



DPW & YOU

Making a difference, together



Jacobsville 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.

Jacobsville Elementary Accessibility Study

Report findings are derived from:

School site visits	• Observation of school arrival and dismissal conducted January 10, 2023 • Assessment of pedestrian and bicycling infrastructure within the current school walk zone and roads immediately adjacent (as connectivity allows) conducted January 12, 2023
Parent Survey	• Administered January 26 – February 19, 2023 • Available online in English, Spanish, Chinese, and Korean • Survey link was provided via email

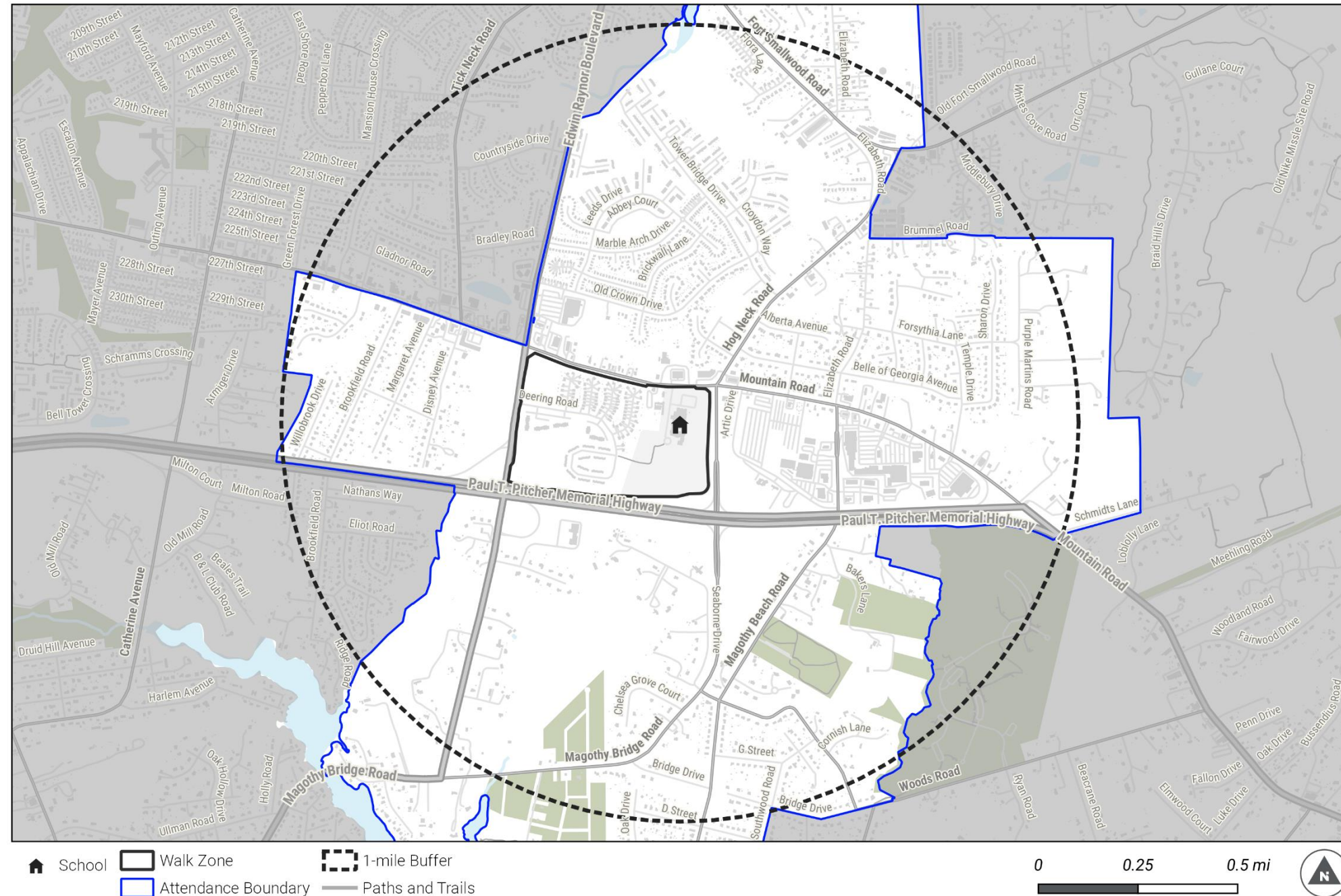
Recommendations were shared with the school community during a virtual open house in October 2023.

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 are limited; the walk zone is surrounded by minor and major arterial roads that lack pedestrian and bicycle facilities.
 - Residential areas to the west are separated by Edwin Raynor Boulevard and a wooded area.
 - Limited residential areas to the south are separated by Paul T. Pitcher Memorial Highway.
 - Residential areas to the north and northeast are separated by Mountain Road and Hog Neck/Magothy Bridge Road and commercial development.
 - There are no residential areas immediately east of the walk zone.

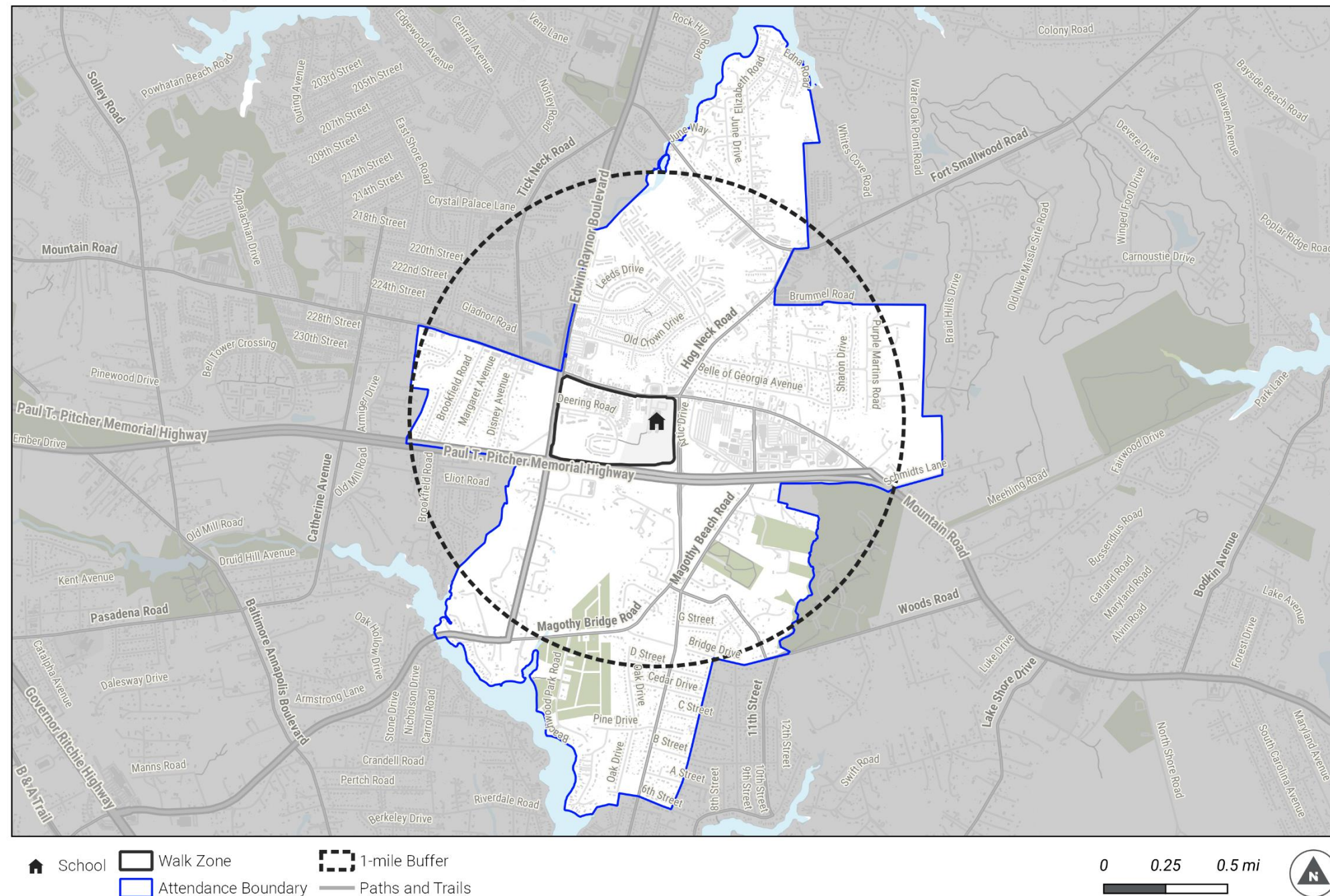
Jacobsville Elementary School - 1-mile Radius



Student Attendance Area and Enrollment

- Jacobsville Elementary School serves 510 students in grades PreK–5.
- 74% of students are registered for bus transportation*

Jacobsville Elementary School - Attendance Boundary



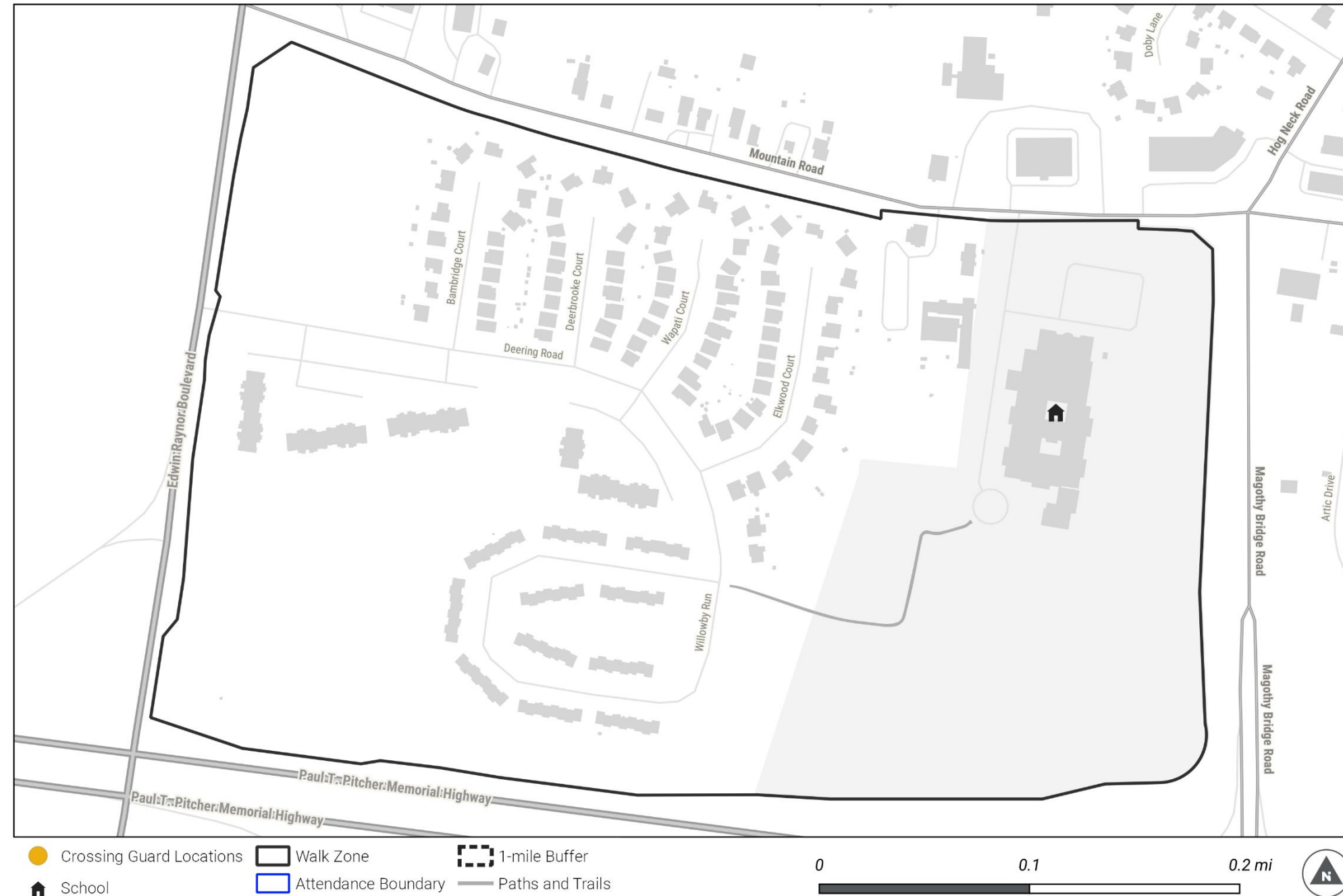
*AACPS provides transportation from designated bus stops for students who reside within the school's attendance area. At elementary schools, transportation is provided for Pre-K students who live more than ½ mile from school, Kindergarten students who live more than ½ mile from school, and students of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

Source: AACPS 2022-2023 Parent Handbook

School Location and Layout

- Jacobsville Elementary School is located on Mountain Road, just west of the Jacobsville town center in Pasadena, MD.
- The school walk zone is bordered by major roads on three sides—Mountain Road (MD-177) to the north, Magothy Bridge Road (MD-607) to the east, and the Paul Pitcher Memorial Highway (MD-100) to the south.
- Within the walk zone, the neighborhood to the west contains a series of cul-de-sacs that each intersect Deering Road.

Jacobsville Elementary School - Walk Zone



School Access

Walkers:

- Walkers access the school via a paved path on the west side of the school property connecting to Deering Road and enter through the side door.

Bicyclists:

- Bicyclists access the school via the path from Deering Road and enter through the side door with bus riders.

Buses:

- Buses access the school via the school driveway off Mountain Road, circle the driveway south of the school and unload/board in front of the school's side entrance.

Parent/Guardian Drop-Off:

- Driving parents/guardians enter the school via the school driveway off Mountain Road and turn left into the school parking area to drop off students in front of the school's main entrance.

Staff Vehicles:

- Staff who drive access the school via the driveway off Mountain Road and park in a staff parking lot in front of the school.



PARENT-REPORTED STUDENT TRAVEL MODES AND BARRIERS

Jacobsville Elementary - Parent Survey Response Overview

- 53 total survey responses received*
- 98% of respondents live in the area zoned to the school

Reported Distance from Home to School	
Distance	Number of Respondents
< ¼ mile	6
¼ mile – ½ mile	7
½ mile – 1 mile	18
1 mile – 1 ½ miles	11
>1 ½ miles	11

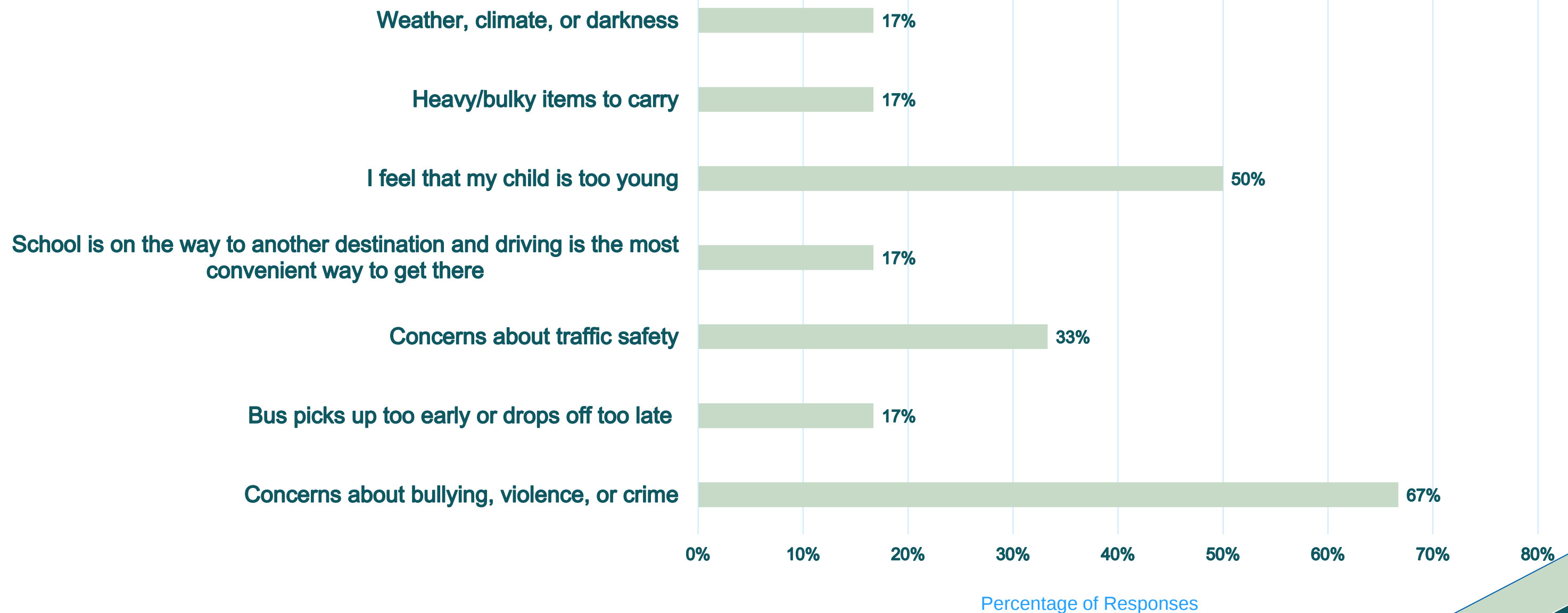
**Note that the survey response rate represents a fraction of the student population and may not reflect the experiences and perspectives of all families.*

Parent Survey Results

School Bus Eligibility and Use

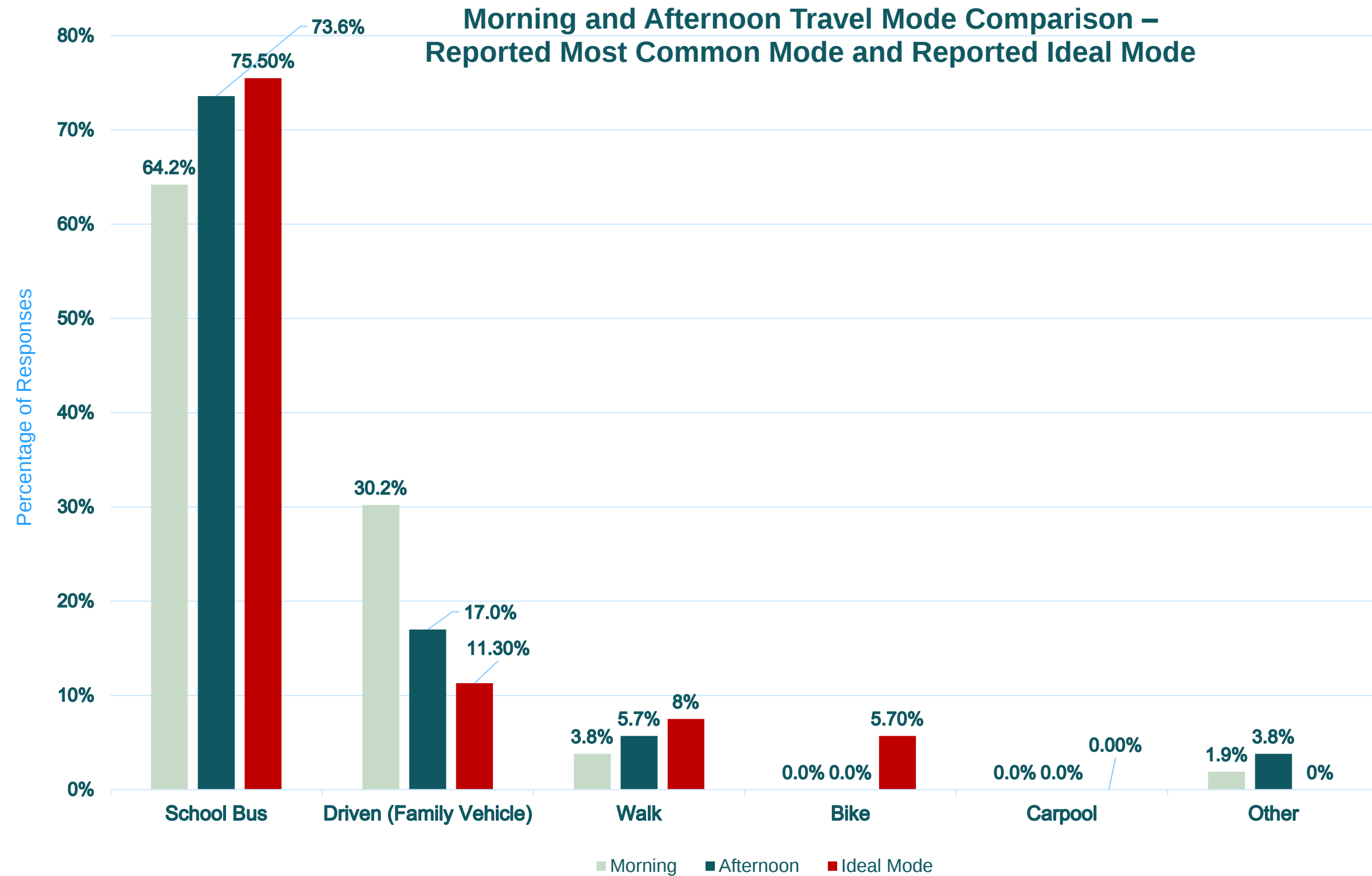
92.5% of respondents reported being eligible for school bus transportation;
64% reported riding the school bus to school.

Issues and Reasons Reported for Not Riding the Bus



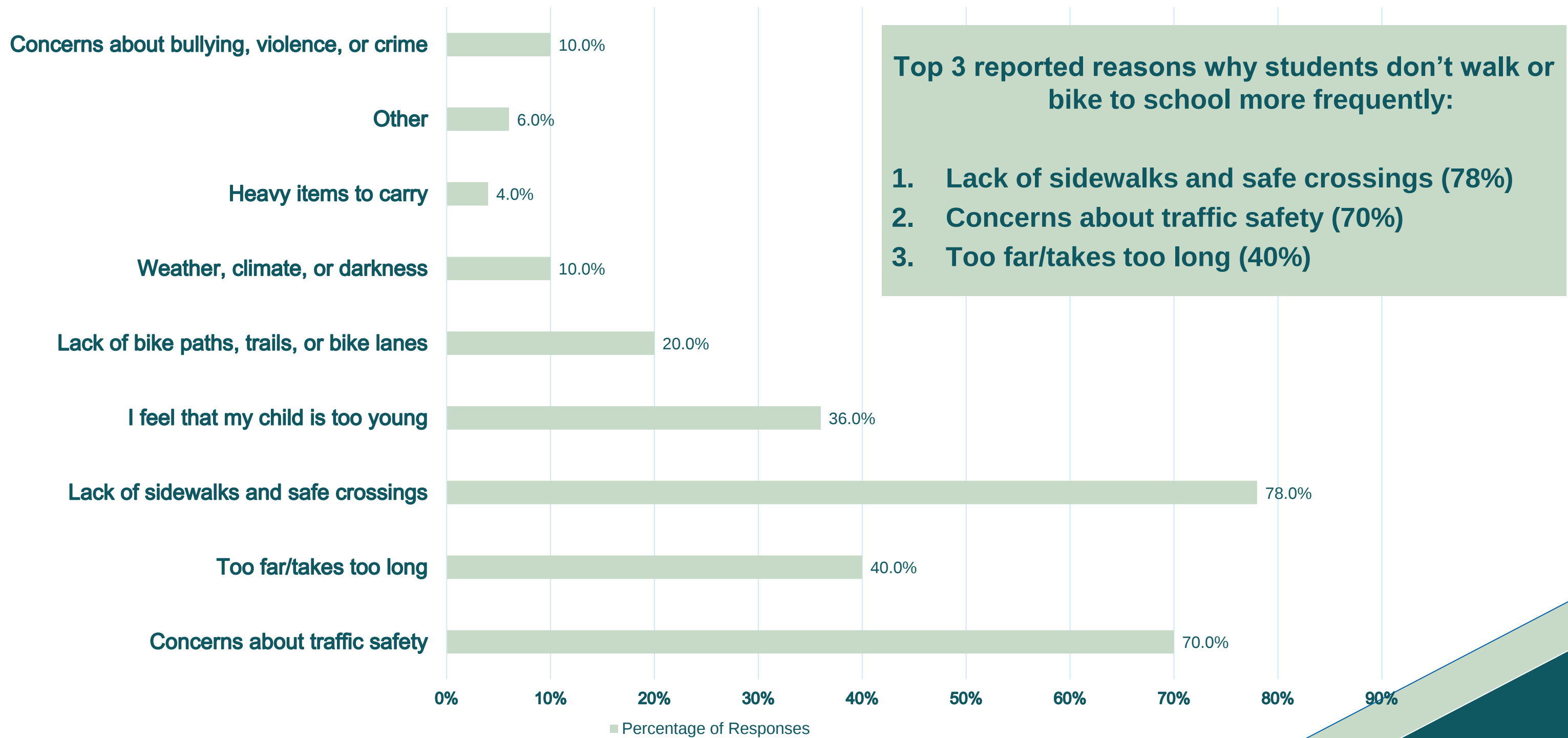
Parent Survey Results

Most Common Travel Mode versus Ideal Travel Mode



Parent Survey Results

Reported Barriers to Walking or Biking to School



Parent Survey Results

Reported Streets Used to Walk or Bike to School

- Deering Road
- Willowby Run
- Trail to school from Willowby Run
- School Driveway at the entrance

ARRIVAL AND DISMISSAL OBSERVATIONS

Arrival and Dismissal Operations

School Hours:

- 8:00 am – 2:25 pm

Observation Times (January 12):

- Arrival: 7:25 am – 8:15 am
- Dismissal: 2:15 pm – 2:45 pm

Crossing Guard:

- No crossing guards are assigned to Jacobsville Elementary School.



A colorful marquee greets students and others arriving via Mountain Road.

General Observations

General Observations:

- Vehicle access to the school is confined to one driveway off Mountain Road for staff, buses / vans, and vehicular parent drop off/pick up.
- Very few students were observed walking to and from school, all from the neighborhood to the west.
- Do Not Enter / Buses and Authorized Vehicles Only signs are posted on the school campus to direct vehicular traffic for student drop off and pick up into the parking lot.
- All students who walk, bike, or take the bus enter through an entrance at the side of the school building
- Students who arrive by car enter through the main front entrance.



Arrival Observations

The study team observed arrival from the following locations:

- Mountain Road in front of school
- Path to Deering Road southwest of school

General Observations:

- School starts at 8:00 AM; most walking students arrived by doors-open at 7:40 AM

Walkers and Bicyclists

- Approximately 15 student walkers and three bicyclists were observed during arrival. All arrived via the path from Deering Road.



Several bikes parked at the racks behind the school.

Arrival Observations

Bus Lane

- Buses drop off students along the west side of the school.

Parent Drop-off

- Teachers and staff help students exit cars in the drop-off line in front of the school.



Buses drive past the school, go around a circle beyond the building, and return to drop off students.

Dismissal Observations

The study team observed dismissal from the following locations:

- Willowby Run and Deering Road, at the far end of the school path
- Mountain Road in front of the school

General Observations:

- School ends at 2:25 PM, with most students departing between 2:25 and 2:35.
- Students exit the school through either the main entrance or the side entrance at the bus line.
- All students had left campus by 2:45 PM.

Walkers and Bicyclists:

- Student walkers were dismissed as a group, at approximately 2:30 pm.
- Staff walk student walkers out to Deering Road.
- A small handful of parents drive to Deering Road and Willowby Run to pick up students.
- Two parents were observed picking up students on foot at the front of the school and walking through the trees toward the parking lot of the church immediately west of the school on Mountain Road. No other students left on foot or bike at the front of the school.



Buses waiting for students after school.

Dismissal Observations

Bus Lane

- Bus riders are dismissed first, and buses depart as they fill.
- Eleven buses picked up students along the west side of the school; the first left almost immediately, at 2:28 PM; the next four at approximately 2:38, and the last six left at approximately 2:43 PM.

Parent Pick-up

- The pick-up loop was busy prior to dismissal — 40 cars were in line at 2:20 PM.
- Drivers loop the staff parking lot and line up along both sides of an island across from the school entrance.
- The line of cars waiting to get into campus frequently backed up onto Mountain Road.



Parents drive past the front entrance, loop around the parking lot, and line up on either side of the front island to pick up students.

EXISTING INFRASTRUCTURE CONDITIONS

Existing Sidewalk Network

All streets within the walk zone have sidewalks; outside of the walk zone the sidewalk network is non-existent or incomplete.

Jacobsville Elementary School - Existing Sidewalk Network



Existing Crosswalks

There is one marked crosswalk across Deering Road/Willowby Run at the intersection with the path.

There are marked crosswalks on the school campus for walkers crossing the bus lane and for students crossing to the car pickup island.

The crossings of remaining intersections within the school walk zone are unmarked, including on campus across the main driveway and the parking lot entrance.

Jacobsville Elementary School - Existing Crosswalks

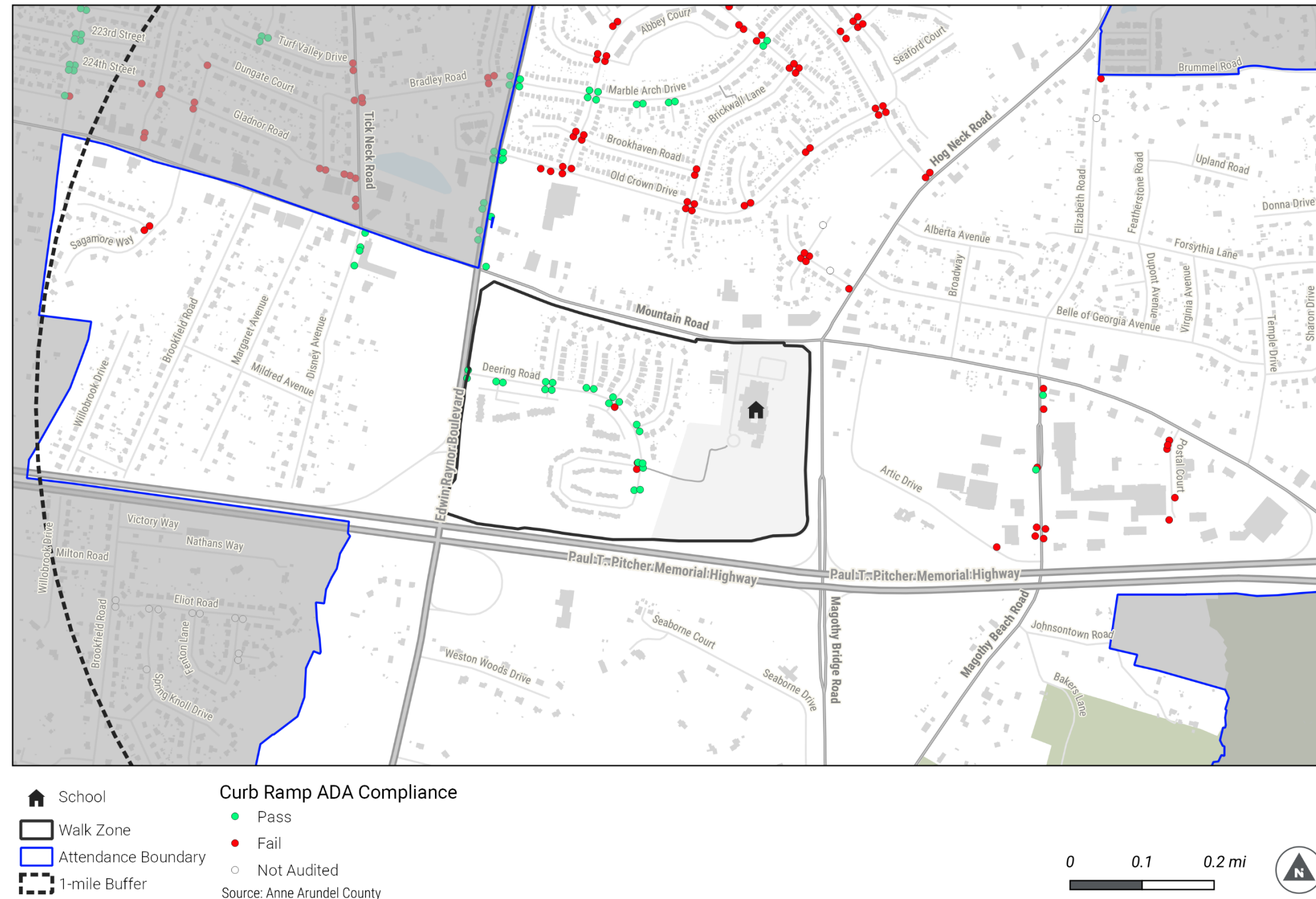


Existing Curb Ramps

- All intersections along Deering Road and Willowby Run have curb ramps, but many lack detectable warning surfaces.
- Many of the crossings on the school campus lack curb ramps, and those that do exist lack detectable warning surfaces.

**Curb ramp data downloaded 9/14/22*

Jacobsville Elementary School - Existing Curb Ramps



Existing On-Road Bike Facilities

No on-road bike facilities are known to exist near the school, though bike lanes are planned for Mountain Road and Edwin Raynor Boulevard, and a signed/ designated bike route is planned* for Magothy Bridge Road.

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

Jacobsville Elementary School - Existing On-Road Bicycle Facilities



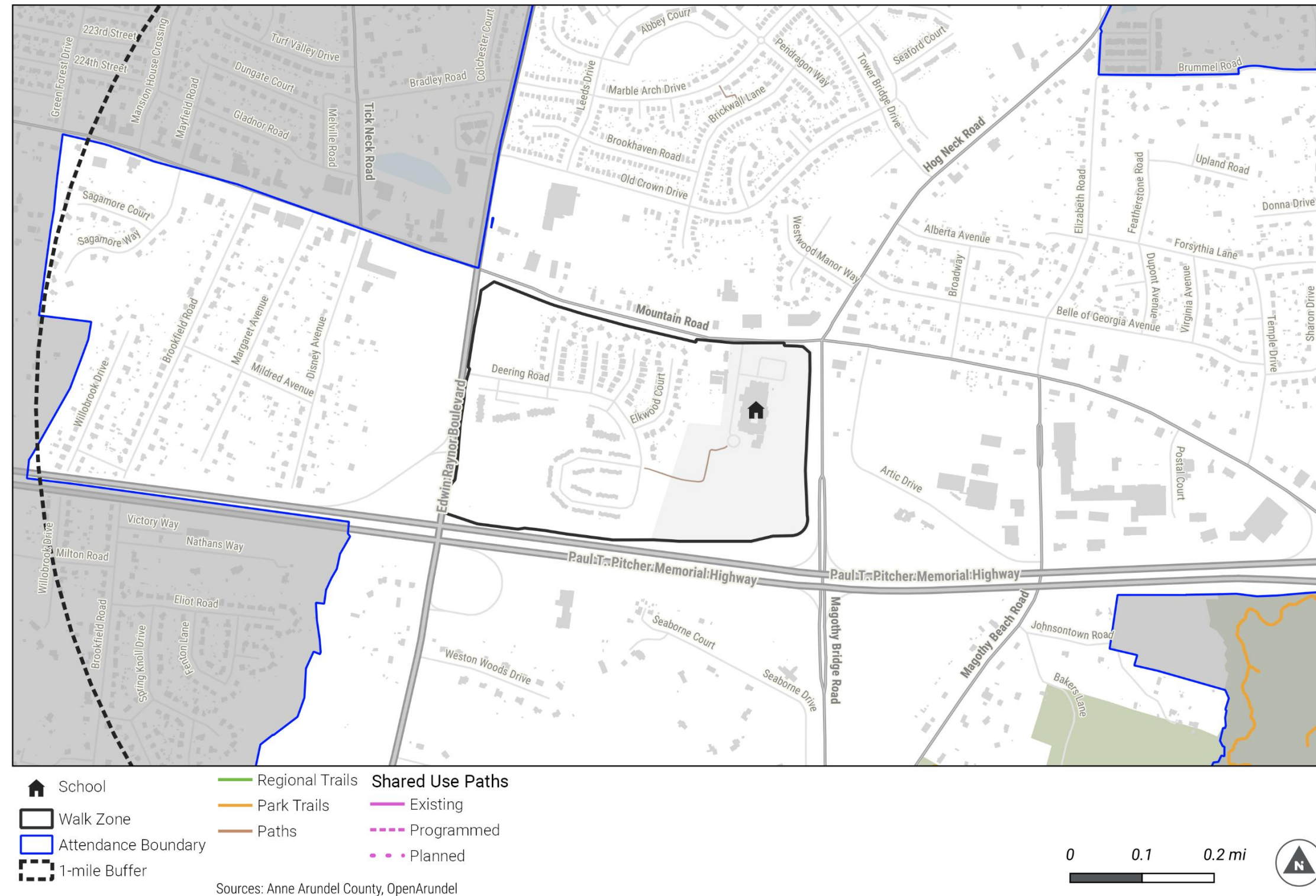
Existing Regional Trails, Park Trails, and Paths

A path connects the school campus to the neighborhood to the west which comprises the school's entire walk zone.

No additional off-road bike facilities, shared-use paths, or trails are planned* in or near the school walk zone.

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

Jacobsville Elementary School - Existing Regional Trails, Park Trails, and Paths



CRASH DATA

Crash Data (2017 – 2021)

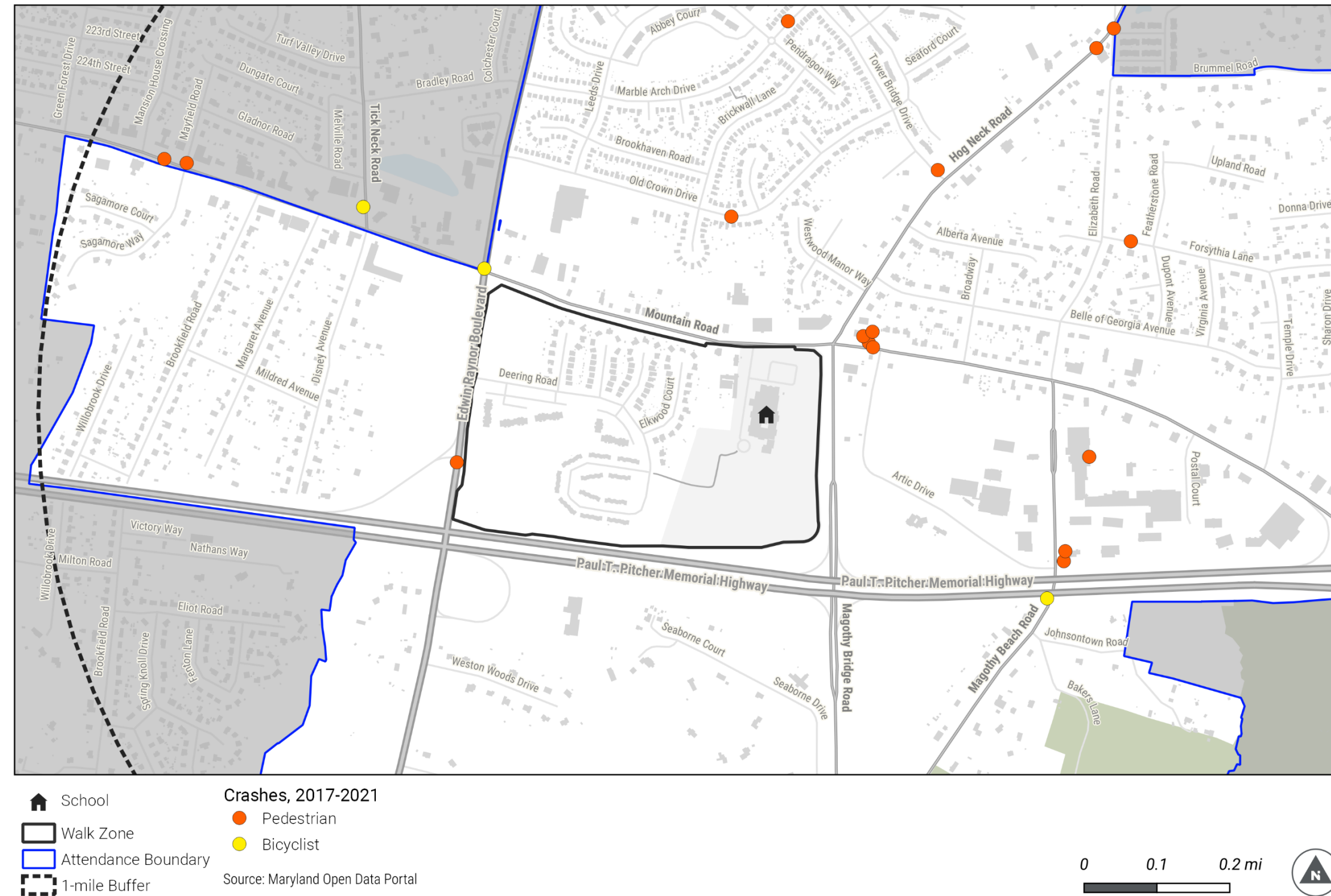
Crashes within 1-mile radius of the school:

- 894 total crashes (all modes), 1 fatal
- 17 pedestrian-involved crashes, all resulting in injury, 0 fatal
- 3 bicyclist-involved crashes, 2 resulting in injury, 0 fatal

Pedestrian and bicyclist crashes within the walk zone:

- No pedestrian- or bicyclist-involved crashes occurred within the walk zone.

Jacobsville 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.

Note that other projects or planning/feasibility studies may be planned or ongoing within the study area. Anne Arundel 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

Jacobsville Elementary School - Recommendations



- | | | | |
|---------------------|---|-----------------------|---|
| School | Spot Recommendations | Sidewalk | Segment Recommendations |
| Walk Zone | Access Management | Speed Management | Bicycle Facility |
| Attendance Boundary | Bicycle Rack | Other Recommendations | Corridor Intersection Upgrades |
| 1-mile Buffer | Intersection or Crossing | | School Zone Signs and Pavement Markings |
| Paths and Trails | 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	Mountain Rd at School driveway (On school campus)	1a. Crosswalk	Crossing of school driveway is unmarked	Install new high-visibility crosswalk	\$800	Short
		1b. Curb ramp	Ramps have insufficient level landing, lack detectable warning surface, and are not aligned with crossing	Reconstruct or repair existing ramps	\$8,000	Medium
2	Front pickup loop (On school campus)	2a. Crosswalk	Concern about multiple threat condition Crossing of pickup loop is unmarked	Install new standard crosswalk	\$400	Short
		2b. Curb ramp	Ramps lack detectable warning surface	Reconstruct or repair existing ramps	\$8,000	Medium

**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 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*
3	School Driveway at Parking Lot (On school campus)	Curb ramp	East, West ramps missing	Install new ramps	\$8,000	Medium
4	School Main Entrance (On school campus)	Curb ramp	North, South ramps lack detectable warning surface	Reconstruct or repair existing ramps	\$8,000	Medium
5	Deering Rd (Along key student bicycling route, Along key student walking route)	5a. Crosswalk	Crossing of side streets are unmarked, No stop bar	Install new standard crosswalks, Mark new stop bars at side street crossings of Bambridge Ct, Deerbrooke Ct, Wapati Ct, Elkwood Ct, Willowby Run, and three apartment driveways	\$4,000	Short
		5b. Curb ramp	Ramps lack detectable warning surface, except at the northern legs of the side street crossings at Bambridge Ct & Wapati Ct	Reconstruct or repair existing ramps	\$24,000	Medium

**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 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*
6	School Driveway at Bus Rider/Walker/ Bicyclist Entrance (Along key student walking and bicycling route, On school campus)	Curb ramp	East, West ramps missing	Install new ramps	\$8,000	Medium
7	Rear of school (Along key student bicycling route, On school campus)	Bicycle rack	New rack location needed. Current bike rack is located at the south end of the property near the playground access road but bicyclists enter at the school's west entrance.	Consider relocating rack closer to the bicyclist entrance near the building.	\$175/per (quantity TBD)	Short
8	Trail to School (Willowby Run to School) (Along key student walking and bicycling route, Inside school zone, On school campus)	Sidewalk	Path is cracked, overgrown, and too narrow	Reconstruct or repair path	\$32,440	Long

**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 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*
9	Willowby Run at end of east sidewalk (Along key student bicycling route, Along key student walking route, Inside school zone)	9a. Crosswalk	Crossing of Deering Rd is unmarked	Install new high-visibility crosswalk	\$800	Short
		9b. Other intersection or crossing issues	Crossing lacks appropriate crossing signage	Install school crossing signs with downward pointing arrows	\$200	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	Hog Neck Rd (Mountain Rd to Tower Bridge Dr)	Sidewalk	Missing Sidewalk (both sides)	Install new sidewalk**	\$116,074	Long
B	Albert Ave (Hog Neck Rd to cul-de-sac)	Sidewalk	Missing Sidewalk (both sides)	Install new sidewalk**	\$77,768	Long
C	Broadway (Alberta Ave to Mountain Rd)	Sidewalk	Missing Sidewalk (both sides)	Install new sidewalk**	\$66,970	Long
D	Elizabeth Rd (Forsythia Ln to Mountain Rd)	Sidewalk	Missing Sidewalk (both sides)	Install new sidewalk**	\$89,623	Long
E	Belle of Georgia Ave (Hog Neck Rd to Elizabeth Rd)	Sidewalk	Missing Sidewalk (both sides)	Install new sidewalk**	\$112,351	Long

*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*
F	Mountain Rd & Magothy Bridge Rd / Hog Neck Rd (Inside school zone)	F1. Curb ramp	Northwest and southwest ramps missing	Install new ramps. These new ramps would provide connection for crossings at the existing sidewalks.	\$8,000	Medium
		F2. Crosswalk	East crossing of Mountain Road is unmarked, North crossing of Hog Neck Rd is unmarked	Install new high-visibility crosswalks	\$1,600	Short
		F3. Other intersection or crossing issues	Concern about motor vehicle turning movements, High motor vehicle volumes	Implement No Right Turn on Red,	\$500	Short
			Crossing lacks appropriate crossing signage	Install curb radius reduction at northwest and northeast corners	\$10,000	Long
			No pedestrian signal	Install school crossing signs with downward pointing arrows	\$1,000	Short
				Install pedestrian signal	\$30,000	Medium
				Implement LPI	\$4,000	Medium

*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*
G	Mountain Rd (Hog Neck Rd to Edwin Raynor Blvd) (Inside school zone)	School Zone Signs and Pavement Markings	Existing school zone sign deficient	Expand school zone and enhance signage per MdMUTCD part 7:		Short
			SCHOOL pavement marking missing	- Repair or replace existing school zone sign (begin/end)	\$1,000	
			School zone speed limit sign missing	- Install new SCHOOL pavement marking - Install new school zone speed limit signs	\$1,000 \$500	
				Consider reducing school zone speed limit to 20 mph.		
H	Mountain Rd (Midblock between Edwin Raynor Blvd and Hog Neck Rd) (Inside School Zone)	Sidewalk	Missing sidewalk on north side	Install new sidewalk**		

*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.

Additional Considerations

There are many homes to the north and northwest of the school that are less than 0.75 miles away but lack appropriate pedestrian and bicycle facilities. With the County owned fire station being location nearby, it is worth exploring the feasibility of a trail connection from the end of Cokesbury Court to Mountain Road. This would require a HAWK signal to be placed at the existing fire signal, as well as the potential consolidation of driveways along the north side of Mountain Road.



Intersection of Mountain Road and the fire station, where a HAWK signal could potentially be located.

Additional Considerations

The Brumwell property to the east of the school is zoned commercial, but a certain amount of residential is permitted in commercial zoning. At times, various proposals have included residential development. Consider an enhanced southern crossing of Magothy Bridge Road for potential future development.



Brumwell Property location

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.

Encourage and support walking school buses and bike trains. Walking school buses and bike trains are groups of children who walk or bicycle to school together with adult supervision. Organize parent or community volunteers to "pick up" students on their walk or bike ride to and from school.

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.

Reward and encourage active transportation by releasing walkers and bicyclists first. Staggering student dismissal times by travel mode reduces conflicts between the modes. Dismissing walkers and bicyclists first may be seen as a reward and encourage walking and bicycling to school.

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

Consider evaluating for crossing guard placement for crossing of Mountain Road.

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

Establish 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



School driveway crossing at Mountain Road during arrival.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

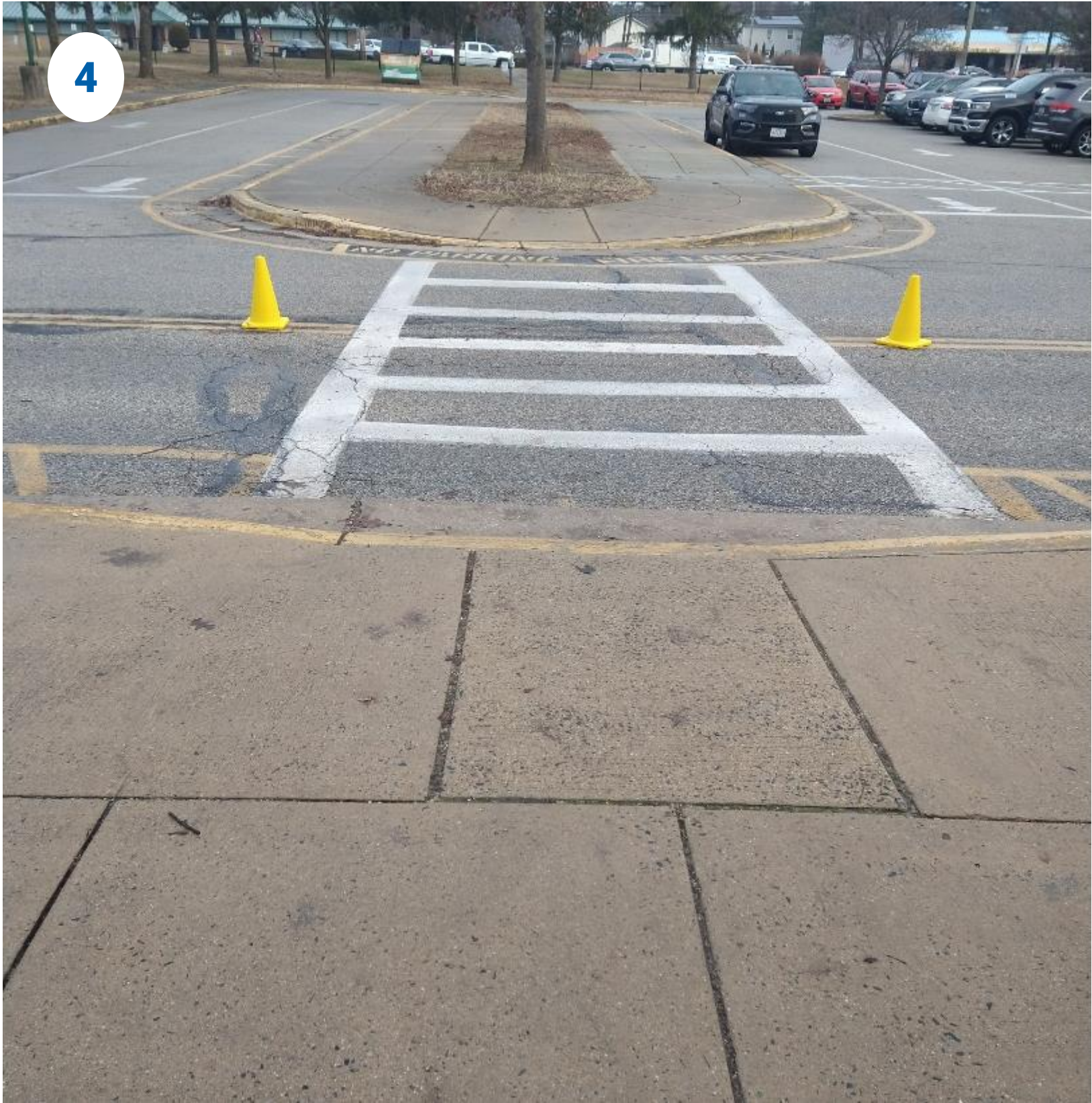


The north end of the school loop and sidewalk out to Mountain Road gate.

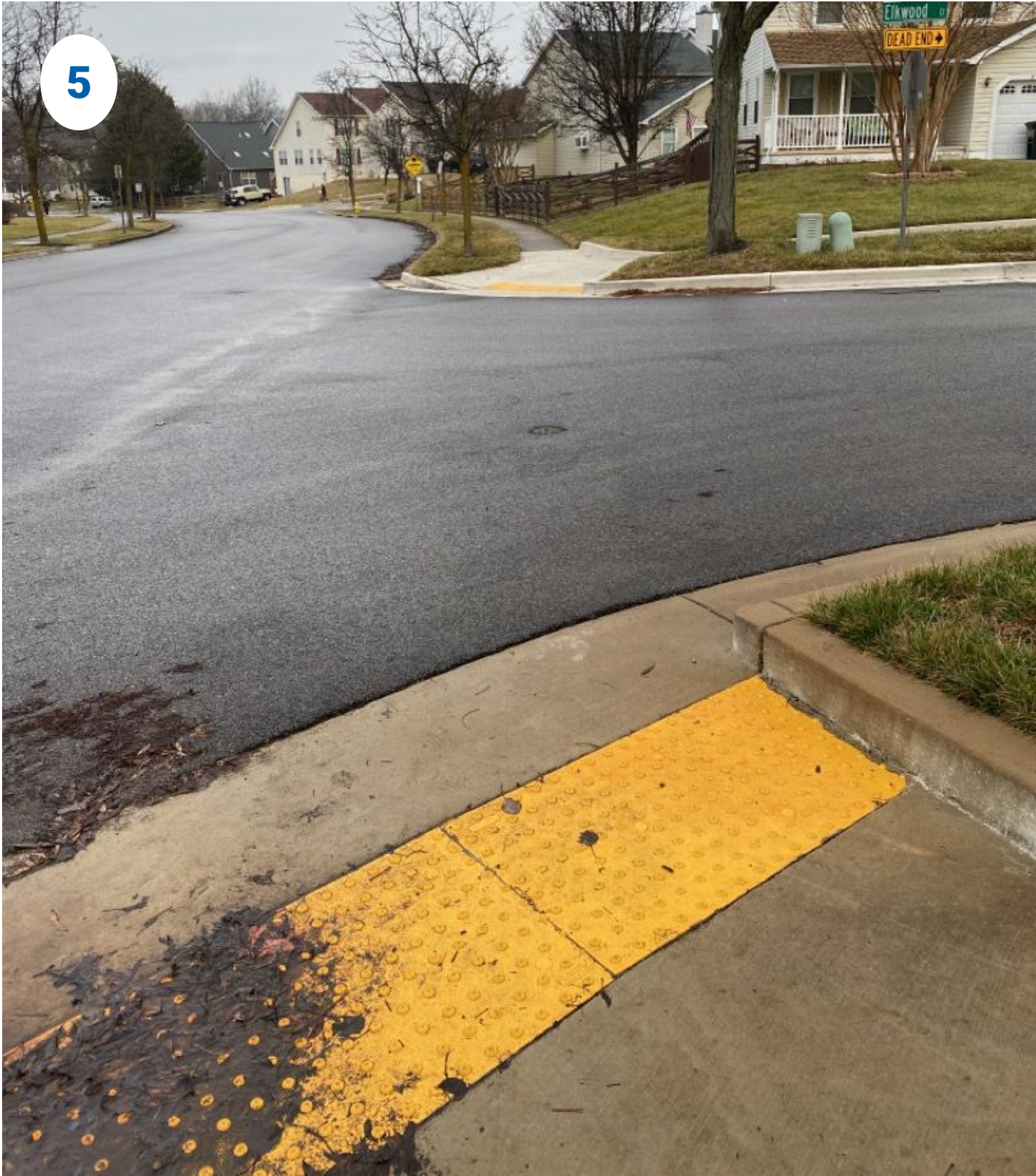


Crossing the entrance to the bus lane and parking lot.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Crossing from main entrance to loading island



Elkwood Court at Deering Road

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Crossing the bus lane to the side entrance used by walkers and bike and bus riders



The bike rack behind the school

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



The path from the school to Deering Road



Crossing Willowby Run at end of east sidewalk

INFRASTRUCTURE RECOMMENDATIONS – outside the School Walk Zone



Hog Neck Road



Albert Avenue

INFRASTRUCTURE RECOMMENDATIONS – outside the School Walk Zone



Broadway

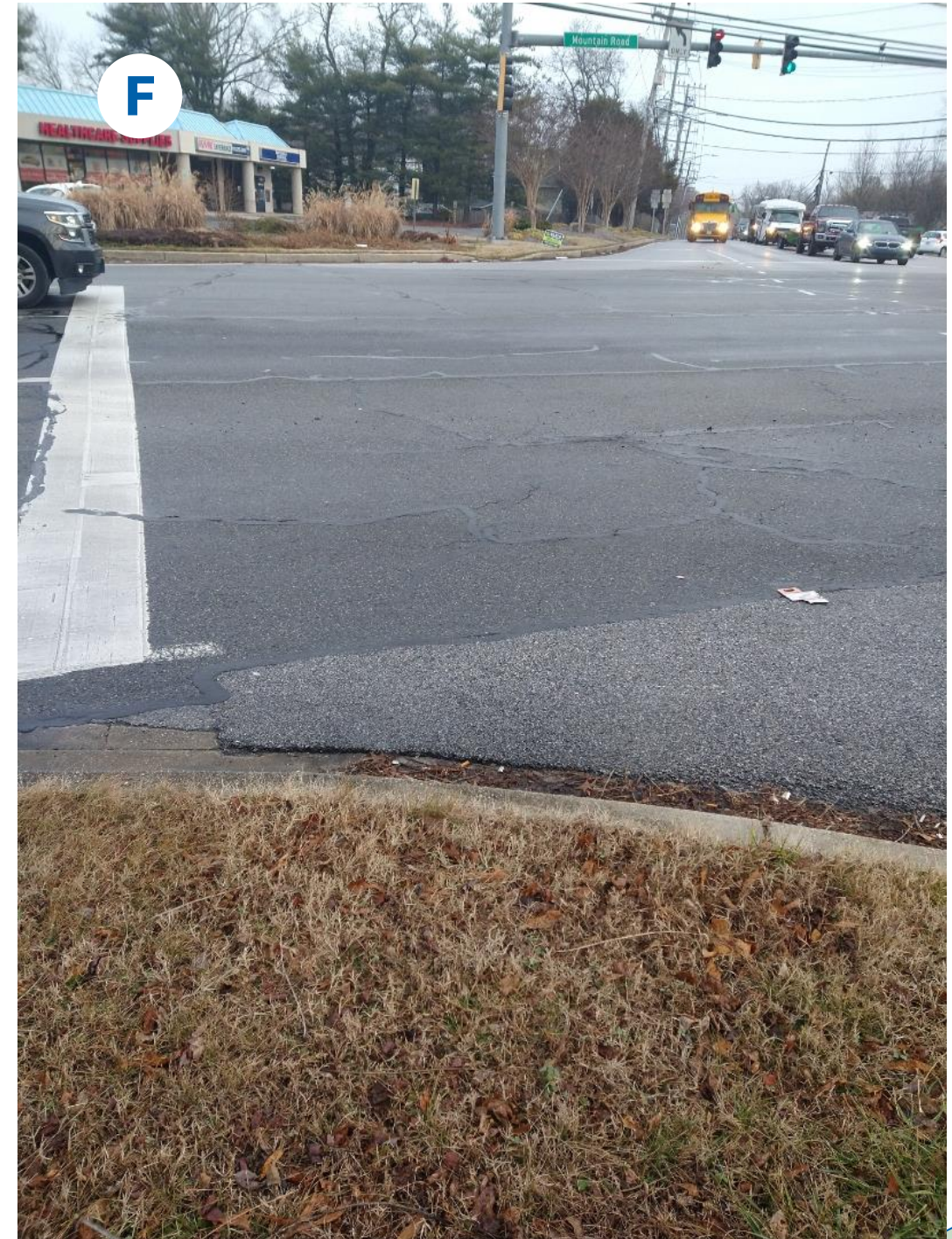


Albert Avenue

INFRASTRUCTURE RECOMMENDATIONS – outside the School Walk Zone



Belle of Georgia Avenue



Mountain Road crossing at Hog Neck Road/
Magothy Bridge Road

INFRASTRUCTURE RECOMMENDATIONS – outside the School Walk Zone



Mountain Road across from the school property.



Mountain Road, looking west