



DPW & YOU

Making a difference, together



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

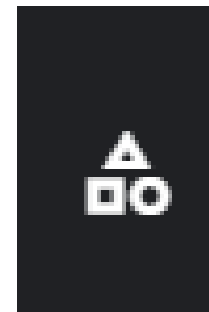
October 12, 2023

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 Anne Arundel 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 large orange arrow points from this list towards a QR code on the right side of the slide.

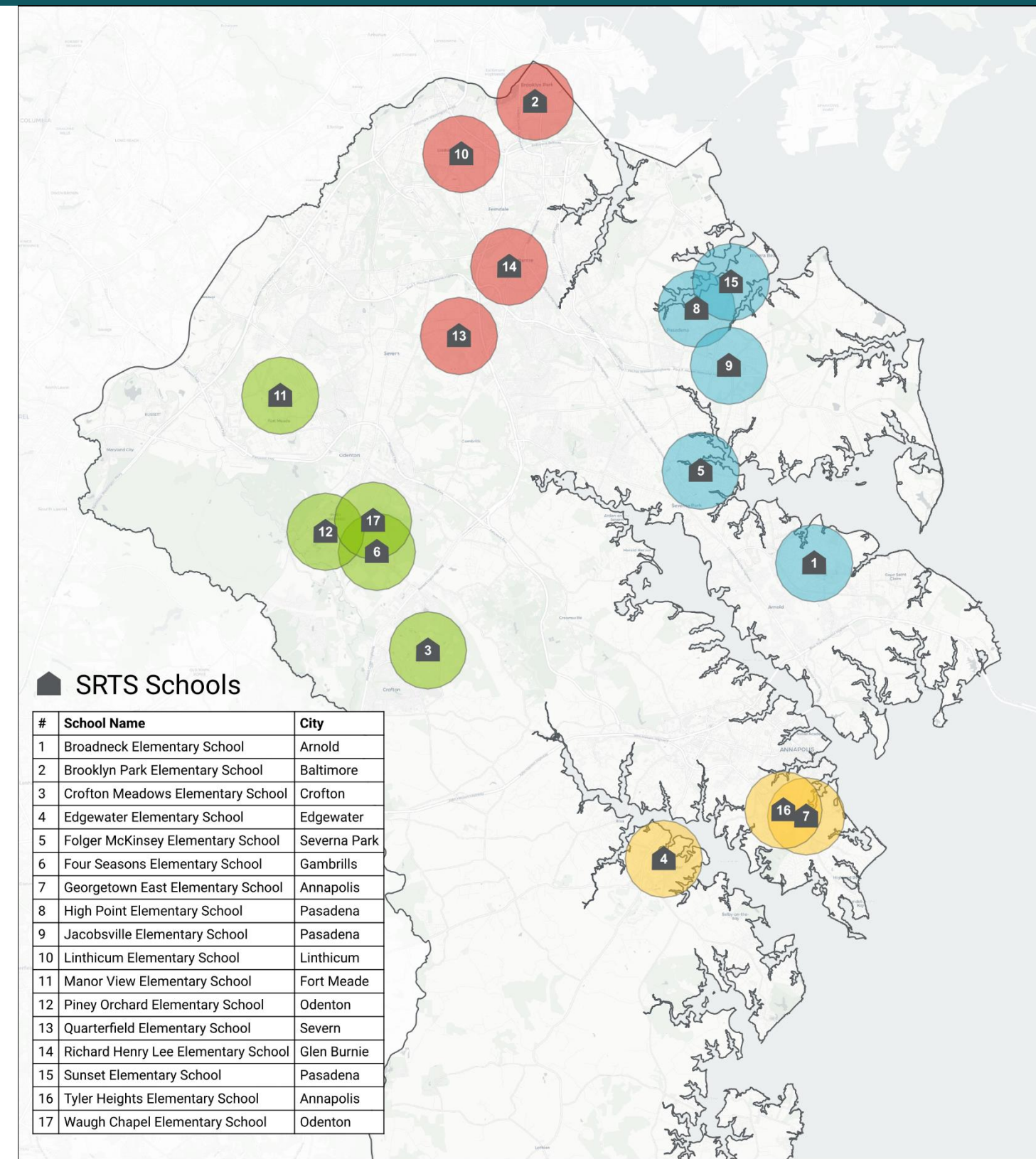
To view full report and provide input,
please visit
<https://tinyurl.com/srtsaacounty>

Adam Greenstein
pwgree08@aacounty.org
410-222-7543



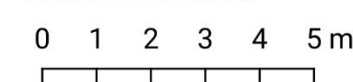
Anne Arundel Safe Routes to School Accessibility Study

- 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

Broadneck Elementary Accessibility Study

Report findings are derived from:

School site visits	<ul style="list-style-type: none">• Observed school arrival and dismissal – December 19, 2022• Assessed pedestrian and bicycle infrastructure within school walk zone and roads immediately adjacent (as connectivity allows) – December 19, 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

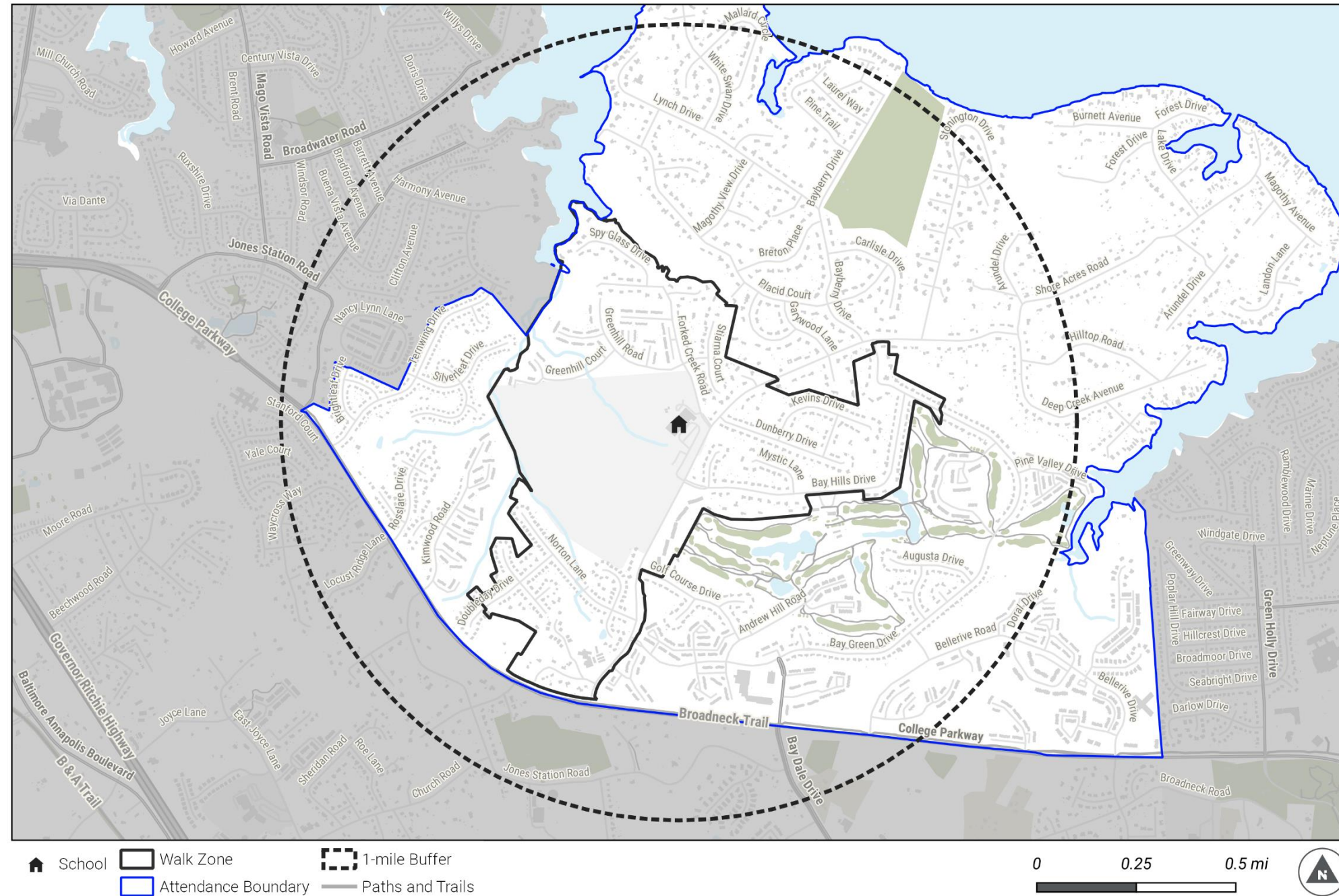
1. School overview
2. Parent-reported student travel modes and barriers
3. Arrival and dismissal observations
4. Existing infrastructure conditions
5. Crash data
6. Infrastructure recommendations
7. Programmatic recommendations
8. Appendix: Infrastructure recommendation photos

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

Broadneck 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	8
¼ mile – ½ mile	9
½ mile – 1 mile	22
1 mile – 1 ½ miles	23
>1 ½ miles	18

Broadneck Elementary - 80 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)



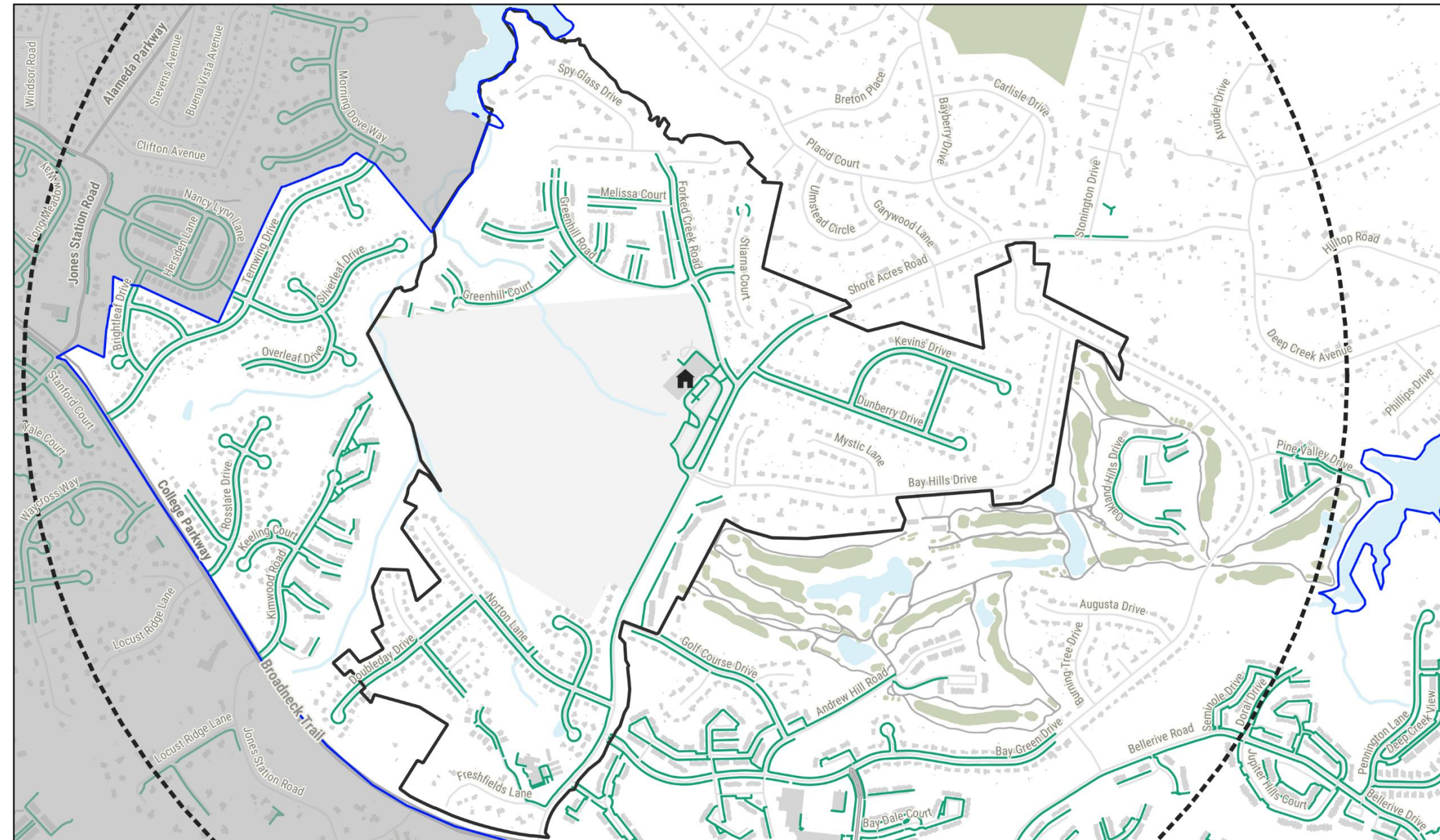
Buses during arrival

Existing Infrastructure Conditions Section

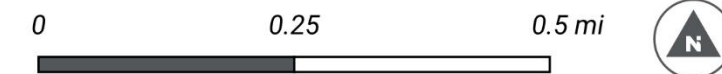
- Sidewalks
- Marked crosswalks
- Curb ramps
- On-road bike facilities*
- Regional trails, park trails, and paths*

**Existing, planned, or programmed*

Broadneck Elementary School - Existing Sidewalk Network



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



Crash Data (2017 – 2021)

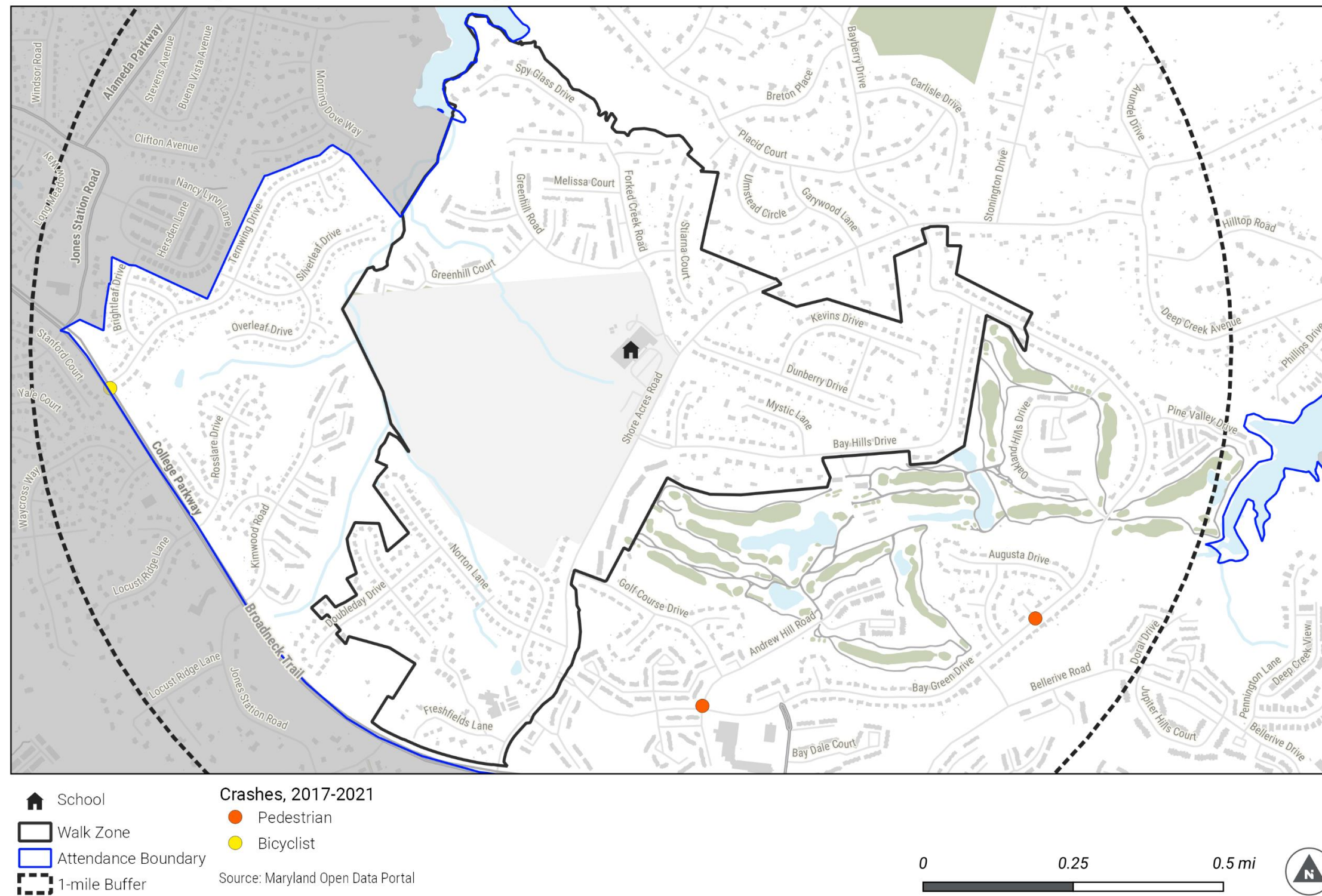
Crashes within 1-mile radius of the school:

- 240 total crashes (all modes), 1 fatal
- 4 pedestrian-involved crashes, 3 resulting in injury, 1 fatal
- 5 bicyclist-involved crashes, all resulting in injury, 0 fatal

Pedestrian and bicyclist crashes within the walk zone:

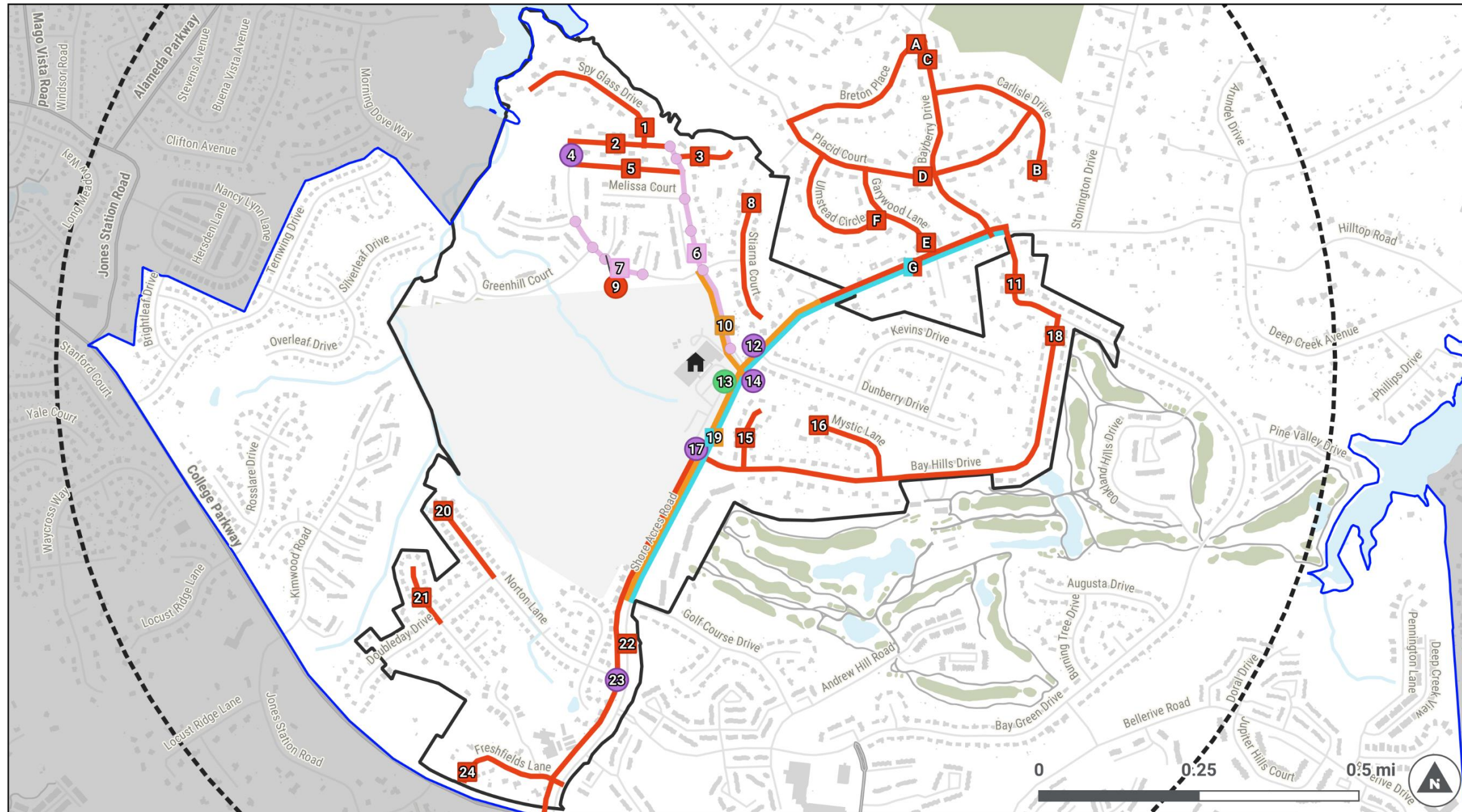
- No pedestrian- or bicyclist-involved crashes occurred within the walk zone.

Broadneck Elementary School - Pedestrian and Bicycle Crashes



Infrastructure Recommendations Section

Broadneck Elementary School - Recommendations



- | | | | |
|--|---|--|--|
| <ul style="list-style-type: none"> School Walk Zone Attendance Boundary 1-mile Buffer Paths and Trails | <p>Spot Recommendations</p> <ul style="list-style-type: none"> Access Management Bicycle Rack Intersection or Crossing School Zone Signs and Pavement Markings | <ul style="list-style-type: none"> Sidewalk Speed Management Other Recommendations | <p>Segment Recommendations</p> <ul style="list-style-type: none"> 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	Spy Glass Dr (Pride of Baltimore Dr to end)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$103,133	Long
2	Pride of Baltimore Dr (Forked Creek Rd to end)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$65,864	Long
3	Saber Ln (Forked Creek Rd to end)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$36,358	Long
4	Greenhill Rd at end	Curb ramp	West ramp missing	Install new ramp	\$4,000	Medium
			East ramp lacks detectable warning surface, ramp is too steep	Reconstruct or repair existing ramp	\$4,000	
5	Paved trail (Greenhill Rd to Forked Creek Rd)	Sidewalk (This is a paved trail that may provide a more direct connection to Forked Creek Rd)	Path cracked, uplifted	Reconstruct or repair path	\$37,115	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

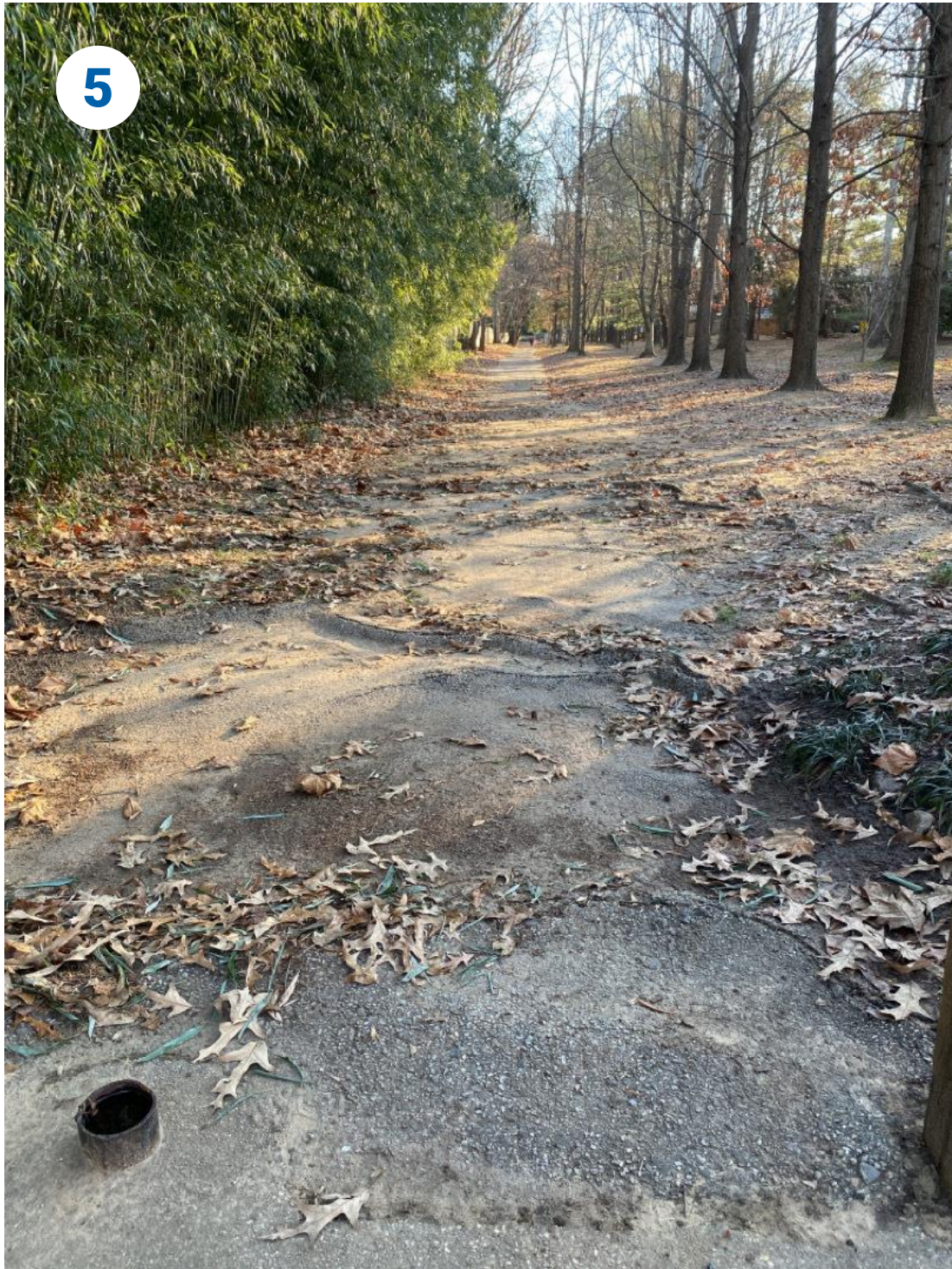
Provide pedestrian and bicycle safety education to students. Conduct age-appropriate education regularly (e.g., annually). Provides opportunities for skills practice. This works best integrated into PE or Health curriculum.

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

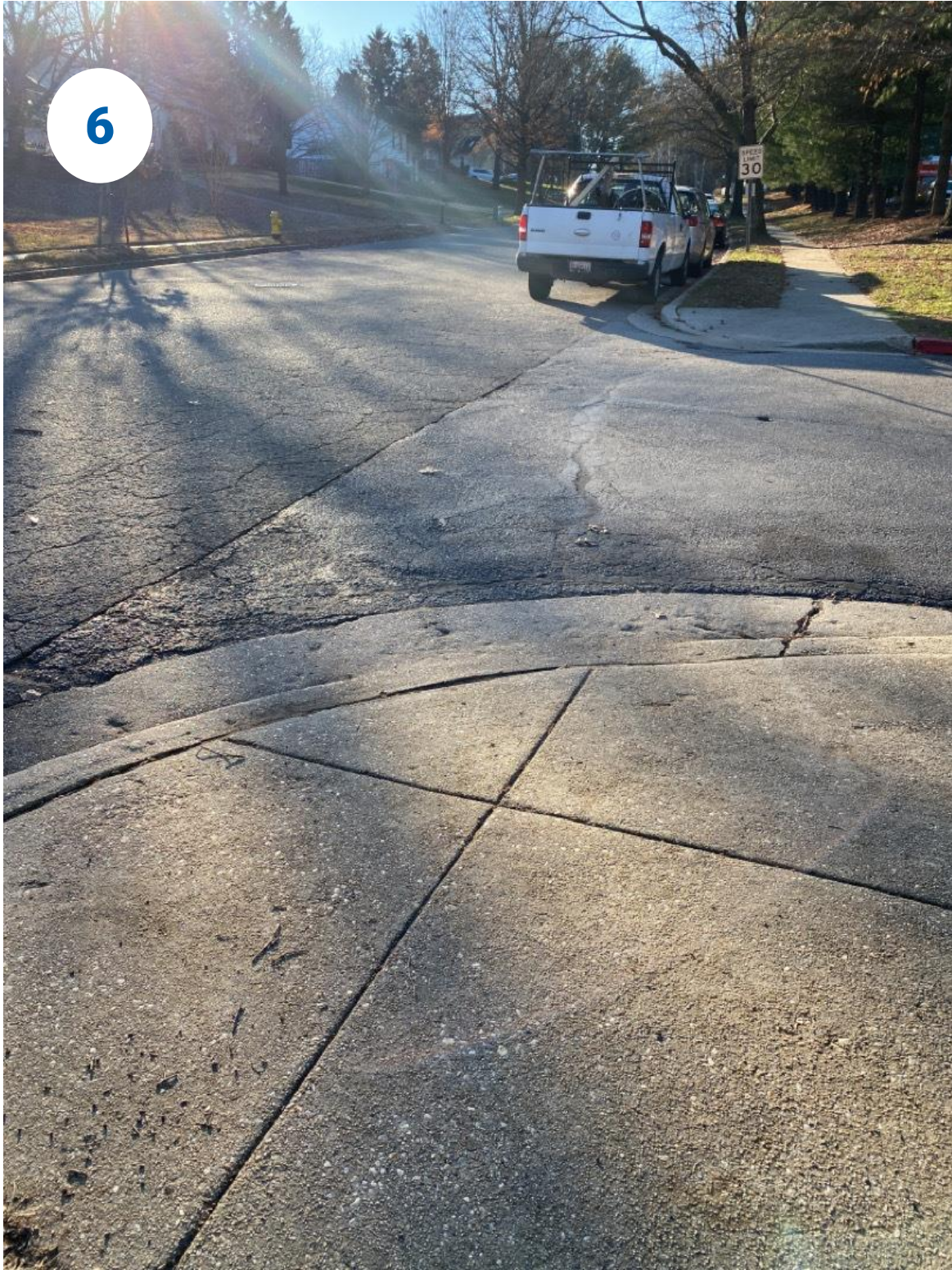
Conduct parent and staff safety education campaign. Distribute information packets to parents and school staff at the beginning of the school year with arrival/dismissal maps, rules and procedures for arrival/dismissal, and general safety info. Emphasize driving safely, being alert for pedestrians and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



Trail between Greenhill Road and Forked Creek Road



Crossing Melissa Street at Forked Creek Road

Next Steps



DPW & YOU

Making a difference, together

- 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,
please visit
<https://tinyurl.com/srtsaacounty>

Adam Greenstein
pwgree08@aacounty.org
410-222-7543

QUESTIONS OR COMMENTS?

SUBMIT USING

