

W.G. Sanders Middle

The following are a list of advantages, disadvantages, and recommendations based on a community assessment. It is not intended to be a list of complete recommendations and is in no way exhaustive. No set of recommendations can absolutely prevent accidents, injuries or even death from occurring, but we believe that the list of recommendations will help create a safer place for children while going to and from school. Please be sure to consult with SC Department of Transportation, school transportation officials, city, county, council of government, and/ or other municipal transportation staff regarding the transportation issues and recommendations outlined below.

Safety Assessment

Thursday, March 12th, 2015

2:45pm – 4:30pm

Participants:

<u>Name</u>	<u>Organization</u>	<u>Title</u>	<u>Email</u>
Andrenna Smith	W.G. Sanders Middle	Principal	Andrenna.smith@richlandone.org
Cesar J. Leysath	W.G. Sanders Middle	Assistant Principal	cesar.leysath@richlandone.org
Charmaine Primus	W.G. Sanders Middle	Social Worker	cprimus@richlandone.org
Gordon English	W.G. Sanders Middle	Hall Monitor	
Donald Friels	Richland Police	WG Sanders SRO	dfiels@rcsd.net
Dan Stewart	Richland 1 School District	Facility Services	rstewart@richlandone.org
John Russell	Richland 1 School District	Transportation Supervisor	john.russell@richlandone.org
David Brewer	City of Columbia	City Traffic Engineer	ddbrewer@columbiasc.net
Derek Miller	Richland Police	Officer	dmmiller@columbiasc.net
Neal Martin	SC DHEC	Injury and Violence Prevention	martinco@dhec.sc.gov
Michael James	SCDOT	School Operations Coordinator	jamesmt@scdot.org
Rodney Oldham	SCDOT	SRTS State Coordinator	oldhamr@scdot.org
Doris Ford	SC SRTS Resource Center	School Outreach Coordinator	doris@scsaferoutes.org

Existing Procedures and Behavior:

W. G. Sanders Middle currently has approximately 393 students.

- Arrival Procedures
 - 8:00am- Students begin arriving at the school and allowed to enter the building.
 - Eleven buses drop off in the bus loop on the East wing of the school off of Pine Belt Road. The bus loop is supervised by one faculty member during arrival times.
 - Four special needs buses drop off in the bus loop on the West wing of the school off of Pine Belt Road. The bus loop is supervised by one faculty member during arrival times.
 - Walkers arrive through the front entrance on Pine Belt Road and behind the school off of Head Street.
 - Nine walkers were observed during arrival times from the front of the school.
 - All car riders are dropped off in front of the school off of Pine Belt Road.
 - This drop-off area is not supervised during arrival times.
 - 8:45am- Tardy Bell Rings
- Dismissal Procedures
 - 3:45pm- school dismisses
 - Car riders are dismissed first, followed by walkers. Buses are dismissed by bus number as they arrive.
 - 1 walker was seen exiting from the front of the school during dismissal.
 - 1 walker was seen exiting from the back of the school dismissal.

Occupant Restraint Observation Results:

DHEC's Division of Injury and Violence Prevention conducted an observation on March 12th, 2015, observing use of occupant restraints and child passenger safety. The results included:

- **65** drivers dropping off students were observed wearing their seat belt.
- **19** drivers dropping off students were observed **not** wearing their seat belt.
- **40** students were observed wearing their seat belt, while sitting in the front seat, when arriving to school.
- **28** students were observed **not** wearing their seat belt, while sitting in the front seat, when arriving to school.
- **7** students were observed wearing their seat belt, while sitting in the back seat, when arriving to school.
- **21** students were observed **not** wearing their seat belt, while sitting in the back seat, when arriving to school.
- **49** students were observed arriving to school completely unrestrained.

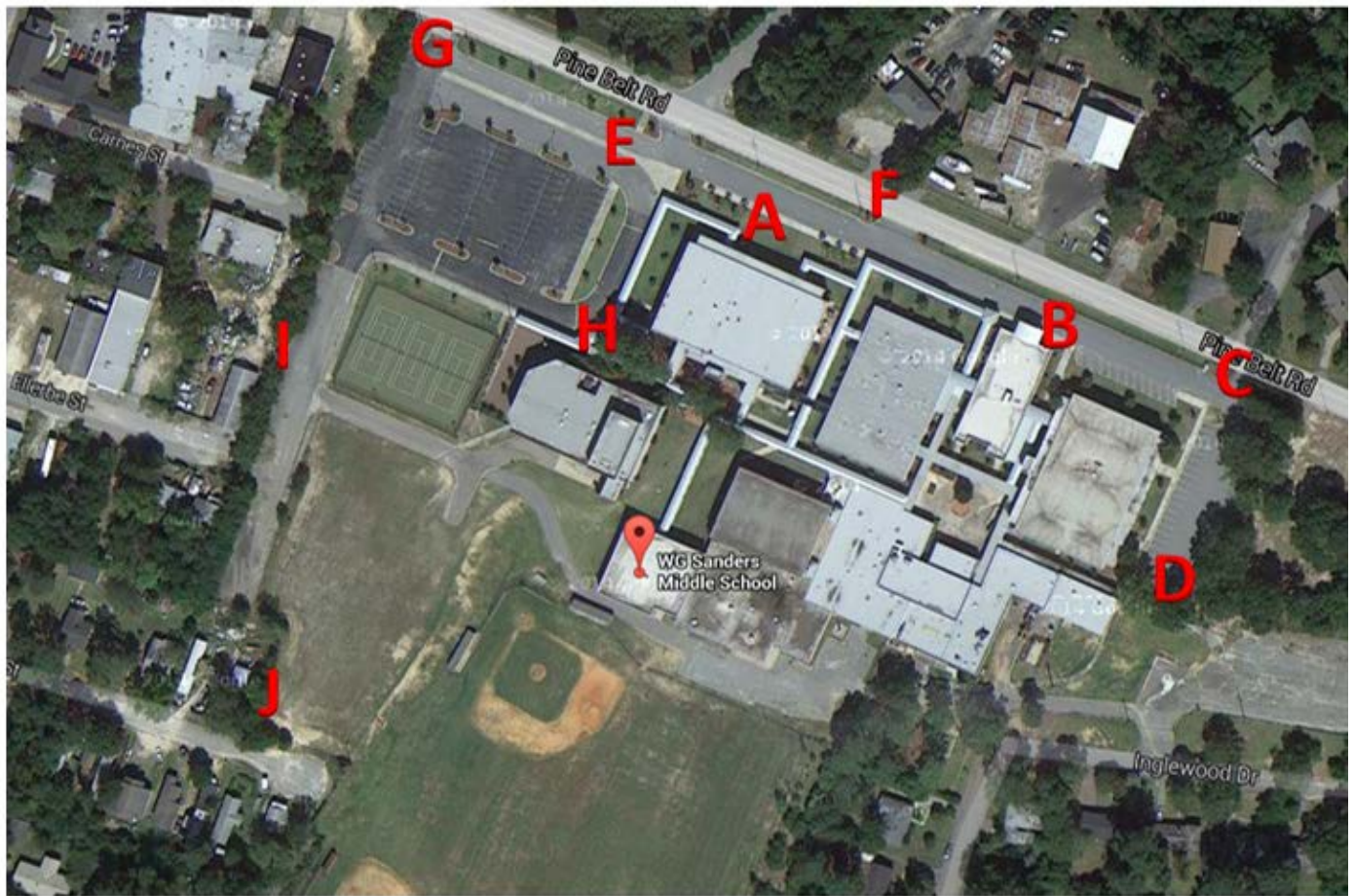
Important statistics:

The driver's side air bag deploys at over 140 mph

The passenger side air bag deploys at over 200 mph

Children under 13 should ride in the back seat

Existing Infrastructure



A. Entering the car riders loop are directional arrows indicating that the loop is one way. In addition, there are signs along the loop instructing drivers of the No Parking zones.



B. Along the sidewalk in the car rider loop are curb cuts and truncated domes. The curb cut adjacent to the Handicap Parking does not have truncated domes.



C. At the exit of the car rider loop are No Left Turn and a One Way sign. Four special needs buses use this as an entrance and exit during arrival and dismissal times.



D. The parking lot on the West wing of the school serves as the Special Needs bus drop off. The school has made signs to direct drivers to not park in this area.



E. Off of Pine Belt Road is an opening in the fence for walkers to enter campus.



F. A sidewalk is located across Pine Belt Road in front of the school.



G. Two School Speed Zone flashers are located on Pine Belt Road. The flashers are turned on manually by the School Resource Officer during arrival and dismissal times.



H. Eleven buses enter the bus loop on the East wing of the school. One faculty member supervises this area during arrival and dismissal times.



I. The fencing along the East side of the school has been cut open.



J. Walkers leaving from the back of the school towards Head Street exit the campus from another opening that has been cut in the fence.



Opportunities:

Some recommendations for improvements may include:

1. Consider contacting Richland School District One to repaint stop bar at the car rider loop exit.
2. Consider contacting Richland School District One to paint a crosswalk connecting the entrance for walkers to the sidewalk as pictured in E.
3. Consider contacting SCDOT to have both School Zone Flashers on an automatic timer on Pine Belt Road.
4. Consider contacting SCDOT to clear all debris and trim all bushes and trees along Pine Belt Road to prevent visual impairment of signs.
5. Contact SCDOT to repaint edge lines along Pine Belt Road.
6. Consider contacting Richland School District One on the No Left Turn sign in the car rider loop exit to determine if the sign is necessary.
7. Consider contacting Richland School District One to add a One Way sign at the entrance of the car rider loop.
8. Consider contacting Richland School District One to add a Do Not Enter sign at the car rider loop exit.
9. Consider contacting Richland School District One to repair all broken fence lines as pictured in I and J.
10. Consider contacting Richland School District One to install speed bumps in the car rider loop to decrease speed limit of drivers.
11. Consider placing cones in the car rider loop during arrival times, to prevent students from unloading on the left side of the car rider loop.
12. Consider contacting Richland School District One to install truncated domes on the curb cut adjacent to the Handicap parking as pictured in B.
13. Consider contacting Richland School District One to install a bicycle rack at the front of the school. SRTS suggest that if possible, bicycle racks be placed in a covered area visible by security cameras.
14. Supply all staff members who supervise the car rider loop with a hand-held stop sign and a reflective safety vest.
15. Consider including a notice in the school newsletter that all students should:
 - a. Remain buckled up in the vehicle until it has stopped at the sidewalk in front of the school.
 - b. Remove book bags before buckling up.
16. Create a child passenger safety education action plan to help raise awareness for parents:
 - a. Create a Safety Patrol program at your school to help educate students on child passenger safety and act as role models for the school.
 - b. Consider establishing a “Buckle Up Zone” for parents to pull over and properly restrain their children before leaving campus.
17. Consider using the School Health Index Assessment or the Alliance for a Healthier Generation Assessment (Physical Activity and Nutrition components), and CDC School Health Guidelines to Promote Healthy Eating and Physical Activity to help guide and direct activities.