



DPW & YOU

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

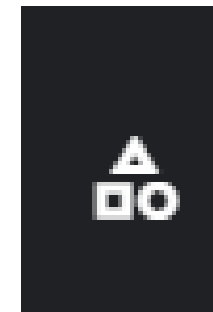
October 16, 2023

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.

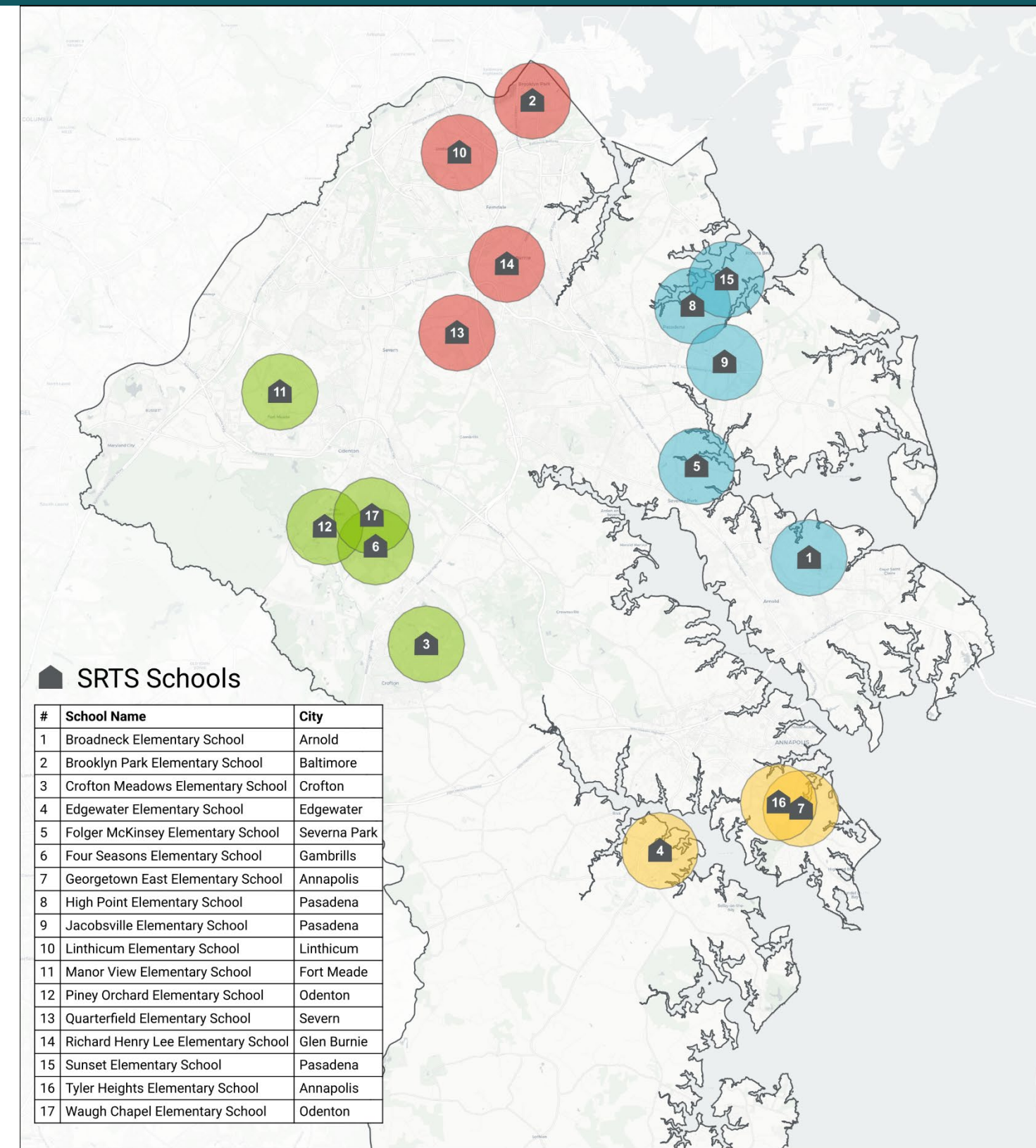
To view full report and provide input,
please visit
<https://tinyurl.com/srtsaacounty>

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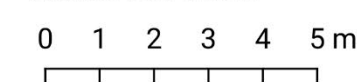
Anne Arundel Safe Routes to School Accessibility Study

- 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

High Point Elementary Accessibility Study

Report findings are derived from:

School site visits	<ul style="list-style-type: none">• Observed school arrival and dismissal – January 10, 2023• Assessed pedestrian and bicycle infrastructure within school walk zone and roads immediately adjacent (as connectivity allows) – January 10, 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

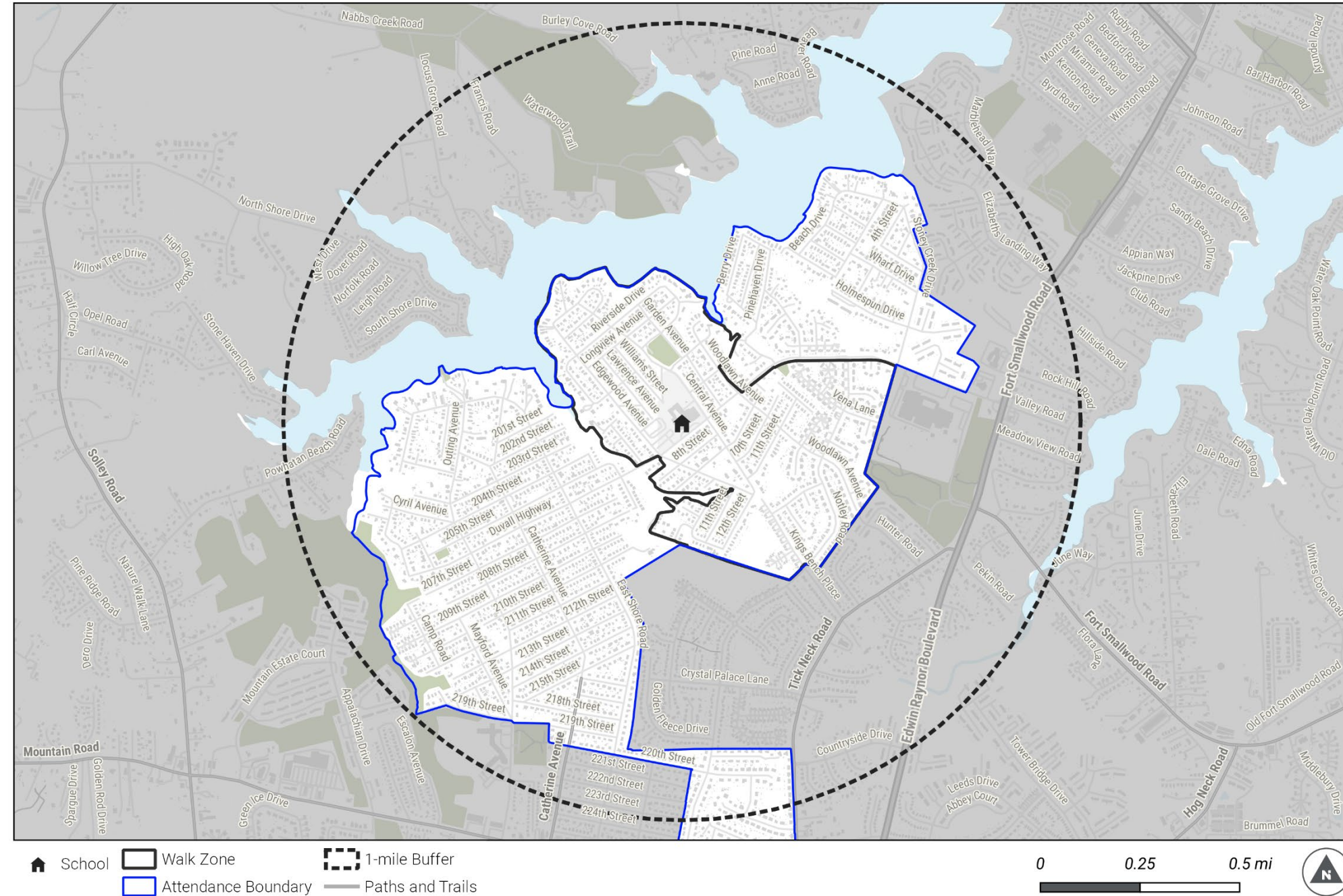
1. School overview
2. Parent-reported student travel modes and barriers
3. Arrival and dismissal observations
4. Existing infrastructure conditions
5. Crash data
6. Infrastructure recommendations
7. Programmatic recommendations
8. Appendix: Infrastructure recommendation photos

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School Overview Section

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

High Point 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	9
¼ mile – ½ mile	13
½ mile – 1 mile	11
1 mile – 1 ½ miles	11
>1 ½ miles	3

High Point Elementary - 48 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)



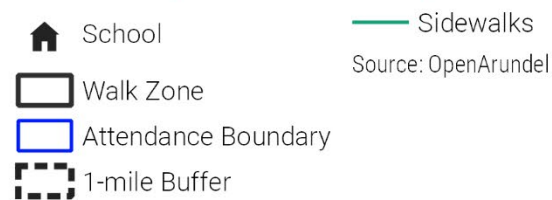
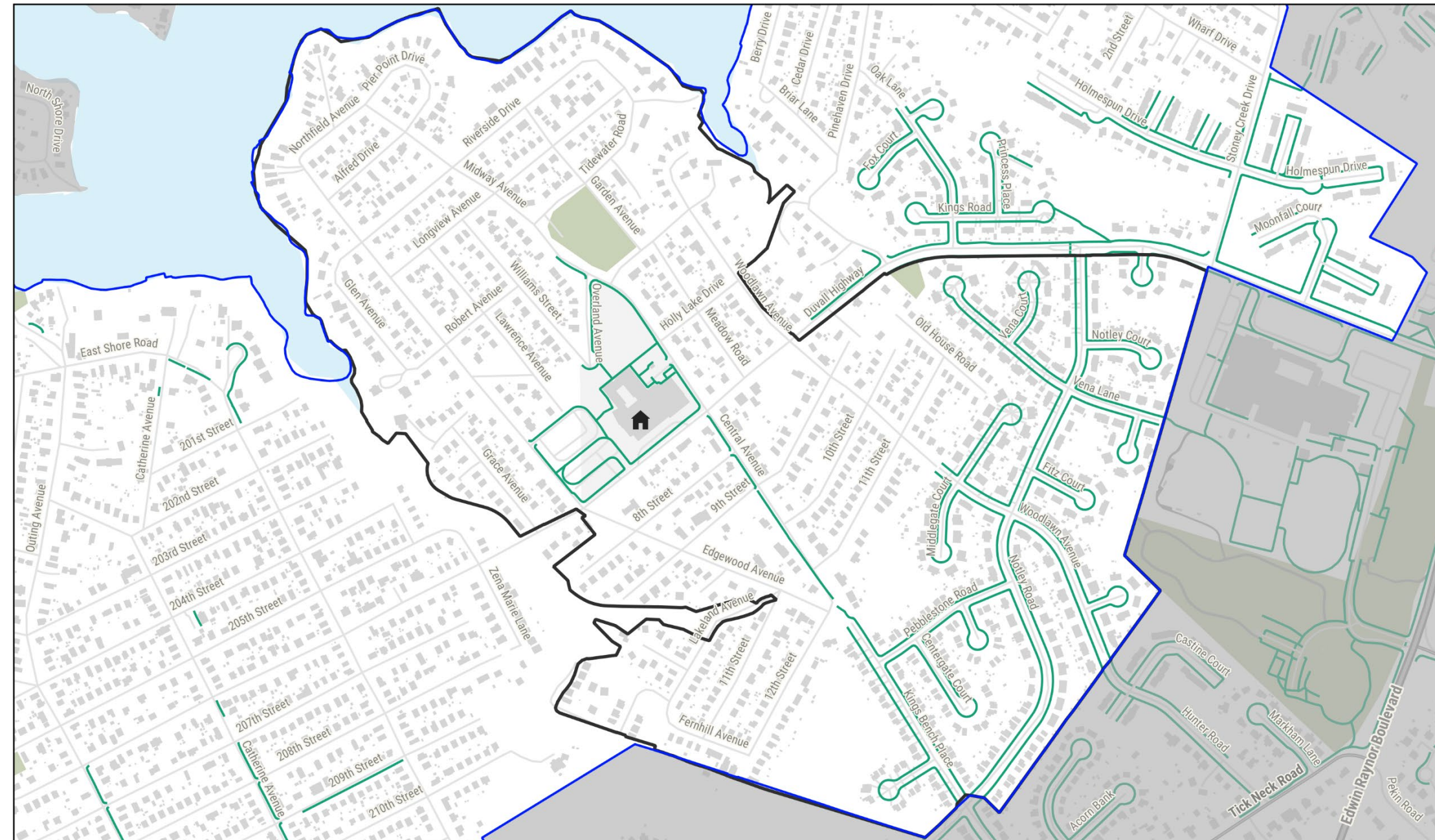
Crossing guard at Duvall Highway and Edgewood Ave

Existing Infrastructure Conditions Section

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

**Existing, planned, or programmed*

High Point Elementary School - Existing Sidewalk Network



Crash Data (2017 – 2021)

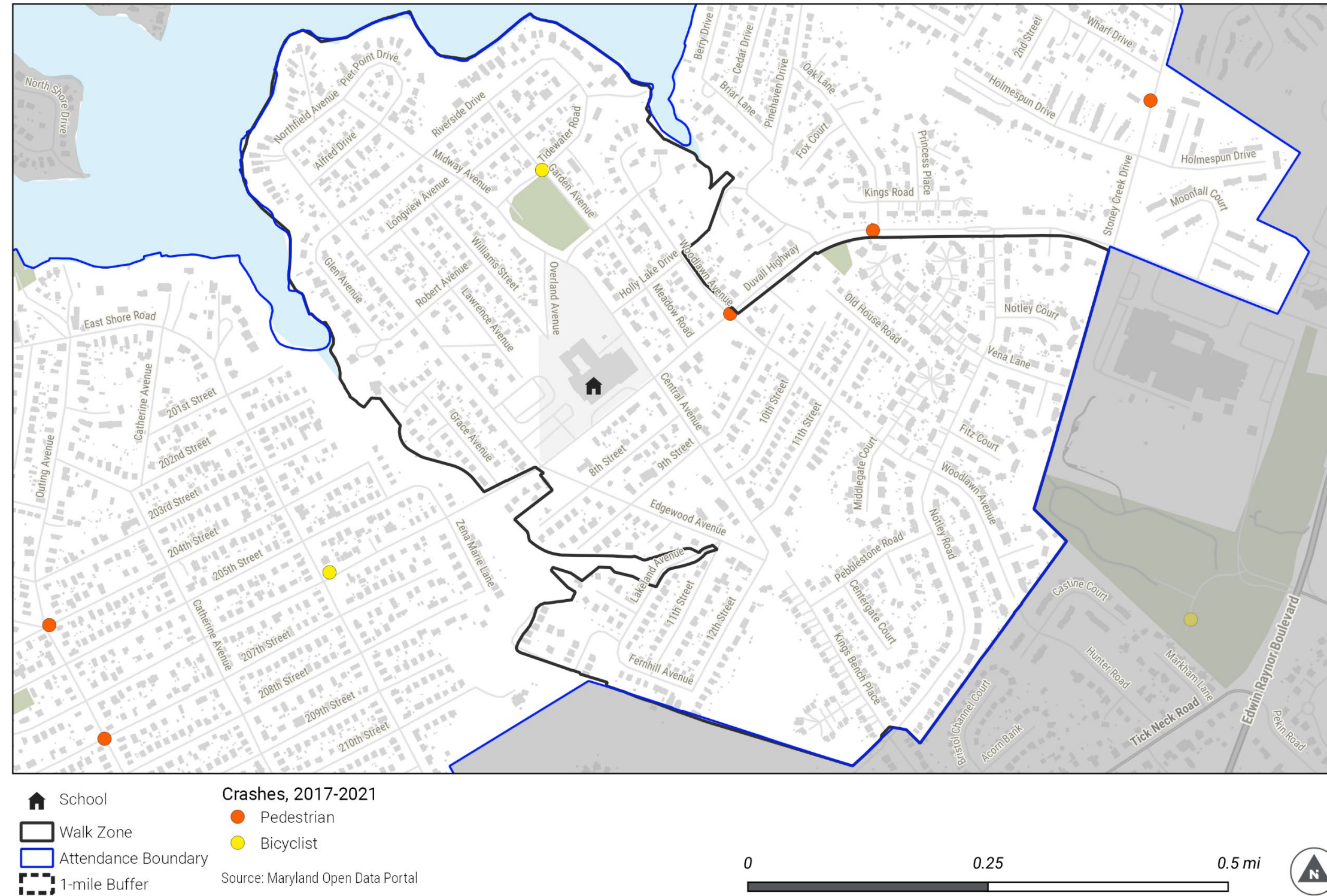
Crashes within 1-mile radius of the school:

- 405 total crashes (all modes)
- Nine pedestrian-involved crashes, seven resulting in injury, one fatality
- Three bicyclist-involved crashes, two resulting in injury

Pedestrian and bicyclist crashes within the walk zone:

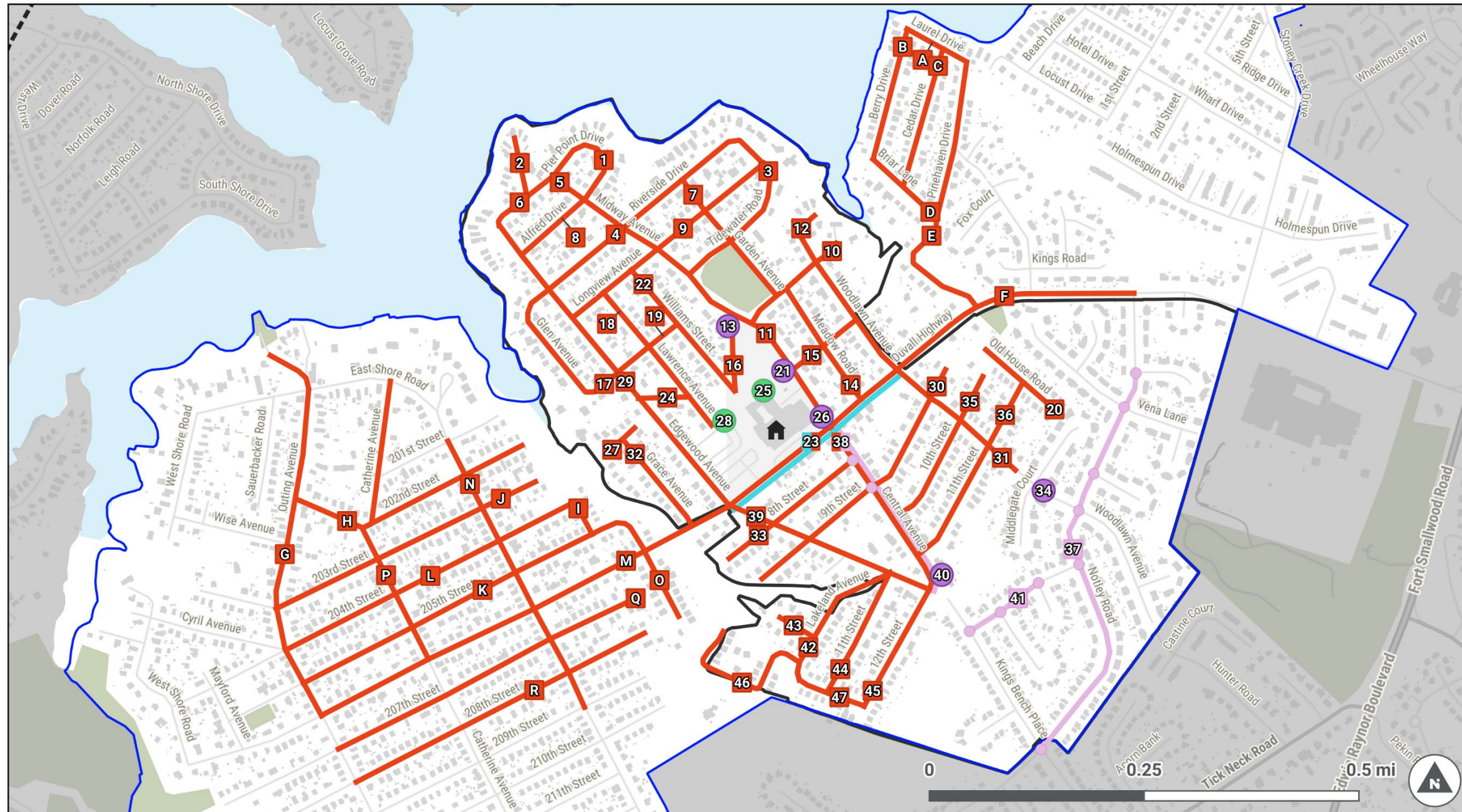
- One pedestrian-involved crash and one bicyclist-involved crash occurred in the walk zone.

High Point Elementary School - Pedestrian and Bicycle Crashes



Infrastructure Recommendations Section

High Point 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	Pierpoint Dr (Northfield Ave to Midway Ave)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$58,284	Long
2	Pine Knob Rd (Northfield Ave to end)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$29,277	Long
3	Tidewater Rd (Riverside Dr to Central Ave)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$72,867	Long
4	Riverside Dr (Edgewood Ave to Tidewater Rd)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$135,916	Long
5	Midway Ave (Northfield Ave to Riverside Dr) (Along key student walking route)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$2,872	Long
6	Northfield Ave (Midway Ave to Edgewood Ave)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$36,384	Long
7	Garden Ave (Beechwood Ave to Riverside Dr)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$73,597	Long
8	Alfred Dr (Midway Ave to Edgewood Ave)	Sidewalk	Missing sidewalk (both sides)	Install new sidewalk**	\$40,836	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



Pierpoint Drive



Pine Knob Drive

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

