



DPW & YOU

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

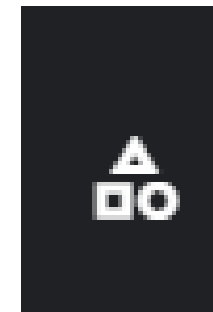
October 26, 2023

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.

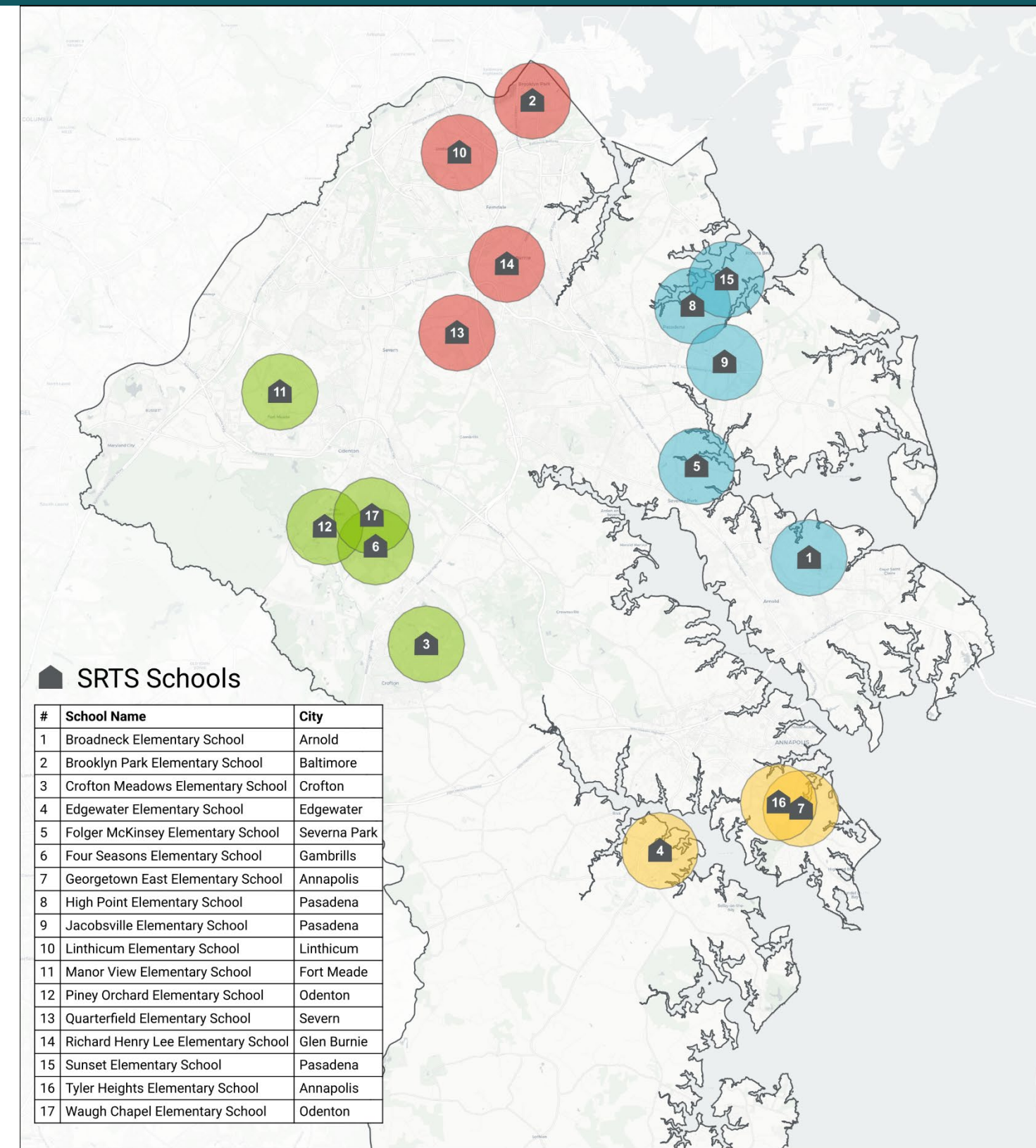
To view full report and provide input,
please visit
<https://tinyurl.com/srtsaacounty>

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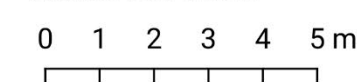
Anne Arundel Safe Routes to School Accessibility Study

- 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

Sunset Elementary Accessibility Study

Report findings are derived from:

School site visits	<ul style="list-style-type: none">• Observed school arrival and dismissal – January 11, 2023• Assessed pedestrian and bicycle infrastructure within school walk zone and roads immediately adjacent (as connectivity allows) – January 11, 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

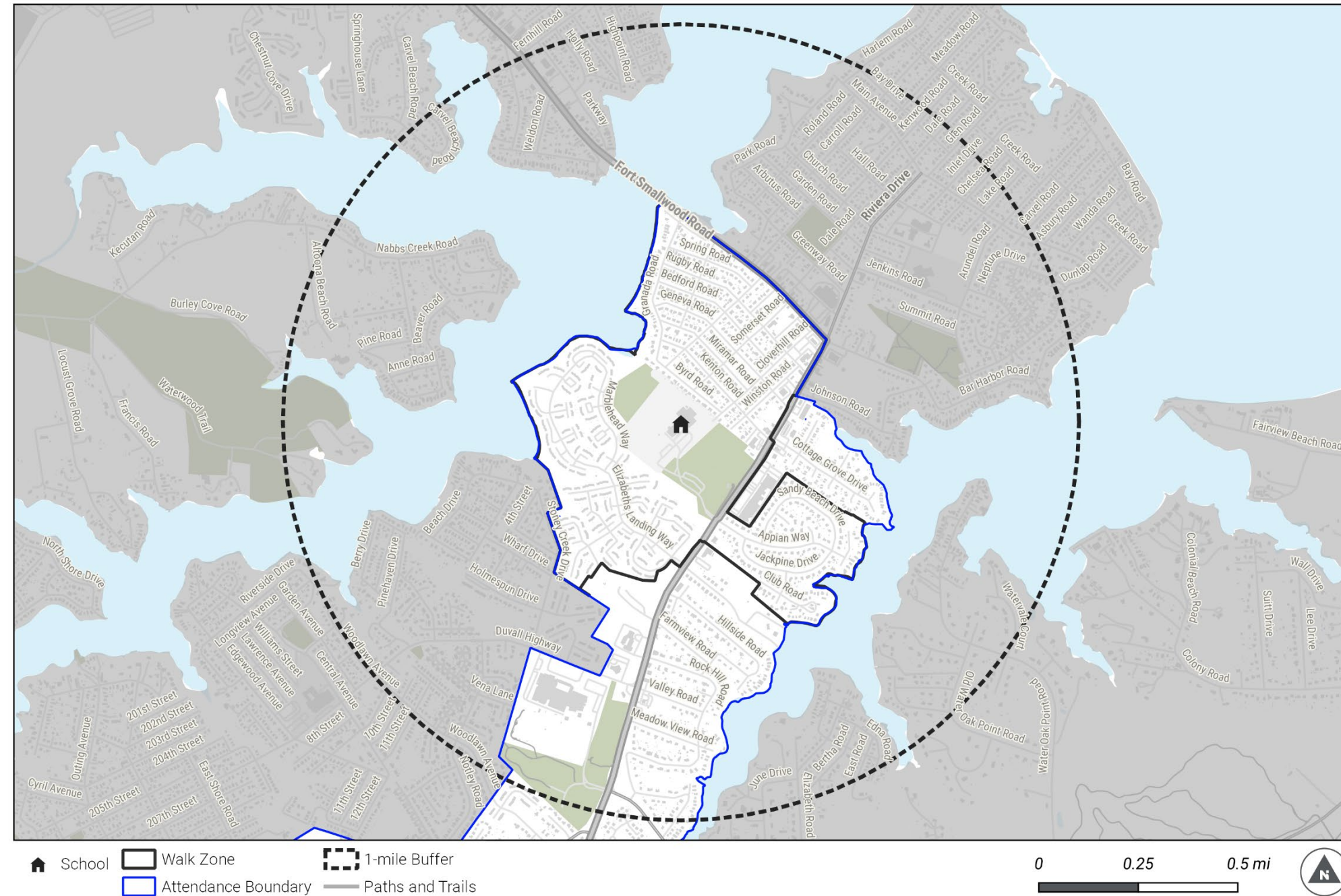
1. School overview
2. Parent-reported student travel modes and barriers
3. Arrival and dismissal observations
4. Existing infrastructure conditions
5. Crash data
6. Infrastructure recommendations
7. Programmatic recommendations
8. Appendix: Infrastructure recommendation photos

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School Overview Section

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

Sunset 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	5
¼ mile – ½ mile	7
½ mile – 1 mile	3
1 mile – 1 ½ miles	11
>1 ½ miles	10

Sunset 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)



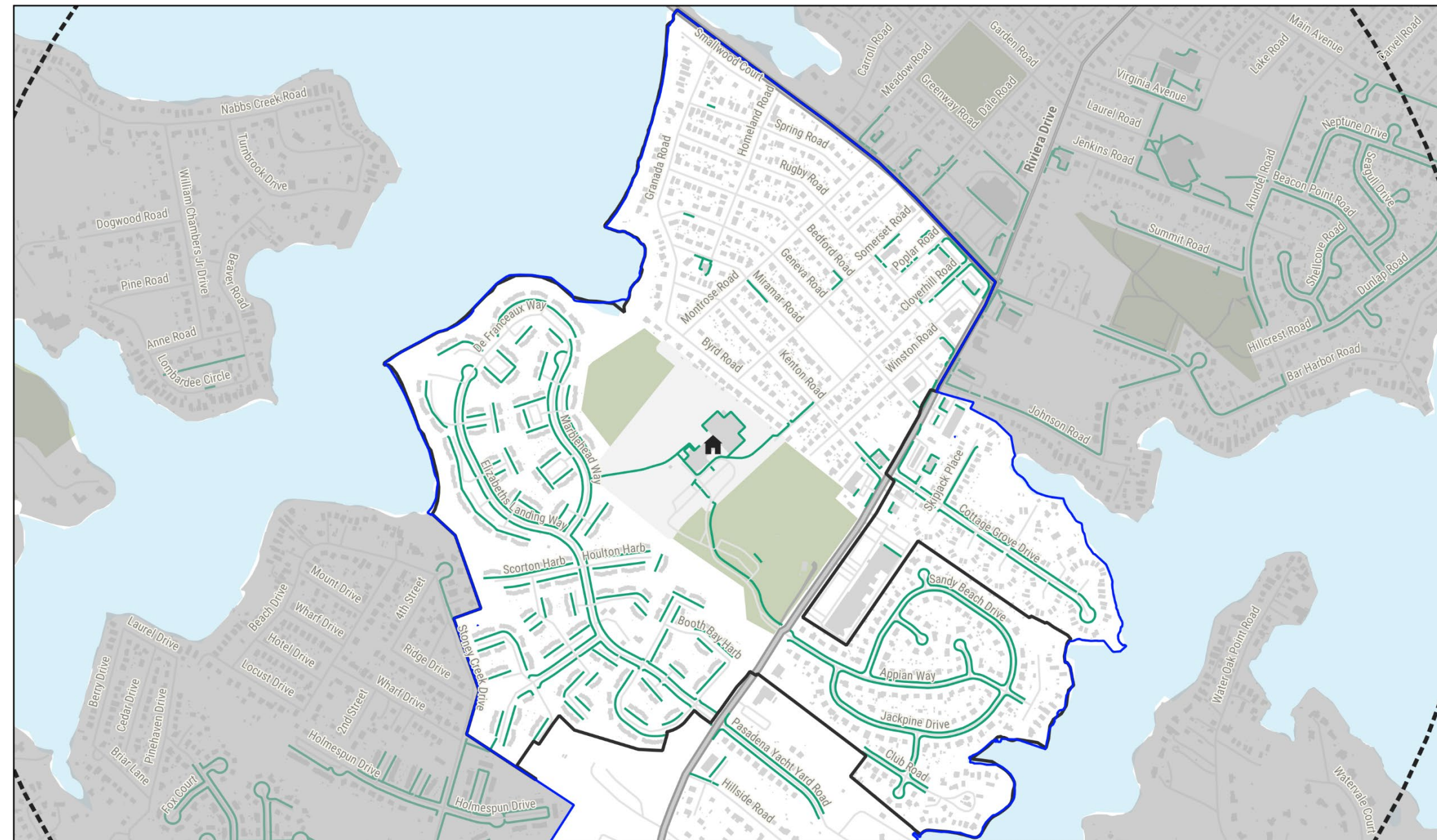
A police officer works as a crossing guard at the end of the school driveway at Fort Smallwood Road

Existing Infrastructure Conditions Section

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

**Existing, planned, or programmed*

Sunset Elementary School - Existing Sidewalk Network



- 🏠 School
 - 🟩 Sidewalks
 - 🟪 Walk Zone
 - 🟦 Attendance Boundary
 - 🔲 1-mile Buffer
- Source: OpenArundel



Crash Data (2017 – 2021)

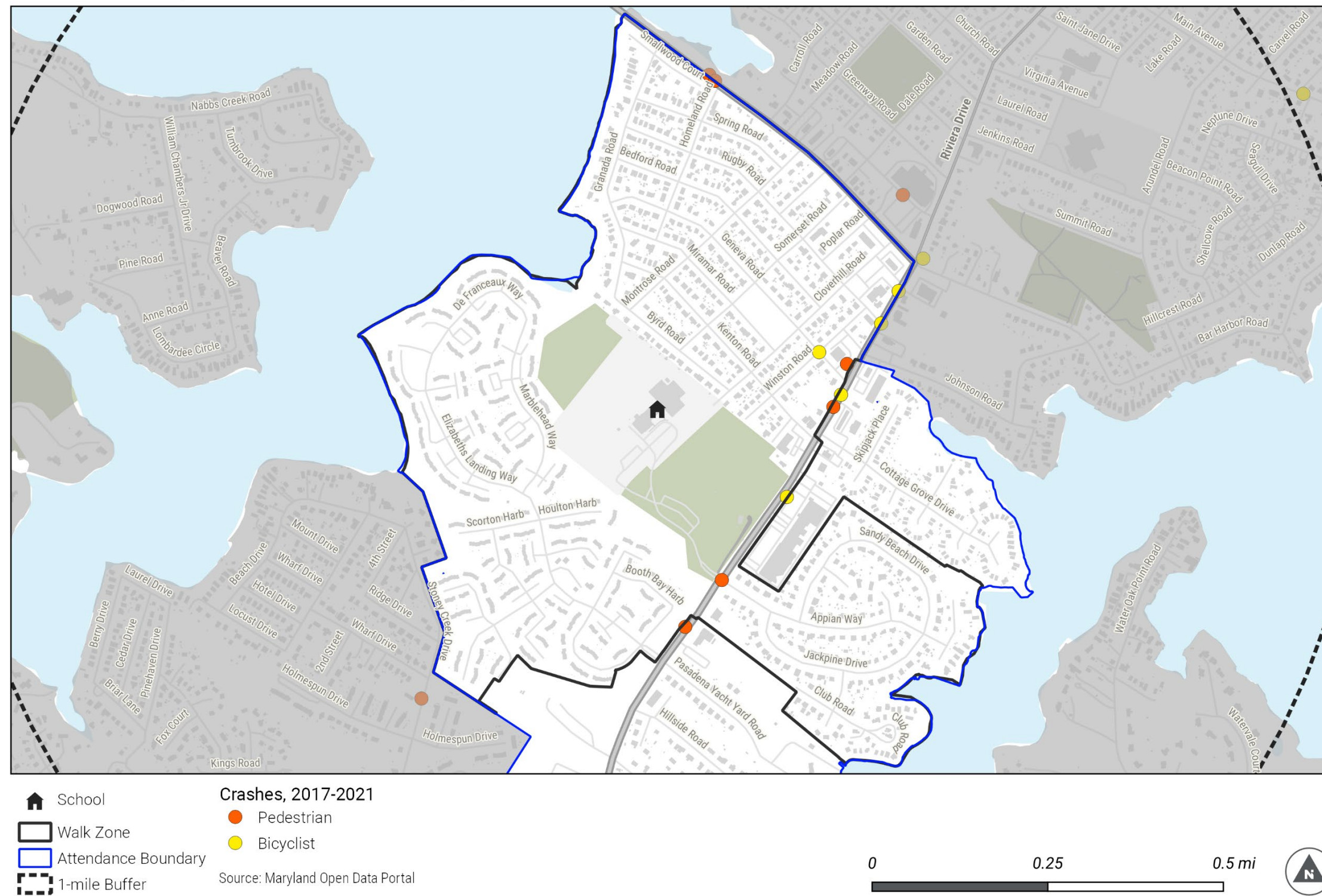
Crashes within 1-mile radius of the school:

- 464 total crashes (all modes), 3 fatal
- 12 pedestrian-involved crashes, 10 resulting in injury, 2 fatal
- 7 bicyclist-involved crashes, 5 resulting in injury, 0 fatal

Pedestrian and bicyclist crashes within the walk zone:

- 6 pedestrian-involved crashes and 3 bicyclist-involved crashes occurred in the walk zone, all but one along Fort Smallwood Road (MD 173).

Sunset Elementary School - Pedestrian and Bicycle Crashes



Infrastructure Recommendations Section

Sunset 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 | Speed Management |
| Paths and Trails | School Zone Signs and Pavement Markings | 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	Smallwood Ct (end to Granada Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$33,425.35	Long
2	Spring Rd (Montrose Rd to Granada Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$98,749	Long
3	Granada Rd (Fort Smallwood Rd to Byrd Rd) (Along key student walking route)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$159,709	Long
4	Homeland Rd (Fort Smallwood Rd to Miramar Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$100,587	Long
5	Manchester Rd (Rugby Rd to Fort Smallwood Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$38,258	Long
6	Rugby Rd (Winston Rd to Granada Rd) (Along key student walking route)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$185,428	Long
7	Bedford Rd (Cloverhill Rd to Granada Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$156,091	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.

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



Smallwood Court



Spring Road

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

