east to west along the northern portion of the zone. West Tennessee Street and Blountstown Highway, which later turns into West Pensacola Street, run mostly parallel to one another east to west and bisect the zone into north and south. Old Bainbridge Road runs northwest to southeast along the eastern side of the zone. There are approximately nine other Leon County schools within the Godby school zone. Important recreational facilities within the school zone include the Palmer Munroe Teen Center, San Luis Mission Park, and Northwest Park. There are a variety of shared-use trails and bike routes that are important non-motorized shared-use transportation amenities that traverse the eastern side of the school zone, connecting the school to areas throughout the downtown portion of the zone.



Chapter 2: On-Site Meeting and Inventory

Date and Weather Conditions

The on-site inventory meeting was conducted on Wednesday, February 27, 2013. The weather was mostly clear with temperatures near 60 degrees Fahrenheit.

Highlights and Key Observations of On-Site Meeting

During this visit, Godby High School Assistant Principal, Dr. Marcus Scott, provided insight about students' travel to and from school and discussed what was working, or not working well. The meeting began by discussing current policies, programs, and administration related to students' travel to and from school. Examples of safety education programs discussed include crossing guards and traffic education. Additionally, before- and after-school programs provided for students were discussed.

Godby High School representatives noted that there are few issues of safety with students commuting to school and that crime and accidents are low. There is not a school zone along perimeter roadways and there are no crossing guards to assist students arriving and departing. The school has an open lunch policy. Students are required to have a minimum GPA and citizenship standards to obtain a pass to participate.

Two problematic areas noted were along Ocala Road and High Road. Some students take the Star Metro bus along southbound Ocala Road. The nearest bus stop is directly across the roadway, opposite Godby High School; however, this is neither a designated or projected crosswalk for students to use, which is a safety hazard for students crossing Ocala Road. Also, many student walkers commute to and from neighborhoods east and south of Godby and utilized the southeast access gate to High Road. While High Road is a two-lane roadway with a posted 35 MPH speed limit, it experiences significant volumes of automobile traffic, especially during typical A.M. and P.M. peak hours. There is neither a designated or protected crosswalk for students to use to crossing High Road within the vicinity of the access gates to/from Godby High School, causing an unsafe, dangerous condition for student walkers.

Circulation

During a tour of the school, school representatives provided explanations of school circulation patterns as to where and how students were entering and exiting school grounds via walking or bicycle and arriving and departing by automobile or school bus.

While the school is located in a moderately dense neighborhood, the surrounding housing is heavily university student oriented, so high school students commute from more limited and far-reaching areas, much of which are outside of a safe or practical walking or bicycling distance. As a result, there are only modest rates of walking and hardly any bicycling to/from school, as many rely on school busing, automobiles and public transportation. Walkers and bicyclists can enter campus from either Tharpe Street, Ocala Road or High Road. Hardly any students are known to commute via bicycle, which is not uncommon for Leon County public high schools. The school has two bicycle racks. The racks are located together, not too far from the main entrance; however, they are in an awkward place within a small

unnoticeable grass island surrounded by service drives. There were no bicycles parked during the site visit.

The school bus drop-off and pick-up zone mostly functions adequately. There is some supervision; although, students are instructed to walkout to their respective buses that are cued in an area a short distance away from the sidewalk and buildings

There are some students that utilize public transit. The nearest Star Metro bus stops are located along Ocala Road near the two pedestrian campus entry points along same roadway; however, the southbound stop is problematic in that, while it is close to a pedestrian campus entry point, there are not adequate facilities for a safe crossing of Ocala Road. The other nearby Star Metro bus stops are positioned to allow adequate access to campus.

There are some students that drive to school, but not many, according to school representatives. Students can park in student-specific lots to the east and south of the building.

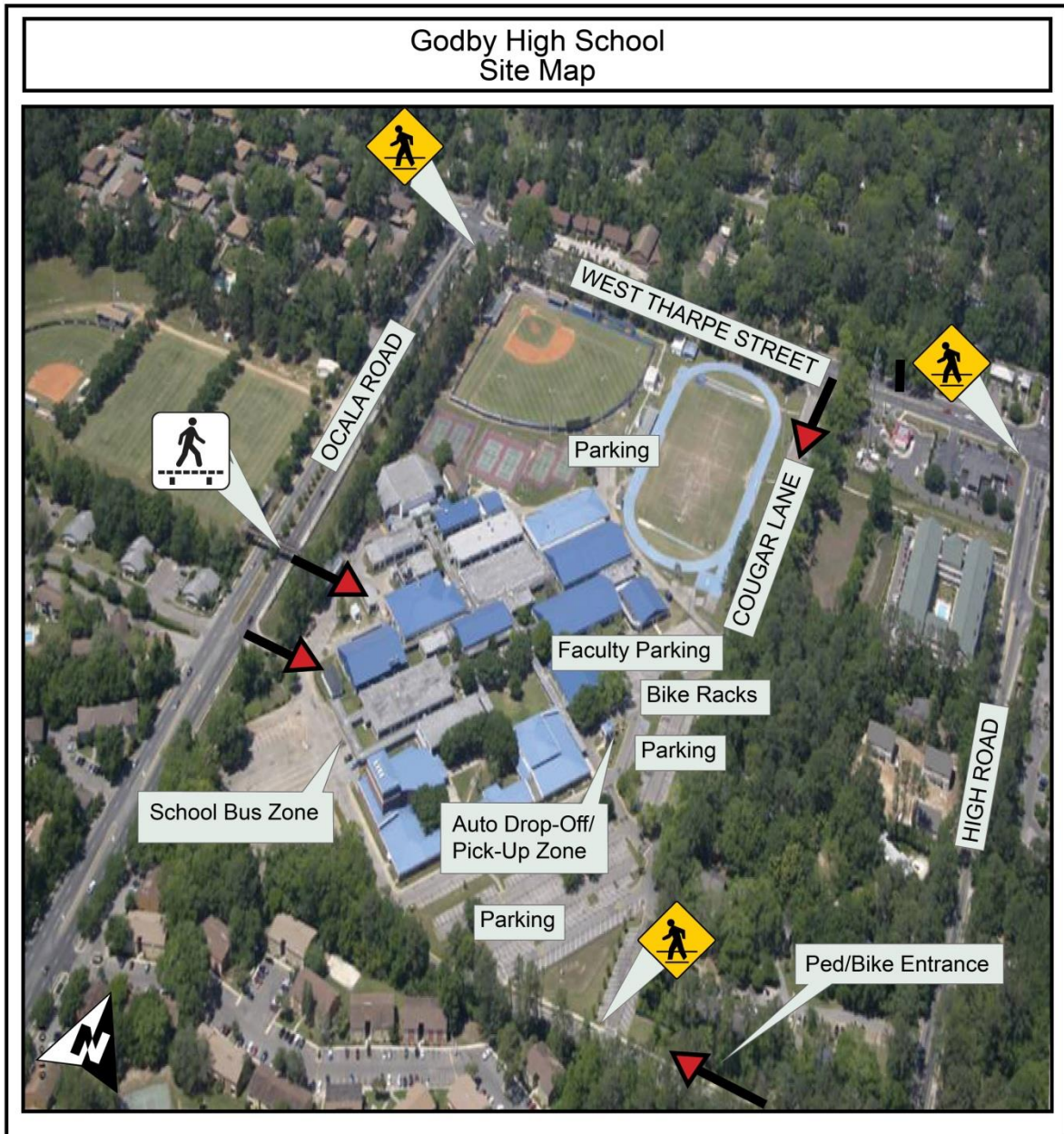
The parent drop-off and pick-up zone seems somewhat small to handle the demand; however, school administrators did not cite serious problems with its function. Regardless the access drive (Cougar Lane) to the drop zone is more than long enough to handle the queuing.

Inventory Map

An aerial photograph showing Godby High School is located on the following page. As shown in the photo, the school fronts West Tharpe Street and Ocala Road. Students can access campus from both roadways as well as from High Road, along the east side of campus. There are two access points from Ocala Road on the west side of campus, one of which is a pedestrian overpass. The overpass is limited to connecting the school campus to athletic fields on the opposite side of Ocala Road. It is not directly accessible to/from Ocala Road. Bicycle parking racks are located near the main entrance of the school off Cougar Lane.

Standard width sidewalks are located along both sides of West Tharpe Street. Additionally, standard width sidewalks are located along both sides of Ocala Road and High Road. There are no midblock crosswalks on any of these roadways but crosswalks are present at the intersections of Ocala Road and High Road along West Tharpe Street. There are north and south bound Star Metro bus stops in front of the school side along Ocala Road; east and west bound stops on Tharpe Street just east of Ocala Road and at High Road; and north and south bound stops on High Road near the school access drive.

The automobile pick-up and drop-off zone is located in front of the school's main entrance along Cougar Lane. Automobiles enter the zone from West Tharpe Street but may exit at two different egress points including one along West Tharpe Street and another along High Road. (The High Road access drive is only open for a time before and after school hours.) Parking spaces are located in this area as well. The bus drop-off and pick-up zone is separately located on the side of the school along Ocala Road. Buses enter and exit the zone from Ocala Road. Additional parking spaces are located in this area as well.



Issues and Opportunities

School-specific issues, opportunities, and impediments concerning the SRTS program were discussed.

Geography is the primary issue with students' ability to walk and bicycle to school. The community is close to a major university and a significant portion of the surrounding housing is occupied by college students, who tend not to have school-aged children. There are some busy roadways near campus such as Tharpe Street, Ocala Road and High Road; however, these roadways mostly have adequate facilities and crossing points for walking. Tennessee Street to the south, with six divided lanes and a varying speed limit between 35 and 45 MPH is considered an impediment to students walking and bicycling to school. These kind of external factors and impediments are often too difficult to overcome, at least in the short term.

With what opportunities that do exist to increase walking and bicycling, including student safety, consideration should be given primarily to Ocala Road and High Road. Both of these roadways could use designated and/or protected crosswalks to allow students safer travel east and west. The access point on Ocala Road should also be looked at for potential pedestrian safety improvements, including a marked crosswalk (including signage) across the access drive and, if feasible, increased sidewalk widths along the north side, connecting Ocala Road to the access drive.

Traffic calming measures should be explored to reduce automobile speeds and increase awareness of students in the area, especially during school commuting times. Also, school-related and –supportive committees such as the Parent/Teacher Organization (PTO) can be used to help educate parents on the opportunities and benefits to students that walk or bicycle to school, where such options are feasible.

Chapter 3: Student Travel Survey – Summary of Results

School administrators carried out a school-wide travel survey to evaluate the ways in which students from 9th to 12th Grade traveled to their school from home during a one week period. (A copy of the student travel survey can be found in **Appendix A.**)

The survey indicates that slightly more than half of the students at Godby High School arrive to school by automobile. Riding a school bus and walking to school ranked second and third place at approximately 43 percent and four percent of students, respectively. A low percentage of students, only one percent, arrived to school by public bus and less than one percent reported biking to school. (A detailed description of the analysis by mode can be found in **Appendix B.**)

SUMMARY OF SCHOOL-WIDE RESULTS

	Walk	Bicycle	Automobile	School Bus	Public Bus
Average Overall	4 %	<1 %	51 %	43 %	1 %

Chapter 4: Neighborhood Field Review

A neighborhood field review was conducted on April 26th, 2013. The review consisted of an assessment of accessibility, connectivity and safety along neighborhood roadways within proximity to Godby High School. On the day of the field review, temperatures were in the 70's degrees Fahrenheit. Following the field review, a walk/bike shed area was delineated on a map within the school zone, surrounding the school. This chapter includes a Walk/Bike Shed section describing the approach to defining the area and an associated map for Godby High School.

Character of Neighborhood Area

Godby High School is located in an established neighborhood primarily comprised of medium to higher density single family homes and multifamily homes. For the most part, the neighborhood has a well-connected pattern of gridded and curvilinear streets which contribute to the school's accessibility. In the area directly surrounding the school, bike-ped connectivity is good along major roadways. The street layout, manageable speed limits, and sidewalk and bicycle infrastructure make this area a fairly comfortable space to walk and bike. However, there are opportunities to better connect the school with neighborhoods to the northwest. The San Luis multi-use trail, just west of the school, provides a direct path through the park to the San Luis neighborhood.

Major roadways in the school zone include:

- Interstate-10, a heavily traveled six-lane limited-access expressway with a posted speed limit of 70mph.
- West Tennessee Street, a 4-5 lane roadway with a posted speed limit between 40-45mph that transitions to 6-7 lanes east of Ocala Road with a posted speed limit of 35mph or less.
- Old Bainbridge Road, a two lane roadway with a posted speed limit of 35mph or less.
- Blountstown Highway/West Pensacola Street, a mostly 4-5 lane roadway with a posted speed limit between 40-45mph.

Crash Data

Crash data were collected from the Florida Department of Transportation's (FDOT) State Safety Office for years 2009-2011. Crashes reported include any crashes within Leon County and on any local and major roadways. The data were collected for a typical school year, August 15th to May 30th. Additionally, only bicycle and pedestrian crashes that occurred during typical school commute hours, 7:00A to 9:30A and 1:50P to 4:20P, and school days, Monday to Friday, were examined.

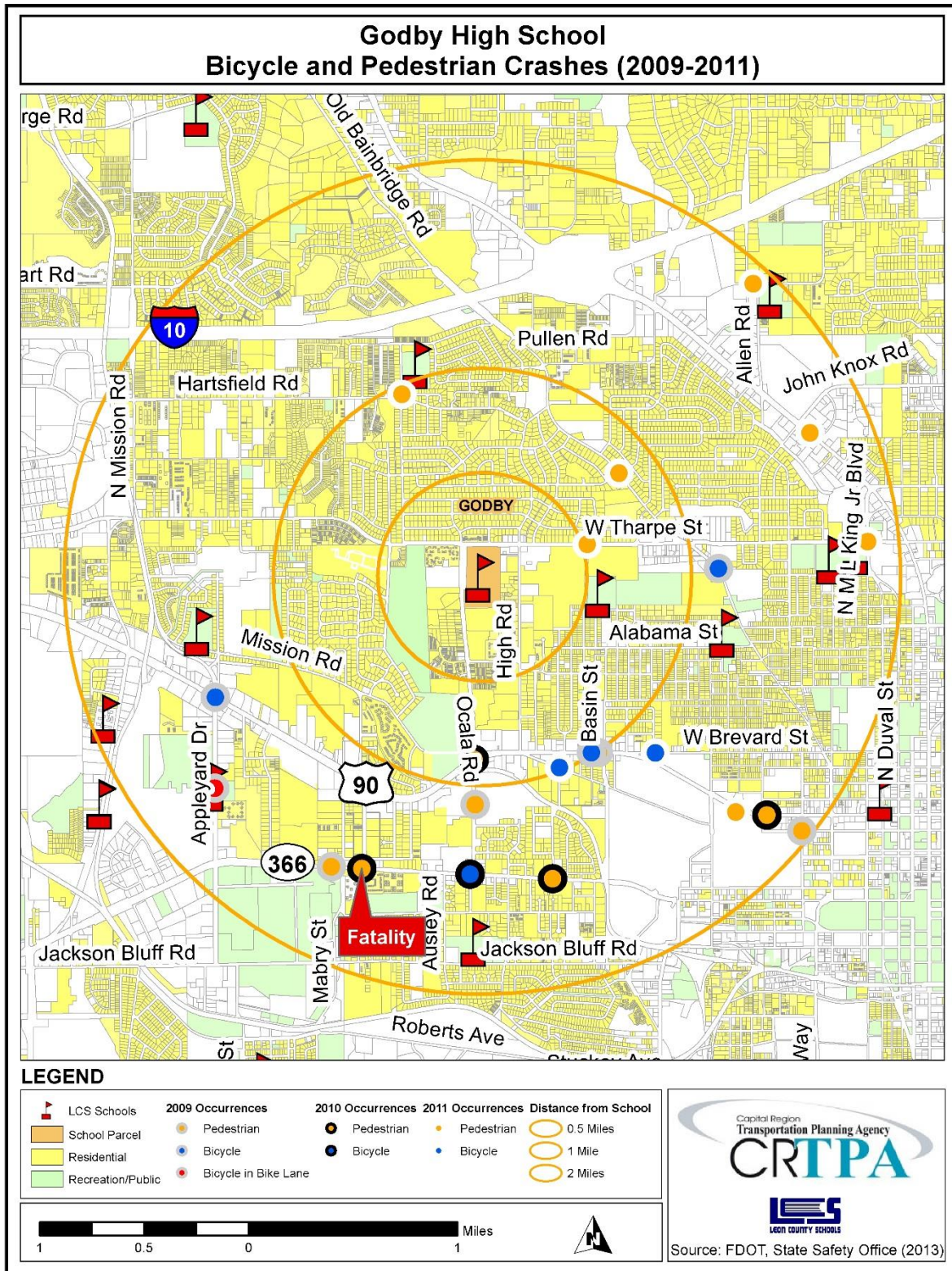
There were a total of 23 bicycle and pedestrian crashes that occurred within the theoretical two-mile walk/bike radius of Godby High School. Of those total crashes, 9(40%) occurred during the morning hours and 14 (60%) occurred during the afternoon hours. A vast majority of the crashes involved adult pedestrians. However, there were a few incidents of crashes involving bicyclists and four occurrences of child pedestrian crashes. Injuries were reported in all crashes except for two. One crash resulted in a fatality of a pedestrian child.

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Most of the crashes occurred approximately 1 ½ to 2 miles southwest of Godby High School, in an area mainly comprised of downtown Tallahassee and Florida State University campus. Streets in this area that tend to have high numbers of reported crashes are West Tennessee Street, Ocala Road, and West Pensacola Street. Other roadways with reported crashes include Old Bainbridge Road, West Tharpe Street, and other smaller local roads.

SUMMARY OF CRASH REPORTS (2009-2011)

Date	Time	Day	On Road	Nearest Intersection	Injury or Fatality?	Type of Crash	Person(s) Involved
02/20/09	4:18P	Friday	Heritage Grove Dr.	Ocala Rd.	Injury	Pedestrian	Adult
04/20/09	7:28A	Monday	W Tennessee St.	Appleyard Dr. N	Injury	Bicyclist	Adult
04/22/09	8:15A	Wednesday	Call St. W	Copeland St. N	Injury	Pedestrian	Adult
04/29/09	8:27A	Wednesday	W Tennessee St.	Bryan St.	Injury	Pedestrian	Adult
04/29/09	9:00A	Wednesday	Pensacola St.	Mabry St.	Injury	Pedestrian	Adult
05/05/09	4:07P	Tuesday	Old Bainbridge Rd.	Knots	Injury	Bicyclist	Adult
09/16/09	4:11P	Wednesday	Tennessee St.	Campus Cir.	Injury	Bicyclist	Adult
10/06/09	3:35P	Tuesday	Appleyard Dr.	Unknown	Injury	Bicyclist in Bike Lane	Adult
03/23/10	7:51A	Tuesday	Pensacola St.	White Dr.	Fatality	Pedestrian	Child
05/20/10	4:11P	Thursday	Ocala Rd.	Tennessee St.	Injury	Pedestrian	Adult
09/06/10	2:09P	Monday	W Tennessee St.	Dewey St. N	Injury	Pedestrian	Adult
10/12/10	7:53A	Tuesday	Pensacola St.	Chapel Dr.	Injury	Pedestrian	Adult
10/29/10	3:46P	Friday	Ocala Rd. S	Pensacola St.	Injury	Bicyclist	Adult
01/07/11	2:15P	Friday	US 27	Silver Slipper Ln.	Injury	Pedestrian	Adult
01/11/11	2:35P	Tuesday	Academic Way	Territory	Injury	Pedestrian	Adult
02/14/11	2:15P	Monday	Brevard St.	Richmond St.	No Injury	Bicyclist	Adult
03/01/11	3:45P	Tuesday	Old Bainbridge Rd.	Raa Ave.	Injury	Pedestrian	Child
03/30/11	4:13P	Wednesday	W Tharpe St. Rd.	Colorado St.	No Injury	Pedestrian	Child
08/22/11	8:35A	Monday	W Tharpe St. Rd.	MLK Blvd.	Injury	Pedestrian	Adult
10/04/11	7:53A	Tuesday	Call St. W	Chapel Dr.	Injury	Bicyclist	Adult
11/11/11	9:30P	Friday	Ocala Rd.	Tennessee St.	Injury	Pedestrian	Adult
11/16/11	4:10P	Wednesday	Atlas Rd.	Hartsfield Rd.	Injury	Pedestrian	Child
11/30/11	4:20P	Wednesday	Fulton Rd.	Sharer Rd.	Injury	Pedestrian	Adult



Neighborhood Assessment

While the campus is surrounded mostly by non-residential, higher traffic roadways, the overall neighborhood layout around Godby High School lends itself fairly well to walkability. The well connected street network allows for multiple route choices onto the primary roadways that provide direct access to the school.

The primary roadways surrounding and in the vicinity of the school, including Tharpe Street, Ocala Road, High Road, Hartsfield Road, Old Bainbridge Road Mission Road and Tennessee Street, have abundant pedestrian, and in some cases bicycle-specific infrastructure to support walking and bicycling. The area is also well covered with bus transit. Most of the individual neighborhood streets and subdivisions, specifically, lack sidewalks; however, vehicular traffic, speeds and street widths in these areas do not pose significant concern for safe walking and bicycling. The San Luis Mission Park and San Luis multi-use trail, just west of the school, provides a direct path through the park between the San Luis neighborhood and Ocala Road.

Project-specific recommendations can be found in the Findings and Recommendations chapter of this report.

Walk/Bike Shed

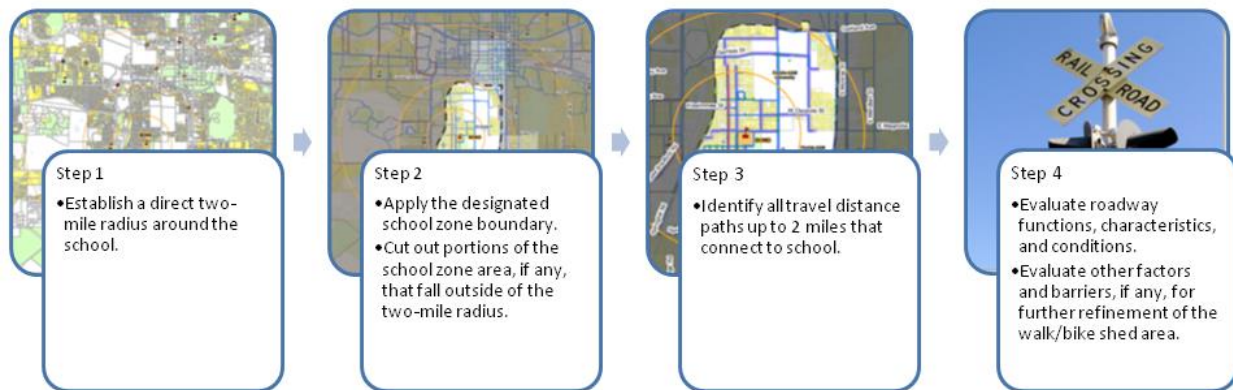
As mentioned previously, a walk/bike shed area was delineated on a map within the school zone, surrounding the school. The Godby High School walk/bike shed map is included on the following page.

The walk/bike shed area and associated map are not meant to suggest that high school students of all ages, maturity level, and experience should commute to and/or from school within the area delineated. Certainly, all students are not expected to walk or bike to school from practically any distance. Students without the appropriate experience or maturity level will likewise be more limited in their accessibility to school. Therefore, the walk/bike shed map functions more as a guide for parents, school administrators and students to evaluate and identify areas potentially commutable and conducive to walking and bicycling to school. The final decision to walk or bicycle to school is still at the discretion of the parents.

The eastern limits of the walk/bike shed for Godby High School mostly follow the school zone limits along Old Bainbridge Road and portions of Alabama Street and North Woodward Avenue. The southern limits follow West Brevard Street, from east to west, continuing along Tennessee Street (a.k.a. U.S. Highway 90) to Mission Road. The western limits are more circuitous, following a combination of North Mission Road, Blountstown Street and railroad right-of-way. The northern limits run parallel to Interstate 10.

Methodology

Many factors were evaluated to ultimately determine the limits of the walk/bike shed area. The general methodology for identifying the shed included the following steps:



Evaluating Roadways

Four types of safety hazards were evaluated pertaining to roadways. They include:

- Sidewalks along roadways
- Roadways without sidewalks
- Roadway crossing points
- Railroad crossing points (along roadways)

Primary hazard conditions include, but are not necessarily limited to factors such as:

- Sidewalk width (where present)
- Separation between the walking/bicycling space and the vehicular travel space
- Intersection control measures for crossing
- Number of rail tracks (for railroad crossings)
- Traffic volume
- Traffic speed
- Roadway geometry
- Length of a hazardous condition present

Multiple factors are no doubt present for each hazard. And no two factors or situations are the same. This makes evaluation as much of an art as a science. Nonetheless, there are certain conditions in and of themselves that are considered decisive limitations to students walking and/or bicycling to school. Such conditions where walking and/or bicycling are deemed hazardous include the following. It should be noted that only one condition from either table needs to be met for a situation to be deemed hazardous.

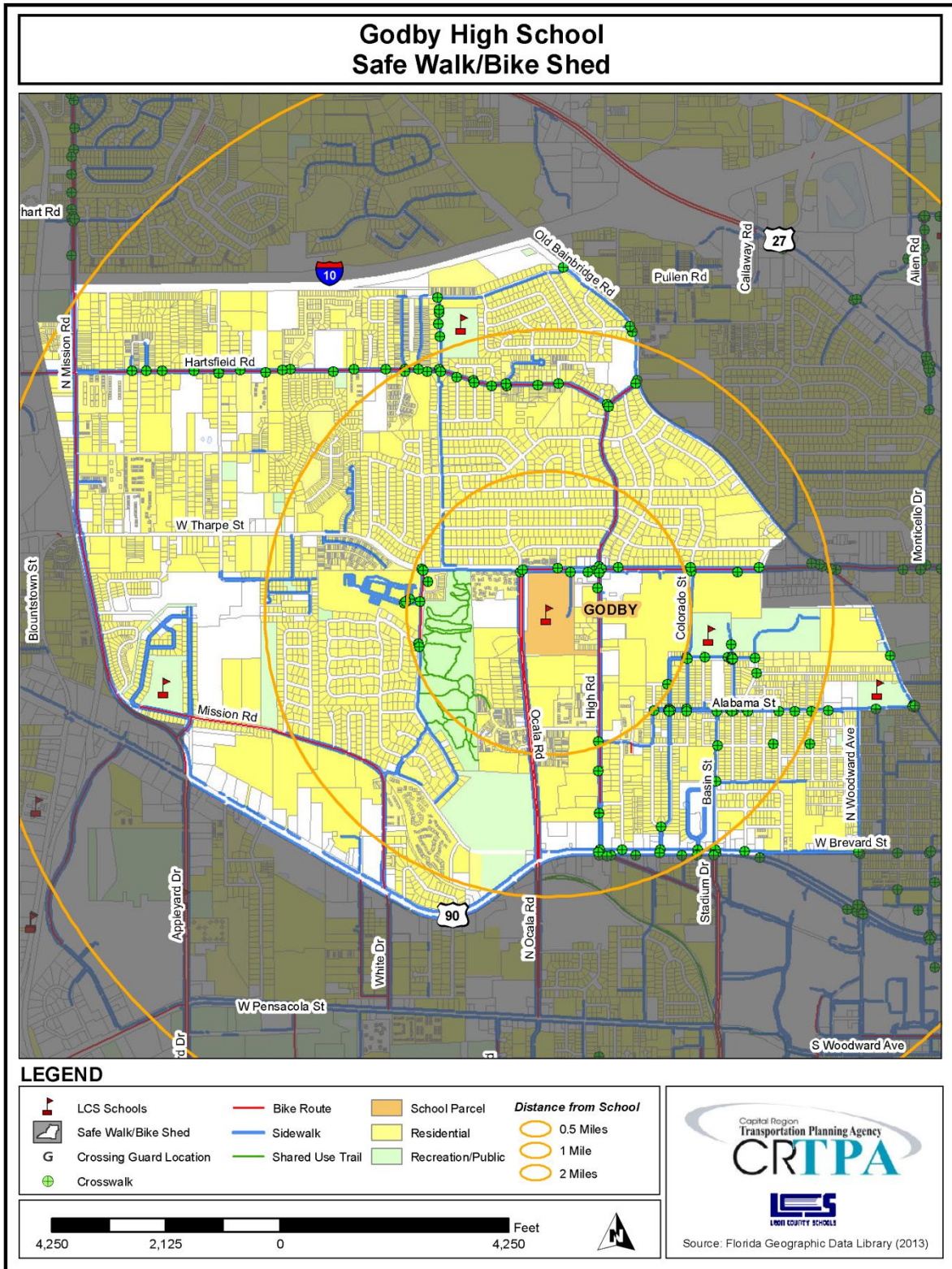
Travel Along Roadways				
Sidewalk Type	Hazardous Conditions			
	Type of Road	Posted Speed Limit	Peak Hour Traffic	Length
< 2' wide sidewalk OR without sidewalk	All roadways other than local, neighborhood streets	N/A	N/A	Exceeding 0.5 miles in length
<= 3' wide sidewalk OR <= 4' separation from traffic	More than 2 travel lanes	Greater than 35 mph	Greater than 2,000	Exceeding 1 mile in length
> 4' wide sidewalk AND >= 4' separation from traffic	More than 4 travel lanes	Greater than 45 mph	Greater than 3,500	Exceeding 2 miles in length

Roadway Crossing Points				
Crosswalk Type	Hazardous Conditions			
	Type of Road	Posted Speed Limit	Peak Hour Traffic	Length
Unmarked Crosswalk	More than 2 travel lanes	Greater than 25 mph	Greater than 1,500	N/A
Unsignalized Crosswalk				
Marked Crosswalk	Greater than 4 travel lanes	Greater than 40 mph	Greater than 2,000	N/A
Signalized Crosswalk				

Evaluating Other Factors and Barriers

In addition to that identified above, information collected from the field review, anecdotal comments from parent surveys, discussions with school administrators and staff, and general research findings were applied to determine the ultimate walk/bike shed area commuting limits for the school. Such additional information evaluated included the following:

- Barriers such as water bodies and high-speed, restricted access highways
- Historic travel accident patterns
- Poor quality pedestrian infrastructure along routes
- Pathways of excessive length through nonresidential areas as well as excessive intersecting vehicular access drives



Chapter 5: Findings and Recommendations

There are ample points of access for walkers and bicyclists onto the Godby High School campus; and there are few issues to note concerning automobile and school bus access and circulation. As such there are few on-campus infrastructure-related recommendations for improvement. There are, however, some opportunities to improve walking and bicycling opportunities as well as safety throughout the surrounding neighborhoods. In addition, there are some limited policy and programmatic recommendations for the school's consideration.

While Godby is hemmed in on three sides by fairly busy roadways, the surrounding neighborhoods are fairly well-connected to the school. And while there are many streets without sidewalks, most of these streets are internal residential subdivision streets with low-volume traffic. Most can be navigated by walkers and bicyclists with a fair amount of ease.

Infrastructure Improvements

The following recommendations supplement the current walk/bike shed area as delineated on the map, addressing infrastructure needs and improvements that would enhance walking and bicycling safety and convenience to and from Godby High School. They include both on- and off-site improvements as follows:

Godby High School On- and Off-Site Recommendations

Improvement: On-Site	Location	From	To	Geography	Direction	Length	Comments
A1 Relocate bicycle parking	East side of main entrance	Parking island	Closer to main entrance	East side of Godby campus	N/A	N/A	

Improvement: Off-Site	Location	From	To	Geography	Direction	Length	Comments
B1 Midblock Pedestrian Signal	Ocala Road	West to east side of Ocala		North of school access drive	E – W	N/A	Near southbound Star Metro stop
B2 Midblock Crosswalk (incl signage)	High Road	West to east side of High Road		South of High Court	E – W	N/A	Approximately 35 feet south of High Court
B3 Crosswalk (incl signage)	Tharpe Street	Tharpe Street and Ocala Road		North side of Tharpe Street	E – W	N/A	Standards school crossing signage on both sides of Tharpe St
B4 Crosswalk (incl signage)	High Road	High Road and Continental Avenue		West side of High Road	N – S	N/A	Standards school crossing signage on both sides of High Road
B5 Multi-use Trail connection	Mission Road	Mission Road dead ends – west and east		Mission Road just west of Ocala Road	E - W	Approx 500 feet	Former ROW; may require easement
B6 Multi-use Trail connection	Ian Drive	Ian Drive to Ian Drive		North of Tharpe Street, west of Skyland Drive	E – W	< 100 feet	Existing ROW, multi-use trail connection
B7 Multi-use Trail connection	Mary Ellen Drive	Mary Ellen Drive to Mary Ellen Drive		South of Hartsfield Road, east of Trimble Road	N – S	Approx 100 feet	‘Unofficial’ pedestrian connection currently exists
B8 Sidewalk extensions (w/poured-in-place concrete curb divider at edge of roadway)	Tharpe Street*	East side of Falconcrest Street	West end of sidewalk terminus, west of San Luis Road	South side of Tharpe Street	E – W	Approx 2000 feet	Constrained ROW w/utility poles
B9 Sidewalk extensions (min 2-foot offset from edge of roadway OR poured-in-place concrete curb divider)	Tharpe Street*	East side of Mission Road	West side of Ivan Drive	North (preferable) side of Tharpe Street	E – W	Approx 5,300 feet	Limited ROW, may require some easements and/or acquisitions; includes various crosswalk striping

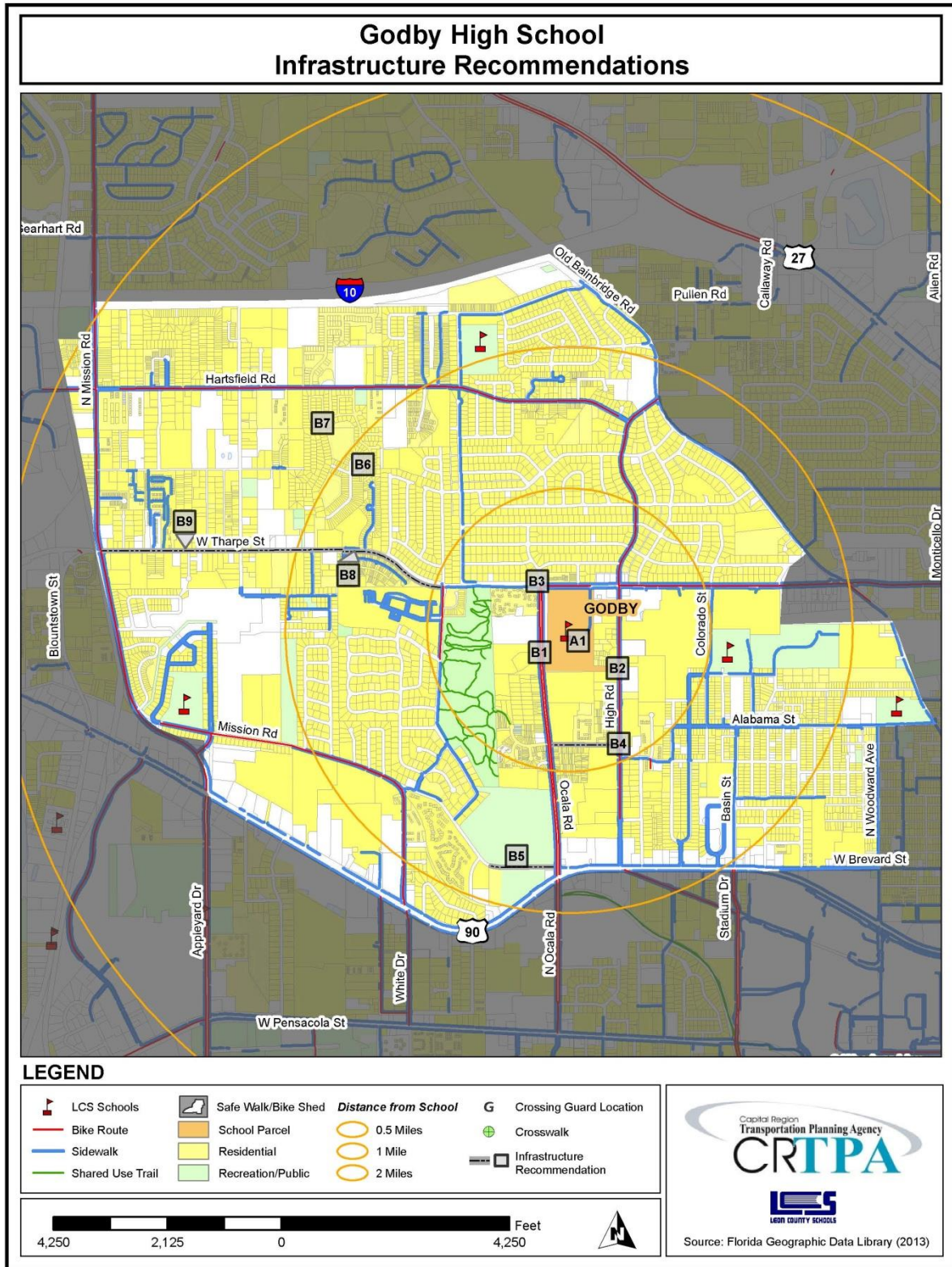
The table, above, corresponds to an infrastructure recommendations map on the following page.

On-Site Recommendations

- A1) Relocate bicycle parking – The bicycle parking area is located in an area that is inconvenient and outside the potential realm of supervision. The current location is discouraging to potential bicycle commuters. It should be fairly easy and relatively inexpensive to relocate this area closer to the main entrance and potentially within the interior courtyard behind the administration building.

Off-Site Recommendations

- B1) Add midblock pedestrian signal on Ocala Road, east-to-west direction, north of the school access drive (Cougar Lane)
- B2) Add midblock crosswalk with signage on High Road, east-to-west direction, south of High Court
- B3) Add crosswalk with signage on the north side of Tharpe Street, at the intersection of Ocala Road
- B4) Add crosswalk with signage on the west side of High Road, at the intersection of Continental Avenue
- B5) Add a multi-use trail connection on Mission Road, just west of Ocala Road
- B6) Add multi-use trail connection on Ian Drive, in the area north of Tharpe Street and west of Skyland Drive
- B7) Add multi-use trail connection on Mary Ellen Drive, in the area south of Hartsfield Road and east of Trimble Road
- B8) Add sidewalk extensions with concrete curb dividers, along the south side of Tharpe Street from the east side of Falconcrest Street to west of San Luis Road (*Tharpe Street is a listed Sales Tax project to be four-laned. Suggested sidewalk improvements on Tharpe Street will only be built if/when Tharpe street is widened.)
- B9) Add sidewalk extensions with either a minimum 2-foot offset from edge of roadway or concrete curb dividers, along the north side of Tharpe Street from east of Mission Road to the west side of Ivan Drive (*Tharpe Street is a listed Sales Tax project to be four-laned. Suggested sidewalk improvements on Tharpe Street will only be built if/when Tharpe street is widened.)



Programs

- C1) Walk and bicycle advocacy literature – Send home literature to parents, as well as make it available on the school website, about the benefits of students walking and bicycling to school. Information and statistics from the National Safe Routes to School organization can be used to highlight health and safety benefits. The literature provided to parents should highlight some specific examples of how parents and the community can make walking and bicycling to school safe and cool.
- C2) Walk and bicycle encouragement literature – Send home literature to parents, as well as make it available on the school website, about the benefits of walking and bicycling to school. Information and statistics from the National Safe Routes to School organization can be used to highlight health and safety benefits. The literature provided to parents should highlight some specific examples of how parents and the community can make walking and bicycling to school safe and fun. Examples of programs to promote walking and bicycling include encouraging parents to encourage their children to walk and bicycle to school; participating in Walk/Bike to School Days; creating a mileage club where students or entire classrooms keep track of how much they walk or bike to school to compete for prizes or certificates.

Policies

- D1) Crossing Guard southbound Ocala Road Star Metro stop (interim) – Ocala Road is a fairly busy 5-lane undivided roadway that provides direct access onto campus for walkers and bicyclists and those commuting along southbound Ocala Road via Star Metro. Ultimately, a pedestrian traffic signal is recommended for installation at this location; however, in the interim, a crossing guard would help to improve the safety and convenience for those students commuting via Star Metro along southbound Ocala Road along with those residing west of Ocala Road.
- D2) School-Specific Safe Routes Coordinator/Advisor – A school the size of Godby High School could benefit from having a safe routes coordinator to help accomplish projects, jumpstart programs and implement policies to improve and diversify student commuting options and increase student safety. This role would not require a fulltime staff commitment to safe routes-related issues and needs and, thus, could possibly be performed by an existing school administrator or staff member. The safe routes coordinator would also advocate for improvements and changes before the School Board and other various agencies with transportation and funding responsibilities throughout the County. In addition, the safe routes coordinator could be assigned with seeking out potential funding sources and completing grant applications.

Planning-Level Cost Estimates

Planning-level cost estimates are included in the table, below. They are intended to be used as a guide. Specific, detailed cost estimates for individual projects will require closer assessment of project conditions and constructability at the time of improvement.

General Unit Cost Estimates¹

Item	Assumptions	Unit	Average Unit Cost (\$)
sidewalk	concrete sidewalk (5' wide)	linear foot	32
sidewalk	concrete sidewalk + curb (5' wide)	linear foot	150
shared-use path	multi-use trail – paved (at least 8' wide)	mile	481,140
shared-use path	multi-use trail – unpaved (at least 8' wide)	mile	121,390
pavement symbol	pedestrian crossing	Each	360
pavement symbol	shared lane/bicycle marking	each	180
pavement symbol	school crossing	each	470
paved shoulder	asphalt material	square foot	5.56
crosswalk	high visibility crosswalk (ladder or zebra striping)	each	2,540
crosswalk	standard parallel lines crosswalk	each	770
signage	bike route sign	each	160
signage	stop/yield sign	each	300
signage	no turn on red (standard metal sign)	each	220
signage	no turn on red (electronic sign)	each	3,200
signage	trail regulation sign	each	160
flashing beacon	standard beacon (system + labor/materials)	each	10,010
flashing beacon	rectangular rapid flashing beacon (system + labor/materials)	each	22,250
ped hybrid beacon	high intensity activated crosswalk (HAWK) signal	each	57,680
ped/bike detection	push button	each	350
signal	audible pedestrian signal	each	800
signal	countdown timer module	each	740

¹Bushell, M. A., Poole, B. W., Zegeer, C. V., & Rodriuez, D. A. (2013). *Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public*. Federal Highway Administration.

Chapter 6: Conclusion

Godby High School is an in-town school near the edge of downtown Tallahassee. The school zone, however, extends out to the far west and southwest reaches of Leon County. While this zone is indeed extensive, there are certain, physical barriers that limit the ability to realistically and/or safely walk or bicycle to school within a reasonable distance, Interstate 10 and Tennessee Street (US Highway 90) being the obvious examples. Also, the configuration of the school zone itself, with Godby positioned near the southeast boundary of the zone, jurisdictionally limits the ability to attract walkers and bicyclists. Finally, it's certainly worth mentioning the immediate area demographics also at play; with near proximity to Florida State University, the neighborhoods surrounding Godby High School tend to include a sizable college student population that lacks in high school-aged children. These issues are more system-wide transportation and geography issues outside the purview of this analysis. However, they could be further explored during any future school district boundary change considerations.

Godby High School enjoys a well-connected roadway network consisting of both major corridors and low-volume residential streets. The major corridors are mostly equipped with at least the minimum of pedestrian and bicycle infrastructure, including crossings; however, there are some needs and associated opportunities for improvement as highlighted in the previous chapter. The low-volume residential streets are mostly adequate and safe for pedestrians, and the school campus itself is accessible to walkers and bicyclists from most directions. That being said, the combined percentage of students that indicated either walking or bicycling to school ranks dismally low at four percent.²

As noted above, there are certain constraints at play to keep the numbers down; however, with the vast amount of housing within reasonable distance to school, these numbers could be improved. This audit report includes infrastructure-type enhancements to improve conditions as well as safety for students to walk and bicycle to school; however, with an already fairly manageable network of streets suitable to accommodate pedestrians, it is likely that programmatic- and policy-type recommendations will be just as important. By and large, there are measures for which the school can take that will help to improve walking and bicycling safety and increase non-motorized commuting rates.

² See Chapter 3: Student Travel Survey.

Appendices

Appendix A: Student Travel Survey

Leon County Schools

STUDENT TRAVEL SURVEY

NAME OF SCHOOL: _____

Dear Teacher:

Your help is needed to assist with a school-wide survey of how students travel to and from school each day. Beginning Monday, for each day of that week, please record the number of children in your class that came to school by school bus, city bus, car, bicycle, or by walking. Please send the results back to the office on this form, along with your name and class grade, and number of students present each day.

Please follow the script below to gather the information from your students. (The students should only be raising their hands for one mode of travel):

- 1) If you walked to school today, raise your hand.
- 2a) If you rode a bicycle to school today, raise your hand.
 - b) If you used a bicycle helmet today, raise your hand.
- 3a) If you came in a car, with either your parents or with someone else, raise your hand.
 - b) If you used your seat belt in a car today, raise your hand.
- 4) If you came by school bus, raise your hand.
- 5) If you came by city bus, raise your hand.

Day of Week	Number of Students					
	Question 1	Question 2a/b		Question 3a/b		Question 4
Day 1						
Day 2						
Day 3						
Day 4						
Day 5						

TEACHER'S NAME: _____ GRADE: _____

DATE: _____ NUMBER OF STUDENTS IN CLASS TODAY: _____

Please complete and return this form to the principal's office FRIDAY. This information will allow us to better plan ways for our children to get to and from school each day.

Note to Principals:

Please reproduce and distribute this form to all homeroom or 1st period teachers at your school. It is important that **all classes are surveyed on the same day**. Project consultants will collect all survey forms the following week. THANK YOU.

Capital Region Transportation Planning Agency

Appendix B: Student Travel Survey – Detailed Analysis

The survey consisted of a one-page sheet with a script of questions for homeroom teachers to read to students as they took morning attendance. Surveys were conducted each morning during a typical week of the school year for a total of five straight days, Monday to Friday. The script prompted teachers to ask and record the number of children in their class that came to school by walking, bicycling, car, school bus, or city bus. The student travel survey was conducted in February, 2013. Thirty-two classrooms participated in the survey for a total of 507 student responses recorded. Student travel survey results were counted and analyzed for the school as a whole.

SUMMARY OF STUDENT TRAVEL SURVEY POPULATION

Total Number of Participating Classrooms	32
Total Students Surveyed (9th to 12th)	507

Walking and Bicycling

Students were first asked if they walked to school. Then students were asked if they rode a bicycle to school. Students that rode their bike to school were further asked if they wore a bicycle helmet.

Walking and Bicycling School-Wide Travel Patterns

The school-wide student travel surveys indicate that the walk-to-school average for the week ranged from 3% to 6%, with an overall average of 4%. Overall, the bike-to-school average for the week ranged from <1% to 1%, with an overall average of less than one percent. Of the students that bike to school, an overall average of 86% wore a bicycle helmet. In total, the combined walk-bike average for the week ranged from 3% to 6%, with an overall average of 4%.

SUMMARY OF WALKING AND BICYCLE SCHOOL-WIDE TRAVEL PATTERNS

	Walk	Bike	Helmet Use	Total Walk + Bike
Average Overall	4 %	<1 %	86 %	4 %
Highest Day	6 %	1 %	100 %	6 %
Lowest Day	3 %	<1 %	67 %	3 %

Bus and Automobile Drop-Off

Students were asked if they arrived to school by automobile, with either their parents or someone else. Students that arrived by automobile to school were further asked if they had wore their seat belt. Additionally, students were asked if they arrived to school by bus, including either Leon County School buses or Star Metro public transit buses.

Bus and Automobile School-Wide Travel Patterns

The school-wide student travel surveys indicate that the automobile-to-school average for the week ranged from 48% to 55%, with an overall average of 51%. Of the students that ride to school in an automobile, an overall average of 71% wore a seatbelt. Overall, the school bus-to-school average for the week ranged from 42% to 45%, with an overall average of 43%. The public bus-to-school average for the week ranged from <1% to 2%, with an overall average of 1%.

SUMMARY OF BUS AND AUTOMOBILE DROP-OFF SCHOOL-WIDE TRAVEL PATTERNS

	Automobile	Seat Belt	School Bus	Public Bus
Average Overall	51 %	71 %	43 %	1 %
Highest Day	55 %	73 %	45 %	2 %
Lowest Day	48 %	67 %	42 %	<1 %