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ANNE ARUNDEL COUNTY PUBLIC SCHOOLS

Quarterfield 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.

Quarterfield Elementary Accessibility Study

Report findings are derived from:

School site visits	• Observation of school arrival and dismissal conducted November 17, 2022 • Assessment of pedestrian and bicycling infrastructure within the current school walk zone and roads immediately adjacent (as connectivity allows) conducted November 17, 2022
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.

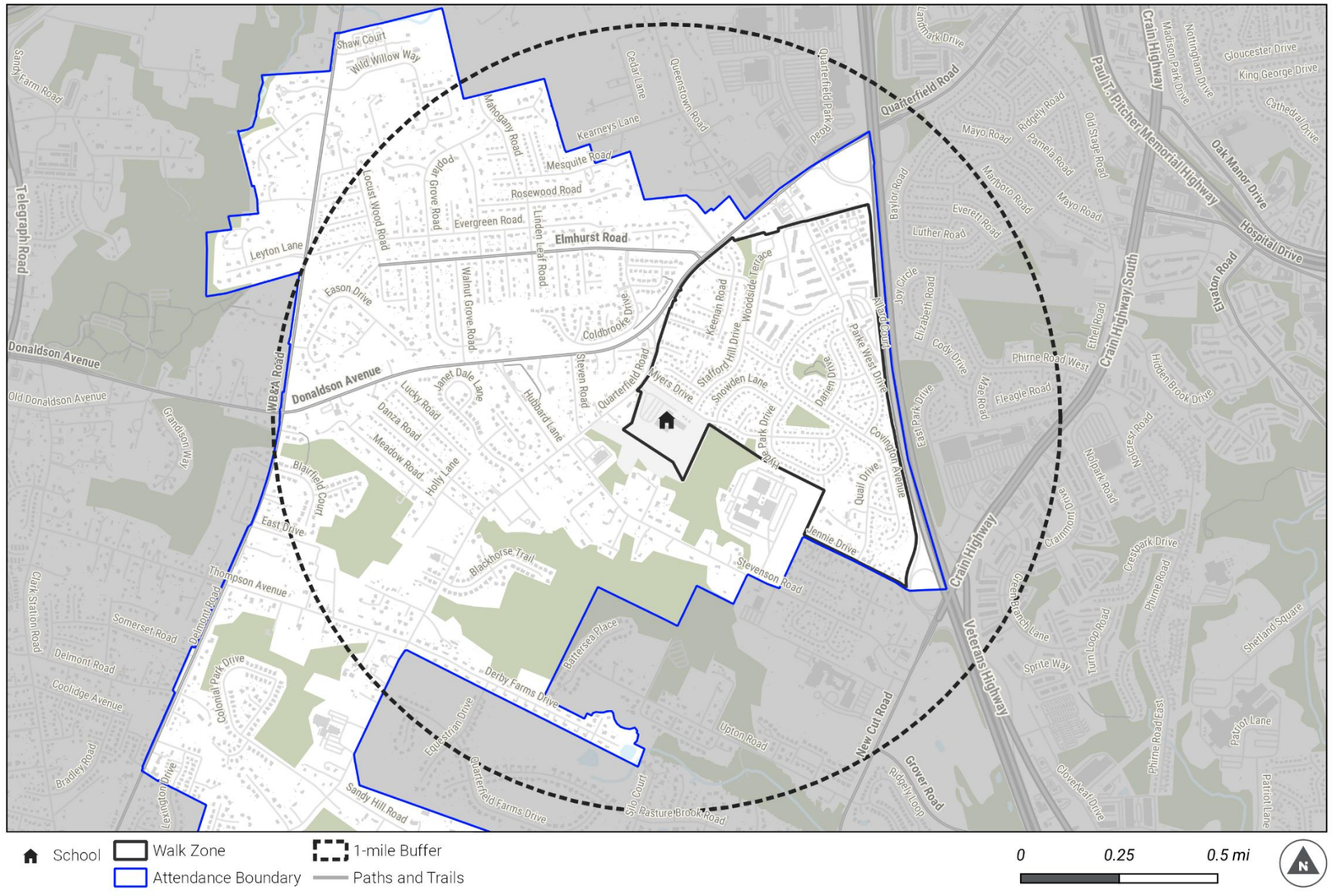
SCHOOL OVERVIEW

Study Area

Note: Quarterfield Elementary School was under construction at the time of site visits, with a new school building being constructed at the back of the school property. Observations, Existing Conditions, and Recommendations may not be relevant when the new school opens in Fall 2023.

- 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.
- There are several opportunities to expand school connectivity for pedestrians & bicyclists beyond the existing walk zone if sidewalks were installed on Quarterfield Road and on streets to the west and southwest of the school property.

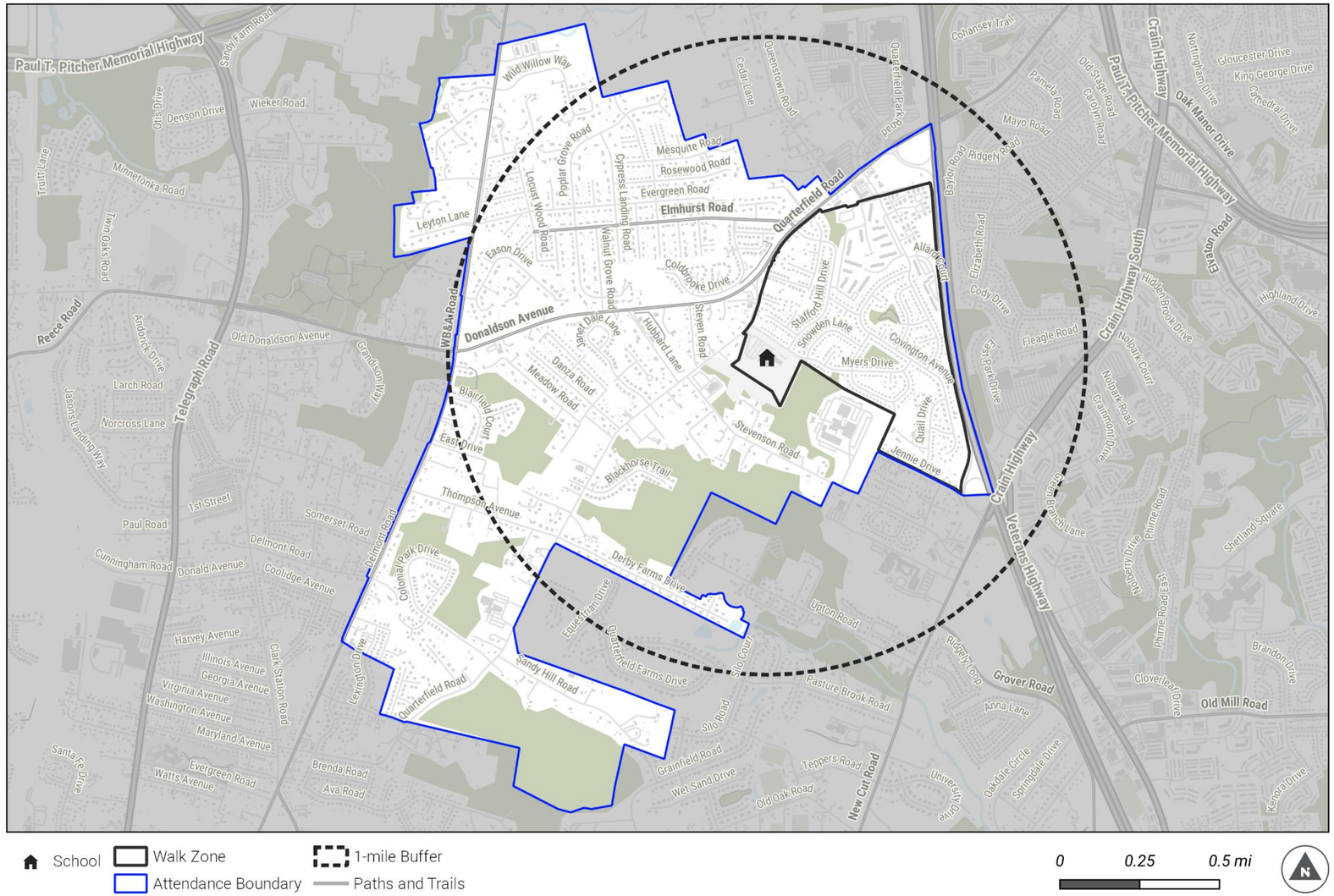
Quarterfield Elementary School - 1-mile Radius



Student Attendance Area and Enrollment

- Quarterfield Elementary School serves 436 students in grades PreK–5 & Early Childhood Intervention program.
- 40.6% of students are registered for bus transportation*

Quarterfield 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

- Quarterfield Elementary School is located on Quarterfield Road at Myers Drive, near the intersection with Donaldson Avenue (MD-174) in Severn, MD. Quarterfield Road has a posted speed limit of 35 mph.
- A new building is under construction on the same campus immediately south of the existing school, which may alter arrival and departure patterns in future years.
- Residential areas north, east, and west of the school largely consist of single-family homes; some attached (rowhouse) and multifamily housing exists, especially between Donaldson Avenue and Elmhurst Road but network connections are limited.
- The area south of the school is more sparsely developed, with relatively few single-family homes and some newer cul-de-sacs.

Quarterfield Elementary School - Walk Zone

School Access

Walkers and Bicyclists:

- Walkers and bicyclists access the campus from the north, entering through a gate and past temporary classroom buildings near the intersection of Myers Drive and Stafford Hill Drive.

Buses:

- Buses access the campus through the main driveway from Quarterfield Road and drop off in front of the main doors. A new driveway (not depicted on map) allows buses to exit directly to Myers Drive.

Parent/Guardian Drop-Off:

- Parents/guardians use the school's main driveway from Quarterfield Road to access a drop-off/pick-up line that runs through the staff parking lot.Pavement markings direct drivers.
- School policy prohibits park-and-walk drop off.

Staff Vehicles:

- Staff who drive access the school via the main driveway from Quarterfield Road and park in front of the school, or in a small secondary lot on the north side of the school.

PARENT-REPORTED STUDENT TRAVEL MODES AND BARRIERS

Quarterfield Elementary - Parent Survey Response Overview

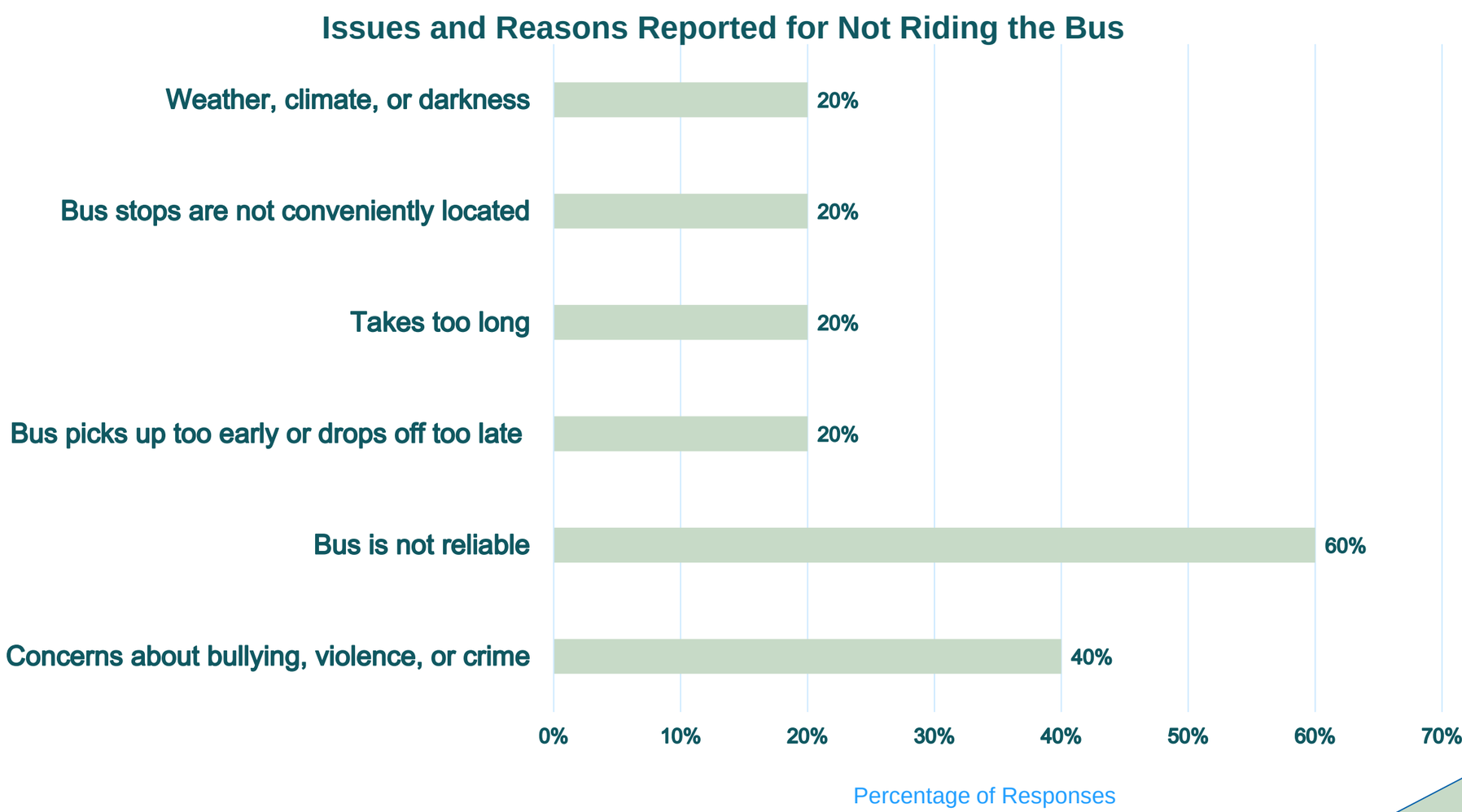
- 33 total survey responses received*
- 91% of respondents live in the area zoned to the school

Reported Distance from Home to School	
Distance	Number of Respondents
< ¼ mile	9
¼ mile – ½ mile	6
½ mile – 1 mile	5
1 mile – 1 ½ miles	6
>1 ½ miles	4

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

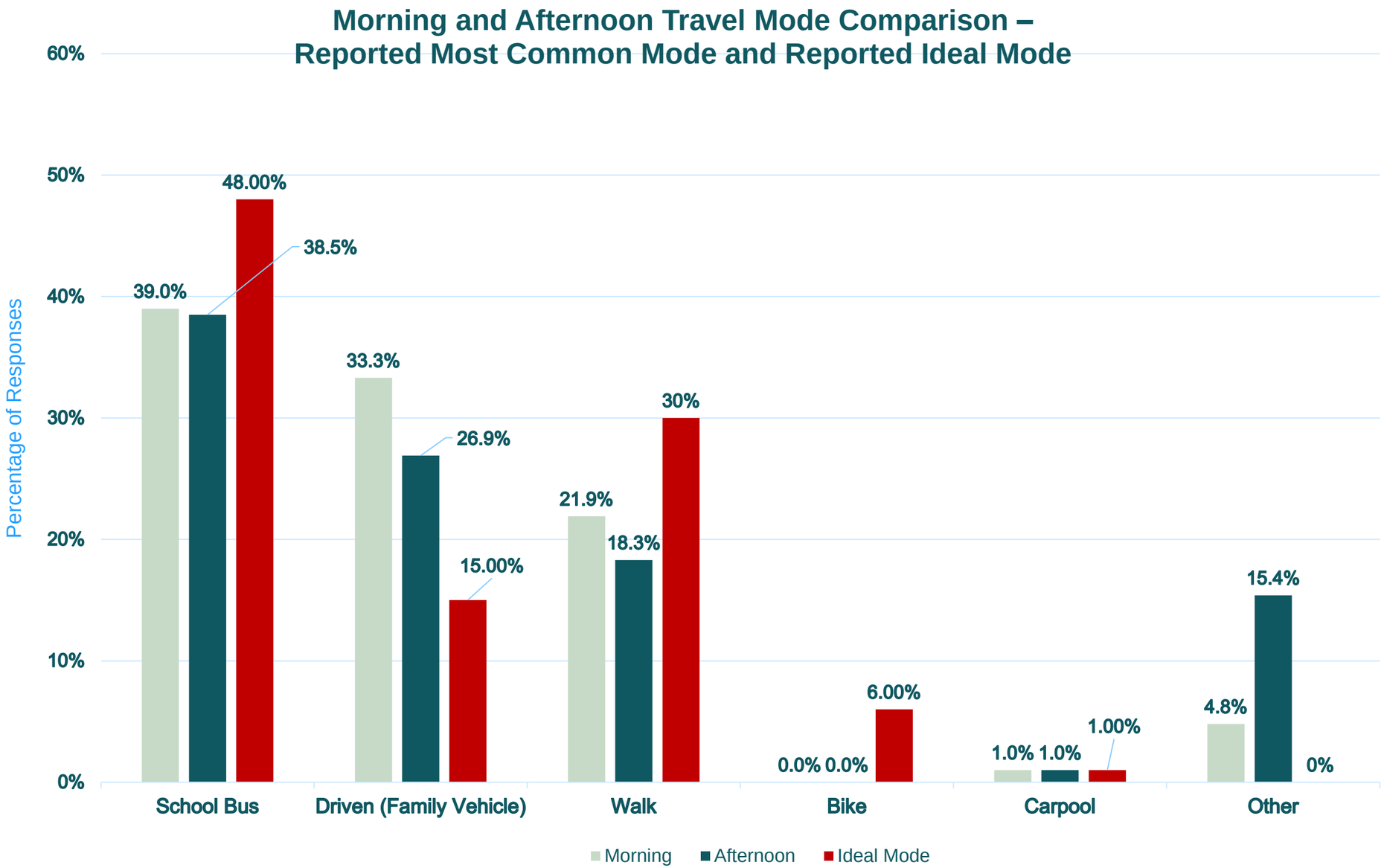
Parent Survey Results
School Bus Eligibility and Use

79% of respondents reported being eligible for school bus transportation;
40% reported riding the school bus to school.



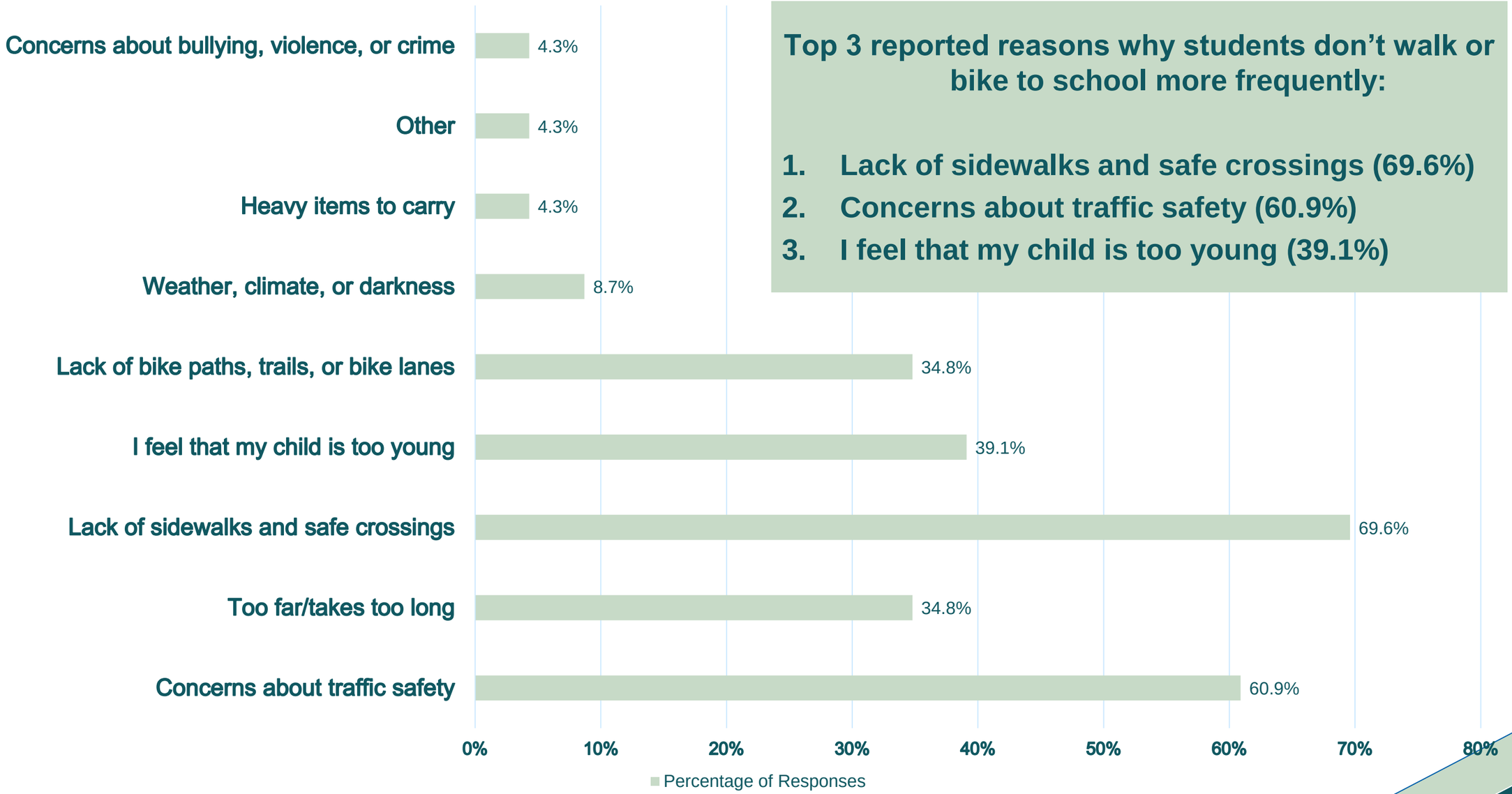
Parent Survey Results

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. **Lack of sidewalks and safe crossings (69.6%)**
2. **Concerns about traffic safety (60.9%)**
3. **I feel that my child is too young (39.1%)**

Parent Survey Results

Reported Streets Used to Walk or Bike to School

- Quarterfield Road
- Stafford Hill Drive
- Myers Drive

ARRIVAL AND DISMISSAL OBSERVATIONS

Arrival and Dismissal Operations

School Hours:

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

Observation Times (October 26th):

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

Crossing Guards:

- One crossing guard is assigned to Quarterfield Elementary School, stationed at the intersection of Myers Drive and Stafford Hill Drive near the walk/bike entrance on the north side of the school.

The crossing guard at Myers Drive and Stafford Hill Drive.

General Observations

General Observations:

- Vehicle traffic (school bus, parent drop-off/pick-up, and staff) is consolidated into one driveway from Quarterfield Road, creating heavy traffic volumes during school arrival and dismissal.
- Pedestrian and bicyclist travel occurs primarily within the neighborhood, likely because there are no pedestrian facilities along Quarterfield Road and on streets to the west and southwest of the school.
- Numerous students were dropped off by vehicle on Myers Drive and Stafford Hill Drive; some drivers park and walk students to the walkers' gate on Myers Drive.
- There is a bike rack near the front of the school, but it does not appear to be used. Students who ride bikes enter through the north gate off Myers Drive.
- Cars were observed speeding on Myers Drive.

Arrival Observations

The study team observed arrival from the following locations:

- Myers Drive and Stafford Hill Drive

General Observations:

- School starts at 8:00 AM; most students arrived between 7:35 and 8:00 AM
- Buses and parents hold students in vehicles until doors open at 7:40; walkers and bikers wait outside the gate at the north entrance.

Walkers and Bicyclists

- Approximately 100 walkers were observed during arrival, though many of those were seen exiting vehicles on Stafford Hill Drive or Myers Drive.
- Most observed walkers came from Stafford Hill Drive, though some came from the east and took a shortcut via a school path east of the gate at the northern entrance to the school.
- No students were observed walking from Quarterfield Road.
- Two students arrived on bicycle, and two on scooters. Both bikes and one of the scooters was observed left by the gate at the north entrance.

Arrival Observations

Bus Lane

- Four buses were observed in the school driveway.

Parent Drop-off

- Staff and assistants help students exit cars in the drop-off loop.
- Parents dropping off or parking on or near Myers Drive created conflicts with pedestrians and bicyclists; double-parking, parking on the wrong side of the road, and near-collisions were observed.
- Parent drop-off occurring in the school driveway did not conflict with students walking and bicycling to school as the modes are separated.

Signs directing drivers to the parent drop-off loop (left) and bus loop (right).

Buses waiting to drop off students during school arrival.

Dismissal Observations

The study team observed dismissal from the following locations:

- Myers Drive at Stafford Hill Drive
- Myers Drive, northeast of the school property

General Observations:

- Dismissal began at 2:20pm.
- Against school policy, parents congregated by the school fence.

Walkers and Bicyclists:

- Walkers were dismissed by grade (oldest to youngest) and exited via the north gate.
- Most of the students dismissed as walkers met parents and/or walked to cars parked along Myers Drive or Stafford Hill Drive.
- Approximately 30 students were observed using the shortcut to the northeast of the property; approximately one-third went to parked cars.
- No students were observed walking toward Quarterfield Road.

The walker/bicyclist gate at dismissal.

Dismissal Observations

Bus Lane

- Bus riders were dismissed first, and the buses departed before walkers were dismissed.

Parent Pick-up

- By 2:15 there were approximately 20 cars lined up in the parking lot pick-up loop; at least 35 cars were parked along Myers Drive and Stafford Hill Drive north of the school.
- Numerous vehicular conflicts were observed on Myers Drive and Stafford Hill Drive.
  - Drivers pulled out of parking spaces and cut off other drivers.
  - Drivers double-parked.
  - Drivers parked in areas posted no-parking, in the intersection, or in the crosswalks.
  - The crossing guard communicated with drivers as needed to reduce conflicts for students walking and bicycling.

Stafford Hill Drive during dismissal

EXISTING INFRASTRUCTURE CONDITIONS

Existing Sidewalk Network

Sidewalks are generally present on all streets within the walk zone but are missing from many other nearby roads in the attendance area.

Many existing sidewalks are narrow, often too small for two adults to walk side by side or pass.

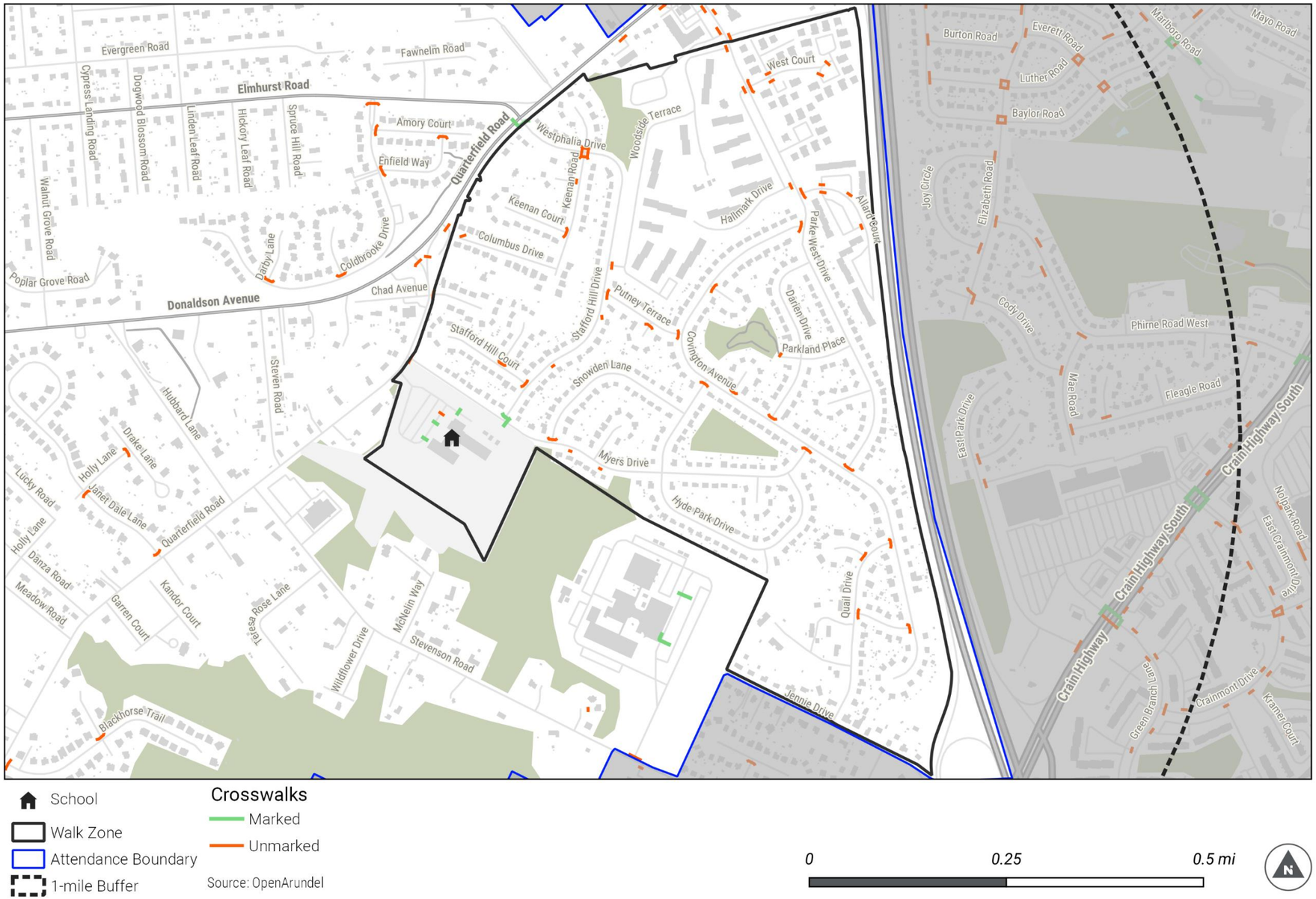
Quarterfield Elementary School - Existing Sidewalk Network

Existing Crosswalks

There are marked crosswalks on the school campus for students exiting cars and crossing to the school entrance, and for crossing the access to the north parking lot.

Other than the intersection of Myers Drive and Stafford Hill Drive, crossings at intersections within the walk zone are unmarked.

Quarterfield Elementary School - Existing Crosswalks



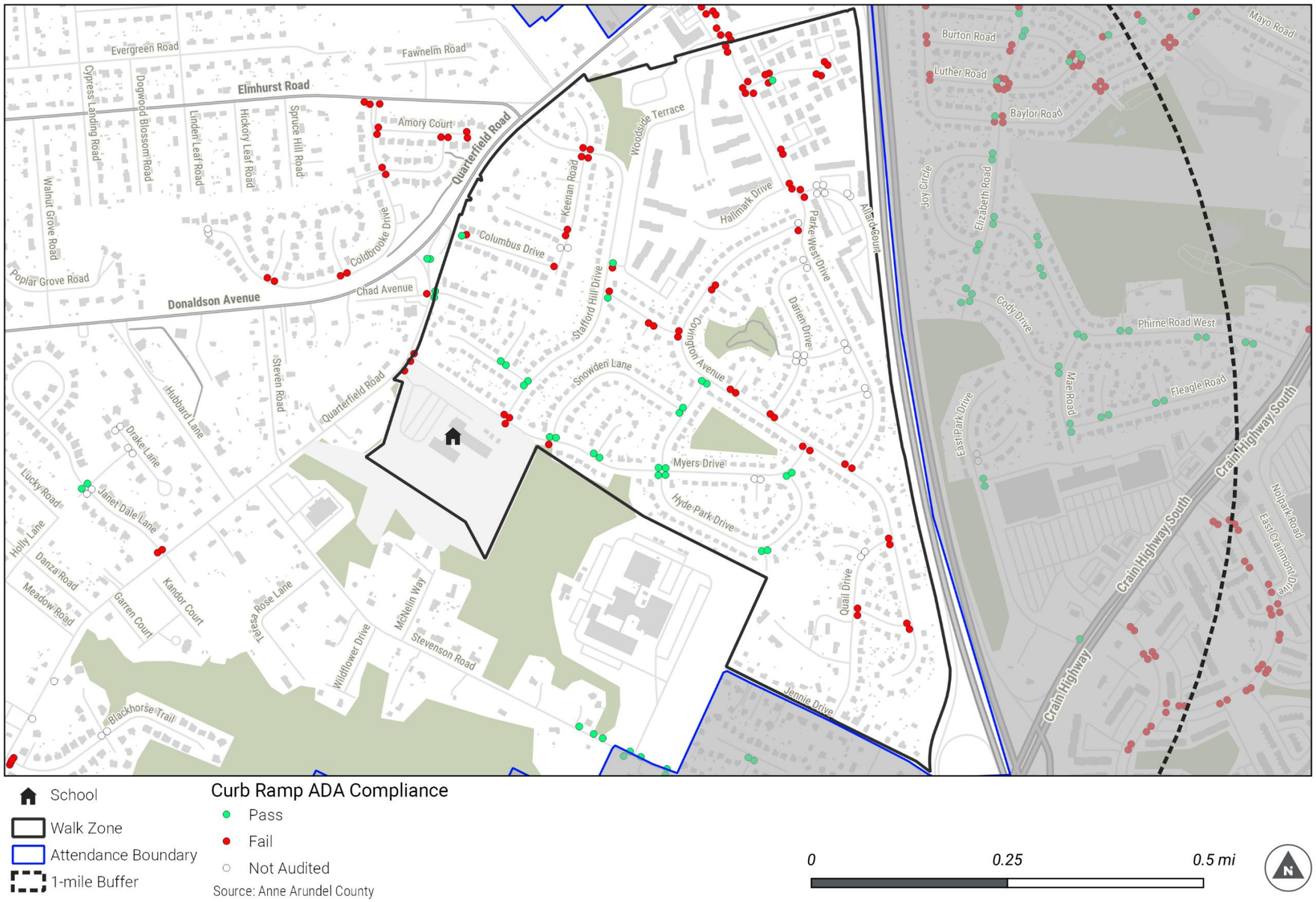
Existing Curb Ramps

Nearly all intersections in the walk zone have curb ramps.

Many existing curb ramps lack detectable warning surfaces.

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

Quarterfield Elementary School - Existing Curb Ramps



Existing On-Road Bike Facilities

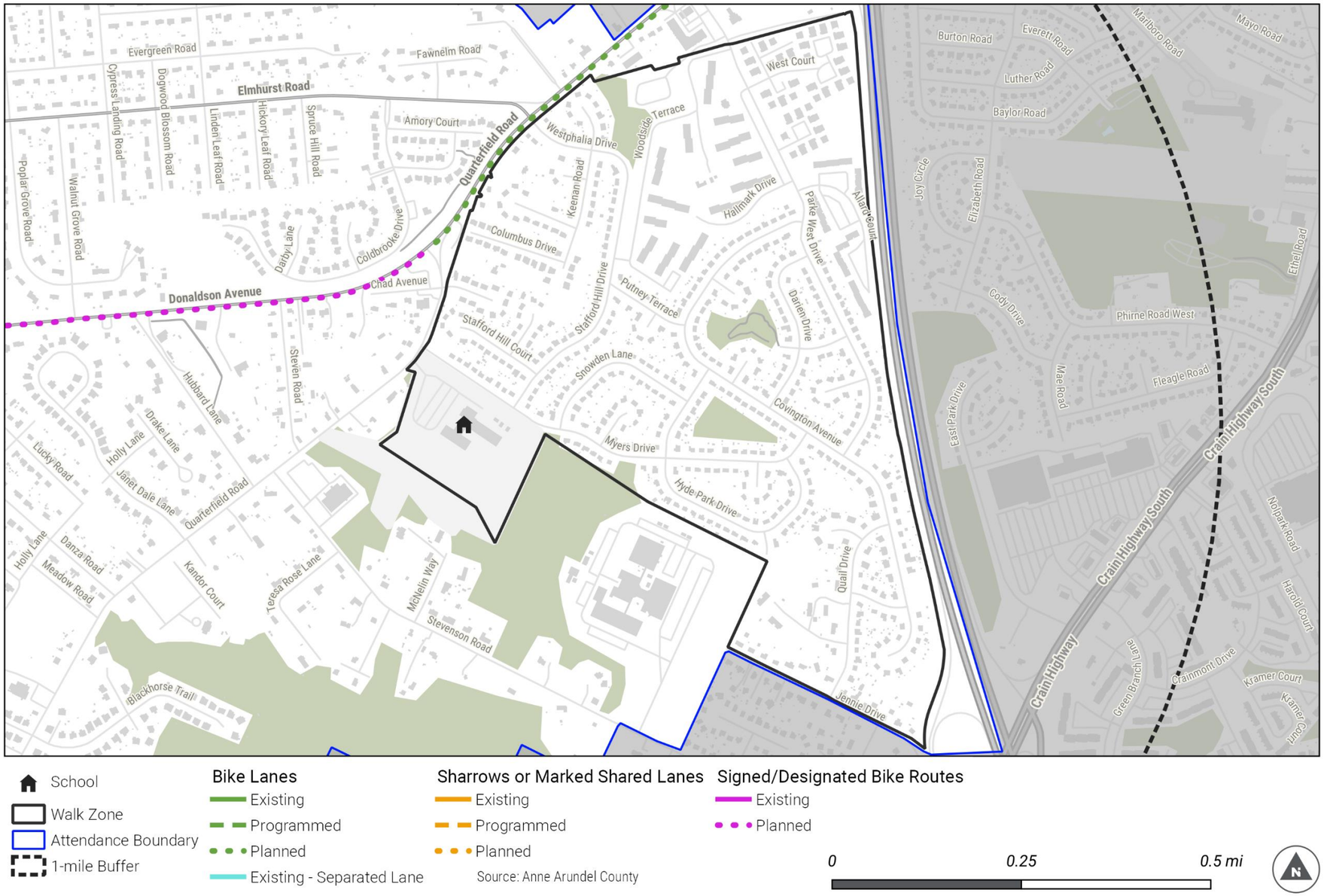
No on-road bike facilities were observed within the school walk zone.

A signed bike route is planned* for Donaldson Avenue.

Bike lanes are planned* for Quarterfield Road (MD-174).

**"Planned" means included in the County's Master Plan*

Quarterfield Elementary School - Existing On-Road Bicycle Facilities



School
Walk Zone
Attendance Boundary
1-mile Buffer

Bike Lanes
Existing
Programmed
Planned
Existing - Separated Lane

Sharrows or Marked Shared Lanes
Existing
Programmed
Planned

Signed/Designated Bike Routes
Existing
Planned

Source: Anne Arundel County

0 0.25 0.5 mi

Existing Regional Trails, Park Trails, and Paths

Other than an internal park path several blocks from the school, no trails or shared use paths exist in the walk zone. There are currently no planned* trails near the school.

**"Planned" means included in the County's Master Plan*

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

CRASH DATA

Crash Data (2017 – 2021)

Crashes within 1-mile radius of the school*:

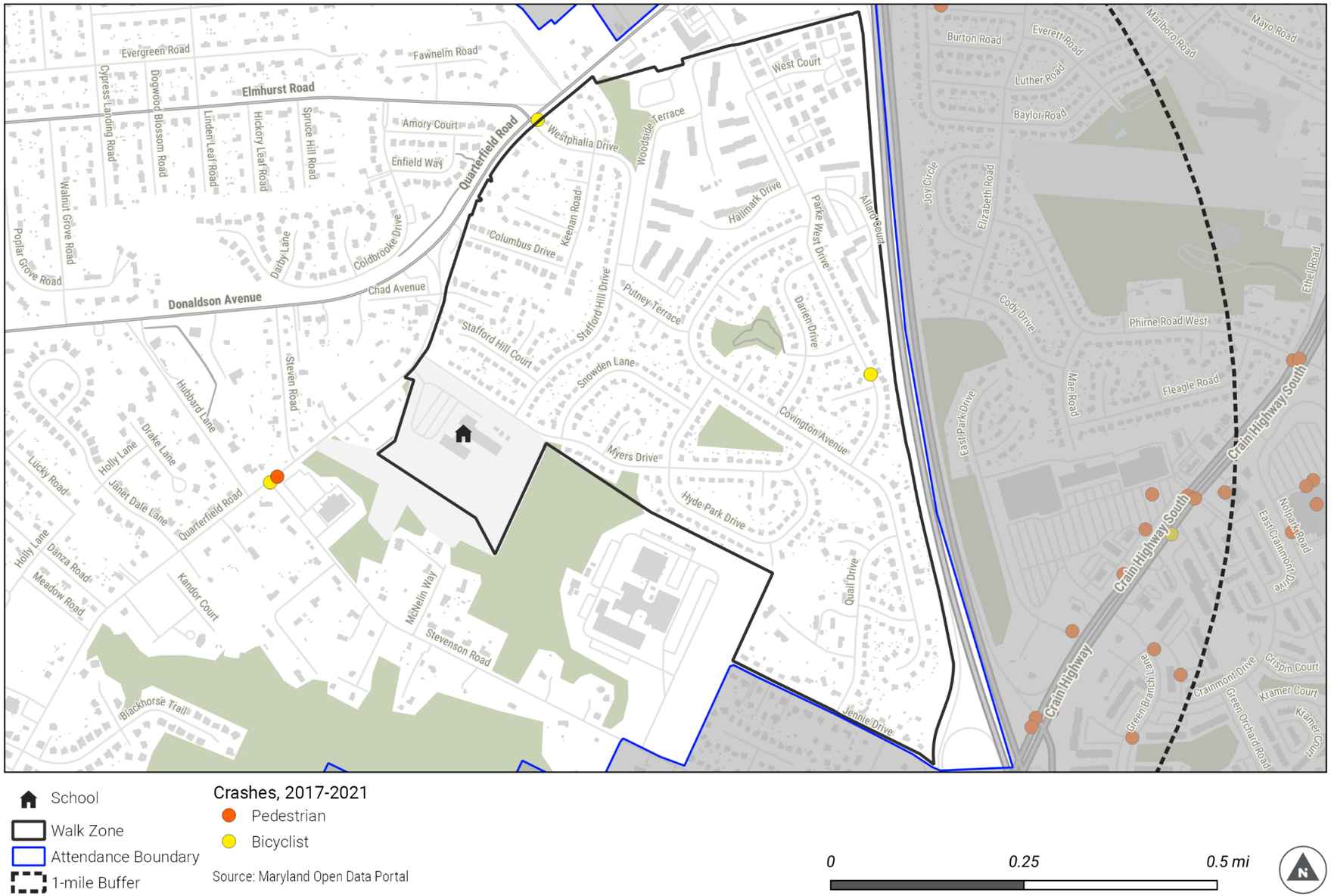
- 1,059 total crashes (all modes), 4 fatal
- 27 pedestrian-involved crashes, 25 resulting in injury, 2 fatal
- 7 bicyclist-involved crashes, all resulting in injury, 0 fatal

**Includes interstate crashes*

Pedestrian and bicyclist crashes within the walk zone:

- 0 pedestrian-involved and 2 bicyclist-involved crashes occurred in the walk zone.

Quarterfield 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

Quarterfield Elementary School - Recommendations

School
Walk Zone
Attendance Boundary
1-mile Buffer
Paths and Trails

Spot Recommendations

- Access Management
- Bicycle Rack
- Intersection or Crossing
- School Zone Signs and Pavement Markings
- Sidewalk
- Speed Management
- Other Recommendations

Segment Recommendations

- Bicycle Facility
- Corridor Intersection Upgrades
- School Zone Signs and Pavement Markings
- Speed Management
- Sidewalk

Infrastructure Recommendations within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
1	Quarterfield Rd (Steven Rd to Chad Ave) (Along key student walking route, Inside school zone)	1a. School Zone Signs and Pavement Markings	School zone sign missing SCHOOL pavement marking missing School zone speed limit sign missing.	Enhance school zone signage per MdMUTCD part 7: - Install new school zone sign (begin/end) - Install new SCHOOL pavement marking - Install new school zone speed limit sign	 $1,000 $1,000 $500	Short
		1b. Speed Management	Observed motor vehicle speeds appear to exceed speed limit	Conduct a speed study to consider speed management measures or other modifications. Reduce school zone speed limit to 20mph	N/A $500	Long Short
2	Stafford Hill Dr & Stafford Hill Ct (Along key student walking route)	Crosswalk	Crossing of Stafford Hill Ct is unmarked, No stop bar	Install new standard crosswalk, Mark new stop bar. Crosswalk should be wide enough that the curb ramps are within the extent of the crosswalk.	$500	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 within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
3	Driveway to north staff parking lot (On school campus)	3a. Crosswalk	Crosswalk markings faded	Remark existing crosswalk with high-visibility markings	$800	Short
		3b. Curb ramp	Missing ramps	Install new ramps	$8,000	Medium
4	Myers Dr (Quarterfield Rd to Hyde Park Dr) (Along key student walking and bicycling route, Inside school zone)	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
				Reduce school zone speed limit to 20 mph	$500	Short
5	Myers Dr & Stafford Hill Dr (Along key student walking and bicycling route, Inside school zone)	5a. Curb ramp	Southeast ramp lacks detectable warning surface	Reconstruct or repair existing ramp	$4,000	Medium
		5b. Other intersection or crossing issues	Concern about motor vehicle yielding, Parked cars obstruct visibility of east and north crosswalks	Restrict parking in advance of crosswalk	$500	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 within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
6	Front of school (On school campus)	Bicycle rack	Existing rack does not allow locking of frame New rack location needed — Bikes were seen at the side entrance leaning against the fence.	Replace existing rack with inverted U rack Relocate bike rack location to side entrance used by walkers and bicyclists	$175/per (quantity TBD)	Short
7	Myers Dr & Snowdon Ln (Along key student walking route, Inside school zone)	Crosswalk	Crossing of Snowdon Ln is unmarked, No stop bar	Install new standard crosswalk, Mark new stop bar	$500	Short
8	Myers Dr (Quarterfield Rd to Hyde Park Dr) (Along key student walking route, Inside school zone)	School Zone Signs and Pavement Markings	School zone sign missing SCHOOL pavements marking missing	Expand school zone and enhance signage per MDMUTCD part 7: - Install new school zone signs (begin/end) - Install new SCHOOL pavement markings	 $1,000 $1,000	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 within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
9	Myers Dr & Radnor Ct (Along key student walking route)	Crosswalk	Crossing of Radnor Ct is unmarked, No stop bar	Install new standard crosswalk, Mark new stop bar. Crosswalk should be wide enough that curb ramps are within the extension of the crosswalk markings.	$500	Short
10	Myers Dr & Hyde Park Dr (west) (Along key student walking route)	Crosswalk	Crossing of Hyde Park Dr is unmarked (both legs), No stop bar	Install new standard crosswalks, Mark new stop bars.	$1,000	Short
11	Myers Dr & Hyde Park Dr (east) (Along key student walking route)	Crosswalk	Crossing of Hyde Park Dr is unmarked, No stop bar	Install new standard crosswalks, Mark new stop bar	$500	Short
12	Myers Dr & Bangor Ct (Along key student walking route)	12a. Crosswalk	Crossing of Bangor Ct is unmarked, No stop bar	Install new standard crosswalk, Mark new stop bar	$500	Short
		12b. Curb ramp	Missing ramps on east and west sides	Install new 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 outside the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
A	Steven Rd (Donaldson Ave to Quarterfield Rd)	Sidewalk	Missing sidewalk on both sides	Install new sidewalk** ROW may make only one side feasible.	$85,000	Long
B	Hubbard Ln (Donaldson Ave to Quarterfield Rd)	Sidewalk	Missing sidewalk on both sides	Install new sidewalk** ROW may make only one side feasible.	$117,300	Long
C	Quarterfield Rd (Garren Ct to Myers Dr) (Along key student walking route, partially inside school zone)	Sidewalk	Missing sidewalk. There is discontinuous sidewalk along Quarterfield Rd south of Myers Dr.	Install new sidewalk** Completing the sidewalk network along Quarterfield Drive could expand the school walk zone.	$200,000	Long
D	Stevenson Rd (Grasons Ct to Quarterfield Rd)	D1. Sidewalk	Missing sidewalk Small patches of sidewalk extend from newer developments but the majority of Stevenson Rd lacks sidewalks on both sides.	Install new sidewalk** Completing the sidewalk network could expand the school walk zone	$220,000	Long
		D2. Speed Management	Posted speed limit is 35 mph.	Consider speed study to determine possibility of reducing speed limit to 25 mph. If sidewalk is added the existing posted speed limit is not appropriate for a school walking route.	N/A	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.*

Additional Considerations

Many houses west of Donaldson Avenue and along Elmhurst Road may fall within a one-mile walking or bicycling distance from the school, but both roads lack pedestrian and bicycle facilities and present significant barriers to families choosing active travel modes. For long-term planning, the County could explore adding sidewalks and bike lanes or a shared use path on both roads, creating a path to connect Cold Brook Drive to Donaldson Avenue, and installing a traffic signal and pedestrian crossing facilities at the intersection of Donaldson Avenue and Quarterfield Road. Additionally, there is a recommendation for shared use path on Quarterfield Road/Donaldson Avenue in Walk & Roll Anne Arundel.

Intersection of Donaldson Avenue and Quarterfield Road via Google Maps

View of Elmhurst Road via Google Maps

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

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.

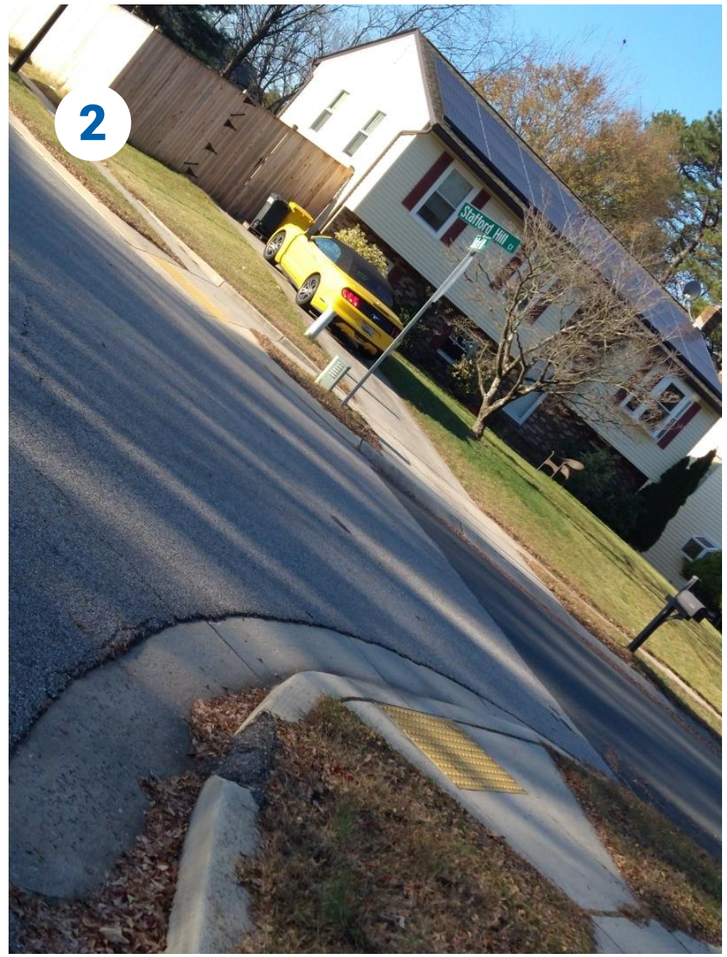
Administer biennial Parent Surveys to monitor parent attitudes towards walking and bicycling and reasons why they may or may not allow their children to walk or bike to school.

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

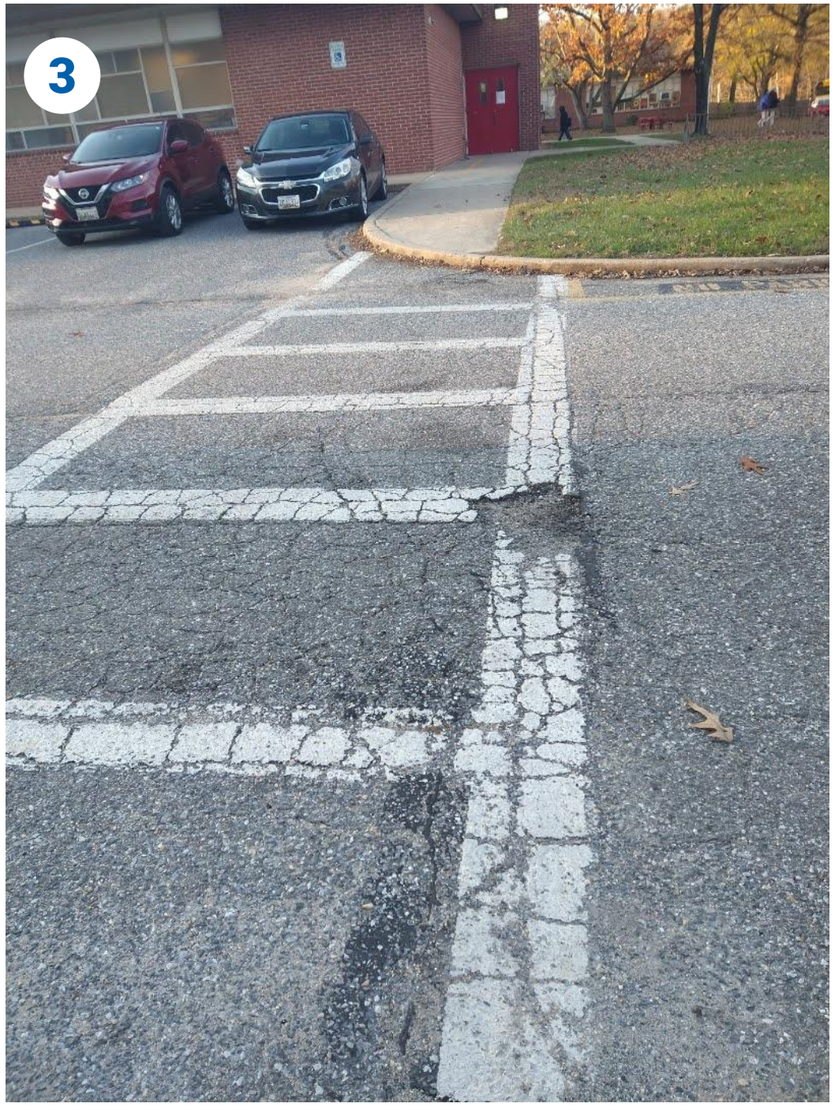
INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

Quarterfield Road at Myers Drive.



Stafford Hill Drive at Stafford Hill Court

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Crosswalk across north staff parking entrance

Myers Drive

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

Crossing Myers Drive at Stafford Hill Drive

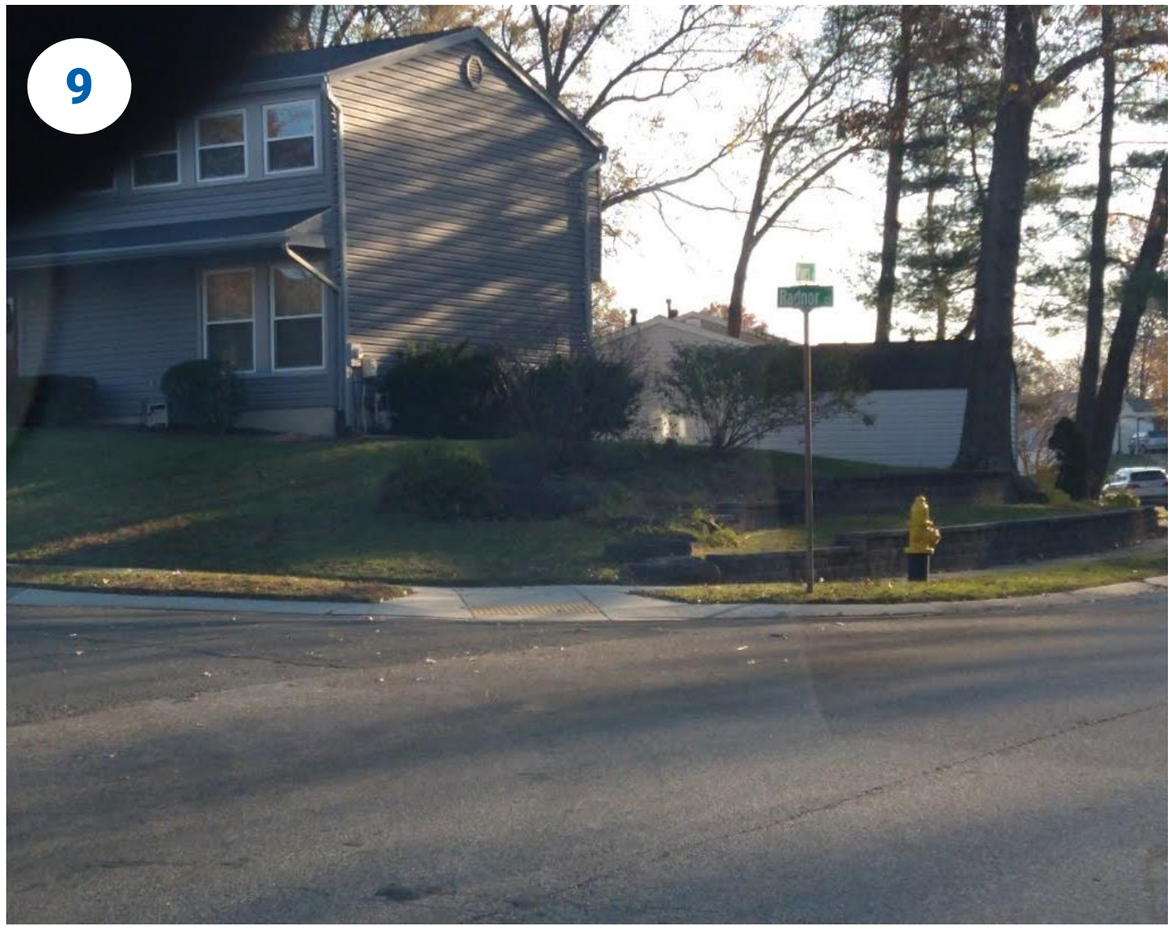
Unused bike rack at front of school (top); bikes leaned against fence at north gate (bottom)

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

Crossing Snowdon Lane at Myers Drive

Myers Drive

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Myers Drive and Radnor Court

Myers Drive & Hyde Park Drive (west)

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

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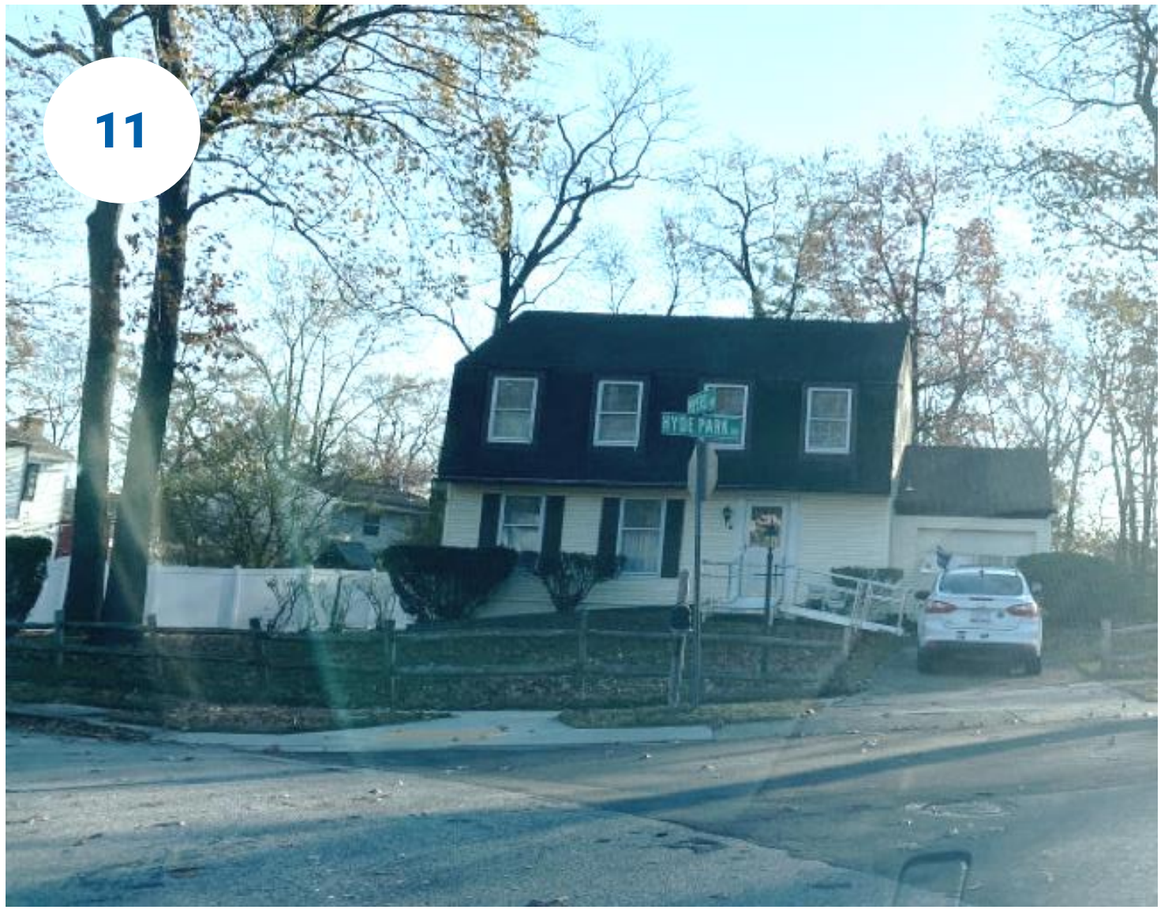

Myers Drive & Hyde Park Drive (east)

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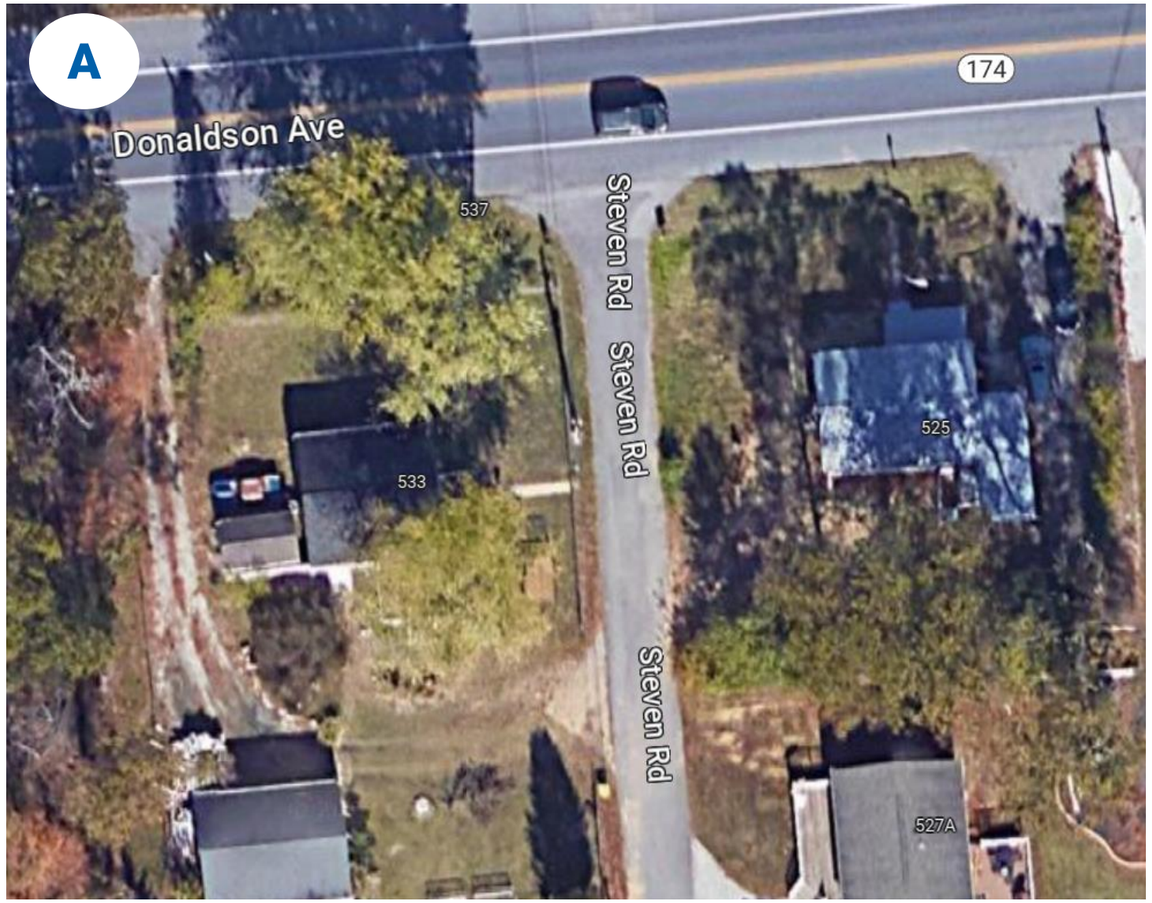
Myers Drive & Bangor Court

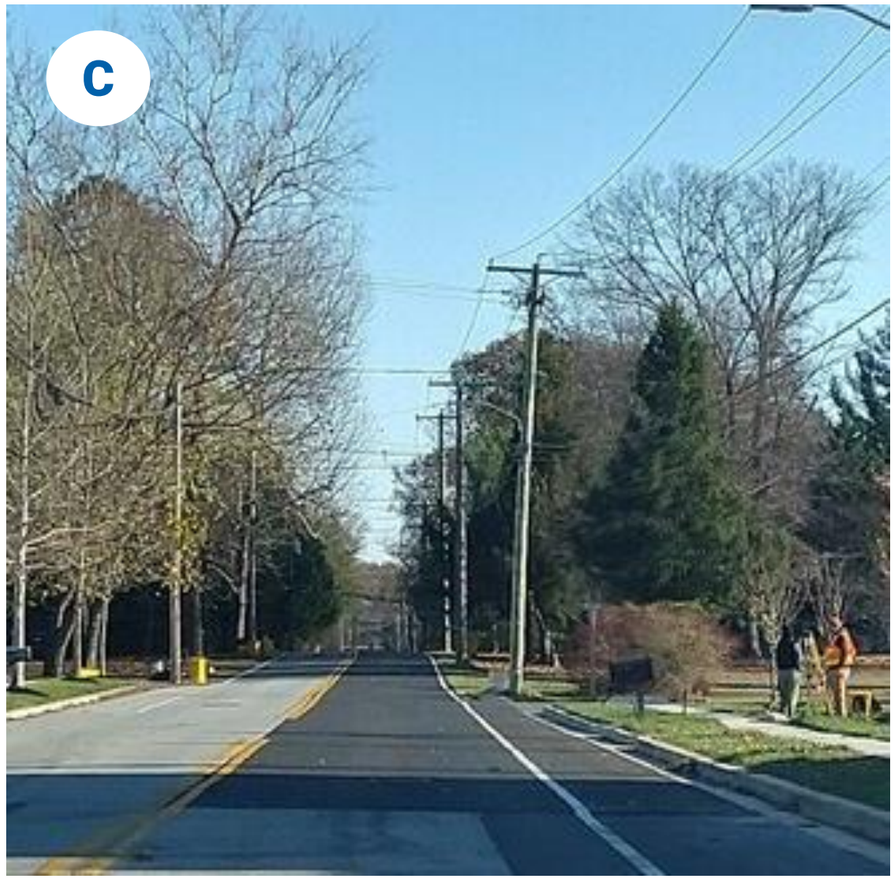
INFRASTRUCTURE RECOMMENDATIONS – outside the School Walk Zone



Steven Road (via Google Maps)

Hubbard Lane

INFRASTRUCTURE RECOMMENDATIONS – outside the School Walk Zone



Quarterfield Road

Stevenson Road