

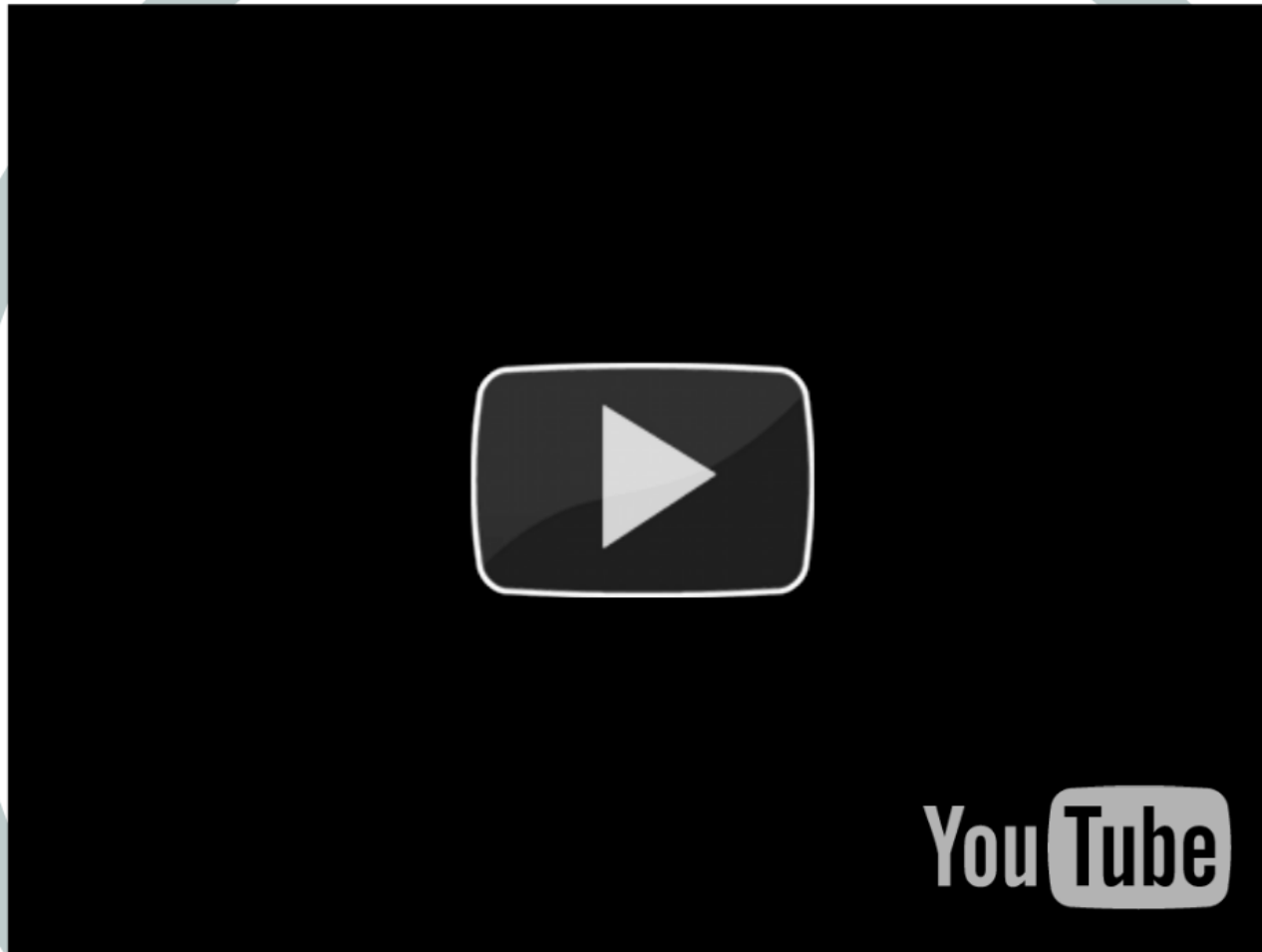
# CLARKSTON COMMUNITY SCHOOL DISTRICT: SAFE ROUTES TO SCHOOL



ORIGINAL Layout and Design by Dóri Sirály for Prezi

Updated by Kimberly Klieber, OHM Advisors

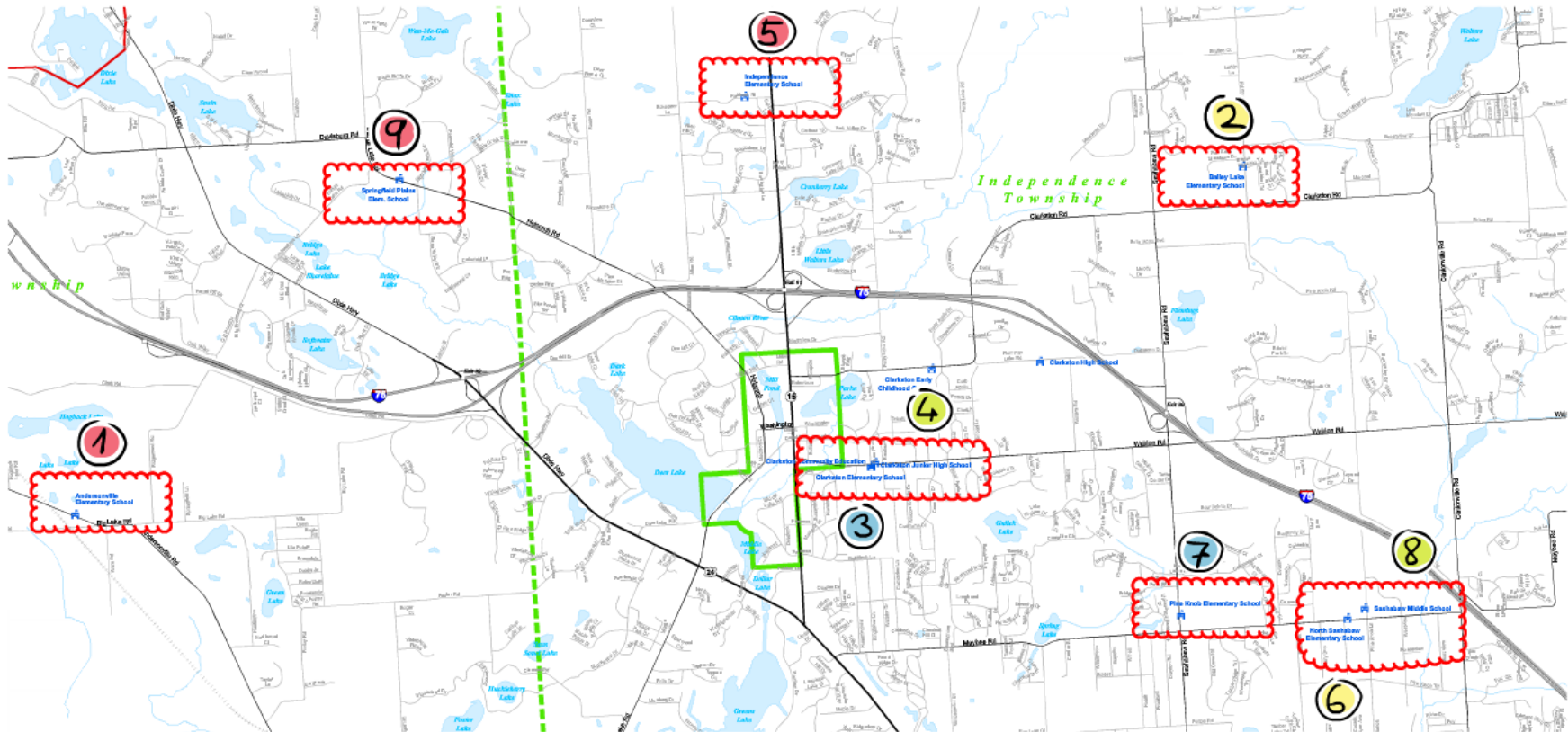
## What does SRTS look like?



Safe Routes to School (SRTS) is an **international movement**—and now a federal program—to make it safe, convenient, and fun for children, including those with disabilities, to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for good health.

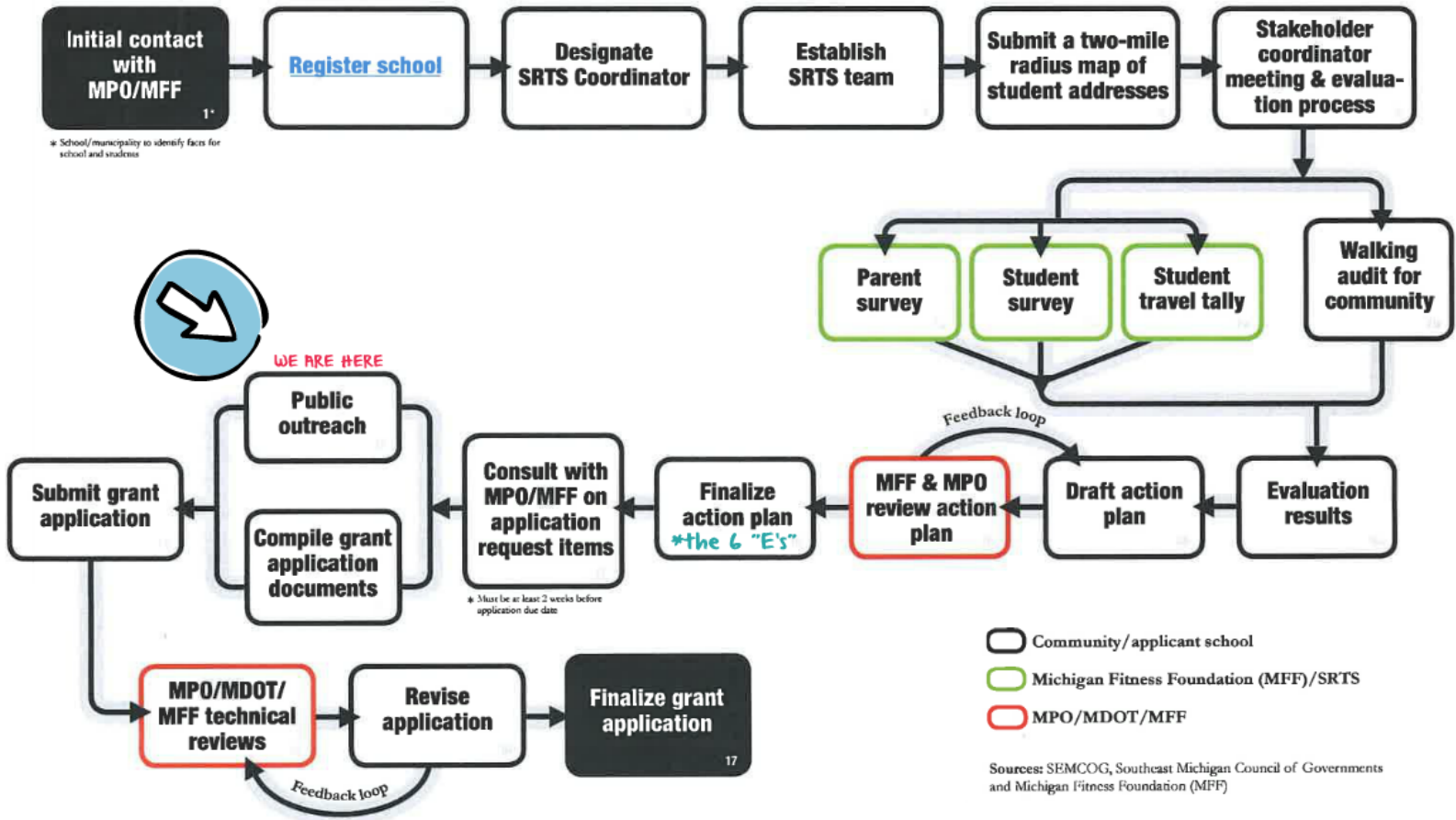
Safe Routes to School initiatives also help ease traffic jams and air pollution, unite neighborhoods, and contribute to students' readiness to learn in school.

# K-8 BUILDINGS ARE ELIGIBLE



FOR SRTS FUNDING (9 IN CCSD)

## Safe Routes to School (SRTS) Process



\*Education, Enforcement, Encouragement, Evaluation, Equity, & Engineering



# Non-Infrastructure Components, the "E's"

**Education** – Teaching students and community members about the broad range of transportation choices, and making sure they have the skills and know-how to be safe from traffic and crime while walking, bicycling, and using public transportation.

*CCSD is interested in: incorporating a bike corral to teach students how to navigate traffic situations safely, providing a Safety and Wellness Event to educate students on pedestrian/bike safety and the associated health benefits, and organizing a district-wide safety town that teaches children how to navigate different traffic situations*

**Encouragement** – Using events and activities to promote walking, bicycling, public transportation, and physical activity.

*CCSD is interested in: an incentive program for students walking and biking to school, providing a trained adult as a walking school bus to meet students at a designated spot and escort them to school, using school related events and after-schools activities to access safe routes, and having students paint rocks to place along the designated safe routes*

**Enforcement** – Partnering with local law enforcement to address traffic and crime concerns in the neighborhoods around schools and along school routes, while ensuring that law enforcement builds trust with communities.

*CCSD is interested in: providing supplies and training for safety patrol and crossing guards, having local law enforcement complete extra patrols, and installing/adjusting signage to slow down traffic*

**Equity** – Ensuring that Safe Routes to School initiatives are benefiting ALL

*CCSD is interested in: providing SRTS information in multiple languages*

# Infrastructure, the last "E"

**Engineering** – Making physical improvements to the streetscape and built environment that decrease the risk of injury from motor vehicles and discourage crime and violence, increasing street safety for all.





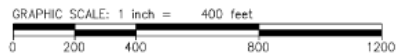


#1 INSTALL 10' PATHWAY ON NORTH SIDE OF BIG LAKE ROAD CONNECTING TO SCHOOL'S EXISTING SIDEWALK SYSTEM

#2 INSTALL ELECTRONIC SCHOOL SPEED LIMIT SIGNS TO WARN TRAFFIC OF UP-COMING SCHOOL ZONE

**LEGEND**

-  PEDESTRIAN SIGNAL CROSSING
-  5' SIDEWALK/10' PATHWAY
-  ADA RAMP IMPROVEMENTS
-  SCHOOL ZONE SIGNAGE UPGRADES
-  RECENT BOND IMPROVEMENT AREA (UPDATE NOT SHOWN IN AERIAL)



**ANDERSONVILLE ELEMENTARY  
SPRINGFIELD TOWNSHIP**







#1, #2 INSTALL 10' PATHWAY ALONG WEST SIDE OF BRIDGE LAKE ROAD NORTH TO SCHOOL'S EXISTING SIDEWALK SYSTEM AND INSTALLATION OF RECTANGULAR FLASHING BEACONS AT HOLCOMB ROAD CROSSING

#4 INSTALL ELECTRONIC SCHOOL SPEED LIMIT SIGNS TO WARN TRAFFIC OF UP-COMING SCHOOL ZONE

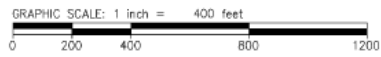
#3 INSTALL 10' PATHWAY ALONG NORTH SIDE OF HOLCOMB ROAD TO SCHOOL'S EXISTING SIDEWALK SYSTEM

NEW APPROACH AND UPDATED PARKING AREA

UPDATED PARKING AREA

**LEGEND**

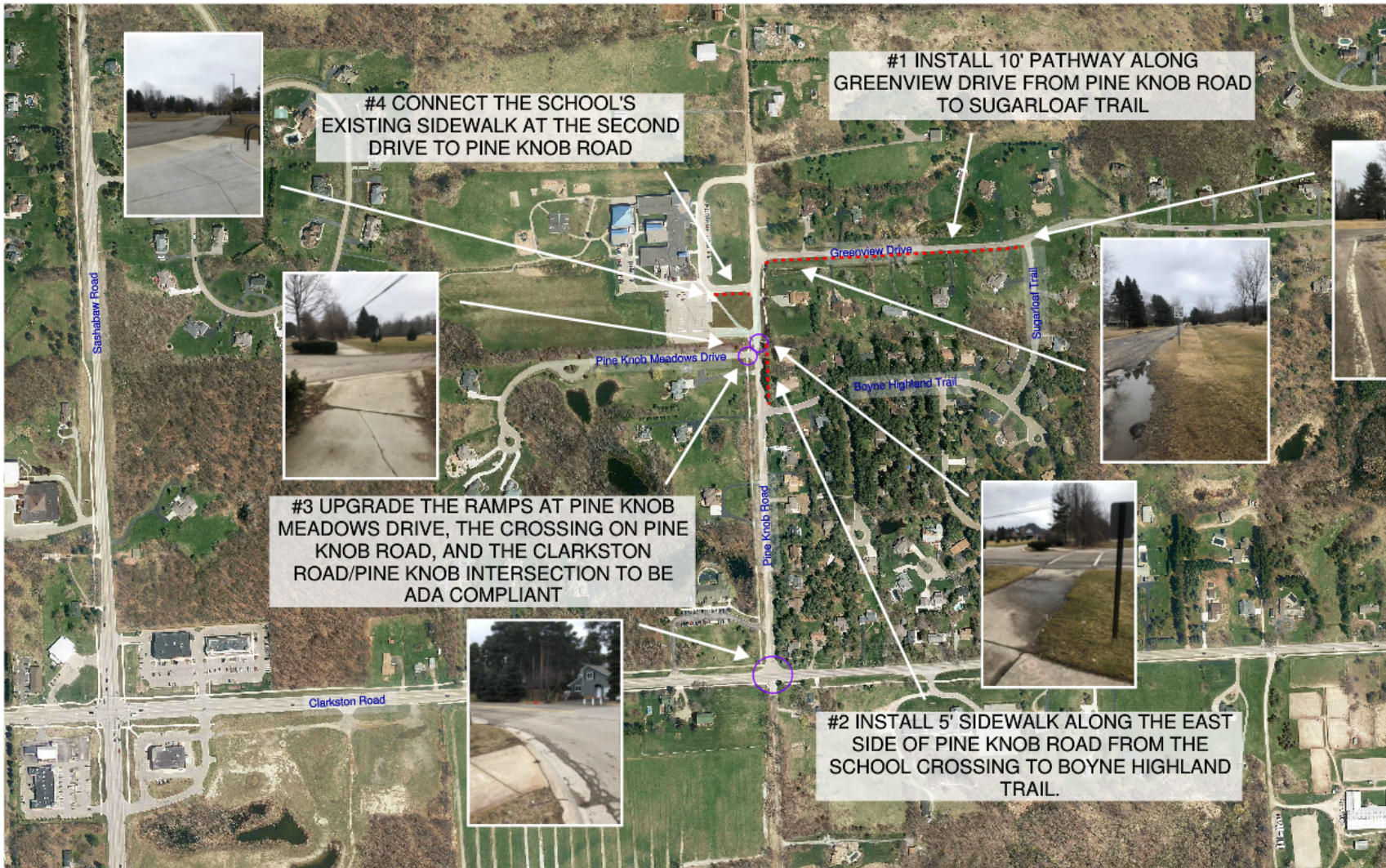
-  PEDESTRIAN SIGNAL CROSSING
-  5' SIDEWALK/10' PATHWAY
-  ADA RAMP IMPROVEMENTS
-  SCHOOL ZONE SIGNAGE UPGRADES
-  RECENT BOND IMPROVEMENT AREA (UPDATE NOT SHOWN IN AERIAL)



**SPRINGFIELD PLAINS ELEMENTARY  
SPRINGFIELD TOWNSHIP**







#1 INSTALL 10' PATHWAY ALONG GREENVIEW DRIVE FROM PINE KNOB ROAD TO SUGARLOAF TRAIL

#4 CONNECT THE SCHOOL'S EXISTING SIDEWALK AT THE SECOND DRIVE TO PINE KNOB ROAD

#3 UPGRADE THE RAMPS AT PINE KNOB MEADOWS DRIVE, THE CROSSING ON PINE KNOB ROAD, AND THE CLARKSTON ROAD/PINE KNOB INTERSECTION TO BE ADA COMPLIANT

#2 INSTALL 5' SIDEWALK ALONG THE EAST SIDE OF PINE KNOB ROAD FROM THE SCHOOL CROSSING TO BOYNE HIGHLAND TRAIL.

**LEGEND**

- PEDESTRIAN SIGNAL CROSSING
- - - 5' SIDEWALK/10' PATHWAY
- ADA RAMP IMPROVEMENTS
- △ SCHOOL ZONE SIGNAGE UPGRADES



**BAILEY LAKE ELEMENTARY  
INDEPENDENCE TOWNSHIP**







#2







INSTALL SIGNALIZED PEDESTRIAN CROSSING AT MIDDLE LAKE ROAD/M-15 INTERSECTION AND INSTALL 5' SIDEWALK ON BOTH SIDES OF MIDDLE LAKE ROAD CONNECTING TO SCHOOL'S EXISTING SIDEWALK SYSTEM (PROPOSED ON CLARKSTON JH ACTION PLAN)

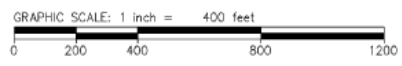
#1 CONNECT EXISTING SIDEWALK ON SOUTH SIDE OF CHURCH STREET TO NEW SCHOOL CROSSING ON THE WEST SIDE OF THE CHERRYLAWN/WALDON ROAD INTERSECTION

#2 INSTALL 5' SIDEWALK ON NORTH SIDE OF WALDON ROAD FROM SNOW APPLE DRIVE TO CHERRYLAWN AVE

#3 INSTALL A RECTANGULAR RAPID FLASHING BEACON AT THE SCHOOL CROSSING ON WALDON ROAD WEST OF CHERRYLAWN AVENUE

LEGEND

-  PEDESTRIAN SIGNAL CROSSING
-  5' SIDEWALK/10' PATHWAY
-  ADA RAMP IMPROVEMENTS
-  SCHOOL ZONE SIGNAGE UPGRADES



CLARKSTON ELEMENTARY  
INDEPENDENCE TOWNSHIP












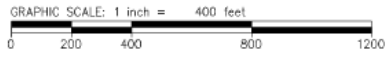
CONNECT EXISTING SIDEWALK ON SOUTH SIDE OF CHURCH STREET TO NEW SCHOOL CROSSING ON THE WEST SIDE OF THE CHERRYLAWN/WALDON ROAD INTERSECTION (PROPOSED ON CLARKSTON ELEMENTARY ACTION PLAN)

#1 INSTALL SIGNALIZED PEDESTRIAN CROSSING AT MIDDLE LAKE ROAD/M-15 INTERSECTION AND INSTALL 5' SIDEWALK ALONG BOTH SIDES OF MIDDLE LAKE ROAD CONNECTING TO SCHOOL'S EXISTING SIDEWALK SYSTEM



**LEGEND**

-  PEDESTRIAN SIGNAL CROSSING
-  5' SIDEWALK/10' PATHWAY
-  ADA RAMP IMPROVEMENTS
-  SCHOOL ZONE SIGNAGE UPGRADES
-  EXISTING PATHWAY TO SCHOOL



**CLARKSTON JUNIOR HIGH SCHOOL  
INDEPENDENCE TOWNSHIP**







#1 UPGRADE HUBBARD ROAD CROSSING TO INCLUDE ADA COMPLIANT RAMPS

#2 INSTALL 5' OF SIDEWALK ALONG BOTH SIDES OF CANTERBURY LANE CONTINUING SOUTH ALONG BROOKSTONE AND BARINGTON LANE. INSTALL 10' PATHWAY FROM BARINGTON LANE TO M-15 ALONG CRANBERRY LAKE ROAD



**LEGEND**

- PEDESTRIAN SIGNAL CROSSING
- - - 5' SIDEWALK/10' PATHWAY
- ADA RAMP IMPROVEMENTS
- △ SCHOOL ZONE SIGNAGE UPGRADES



**INDEPENDENCE ELEMENTARY  
INDEPENDENCE TOWNSHIP**

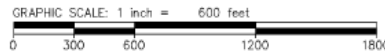






**LEGEND**

- PEDESTRIAN SIGNAL CROSSING
- - - 5' SIDEWALK/10' PATHWAY
- ADA RAMP IMPROVEMENTS
- △ SCHOOL ZONE SIGNAGE UPGRADES



**NORTH SASHABAW ELEMENTARY  
INDEPENDENCE TOWNSHIP**

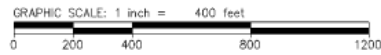






**LEGEND**

- PEDESTRIAN SIGNAL CROSSING
- 5' SIDEWALK/10' PATHWAY
- ADA RAMP IMPROVEMENTS
- △ SCHOOL ZONE SIGNAGE UPGRADES
- ALTERNATE DROP-OFF/PICK-UP LOCATION



**PINE KNOB ELEMENTARY  
INDEPENDENCE TOWNSHIP**



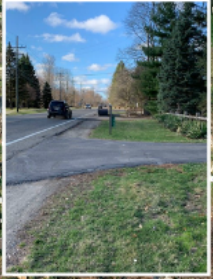




#1 CONNECT THE TWO GAPS IN SIDEWALK FROM THE SCHOOL TO THE EXISTING PATHWAY ON THE WEST SIDE OF PINE KNOB LANE (NOT SHOWN ON AERIAL)

#3 WIDEN THE EXISTING SIDEWALK ON THE NORTH SIDE OF MAYBEE ROAD FROM 4' TO 10'

#2 INSTALL 5' SIDEWALK FROM CLINTONVILLE TO PINE KNOB TRAIL (10' PATHWAY ALONG PINE KNOB LANE AND PINE KNOB TRAIL PROPOSED IN SASHABAW ELEMENTARY ACTION PLAN)



#1

**LEGEND**

-  PEDESTRIAN SIGNAL CROSSING
-  5' SIDEWALK/10' PATHWAY
-  ADA RAMP IMPROVEMENTS
-  SCHOOL ZONE SIGNAGE UPGRADES



**SASHABAW MIDDLE SCHOOL  
INDEPENDENCE TOWNSHIP**







**QUESTIONS?**







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