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

October 3, 2023

Introductions

The screenshot shows the Anne Arundel County website interface. 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 features a 'Capital Projects' section with a sub-section for 'Safe Routes to Schools'. A 'Project Documents / Videos' overlay is shown, listing various accessibility study reports and virtual public meetings. An orange arrow points from the 'Project Documents / Videos' overlay to a black square containing a white triangle and the letters 'DO'.

News Events Jobs Maps OpenArundel Translate

ANNE ARUNDEL COUNTY MARYLAND

Services Government Departments Search

Home > Public Works > Bureau of Engineering

Capital Projects

Explore projects that are funded through the budget process and being implemented around the County to improve the quality of life for our citizens.

← BACK TO PROJECT LIST

Safe Routes to Schools

PROJECT NUMBER: H539616

Project Class
Roads & Bridges (H1)

Project Phase
Planning

Project Description
This contract will study existing conditions and prioritizing infrastructure improvements and meetings will occur for each of the 17 schools. 510-957-30457, PIN 7291 676 738#????? Brooklyn McKinsey ES: 10/4/23, 6:00-7:00pm -- meet.google.com/ghr-gcsa-yfd; dial-in -- 563-4...

Project Documents / Videos

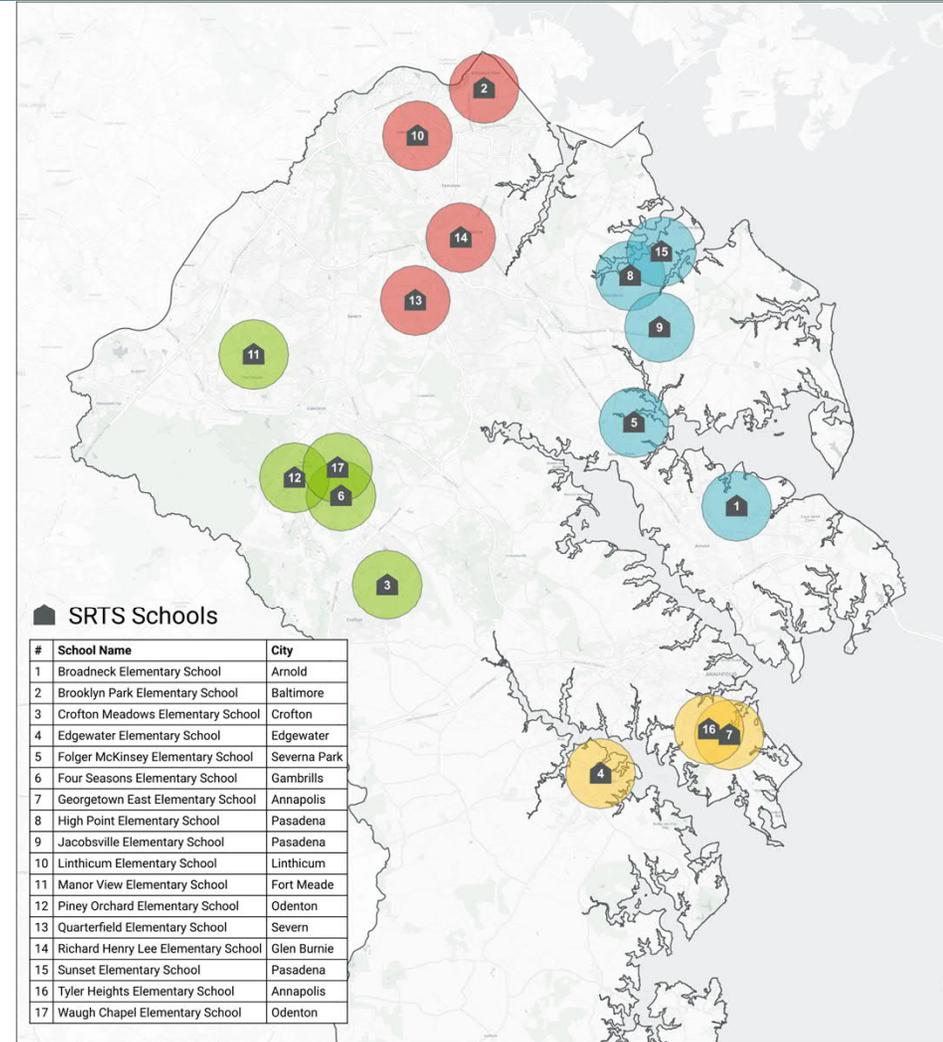
- SRTS Virtual Public Meetings - Schedule and Links.pdf
- Accessibility Study Report - Waugh Chapel ES.pdf
- Accessibility Study Report - Tyler Highes ES.pdf
- Accessibility Study Report - Sunset ES.pdf
- Accessibility Study Report - Richard Henry Lee ES.pdf
- Accessibility Study Report - Quarterfield ES.pdf
- Accessibility Study Report - Pinney Orchard ES.pdf
- Accessibility Study Report - Manor View ES.pdf
- Accessibility Study Report - Linthicum ES.pdf
- Accessibility Study Report - Jacobsville ES.pdf
- Accessibility Study Report - High Point ES.pdf
- Accessibility Study Report - Georgetown East ES.pdf
- Accessibility Study Report - Four Seasons ES.pdf
- Accessibility Study Report - Folger McKinsey ES.pdf
- Accessibility Study Report - Edgewater ES.pdf
- Accessibility Study Report - Crofton Meadows ES.pdf
- Accessibility Study Report - Brooklyn Park ES.pdf
- Accessibility Study Report - Broadneck ES.pdf

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

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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



Brooklyn Park Elementary Accessibility Study

Report findings are derived from:

School site visits	<ul style="list-style-type: none">• Observed school arrival and dismissal – December 8, 2022• Assessed pedestrian and bicycle infrastructure within school walk zone and roads immediately adjacent (as connectivity allows) – December 8, 2022
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

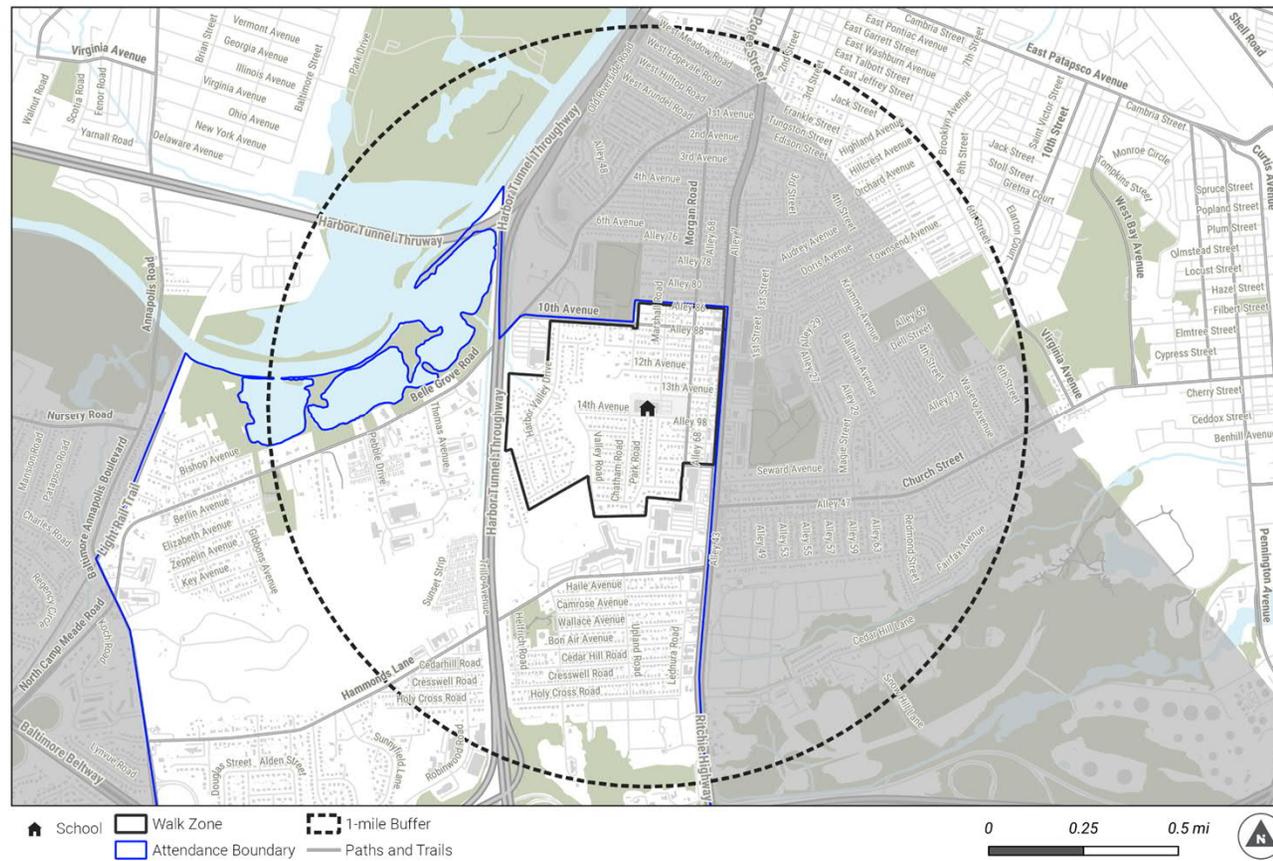
1. School overview
2. Parent-reported student travel modes and barriers
3. Arrival and dismissal observations
4. Existing infrastructure conditions
5. Crash data
6. Infrastructure recommendations
7. Programmatic recommendations
8. Appendix: Infrastructure recommendation photos

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

School Overview Section

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

Brooklyn Park 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	3
¼ mile – ½ mile	0
½ mile – 1 mile	1
1 mile – 1 ½ miles	2
>1 ½ miles	6

Brooklyn Park Elementary - 13 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)



Parent drop-off line during arrival

Existing Infrastructure Conditions Section

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

**Existing, planned, or programmed*

Brooklyn Park Elementary School - Existing Sidewalk Network



Crash Data (2017 – 2021)

Crashes within 1-mile radius of the school*:

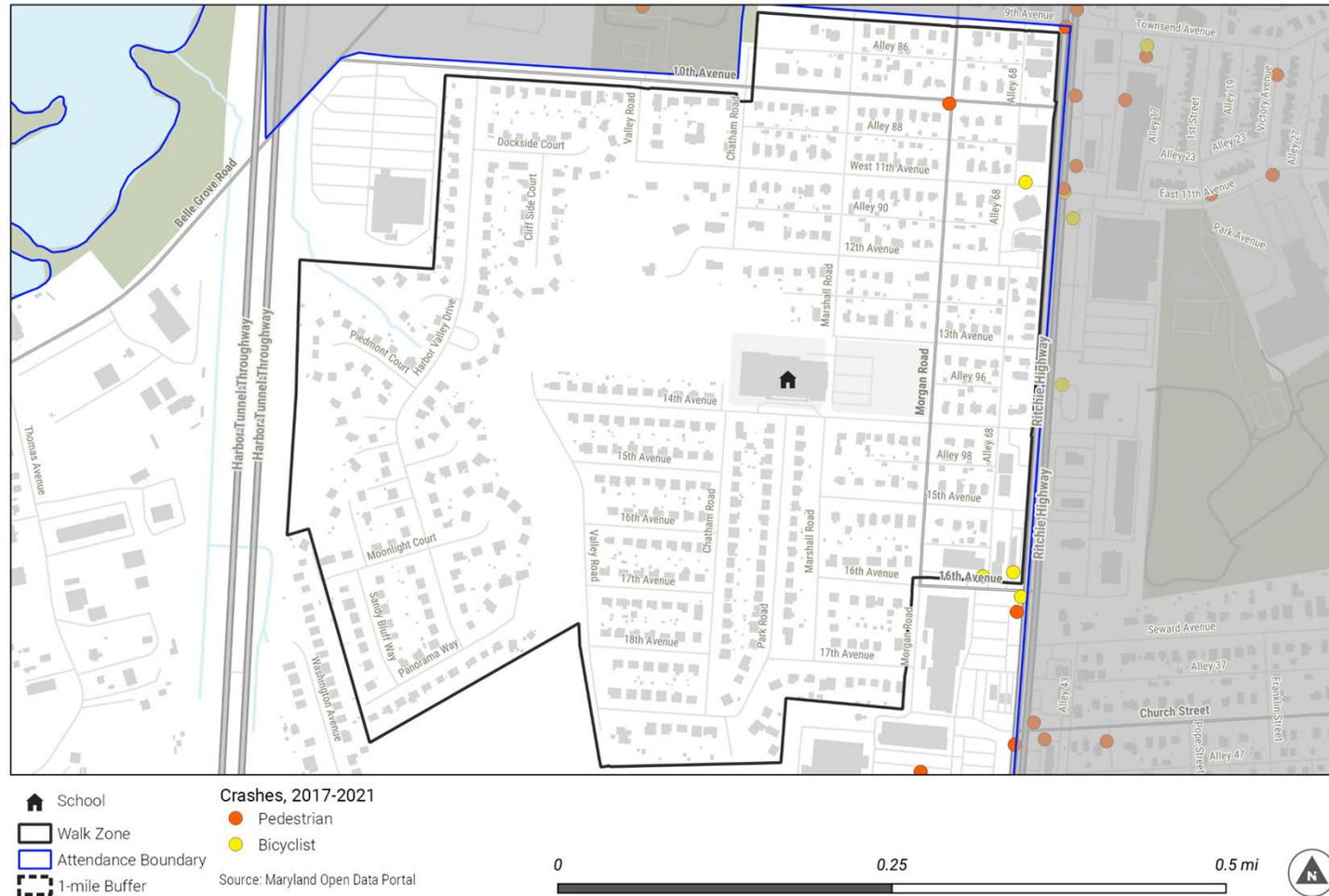
- 1,669 total crashes (all modes), 2 fatal
- 68 pedestrian-involved crashes, 66 resulting in injury, 0 fatal
- 16 bicyclist-involved crashes, 13 resulting in injury, 0 fatal

*Includes interstate crashes

Pedestrian and bicyclist crashes within the walk zone:

- 1 pedestrian-involved and 3 bicyclist-involved crashes occurred in the walk zone.

Brooklyn Park Elementary School - Pedestrian and Bicycle Crashes



Infrastructure Recommendations Section

Brooklyn Park 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

- Segment Recommendations**
- 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

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	Marshall Rd (North of 10th Ave to 9th Ave) (Along key student walking route)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$20,634	Long
2	10th Ave & Valley Rd	2a. Curb ramp	Ramps lack detectable warning surfaces (southeast, southwest)	Reconstruct or repair existing ramps	\$4,000	Medium
		2b. Crosswalk	Crossing of Valley Road is unmarked, No stop bar	Install new standard crosswalk Mark new stop bar	\$500	Short
3	10th Ave (west of Chatham Rd to Morgan Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$73,982	Long
4	Marshall Rd (just south of 10th Ave) (Along key student walking route)	Sidewalk	West sidewalk appears to exceed 2% maximum slope permitted by ADA Accessibility Guidelines Sidewalk cracked, Sidewalk uplifted	Reconstruct or repair sidewalk	\$600	Long
5	Valley Rd (10th Ave to W 11th Ave)	Sidewalk	Missing sidewalk (west)	Install new sidewalk**	\$25,728	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

A path along the east side of Brooklyn Park Middle School would connect students who live off Hammonds Lane to Park Road, providing access to the school. This would require an improved crossing of Hammonds Lane, as well as sidewalks on the southside of Hammonds Lane.



Aerial of Hammonds Lane and the middle school campus, leading to Park Road

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



Marshall Road, north of 10th Avenue



10th Avenue and Valley Road

Next Steps



- 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.

To view full report and provide input,
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QUESTIONS OR COMMENTS?

SUBMIT USING

