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

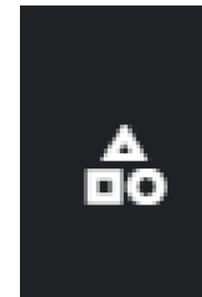
October 12, 2023

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 'SRTS Virtual Public Meetings - Schedule and Links.pdf', 'Accessibility Study Report - Waugh Chapel ES.pdf', and 'Accessibility Study Report - Broadneck ES.pdf'.

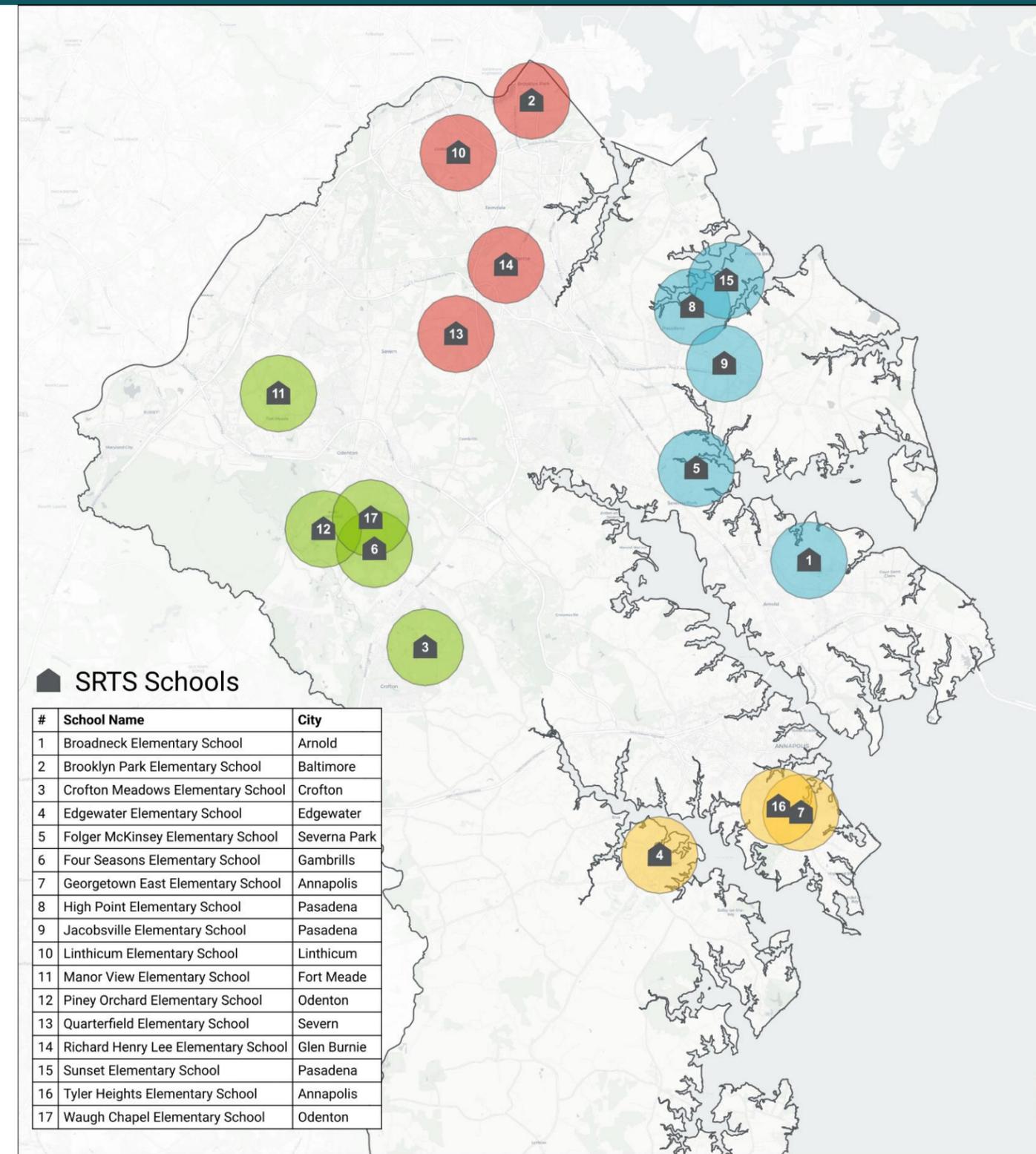
To view full report and provide input,
please visit
<https://tinyurl.com/srtsaacounty>

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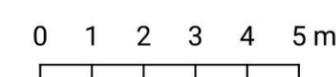
Anne Arundel Safe Routes to School Accessibility Study

- 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

Crofton Meadows Elementary Accessibility Study

Report findings are derived from:

School site visits	<ul style="list-style-type: none">• Observed school arrival and dismissal – November 15, 2022• Assessed pedestrian and bicycle infrastructure within school walk zone and roads immediately adjacent (as connectivity allows) – November 15, 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

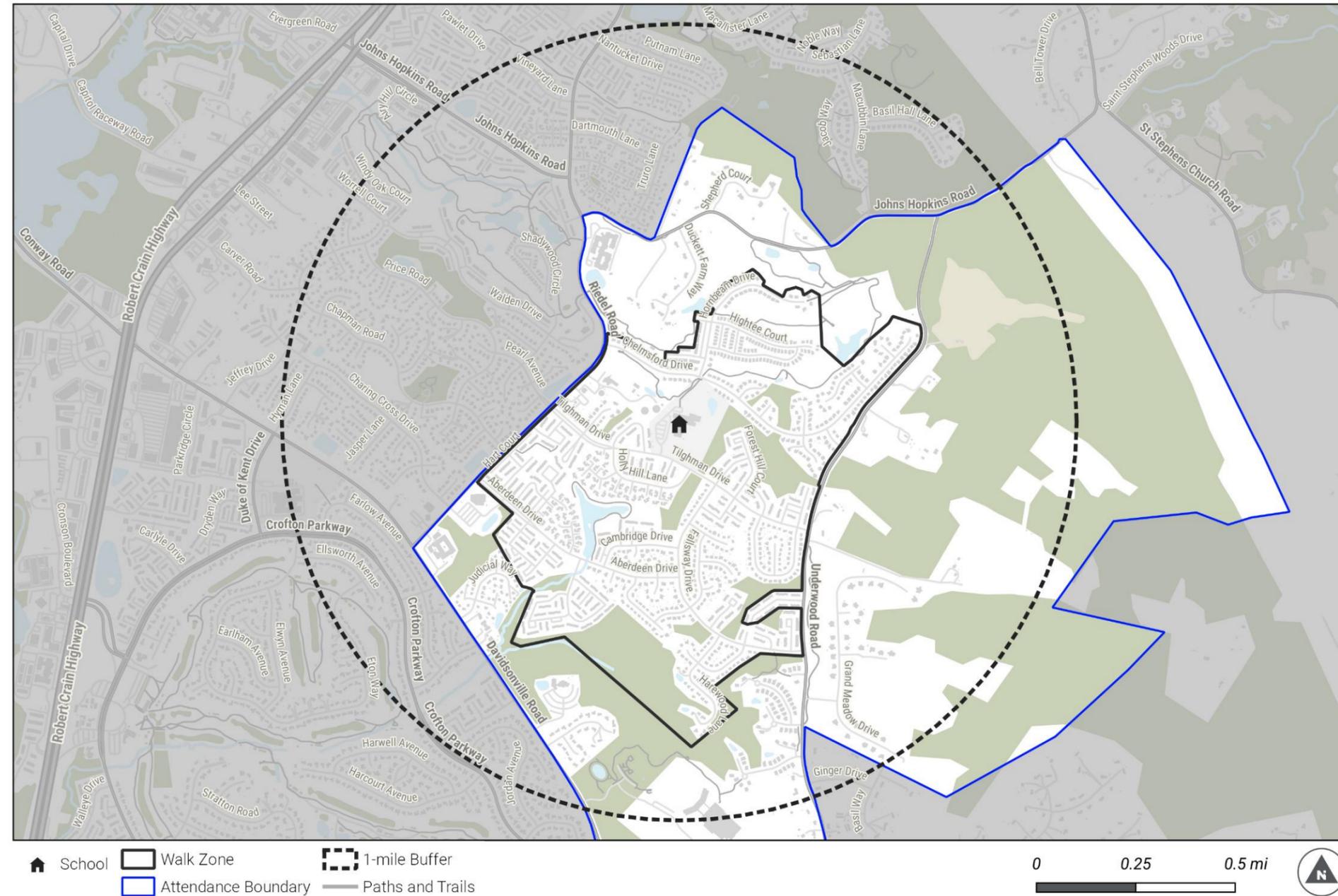
1. School overview
2. Parent-reported student travel modes and barriers
3. Arrival and dismissal observations
4. Existing infrastructure conditions
5. Crash data
6. Infrastructure recommendations
7. Programmatic recommendations
8. Appendix: Infrastructure recommendation photos

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School Overview Section

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

Crofton Meadows 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	7
¼ mile – ½ mile	12
½ mile – 1 mile	13
1 mile – 1 ½ miles	6
>1 ½ miles	2

Crofton Meadows Elementary - 41 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)



One of the crossing guards is stationed at the intersection of Chelmsford Drive and Hornbeam Drive

Crash Data (2017 – 2021)

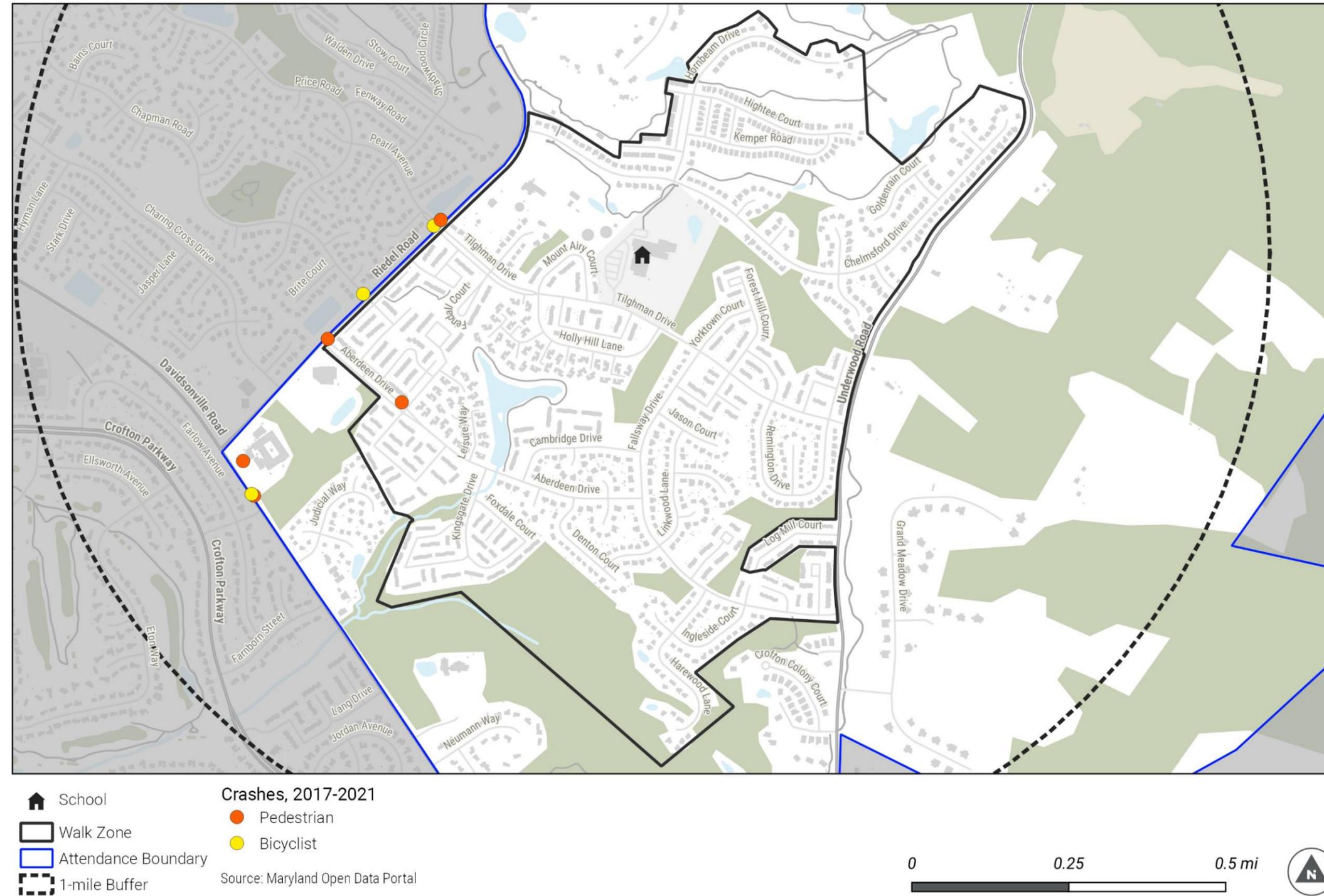
Crashes within 1-mile radius of the school:

- 221 total crashes (all modes), one fatality
- Eight pedestrian-involved crashes, all resulting in injury
- Four bicyclist-involved crashes, three resulting in injury

Pedestrian and bicyclist crashes within the walk zone:

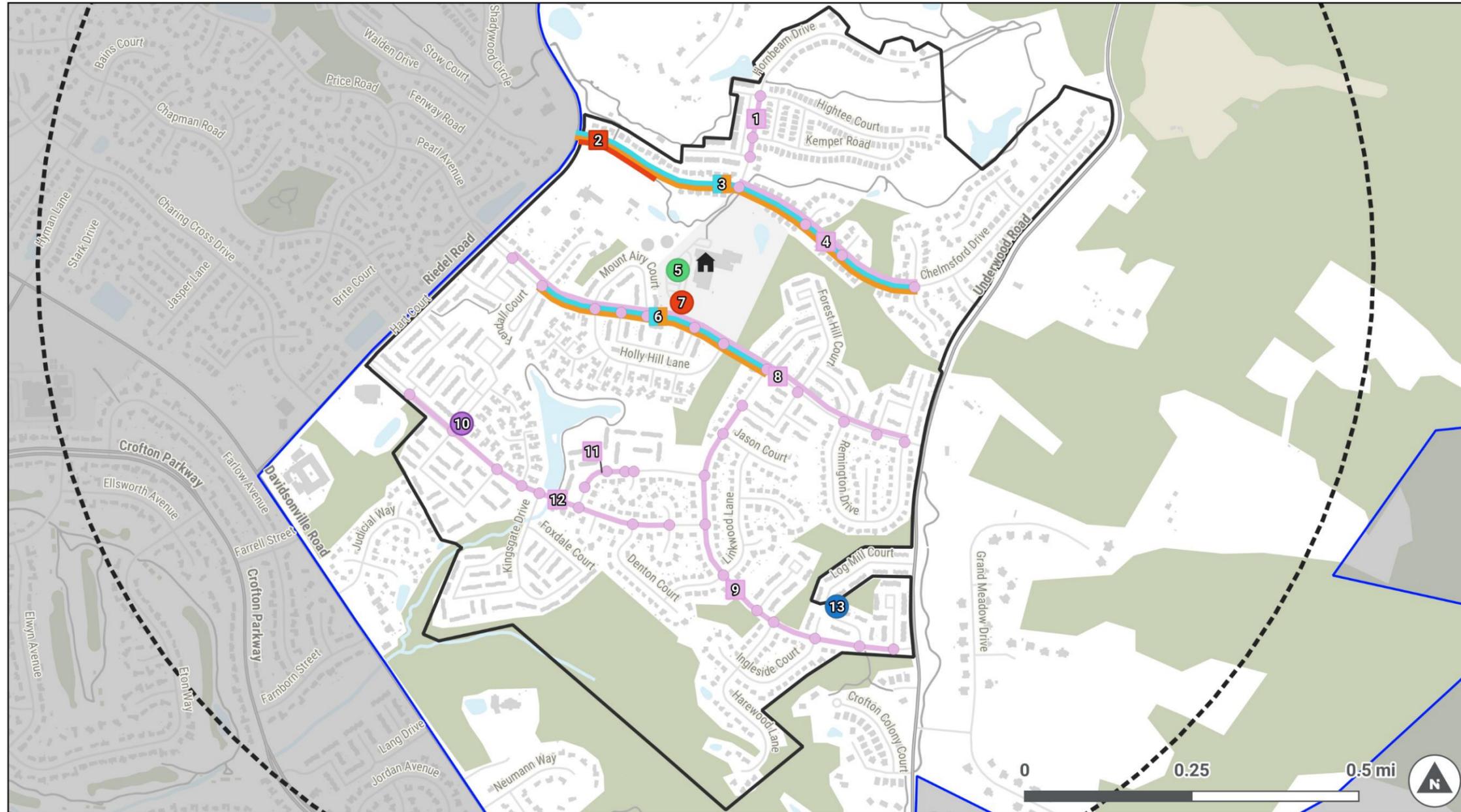
- One pedestrian-involved crash occurred in the walk zone on Aberdeen Drive just east of Riedel Road.

Crofton Meadows Elementary School - Pedestrian and Bicycle Crashes



Infrastructure Recommendations Section

Crofton Meadows 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	Hornbeam Dr (Hightee Ct to Chelmsford Dr) (Along key student walking route)	1a. Curb Ramp	All curb ramps lack detectable warning surfaces	Reconstruct or repair existing ramps for the side street crossings of Hightee Ct/Short Putt Ct, Kemper Rd, Dog Leg Ct	\$40,000	Medium
		1b. Crosswalk	Crossings of side streets are unmarked No stop bars across side streets	Install new standard crosswalks for the side street crossings of Hightee Ct/Short Putt Ct, Kemper Rd, and Dog Leg Ct, Mark new stop bars	\$2,000	Short
2	Chelmsford Dr (near Riedel Rd) (Along key student walking route)	Sidewalk	Gap in sidewalk network on south side of Chelmsford Dr	Install new sidewalk**	\$28,585	Long
3	Chelmsford Dr (Riedel Rd to Thistle Brooke Ct) (Along key student walking route, Inside school zone)	School Zone Signs and Pavement Markings	SCHOOL pavement marking, school zone sign, and school zone speed limit sign missing	Expand school zone and enhance signage per MdMUTCD part 7 - Install new SCHOOL pavement marking - Install new school zone signs (begin/end) - Install and new school zone speed limit sign. Consider reducing school zone speed limit to 20mph	\$1,000 \$1,000 \$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.

Additional Considerations

While few houses currently exist east of Underwood Road, lack of pedestrian and bicycle facilities on this road would present a barrier to active transportation if future development occurs. For long-term planning, the County could explore adding sidewalks and bike lanes or a shared use path on Underwood Road.

Note that houses along the Judicial Way cul-de-sac southeast of the current walk zone fall at or beyond a one-mile walk distance from the school but if a connection were made across private properties students living in this area may be able to bicycle to school. Similarly, houses along Crofton Colony Court fall at or beyond a one-mile walk distance from the school. Informal paths are shown on County GIS data that appear to connect Crofton Colony Court to Fallsway Drive, and if enhanced may provide a bicycle connection for school travel.



View of Underwood Road via Google Maps

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



The intersection of Hornbeam Drive and Hightee Court – part of recommendation corridor.



A gap in the sidewalk on Chelmsford Drive near Riedel 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

