



Beaufort Elementary School

**Safe Routes to School
Action Plan**
December, 2013



Prepared with assistance from the SC SRTS Resource Center

SCsaferoutes.org
Resource Center Hotline 855.4SC.SRTS

Dear Mr. McCulloch,

I am pleased to announce the completion of another successful round of Travel Plans, developed with technical assistance from the Safe Routes to School (SRTS) Resource Center. Your plan, along with two others completed this fall, will bring us to a total of 16 School Travel Plans completed since 2010 by the South Carolina SRTS Resource Center with support from the South Carolina Department of Transportation (SCDOT). The goal for these plans has always been to help schools and communities achieve their Safe Routes to School Vision.



This year's Action Plans include an emphasis on safety and an improved report format for SRTS Action Plans. We added two new sections to help schools identify strategies that address safety needs: Crash Data Reporting and a Road Profile.

While available crash data has always been considered as a part of the Travel Plan, the new SRTS Action Plans include a brief summary that highlights the findings from crash data within each school community. Similarly, the new Road Profile includes information about roads identified as current and/or potential routes to school, which will help transportation engineers assess which strategies are most viable for improving walking and biking safety along and across the roads. Both of these new sections organize information in a user-friendly format that may be used in a variety of funding applications.

It is also important to note that these SRTS Action Plans support critical elements of South Carolina's Strategic Highway Safety Plan, *The Road Map to Safety*, adopted in 2007 by SCDOT
http://www.scdot.org/inside/pdfs/planning/road_map.pdf.

Now that your Action Plan is complete, your team's focus will shift to implementing the strategies and identifying possible funding sources (as applicable). When applying for state funds, it may be helpful to point to alignments between your grant application and the Highway Safety Plan. Each of the SRTS Action Plans addresses at least three of the "Essential Eight" strategies identified in the Highway Safety Plan:

- Expanding, Improving, and Maintaining Roadway Clear Zones and Visibility Features (i.e. markings, signs, lighting, etc.)
- Improving Communications Strategies
- Increasing Enforcement and Public Information and Education on Traffic Safety Issues

The SRTS Action Plans also parallel other key sections of the Highway Safety Plan, including addressing the objectives of Emphasis Area IV: Vulnerable Roadway Users, which targets bicyclist and pedestrian safety. Those objectives include:

- To reduce vehicle speed
- To improve pedestrian and motorist safety awareness and behavior
- To provide additional facilities for pedestrians as feasible
- To educate motorists and cyclists on how to share the road safely
- To provide adequate facilities for bicyclists as feasible

As a recipient of SCDOT SRTS Action Plan assistance, I encourage you and your school community to be proactive and pursue grant funding from multiple sources. Previous Travel Plan recipients have successfully applied for grants from public health organizations (both state and local) to jumpstart the implementation of their plans. Regional [Councils of Governments \(COGs\)](#) and [Metropolitan Planning Organizations \(MPOs\)](#) can also be good sources for infrastructure and non-infrastructure funding (http://www.scdot.org/inside/planning_faq.aspx#mpo). You may also consider private organizations, such as businesses and non-profits as other possible funding sources of selected plan elements.

If you haven't yet joined our mailing list, do so today, to learn about other available SCDOT funding opportunities (<http://scsaferoutes.org/contact-us>) in the future.

I am inspired by your work thus far and I look forward to seeing what you and your teams will accomplish in the coming years.

Sincerely,

Rodney Oldham, CHES, CPT

Beaufort Elementary School – Beaufort, South Carolina Safe Routes to School Action Plan

December 11, 2013

Acknowledgements

This report represents the work of the Safe Routes to School (SRTS) Team at Beaufort Elementary School in Beaufort, South Carolina. In the spring of 2013, the South Carolina Department of Transportation (SCDOT) selected Beaufort Elementary School to receive planning assistance through the South Carolina Safe Routes to School Resource Center. With oversight and input from a team of staff and volunteers, Beaufort Elementary School received technical assistance from transportation consultants in the development of this SRTS Action Plan. The plan can help Beaufort Elementary School identify projects and programs to improve the safety of children walking and bicycling to school, and to encourage more families to do so.

Members of the Beaufort Elementary School SRTS Team

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INTRODUCTION & BACKGROUND

Beaufort Elementary School joins communities in South Carolina and across the country that have developed local Safe Routes to School (SRTS) programs.

The federal SRTS program was established in 2005 under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act (SAFETEA-LU)*, and later re-grouped with other bicycle and pedestrian programs under the “Transportation Alternatives Program” with the passing of *Moving Ahead for Progress in the 21st Century Act (MAP-21)* in 2012. The core purpose of SRTS programs has always been the following:

- to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- to facilitate the planning, development, and implementation of projects and activities that may improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

In South Carolina, funds from the federal program are administered through the South Carolina Department of Transportation. In keeping with best practices, the South Carolina SRTS program emphasizes a comprehensive approach to SRTS, being sure to address the “Five E’s”: Engineering, Education, Enforcement, Encouragement, and Evaluation (see sidebar).

In the spring of 2013, the South Carolina Department of Transportation selected Beaufort Elementary School to receive planning assistance through the South Carolina SRTS Program. This SRTS Action Plan includes strategies from each of the Five E’s.

The Five E’s

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails, and bikeways.

Education programs target children, parents, caregivers and neighbors, teaching how to walk and bicycle safely and informing drivers on how to drive more safely around pedestrians and bicyclists. Education programs can also incorporate health and environment messages.

Enforcement strategies increase the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. A community approach to enforcement involves students, parents or caregivers, school personnel, crossing guards, and law enforcement officers.

Encouragement activities promote walking and bicycling to school to children, parents, and community members. Events such as Walk to School Day, contests such as a Frequent Walker/Bicyclist challenge, or on-going programs such as a Walking School Bus or Bicycle Train can promote and encourage walking and bicycling as a popular way to get to school.

Evaluation is an important component of SRTS programs that can be incorporated into each of the other E’s. Collecting information before and after program activities or projects are implemented allow communities to track progress and outcomes, and provide information to guide program development.

- Excerpted from “Safe Routes to School: A Transportation Legacy”, the report of the National Safe Routes to School Task Force

TEAM VISION

The Team vision for Beaufort Elementary School (and the surrounding neighborhoods) is:

- To be a place where walking and biking are safe, secure, and comfortable.
- To be a place where those who can walk and bike do walk and bike.
- To be a place where the community as a whole supports and encourages active forms of transportation.
- To be a place where all modes of transportation work in harmony.
- To be a place where parents are actively involved in SRTS by encouraging their children to walk/bike as often as possible, by participating in walking school buses, and by serving as corner captains.
- To be a place where parents have confidence that their children will be supported and protected as they walk and bike.
- To be a place where parents value walking and biking as a means of socialization, building independence, and teaching responsibility.
- To be a place where students are knowledgeable and capable to make wise walking and biking decisions.
- To be a place where staff/faculty encourage, model, and promote active lifestyles.
- To be a place where pedestrian, bicycle, and vehicular laws/regulations/policies are understood and enforcement is respected.

This SRTS Action Plan outlines the school's intentions for making walking to and from school safer and more sustainable for students and the community. Through the SRTS program and efforts, the Beaufort Elementary School SRTS Team hopes to reach a rate of 10% (in the next two years) and 20% (in five years) of students walking or biking to school at least two days a week. This goal is attainable, as approximately 6% of the students currently walk and/or bike regularly¹ and just about 35% of the students live within a mile of the school campus². Team members also expressed an interest in cutting at least one bus from the school transportation needs and reducing traffic congestion around the school.

¹ Figure taken from school profile, completed September 2012.

² Figure estimated from school attendance boundary/student addresses map.

SAFE ROUTES TO SCHOOL PLANNING PROCESS

The Beaufort Elementary School SRTS Team met four times during the fall/winter of 2013. The following table summarizes specific meeting content and outcomes.

Date	Content & Outcomes
September 16th	<ul style="list-style-type: none">• Introduced the federal SRTS program, including the comprehensive, “Five E’s,” approach to SRTS planning.• Discussed the South Carolina SRTS program, planning process, and outcomes.• Discussed concerns about walking and bicycling conditions in the school vicinity.• Reviewed parent survey data and student travel tally results.
October 29th	<ul style="list-style-type: none">• Discussed a vision for the Action Plan.• The consultant team observed student arrival and dismissal.• Conducted a walk audit of the school environment to confirm barriers to walking and bicycling.• Discussed challenges for walking and biking to school.
October 31st	<ul style="list-style-type: none">• Team confirmed vision.• Consultants presented an overview of engineering treatments for improving walking and bicycling conditions near schools.
December 11th	<ul style="list-style-type: none">• Reviewed the draft plan and provided comments.• Discussed next steps for funding and implementing the action plan.

ASSESSMENT OF EXISTING CONDITIONS

Beaufort Elementary School and City of Beaufort Overview

Beaufort Elementary School is located in the City of Beaufort, South Carolina, which is a coastal city near the southern state border with Georgia. The school site is located in the Dixon Village, one block west of the Beaufort Historic District. The neighborhoods surrounding the school are laid out in a grid pattern connecting adjacent communities to waterfront properties, trails, and parks. The comfortable, flat terrain, charming character, and generally mild climate makes Beaufort a desirable place to explore by walking and biking.

A number of students living in the neighborhoods immediately adjacent to the school walk and bike to school. On a typical day, approximately 50 students may walk and bike to Beaufort Elementary School.

Nearly 34% of the students attending Beaufort Elementary School live within a one-mile radius of the school campus. Walking conditions along roads make parents hesitant to allow their children to walk or bike to school. Busing is currently provided to all students outside the one-mile radius to school, approximately 62% of the student population.

The SRTS program at Beaufort Elementary School is a key component in the school’s efforts to improve the health of its students. The SRTS program also complements the town’s and county’s efforts towards promoting Beaufort as a walk- and bike-friendly town. These planning efforts include:

Beaufort County Comprehensive Plan’s 2010 update - both Chapter 10 and Appendix 10A address needs and plans for improving bicycle and pedestrian networks throughout the County. The County encourages its jurisdictions to increase their networks and improve their existing facilities for the purpose of improving safety, reducing traffic congestion, and enhancing the quality of life for its residents and visitors.

MAP 1—Shows the attendance zone and students attending Beaufort Elementary School 2013-2014

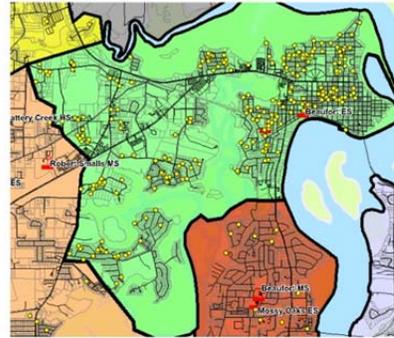
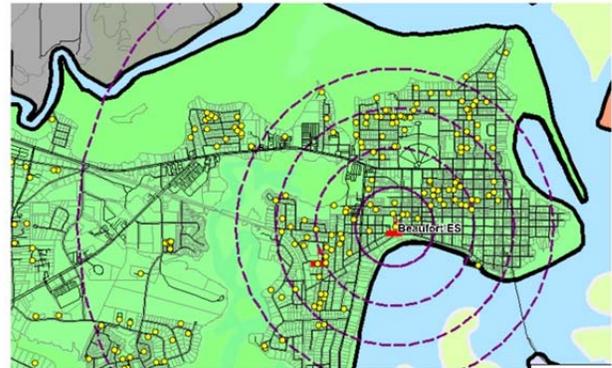


TABLE 1

DISTANCE RING	No. of Students	No. of F/R lunch Students
0.25 miles	14	11
0.5 miles	92	82
0.75 miles	78	64
1.0 miles	46	32
2.0 miles	81	47
TOTAL	611	437

MAP 2—Shows the distance rings corresponding with TABLE 1



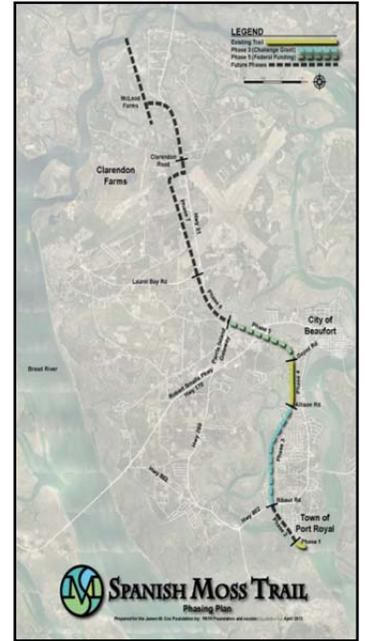
Beaufort Elementary School students living within 1/2 mile and 1 mile from the school, 2012-2013 school year.

Spanish Moss Trail - The Spanish Moss Trail is a rails-to-trails greenway master plan project located in Northern Beaufort County. The completed 15-mile trail will connect the towns of Port Royal, Beaufort, Burton, and Gray Hills along neighborhoods, parks, water, nature preserves, and historic sites. As of the fall of 2013, just less than five miles of trail has been installed in the City of Beaufort. The Spanish Moss Trail has the potential to connect students and the community to Beaufort Elementary School.

Traffic Study

Within the past year, SCDOT completed a review of existing vehicular traffic conditions for adjacent streets surrounding Beaufort Elementary School. The study was conducted during afternoon dismissal and reviewed the internal and external traffic operations on the school campus, as well as Prince Street (S-110), Hamar Street (S-67), Pilot Street (S-99), King Street (S-134), North Street (S-69), and Bay Street (S-6).

Based on SCDOT findings, vehicular traffic congestion surrounding Beaufort Elementary School is due, in part, to insufficient on-site vehicle storage for both driveway loops on Prince Street and Pilot Street. SCDOT recommends establishing additional vehicle storage off-site based on the SCDOT Guidelines for School Transportation Design Manual. While pedestrian and bicycle volumes are not provided in the report, the non-infrastructure policies and engineering recommendations introduced in this SRTS action plan will build upon and work in concert with these traffic study recommendations. The complete SCDOT alternative recommendations can be found in Appendix F.



Spanish Moss Trail: Master Plan

Crash Data Summary

The City of Beaufort Police Department provided traffic accident data collected and recorded from September 2012 to September 2013. The crash data provides a snapshot of traffic safety issues within the City limits. A brief summary of the findings is provided below.

Top Five Primary Factors for Traffic Accidents:

- Distracted/inattention
- Failed to yield right of way
- Followed too closely
- Driving too fast for conditions
- Improper lane usage/change

Tally of Injuries Recorded:

- 124 Possible
- 17 Non-incapacitating
- 4 Incapacitating
- 0 Fatal

Non-vehicular

- 4 Motorcycle
- 5 Pedacycle (Includes bicycles, tricycles, unicycles, etc.)
- 2 Pedestrian

Summary of Findings

Based on the top five factors for traffic accidents, road safety education for all users would be beneficial for the students of Beaufort Elementary School and the community.

About Beaufort Elementary School

At the first and second SRTS meetings, Team members discussed demographics, existing student travel patterns, policies and practices, and the Team’s concerns related to walking and bicycling to school. The tables and lists below summarize those discussions.

Demographics

Demographic	Count	Percentage of student body
Free/Reduced Lunch	487	72%
Distance From School		
Students living within 1/4 mile of school	100	15%
Students living within 1/2 mile of school	129	19%
Students living within 1 mile of school	230	34%
Students living within 2 miles of school	311	45%

Counts are cumulative and are based on mapped student addresses from 2012 enrollment and Beaufort County School District.

Existing Student Travel Patterns

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Number of Students	25	25	418	210	0	0	0
Percentage of Student Body	3%	3%	62%	31%	0%	0%	0%

Counts are based on school profile collected in September 2013.

Existing Walking and Bicycling Routes

- North/West – Students from the north and west neighborhoods travel using Ribaut Road and Duke Street to access Beaufort Elementary School.
- South/West – Students from the south and west neighborhoods travel using Ribaut Road and North Street to access Beaufort Elementary School.
- East – Students from the east neighborhoods travel using Adventure Street and Prince Street to access Beaufort Elementary School.
- All existing walking routes access the school from the northern entrance. This entrance is also used by vehicles to pick-up/drop-off students during arrival and dismissal procedures for grades Pre-K through K.

Existing Crossing Guard Locations

- One adult crossing guard assists students crossing Ribaut Road at the Duke Street intersection.
- One adult crossing guard assists students crossing Prince Street at the Hamar Street intersection.

Policies and Practices

Current school or school district policies that may impact student travel to school are summarized below.

School Busing Policy

All students who live greater than one mile from Beaufort Elementary School are provided busing.

Parent Communication

- Correspondence goes out to parents via newsletters and handouts sent home with students.
- The Parent Teacher Organization meets monthly.
- The guidance counselor promotes the monthly walk-to-school events with a student leadership group called the 'Navigators,' through guidance lessons and with the Parent Advisory Council (PAC).

Concerns identified by SRTS Team:

As part of the planning process, the Team discussed issues that deter parents from allowing their children to walk or bike to school.

- Traffic congestion on Bay Street and Ribaut Road that surround the school make parents hesitant to allow their children to walk along these routes unsupervised.
- Heavy traffic volumes around the school during afternoon dismissal times create potential conflicts between motorists and student pedestrians on their trips home from school.
- Parents are concerned about a lack of crossing guards at key intersections along existing walking routes.
- A general lack of sidewalks along potential walking routes make walking or biking to school a challenge.
- Parents are concerned that motorists may be unaware of pedestrians crossing at key intersections, especially since many do not have marked crosswalks.
- The Team has observed relatively high traffic speeds on North Street, Prince Street, and Ribaut Road especially during morning arrival hours.

Parent Survey Summary

The top five issues cited by parents who do not currently allow their children to walk or bicycle to school are:

1. Distance
2. Speed of Traffic Along Route
3. Volume of Traffic Along Route
4. Safety of Crossings and Intersections
5. Violence or Crime

SAFE ROUTES TO SCHOOL RECOMMENDATIONS

The Beaufort Elementary School Safe Routes to School (SRTS) Action Plan includes strategies from each of the Five Es: Engineering, Education, Encouragement, Enforcement, and Evaluation. The following section identifies each strategy developed by the Team.

Engineering

SRTS engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails, and bikeways.

The Engineering Recommendations Table provides a summary of the engineering strategies recommended for Beaufort Elementary School. In general, the projects recommended increase in cost and complexity from signs and markings upwards to sidewalk or path construction. Recommendations are identified as immediate term, short term, medium term or long term based on these generalizations. However, site, soil, materials, right-of-way acquisition, and environmental regulations also impact the cost and complexity of any given project. Accordingly, actual timeframes may vary depending on the lead agency, design and construction process for each recommendation. The following immediate, short, medium, and long timeframes serve as an approximate guide for anticipated project completion, but actual timeframes may vary:

Immediate term	Within the 2013-2014 school year
Short term	Within 2 years
Medium term	Within 5 years
Long term	Longer than 5 years

These recommendations are for planning purposes only and require further engineering analysis, design, or public input before implementation and should be in full compliance with the [Manual on Uniform Traffic Control Devices for Streets and Highways \(MUTCD\)](#), 2009 edition and other applicable federal, state and local guidelines, standards and policies. A description of these typical SRTS engineering treatments can be found in **Appendix B: Glossary of SRTS Engineering Treatments.**

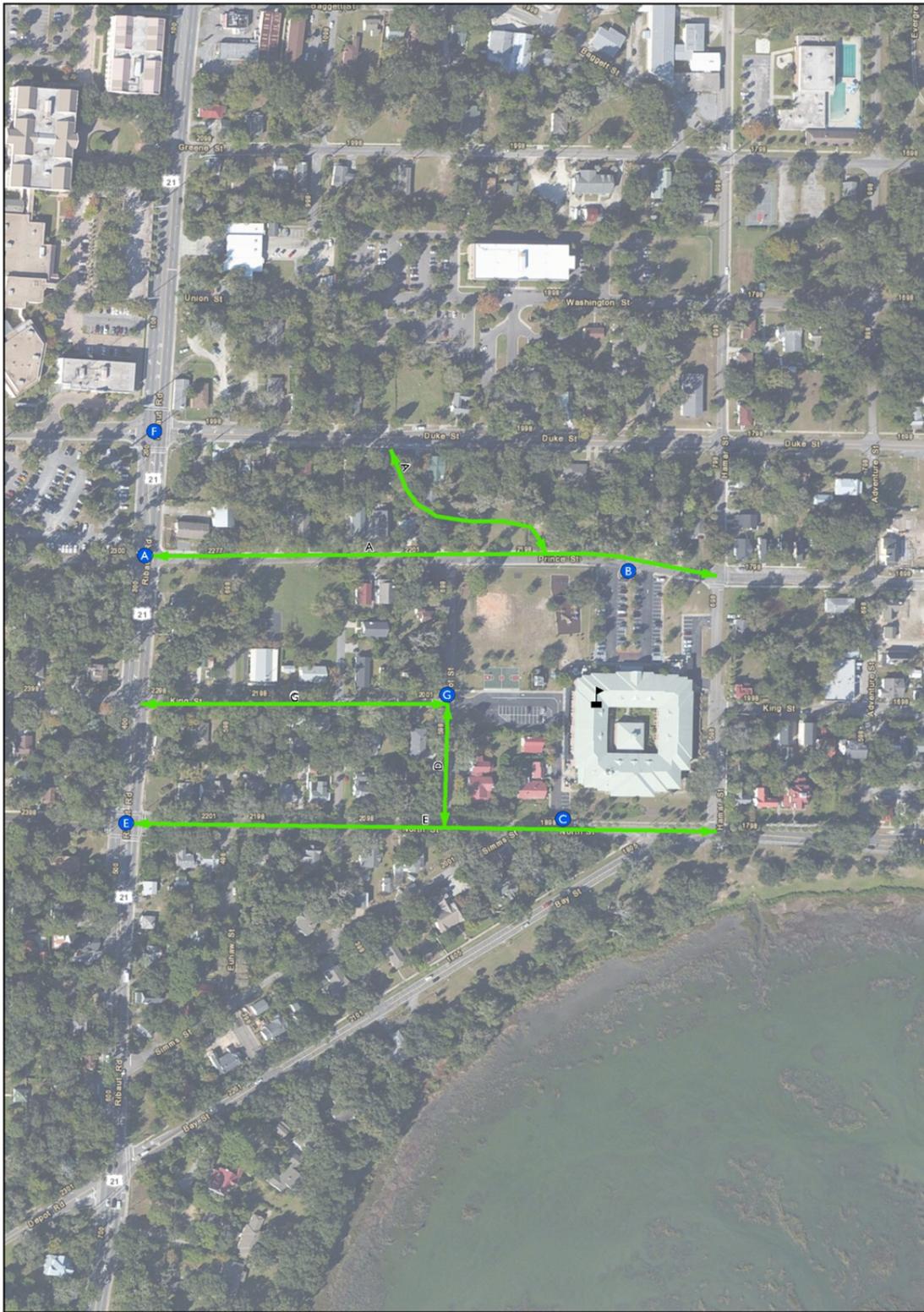
The **Engineering Recommendations Map** indicates the location of each recommendation site in relation to the school. The following summary table describes each location and details the components of each recommendation.

Considerations for Design, Project Selection, and Funding

- All engineering recommendations in this plan are considered “planning level” and require further engineering analysis, design, or public input before implementation.
- The engineering treatments shown are based on national best practice design techniques; however some treatments are not in wide use by SCDOT and may necessitate additional review. The process for implementation of each recommendation will vary depending on the lead agency for construction (e.g. the local municipality, county, or SCDOT).
- Recommended changes to existing traffic patterns will require a study to evaluate the potential impact that the recommendation could have on existing traffic conditions. This study must meet the standards and guidelines of SCDOT.
- Drainage, existing utilities, and compliance with Americans with Disabilities Act (ADA) compliance will need to be evaluated for all recommendations at the time of design. ADA guidelines recommend particular design features to accommodate persons with disabilities. ADA design considerations for curb ramps, sidewalks and paths, include appropriate slopes, landing areas, surface conditions, and use of detectable warning materials for visually impaired pedestrians, among other design features.
- Right-of-way was not evaluated as a part of this project. Recommendations assume that sufficient right-of-way exists or that a method to gain needed right-of-way will be identified as the project progresses.
- SCDOT will not be responsible for electric usage or maintenance expenses associated with lighting installation. An agreement would be needed to assign the responsibility of maintenance and electric cost.
- For all recommendations, final approval will require an engineering review of the specific site.

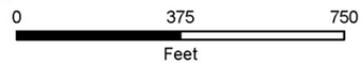
More information on the types of projects eligible for SRTS funding is available through SCDOT at <http://scaferoutes.org/about/funding>.

Beaufort Elementary School SRTS Engineering Recommendations Map



Beaufort Elementary School Recommendations

-  Beaufort ES
-  Intersections/Spot Recommendations
-  Segment Recommendations



Beaufort Elementary School SRTS Engineering Recommendations

The following table provides a summary of the engineering strategies recommended for the Beaufort Elementary School. These recommendations were developed by Toole Design Group, LLC based on input received from the Beaufort Elementary School SRTS Team. All proposed improvements have been prioritized at each site for the Beaufort Elementary School SRTS Team (Team Priority).

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe	
A	<p>Prince Street (S-110)</p> <p>Prince Street is a two lane local road that borders the school on the north and travels in an east and west direction. The posted speed limit is 30mph and Prince Street has a designated school zone with a posted speed limit of 25mph during the hours of 7:15-8:00 AM and 2:45-3:45 PM. A crossing guard is present at the intersection of Prince Street and Hamar Street during arrival and dismissal procedures. Missing sidewalk segments create gaps in the pedestrian network. Relatively high vehicular speeds were observed during arrival and dismissal. Also during arrival and dismissal, relatively heavy vehicle queuing was observed.</p>	Install a sidewalk segment on the south side of Prince Street from Ribaut Road to Pilot Street.	High	Safety	Medium term	
		Install high-visibility crosswalk markings at the crossing of Prince Street on the east side of Ribaut Road. Install curb ramps to meet ADA guidelines at both ends of the recommended crosswalk (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings).			Existing walking route	Medium term
		Install high-visibility crosswalk markings at the crossing of Euhaw Street at the Prince Street intersection. Install curb ramps to meet ADA guidelines at both ends of the recommended crosswalk (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings).				Medium term
		Install high-visibility crosswalk markings at the crossing of Pilot Street at the Prince Street intersection. Install curb ramps to meet ADA guidelines at both ends of the recommended crosswalk (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings).				Short term

* These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
	Prince Street (S-110) contd.	Install curb ramps to meet ADA guidelines at the existing midblock crosswalk. Explore upgrading this existing crossing to be a raised crosswalk.			Medium term/Long term
		Install solar powered flashing lights at the existing school zone signs (S1-1).			Short term
		Install a Speed Table and a Raised Crosswalk; one at the Pilot Street intersection and one at the Hamar Street intersection.			Long term
		Investigate the potential for establishing an off-street shared use path on the empty parcels connecting Duke Street and Prince Street.			Medium term

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** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
B	School Driveway at Prince Street (S-110) The school driveway on Prince Street is a one-way loop on school grounds. Students currently walk across the driveway on Prince Street to access the main entrance to the school. The lack of defined pedestrian space creates potential conflicts during the morning arrival and afternoon dismissal procedures. Additionally, all drivers do not adhere to requested arrival and dismissal procedures.	Install two high-visibility raised crosswalks or driveway apron condition- one crossing the entry driveway and one crossing the exit driveway (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install ADA-compliant curb ramps at all ends of the proposed crossing treatments.	High	Safety Existing walking route Low-hanging fruit (installing signage)**	Medium term
		Install further signage to restrict unwanted turning maneuvers for arrival and dismissal procedures.			Immediate term

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** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
C	<p>School Driveway at North Street (S-69)</p> <p>The school driveway at North Street is a one-way loop entering at Pilot Street and exiting onto North Street. Students currently walk across the driveway intersection on North Street. The lack of defined pedestrian space creates potential conflicts during the morning arrival and afternoon dismissal procedures. Visibility of pedestrians is also limited due to overgrown vegetation.</p>	Install high-visibility crosswalk markings or reconstruct the driveway apron crossing the entry driveway at the North Street intersection to maintain the sidewalk slope and grade (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install curb ramps to meet ADA guidelines at both ends of the proposed crossing treatment.	High	Safety Existing walking route Low-hanging fruit (installing signage and trimming vegetation)**	Medium term
		Install a 'STOP' (R1-1) sign and stop bar pavement marking.			Short term
		Trim or prune existing vegetation.			Short term

* These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
D	<p>Pilot Street (S-99)</p> <p>Pilot Street is a two lane local road that borders the school on the west and travels in a north and south direction. The school posted speed limit is 25mph during the hours of 7:15-8:00 AM and 2:45-3:45 PM.</p> <p>There are no sidewalks present and missing sidewalk segments create gaps in the pedestrian network.</p>	Install a sidewalk segment on the east side of Pilot Street from King Street to North Street.	High	Safety Low-hanging fruit (installing double yellow centerline, installing signage) **	Short term
		Explore potential to install sidewalks on both sides of Pilot Street from Prince Street to North Street (Long term).			Long term
		Install high-visibility crosswalk markings or reconstruct the driveway apron crossing the entry driveway at the King Street intersection to maintain the sidewalk slope and grade (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install curb ramps to ADA guidelines at both ends of the proposed crossing treatment.			Short term
		Install high-visibility crosswalk markings crossing Pilot Street on the north side of the King Street intersection (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install curb ramps to ADA guidelines at both ends of the proposed crossing treatment. Investigate the potential to install all-way 'STOP' signs to the intersection of Pilot Street and King Street (Requires a traffic study).			Medium term
		Install double yellow centerline pavement markings from Prince Street to North Street.			Short term

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** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
	Pilot Street (S-99) (contd.)	Explore further signage to restrict unwanted turning maneuvers for arrival and dismissal procedures. Evaluate existing signage on campus to bring up to code.			Immediate term

* These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
E	<p>North Street (S-69)</p> <p>North Street is a two lane minor arterial that borders the school on the south and travels in an east and west direction. The posted speed limit is 30mph and North Street has a designated school zone with a posted speed limit of 25mph during the hours of 7:15-8:00 AM and 2:45-3:45 PM. Sidewalks currently exist on the north side of North Street and intersect with existing sidewalks on Bay Street. Both Bay Street and North Street are currently used as the designated Walk to School route.</p> <p>Relatively high vehicular speeds were observed during arrival and dismissal times.</p>	Install high-visibility crosswalk pavement markings at the crossing of Hamar Street at the North Street intersection (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install ADA-compliant curb ramps at both ends of the proposed crossing treatment.	Medium	Safety	Short term
		Install high-visibility crosswalk pavement markings at the crossing of Pilot Street at the North Street intersection (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install ADA-compliant curb ramps at both ends of the proposed crossing treatment.		Within walking boundary	Short term
		Install high-visibility crosswalk pavement markings at the crossing of Glebe Street at the North Street intersection. Install ADA-compliant curb ramps at both ends of the proposed crossing treatment.		Existing walking route	
		Install high-visibility crosswalk pavement markings at the crossing of Euhaw Street at the North Street intersection (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install curb ramps to meet ADA guidelines at both ends of the proposed crossing treatment.		Low-hanging fruit (installing signage, evaluating signal timing for pedestrian countdown) **	Medium term
					Medium term

* These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
	North Street (S-69) (contd.)	Restripe all four existing crosswalks with high-visibility pavement markings at the Ribaut Road and North Street intersection (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install curb ramps to meet ADA guidelines at all ends of the existing crossing treatments.			Medium term
		Retrofit the existing median island on the south side of Ribaut Road and North Street intersection to meet ADA guidelines.			Immediate term
		Install solar powered flashing lights at the existing school zone signs (S1-1).			Short term
		Install 'TURNING VEHICLES YIELD TO PEDS' (R10-15) signs at the Ribaut Road and North Street intersection.			Short term
		Evaluate traffic and pedestrian countdown signal timing to ensure sufficient time is allowed for pedestrians to cross.			Short term

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** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
F	<p>Duke Street (S-54)</p> <p>Duke Street is a two lane collector road that is one block north of the school and travels in an east and west direction. The posted speed limit is 30mph.</p> <p>Sidewalks currently exist on both sides of Duke Street.</p> <p>A crossing guard is present at the intersection of Duke Street and Ribaut Road during arrival and dismissal times.</p>	Restripe all three existing crosswalks with high-visibility pavement markings at the Ribaut Road and Duke Street intersection (All crosswalk areas shall be reviewed and evaluated by SCDOT for pavement markings). Install curb ramps to ADA guidelines at all ends of the existing crossing treatments.	Medium	<p>Safety</p> <p>Existing walking route</p> <p>Low-hanging fruit (installing signage **</p>	Medium term
		Install 'TURNING VEHICLES YIELD TO PEDS' (R10-15) signs at the Ribaut Road and Duke Street intersection.			Short term
		Install Pedestrian Countdown Signals for the existing crossings at the Duke Street and Ribaut Road intersection (SCDOT will discuss with Beaufort County the revisions to the signals on Ribaut Road at the Duke Street and North Street intersections). Evaluate traffic and pedestrian signal timing to ensure sufficient time is allowed for pedestrians to cross.			Immediate term
		Investigate the potential to establish a park-and-walk site from the United Church of Jesus Christ.			Medium term

* These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Map Key	Location/Issue	Recommendations*	Team Priority	Ranking Factor	Timeframe
G	<p>King Street (S-134)</p> <p>King Street is a two lane local road that is west of the school and travels in an east and west direction. The posted speed limit is 30mph, however lacks school zone signage.</p> <p>There are no existing sidewalks and heavy vehicle queuing was observed during dismissal procedures.</p>	Install a sidewalk segment on the north side of King Street from Ribaut Road to Pilot Street.	Medium	<p>Safety</p> <p>Existing walking route</p> <p>Low-hanging fruit (installing signage, installing double yellow centerline) **</p>	Medium term
		Install school speed limit assembly 'SCHOOL' (S4-3P), '7:15-8:00 AM 2:45-3:45 PM' (S4-1P), and 'MON-FRI' (S4-6P) signs and plaques on King Street.			Immediate term
		Install double yellow centerline on King Street from Ribaut Road to Pilot Street.			Short term
		Investigate the potential to establish a park and walk site from the Church of Christ.			Medium term

* These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

** Low hanging fruit recommendations are relatively easy to implement. These projects are less expensive (under \$2,000), generally do not need extensive design, and will not require augmentations to the existing grade or drainage of the project site. Projects will still need to be evaluated on a case-by-case basis, and will need to address local design and installation standards.

Road Information Table

Road/Road Segment Name	Responsible Agency ¹	Estimated AADT ^{2,3}	Functional Classification ^{4,5}	Speed limit ⁶	Width ⁶	Lanes ⁶ (in each direction)
Duke Street (S-54)	SCDOT	750	Collector	30mph	22'-36'	1
Euhaw Street (S-173)	SCDOT	125	State Maintained Local Road	30mph	22'	1
Glebe Street (S-174)	SCDOT	219-313	State Maintained Local Road	30mph	22'	1
Hamar Street (S-67)	SCDOT	425	State Maintained Local Road	30mph (25mph during school hours)	22'	1
King Street (S-134)	SCDOT	125	State Maintained Local Road	30mph	22'	1
North Street (S-69)	SCDOT	2300	Minor Arterial	30mph (25mph during school hours)	22'	1
Pilot Street (S-99)	SCDOT	125	State Maintained Local Road	30mph (25mph during school hours)	22'	1
Prince Street (S-110)	SCDOT	425	State Maintained Local Road	30mph (25mph during school hours)	22'	1
Ribaut Road (SC-281)	SCDOT	19600	Principal Arterial	35mph	60'	2

Data Sources

1. Responsible agency determined by <http://dbw.scdot.org/streetfinder/>
2. SCDOT AADT counted in 2012, <http://www.scdot.org/getting/annualTraffic.aspx#traffic>
3. County AADT not available
4. SCDOT Functional Classification Maps 2006 <http://dbw.scdot.org/GISMapping/default.aspx>
5. County Functional Classification Maps 2012 http://dbw.scdot.org/GISMapping/pdfs/FunctionalClass/Laurens_City_FC.pdf
6. Data collected in the field

The following sections include SRTS Education, Encouragement, Enforcement, and Evaluation strategies of interest to Beaufort Elementary School. It is important for the SRTS Team to identify a community champion to take responsibility for each strategy in order for them to be successfully implemented. Space in the tables below provides the name of the champions identified to lead each initiative. The SRTS Team should maintain the information and update the champions and other information as needed.

Education

Education strategies help children develop safety skills they can apply on the way to school and in other contexts throughout their lifetimes. Education strategies also aim to make parents and community members aware of the goals of the SRTS program and the impacts of their behavior on safety conditions around the school.

Education Strategy	Champion
<p>Continue Pedestrian Safety Lessons and Integrate pedestrian safety instruction into the curriculum (short-term). Pedestrian safety education is provided by the SRTS Champion and guidance counselor Meredith Fent. Pedestrian safety education will ideally occur in advance of major walk to school events, so that children are adequately prepared and have an opportunity to practice the skills they have learned. The Child Pedestrian Safety Curriculum produced by the National Highway Traffic Safety Administration (NHTSA) has been used as noted above and may be continued. This five-lesson curriculum is designed to meet national and South Carolina physical and health education standards and includes cross-curricular activities to integrate safety messages into other classroom subjects. State standards of learning have been identified as well. The curriculum and the standards of learning that it satisfies are available free from the Resource Center’s website at: http://www.scsaferoutes.org/resources/education.</p>	Meredith Fent
<p>Continue communication with parents and families on proper travel instructions for bus and car transportation also (short-term). Include reminders in the school newsletter, on the morning and afternoon announcements, and in flyers sent home to parents. Hold car pick-up line reminder events where SRTS committee members share information about SRTS with parents waiting in car pick up line.</p>	Mildred Glover, Principal McCulloch
<p>Incorporate opportunities to educate students on bus safety topics (short-term). National School Bus Safety Week occurs every October. Use this observance to implement the NHTSA School Bus Safety Lessons from the NHTSA Pedestrian Safety Curriculum with students. The school may also decide to use this week as a time to survey the school bus drivers (see EVALUATION strategies) and integrate the survey feedback into the education efforts.</p>	Meredith Fent

<p>Continue bicycle safety education and seek to enhance these lessons with hands-on practice (medium-term). Bicycle safety education is already occurring at the Beaufort Elementary School. The school staff plans to continue these efforts. However, Beaufort Elementary School should seek opportunities to acquire a fleet of bicycles and helmets to be available for hands-on lessons to practice bicycle skills. Incorporate existing SRTS bicycle education resources, such as Oregon’s lessons for 4th and 5th grade students http://walknbike.org/bike-safety/, to help students learn the traffic rules and regulations, the potential hazards to travelling, and handling skills needed to ride safely through their community. Hold a Bicycle Rodeo at the school or in the community to provide bicycle safety once per year. (See Encouragement strategies.) Distribute bicycle safety bookmarks (provided by SC SRTS Resource Center to reinforce the skills and safety message.</p>	<p>Meredith Fent; Officer Alford</p>
<p>Educate students and families on the environmental and health benefits of walking and bicycling (medium-term).</p> <ul style="list-style-type: none"> - Contact Department of Health and Environmental Control (DHEC) to request a presentation on air quality. Ask the presenter to discuss how transportation mode choices affect the air quality surrounding the school. Also emphasize the effects of air pollution, both on physical health and environmental health. - Contact the hospital and/or the health department to request education opportunities related to health and active living. Discuss how physical activity is important and how walking and bicycling are healthy choices. 	<p>Meredith Fent and BES staff</p>
<p>Seek opportunities to educate outside of the school day (medium-term). Identify any opportunities to provide education messages to students and families. Possibilities include: website, newsletter, and PTO events. Provide parents with general knowledge that helps in their decision-making regarding walking and bicycling. For example, provide walking route maps, information about pedestrian safety, a “who to call when” list, and walking school bus information at the start of the school year. Make it available on the website and in the school office.</p>	<p>Inda Walker, Principal McCulloch</p>
<p>Invite School Resource Officers and Beaufort City Police to speak with students and families about safe walking and child passenger safety (medium-term). Beaufort Elementary School already partners with Beaufort Police to provide presentations on pedestrian safety. Law enforcement may present to parents and community members about pedestrian and bicycle safety at PTO meetings, via the website, newsletter, or community events.</p>	<p>Officer Alford</p>

Encouragement

Encouragement strategies are aimed at increasing the number of families who walk and bike to school. Potential benefits include healthier, more active children, reduced air pollution, less traffic congestion, and improved conditions for pedestrians and bicyclists.

Encouragement Strategy	Champion
<p>Continue participation with International Walk to School Day (October) and South Carolina Walk to School Day (March) (short-term). Beaufort Elementary School consistently participates in International Walk to School Day and South Carolina Walk to School Day. http://scsaferoutes.org/walk-to-school-day.</p>	Meredith Fent
<p>Continue Fitness Friday Walk to School events and Frequent Walker Raffle (short term). Continue to promote and hold Walk to School Days on the first Friday of each month. One current location is the marina. Organizers are considering a second meet location to include students on the other side of Ribaut Road. Beaufort Elementary School may also choose to arrange for bus riders to be dropped off at a nearby church or at the marina parking area so that these students may participate as well. To encourage participation, the PTO is holding a Frequent Walker Drawing and will provide a bicycle and other prizes to a student that participates in every walk event.</p>	Meredith Fent
<p>Promote City of Beaufort Safe Walking Route Maps and develop additional maps (short-term). Distribute copies to families and promote on the school website to encourage families to walk more frequently in their community, especially in the areas around the school and downtown Beaufort. Share maps at the start of the school year and periodically throughout the year.</p>	Mildred Glover (school side) and Libby Anderson (city)
<p>Implement a walking school bus program (short-term). Walking school buses are adult supervised groups of students walking to school. They can help alleviate parental concerns about personal security and traffic safety. Evaluate parent interest (see Evaluation section) and schedule a Walking School Bus information session with the SC SRTS Resource Center. Plan this information session in conjunction with a PTO meeting and use this info session to gauge interest. Resources to support walking school buses can be found on the South Carolina SRTS Resource Center’s website, including a tip sheet and an invitation for parents: http://scsaferoutes.org/resources/encouragement#ongoing.</p>	Meredith Fent and Jennifer Senn

<p>Develop and implement a Frequent Parent Walker program (medium-term). Encourage parents to walk or bike with their children to school with drawings and prizes for frequent walkers/bikers. Solicit donations from community members and businesses to foster more community involvement. Parents that walk with their children to and from school on Fitness Fridays may be entered into a drawing for a prize. Ideas for prizes included gift cards for local bike shops or running/sports stores.</p>	<p>Daisy Hudson and other parents (Mickel Family?)</p>
<p>Participate with National Bike to School Day in May (short-term). National Bike to School Day provides a time to encourage students to ride their bicycles. A meeting point may be established, similar to the park-and-walk concept with Walk to School Day events.</p>	<p>Meredith Fent</p>
<p>Plan a Bicycle Rodeo (short-term). Coordinate with community partners to host a Bicycle Rodeo at the school. Bicycle rodeos provide an opportunity for education and encouragement by teaching and reinforcing safe bicycling skills. Bike rodeos also get kids excited about riding their bikes to school. Involve the City of Beaufort Police bicycle team, local bicycle advocates and bike groups/clubs.</p>	<p>(See above) Ms. Browder and identify local bicycle groups</p>
<p>Seek donations such as bicycles, helmets and locks (medium-term). Raffle bicycles and helmets as prizes to students who participate with National Bike to School Day. Locks may be awarded to students who bike to school on a regular basis as a way to continue to encourage the use of the new bicycle rack. The PTO currently provides a bicycle as a prize for a frequent walker/biker. Expand this idea and involve other community members, stakeholders. Public Health and community group grants.</p>	<p>PTO</p>
<p>Create a Safe Routes for Sammy or Sammy Safety program (short-term). Sammy is the school mascot. He’s a seagull, and the school has a mascot costume. Involve Sammy in monthly Fitness Friday events, and make Sammy the spokesman for other SRTS initiatives. Create the “Sammy’s Safe Routes Section” of the newsletter and highlight SRTS activities and safety information. Sammy can also “assist” with educational programs in the school.</p>	<p>Principal McCulloch</p>
<p>Implement a “Caught Being Safe” program and incorporate SRTS rewards into PBIS (Positive Behavior Interventions and Supports) Program at the school (short-term). Provide the crossing guards and Beaufort School District police officers with stickers to award to students who practice safe pedestrian behavior. Also, recognize these students on the morning announcements and in school publications (e.g. website.) Provide the students with community recognition for behaving safely and being physically active by submitting their pictures and articles to the city of Beaufort website, the school district webpage, and the Beaufort newspaper (The Island Packet.) Include other modes of transportation to reward children of car drivers’ when those drivers are courteous to walkers/bikers.</p>	<p>Mildred Glover and Principal McCulloch</p>

<p>Utilize the student safety patrol program (medium-term). Safety Patrol programs offer students a chance to be a peer leader and a role model for younger students. Safety Patrol members can educate fellow students on pedestrian safety education by performing safety education skits and providing safety tips on the morning announcements. http://www.aaa.com/aaa/049/publicaffairs/sspmanual.pdf. For more information, see the “Safety Patrol” strategy listed under ENFORCEMENT.</p>	<p>Meredith Fent and Officer Alford</p>
<p>Establish Park and Walk sites at nearby Churches (medium-term). SCDOT School Traffic Engineers recommend establishing park-and-walk sites at the nearby Church of Christ, United Church of Jesus Christ, and other parking lots including the Piggly Wiggly grocery store on Boundary Street. Develop coordinating route maps. Work with parents, the property owners, and staff to provide supervision of students walking from the areas.</p>	<p>SIC and Principal McCulloch</p>
<p>Mark safe walking and bicycling routes (long-term). Research possibilities and methods of marking routes to the school and around the community with signs or pavement markings.</p>	<p>Mildred Glover</p>

Enforcement

Enforcement strategies improve the safety of children bicycling and walking to school by helping to change unsafe behaviors of drivers, as well as pedestrians and bicyclists. SRTS enforcement is a community effort that involves students, parents, school administration, and others in addition to law enforcement.

Enforcement Strategy	Champion
<p>Reward students for positive and safe behavior (short-term). See the “Caught Being Safe” strategy listed under ENCOURAGEMENT.</p>	<p>McCulloch/staff (school wide)</p>
<p>Continue to monitor and enforce traffic laws in the Beaufort Elementary school zone (short-term). Invite officers to speak with parents about safe driving tips at school functions.</p>	<p>Officer Alford</p>
<p>Periodically contact the Police Department to request a speed-feedback sign trailer in the Beaufort Elementary school zone (short-term). Having the speed-feedback sign near campus on Ribaut Road and other nearby roads every other month may help reinforce the speed limit.</p>	<p>Officer Alford</p>
<p>Celebrate Crossing Guard Appreciation Day every year (short-term). This national event provides an opportunity to thank the Beaufort City employees that help make it safe for our walkers and bikers on a daily basis. Students will be encouraged to pen a thank-you note, draw a picture, or just say “thanks!” on the way to and from school. Besides recognizing essential partners in safe walking and bicycling to school, the event reminds students of the importance of crossing safely.</p>	<p>Meredith Fent (at school) and Keke Petty (School District)</p>
<p>Continue a student safety patrol program (medium-term). Student safety patrols remind their peers to follow safety rules and laws, such as how and where to safely cross the street (while supporting staff and the crossing guards). They can also help students safely enter and exit cars during pick-up and drop-off times. For more information, see the “Safety Patrol” strategy listed under ENCOURAGEMENT.</p>	<p>Meredith Fent and Officer Alford</p>
<p>Establish a Corner Captain or similar program (long-term). Recruit, check backgrounds of, and train members of the community (residents and business owners who volunteer) to act as walk route-specific observers. Similar to a Neighborhood Watch Program, a Corner Captain program provides volunteers who observe children walking and bicycling to and from school from their businesses or homes and may address parent concerns about personal security.</p>	<p>Dave Grissom (school district) and Keke Petty (school district wellness)</p>

Evaluation

Evaluation is an important component of any SRTS program. Use of evaluation tools, such as the student tally and parent survey forms provided by National Center for Safe Routes to School, are encouraged by the South Carolina SRTS Resource Center as they can be used to establish baseline information on student travel behavior and measure the effectiveness of SRTS efforts over time. Survey and tally forms can be found at <http://www.saferoutesinfo.org/data/>

Evaluation Strategy	Champion
Conduct SRTS Parent Surveys (short-term). Parent surveys help assess parent concerns and perceptions about walking and biking to school over time. These should be distributed at the beginning of the school year, along with other back-to-school information. Consider conducting them twice a year or after major events or educational programs/strategy implementations to gauge parent attitude changes.	McCulloch
Conduct SRTS Student Travel Tallies (short-term). Conducting these surveys twice a year (in the Fall and Spring) may help to track any transportation changes in student population at Beaufort Elementary School.	McCulloch, Walker, etc.
Conduct annual Walk Audits and update the Engineering Section of the Action Plan (short-term). By conducting annual walk audits, and observing arrival and dismissal, the Beaufort Elementary School SRTS Team may re-evaluate and re-prioritize their engineering recommendations as time passes. These may be conducted informally by handing out Walkability Checklists to families on Walk to School Days: http://www.walkbiketoschool.org/sites/default/files/walkability_checklist.pdf .	Jennifer Senn, Meredith Fent
Target neighborhoods and survey parents about walking school bus opportunities (medium term). Coordinate with parents that do already or have expressed interest in walking and survey parents in neighborhoods where walking may be possible if walking school buses or other safety measures/programs were implemented. Ask parents about their attitudes toward walking and bicycling to school specific to their neighborhoods and preferred and potential routes.	Jennifer Senn; McCulloch
Survey Students on their perceptions of walking and biking to school (medium-term). Asking students how they feel about walking to school may help direct future education and encouragement efforts. This survey could be conducted as a class project in which 4 th or 5 th graders create the survey, compile results, and identify strategies to address the findings. Consider surveying students annually.	Ms. Blake, 4 th Grade
Survey parents and students about Monthly Walk Events and other SRTS programs/strategies (medium-term). After monthly walk to school day, ask students about their experience with the event. Ask them how it could potentially be better, if they would do it more often, etc. Do the same with parents. Record the information and make changes, as needed, to events and programs.	McCulloch

<p>Conduct bicycle and pedestrian safety education needs assessments with parents and students (medium-term). These surveys may help gather information on how much safety education is already known, and what areas of safety need more focus. These survey findings may help guide some of the EDUCATION efforts listed above.</p>	<p>Meredith Fent and Jennifer Senn</p>
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NEXT STEPS & SRTS PROGRAM SUSTAINABILITY

Members of the Beaufort Elementary School SRTS Team provided valuable information, insight, and guidance in the development of this SRTS plan. In order for Beaufort Elementary School's SRTS program to be successful and sustainable, Team members will need on-going support and assistance from additional community champions and volunteers. Information on implementing SRTS strategies can be found on the South Carolina Safe Routes to School Resource Center website, www.scsaferoutes.org; at the National Center for Safe Routes to School website, www.saferoutesinfo.org; and in Appendix C: Non-infrastructure Strategies Resource Guide.

Key Strategies for Creating a Sustainable SRTS Program

- **Present the Plan to the Mayor and Council (or other authoritative bodies).** The City Council's backing will be critical for implementing many of the recommendations in this Action Plan particularly those that address pedestrian and bicycle infrastructure.
- **Identify funding sources for high priority projects and programs.** Review high priority projects against opportunities to incorporate them within already planned projects that exist from several sources such as the City's operating budget, the capital budget and development/re-development projects. Additional information on potential funding strategies can be found on the Resource Center website at www.scsaferoutes.org. It is important to regularly review funding programs to determine if SRTS projects can be submitted for funding, especially if they are connected to a complementary need such as a transit stop improvement.
- **Identify stakeholders.** Determine which stakeholders should be informed and involved in SRTS planning and implementation going forward.
- **Maintain and expand the SRTS Team.** Beaufort Elementary School has an established SRTS Team with representatives from the school, school district, and community. It is important to maintain this group. Consideration should also be given to recruiting new members.
- **Consider establishing a calendar.** Creating an annual calendar of SRTS activities for the community and each participating school can be helpful for staying on track. Determine how frequently and where groups involved in SRTS planning and implementation will meet. Include a timeline for evaluations, which should occur at least annually.
- **Monitor and Evaluate.** Establish measurable goals and conduct regular reviews to determine progress toward meeting them. The goals should be coordinated and cross-referenced with other stakeholder groups.

Current and Potential Partners

At the schools:

- Parents
- Principals
- PTO members
- Teachers
- School Nurses

In the community:

- Bicycle riding groups

At the city level:

- Mayor
- City Manager
- City Council
- Public Safety Department
- Police Department
- Engineering Department
- Parks and Recreation Department

At the county level:

- Beaufort County Schools
- Beaufort County Department of Public Health
- Beaufort County Department of Engineering and Infrastructure
- Beaufort County Planning Department

By completing this action plan, the Beaufort Elementary School SRTS Team hopes to shape the school and the surrounding area into a place where students and community members of all abilities and ages feel safe walking and biking in the neighborhood.

APPENDICES

- A. School Profile
- B. Glossary of SRTS Engineering Treatments
- C. Non-Infrastructure Strategies Resource Guide
- D. Parent Survey Summary Report
- E. Student Travel Tally Summary Report
- F. Traffic Study at Beaufort Elementary School on S-110 (Prince Street) completed by Beaufort County

ACTION PLAN SCHOOL PROFILE

Outreach Coordinator Carolyn Battaglia/Jennifer Senn

Date July 24, 2013

The Basics

School Name/City: Beaufort Elementary School

School Address: 1800 Prince Street, Beaufort SC 29902

Champion: Meredith Fent- School Guidance Counselor

School hours: 8:15-3:15

Start/end date of

2013-14 School year: (not provided)

Which event(s) have you participated in?

International Walk to School Day (fall) **South Carolina Walk to School Day (spring)**

School Profile

1. Do you currently have a Safe Routes to School program? Yes- March 2012

If so, when did it start? What activities have you put in place to compliment SRTS?

We have two walks per year; International Walk to School Day in the fall and South Carolina Walk to School Day in the spring. The guidance counselor promotes the walk to school events with a student leadership group called the "Navigators," through guidance lessons and with the Parent Advisory Council (PAC). Walking routes of the City of Beaufort were created to help students and parents walk to our school for easy access for the "Walk to School" days. Two routes are promoted to parents so those that are too far can make this a fun and family event for everyone. Our "safety patrol" was trained to work with city police for the "Walk to School" days to incorporate the event with the leadership that is already taking place at Beaufort Elementary School, giving students the opportunity to shine and use their skills.

Pedestrian safety lessons are administered through the guidance department. Student safety patrols are positioned inside and outside (but they can't be near curbs or open doors). Our school nurse and guidance counselor are interested in organizing a walk/run club after school, and we are interested in Crossing Guard Appreciation Day!

Principal McCulloch and the school champion also organized monthly walk to school days that will be starting in the 2013-2014 school year. Punch cards will be used, and students who complete all nine punches will be entered into a raffle to win a bicycle and helmet (working with PTA). The school is also interested in planning a fall health festival with a bicycle rodeo!

2. What activities related to SRTS does your school promote?

We have been involved in Relay for Life, Kappa 5K school team, and recycling.

3. How many students attend this school? List total students per grade:

Grade	PreK	K	1	2	3	4	5	6	7	8	Total
Number of Students	75	89	98	85	99	101	131				678

4. Is this a Title 1 School?

Yes

5. What is the percentage of students that qualify for Free and Reduced Lunch?

72% (487)

6. Approximately how many students receive bus service?

418

7. Approximately how many students currently walk or bicycle on a typical day?

50

8. What (if any) are the known walking routes to school? List key roads that our team should review.

Students walk down Ribaut Road from the Parkview apartments. They then cross Prince Street. Students walk down Depot Road or James Street and cross Ribaut Road. They then cross to North Street. Another group of students walks along Adventure Street and Prince Street. The car rider line is on King Street and backs up causing congestion on Pilot Street.

These are different walking routes than the ones we use on walk to school day events. Parent motorists have been observed dropping students off on Bay Street and those students have been observed running to the school. In the afternoon, parents have been seen driving on lawns and getting tickets and illegally parking.

9. How many students live within ¼ mile, ½ mile, 1 mile, 1.5 miles (this question can be skipped if student addresses are provided)?

Student addresses were mapped and analyzed. Results are included in the Action Plan.

10. Estimated percentage of students who live within 1.5 miles? (Follow-up: Is there a major barrier like a railroad crossing or natural feature that is an obstacle for students within a mile and a half radius?)

10-15%

11. School attendance boundaries (map or description)

School provided a map to the Team.

12. There are two crossing guards assigned to the school. If applicable, where are these crossing guards stationed?

One crossing guard is positioned close to police station at Ribaut Road and Duke Street. The other is located at Hamar Street and Prince Street intersection in front of the school.

13. Briefly describe the current conditions of sidewalks and paths around your school.

Sidewalks are cracked and uneven. There are no curb ramps; nothing aligns. No crosswalks throughout historic neighborhoods.

14. Briefly describe the amount of vehicle traffic and the speed limits of the roads surrounding your school.

There is a lot of traffic congestion due to Bay Street (35 mph) and Ribaut Road (45 mph). There is a good deal of congestion also during afternoon dismissal.

There are major intersections with high traffic flow and many are not served by crossing guards. Parents have expressed concern for their children. We want to make it safer for their children to travel back and forth to school on a daily basis. We have also been told that at one intersection, the light changes quickly and children have to run across the street and can barely make it across in time. There is a lot of traffic congestion clogging the off-site streets during arrival and dismissal in the car rider area of our school. The number of cars on the streets exceeds capacity due to the volume of car riders. If more students were walkers or bikers they could have more flexibility in staying after school for our afterschool programs.

15. Are there physical barriers that prohibit students from walking and biking to school?

Sidewalk maintenance and lack of sidewalks on some streets makes walking or biking to school unappealing.

16. Are there policies in place that prohibit students from walking and biking to school?

No

17. What after school activities occur on campus? (Please list and number of student participants)

We have after school learning activities, which include tutoring and recess.

18. Who owns/maintains the roads in town? *Local, County, State, Combination. Describe distribution below:*

South Carolina Department of Transportation (SCDOT) owns all roads surrounding the school. Sidewalk repairs are contracted out by the city to a private company.

19. Did the school complete pre-evaluation data? (Circle either No or Yes)

Parent Surveys:

No/Yes Date Completed: May 2013 Submitted to National Center: Y / N

20. Student Travel Tallies:

No/Yes Date Completed Sept 2012 Submitted to National Center: Y / N

Safe Routes to School Team Members Identified

Name	Title	Organization
Meredith Fent	Guidance Counselor	BES
Inda Walker	Office Manger	BES
Paige Holcome	Social Worker	BES
Cathy Power	School Nurse	BES
John Townsend	PE Teacher	BES
Denise Badger	Data Specialist	BES
Margaret Thompson	Parent Liaison	BES
Daisy Hudson	Parent	BES
Mildred Glover	Assistant Principal	BES
Gary McCulloch	Principal	BES
Lt. Kadas/ Officer Alford	Law Enforcement	City of Beaufort Police
Matt Clancy	Chief	City of Beaufort Police
Libby Anderson	Planner	City of Beaufort
Liza Hill	Planner	City of Beaufort
Jennifer Stanton	Risk Management	BCSD
New staff	Safety Coordinator	BCSD
Lakinsha Petty	Wellness Coordinator	BCSD
Jim Beckert	School Board Member	BCSD
Mike James	School Engineer	SCDOT

APPENDIX B: GLOSSARY OF SRTS ENGINEERING TREATMENTS

Accessible Pedestrian Signals:

Accessible Pedestrian Signals (APs) include pedestrian signal features, including push buttons that are designed to accommodate persons with disabilities, particularly visually impaired. Accessible Pedestrian Signals can be appropriate where specifically requested to assist disabled citizens, or where conditions warrant (i.e. areas where it is difficult to cross using non-visual cues, complex signal phasing, complex intersection geometry, etc.). The 2009 MUTCD includes the following guidance: “if a leading pedestrian interval is used, the use of accessible pedestrian signals should be considered” (2009 MUTCD Section 4E.06).

Leading Pedestrian Intervals:

At signalized intersections, Leading Pedestrian Intervals (LPIs) allow the crosswalk/pedestrian movement to begin crossing 3-6 seconds before the green light is given to motor vehicle traffic in the same direction. LPIs are appropriate at signalized intersections where there is relatively heavy pedestrian volume or significant conflicts with turning vehicles. SCDOT does not use this treatment on state roads. Recommendations for LPI's on SCDOT intersections are not likely to be implemented. Local jurisdictions can apply them to local intersections at their discretion.

Right Turn on Red (RTOR) Restrictions

Restricting right turns on the “red” interval of a signal phase at signalized intersections can reduce crashes between pedestrians and turning vehicles. These restrictions can provide further protection for pedestrians during a leading pedestrian interval of a signal phase, if used. The RTOR restrictions can be limited to certain times of the day or can apply to all hours, prohibiting motorists from turning right without a green signal. The MUTCD identifies two conditions related to pedestrians when restricted RTOR may be most effective including;

1. where an exclusive pedestrian phase exists, and
2. where an unacceptable number of pedestrian conflicts result from RTOR, especially conflicts involving children, older pedestrians, or persons with disabilities.

An engineering study is needed before implementing right turn on red restrictions.

Pedestrian Countdown Signals:

Countdown signals provide a numerical display of time remaining once the “red hand” or “Don’t Walk” symbol appears, allowing pedestrians to see how much time they have left to complete crossing the street.

Traffic Controls at Intersections:

Traffic controls at intersections allocates right-of-way for users. This can be accomplished by installing stop control (i.e. stop signs) or traffic signal control at an intersection. The decision to provide stop sign control on one or more approaches to an intersection should be based on engineering judgment following the factors, conditions, and considerations detailed in Chapter 2B of the 2009 MUTCD. An advantage of providing stop control on one or more approaches to an intersection is that it allows pedestrians to cross the controlled approach without having to judge gaps in moving traffic. This can be helpful especially for children who may not have the skills to judge the speed of oncoming traffic. Traffic control signals regulate the flow of all users through intersections, regardless of mode, by assigning right-of-way to the various traffic movements. Signals for both motorists and pedestrians are particularly important at high-use, mid-block crossings on higher speed roads, multi-lane roads, or at highly congested intersections (2009 MUTCD). Chapter 4C of the 2009 MUTCD details warrants for determining the need for traffic signal control. An engineering study is needed before implementing a new stop sign or traffic signal control. Also, these applications would need approval from the SCDOT before implementation on state roads.

Rapid Flashing Beacons:

Rapid flashing beacons can increase driver awareness of students and pedestrians as they cross a roadway. This type of flasher can be activated manually by push button (or is triggered passively by a pedestrian detection system). Local jurisdictions can explore the possibility of installing rapid flashing beacons on local intersections or roads at their discretion.

Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. Pedestrian hybrid beacons should primarily be considered at locations where accommodations need to be made for heavy pedestrian flow at special events, intermittent times or at a midblock crossing. A pedestrian hybrid beacon may be considered an option to increase pedestrian safety at locations where a signal is not warranted. Chapter 4F of the 2009 MUTCD establishes provisions for pedestrian hybrid beacons and the SCDOT has developed guidelines (See TG-26) for implementing pedestrian hybrid beacons in South Carolina. An engineering study is needed following the guidelines, warrants, and requirements detailed in TG-26.

Curb Extensions:

Curb extensions can improve the ability of pedestrians and motorists to see each other, reduce crossing distances (and thus exposure to traffic), and can slow motor vehicle turning speeds. Also, curb extensions are only appropriate where there is on-street parking. Curb extensions located along school bus routes can effectively calm traffic, but should not impede buses (or larger design vehicles) from making the turn. The application will need to be studied before approval may be given to recommendations for curb extensions on state roads.

Curb Radius Reductions:

Curb radius reductions can slow motor vehicle turning speeds, reduce pedestrian crossing distances, (and thus exposure to traffic) and improve visibility between pedestrian and motorists. Curb radius reductions involve tightening the turning radius at an intersection without extending the curb line into the roadway or a parking lane. Curb radius reductions located along school bus routes can effectively calm traffic but should not impede buses (or larger design vehicles) from making the turn. The application will need to be studied before approval may be given to recommendations for radius reductions on state roads.

High Visibility Crosswalks:

High visibility crosswalk striping improves the visibility of pedestrian crossings. Different striping patterns can be used, most commonly variations of the ladder style. Thermoplastic material is typically used for higher durability and improved visibility of the markings.

Speed Tables/Raised crosswalks:

Raised crosswalks are flat-topped speed humps with crosswalk markings painted on the top. Raised crosswalks serve two purposes: they make pedestrian crossings more visible to motorists; and they cause motorists to slow, where pedestrians cross (*The Effects of Traffic Calming Measure on Pedestrian and Motorists Behavior, FHWA 2001*). These can be considered for a school driveway on school property when new sidewalk or existing sidewalk occurs on both sides of the drive and it's necessary for pedestrians to cross when walking to a parking lot, play area, etc. Offsite, the application would need to be studied and be in compliance to SCDOT's Traffic Calming Guidelines, page 7-9 (Traffic Calming Project Process) before approval may be given.

Crossing Islands

Crossing islands are raised median islands placed in the center of the street at intersection approaches or midblock. They allow pedestrians to **cross** one direction of traffic at a time by enabling them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. They can reduce crashes between vehicles and pedestrians at uncontrolled crossing locations on higher volume multi-lane roadways where gaps are difficult to find, particularly for slower pedestrians, e.g. disabled, older pedestrians, and children. The application would need to be studied before implementing crossing islands on state roads.

Sidewalks and buffers:

A long-term goal of SRTS projects is to establish a well-connected sidewalk network throughout the neighborhoods so that families can walk for more of their daily trips, rather than drive. Sidewalks are most effective when they include a buffer. This buffer increases pedestrian comfort and safety and can also serve as a place for pedestrian "overflow", especially closer to the school where groups of walkers are largest. The preferred sidewalk design is a minimum 6' wide sidewalk with a minimum 2' wide buffer. Available right of way will impact the ultimate design.

Sidepaths and Shared-Use Paths

Shared-use paths are facilities that are used to increase the connectivity of the pedestrian and bicycle network. These can connect neighborhoods directly with schools along a roadway (sidepath), through a park, or along abandoned rail lines that have been repurposed for transportation and recreation. Guidelines for the width of paths can range from 8 to 14ft or more. Typically, a path that is meant to be shared by bicyclists and pedestrians is 10ft wide.

Mini Traffic Circles

Mini traffic circles are a traffic calming measure that can be implemented by constructing a raised circular island in the center of a low volume residential type street intersection. They reduce vehicle speeds by forcing drivers to maneuver around the circular island. The slower speed associated with mini traffic circles can reduce the severity of vehicle crashes, but they must be properly designed to benefit pedestrians and bicyclists. Mini traffic circles should be designed to accommodate the necessary design vehicle. The application would need to be studied and be in compliance to the SCDOT's Traffic Calming Guidelines, page 7-9 (Traffic Calming Project Process) before approval may be given to construct on state roads through an approved SCDOT encroachment permit.

Lighting:

Pedestrian-scale lighting may improve safety and visibility when placed along sidewalk. It is typically recommended that lighting be installed at the same time as sidewalks. If not done at that time, the highest priority for lighting should be given to those intersections identified where students cross. The application would need to be studied before implementing the lighting on state roads. Also, SCDOT will not be responsible for electric usage or maintenance expenses associated with lighting installation; therefore, an agreement would be needed to assign the responsibility of maintenance and electric cost.

School Zone Identification:

School pavement markings can increase motorists' awareness of entering a school zone where pedestrians may be present both along and crossing the roadway. New pavement markings can work with existing school zone signs as appropriate to reinforce the message to motorists about the school zone. The application would need to be studied before implementing the pavement markings on state roads.

Speed Feedback Signs:

Communities may use a mobile "speed trailer" that can be placed in locations where motorists exceed the speed limit often enough that passive enforcement is appropriate. Permanently installed feedback signs provide on-going information to motorists about the speed at which they are traveling. The application would need to be studied before implementing the permanent feedback sign on state roads.

Appendix C: Non-infrastructure Strategies Resource Guide

Strategy	E's	Advantages	Considerations	Resources
<p>Walking and Biking Safety Education Event</p> <p>These single-day events can be held in the fall to promote Walk to School Day. Guest speakers teach the students pedestrian and bicycle safety skills that they can use when walking and biking to school.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Helps children learn bicycle and pedestrian safety skills • Establishes habits that benefit children throughout their lives, regardless of whether they currently walk or bike to school • Establishes consistent messages for young pedestrians and bicyclists • Provides a refresher for parents if take home materials are provided in conjunction with the assembly; it's never too late to correct bad habits • Events can make learning fun, and help strengthen community ties with event organizers and participants 	<ul style="list-style-type: none"> • Best taught using a combination of methods, including one-time instruction (e.g., assemblies), multi-lesson classroom curricula, and skills practice • Requires able and willing instructors • Should be age-appropriate • May require an outside instructor, e.g., a police officer 	<ul style="list-style-type: none"> • Pedestrian Safety Lesson Plan and Activities http://scsaferoutes.org/downloads/SafeKidsWTSDMaterials.pdf • National Highway Traffic Safety Administration Pedestrian Safety Lessons http://www.nhtsa.gov/ChildPedestrianSafetyCurriculum • WalktoSchool.org - Classroom activities that encourage walking and biking. www.walktoschool.org/eventideas/classroom.cfm • Willie Whistle - The National Highway Traffic Safety Association has created a video to help teach children pedestrian safety skills. http://www.nhtsa.gov/people/injury/willie/willie.zip

Strategy	E's	Advantages	Considerations	Resources
<p>Participate in Walk to School Day</p> <p>Walk to School Day (WTSD) is a one-day event that celebrates walking and biking to school that {School Name} already participates in.</p> <p>Generally this event is scheduled for a single day, or an entire week, in early October for International WTSD and March for SC WTSD. Consider using this week-long event strategy multiple times a year.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Excellent kick-off event for Safe Routes to School program • Generates enthusiasm for walking and biking • Way to raise community awareness about safety issues • Can be as simple as a few kids and parents meeting to walk to school or as elaborate as a week-long celebration • Can be folded into studies of international cultures, since it is an international event • Date is flexible to be counted by the National Center for Safe Routes to school the event need only take place before Dec 1. 	<ul style="list-style-type: none"> • Preparations for elaborate celebrations must begin several months in advance to allow time to identify partners, plan activities, and promote the event • Should provide bicycle and pedestrian safety information to children and parents • International Walk to School Day takes place in October but some schools organize multiple Walk to School Days (or “Walk and Roll Day” events) over the course of the school year (e.g., one in the fall and one in the spring) 	<ul style="list-style-type: none"> • U.S. Walk to School Day website (provides resources and event registration): www.walktoschool.org • International Walk to School Day website: www.iwalktoschool.org/ • Spice up Walk to School Day http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Tip-Sheet_SpiceUpWTS.pdf • Plan and promote your Walk to School Day event http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Tip-Sheet_PlanPromote.pdf • Include students when it is too far or unsafe http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Tip-Sheet_IncludeStudents.pdf
<p>Frequent Walker/Bicyclist Program or Walking Wednesdays</p> <p>Track and reward students who walk and bicycle to school regularly, or on a designated day. Create an individual competition or a competition among classes.</p>	<p>Encouragement</p>	<ul style="list-style-type: none"> • Provides positive reinforcement for walking and bicycling • Children respond to incentives • Can include all students • Can include walking and bicycling beyond the trip to school 	<ul style="list-style-type: none"> • Need to identify a coordinator • Establish a simple record-keeping system • Establish age-appropriate goals • Consider giving rewards to parents as well, since parents are often involved in the commute to school 	<ul style="list-style-type: none"> • Walking School Bus tip sheet http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Tip-Sheet_WalkingSchoolBus.pdf • Invitation to parents to join the Walking School Bus http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Letter-WalkingSchoolBus.docx • Frequent Walker Punch card template http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Punchcard.pdf

Strategy	E's	Advantages	Considerations	Resources
<p>Traffic Enforcement (Staff/Crossing Guards)</p> <p>Enforcing traffic rules can be an ongoing program for school staff and crossing guards. This works well if the school has an existing reward point program.</p>	<p>Education, Enforcement, Encouragement</p>	<ul style="list-style-type: none"> • Crossing guards play an important role in helping children cross the street at key locations, reminding drivers of the presence of pedestrians, and making parents feel more comfortable about letting their children walk and bicycle to school • Staff and crossing guards can also reward students who are “caught being good” by issuing School Reward Points 	<ul style="list-style-type: none"> • Requires some training and coordination with crossing guards 	<ul style="list-style-type: none"> • Adult School Crossing Guard Guidelines (NCSRTS) http://guide.saferoutesinfo.org/crossing_guard/pdf/crossing_guard_guidelines_web.pdf • Florida School Crossing Guard Training Guidelines http://saferoutesinfo.org/program-tools/florida-school-crossing-guard-training-guidelines • Lessons from Florida’s Crossing Guard Program http://saferoutesinfo.org/events-and-training/srts-webinars/lessons-floridas-crossing-guard-program
<p>Student Safety Patrol Program</p> <p>This can be an ongoing program for 5th grade students. Student safety patrols can offer educational literature to offenders to let them know about traffic safety issues (and proper behavior) surrounding the school zone.</p>	<p>Education, Enforcement, Encouragement</p>	<ul style="list-style-type: none"> • Students can also issue citations if allowed by the school • Excellent way to educate parents and encourage appropriate behaviors while supporting the school’s SRTS program • Teaches students valuable leadership skills 	<ul style="list-style-type: none"> • Requires an adult organizer such as a parent, teacher, or law enforcement officer • Materials such as sashes and badges are encouraged • Requires adult supervision while students are “on-duty” • Student safety patrols will also be trained to set the model example for younger students • In the last month of school, student patrols can “train” 4th graders who are interested in being trained in the fall when they will be in 5th grade • One option is to host an end of the year party to honor the graduating safety patrols 	<ul style="list-style-type: none"> • Giveaways for students when they cash-in their Reward points • AAA Safety Patrol Program: http://www.aamidatlantic.com/Foundation/SchoolPrograms/SchoolSafetyPatrol

Strategy	E's	Advantages	Considerations	Resources
<p>Bike Rodeo</p> <p>This is a single-day event that promotes bicycle safety. At the rodeo, students can borrow bicycles (when available) or bring their own, for hands-on safety skills training.</p>	Education, Encouragement	<ul style="list-style-type: none"> • Bike rodeos make learning fun and can help strengthen community ties with event organizers and participants. • At the rodeo, students learn safety skills such as how to wear a helmet properly and how to behave while bike riding. The rodeo can also have a closed “test course” for the students to ride. This helps the students to practice in a safe environment and gain confidence in their decision-making skills. • One possible partner for this is the local police department. 	<ul style="list-style-type: none"> • Requires able and willing instructors • Should be age-appropriate • May require an outside instructor, e.g., a police officer • Requires planning and materials to share with students 	<ul style="list-style-type: none"> • Bicycling Life page on bicycle rodeos: http://www.bicyclinglife.com/SafetySkills/BicycleRodeo.htm • An organizer’s guide to bicycle rodeos http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf • Easy steps to properly fit a bicycle helmet http://www.nhtsa.gov/people/injury/pedbimot/bike/EasyStepsWeb/
<p>Walk Audit/Parent Surveys / Student tallies</p> <p>Tallies are a means of collecting information from students and parents about their travel behavior, to help identify program opportunities and evaluate success.</p>	Evaluation	<ul style="list-style-type: none"> • Establishes baseline information on student travel behavior and perceived barriers to walking and biking • Helps determine existing needs • Helps determine success of SRTS efforts and identify needed adjustments 	<ul style="list-style-type: none"> • Best to conduct initial surveys before SRTS measures have been implemented • Requires teacher buy-in and administrative organization • Getting parents to fill out and return surveys can be a challenge. Follow up is necessary. Getting parents to fill out and return surveys can be a challenge • Consider a contest among classes for highest rate of return 	<ul style="list-style-type: none"> • Student In-Class Travel Tally Form: http://www.saferoutesinfo.org/resources/evaluation_student-in-class-travel-talley.cfm • Parent Survey Form: http://www.saferoutesinfo.org/resources/evaluation_parent-survey.cfm • Instructions for Survey Administration: http://www.saferoutesinfo.org/resources/evaluation_instructions.cfm • Instructions for Data Entry: http://www.saferoutesinfo.org/resources/evaluation_cover-sheets.cfm

Strategy	E's	Advantages	Considerations	Resources
<p>Walking School Buses/ Bicycle Trains</p> <p>Walking school buses and bicycle trains are adult-supervised groups of students walking and/or bicycling to school.</p>	<p>Education, Encouragement</p>	<ul style="list-style-type: none"> • Encourages adult supervision on the walk to school • Can be loosely structured or highly organized • Can include a meeting point in a parking lot so children and parents who must drive can participate • Adults can rotate who will lead each time 	<ul style="list-style-type: none"> • Need to identify routes where conditions support walking and there is sufficient demand for supervised walking • Requires parents willing to walk with children and learn about how Walking School Buses are organized and conducted. • More organized structure requires considerable planning 	<ul style="list-style-type: none"> • Walking School Bus tip sheet http://scsaferoutes.org/downloads/Encouragement/SC-SRTS-Tip-Sheet_WalkingSchoolBus.pdf • Bicycle Train guide http://scsaferoutes.org/downloads/Encouragement/SC_SRTS_Bike_Train%20Guide.pdf
<p>Drive Safe Campaigns</p> <p>Some parents are not aware of how their driving behavior can put walking students at risk. This teaches parents and other drivers how their unsafe driving habits can put children in danger.</p>	<p>Education</p>	<ul style="list-style-type: none"> • Has the ability to positively effect change in and community around the school • Improves the safety of the walking environment • Good drivers can help to set the example for good behavior, which is especially true for helping to control driving speeds 	<ul style="list-style-type: none"> • This requires a person to organize and administer the campaign • May not be effective at schools where parent/teacher organizations are weak • Law enforcement officers would be great at speaking at the campaign events; sometimes, due to their heavy schedules, this can be difficult to arrange • A good way to contact parents is during back to school night and PTA meetings. • Learning safe driving behaviors around schools at the start of the school year may help to prevent bad driving habits from starting • Law enforcement officers (or other teachers) can hold a brief assembly to explain the dangers of unsafe driving in school areas • Law enforcement officers can provide a demonstration of how difficult it is to quickly stop a moving vehicle at 50, 40 and 30 mph. • The National Center has information on how the speed of the vehicle can affect the severity of injury that the pedestrian experiences in a crash 	<ul style="list-style-type: none"> • Driving Around Schools: Keeping Children Safe http://apps.saferoutesinfo.org/lawenforcement/resources/driving_tips.cfm • Parents, Avoid Becoming a Traffic Hazard http://www.aaamidatlantic.com/FetchFile.ashx?id=e55bfa26-a70d-4e17-afde-073b86cc9975

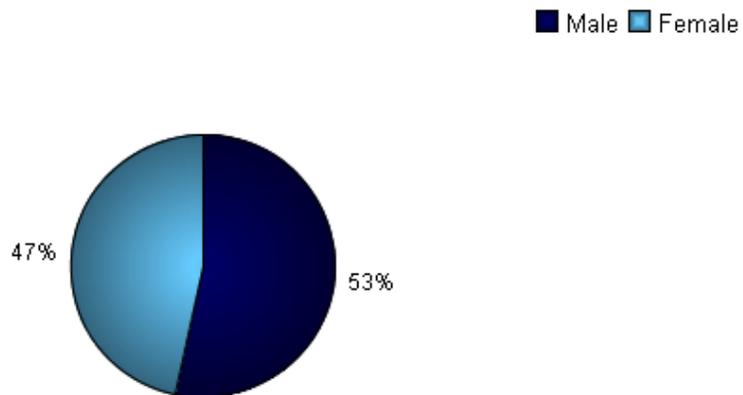
Strategy	E's	Advantages	Considerations	Resources
<p>Crossing Guard Appreciation Day</p> <p>Crossing guards help children cross the road safely in the mornings and afternoons, in all weather conditions. Remind them that you appreciate their service and dedication. Students can create thank you cards that they deliver themselves during their walks home, or teachers and administrators can honor them formally during a school assembly.</p>	<p>Encouragement</p>	<ul style="list-style-type: none"> • Maintains a positive relationship between the crossing guards and the school/community • Can inspire crossing guards to continue to be reliable safety figures • Creates an opportunity to remind students why it is important to practice safe walking skills 	<ul style="list-style-type: none"> • Requires coordination between the crossing guards, school administrators and school instructors • May require materials to create the thank-you cards • Is most effective with newsletter and in-school announcements • Relatively inexpensive strategy 	<ul style="list-style-type: none"> • Active Transportation Alliance webpage for Crossing Guard Appreciation Day http://www.activetrans.org/crossingguard

Parent Survey Summary

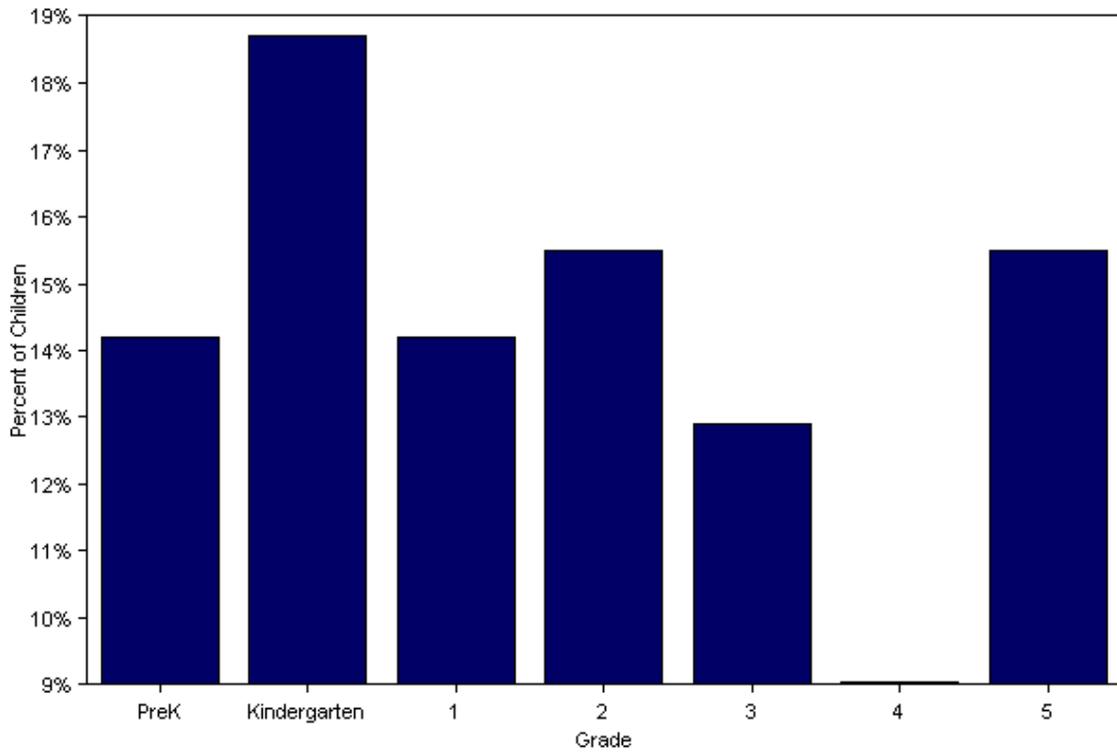
Program Name:	South Carolina SRTS Resource Center	Month and Year Collected:	May 2013
School Name:	Beaufort Elementary School	Set ID:	9998
School Enrollment:	600	Date Report Generated:	08/16/2013
Enrollment within Grades Targeted by SRTS Program:	600	Number of Questionnaires Analyzed for Report:	156
Number of Questionnaires Distributed:	600		

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

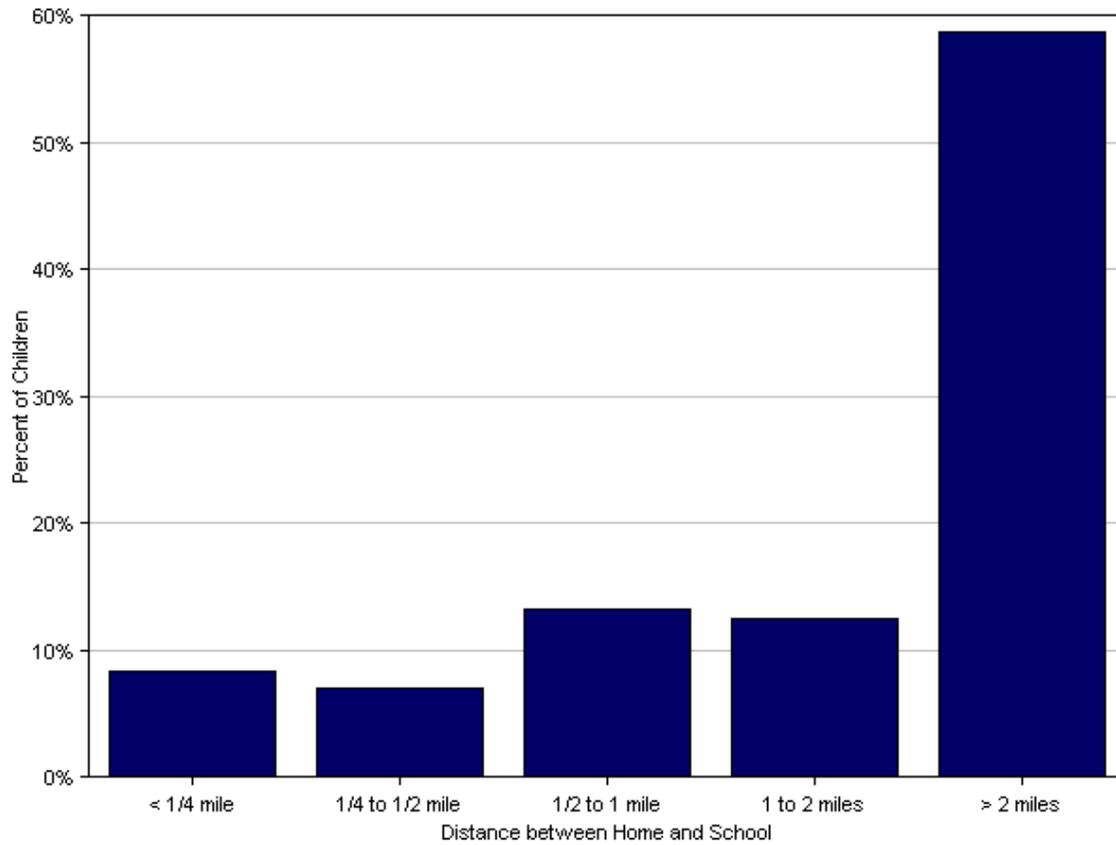


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	22	14%
Kindergarten	29	19%
1	22	14%
2	24	15%
3	20	13%
4	14	9%
5	24	15%

No response: 0
 Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

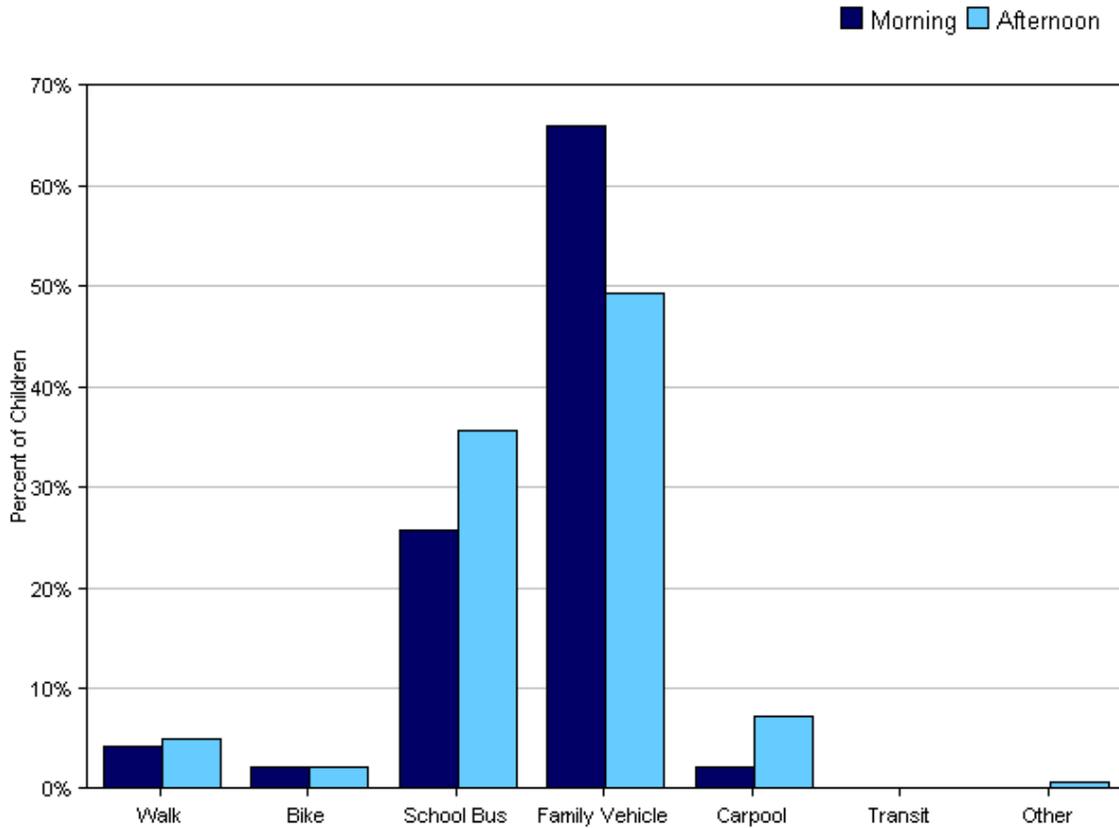


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	8%
1/4 mile up to 1/2 mile	10	7%
1/2 mile up to 1 mile	19	13%
1 mile up to 2 miles	18	13%
More than 2 miles	84	59%

Don't know or No response: 13
 Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

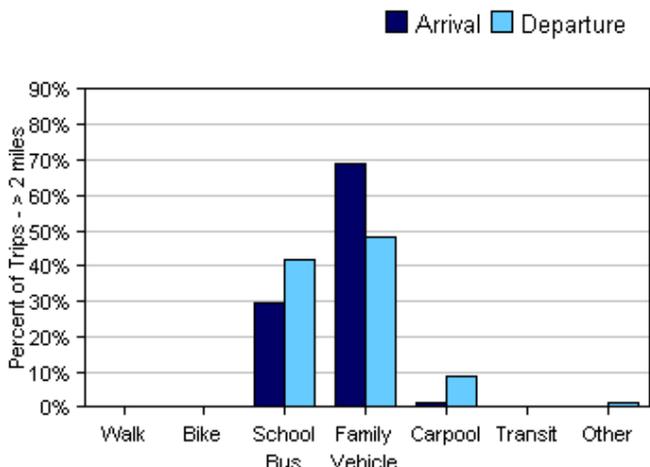
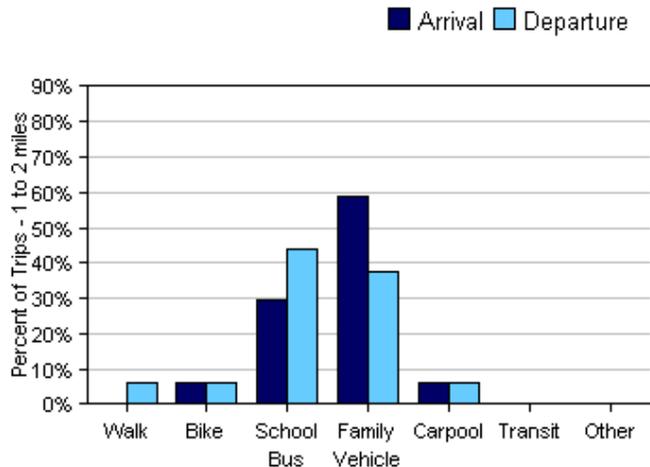
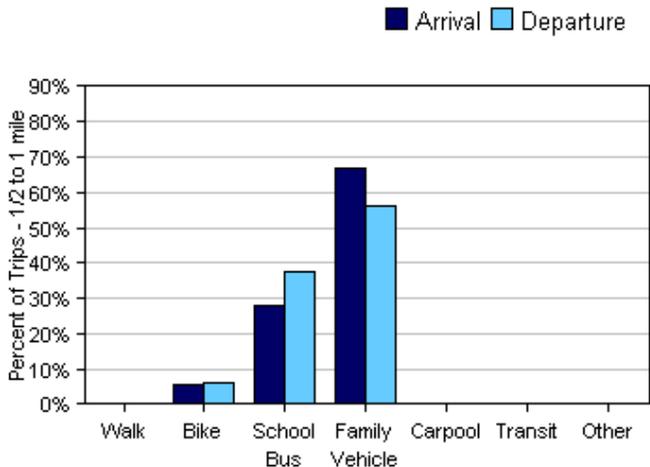
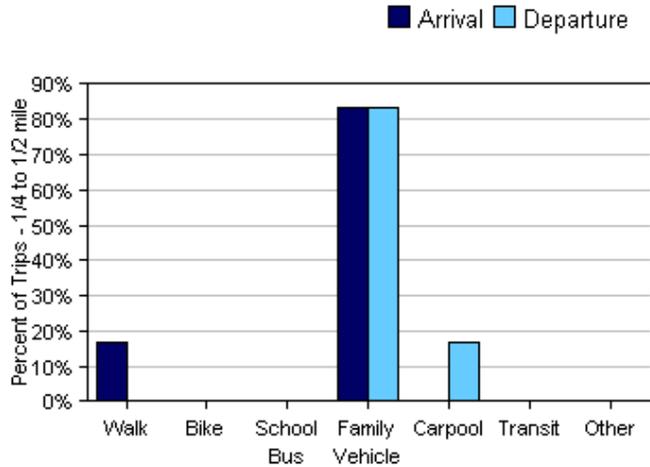
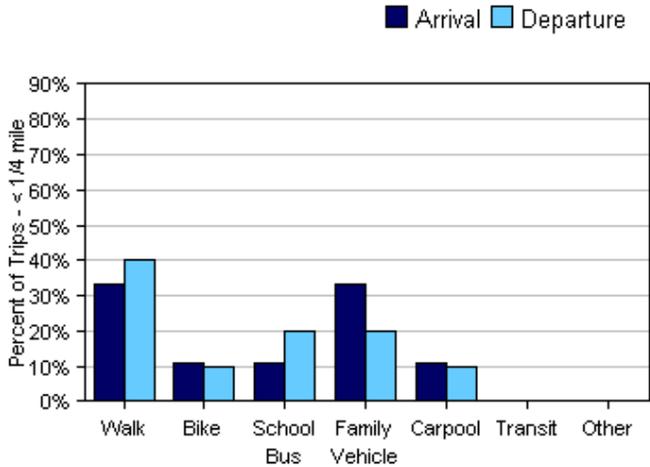
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	144	4%	2%	26%	66%	2%	0%	0%
Afternoon	140	5%	2%	36%	49%	7%	0%	0.7%

No Response Morning: 12

No Response Afternoon: 16

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	33%	11%	11%	33%	11%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	0%	83%	0%	0%	0%
1/2 mile up to 1 mile	18	0%	6%	28%	67%	0%	0%	0%
1 mile up to 2 miles	17	0%	6%	29%	59%	6%	0%	0%
More than 2 miles	81	0%	0%	30%	69%	1%	0%	0%

Don't know or No response: 25

Percentages may not total 100% due to rounding.

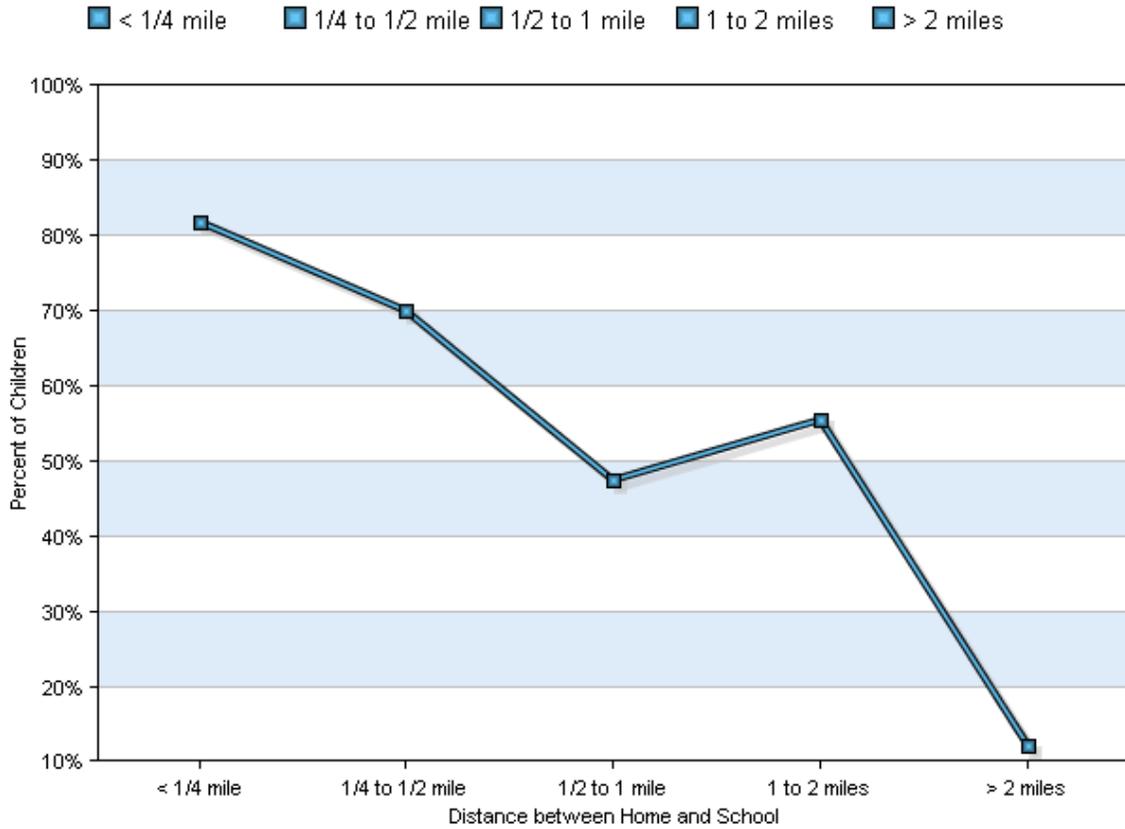
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	10	40%	10%	20%	20%	10%	0%	0%
1/4 mile up to 1/2 mile	6	0%	0%	0%	83%	17%	0%	0%
1/2 mile up to 1 mile	16	0%	6%	38%	56%	0%	0%	0%
1 mile up to 2 miles	16	6%	6%	44%	38%	6%	0%	0%
More than 2 miles	79	0%	0%	42%	48%	9%	0%	1%

Don't know or No response: 29

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

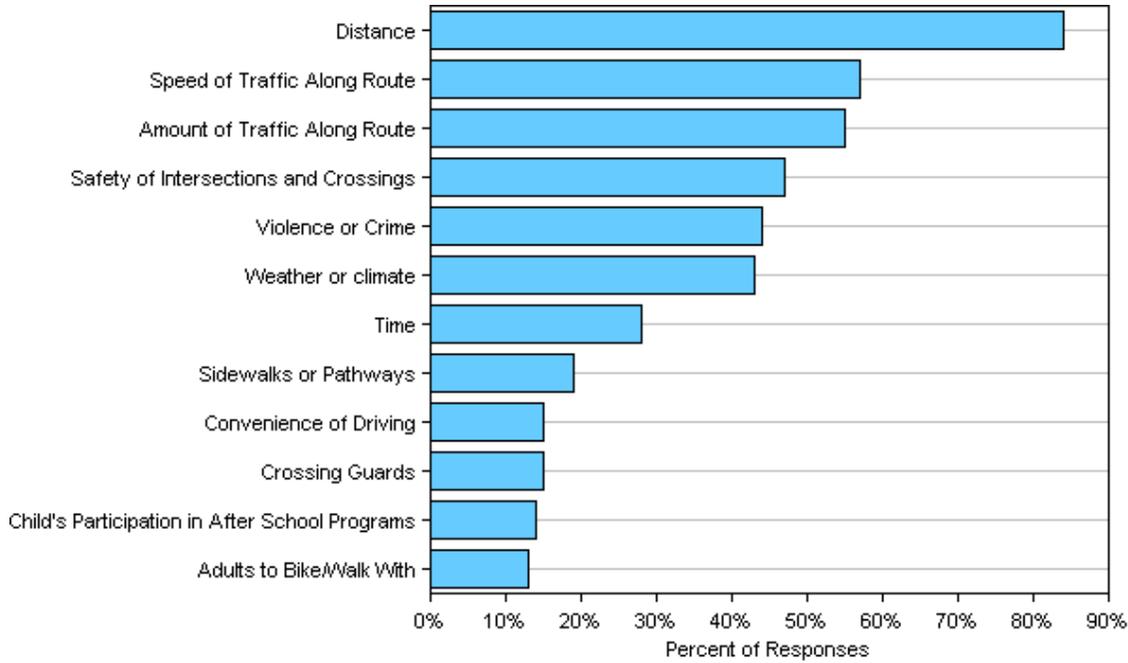


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

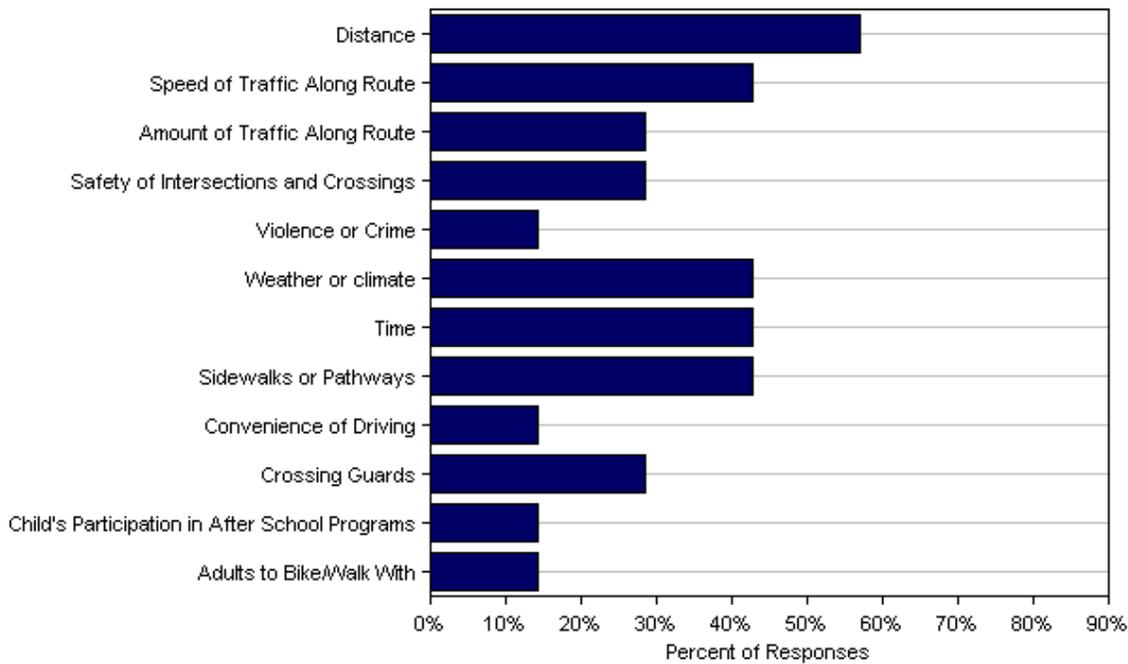
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	45	82%	70%	47%	56%	12%
No	96	18%	30%	53%	44%	88%

Don't know or No response: 15
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	84%	57%
Speed of Traffic Along Route	57%	43%
Amount of Traffic Along Route	55%	29%
Safety of Intersections and Crossings	47%	29%
Violence or Crime	44%	14%
Weather or climate	43%	43%
Time	28%	43%
Sidewalks or Pathways	19%	43%
Convenience of Driving	15%	14%
Crossing Guards	15%	29%
Child's Participation in After School Programs	14%	14%
Adults to Bike/Walk With	13%	14%
Number of Respondents per Category	100	7

No response: 49

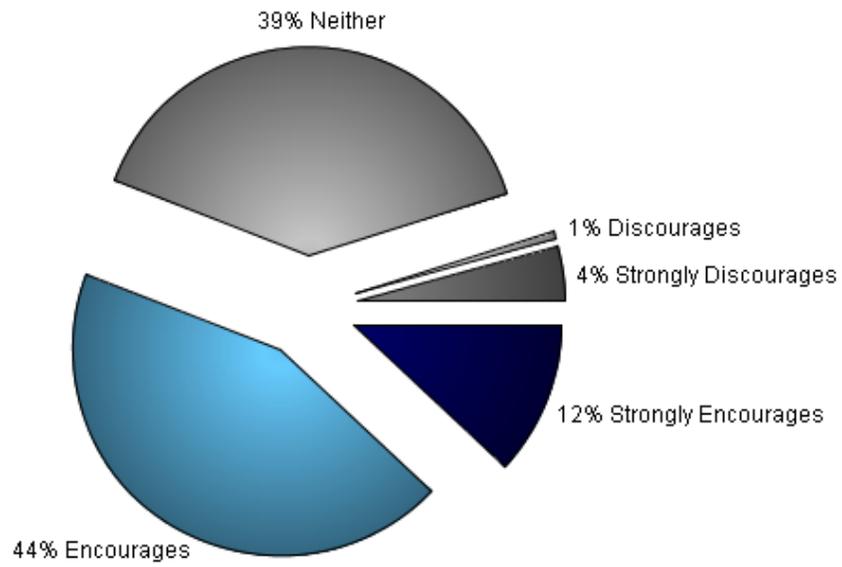
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

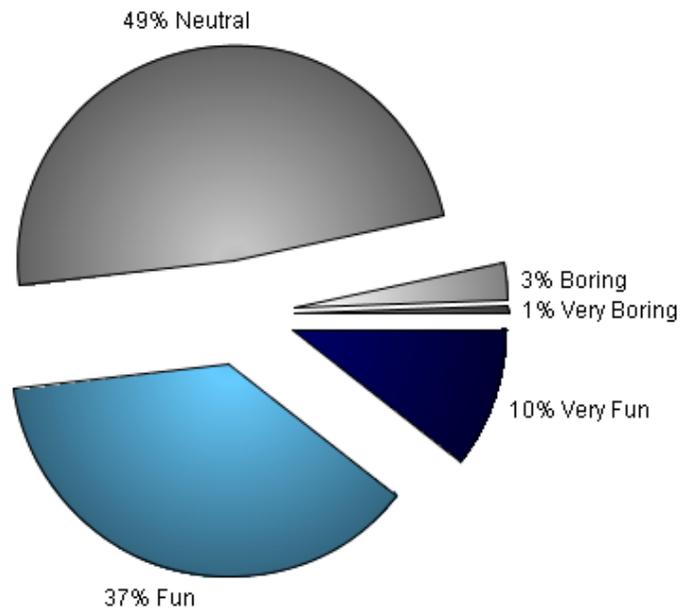
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

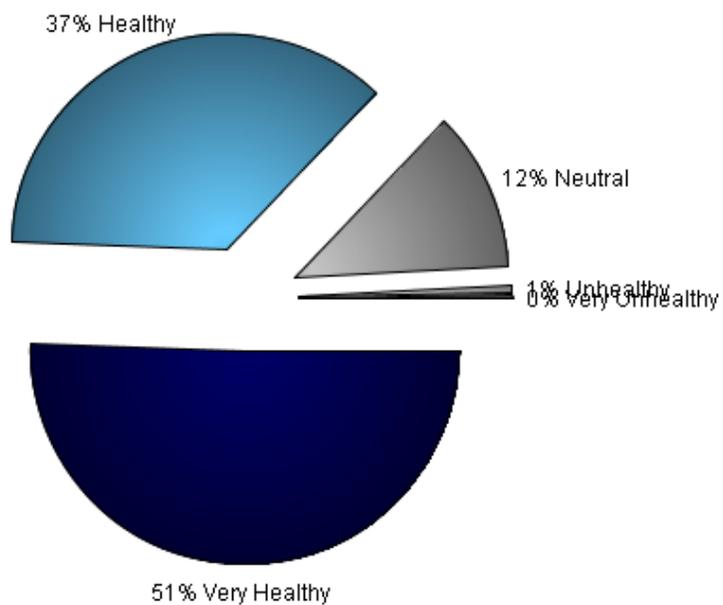
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1053586	IF WE LIVED DOWNTOWN I WOULD ALLOW THEM TO WALK OR RIDE DISTANCE CAN NOT BE FIXED AT THIS TIME - WE LIVE ON LADYS ISL.
1053601	WE LIVE ON LADYS ISL. IF WE LIVED IN TOWN I WOULD LET THEM WALK OR RIDE.
1053650	WE LIVE TOO FAR TO EVEN CONSIDER WALKING TO SCHOOL. WE ARE OUT OF ZONE.
1053663	LIVE TOO FAR FROM SCHOOL & IF I WOULD LOVE CLOSE I BE SCARED THAT SOMEONE MIGHT TAKE HER.
1053669	BUS DRIVER NEEDS TO BE MORE PUNCTURAL.
1053671	IF I ONLY STAYED AND WALKING DISTANCE I WOULD BEEN MORE AND GLAD TO WALK & RIDE BIKE TO SCHOOL WITH MY CHILD.
1053706	WALKING OR BIKING TO SCHOOL IS WONDERFUL MY CHILD AND I LIVE IN THE OLD SHELL POINT ELEM AREA BUT ON WEEKENDS WE RIDE BIKES OR WALK FOR GOOD HEALTH. QUESTION #9 - LIVE TO FAR FROM SCHOOL. QUESTION #11 - NOT SURE HOW TO ANSWER WE LIVE WAY TO FAR TO BE CONCLUDED
1053711	WE LIVE ABOUT 5 MILES FROM THE SCHOOL. THAT'S A LITTLE FAR FOR A CHILD TO WALK IN ANY CLIMATE.
1053736	IF THEIR WERE CROSSING GUARDS ON ALL CORNERS OR SUPERVISION OF THE WALKERS
1053624	ANSWERS 13 & 14 ARE BASED ON IF WE LIVED IN BEAUFORT & NOT ST HELENA ISLAND.
1053626	WALKING AND/OR BIKING PROVIDE MYRIAD BENEFITS TO POSIIVE CHILDHOOD DEVELOPMENT.
1053657	THE SCHOOL NEED AN EARLY DROP OFF FOR WORKING PARENTS.
1053670	I HAVE REQUESTED IN THE PAST YEAR FOR THE D.O. TO MAINTAIN THE CROSSWALK IN FRONT OF BEAUFORT ELEM. (PRINCE STREET) AND TO PUT A SIGN THAT STATES THAT IF FOR PEDESTRIANS TO NO AVAIL.
1053675	N/A
1053679	DISTANCE IS THE MAIN PROBLEM. I ALWAYS WALKED OR RODE A BIKE TO SCHOOL. I KNOW HE WANTS TO.
1053681	I WAS NOT SURE WHAT INTERSECTION YOU WANTED. I PUT THE CLOSEST INTERSECTION WITH A LIGHT. OUR ADDRESS IS 1107 EMMONS ST. IN PIPEON POINT.
1053710	I WOULD LOVE TO SEE A CROSSING GUARD BACK AT THE INTERSECTION OF RIBAUT ROAD AND NORTH STREET.
1053729	ALTHOUGH CONDITIONS CAN BE CHANGED THIS RUK IS STILL HIGH FOR STUDENTS WALKING TO SCHOOL
1053739	WE JUST LIVE TOO FAR AWAY!
1053621	OUR DISTANCE FROM THE SCHOOL DOES NOT ALLOW LILLIE ANNE TO WALK OR BIKE RIDE TO SCHOOL
1053627	RIBAUT RD IS MAIN ROAD TO CROSS-NOT COMFORTABLE WITH THE TRAFFIC.
1053655	MY CHILD DOES NOT LEAVE IN BEAUFORT SO SHE WILL NOT BE WALKING TO SCHOOL.
1053693	WE LIVE TO FAR FOR MY CHILDREN TO WALK OR RIDE THEIR BIKES TO SCHOOL!
1053591	IF WE DIDN'T LIVE A DISTANCE WE WOULD LET OUR CHILD RIDE HIS BIKE TO SCHOOL YET I DONT TRUST THE ROUTE AND ITS TOO DANGEROUS CONSIDERING THE TRAFFIC THAT COMES THROUGH
1053595	I THINK THAT THE DROP OFF CIRCLE NEEDS TO BE MONITORED. THERE WAS SOMEONE THERE IN THE BEGINNING & THEN IT TURNS TO CAOS... & UNSAFE
1053602	HENRY BIKED TO SCHOOL EVEN IN PRE K WITH AN ADULT AND NOW OCCASIONALLY BIKES WITH AN ADULT. IF THERE WERE A CROSSING GUARD SOMEWHERE ALONG BOUNDARY HE WOULD ALWAYS BIKE TO SCHOOL.

1053609	MY BIGGEST CONCERN IS SAFETY. WE WALKED TO SCHOOL ON WALK TO SCHOOL DAY AND THE CARS WHIZZING BY US MADE ME VERY NERVOUS NOT TO MENTION MY FEAR OF SOMETHING FLYING OFF OF A CAR AND HITTING US.
1053610	WISH THERE WAS A CROSSING GUARD AT OUR INTERSECTION RIBAUT & NORTH OR RIBAUT & BAY/DEPOT
1053647	BEAUFORT ELEMENTARY SCHOOL IS A GREAT SCHOOL BUT NO MATTER WHAT SAFETY PRECAUTIONS WERE INSTALLED I WOULD NEVER PUT MY CHILDREN IN ADDED AND NECESSARY RISK. THERE ARE TOO MANY BAD DRIVERS WEIRDOS ETC. FOR ME TO ALLOW THEM TO RIDE WITH ANYONE ELSE.
1053652	QUESTION #9 - IF WITHIN DISTANCE
1053628	N/A
1053639	TRAFFIC GOING INTO THE SCHOOL IS VERY UNSAFE FOR CHILDREN CURRENTLY. NO ONE DIRECTS THE 3 LANE TRAFFIC THAT EXISTS TODAY. SAFETY IS NOT OF GREAT IMPORTANCE TO TIS SCHOOL AT THIS TIME.
1053606	MY SON CAN NOT WALK TO SCHOOL WHY IT IS VERY DANGEROUS FOR AWAY AND NO TIME NOS PACE ON THE STREET FOR WALKING. SILVIA BARCENOST
1053613	WE LIVE TOO FAR TO WALK OR BIKE AND THE TRAFFIC IS VERY HEAVY FROM OUT STREET TO SCHOOL
1053674	MY SON CAN NOT WALK TO SCHOOL WHY IT IS VERY DANGEROUS FAR AWAY AND NO TIME NO SPACE ON THE STREET FOR WALKING.
1053683	QUESTION 15 HAS NOTHING TO DO WITH WALKING OR BIKE RIDING TO SCHOOL.
1053714	WE LIVE TOO FAR AWAY FROM THE SCHOOL TO WALK OR BIKE.

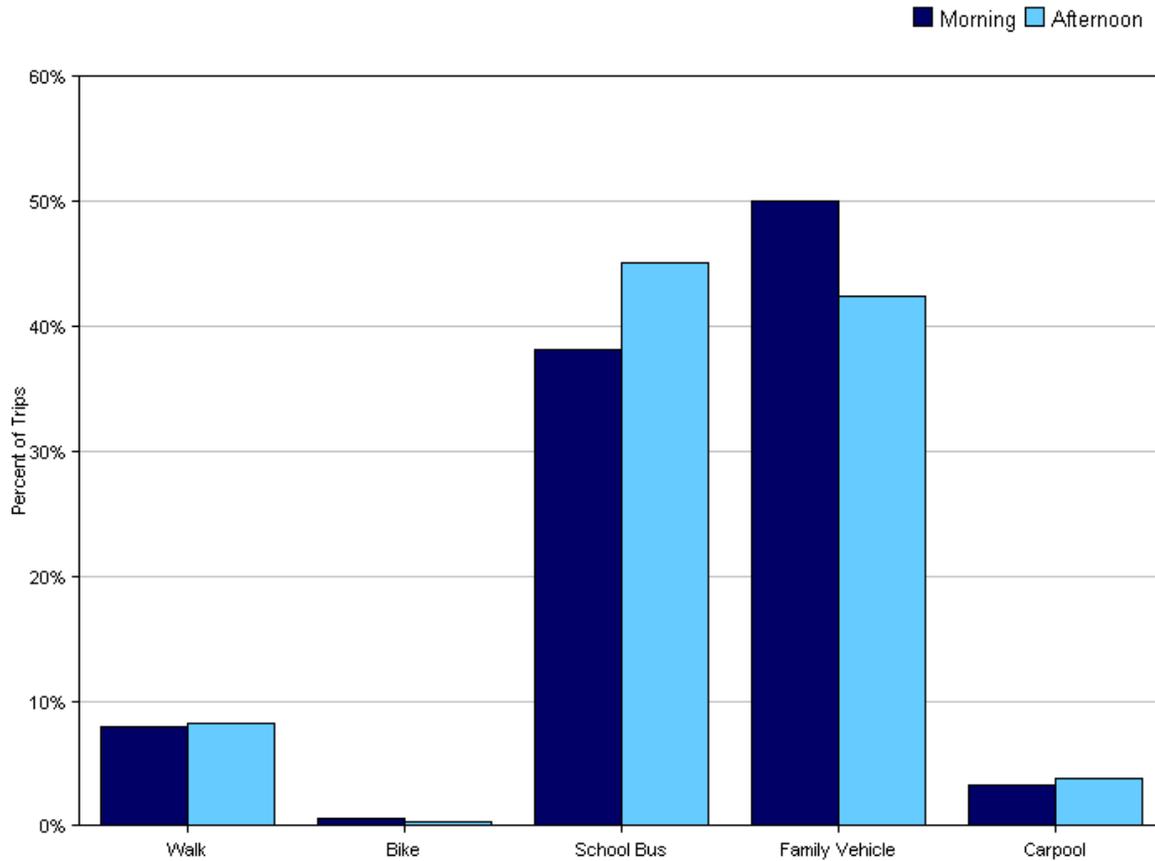
APPENDIX E: STUDENT TALLY SUMMARY REPORT

Tally Report Summary

Program Name:	South Carolina SRTS Resource Center	Month and Year Collected:	September 2012
School Name:	Beaufort Elementary	Set ID:	10223
School Enrollment:	600	Date Report Generated:	10/29/2012
Enrollment within Grades Targeted by SRTS Program:	Don't Know	Number of Classrooms Included in Report:	26
Number of Classrooms in School:	25		

This report contains information from parents about their children's trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

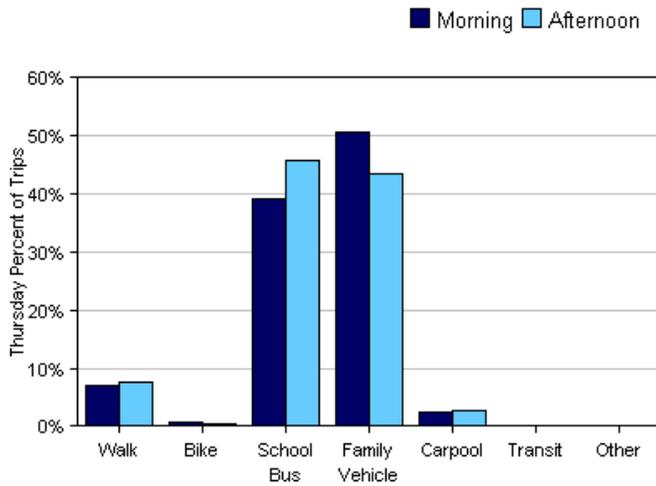
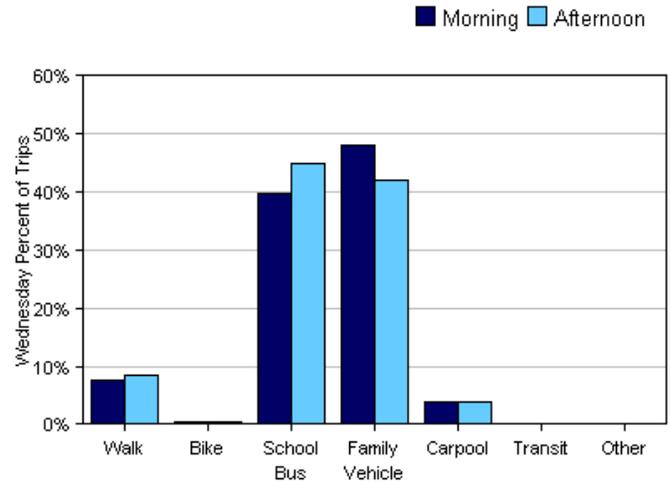
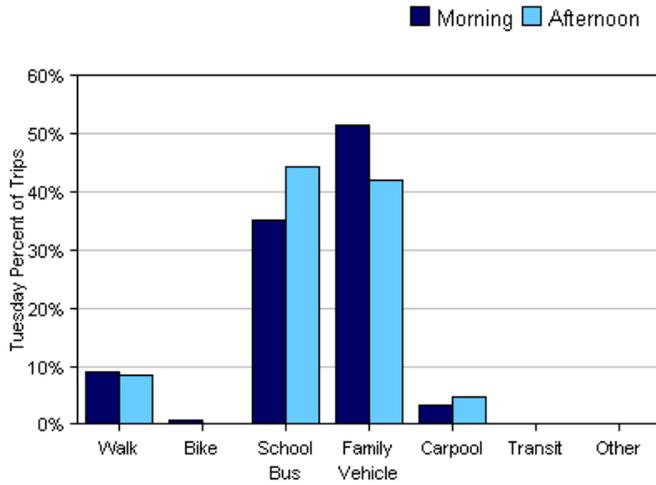


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1295	8%	0.6%	38%	50%	3%	0%	0%
Afternoon	1257	8%	0.4%	45%	42%	4%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

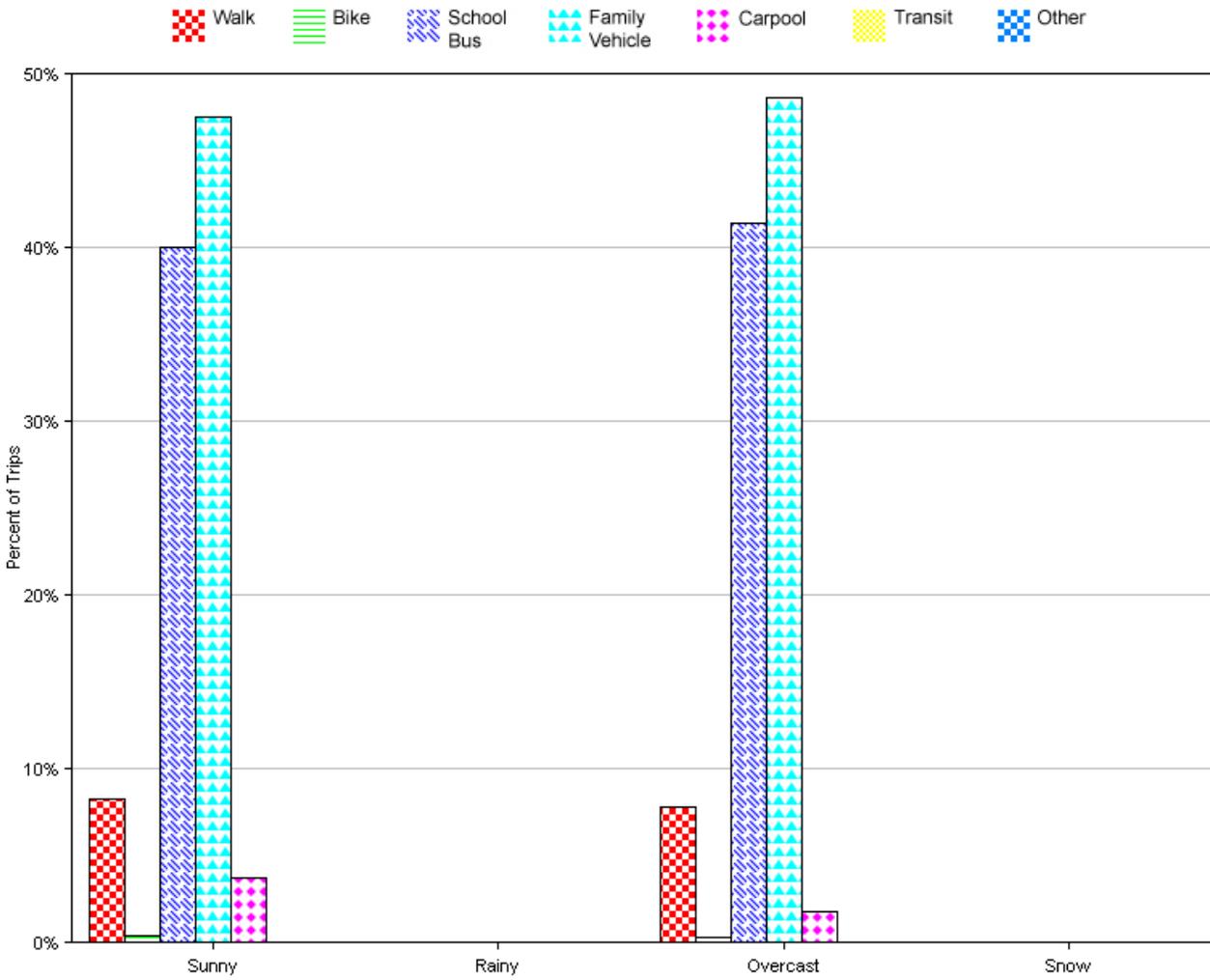


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	409	9%	0.7%	35%	52%	3%	0%	0%
Tuesday PM	396	9%	0.3%	44%	42%	5%	0%	0%
Wednesday AM	454	8%	0.4%	40%	48%	4%	0%	0%
Wednesday PM	435	9%	0.5%	45%	42%	4%	0%	0%
Thursday AM	432	7%	0.7%	39%	51%	2%	0%	0%
Thursday PM	426	8%	0.5%	46%	43%	3%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	2009	8%	0.4%	40%	48%	4%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	333	8%	0.3%	41%	49%	2%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

APPENDIX F: TRAFFIC STUDY AT BEAUFORT ELEMENTARY SCHOOL ON S-110 (PRINCE STREET), BEAUFORT COUNTY



South Carolina
Department of Transportation

January 24, 2013

Ms. Jennifer Morillo
Principal
Beaufort Elementary School
1800 Prince Street
Beaufort, South Carolina 29902

**RE: Traffic Study at Beaufort Elementary School on S-110 (Prince Street)
Beaufort County**

Dear Ms. Morillo:

In response to a request for the South Carolina Department of Transportation to study traffic congestion at Beaufort Elementary School, my office has completed a review of existing traffic conditions associated with the school. The study was conducted during the afternoon dismissal period and included a review of traffic operations internal and adjacent to the school campus on S-110 (Prince Street), S-67 (Hamar Street), S-99 (Pilot Street), S-134 (King Street), S-69 (North Street), and S-6 (Bay Street).

The majority of the streets adjacent to the school are 18 to 20 feet wide. The speed limit for the streets adjacent to the school is 35 MPH, except for a portion of Prince Street which has School Zone signs with a posted speed limit of 25 MPH during school days. There are two-student loops and one bus loop that serve this school. The student loops are on Prince Street and Pilot Street and the bus loop is on Hamar Street.

During the afternoon dismissal period, it was observed that vehicles exceeded the capacity of both student loops and the bus loop. It was noted that parent traffic circulated through the loop on Pilot Street in a clockwise operation which allowed students to be picked-up on the driver's side of vehicles. The South Carolina Department of Education's *Office of School Facilities Planning and Construction Guide* states that students should be dropped-off and picked-up in a manner that does not allow them to cross in front of or behind a vehicle.

However, we understand that the school desires the student loop to operate in a clockwise operation to reduce the number of vehicles that would store along S-69 (North Street) which is a higher-volume street. When vehicles exceeded the loop on Pilot Street, they extended south onto Pilot Street and onto King Street. Also, vehicles exceeded the loop on Prince Street and extended out onto Prince Street in both directions. The majority of buses stored along Hamar Street to load students and then exited onto Bay Street.



Ms. Jennifer Morillo

Page Two

January 24, 2013

Based on our findings, it appears that the congestion at and adjacent to the school is a result of insufficient on-site storage for both student loops and the bus loop. Therefore, the Department recommends that school officials consider implementing alternatives to provide additional on-site storage for vehicles or alternatives to relieve school traffic storing along the higher-volume residential streets. The existing student loop on Pilot Street has approximately 280 linear feet of on-site storage. The existing student loop on Prince Street has approximately 275 linear feet of on-site storage. These distances fall well below our recommended minimum of 1,500 - 2,000 linear feet of storage as outlined in our *Guidelines for School Transportation Design Manual*.

One alternative (A) to gain additional off-site parking for vehicles would be for the school to contact the United Church of Jesus Christ that is two blocks north of the school site on S-54 (Duke Street) and the Church of Christ that is two blocks west of the school site on King Street to get written permission for parents to park in their parking lot and walk their children to and from the school building. This would significantly reduce traffic congestion at the school if enough parents were to participate.

A second alternative (B) to gain additional off-site parking for vehicles would be for the school to mark a parking layout on the grass with paint or traffic cones to get as many vehicles as possible on the empty lot across from the school on Prince Street.

A third alternative (C) to relieve school traffic storing along the higher-volume residential streets would be to prevent school traffic from extending from the student loop out onto S-69 (North Street). The school could help prevent this by informing parents to travel west one block to S-174 (Glebe Street) to enter the school site if Pilot Street is full when they arrive. The school should also inform parents not to block the residential driveways adjacent to the school site.

A fourth alternative (D) to relieve school traffic storing along the residential streets adjacent to the school could be for the school district to consider staggering the dismissal times for specific grades (i.e., Prekindergarten - 2nd and 3rd - 5th) by approximately fifteen to twenty minutes or inform parents of specific grades not to arrive for pick-up until right at or just after school dismissal. This would possibly help reduce the number of vehicles arriving at the school one hour or more prior to dismissal.

A fifth alternative (E) to gain additional parking spaces at the school would be for the City of Beaufort to request ownership of the roads surrounding the school. This would allow the City to grant approval for the development of on-street parking if the school requests it.

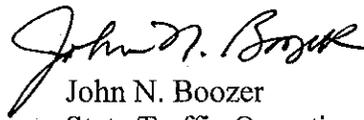
Ms. Jennifer Morillo
Page Three
January 24, 2013

It is recommended that a police officer or certified crossing guard assist with bus departures since students load onto buses from Hamar Street. Also, the crossing guard should be reminded that pedestrians are to cross inside the crosswalk markings on Prince Street, especially during morning take-in and afternoon dismissal periods. It is recommended that vehicles only be allowed to make right turns into the student loop on Prince Street to reduce interference with vehicles exiting the student loop. This could be achieved with signs and pavement markings.

Our recommendations are shown in red on the enclosed sheets. Implementing any of these alternatives should provide safer, more efficient traffic operations at and adjacent to the school.

I trust that you will find this information helpful. If you should have any questions concerning our comments, please feel free to contact our School Operations staff at 803-737-1455.

Sincerely,



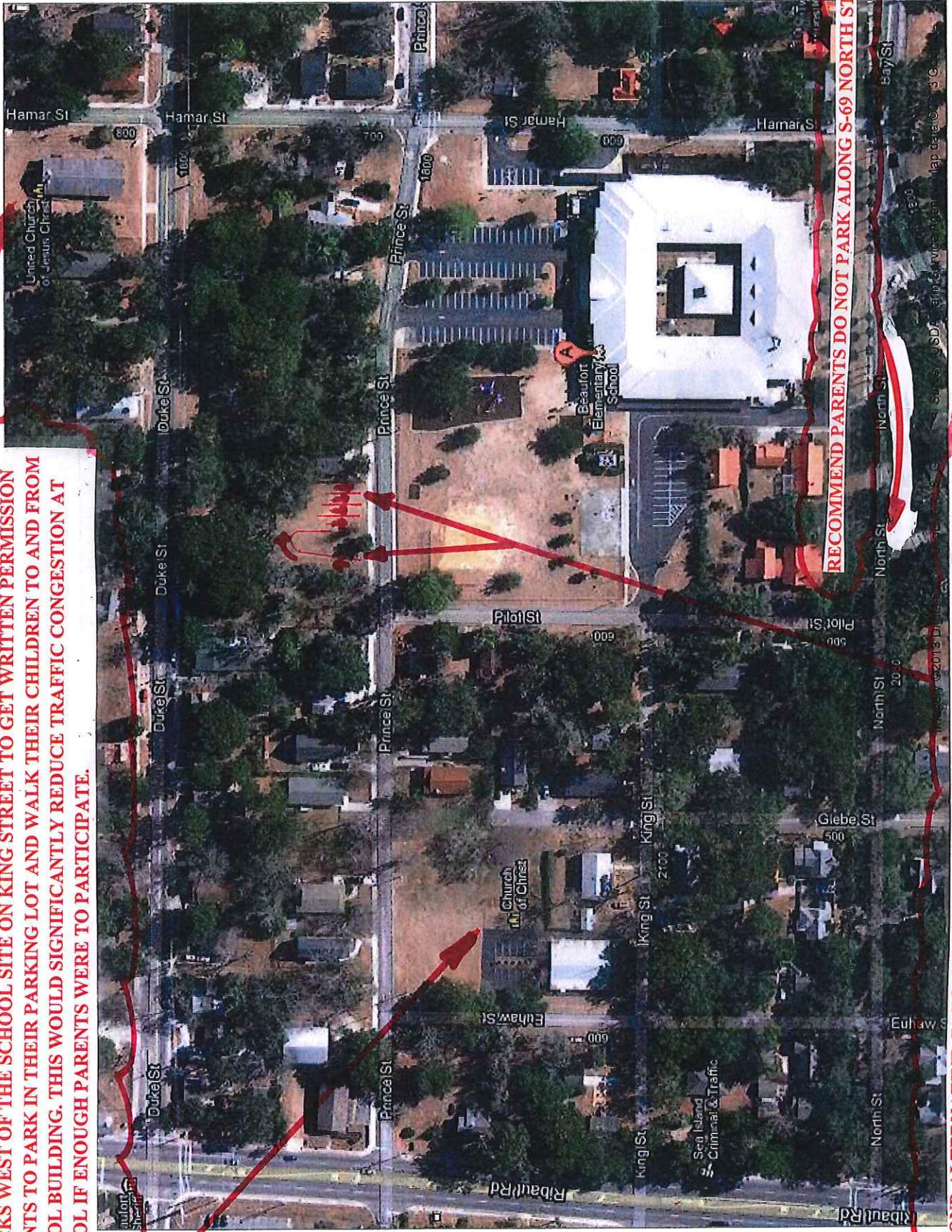
John N. Boozer
State Traffic Operations Engineer

JNB:prb
Enclosures

cc: Dr. Jacqueline Rosswurm, Superintendent, Beaufort County School District
Robert S. Oetting, Facilities Planning and Construction, Beaufort County School District
Sean Alford, Beaufort Police Department
Delisa C. Clark, Director, Office of School Facilities, SC Department of Education
Robert T. Clark, District Engineering Administrator – District Six

File: TE/MTJ

ONE ALTERNATIVE (A) TO GAIN ADDITIONAL OFF-SITE PARKING FOR VEHICLES WOULD BE FOR THE SCHOOL TO CONTACT THE UNITED CHURCH OF JESUS CHRIST THAT IS TWO BLOCKS NORTH OF THE SCHOOL SITE ON S-54 (DUKE STREET) AND THE CHURCH OF CHRIST THAT IS TWO BLOCKS WEST OF THE SCHOOL SITE ON KING STREET TO GET WRITTEN PERMISSION FOR PARENTS TO PARK IN THEIR PARKING LOT AND WALK THEIR CHILDREN TO AND FROM THE SCHOOL BUILDING. THIS WOULD SIGNIFICANTLY REDUCE TRAFFIC CONGESTION AT THE SCHOOL IF ENOUGH PARENTS WERE TO PARTICIPATE.



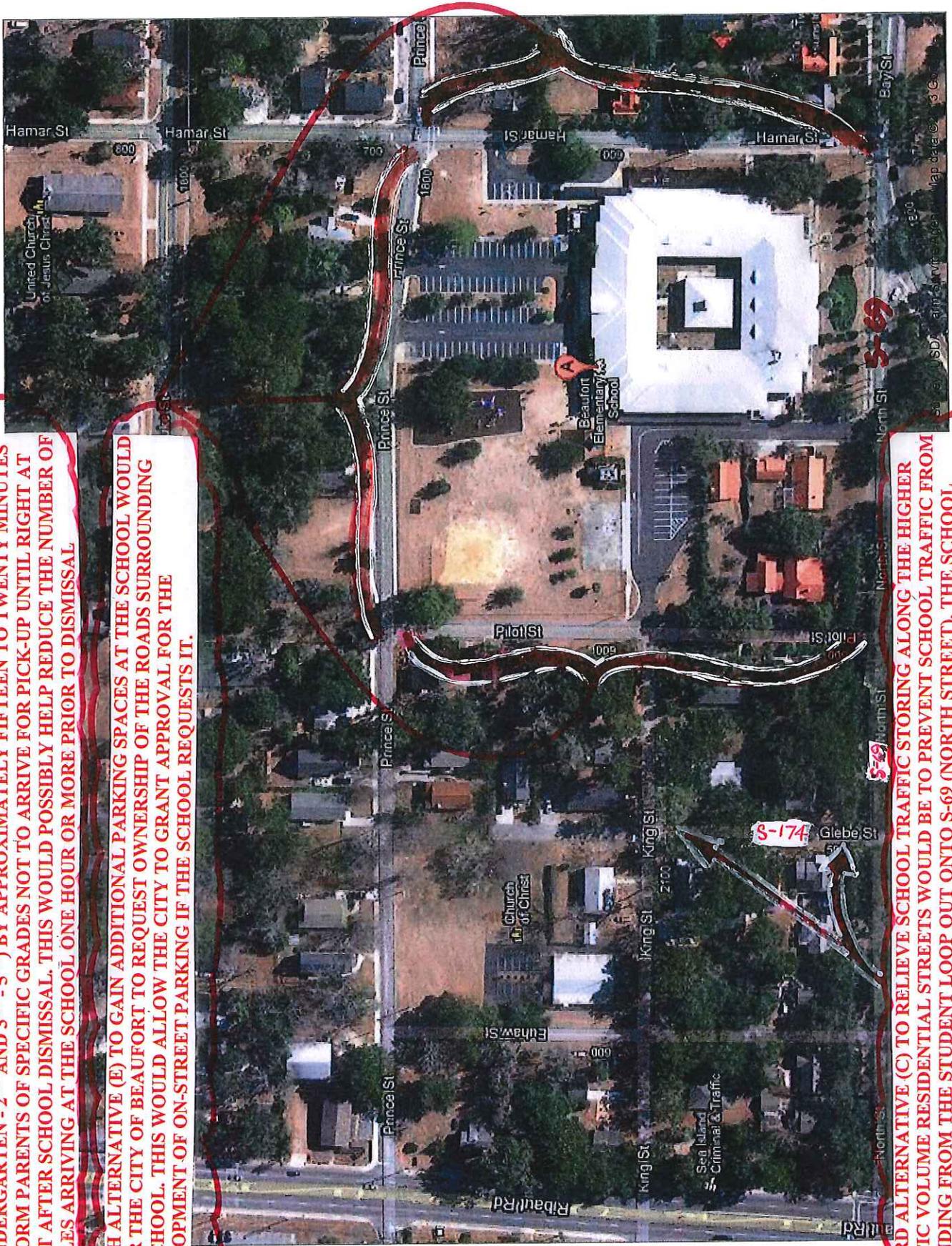
A SECOND ALTERNATIVE (B) TO GAIN ADDITIONAL OFF-SITE PARKING FOR VEHICLES WOULD BE FOR THE SCHOOL TO MARK A PARKING LAYOUT ON THE GRASS WITH PAINT OR TRAFFIC CONES TO GET AS MANY VEHICLES AS POSSIBLE ON THE EMPTY LOT ACROSS FROM THE SCHOOL ON PRINCE STREET.

RECOMMEND PARENTS DO NOT PARK ALONG S-69 NORTH STREET.

A FOURTH ALTERNATIVE (D) TO RELIEVE SCHOOL TRAFFIC STORING ALONG THE RESIDENTIAL STREETS ADJACENT TO THE SCHOOL COULD BE FOR THE SCHOOL DISTRICT TO CONSIDER STAGGERING THE DISMISSAL TIMES FOR SPECIFIC GRADES (I.E., PREKINDERGARTEN - 2ND AND 3RD - 5TH) BY APPROXIMATELY FIFTEEN TO TWENTY MINUTES OR INFORM PARENTS OF SPECIFIC GRADES NOT TO ARRIVE FOR PICK-UP UNTIL RIGHT AT OR JUST AFTER SCHOOL DISMISSAL. THIS WOULD POSSIBLY HELP REDUCE THE NUMBER OF VEHICLES ARRIVING AT THE SCHOOL ONE HOUR OR MORE PRIOR TO DISMISSAL

A FIFTH ALTERNATIVE (E) TO GAIN ADDITIONAL PARKING SPACES AT THE SCHOOL WOULD BE FOR THE CITY OF BEAUFORT TO REQUEST OWNERSHIP OF THE ROADS SURROUNDING THE SCHOOL. THIS WOULD ALLOW THE CITY TO GRANT APPROVAL FOR THE DEVELOPMENT OF ON-STREET PARKING IF THE SCHOOL REQUESTS IT.

A THIRD ALTERNATIVE (C) TO RELIEVE SCHOOL TRAFFIC STORING ALONG THE HIGHER TRAFFIC VOLUME RESIDENTIAL STREETS WOULD BE TO PREVENT SCHOOL TRAFFIC FROM EXTENDING FROM THE STUDENT LOOP OUT ONTO S-69 (NORTH STREET). THE SCHOOL COULD HELP PREVENT THIS BY INFORMING PARENTS TO TRAVEL WEST ONE BLOCK TO S-174 (GLEBE STREET) TO ENTER THE SCHOOL SITE IF PILOT STREET IS FILLED WHEN THEY ARRIVE. THE SCHOOL SHOULD ALSO INFORM PARENTS NOT TO BLOCK THE RESIDENTIAL



Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
BEAUFORT	315	S- 70	US 21 TO S- 782	1950	2011
BEAUFORT	317	S- 301	S- 38 TO US 21	700	2011
BEAUFORT	319	L- 237	S- 38, S- 769 TO CATTLE EGERT LANE	150	2011
BEAUFORT	321	S- 59	US 17 TO L- 432	325	2011
BEAUFORT	323	S- 481	US 17 TO S- 43	200	2011
BEAUFORT	325	S- 34	SC 170 TO SC 46	2100	2011
BEAUFORT	327	S- 50	US 278 TO S- 82	1250	2011
BEAUFORT	329	S- 27	S- 790 TO END	350	2011
BEAUFORT	331	S- 81	SC 170 TO END	275	2011
BEAUFORT	333	S- 744	US 278 TO END AT COLLETON RIVER	2000	2011
BEAUFORT	334	S- 29	SC 46 TO S- 474	7800	2011
BEAUFORT	335	S- 29	S- 474 TO US 278	3200	2011
BEAUFORT	337	S- 474	US 278 TO S- 29	4300	2011
BEAUFORT	339	S- 163	S- 13, L- 1526 TO S- 120	5300	2011
BEAUFORT	341	S- 163	S- 120 TO US 278	11800	2011
BEAUFORT	343	S- 592	S- 163 TO S- 427	2100	2011
BEAUFORT	345	S- 13	S- 31, L- 11 TO S- 461, L- 592	2600	2011
BEAUFORT	349	S- 80	US 278 BUS TO S- 342	33000	2011
BEAUFORT	351	S- 80	S- 342 TO S- 80	23800	2011
BEAUFORT	353	S- 244	S- 80 TO END	3700	2011
BEAUFORT	355	S- 243	S- 80 TO L- 1427	10300	2011
BEAUFORT	357	S- 243	L- 1427 TO S- 342	3800	2011
BEAUFORT	359	S- 342	S- 243 TO S- 80	8000	2011
BEAUFORT	361	S- 117	S- 45 TO S- 77	75	2011
BEAUFORT	363	S- 21	S- 3 TO S- 48	2900	2011
BEAUFORT	365	S- 21	S- 48 TO US 17	3200	2011
BEAUFORT	367	S- 19	L- 19 TO US 17	400	2011
BEAUFORT	369	S- 47	S- 19 TO S- 59	300	2011
BEAUFORT	371	L- 149	S- 43 TO US 21	325	2011
BEAUFORT	373	S- 238	S- 43 TO US 21	375	2011
BEAUFORT	375	S- 42	S- 549 TO US 21	800	2011
BEAUFORT	377	S- 550	US 21 TO S- 728	3500	2011
BEAUFORT	<u>379</u>	<u>S- 69</u>	<u>S- 6 TO SC 281</u>	<u>1900</u>	2011
BEAUFORT	381	S- 69	SC 281 TO S- 692	2300	2011
BEAUFORT	383	S- 69	S- 692 TO S- 362	375	2011
BEAUFORT	385	S- 69	S- 362 TO SC 281	850	2011
BEAUFORT	387	S- 6	S- 221 TO SC 281	1100	2011

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.

Average Daily Traffic For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
BEAUFORT	389	S- 6	SC 281 TO S- 69	4800	2011
BEAUFORT	391	S- 6	S- 69 TO S- 104, S- 168	7000	2011
BEAUFORT	393	S- 6	S- 104, S- 168 TO S- 100	5900	2011
BEAUFORT	395	S- 6	S- 100 TO S- 98	7200	2011
BEAUFORT	397	S- 133	US 21 BUS TO S- 6	4500	2011
BEAUFORT	399	S- 54	SC 281 TO S- 68	750	2011
BEAUFORT	401	S- 54	S- 68 TO S- 136	650	2011
BEAUFORT	403	S- 110	S- 136 TO S- 101	650	2011
BEAUFORT	<u>405</u>	<u>S- 110</u>	<u>S- 101 TO SC 281</u>	<u>425</u>	2011
BEAUFORT	407	S- 483	US 21 BUS TO S- 6	1950	2011
BEAUFORT	409	S- 103	S- 6 TO US 21 BUS	125	2011
BEAUFORT	<u>411</u>	<u>S- 67</u>	<u>US 21 BUS TO S- 6</u>	<u>425</u>	2011
BEAUFORT	413	S- 168	S- 136 TO S- 6	600	2011
BEAUFORT	415	S- 55	US 21 BUS TO S- 68	450	2011
BEAUFORT	417	S- 55	S- 68 TO SC 281	850	2011
BEAUFORT	419	S- 138	US 21 BUS TO S- 228	750	2011
BEAUFORT	421	S- 138	S- 228 TO S- 211	275	2011
BEAUFORT	423	S- 171	US 21 BUS, L- 189 TO S- 344	900	2011
BEAUFORT	425	S- 171	S- 344 TO S- 176	550	2011
BEAUFORT	427	S- 211	S- 107 TO S- 138	325	2011
BEAUFORT	429	S- 107	S- 179 TO S- 190	800	2011
BEAUFORT	431	S- 107	S- 190 TO US 21 BUS	1350	2011
BEAUFORT	433	S- 159	S- 151, L- 151 TO SC 281	1800	2011
BEAUFORT	435	S- 324	S- 159 TO S- 250	1200	2011
BEAUFORT	437	S- 324	S- 250 TO SC 281	2300	2011
BEAUFORT	439	S- 151	S- 159 TO S- 251	1300	2011
BEAUFORT	441	S- 151	S- 251 TO SC 281	3100	2011
BEAUFORT	443	S- 253	S- 159 TO S- 276	850	2011
BEAUFORT	445	S- 253	S- 276 TO SC 281	2000	2011
BEAUFORT	447	S- 233	S- 159 TO S- 421	1550	2011
BEAUFORT	449	S- 233	S- 421 TO US 21	2300	2011
BEAUFORT	451	S- 36	US 21, US 21 BUS TO US 21 BUS	2700	2011
BEAUFORT	453	S- 266	US 21 BUS TO S- 36	1550	2011
BEAUFORT	455	S- 186	US 21 BUS TO S- 187	3000	2011
BEAUFORT	457	S- 187	S- 186 TO SC 802	1600	2011
BEAUFORT	459	S- 90	US 21 TO SC 802	2400	2011
BEAUFORT	461	S- 79	US 278 TO S- 245	5500	2011

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ONE ALTERNATIVE (A) TO GAIN ADDITIONAL OFF-SITE PARKING FOR VEHICLES WOULD BE FOR THE SCHOOL TO CONTACT THE UNITED CHURCH OF JESUS CHRIST THAT IS TWO BLOCKS NORTH OF THE SCHOOL SITE ON S-54 (DUKE STREET) AND THE CHURCH OF CHRIST THAT IS TWO BLOCKS WEST OF THE SCHOOL SITE ON KING STREET TO GET WRITTEN PERMISSION FOR PARENTS TO PARK IN THEIR PARKING LOT AND WALK THEIR CHILDREN TO AND FROM THE SCHOOL BUILDING. THIS WOULD SIGNIFICANTLY REDUCE TRAFFIC CONGESTION AT THE SCHOOL IF ENOUGH PARENTS WERE TO PARTICIPATE.



RECOMMEND PARENTS DO NOT PARK ALONG S-69 NORTH STREET.

A SECOND ALTERNATIVE (B) TO GAIN ADDITIONAL OFF-SITE PARKING FOR VEHICLES WOULD BE FOR THE SCHOOL TO MARK A PARKING LAYOUT ON THE GRASS WITH PAINT OR TRAFFIC CONES TO GET AS MANY VEHICLES AS POSSIBLE ON THE EMPTY LOT ACROSS FROM THE SCHOOL ON PRINCE STREET.