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ANNE ARUNDEL COUNTY PUBLIC SCHOOLS

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

August 17, 2023

Anne Arundel Safe Routes to School Accessibility Study

Anne Arundel County (AACO) and Anne Arundel County Public Schools (AACPS) recognize that schools are vital community resources. To improve safety and transportation choices for all residents, the County and school district partnered to conduct a Safe Routes to School Accessibility Study at 17 schools identified in *Move Anne Arundel!*, the County's Transportation Functional Master Plan.

The studies were overseen by a Project Management Team consisting of County, State and School District representatives. They focused on infrastructure within the school walk zone but also assessed opportunities within the school attendance area to expand active transportation to school.

Studies were conducted October 24, 2022 through February 8, 2023, and included one-day site visits to observe school arrival and dismissal and to assess existing walking and bicycling infrastructure. Surveys were also conducted to assess travel modes and barriers to walking or bicycling to and from school.

This report summarizes existing conditions and recommendations for added infrastructure, education, or encouragement programs to increase the number of children that could safely walk or ride bikes to school.

Crofton Meadows Elementary Accessibility Study

Report findings are derived from:

School site visits	• Observation of school arrival and dismissal conducted January 10, 2023 • Assessment of pedestrian and bicycling infrastructure within the current school walk zone and roads immediately adjacent (as connectivity allows) conducted November 15, 2022.
Parent Survey	• Administered January 26 – February 19, 2023 • Available online in English, Spanish, Chinese, and Korean • Survey link was provided via email

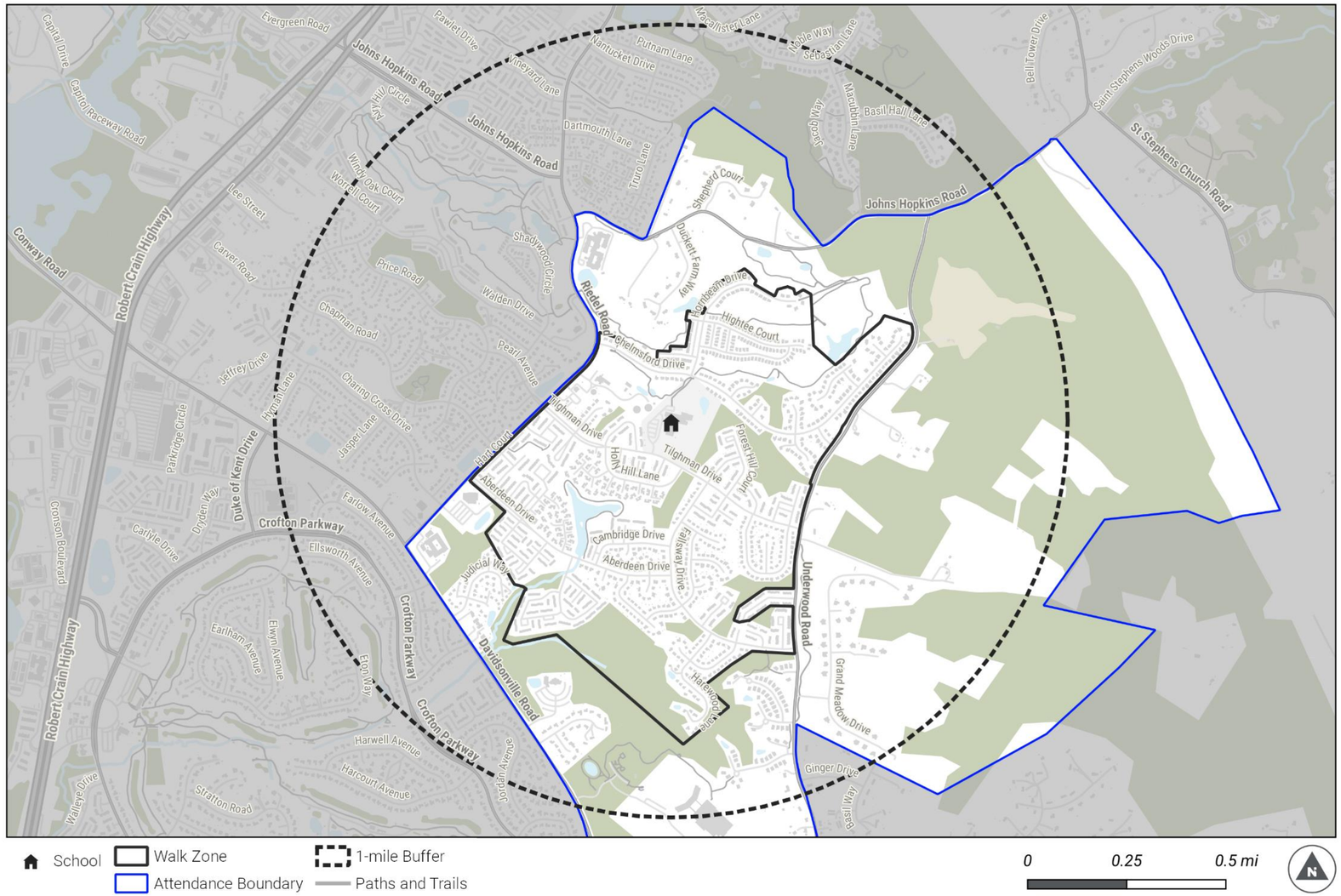
Recommendations were shared with the school community during a virtual open house in October 2023.

SCHOOL OVERVIEW

Study Area

- Field work was conducted on roads within a half mile of the school; desk-level review was conducted on roads within a one-mile radius of the school that fall within the school attendance area.
- Opportunities to expand school connectivity for pedestrians and bicyclists beyond the existing walk zone are limited.
  - Residential areas to the north of the walk zone are separated by a private golf course.
  - Attendance areas to the south and east are constricted by natural barriers and a lack of sidewalks on Underwood Road.
  - Residential areas to the west of the existing walk zone are outside of the attendance area.

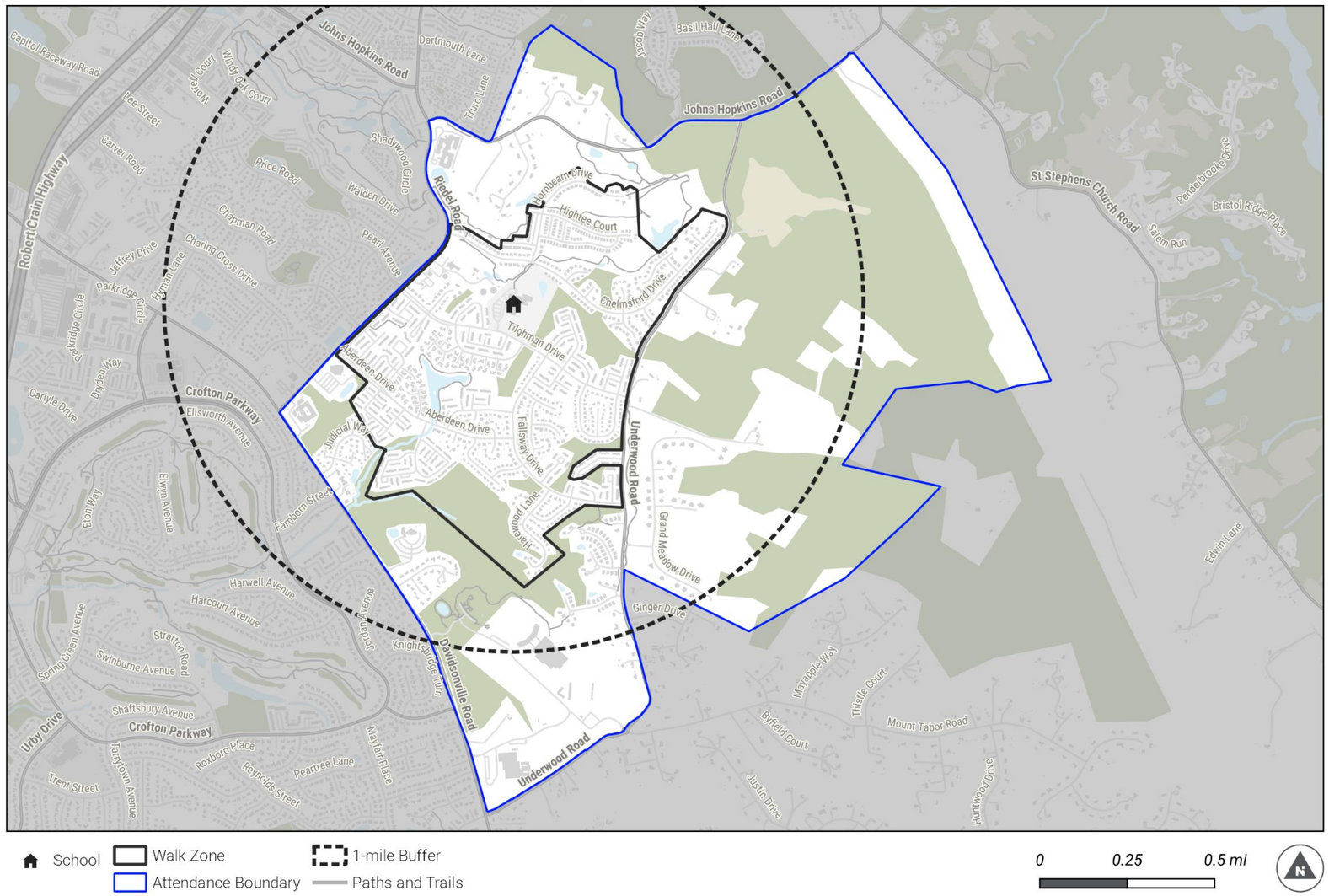
Crofton Meadows Elementary School - 1-mile Radius



Student Attendance Area and Enrollment

- Crofton Meadows Elementary School serves 574 students in grades PreK-5.
- 7% of students are registered for bus transportation*

Crofton Meadows Elementary School - Attendance Boundary

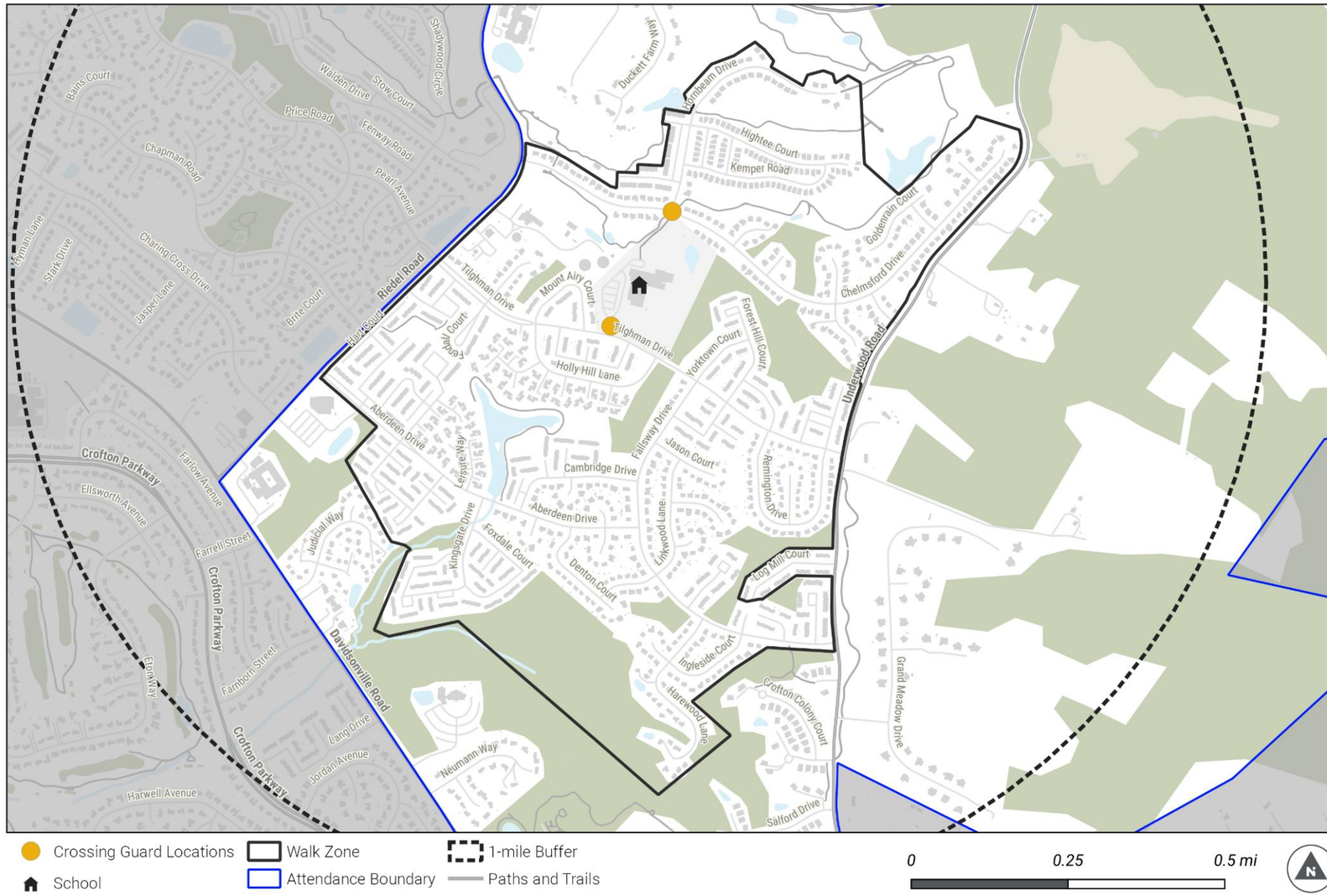


*AACPS provides transportation from designated bus stops for students who reside within the school's attendance area. At elementary schools, transportation is provided for Pre-K students who live more than ½ mile from school, Kindergarten students who live more than ½ mile from school, and students of all other grades who live more than one mile from school.
Source: AACPS 2022-2023 Parent Handbook

School Location and Layout

- Crofton Meadows Elementary School is located off Tilghman Drive between Riedel Road and Underwood Road in Crofton, MD.
- The school is located within a residential neighborhood, surrounded by housing on the north and south, and natural area and a golf course on the east and west.
- The area contains a combination of single and multifamily housing, with a windy and somewhat disconnected street network.
- Tilghman Drive is a neighborhood street with a posted speed limit of 25 mph.

Crofton Meadows Elementary School - Walk Zone



School Access

Walkers and Bicyclists:

- Walkers and bicyclists access the school via Tilghman Drive and a path on the north end of the school property connecting to Chelmsford Drive.

Buses:

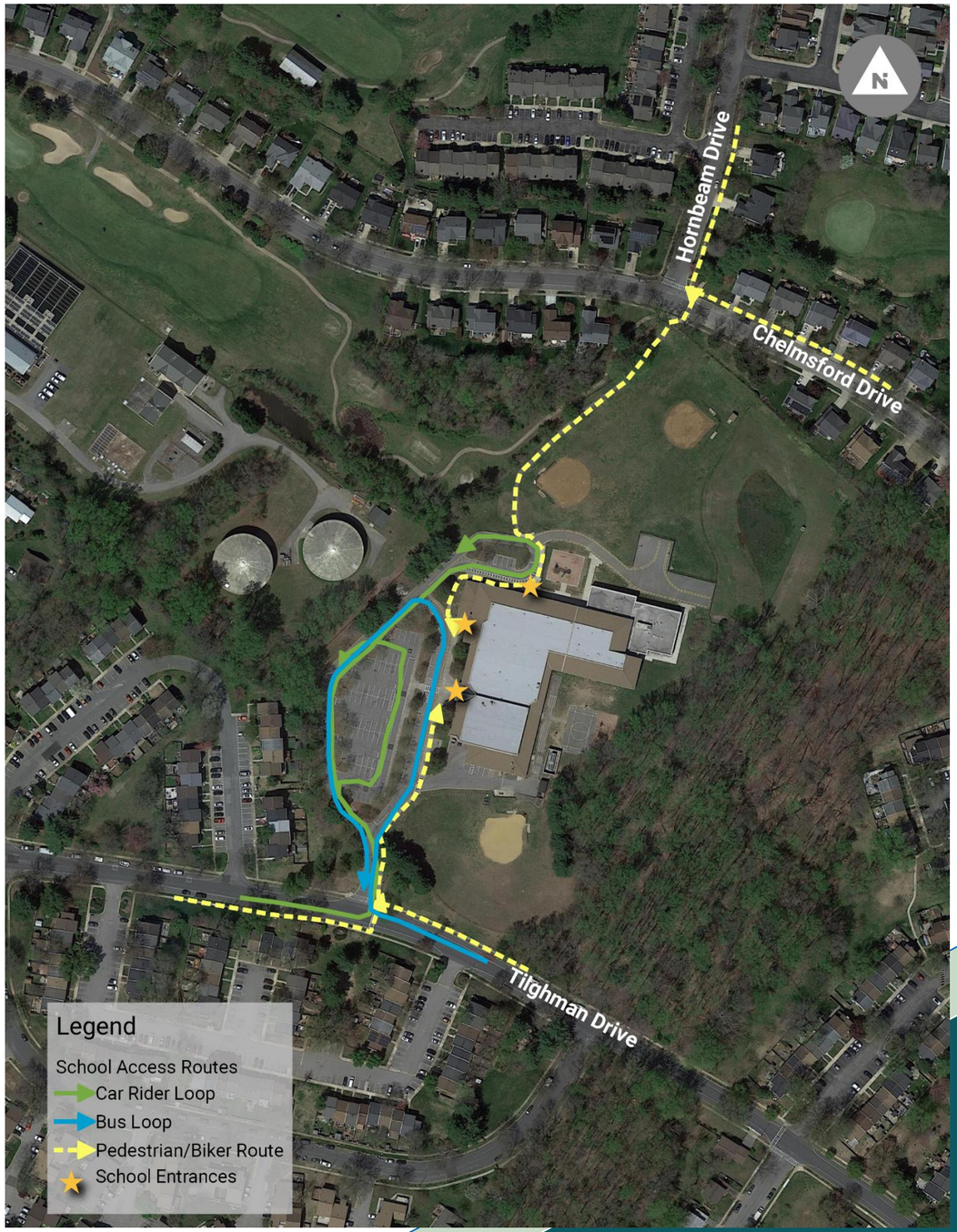
- Buses access the school via Tilghman Drive and deboard/board in the outer driveway loop in front of the school's main entrance.

Parent/Guardian Drop-Off:

- Parents/guardians drop-off Grade 1-5 students in a drop-off line that runs through the inner driveway loop in front of the school's main entrance and around the school parking lot. Pavement markings direct drivers.
- Kindergarten parents use same driveway but bypass the school parking lot to access a northern drop off loop near a separate entrance for Kindergarteners.

Staff Vehicles:

- Staff who drive access the school Tilghman Drive and park in a staff parking lot to the west of the school.



PARENT-REPORTED STUDENT TRAVEL MODES & BARRIERS

Crofton Meadows Elementary - Parent Survey Response Overview

- 41 total survey responses received*
- 100% of respondents live in the area zoned to the school

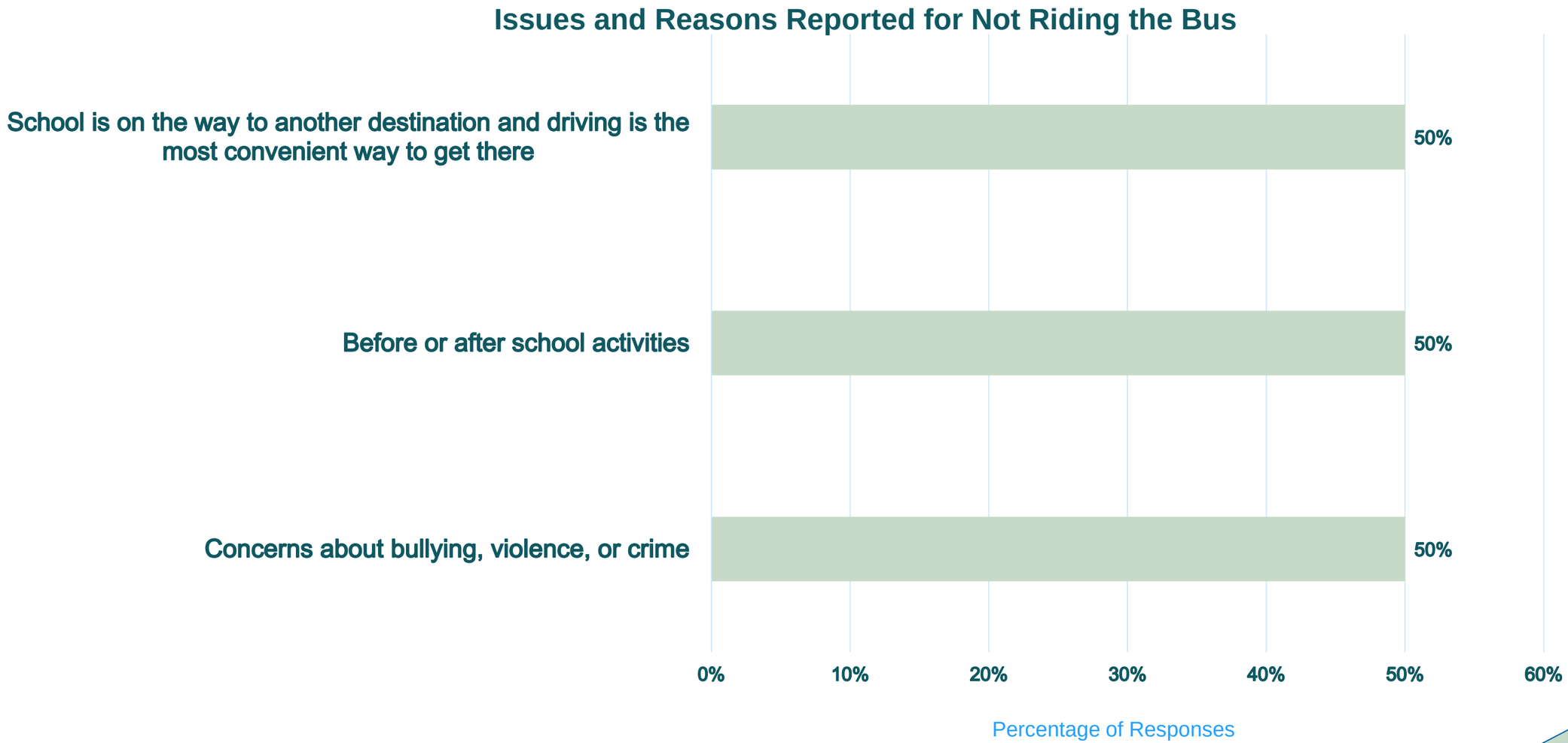
Reported Distance from Home to School	
Distance	Number of Respondents
< ¼ mile	7
¼ mile – ½ mile	12
½ mile – 1 mile	13
1 mile – 1 ½ miles	6
>1 ½ miles	2

**Note that the survey response rate represents a fraction of the student population and may not reflect the experiences and perspectives of all families.*

Parent Survey Results

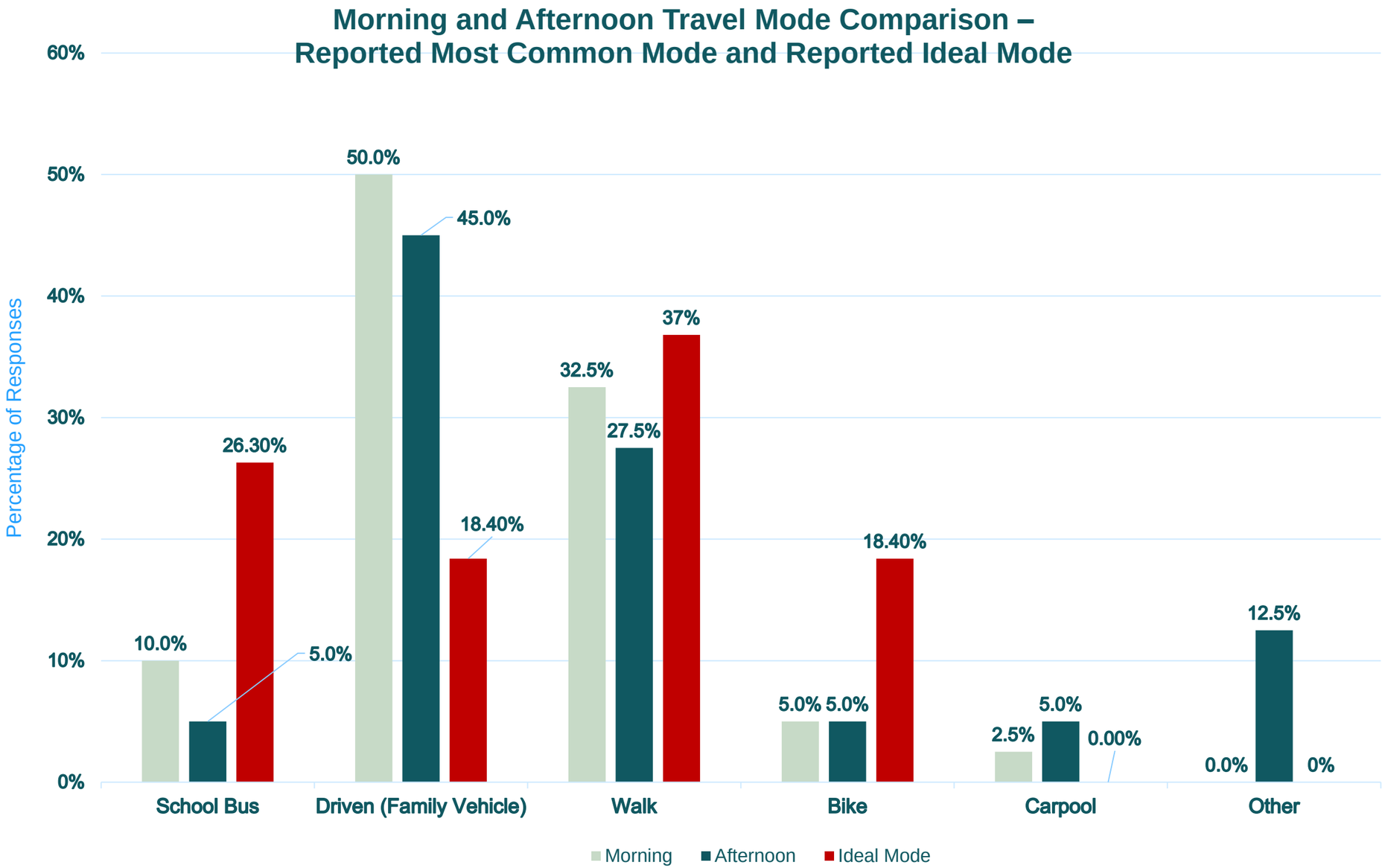
School Bus Eligibility and Use

22% of respondents reported being eligible for school bus transportation;
10% reported riding the school bus to school.



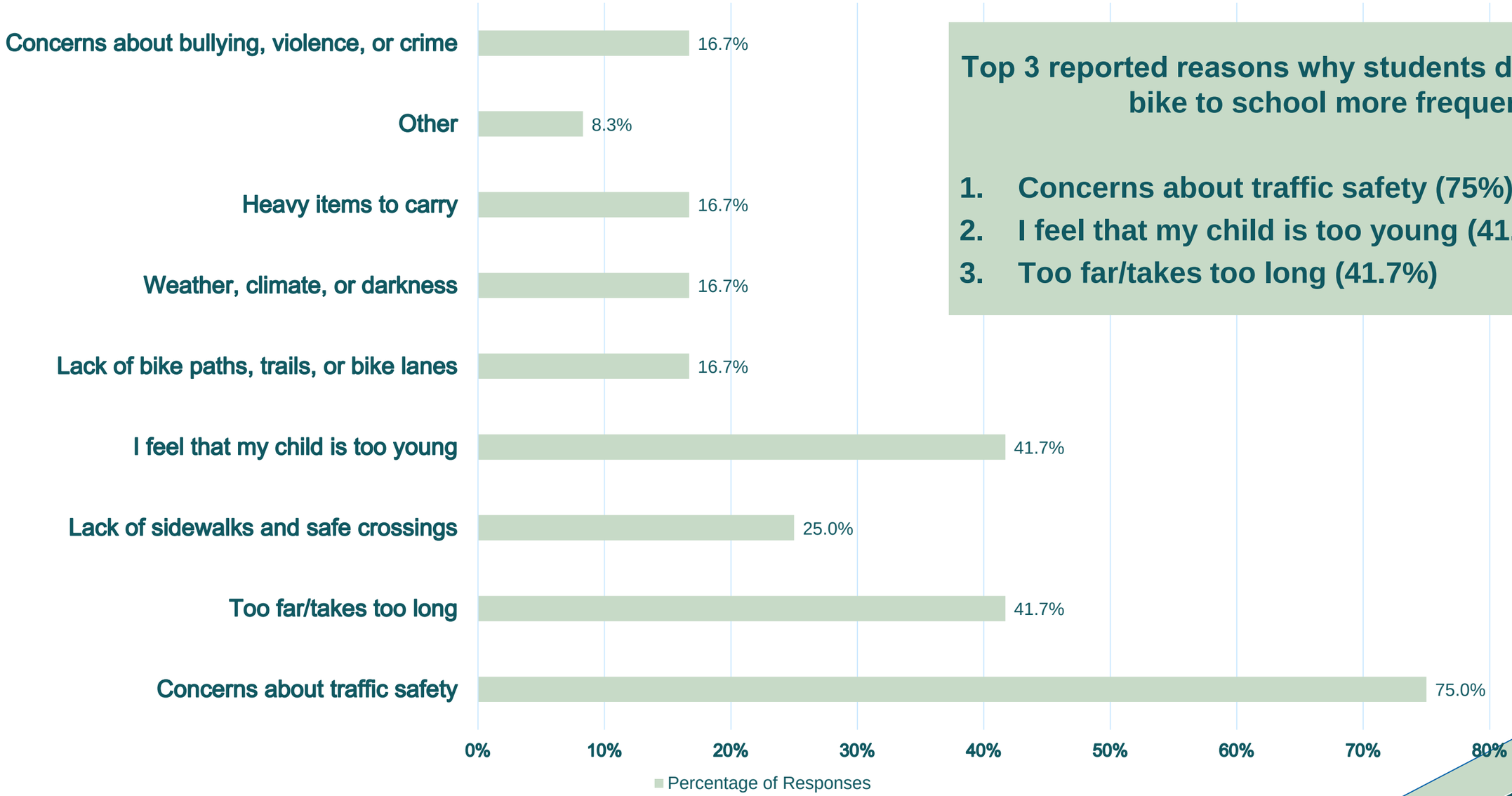
Parent Survey Results

Most Common Travel Mode versus Ideal Travel Mode



Parent Survey Results

Reported Barriers to Walking or Biking to School



Top 3 reported reasons why students don't walk or bike to school more frequently:

1. **Concerns about traffic safety (75%)**
2. **I feel that my child is too young (41.7%)**
3. **Too far/takes too long (41.7%)**

Parent Survey Results

Reported Streets Used to Walk or Bike to School

- Hornbeam Drive
- Chelmsford Drive
- Rilghman Drive
- Fallsway Drive
- Cambridge Drive
- Aberdeen Drive

ARRIVAL AND DISMISSAL OBSERVATIONS

Arrival and Dismissal Operations

School Hours:

- 8:00 am – 2:25 pm

Observation Times (November 15th):

- Arrival: 7:25 am – 8:15 am
- Dismissal: 2:15 pm – 2:45 pm

Crossing Guard:

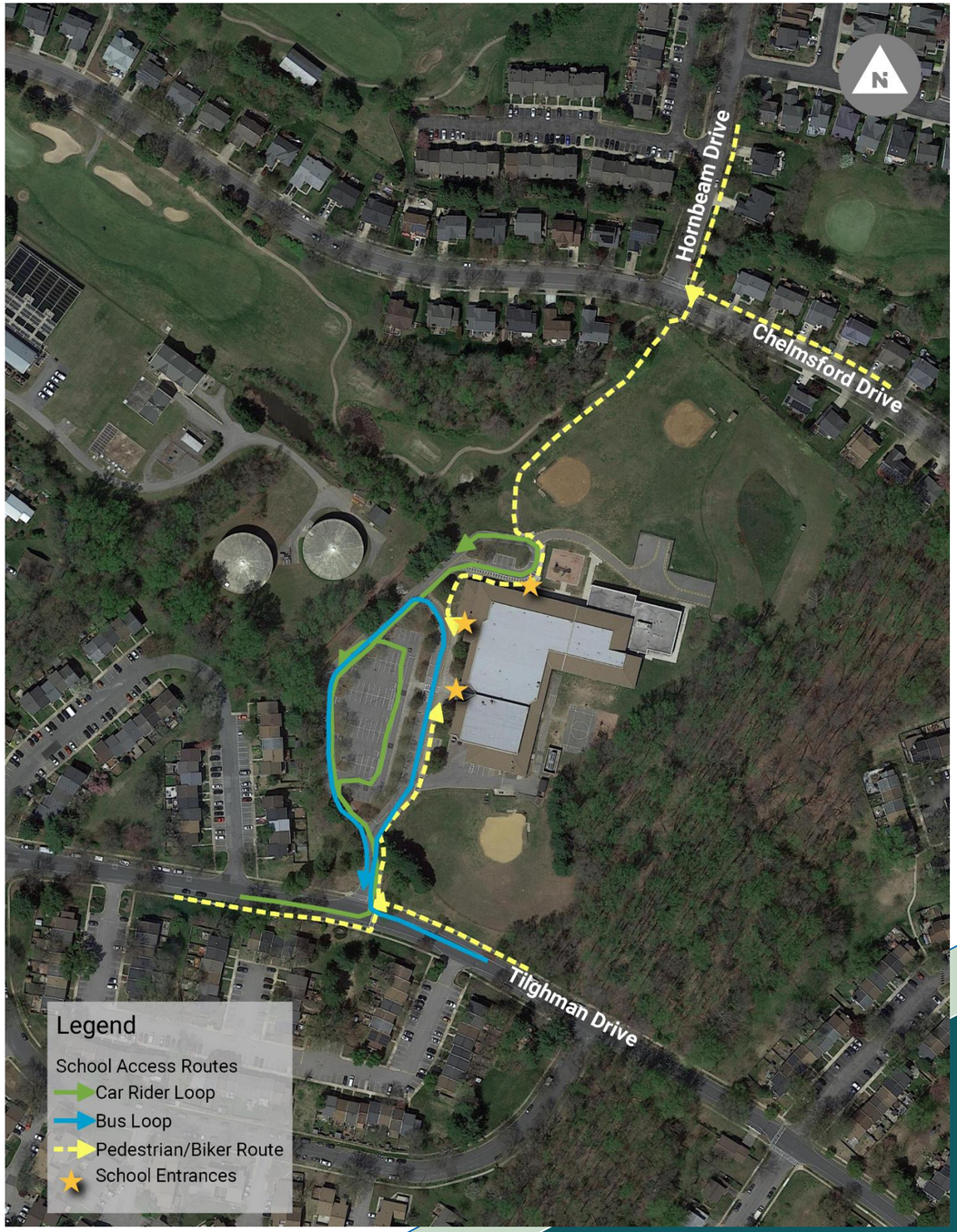
- There are two crossing guards; one is located at the intersection of Chelmsford Drive and Hornbeam Drive and the other is at the intersection of Tilghman Drive and the school driveway

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

General Observations

General Observations:

- The school driveway is located off Tilghman Drive. Vehicle access is confined to this one driveway for staff, buses, and vehicular parent drop off/pick up.
- There is a raised crosswalk across Chelmsford Drive at the intersection with Hornbeam Drive.
- Do Not Enter signs are posted on the school campus to direct vehicular traffic for student drop off and pick up
- Speeding was observed on Chelmsford Drive
- Student entrances are determined by their grade.
  - Kindergarten students use the furthest north entrance
  - 1st and 2nd graders use the lower entrance, just north of the main entrance
  - 3rd-5th graders use the main entrance.



Arrival Observations

The study team observed arrival from the following locations:

- Chelmsford Drive & Hornbeam Drive
- Tilghman Drive & school driveway

General Observations:

- School starts at 8:00 AM; most students arrived between 7:35 and 7:50 AM
- Doors open at 7:40

Walkers and Bicyclists

- Approximately 140 student walkers and two bicyclists were observed during arrival. Over half of the walkers came from the formal path connecting to Chelmsford Drive; the remainder came from Tilghman Drive in both directions.
- About half of the students who walked were accompanied by adults.
- Approximately 10 parents were observed parking on Chelmsford Drive and walking their student to school.

Many walkers at arrival were seen using this path to the school.

Arrival Observations

Bus Lane

- Buses drop off students along the outer loop in front of the school.

Parent Drop-off

- Teachers help students exit cars in the drop-off loop.
- Approximately 40-50 cars were observed using the drop off loop.

Bus drop off at the main entrance of the school (note cars are parked in marked parking spaces).

Dismissal Observations

The study team observed dismissal from the following locations:

- Intersection of Tilghman Drive and the school driveway
- Chelmsford Drive and Hornbeam Drive

General Observations:

- School ends at 2:25 PM, with most students departing between 2:30 and 2:45.
- Students exit the school from the same entrances they entered during arrival (determined by grade).

Walkers and Bicyclists:

- Walkers are dismissed last, by grade, except for kindergarten walkers who are dismissed at 2:20.
- Walker dismissal did not begin until 2:35.
- There were noticeably more walkers observed at dismissal than at arrival; approximately over 250 student walkers and 1 biker were observed during dismissal.
- While walkers were observed on all sidewalks and paths, most (approximately 175) utilized the sidewalks along Tilghman Drive.

Walkers being dismissed for the day, heading towards the path to Chelmsford Drive.

Dismissal Observations

Bus Lane

- Bus riders are dismissed first, and the bus departed before walkers are dismissed.
- Only one bus was observed picking up for dismissal

Parent Pick-up

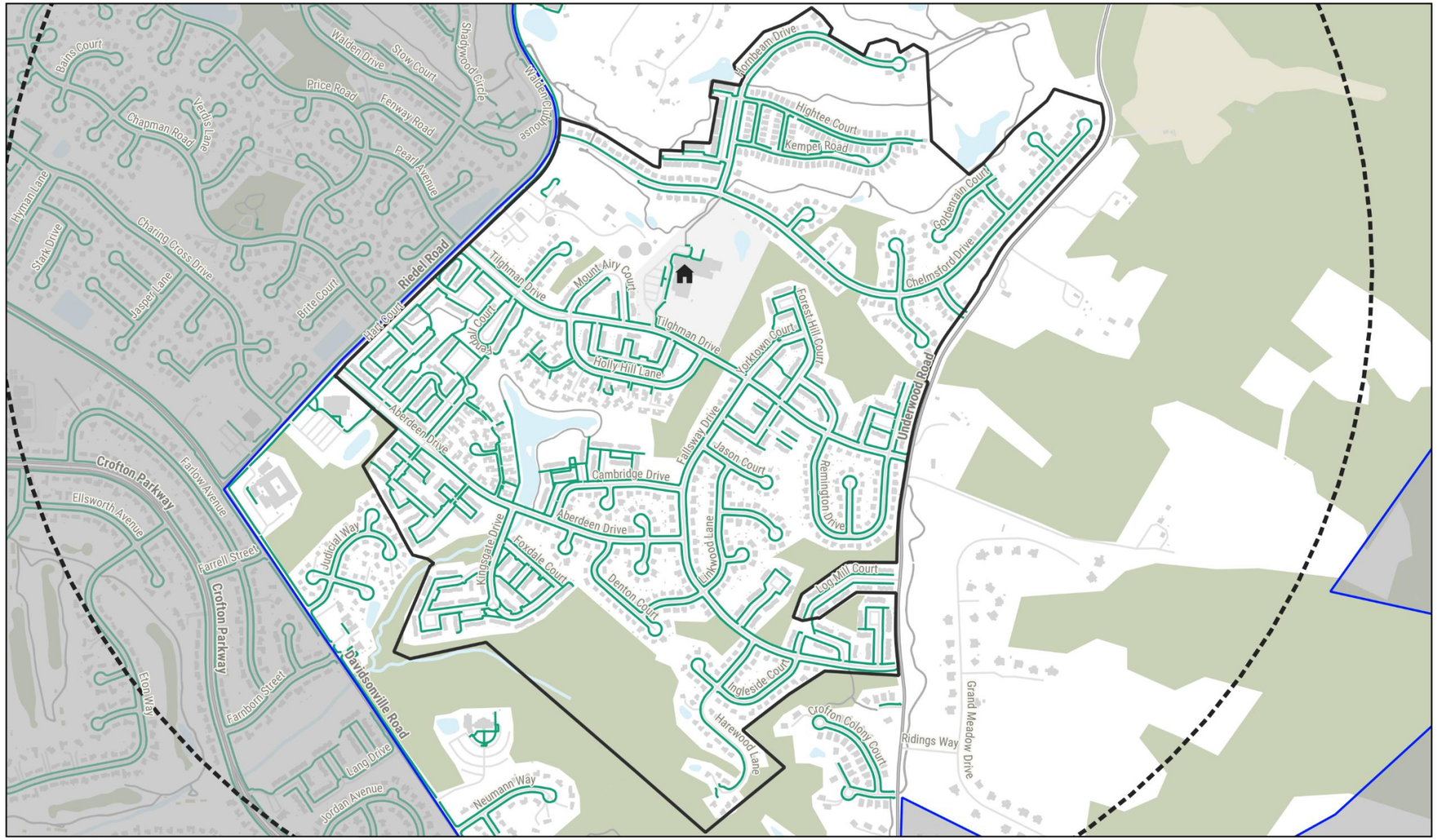
- The pick-up loop was busiest from 2:20-2:40.
- There were approximately 40 cars in line by 2:25, along with the additional kindergarten line.
- School staff assist students crossing the driveway to enter their cars.
- Student safety patrol members help kindergarten students enter cars in the kindergarten pick-up loop. School staff oversee their work.

EXISTING INFRASTRUCTURE CONDITIONS

Existing Sidewalk Network

There are sidewalks present on all roads within the walk zone, with one small gap on Chelmsford Drive just east of Riedel Road.

Crofton Meadows Elementary School - Existing Sidewalk Network



School
Walk Zone
Attendance Boundary
1-mile Buffer

Sidewalks

Source: OpenArundel

0 0.25 0.5 mi

Existing Crosswalks

There are is one marked crosswalk on the school campus for walkers and students exiting their cars and buses.

There is one raised crosswalk at the intersection of Chelmsford Drive and Hornbeam Drive.

Many crossings at intersections within the walk zone are unmarked.

Crofton Meadows Elementary School - Existing Crosswalks

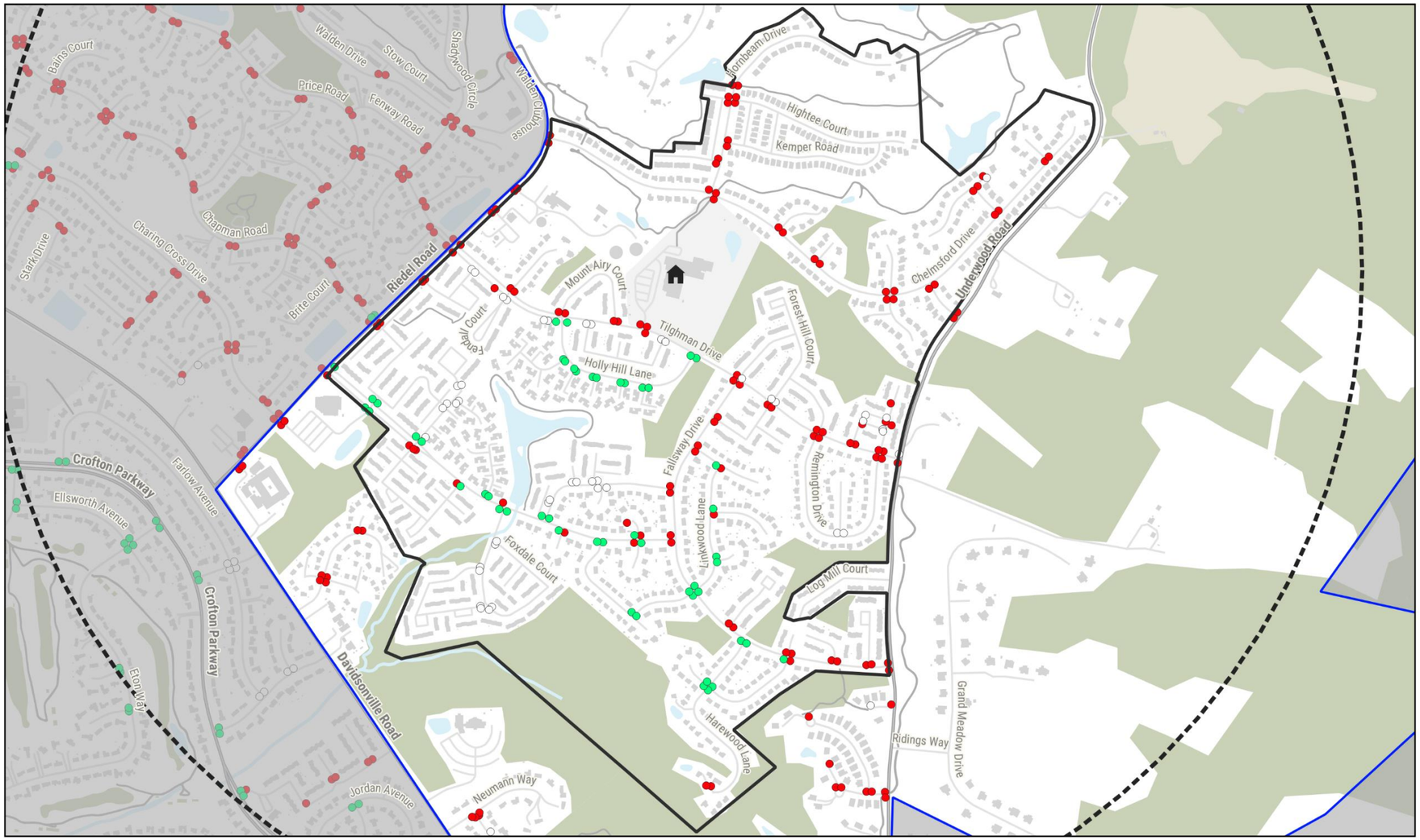
Existing Curb Ramps*

Curb ramps are located at all intersections that have sidewalks.

Many curb ramps lack detectable warning surfaces.

**Curb ramp data downloaded 9/14/22*

Crofton Meadows Elementary School - Existing Curb Ramps

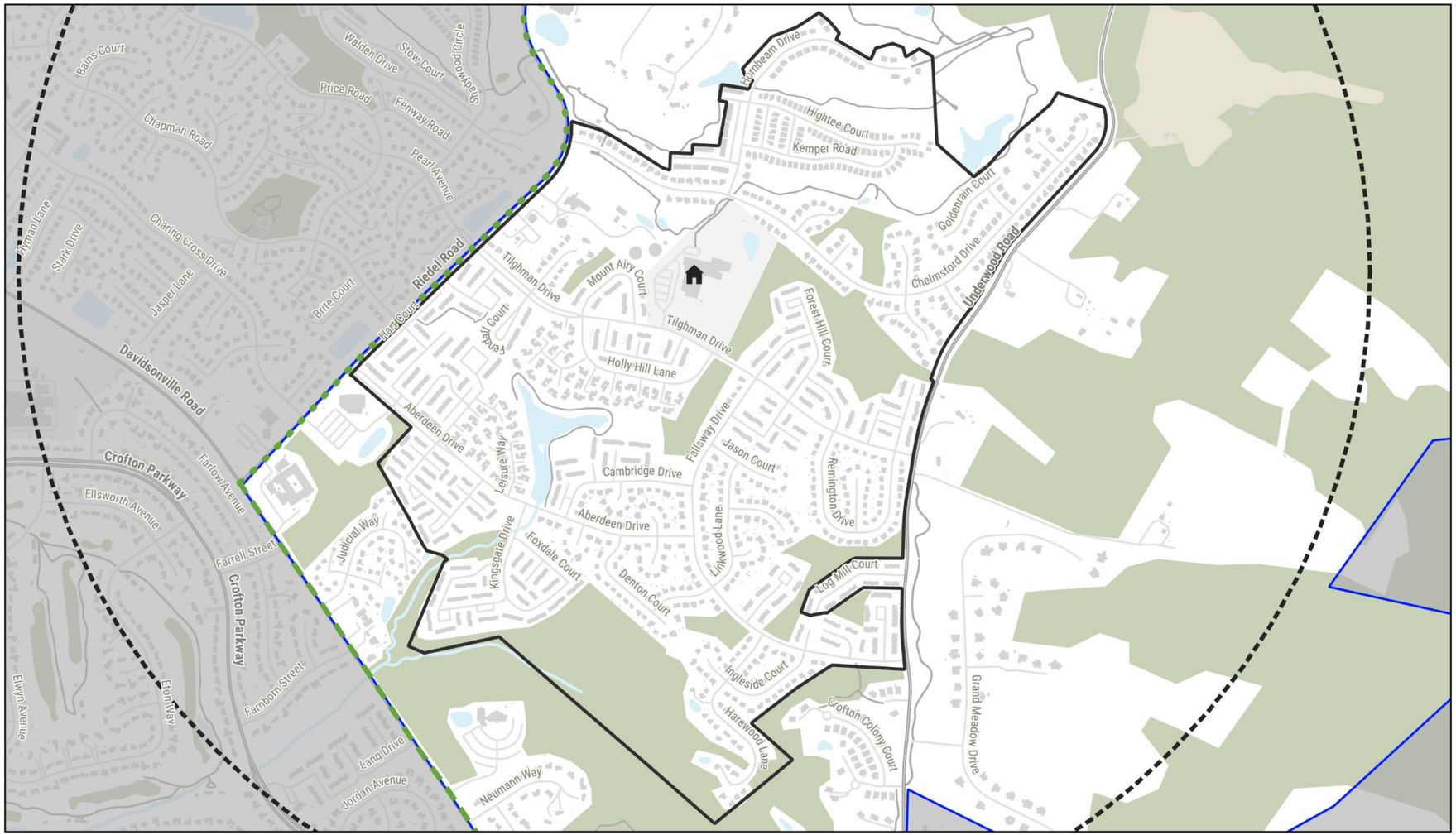


Existing On-Road Bike Facilities

No on-road bike facilities are known to exist or are currently planned* for roads near the school.

**"Planned" means included in the County's Master Plan*

Crofton Meadows Elementary School - Existing On-Road Bicycle Facilities



School
Walk Zone
Attendance Boundary
1-mile Buffer

Bike Lanes
Existing
Programmed
Planned
Existing - Separated Lane

Sharrows or Marked Shared Lanes
Existing
Programmed
Planned

Signed/Designated Bike Routes
Existing
Planned

Source: Anne Arundel County

0 0.25 0.5 mi

Existing Regional Trails, Park Trails, and Paths

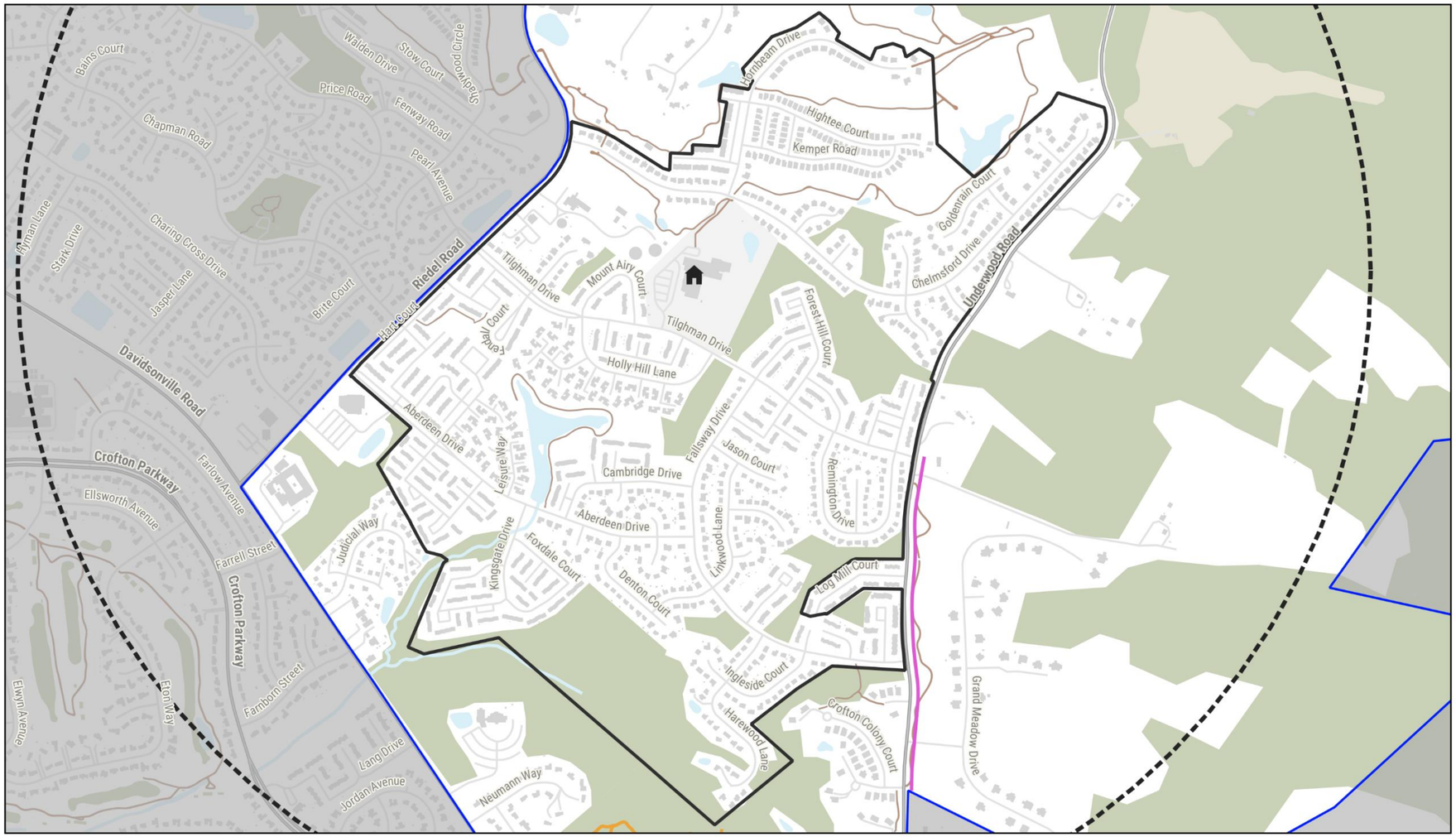
A few of the adjacent neighborhoods within the walk zone have formal paved pathways, but none of them connect to the school.

There is one formal path that connects Chelmsford Drive to the school campus.

No additional trails or paths are currently planned* near the school.

**"Planned" means included in the County's Master Plan*

Crofton Meadows Elementary School - Existing Regional Trails, Park Trails, and Paths



Sources: Anne Arundel County, OpenArundel

CRASH DATA

Crash Data (2017 – 2021)

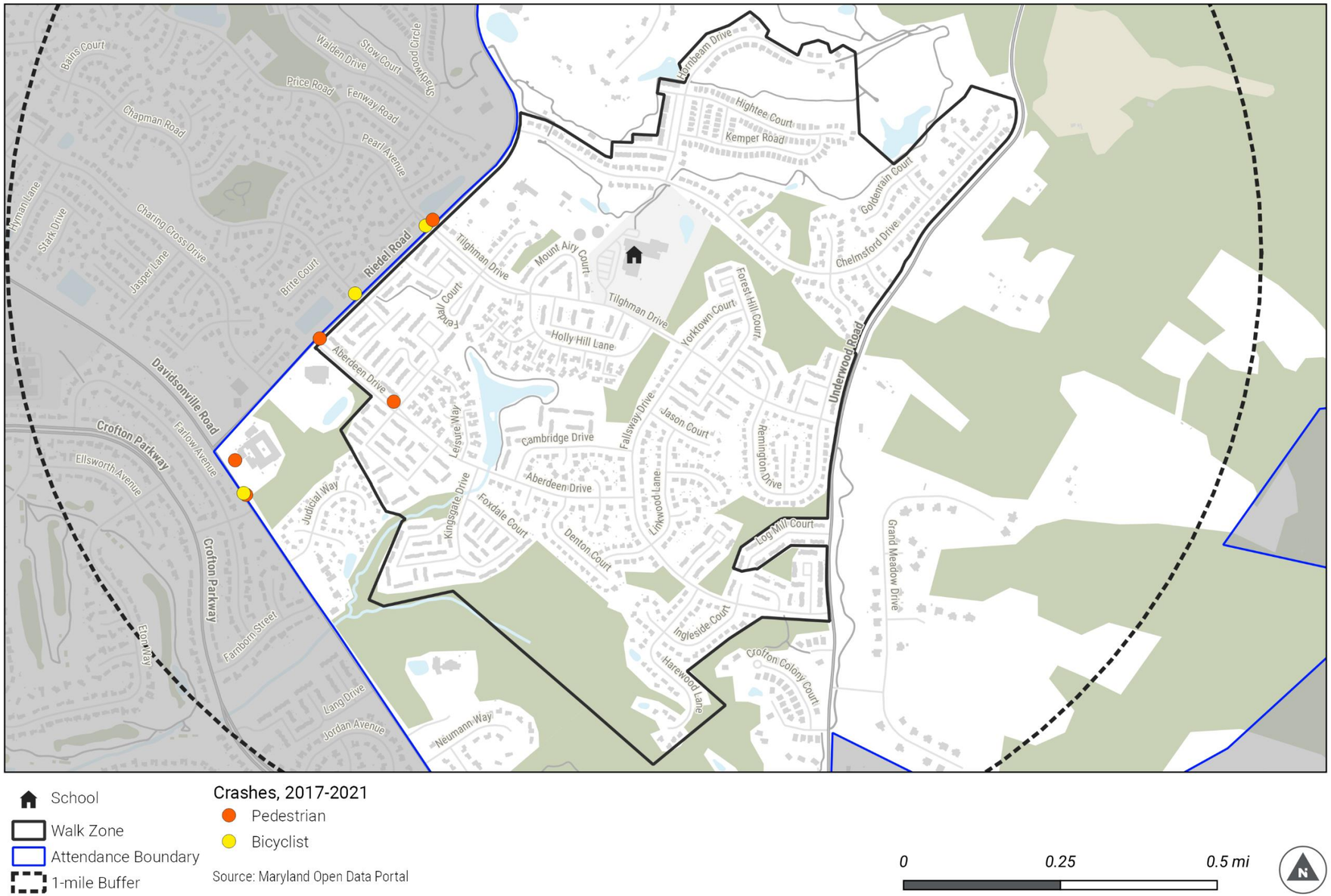
Crashes within 1-mile radius of the school:

- 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

Infrastructure Recommendations

Safe Routes to School (SRTS) infrastructure recommendations aim to improve safety and accessibility for students to walk and bicycle to school. This may include reducing vehicle speeds, addressing conflicts between pedestrians/bicyclists and drivers, and providing fully accessible sidewalks and crossings near schools.

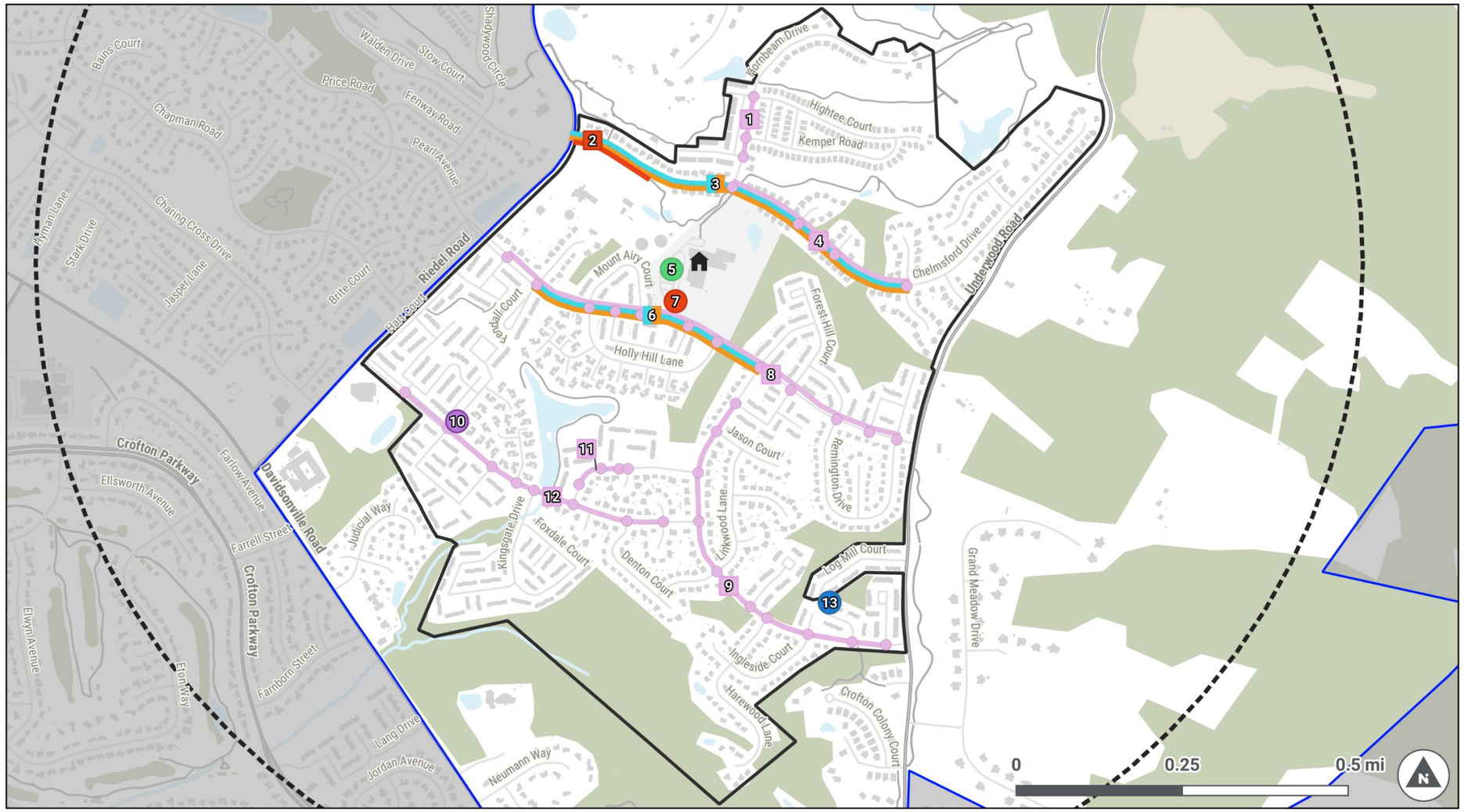
The following tables summarize infrastructure recommendations within and outside of the current school walk zone as relevant. Key student walking or bicycling routes were identified based on information received from school administration, parent surveys, and school observations. Key routes are noted in the recommendation “Location” field.

Note that other projects or planning/feasibility studies may be planned or ongoing within the study area. Anne Arundel County will confirm the approach to implementing recommendations from this SRTS Accessibility Study to ensure they align with other projects as necessary.

Potential costs do not include items calculated based on percent of construction items, such as mobilization, MOT, surveying, ROW/easements, design, CMI and administrative costs, and contingencies. These cannot be determined since the method of implementation for proposed improvements has not yet been confirmed.

Infrastructure Recommendations Map

Crofton Meadows 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
- 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

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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.*

Infrastructure Recommendations within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
4	Chelmsford Dr (Hornbeam Dr to Thistle Brooke Ct) (Along key student walking route, Inside school zone)	4a. Crosswalk	Crossings of side streets are unmarked or faded No stop bars across side streets	Install new standard crosswalks for the side street crossings of Tuffed Moss Ct, Christa Ln, and Thistle Brooke Ct/Houndhill Ct), Mark new stop bars	$2,000	Short
		4b. Curb ramp	All curb ramps lack detectable warning surfaces	Reconstruct or repair existing ramps at location of new crosswalks and at northeast corner of Chelmsford Dr	$3,200	Medium
5	Southwest corner of school building	Bicycle rack	Existing wave rack does not allow locking of frame	Replace existing rack with inverted U rack	$175/per (quantity TBD)	Short
6	Tilghman Dr (Kent Fort Ln to Yorktown Ct) (Along key student walking route, Inside school zone)	6a. Speed Management	Observed motor vehicles appear to exceed speed limit	Conduct a speed study to consider speed management measures or other modifications.	N/A	Long
		6b. School Zone Signs and Pavement Markings	SCHOOL pavement marking, school zone sign, and school zone speed limit sign missing	Enhance existing school zone signage per MdMUTCD part 7. - Install new SCHOOL pavement marking - Install new school zone sign (begin/end) - Install new school zone speed limit sign.	 $1,000 $1,000 $500	Short

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
7	School Driveway (Along key student walking route, On school campus)	Sidewalk	Sidewalk too narrow along east side of school driveway and lacks buffer from road/school driveway which channels both bus and parent vehicles during arrival and dismissal.	Widen sidewalk	$1,600	Long
8	Tilghman Dr (Grason Ln to Howard Chapel Ct) (Along key student walking route, Inside school zone)	8a. Crosswalk	Crossings at side streets are unmarked No stop bars across side streets.	Install new standard crosswalks for the side street crossings of Grason Ln, Fendall Ct/Kent Fort Ln, Mt Airy Ct/Holly Hilly Ln, Mt. Airy Ct, New Windsor Ct (east and west), Fallsway Dr/Yorktown Ct, Forest Hill Ct/Lake Grove Ln, Forest Hill Ln/Remington Dr, Howard Chapel Turn, Remington Dr/Howard Chapel Ct Mark new stop bars	$8,500	Short
		8b. Curb Ramp	Ramps at side streets lack detectable warning surfaces (also at crossing of Tilghman Dr at Riedel Rd) Note that County GIS data shows most curb ramps are ADA compliant.	Reconstruct or repair existing ramps at location of new crosswalks	$144,000	Medium

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
9	Fallsway Dr (Whites Fetty Pl to Lake Grove Ln) (Along key student walking route)	9a. Crosswalk	Crossings of side streets are unmarked No stop bar	Install new standard crosswalk, Mark new stop bars for the side street crossings of Whites Ferry Pl, Log Mill Pl, Ingleside Ct/Log Ln, Harewood Ln, Jones Fall Ct, Linkwood Ln (east/west), Aberdeen Dr, Cambridge Dr, Jason Ct, Lake Grove Ln	$5,000	Short
		9b. Curb ramp	Ramps lack detectable warning surface	Reconstruct or repair existing ramps at Whites Ferry Pl, Log Mill Pl, Log Ln, Jones Fall Ct, Cambridge Dr, Jason Ct, Lake Grove L	$56,000	Medium
10	Aberdeen Dr & Aberdeen Ct (Crash hotspot)	Other intersection or crossing issues	Crossing of Aberdeen Dr long	Install median crossing island	$3,000	Long
11	Cambridge Dr (Bellefield Ct to parking lot near Aberdeen Dr) (Along key student walking route)	11a. Crosswalk	Crossings of parking lots are unmarked No stop bar	Install new standard crosswalks, Mark new stop bars for the side street crossings of Bellefield Court and parking lot entrances	$2,000	Short
		11b. Curb ramp	Ramps lack detectable warning surface	Reconstruct or repair existing ramps at location of new crosswalks	$32,000	Medium

**Short (1 year), medium (2-3 years) or long term (3+ years)*

Infrastructure Recommendations within the School Walk Zone

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Map ID	Location	Facility Type	Issue	Recommendation	Potential Cost	Timeframe*
12	Aberdeen Dr (Fallsway Dr to County library driveway) (Along key student walking route)	Crosswalk	Crossings of side streets are unmarked No stop bar	Install new standard crosswalks and Mark new stop bars at the library driveway, the E Bancroft Ln driveway, and the side streets of: Aberdeen Ct/Aberdeen Cir, Aberdeen Cir, Leisure Way, Kingsgate Dr, Cambridge Dr, Brian Ct, Denton Ct, Elkridge Ct/Chamberlain Ct for the side street crossings of Aberdeen Ct/Aberdeen Cir, Leisure Way, Kingsgate Dr, Cambridge Dr, Denton Ct, Elkridge Ct	$6,000	Short
13	Path between Log Mill Ct and Log Ln	Other Issues	Existing goat path/desire line between Log Ln and Log Mill Ct indicates usage. Formalizing the path would allow Log Mill Ct to move within the school walk zone.	Pave existing informal path between Log Mill Ct and Log Ln.	$6.120	Long

**Short (1 year), medium (2-3 years) or long term (3+ years)*

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

Potential Sources of Funding for Safe Routes to School Projects

Funding for SRTS infrastructure improvements may come from a variety of sources, including the County's Capital Improvement Program, Operations and Maintenance Funds, and Multimodal Improvement Fund. Funding is also available via grants from the State of Maryland or the federal government, or efforts by local jurisdictions and private developers through the required Bicycle, Pedestrian, and Transit Assessment. Details on potential sources of funding for pedestrian and bicycle projects are described in Walk & Roll Anne Arundel! (page 73).

PROGRAMMATIC RECOMMENDATIONS

Safe Routes to School (SRTS) Program Recommendations

Safe Routes to School program recommendations may include Education, Encouragement, Enforcement and Evaluation strategies to improve safety awareness and knowledge, reinforce safe behaviors, encourage travel mode changes, and establish a culture of walking and bicycling to school.

SRTS Education

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. Students should receive age-appropriate pedestrian and bicycle education that is regularly reinforced (e.g., annually) and provides opportunities for skills practice. School-based education works best when integrated into the PE or Health curriculum.

Conduct a bicycle rodeo. Bike rodeos teach children skills related to walking and bicycling safely, which can increase their and their parent's confidence for biking or walking to school.

Conduct parent and staff safety education campaign. Information packets should be prepared and distributed to parents and school staff at the beginning of the school year containing school arrival and dismissal maps, a written description of the rules and procedures for arrival and dismissal, and general safety information. Procedures should emphasize driving safely, being alert for pedestrians and bicyclists, and respecting the school crossing guard/s.

Provide walking and bicycling maps. Walking and bicycling route maps can show the location of pedestrian and bicycle infrastructure and estimated walk/bike times.

SRTS Encouragement

SRTS encouragement programs can establish a culture supportive of active transportation and foster life-long habits for active transportation.

Recommendations

Participate in International Walk to School Day and Bike to School Day. Walk and Bike to School Days encourage families to try out walking in a supportive environment. Consider incorporating competitions between schools in the same area or district-wide**.** Once established, they can lead to monthly walking/bicycling events to maintain momentum and enthusiasm.

Encourage and support walking school buses and bike trains. Walking school buses and bike trains are groups of children who walk or bicycle to school together with adult supervision. Organize parent or community volunteers to "pick up" students on their walk or bike ride to and from school.

Establish a frequent walker / bicyclist program. Frequent walker and biker programs provide small rewards or incentives to students who regularly walk and bicycle to school. Frequent walker and biker programs require a system for tracking student trips. For example, students can be assigned a punch card that volunteers or teachers can punch each time a trip is completed.

Give away bicycle helmets and bike locks. Schools might partner with another community organization to acquire and fit the helmets for students who do not have them. Helmet and bike lock giveaways should be coordinated with bicycle safety education or skills practice and should include instruction on helmet safety.

Reward and encourage active transportation by releasing walkers and bicyclists first. Staggering student dismissal times by travel mode reduces conflicts between the modes. Dismissing walkers and bicyclists first may be seen as a reward and encourage walking and bicycling to school.

SRTS Enforcement

SRTS enforcement efforts aim to increase the safety of children walking and bicycling to school by helping to change unsafe behaviors of all roadway users (drivers, pedestrians, bicyclists). While SRTS enforcement strategies may include law enforcement, it is important to discuss enforcement strategies with the school community and be sensitive to any concerns regarding their role.

Recommendations

Establish school drop off and pick up monitors to reinforce school procedures on and around the school campus.

Continue student safety patrols to provide on-going reinforcement of safe pedestrian and bicyclist behavior. Resources are available through AAA School Safety Patrol.

SRTS Evaluation

SRTS evaluation efforts aim to identify issues and opportunities and monitor the impact of comprehensive SRTS activities over time, such as infrastructure improvements and encouragement activities.

Recommendations

Conduct annual Student Travel Tallies to monitor student travel patterns.

Administer biennial Parent Surveys to monitor parent attitudes towards walking and bicycling and reasons why they may or may not allow their children to walk or bike to school.

Conduct biennial infrastructure assessments and observation of school arrival and dismissal to track improvements, monitor the condition of key school crossings and signage, and identify needed education or enforcement measures. Assess more frequently if any changes to travel patterns (such as new school or road construction).

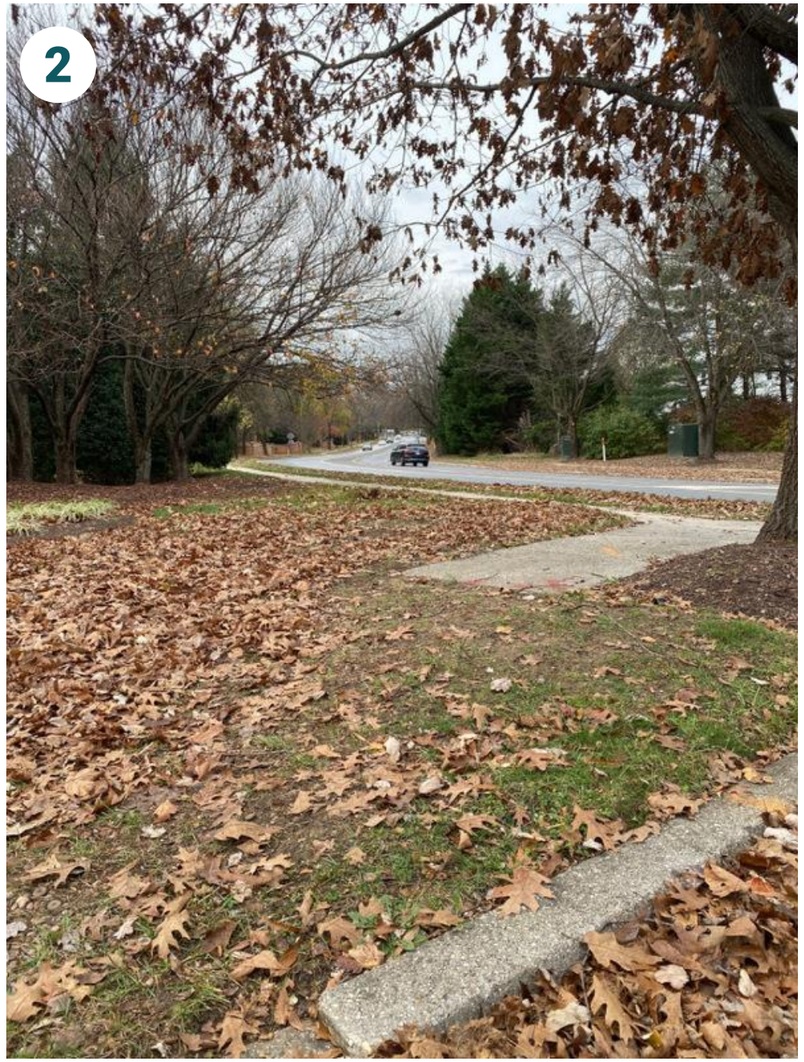
APPENDIX: INFRASTRUCTURE RECOMMENDATION PHOTOS

INFRASTRUCTURE RECOMMENDATIONS

1

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

2



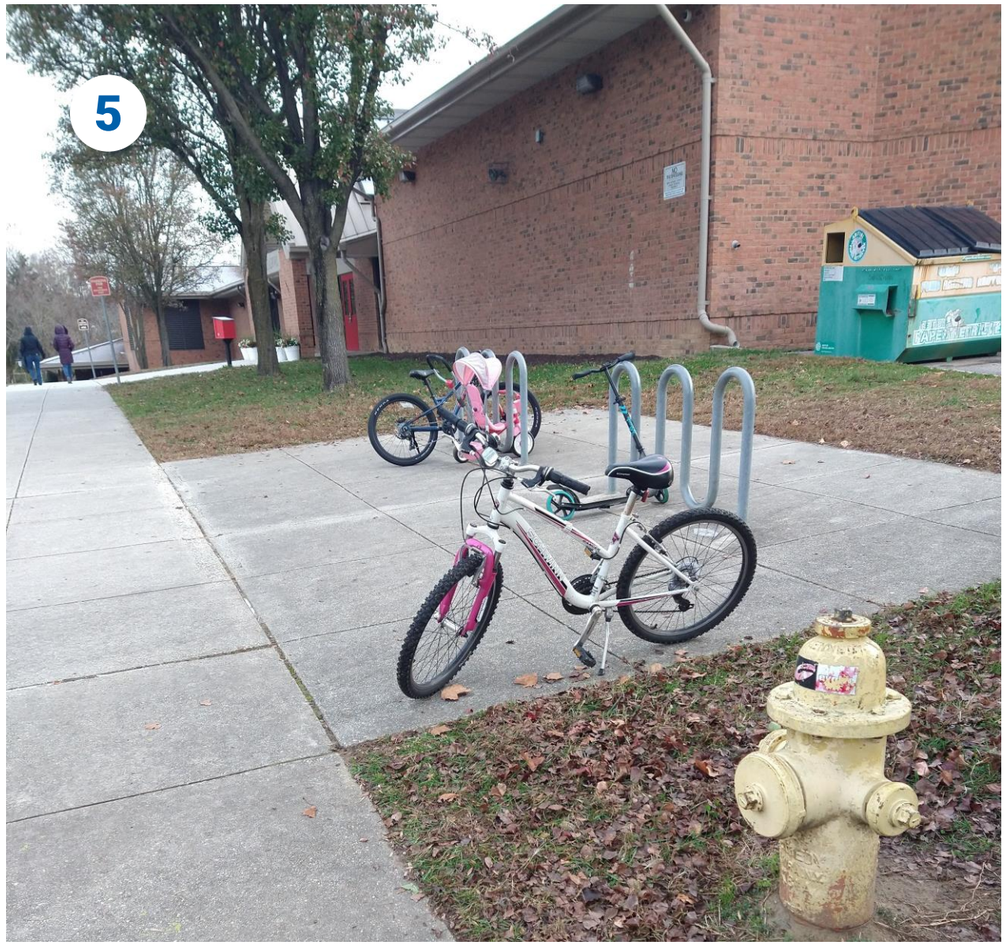
A gap in the sidewalk on Chelmsford Drive near Riedel Road.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

A speed bump on Chelmsford Drive approaching the intersection with Hornbeam Drive

Many of the side streets intersecting with Chelmsford Drive lack marked crosswalks and detectable warning surfaces on the curb ramps.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Bike rack on the school campus.

Tilghman Drive approaching Crofton Meadows Elementary School.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

7

The sidewalk along the school driveway.

8

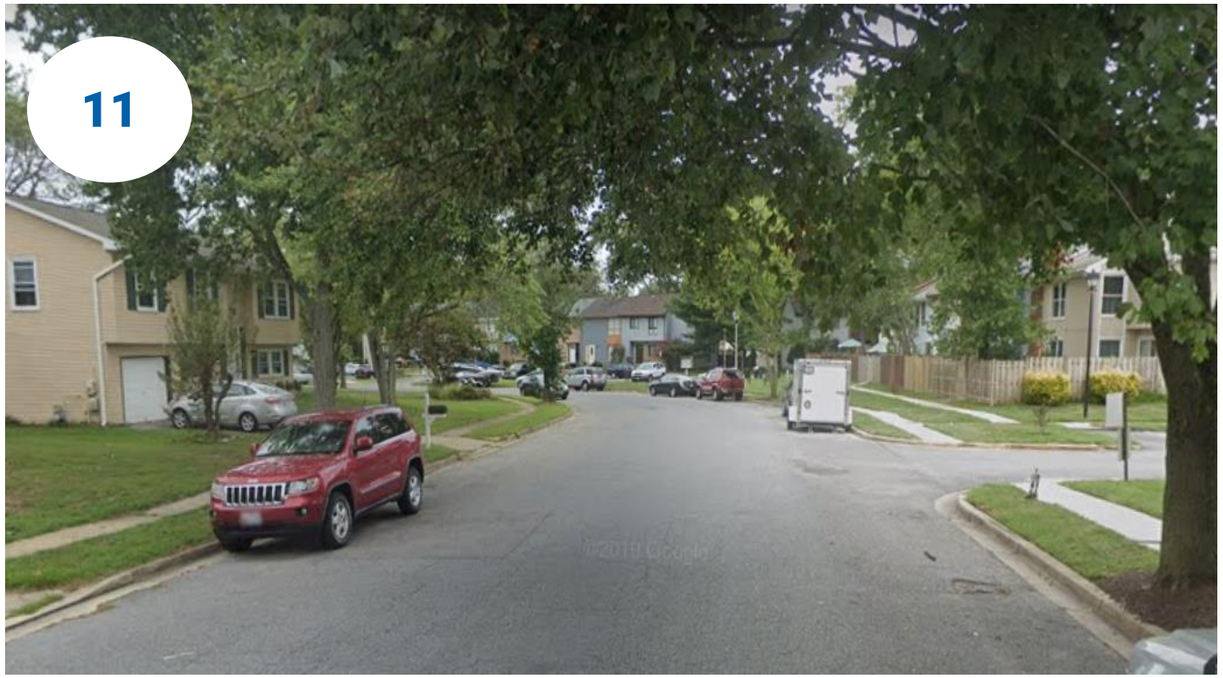
Tilghman Drive at Howard Chapel Court – part of recommendation corridor.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone

Fallsway Drive at Harewood Lane – part of recommendation corridor.

The intersection of Aberdeen Drive and Aberdeen Court, where the existing crosswalk can be seen.

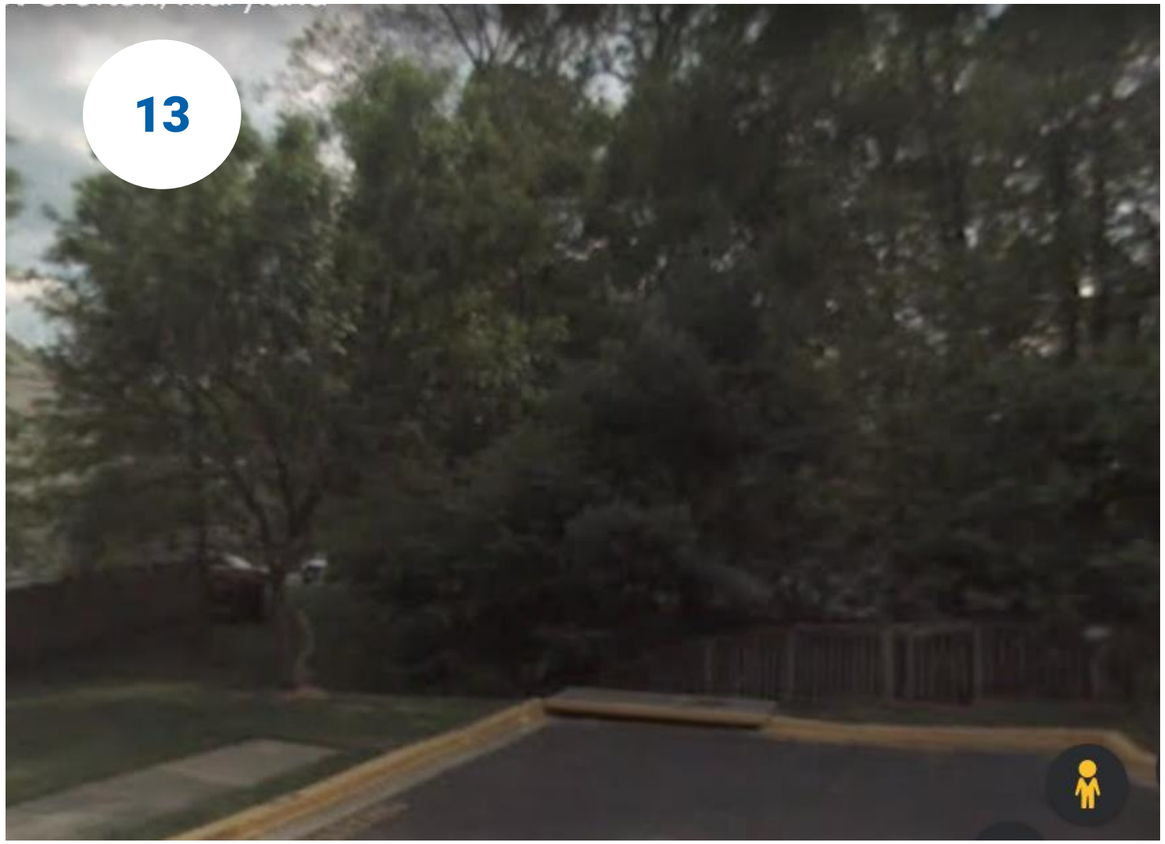
INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Townhouse parking lot entrance off Cambridge Drive – part of recommendation corridor.

Aberdeen Drive at Cambridge Drive– part of recommendation corridor.

INFRASTRUCTURE RECOMMENDATIONS within the School Walk Zone



Informal path/desire line between Log Mill Court and Log Lane