



DPW & YOU

Making a difference, together



Georgetown East Elementary School Safe Routes to School Accessibility Study: Existing Conditions and Recommendations

August 17, 2023

Anne Arundel Safe Routes to School Accessibility Study

Anne Arundel County (AACO) and Anne Arundel County Public Schools (AACPS) recognize that schools are vital community resources. To improve safety and transportation choices for all residents, the County and school district partnered to conduct a Safe Routes to School Accessibility Study at 17 schools identified in *Move Anne Arundel!*, the County's Transportation Functional Master Plan.

The studies were overseen by a Project Management Team consisting of County, State and School District representatives. They focused on infrastructure within the school walk zone but also assessed opportunities within the school attendance area to expand active transportation to school.

Studies were conducted October 24, 2022, through February 8, 2023, and included one-day site visits to observe school arrival and dismissal and to assess existing walking and bicycling infrastructure. Surveys were also conducted to assess travel modes and barriers to walking or bicycling to and from school.

This report summarizes existing conditions and recommendations for added infrastructure, education, or encouragement programs to increase the number of children that could safely walk or ride bikes to school. Note: Anne Arundel County does not have jurisdiction to install infrastructure improvements within the City of Annapolis. The City and AACPS are responsible for coordinating to make those decisions.

Georgetown East Elementary Accessibility Study

Report findings are derived from:

School site visits	• Observation of school arrival and dismissal conducted February 1, 2023 • Assessment of pedestrian and bicycling infrastructure within the current school walk zone and roads immediately adjacent (as connectivity allows) conducted February 1, 2023
Parent Survey	• Administered January 26 – February 19, 2023 • Available online in English, Spanish, Chinese, and Korean • Survey link was provided via email

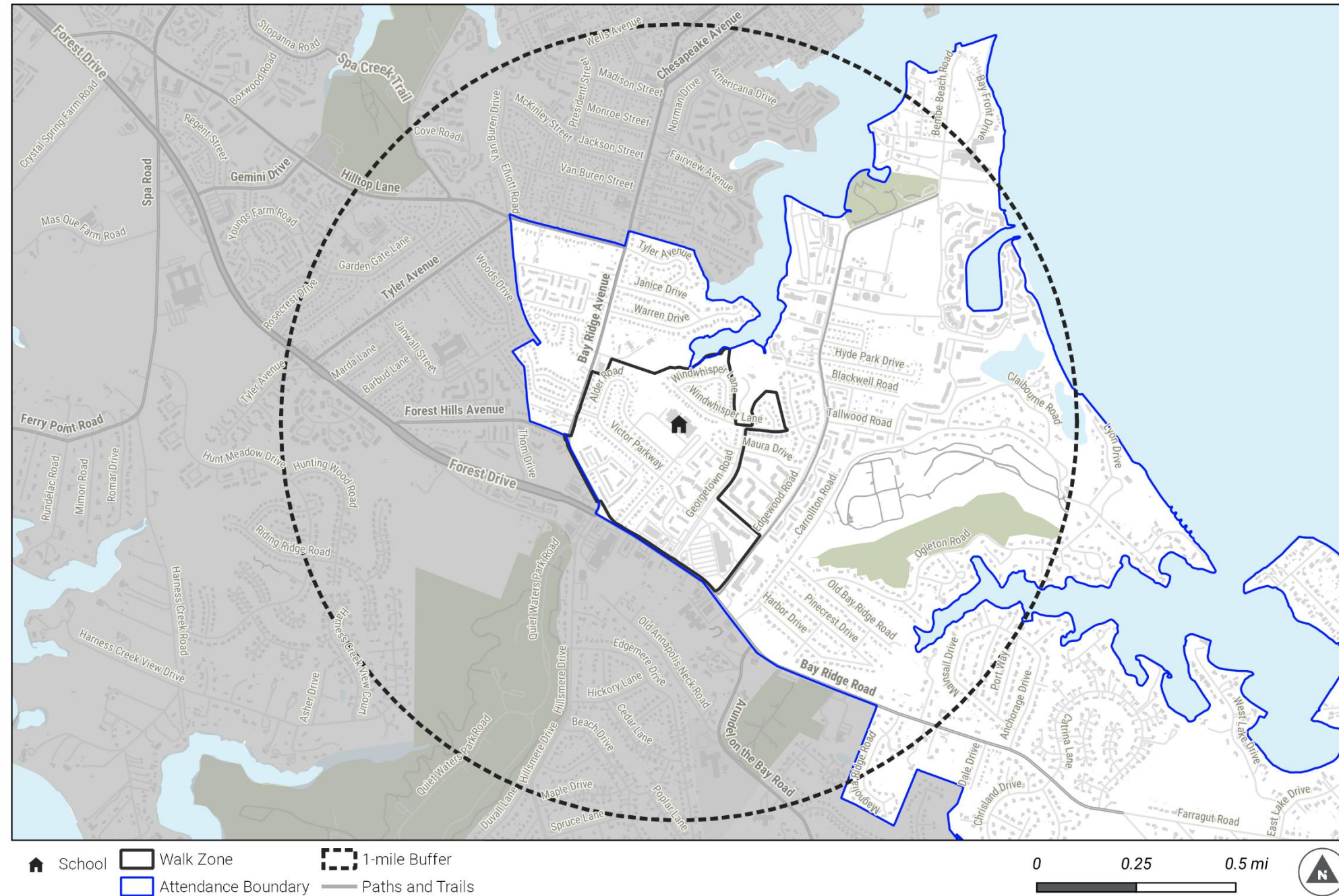
Recommendations were shared with the school community during a virtual open house in October 2023.

SCHOOL OVERVIEW

Study Area

- Field work was conducted on roads within a half mile of the school; desk-level review was conducted on roads within a one-mile radius of the school that fall within the school attendance area.
- Opportunities to expand school connectivity for pedestrians and bicyclists beyond the existing walk zone exist.
 - Attendance areas to the west and east of the current walk zone contain sidewalks but lack safe crossings of Bay Ridge Avenue and Georgetown Road, respectively.

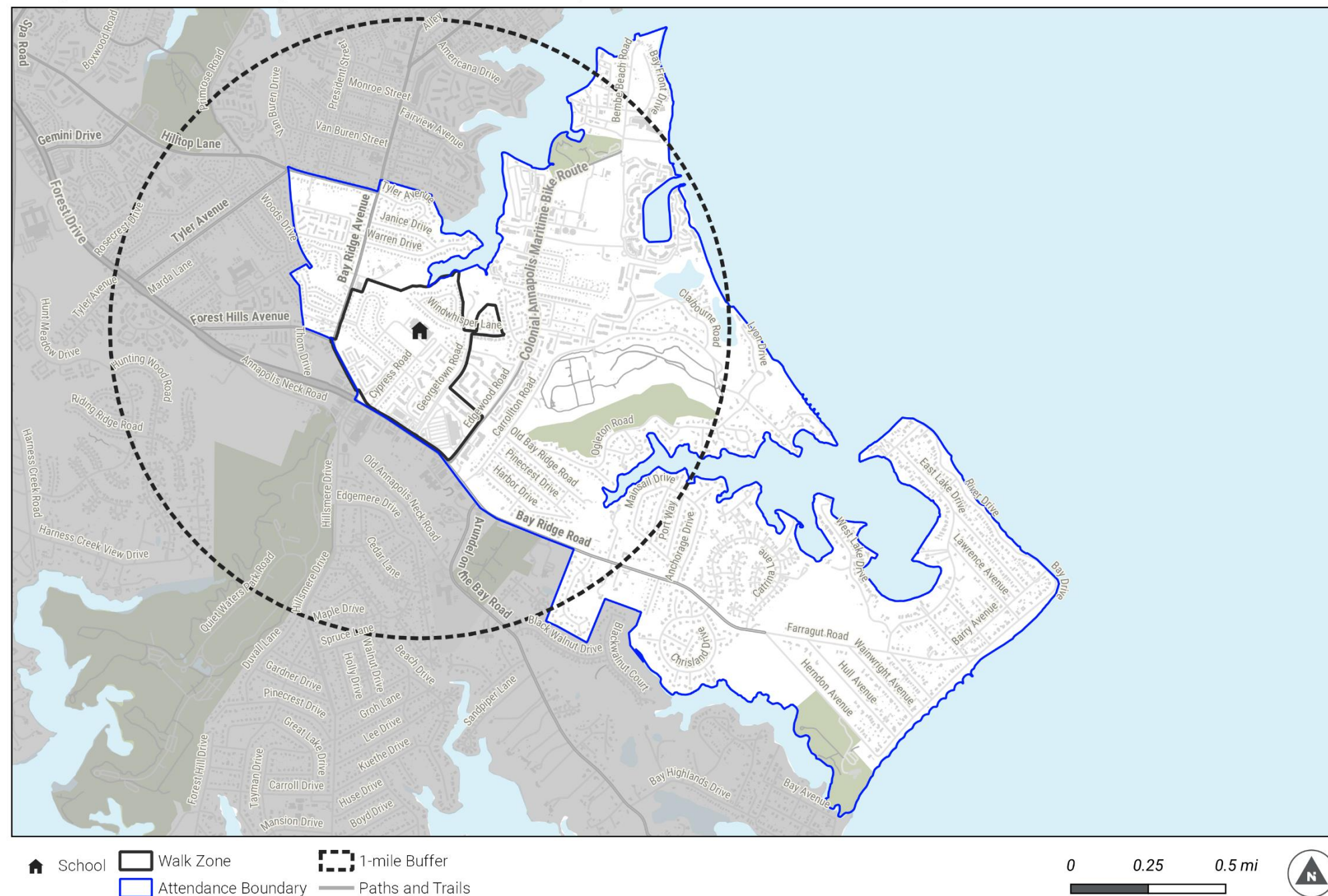
Georgetown East Elementary School - 1-mile Radius



Student Attendance Area and Enrollment

- Georgetown East Elementary School serves approximately 290 students in grades PreK-5
- 41% of students are registered for bus transportation*

Georgetown East Elementary School - Attendance Boundary



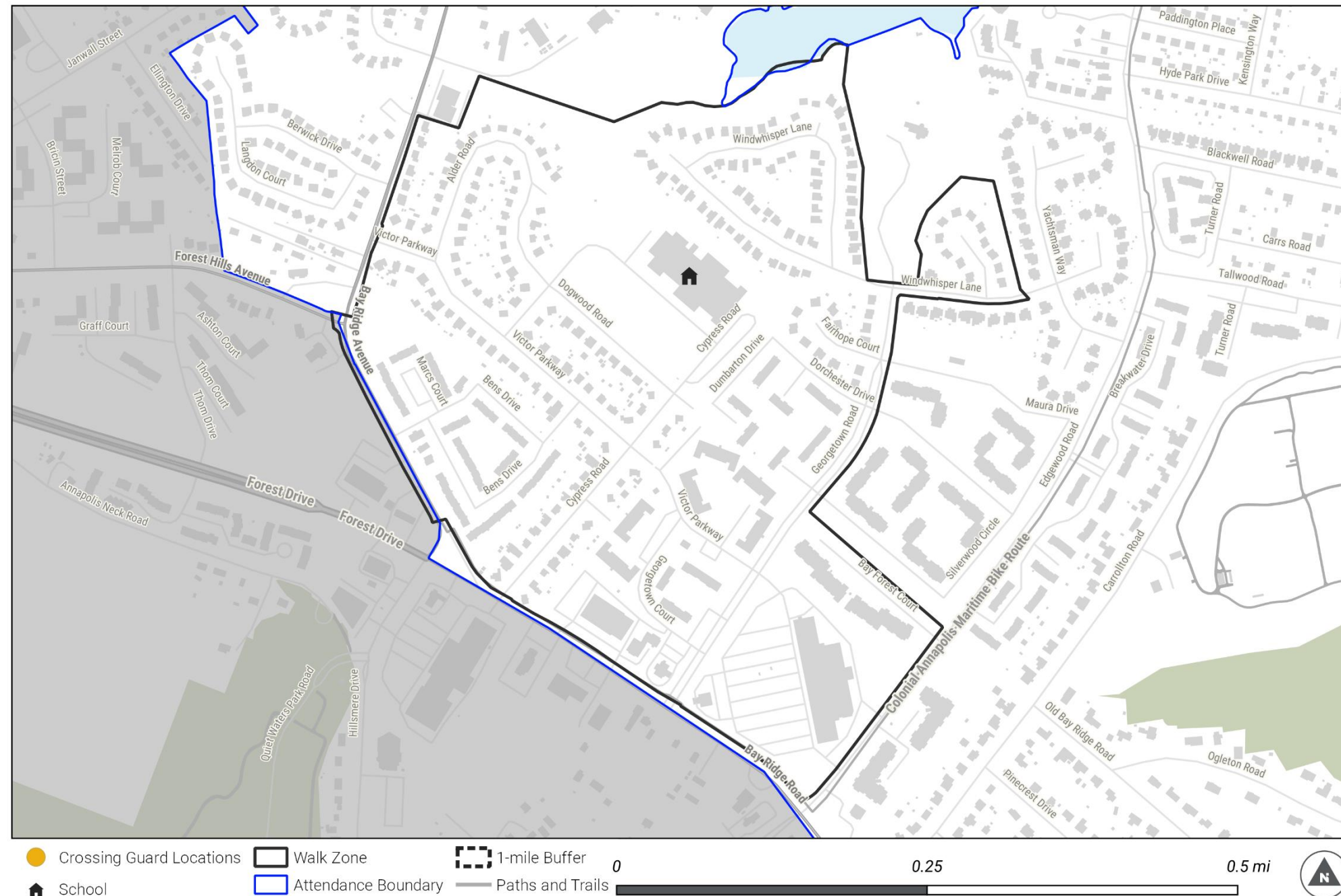
*AACPS provides transportation from designated bus stops for students who reside within the school's attendance area. At elementary schools, transportation is provided for Pre-K students who live more than ½ mile from school, Kindergarten students who live more than ½ mile from school, and students of all other grades who live more than one mile from school.

Source: AACPS 2022-2023 Parent Handbook

School Location and Layout

- Georgetown East Elementary School is located at the corner of Dogwood Road and Cypress Road, in southeast Annapolis.
- The school is in a residential area, surrounded by housing on all sides except for a forested greenway to the northwest.
- The neighborhood contains a combination of single- and multi-family housing, with some disconnected streets and fences that further limit connectivity.
- A shopping center is in the southeast corner of the walk zone, along Georgetown Road between Bay Ridge Road and Victor Parkway.
- Cypress Road and Dogwood Road are local streets with posted speed limits of 25 mph.

Georgetown East Elementary School - Walk Zone



School Access

Walkers and Bicyclists:

- Walkers and bicyclists access the school via Cypress Road or Basswood Road, both crossing Dogwood Road.

Buses:

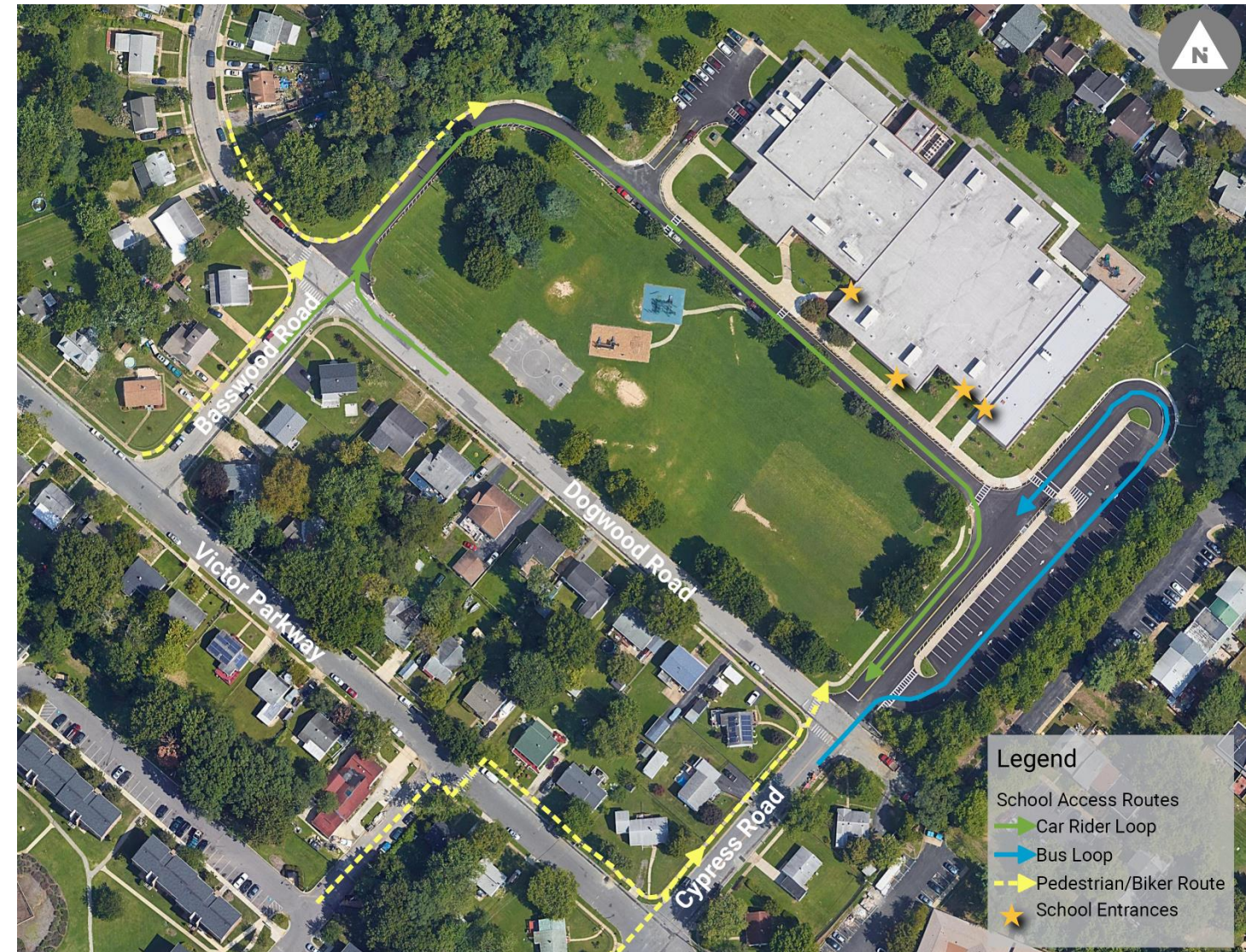
- Buses access the school via Cypress Road, loop the staff parking lot to the southeast of the school, and deboard/board alongside the school.

Parent/Guardian Drop-Off:

- Driving parents/guardians access the school via the school driveway entrance at Dogwood Road and Basswood Road and enter a drop-off line in front of the school, exiting onto Cypress Road.

Staff Vehicles:

- Staff who drive park in a staff lot to the east of the school.



PARENT-REPORTED STUDENT TRAVEL MODES AND BARRIERS

Georgetown East Elementary - Parent Survey Response Overview

- 9 total survey responses received*
- 89% of respondents live in the area zoned to the school

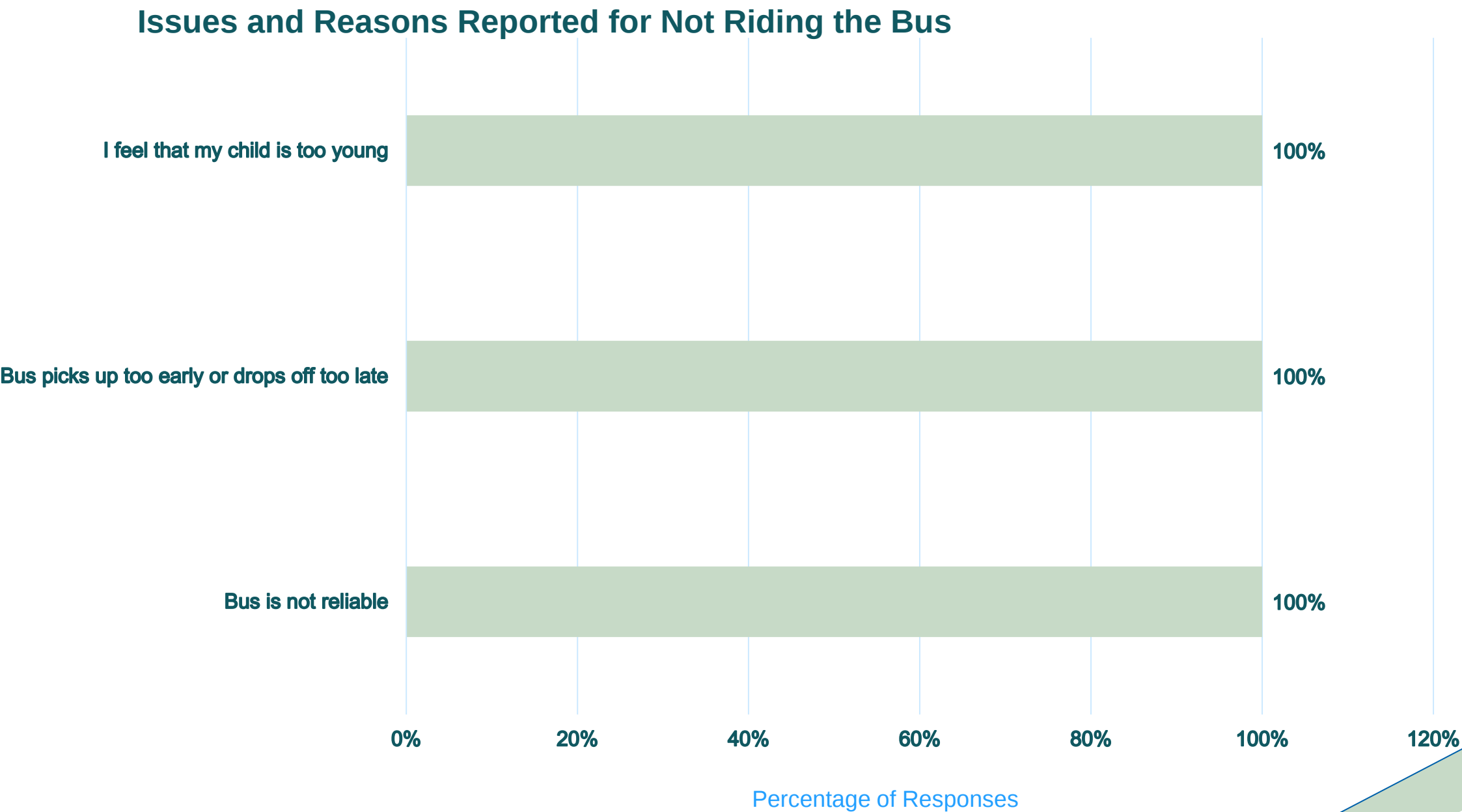
Reported Distance from Home to School	
Distance	Number of Respondents
< ¼ mile	2
¼ mile – ½ mile	0
½ mile – 1 mile	1
1 mile – 1 ½ miles	2
>1 ½ miles	3

** — Note that the survey response rate represents a fraction of the student population and may not reflect the experiences and perspectives of all families.*

Parent Survey Results

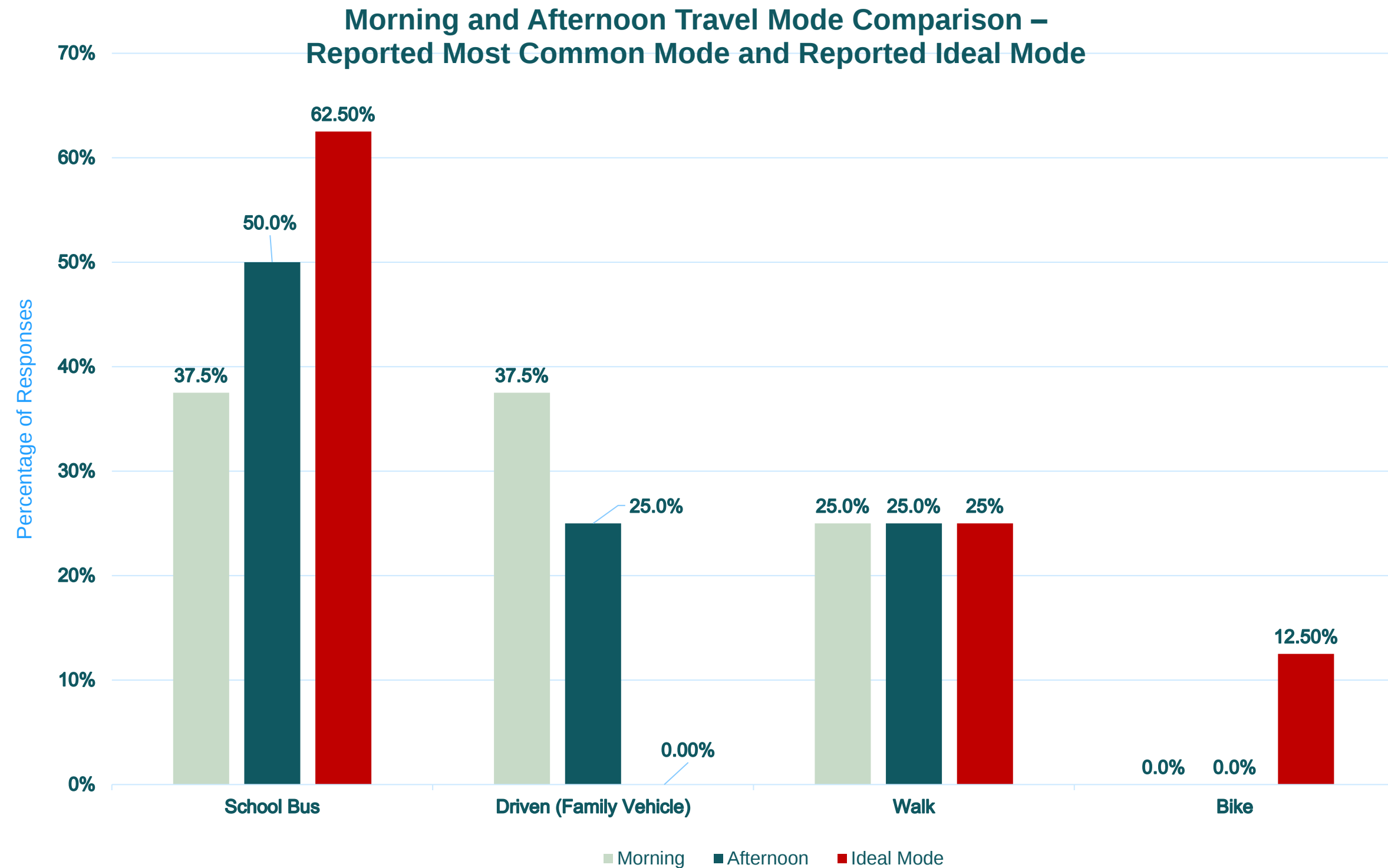
School Bus Eligibility and Use

62.5% of respondents reported being eligible for school bus transportation;
37.5% reported riding the school bus to school.



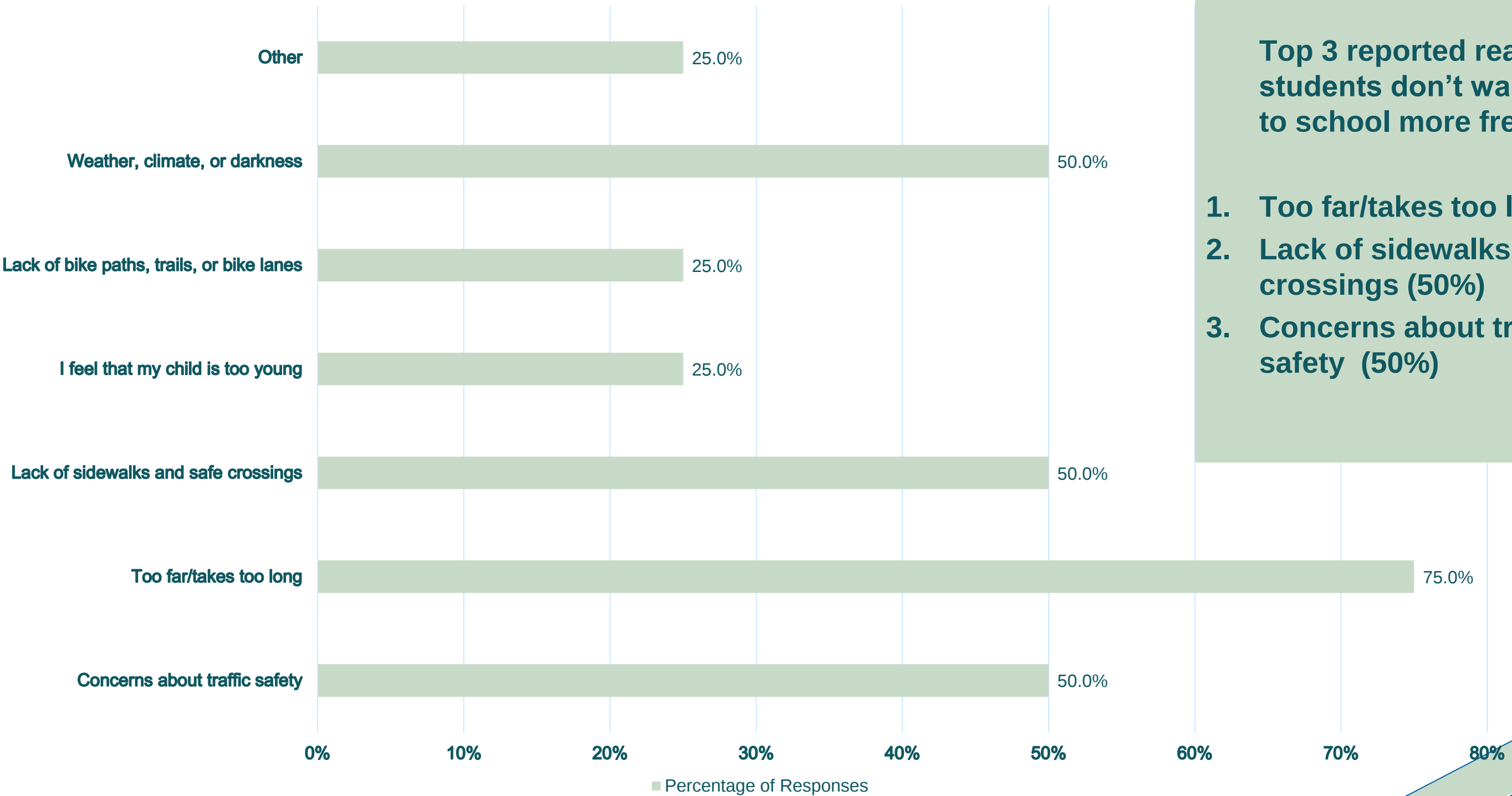
Parent Survey Results

Most Common Travel Mode versus Ideal Travel Mode



Parent Survey Results

Reported Barriers to Walking or Biking to School



Top 3 reported reasons why students don't walk or bike to school more frequently:

- 1. Too far/takes too long (75%)**
- 2. Lack of sidewalks and safe crossings (50%)**
- 3. Concerns about traffic safety (50%)**

Parent Survey Results

Reported Streets Used to Walk or Bike to School

- Victor Parkway
- Cypress Road
- Georgetown Road
- Windwhisper Lane

ARRIVAL AND DISMISSAL OBSERVATIONS

Arrival and Dismissal Operations

School Hours:

- 8:00 am – 2:25 pm
- Doors open at 7:40 am

Observation Times (February 1st):

- Arrival: 7:40 am – 8:10 am
- Dismissal: 2:25 pm – 2:40 pm

Crossing Guards:

- Data provided by AACPS did not indicate that crossing guards were assigned to Georgetown East Elementary School, but two were observed:
 - One at the intersection of Cypress Road and Dogwood Road
 - One on Victor Parkway at a mid-block crossing near Bens Drive and a gate that provides access to the Bay Ridge Gardens apartment complex.



Students walking home through a gate to the apartments adjacent to the school.

General Observations

General Observations:

- Each grade has an assigned entrance to the school; all access doors are at the front of the building.
- The majority of vehicular student drop-off and pick-up occurred in the school campus loop.
- Dogwood Road and the school driveway exit onto Cypress Road are stop-controlled, but Cypress toward the school is not. Inbound drivers make a left turn from Cypress Road onto Dogwood Road, crossing exiting vehicles and incoming walkers.
- Dogwood Road in front of the school is used as a school bus stop for middle and high school students.



Arrival Observations

The study team observed arrival from the following locations:

- Dogwood Road and Basswood Road
- Dogwood Road and Cypress Road

General Observations:

- School starts at 8:00 AM; most students arrived between 7:40 and 8:00 AM
- Cars were observed traveling on Dogwood Road at relatively high speeds to access the drop-off line.

Walkers and Bicyclists

- Approximately 50 student walkers were observed during arrival. The majority arrived via Cypress Road, with others arriving from Basswood Road/west on Dogwood Road.
- School staff organize a walking school bus from the Bay Ridge Gardens apartments. Staff meet students at the complex's gate on Bens Drive.



Students and staff arrive as the school bus unloads at the east side of the building

Arrival Observations

Bus Lane

- One bus dropped off students in the bus loop at the east side of the school.
- School staff reported that two special education buses arrived prior to observation.

Parent Drop-off

- The drop-off remained relatively steady until 8:00.
- Few drivers were observed dropping off or parking along nearby streets to walk students to the school.



Vehicle drop-off loop during school arrival.

Dismissal Observations

The study team observed dismissal from the following locations:

- Dogwood Road and Cypress Road
- Victor Parkway at entrance to Bay Ridge Gardens apartments

General Observations:

- School ends at 2:25; most students had all departed by 2:35.
- As with arrival, students use the exit assigned to their grade.

Walkers and Bicyclists:

- While walkers were observed leaving in multiple directions, most traveled south along Cypress Road toward Victor Parkway and Bay Ridge Road.
- A relatively large group of students were observed walking to the Bay Ridge Gardens complex off Victor Parkway, but there was no staff escort.



After-school walkers arrive at Bay Ridge Gardens apartments on Victor Parkway

Dismissal Observations

Bus Lane

- One bus was observed picking up students at dismissal.

Parent Pick-up

- The parent pick-up loop was busiest from 2:25-2:30.
- Like school arrival, conflicts were seen between incoming and exiting drivers at the intersection of the school driveway and Cypress Road.



Pavement markings on the school driveway for parent drop off and pick up.

EXISTING INFRASTRUCTURE CONDITIONS

Existing Sidewalk Network

There are sidewalks present on all roads within the walk zone except along Dogwood Road directly in front of the school; no sidewalk exists on the north side.

Georgetown East Elementary School - Existing Sidewalk Network

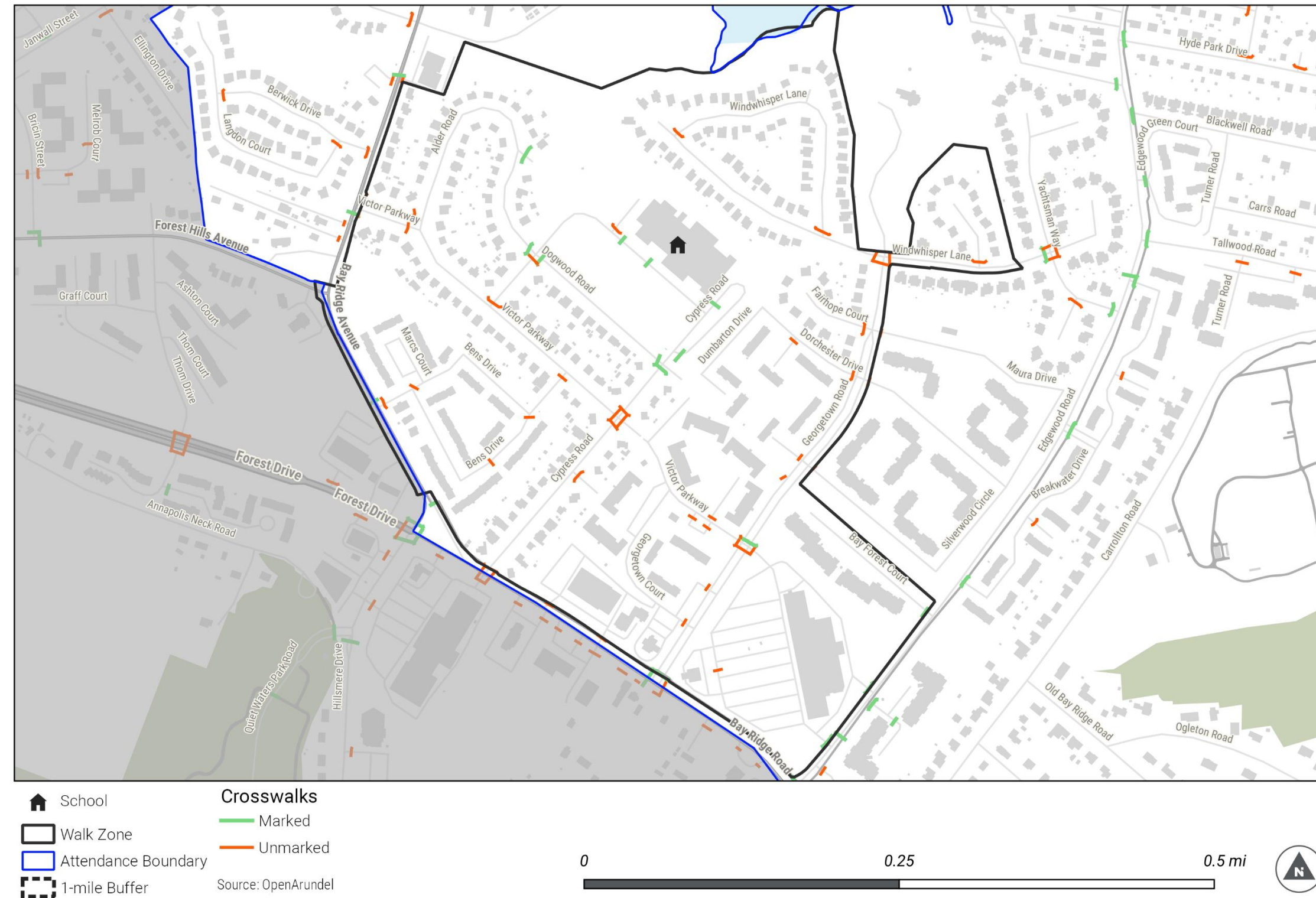


Existing Crosswalks

There are several marked crosswalks on the school campus that cross the school driveways to provide access to the school, and at the entrance to the school campus.

Crossings of many intersections within the walk zone are unmarked.

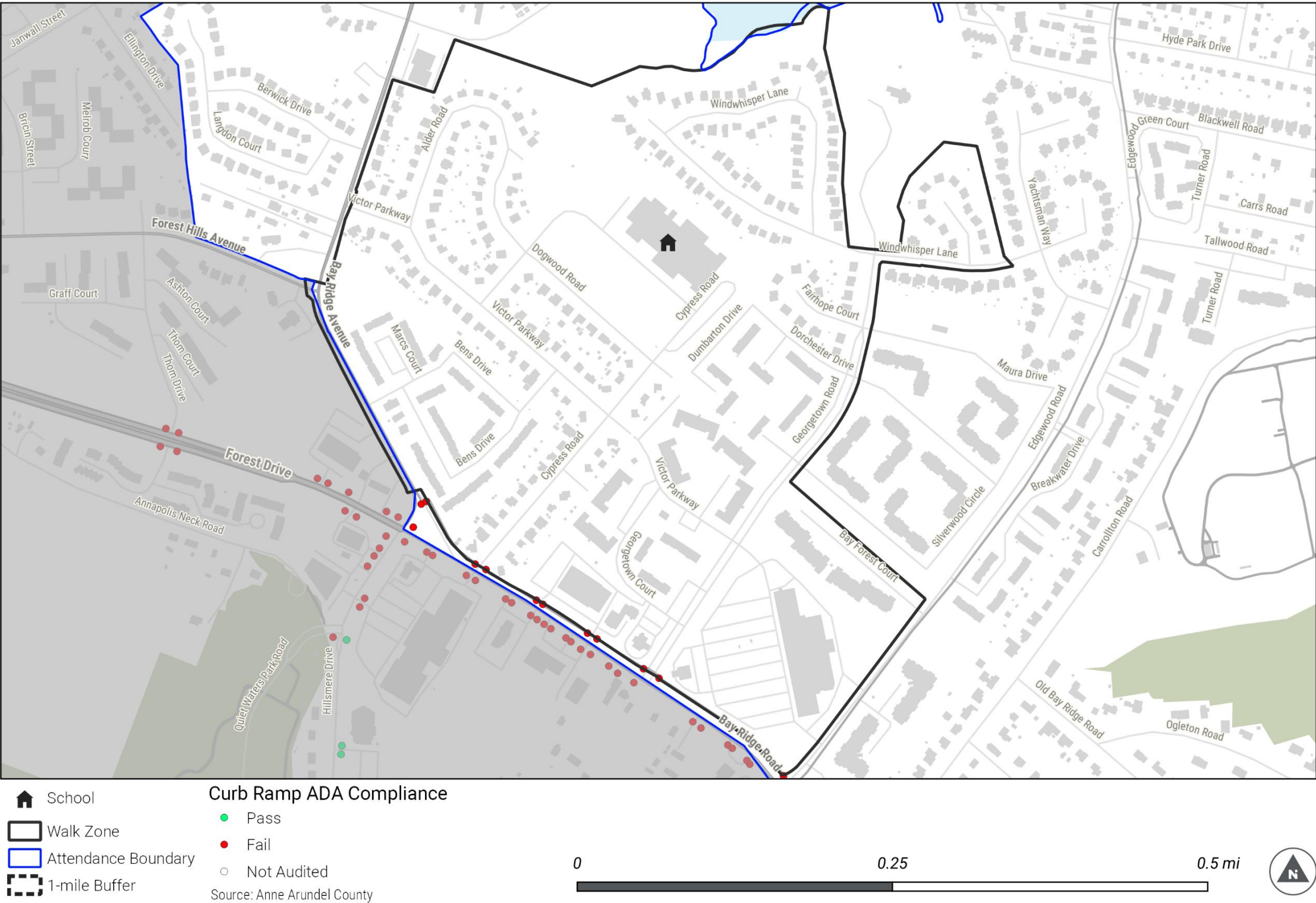
Georgetown East Elementary School - Existing Crosswalks



Existing Curb Ramps

No curb ramp data was available.

Georgetown East Elementary School - Existing Curb Ramps



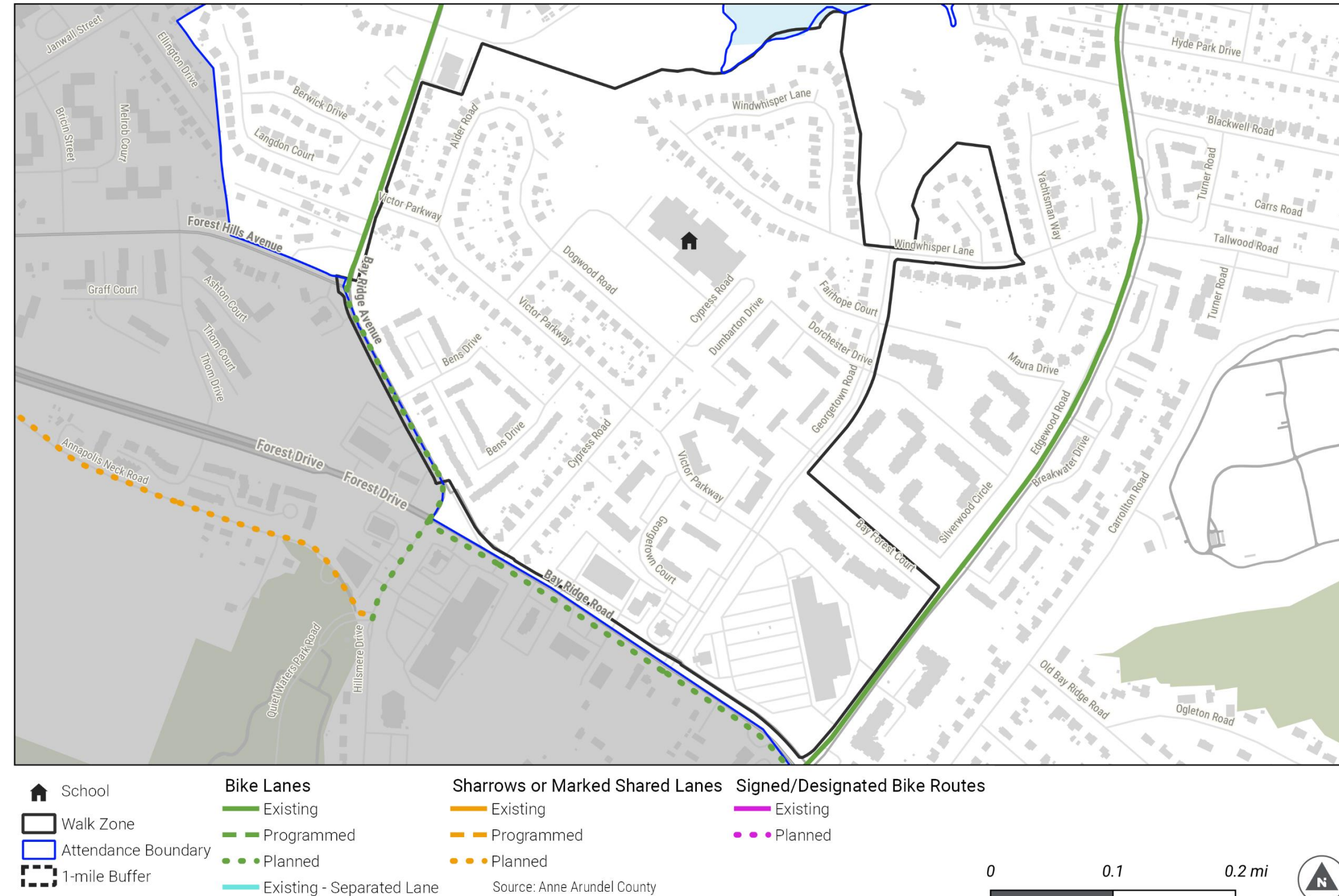
**Curb ramp data downloaded 9/14/22 but is incomplete. Data is not available within the City of Annapolis.*

Existing On-Road Bike Facilities

Edgewood Road has bike lanes.

Bay Ridge Avenue west of the school has bike lanes that end near Forest Hills Avenue; additional bike lanes are planned* along Bay Ridge Avenue to the east.

Georgetown East Elementary School - Existing On-Road Bicycle Facilities

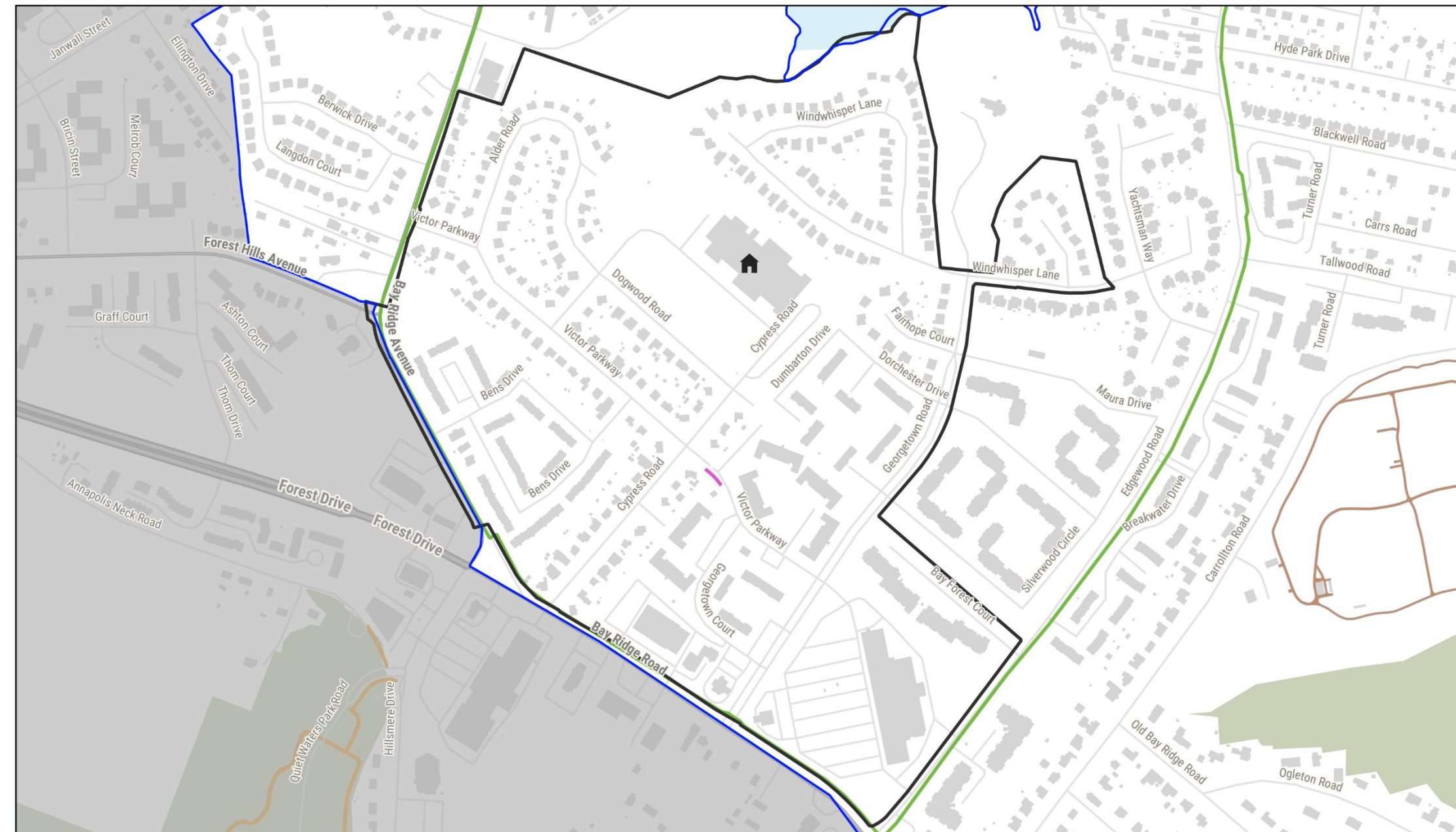


* “Planned” means included in the County’s Master Plan

Existing Regional Trails, Park Trails, and Paths

There are no known existing or planned* regional or park trails within the walk zone. The shared use path shown on the map was not observed in the field.

Georgetown East Elementary School - Existing Regional Trails, Park Trails, and Paths



* “Planned” means included in the County’s Master Plan

CRASH DATA

Crash Data (2017 – 2021)

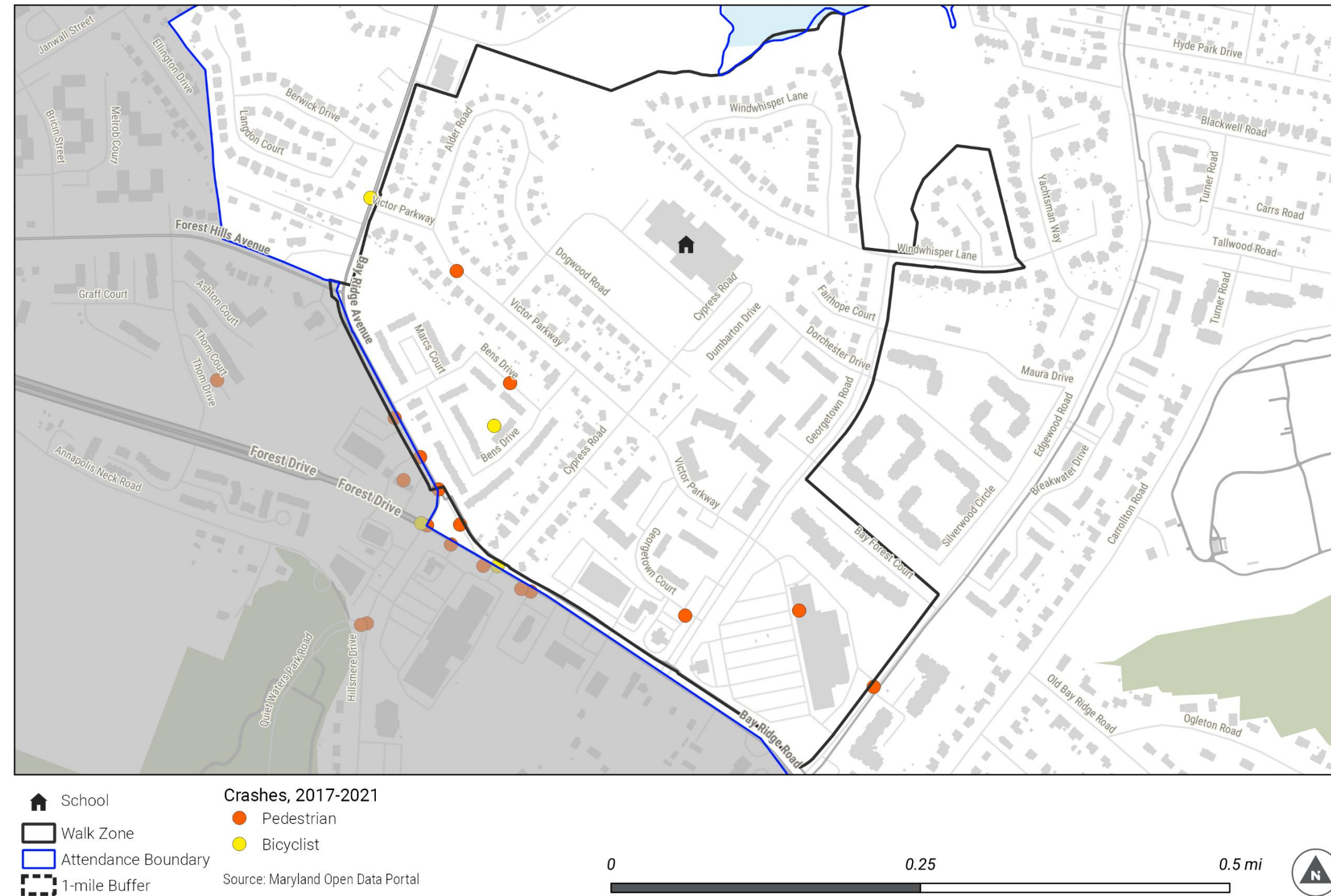
Crashes within 1-mile radius of the school:

- 691 total crashes (all modes), 2 fatal
- 30 pedestrian-involved crashes, 28 resulting in injury, 0 fatal
- 15 bicyclist-involved crashes, 12 resulting in injury, 0 fatal

Pedestrian and bicyclist crashes within the walk zone:

- 4 pedestrian-involved and 1 bicyclist-involved crashes occurred in the walk zone.

Georgetown East Elementary School - Pedestrian and Bicycle Crashes



INFRASTRUCTURE RECOMMENDATIONS

Infrastructure Recommendations

Safe Routes to School (SRTS) infrastructure recommendations aim to improve safety and accessibility for students to walk and bicycle to school. This may include reducing vehicle speeds, addressing conflicts between pedestrians/bicyclists and drivers, and providing fully accessible sidewalks and crossings near schools.

The following tables summarize infrastructure recommendations within and outside of the current school walk zone as relevant. Key student walking or bicycling routes were identified based on information received from school administration, parent surveys, and school observations. Key routes are noted in the recommendation “Location” field.

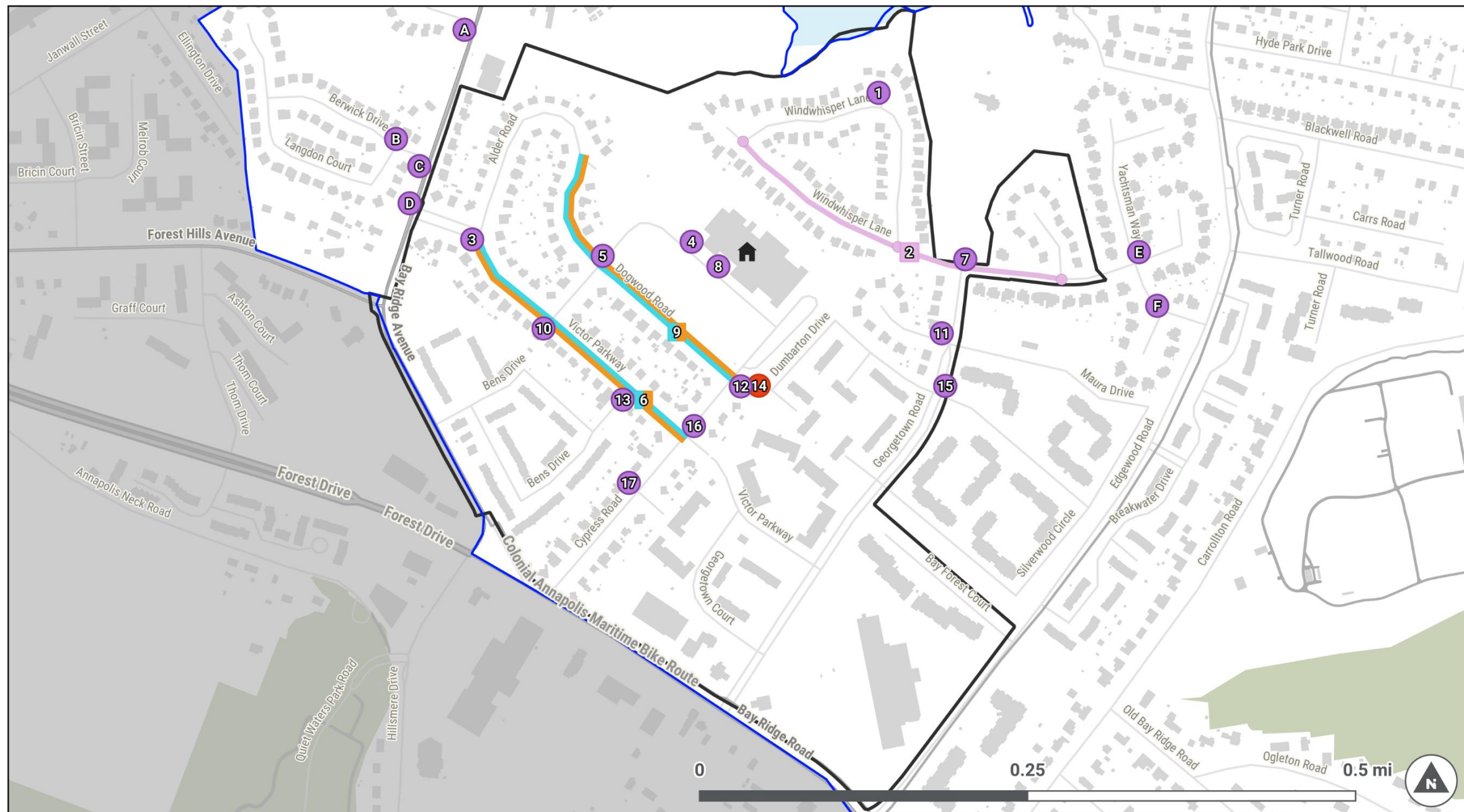
Other projects or planning/feasibility studies may be planned or ongoing within the study area.

Note: Anne Arundel County does not have jurisdiction to install infrastructure improvements within the City of Annapolis. The City and AACPS are responsible for coordinating to make those decisions. The City of Annapolis, in coordination with the County, will confirm the approach to implementing recommendations from this SRTS Accessibility Study to ensure they align with other projects as necessary.

Potential costs do not include items calculated based on percent of construction items, such as mobilization, MOT, surveying, ROW/easements, design, CMI and administrative costs, and contingencies. These cannot be determined since the method of implementation for proposed improvements has not yet been confirmed.

Infrastructure Recommendations Map

Georgetown East Elementary School - Recommendations



- | | | | |
|--|--|--|---|
| <ul style="list-style-type: none"> School Walk Zone Attendance Boundary 1-mile Buffer Paths and Trails | Spot Recommendations <ul style="list-style-type: none"> Access Management Bicycle Rack Intersection or Crossing School Zone Signs and Pavement Markings | <ul style="list-style-type: none"> Sidewalk Speed Management Other Recommendations | Segment Recommendations <ul style="list-style-type: none"> Bicycle Facility Corridor Intersection Upgrades School Zone Signs and Pavement Markings Speed Management Sidewalk |
|--|--|--|---|

Infrastructure Recommendations within the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
1	Windwhisper Ln & Cul-de-sac	Crosswalk	Crossing of cul-de-sac is unmarked	Install new standard crosswalk	\$400	Short
2	Windwhisper Ln (Windwhisper Ln to Mooring Point Ct)	Crosswalk	Side street crossings of Windwhisper Ln (west and east) and Mooring Point Ct are unmarked	Install new standard crosswalk	\$1,200	Short
3	Alder Rd & Victor Pkwy (Inside school zone)	3a. Crosswalk	Crossings of Alder Rd & Victory Pkwy are unmarked, no stop bar on Adler Rd	Install new standard crosswalk on Alder Rd, Mark new stop bar	\$500	Short
				Install new high-visibility crosswalk across Victory Pkwy	\$800	
		3b. Curb ramp	Northwest ramp not aligned with crossings	- Replace existing single curb ramp with one that aligns with northeast ramp (for crossing of Adler Rd) and one that aligns with median crossing island	\$12,000	Medium
			Southwest ramp missing	- Install new ramp		
		3c. Other intersection or crossing issues	- Concern about motor vehicle turning movements at northwest corner (roll-throughs)	- Install curb radius reduction on northwest corner to deter rolling stops	\$5,000	Long
			- Concern about motor vehicle yielding. Currently Alder Rd is stop controlled.	- Consider evaluating for stop control on Victor Pkwy at southwest corner (eastbound)	N/A	Long
			- Crossing lacks appropriate signage	- Install school crossing signs with downward pointing arrows	\$500	Short

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
4	School Campus (On school campus)	Crosswalk	Crosswalk does not connect to existing sidewalk	Remove crosswalk	N/A	Short
5	Basswood Rd & Dogwood Rd (Along key student walking route, Inside school zone)	Other intersection or crossing issues	Southwest crossing lacks appropriate crossing signage	Install school crossing sign with downward pointing arrows	\$500	Short
6	Victor Pkwy (Alder Rd to Cypress Rd) (Along key student walking route, Inside school zone)	6a. School Zone Signs and Pavement Markings	Existing school zone sign deficient Existing school zone speed limit sign deficient School advance warning sign missing	Expand school zone and enhance signage per MDMUTCD part 7: - Repair or replace existing school zone signs (being/end) - Repair or replace existing school zone speed limit sign	\$1,000 \$500	Short
		6b. Speed Management	Observed motor vehicle speeds appear to exceed speed limit	Conduct a speed study to consider speed management measures or other modifications	N/A	Long
7	Windwhisper Ln & Georgetown Rd	7a. Curb ramp	Missing ramp (all)	Install new ramps	\$16,000	Medium
		7b. Crosswalk	East and west crossing of Windwhisper Ln unmarked; No stop bar (west), Stop bar faded (east)	Install new standard crosswalks and stop bars.	\$1,000	Short

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
8	School Campus (Along key student walking route, On school campus)	Curb ramp	Ramp lacks detectable warning surface	Upgrade curb ramps on school campus to include detectable warning surfaces	\$28,000	Medium
9	Dogwood Rd (Cypress Rd to Evergreen Rd) (Along key student walking route, Inside school zone)	9a. School Zone Signs and Pavement Markings	Existing school advance warning sign deficient	Expand school zone and enhance signage per MDMUTCD part 7: - Repair or replace school advance warning signs - Repair or replace school zone signs (begin/end) - Install new SCHOOL pavement marking	\$500	Short
			Existing school zone sign deficient		\$1,000	
			SCHOOL pavement marking missing		\$1,000	
		9b. Speed Management	Observed motor vehicles appear to exceed speed limit	Conduct a speed study to consider speed management measures or other modifications	N/A	Long

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
10	Victor Pkwy & Basswood Rd (Along key student walking route, Inside school zone)	10b. Crosswalk	Crossing of Victor Pkwy is unmarked but is required for students accessing Basswood Rd from the west.	Install new high visibility crosswalk	\$800	Short
		10a. Curb ramp	Northwest ramp not aligned with crossing of Basswood road	Reconstruct or repair existing ramp	\$12,000	Medium
			Missing ramps for crossing of Victor Pkwy	Install new ramps		
		10c. Other intersection or crossing issue	Crossing pedestrians may be difficult for drivers to see or anticipate due to roadway curvature or visual obstructions (recommendation is contingent upon installation of marked crosswalk)	Install school crossing signs with downward pointing arrows Restrict parking in advance of crosswalk	\$1,000	Short

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
11	Fairhope Ct/Silverwood Cir & Georgetown Rd	11a. Curb ramp	East ramps lacks detectable warning surface	Reconstruct or repair existing ramps	\$4,000	Medium
		11b. Crosswalk	Crossings of Fairhope Ct & Silverwood Circle are unmarked	Install new standard crosswalks	\$800	Short
12	Cypress Rd & Dogwood Rd (Along key student walking route, Inside school zone)	Other intersection or crossing issues	Concern about motor vehicle turning movements and motor vehicle yielding (currently only Dogwood Rd stop controlled)	Consider evaluating for stop control on Cypress Rd	N/A	Long
13	Victory Pkwy & Bens Dr (Along key student walking route)	13a. Curb ramp	Ramp lacks detectable warning surface (all)	Reconstruct or repair existing ramp	\$16,000	Medium
		13b. Other intersection or crossing issues	Parked cars obstruct sight lines	Restrict parking in advance of crosswalk	\$500	Short
14	Dumbarton Dr (near Dogwood Rd) (Inside school zone)	Sidewalk	Missing sidewalk	Install new sidewalk to formalize connection for students living in apartments off Windwhisper Ln**	\$2,200	Long

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
15	Dorchester Dr/Silverwood Cir & Georgetown Rd	15a. Curb ramp	East, west ramp lack detectable warning surfaces	Reconstruct or repair existing ramps	\$16,000	Medium
		15b. Crosswalk	South crossing of Georgetown Rd is unmarked	Install new high-visibility crosswalk	\$800	Short
		15c. Other intersection or crossing issue	Concern about motor vehicle yielding	Install RRFB	\$15,000	Long
			Crosswalk long	Install median crossing island	\$3,000	
16	Cypress Rd & Victor Pkwy (Along key student walking route)	16a. Crosswalk	East, west crossings of Victory Pkwy are unmarked	Install new standard crosswalks	\$800	Short
		16b. Curb ramp	Ramp lacks detectable warning surface (all)	Reconstruct or repair existing ramps	\$16,000	Medium
17	Cypress Rd & Cul-de-sac (Along key student walking route)	17a. Curb ramp	East ramp lacks detectable waring surface	Reconstruct or repair existing ramp	\$4,000	Medium
		17b. Crosswalk	Crossing of cul-de-sac is unmarked	Install new standard crosswalk	\$400	Short

*Short (1 year), medium (2-3 years) or long term (3+ years)

**Note that at locations where installation of new sidewalks is recommended, high-visibility crosswalks, ADA compliant curb ramps, and stop bars should be installed at intersecting streets to facilitate crossings and encourage motor vehicle yielding.

Infrastructure Recommendations outside the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
A	Timber Creek Dr & Bay Ridge Ave	A1. Crosswalk	Crossing of Timber Creek Dr is unmarked	Install new standard crosswalk	\$400	Short
		A2. Curb ramp	Ramps lack detectable warning surface	Reconstruct or repair existing ramp	\$8,000	Medium
B	Langdon Ct & Berwick Dr	B1. Crosswalk	Crossing of Langdon Ct is unmarked	Install new standard crosswalk	\$400	Short
		B2. Curb ramp	Ramp lacks detectable warning surface	Reconstruct or repair existing ramp	\$8,000	Medium
C	Berwick Dr & Bay Ridge Ave	C1. Crosswalk	Crossing of Berwick Dr is unmarked	Install new standard crosswalk	\$400	Short
		C2. Curb ramp	Ramp lacks detectable warning surface	Reconstruct or repair existing ramp	\$8,000	Medium
D	Victor Pkwy & Bay Ridge Ave (Along key student walking route)	D1. Other intersection or crossing issues	Concern about motor vehicle yielding, Concern about motor vehicle turning movements	Install RRFB	\$15,000	Long
				Install curb extension on southeast corner (note that planned bicycle facilities on Bay Ridge Road may impact treatment decision)	\$5,000	Long
		Curb ramp	Southeast ramp lacks detectable warning surface	Reconstruct or repair existing ramp	\$4,000	Medium

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations outside the School Walk Zone

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
E	Yachtsman Way & Windwhisper Ln	Crosswalk	Crossing of Yachtsman Way is unmarked	Install new standard crosswalk	\$800	Short
F	Yachtsman Way & Skippers Ct	Crosswalk	Crossing of Skippers Ct is unmarked	Install new standard crosswalk	\$400	Short

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Additional Considerations

The current direction of vehicle traffic for parent drop off and pick up requires any passenger side occupants to exit the vehicle into the drop off “by-pass lane”. AACPS could explore procedure modifications to avoid potential conflicts, such as formally establishing two-lanes for drop off and pick up (school staff would have to control the flow of vehicles, stopping all cars as students exit and enter).



Potential Sources of Funding for Safe Routes to School Projects

Funding for SRTS infrastructure improvements may come from a variety of sources, including the County's Capital Improvement Program, Operations and Maintenance Funds, and Multimodal Improvement Fund. Funding is also available via grants from the State of Maryland or the federal government, or efforts by local jurisdictions and private developers through the required Bicycle, Pedestrian, and Transit Assessment. Details on potential sources of funding for pedestrian and bicycle projects are described in Walk & Roll Anne Arundel! (page 73).

PROGRAMMATIC RECOMMENDATIONS

Safe Routes to School (SRTS) Program Recommendations

Safe Routes to School program recommendations may include Education, Encouragement, Enforcement and Evaluation strategies to improve safety awareness and knowledge, reinforce safe behaviors, encourage travel mode changes, and establish a culture of walking and bicycling to school.



SRTS Education

SRTS education can foster life-long skills for safe walking and bicycling. Education messages directed at the broader school community can help create safety role models and encourage safe driving.

Recommendations

Provide pedestrian and bicycle safety education to students. Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice. School-based education works best when integrated into the PE or Health curriculum.

Conduct a bicycle rodeo. Bike rodeos teach children skills related to walking and bicycling safely, which can increase their and their parent's confidence for biking or walking to school.

Conduct parent and staff safety education campaign. Information packets should be prepared and distributed to parents and school staff at the beginning of the school year containing school arrival and dismissal maps, a written description of the rules and procedures for arrival and dismissal, and general safety information. Procedures should emphasize driving safely, being alert for pedestrians and bicyclists, and respecting the school crossing guard/s.

Provide walking and bicycling maps. Walking and bicycling route maps can show the location of pedestrian and bicycle infrastructure and estimated walk/bike times.

SRTS Encouragement

SRTS encouragement programs can establish a culture supportive of active transportation and foster life-long habits for active transportation.

Recommendations



Participate in International Walk to School Day and Bike to School Day. Walk and Bike to School Days encourage families to try out walking in a supportive environment. Consider incorporating competitions between schools in the same area or district-wide. Once established, they can lead to monthly walking/bicycling events to maintain momentum and enthusiasm.

Establish a frequent walker / bicyclist program. Frequent walker and biker programs provide small rewards or incentives to students who regularly walk and bicycle to school. Frequent walker and biker programs require a system for tracking student trips. For example, students can be assigned a punch card that volunteers or teachers can punch each time a trip is completed.

Give away bicycle helmets and bike locks. Schools might partner with another community organization to acquire and fit the helmets for students who do not have them. Helmet and bike lock giveaways should be coordinated with bicycle safety education or skills practice and should include instruction on helmet safety.

SRTS Enforcement

SRTS enforcement efforts aim to increase the safety of children walking and bicycling to school by helping to change unsafe behaviors of all roadway users (drivers, pedestrians, bicyclists). While SRTS enforcement strategies may include law enforcement, it is important to discuss enforcement strategies with the school community and be sensitive to any concerns regarding their role.

Recommendations

Establish school drop off and pick up monitors to reinforce school procedures on and around the school campus.

Continue student safety patrols to provide on-going reinforcement of safe pedestrian and bicyclist behavior. Resources are available through [AAA School Safety Patrol](#).

SRTS Evaluation

SRTS evaluation efforts aim to identify issues and opportunities and monitor the impact of comprehensive SRTS activities over time, such as infrastructure improvements and encouragement activities.

Recommendations

Conduct annual Student Travel Tallies to monitor student travel patterns.

Administer biennial Parent Surveys to monitor parent attitudes towards walking and bicycling and reasons why they may or may not allow their children to walk or bike to school.

Conduct biennial infrastructure assessments and observation of school arrival and dismissal to track improvements, monitor the condition of key school crossings and signage, and identify needed education or enforcement measures. Assess more frequently if any changes to travel patterns (such as new school or road construction).

APPENDIX: INFRASTRUCTURE RECOMMENDATION PHOTOS

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Windwhisper Lane & Cul-de-sac

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Windwhisper Lane & Windwhisper Lane



Alder Road & Victor Parkway

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



4



5

Basswood Road & Dogwood Road

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Victor Parkway



Windwhisper Lane & Georgetown Road

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



School Campus

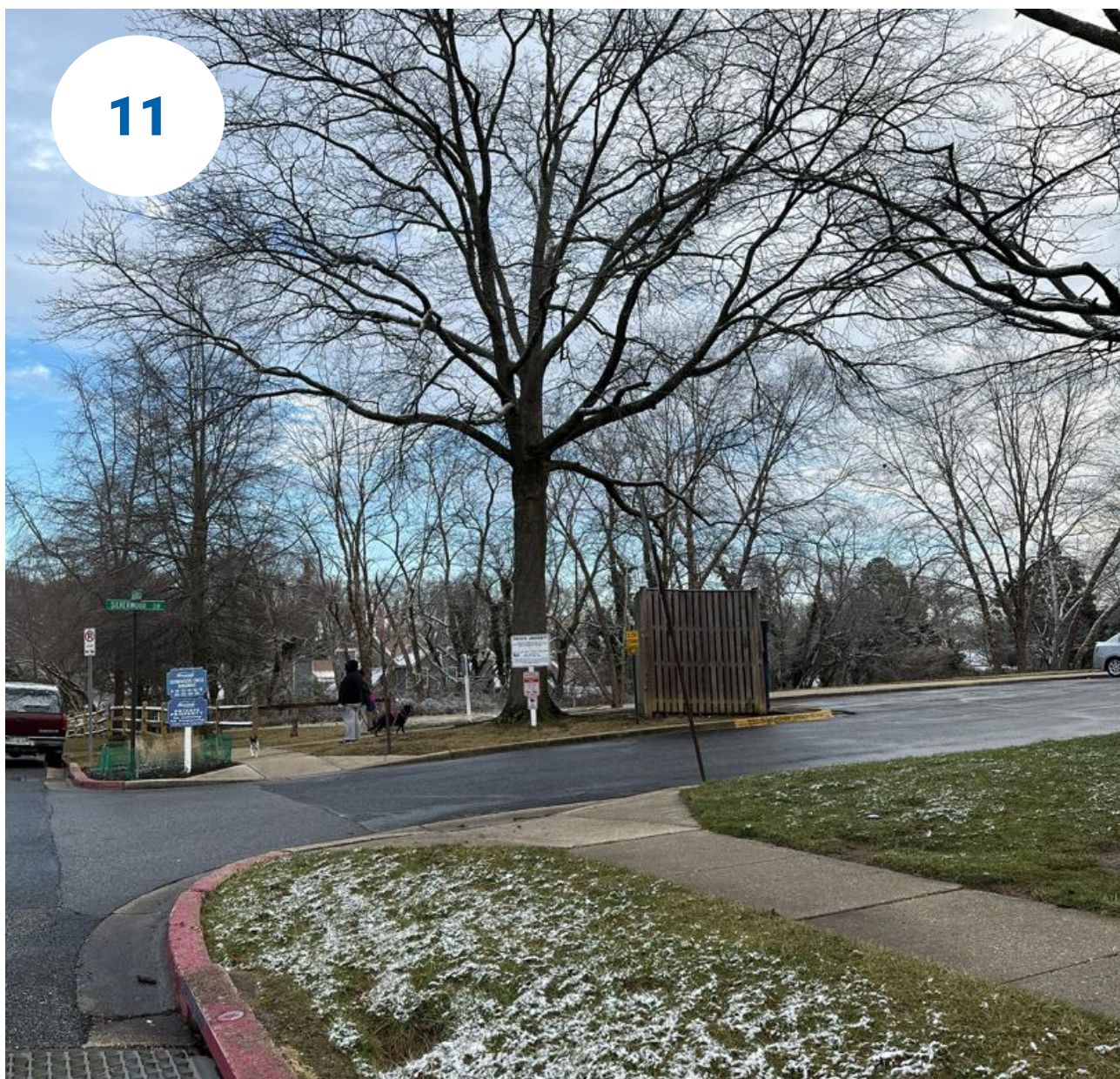


Dogwood Road

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Victor Parkway & Basswood Road



Fairhope Court & Georgetown Road

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

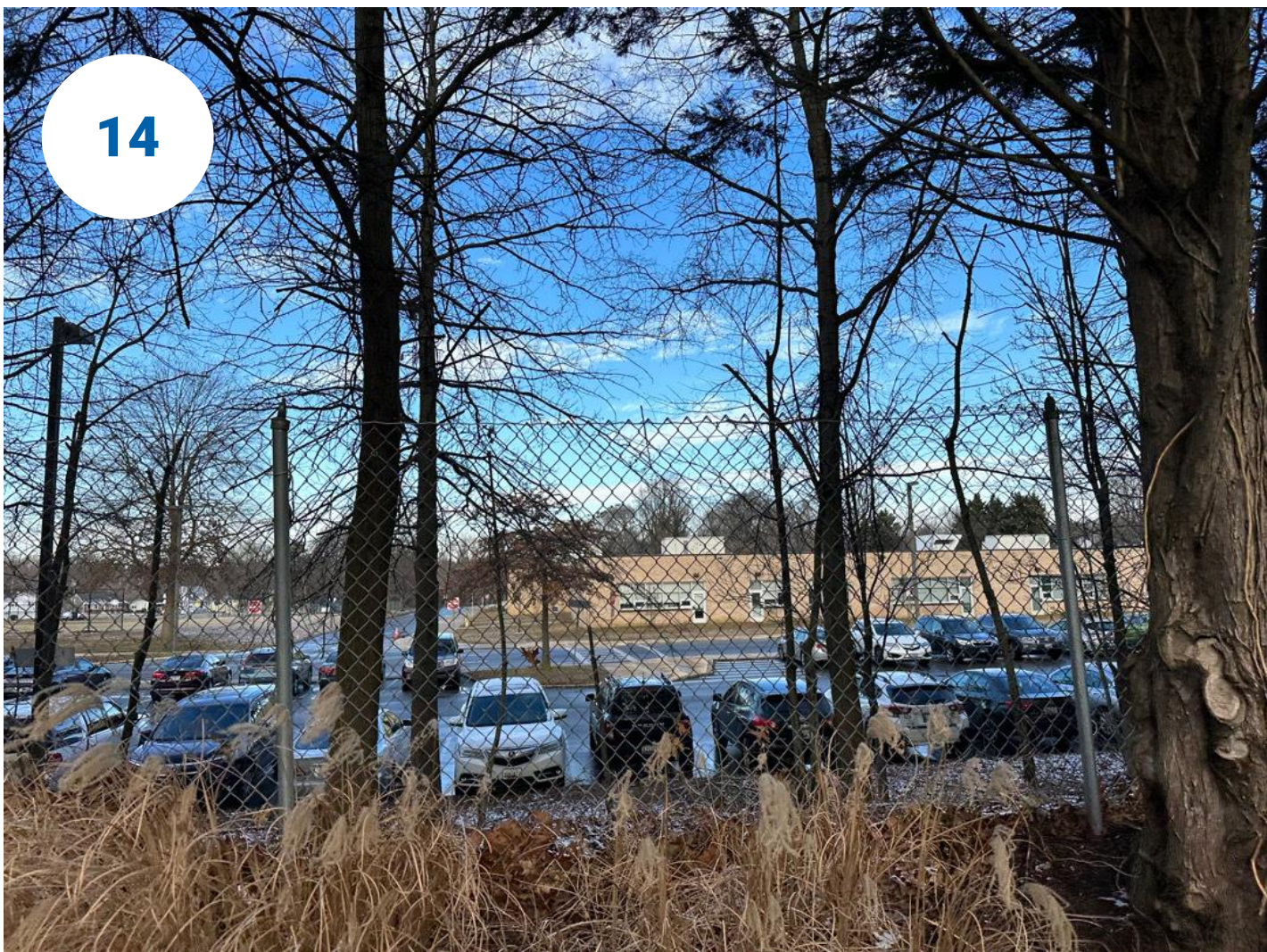


Cypress Road & Dogwood Road



Victor Parkway & Bens Drive

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Fence on Dumbarton Drive



Dorchester Drive & Georgetown Road

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Cypress Road & Victor Parkway



Cypress Road & Cul-de-sac

INFRASTRUCTURE RECOMMENDATIONS – Opportunities Outside the School Walk Zone



Timber Creek Drive & Bay Ridge Avenue



Langdon Court & Berwick Drive

INFRASTRUCTURE RECOMMENDATIONS – Opportunities Outside the School Walk Zone



Berwick Drive & Bay Ridge Avenue



Victor Parkway & Bay Ridge Avenue

INFRASTRUCTURE RECOMMENDATIONS – Opportunities Outside the School Walk Zone



Yachtsman Way & Windwhisper Lane



Yachtsman Way & Skippers Court