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

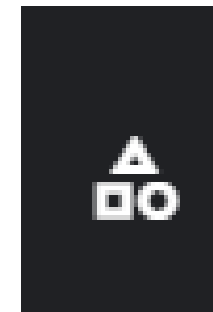
October 16, 2023

Introductions

The screenshot shows the Anne Arundel County website. At the top, there is a navigation bar with links for News, Events, Jobs, Maps, OpenArundel, and Translate. Below this is the county logo and a search bar. The main content area is titled 'Capital Projects' and includes a sub-header 'Safe Routes to Schools'. A 'Project Documents / Videos' section is highlighted, listing various accessibility study reports for different schools, such as 'Waugh Chapel ES.pdf', 'Tyler Heights ES.pdf', and 'Sunset ES.pdf'. A 'Project Description' section is also visible, mentioning a contract to study existing conditions and prioritize infrastructure improvements.

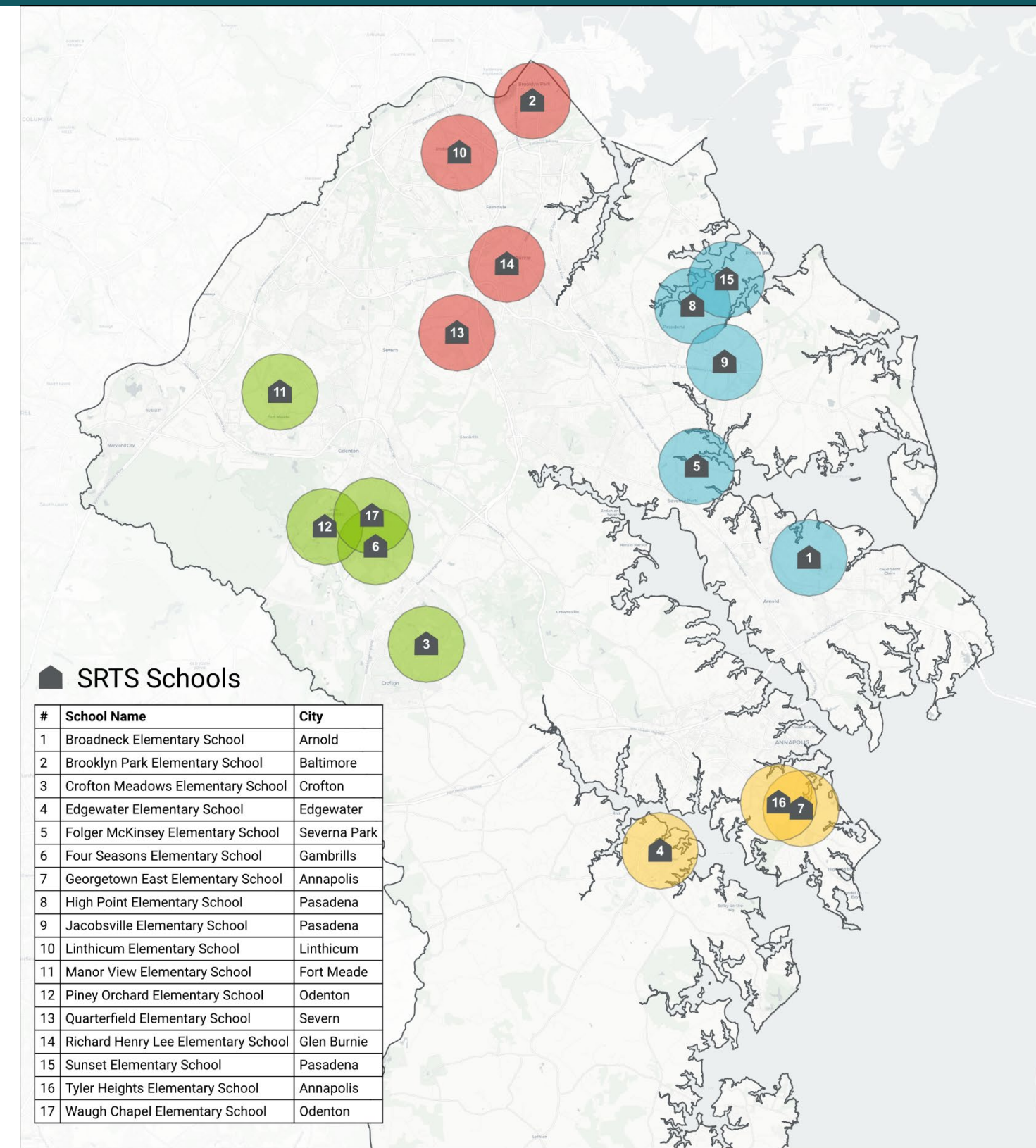
To view full report and provide input,
please visit
<https://tinyurl.com/srtsaacounty>

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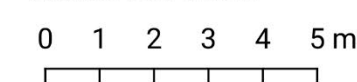
Anne Arundel Safe Routes to School Accessibility Study

- Partnership between County and AACPS
- 17 schools, per *Move Anne Arundel!* – County Transportation Functional Master Plan.
- Oversight by County, State, and AACPS representatives.
- Focus: infrastructure within school walk zone, also assessed opportunities to expand active transportation to school
- Goal: improve safety and transportation choices for all school families



Anne Arundel County 1-mile Buffer Zones

SRTS Schools



- East
- North
- South
- West

Jacobsville Elementary Accessibility Study

Report findings are derived from:

School site visits	<ul style="list-style-type: none">• Observed school arrival and dismissal – January 12, 2023• Assessed pedestrian and bicycle infrastructure within school walk zone and roads immediately adjacent (as connectivity allows) – January 12, 2023
Parent Survey	<ul style="list-style-type: none">• January 26 - February 19, 2023• Available online: English, Spanish, Chinese, and Korean• Survey link was provided via email

Report Content

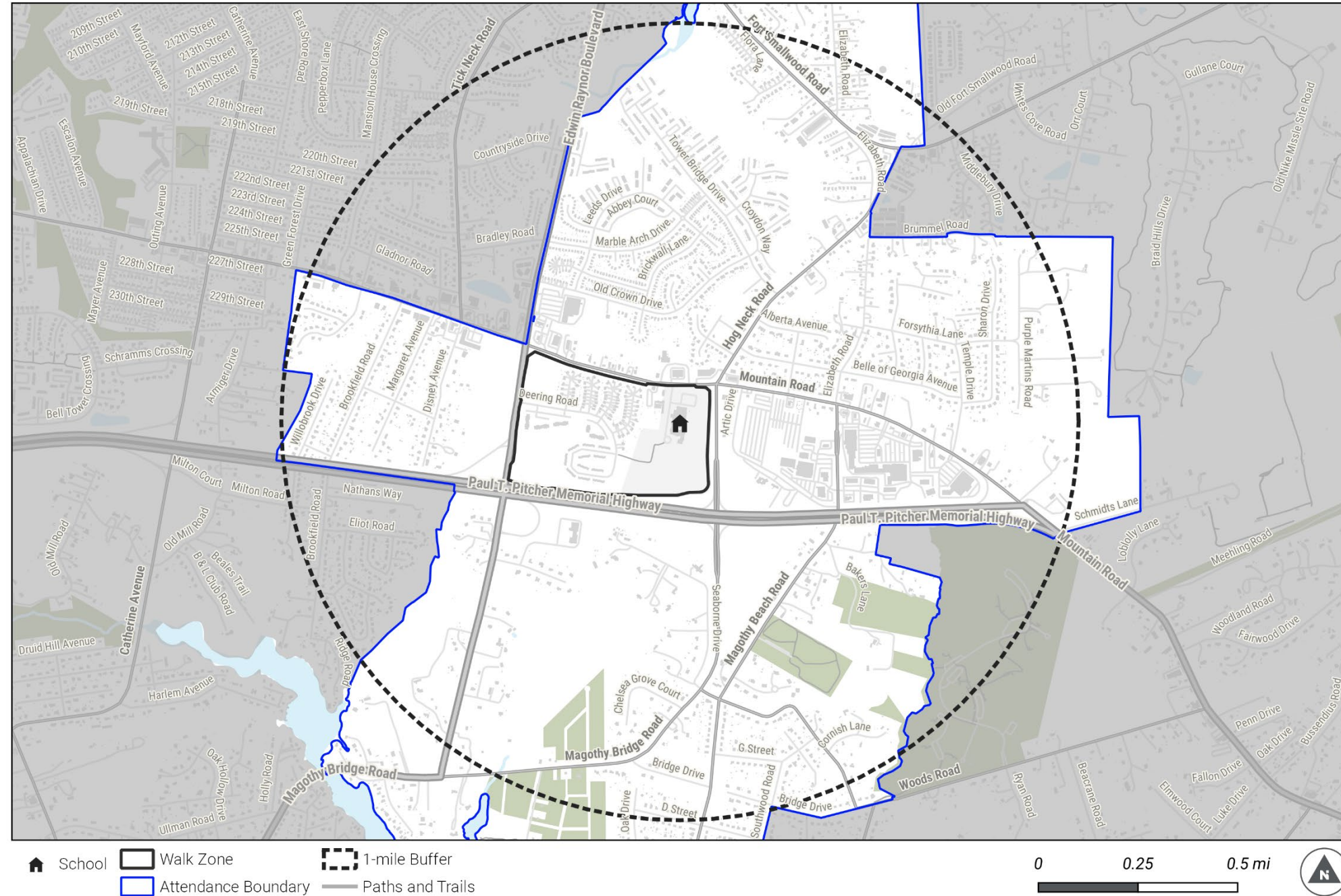
1. School overview
2. Parent-reported student travel modes and barriers
3. Arrival and dismissal observations
4. Existing infrastructure conditions
5. Crash data
6. Infrastructure recommendations
7. Programmatic recommendations
8. Appendix: Infrastructure recommendation photos

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School Overview Section

- Study area
- School attendance and enrollment
- School location and layout
- School access

Jacobsville Elementary School - 1-mile Radius



Parent-Reported Student Travel Modes and Barriers Section

- Distance from home to school
- School bus eligibility and use
- Most common travel mode to school
- Ideal travel mode to school
- Barriers to walking or biking to school
- Streets used to walk or bike to 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

Jacobsville Elementary - 53 total survey responses received

Arrival and Dismissal Observations Section

- Overview of operations
- General observations
- Arrival and dismissal observations by travel mode (walk, bike, school bus, parent drop-off)



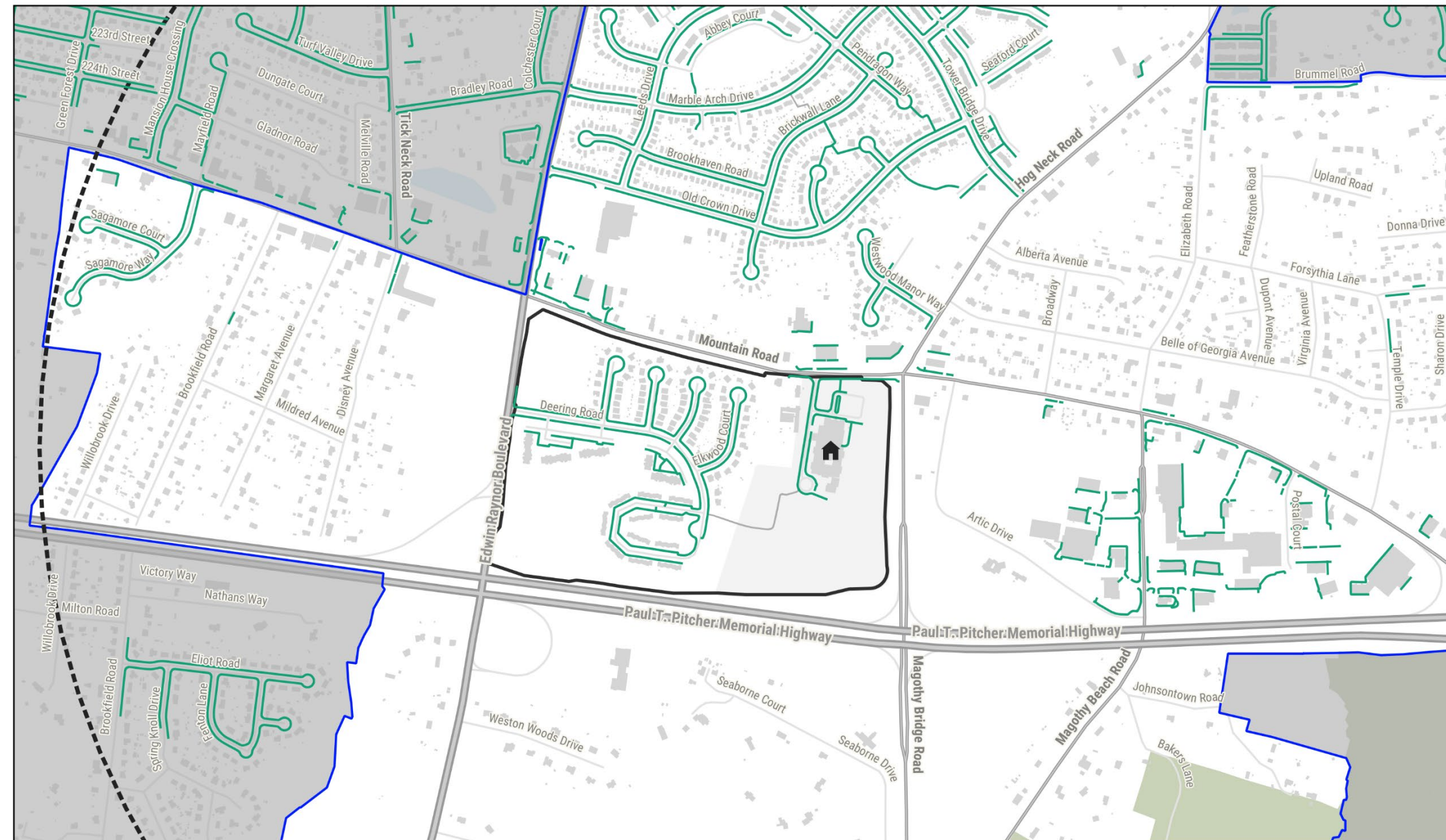
Several bikes parked at the racks behind the school.

Existing Infrastructure Conditions Section

- Sidewalks
- Marked crosswalks
- Curb ramps
- On-road bike facilities*
- Regional trails, park trails, and paths*

**Existing, planned, or programmed*

Jacobsville Elementary School - Existing Sidewalk Network



- 🏠 School
- ▭ Walk Zone
- ▭ Attendance Boundary
- ⋯ 1-mile Buffer
- Sidewalks
- Source: OpenArundel

Crash Data (2017 – 2021)

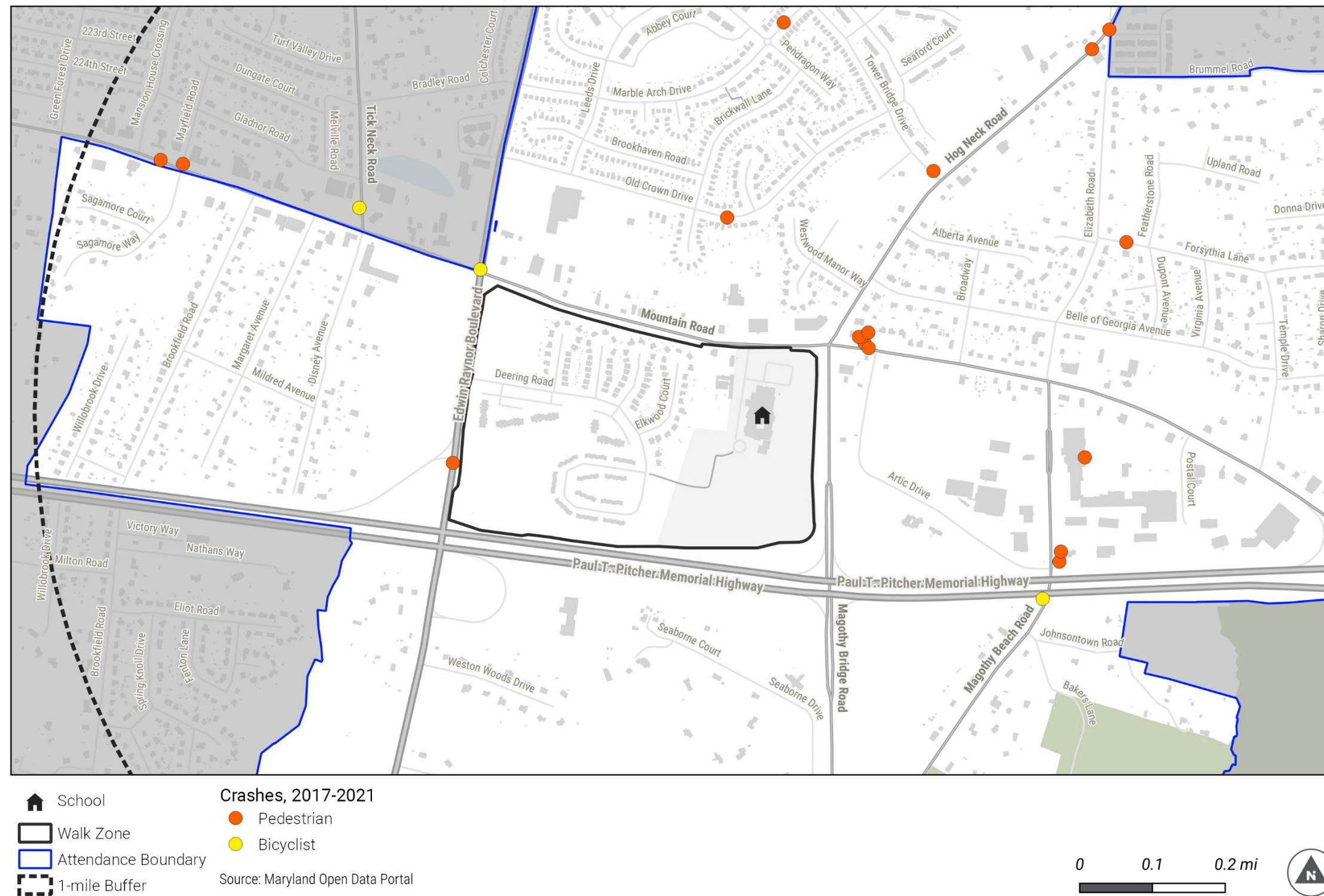
Crashes within 1-mile radius of the school:

- 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 Section

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.

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.

Safe Routes to School (SRTS) Program Recommendations

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. Conduct age-appropriate education regularly (e.g., annually). Provides opportunities for skills practice. This works best integrated into PE or Health curriculum.

Conduct a bicycle rodeo. Teach children skills related to walking and bicycling safely, which can increase student and parent confidence.

Conduct parent and staff safety education campaign. Distribute information packets to parents and school staff at the beginning of the school year with arrival/dismissal maps, rules and procedures for arrival/dismissal, and general safety info. Emphasize driving safely, being alert for pedestrians and bicyclists, and respecting school crossing guards.

Provide walking and bicycling maps. Show locations of pedestrian/bicycle infrastructure and estimated walk/bike times.

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.

Next Steps



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- County will finalize prioritized list of recommendations.
- Implementation timeline and funding source will be based on the type of recommendation.
- Schedule yet to be determined.

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QUESTIONS OR COMMENTS?

SUBMIT USING

