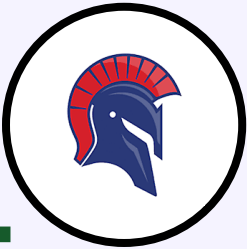


CHILDREN & YOUTH REPORT CARD REVIEW

BY ALEXANDRIA CITY HIGH SCHOOL



Christian Jemison, Lucien Andrews , Lesly Pineda, Chris Borrayo

TOPIC

12th grade team- School Conditions Inter campus Transportation

EXPLAIN THE ISSUE (BROADLY)

- When addressing school conditions, within Alexandria City High school a prominent and ongoing issue faced is inter campus transportation. Resolving this issue is crucial as currently students are actively arriving late to class and lunch, missing instructional time, and facing constant overcrowding when riding buses. Effectively addressing this ongoing issue is crucial for improving transportation efficiency and safety for students.



CASE STUDY FROM ANOTHER CITY

- St. Stephens & St. Agnes is a school that suffered a similar issue when it came to inter-campus transport. They had to safely transport their students throughout the lower, middle, and upper schools.
- To solve this, they created a 21 bus transportation fleet that carries around 51 students each. They gained permission to do this by arguing their independence as a school, and setting up their own school logistics network.
- This impacted the community by allowing students to travel between campuses safely for whatever they need, similar to how ACHS operates.

ALEXANDRIA’S CURRENT PROGRAM(S)

- The current state off Alexandria’s inter-campus transportation is one of disrepair and inadequate functionality. Buses are slow and late, and overall the transportation negatively impacts academics and schedules. Its reported that 35% of the student body, around 1,600 students are transitioning between campuses
- This needs to be changed as soon as possible, as it is an active detriment to our school system.

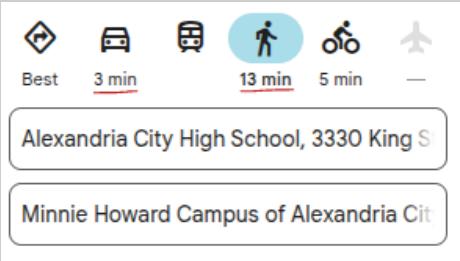
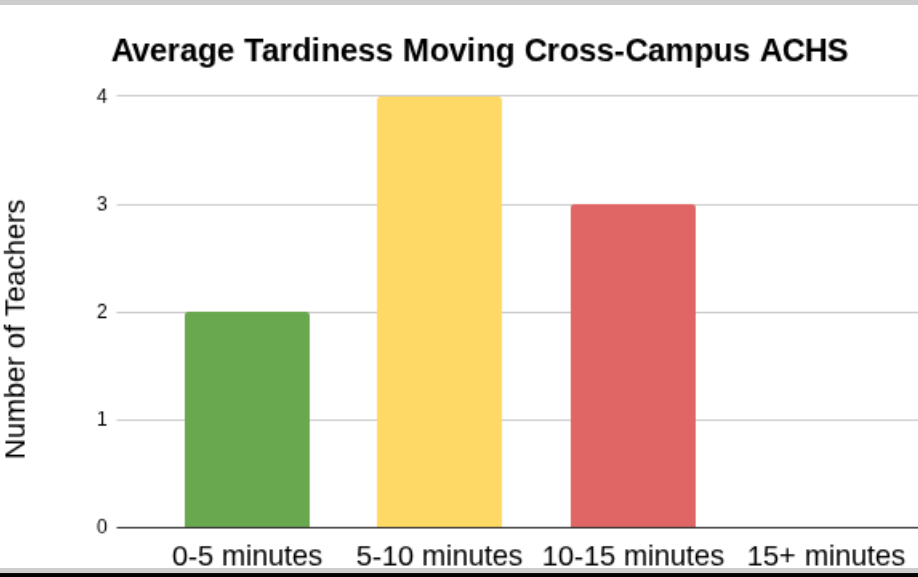


EXPLAIN YOUR POLICY PROPOSAL

The proposed plan is to build a pedestrian bridge over the intersection between Quaker Lane and West Braddock Road, in order to shorten transition times while still maintaining safety. Currently, the average student transitioning between campuses arrives approximately 10 minutes late. Below is a graphic that displays the average tardiness of students moving in between campuses. Most teachers claimed their students were mostly 5-10 minutes late on average.

To get to Minnie Howard from King St. is around a 13 minute walk and a 3 minute drive. Waiting for a bus during transition accounts for around 5 minutes of the already limited transition time, or more depending on how crowded the area is. Then, it takes around another 5 minutes to get off the bus and actually get to class.

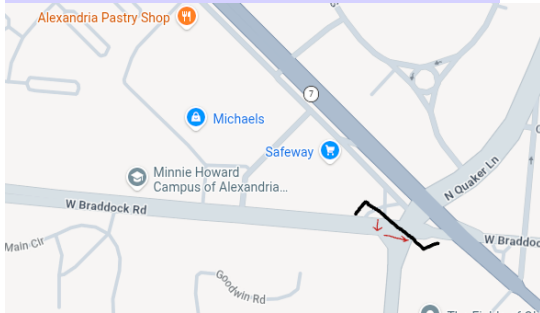
According to the city of Virginia Beach, crosswalks take around 2 minutes to go through. Bypassing the crosswalks entirely would shave around 4 minutes off the walking time, making walking a faster option as a whole (12 minutes > 9 minutes).



IMPLEMENTATION

- Since adding more buses would not only be expensive, but would clog the already busy medium that is Braddock Road and King Street, we propose building a pedestrian bridge that spans from King Street to Minnie Howard. This, however, would still be expensive, being around \$10 million. To cover the costs, we will apply to partner with the Safe Routes Organization, and use their money to fund a safe medium between King St. and Minnie Howard. Not only would this promote safer and faster transport between the two campuses, it would double as a safer option for pedestrians who want to avoid crossing busy streets.

PROJECTED COST



- This map represents the bridge plan, showing how it directly crosses over the intersection between Quaker Lane and West Braddock Road. This is the proposed solution to increase the efficiency of inter-campus transport.

PRACTICALITY

- I believe we are likely to get results in all categories. For starters, obtaining permission to build the bridge seems fairly likely. According to the Plan Review Services Division on the Alexandria City website, building permits are normally given easily as long as the building adheres to the correct zoning standards, building codes, and doesn't impede upon any historical sites. Looking at the economics of building the bridge, I believe it is likely that we will gain the necessary funds to progress the plan. We will partner with Safe Routes Organization to fund this. Lastly, I believe we can feasibly roll this out in the next 5 years. It only takes around 1-2 years to build an overpass bridge.

ROLLOUT/TIMELINE

- The timeline would consist of the first year being for approval and project planning. Over the next 3 years, fundraising would happen, funding would be acquired, rights would be purchased from the city, and building the bridge would be fully planned out. In the last year, the bridge would be built, preferably during the summer.

PROJECTED RESULTS

The results are expected to immediately be impactful in a positive manner for students. It will save many minutes of time everyday, and overall help with concentration and learning. It will overall save money and funding that was wasted on buses which get trapped in traffic.

Security will also be present on the new bridge, to enforce school policies and make sure students make it between campuses on time. There will be 1 to 2 guards present that switch shifts after every transition period. Security guards are necessary, as safety needs to be enforced on the bridge to prevent harm to anyone Security will help; smoothly enforce a fast, safe transition period between campuses.

COMMUNITY & ENVIRONMENT IMPACT

- Expanding buses and routes would benefit the community by making transportation safer, more reliable, and easier for students to access, while also reducing traffic jams around campuses. It can also help students who don't have access to a car.
- For the environment, fewer cars on the road would mean less air pollution and lower emissions. Using cleaner buses, like electric ones, would make the impact even more positive.
- We will introduce the community to our proposal early on in order to gather their input, concerns, gauge community opinion, and garner support.

CITATIONS

12th- Citations in APA format.

- Student Corner: Pedestrian Bridges: Connecting People with Communities – Community and Economic Development. (2016). Unc.edu. <https://ced.sog.unc.edu/2016/01/21/pedestrian-bridges-connecting-people-with-communities/>
- Educating Families and Schools About Air Pollution and Chemical Exposures During School Construction in Maryland - PEHSU - Pediatric Environmental Health Specialty Units. (2026, February 2). PEHSU - Pediatric Environmental Health Specialty Units. <https://pehsu.net/success-story/educating-families-and-schools-about-air-pollution-and-chemical-exposures-during-school-construction-in-maryland/>
- <https://actheogony.com/8080/news/transportation-issues-plague-school-year/>
- <https://actheogony.com/10958/opinion/an-overview-of-inter-campus-transport-problems-and-solutions/>
-

BARRIERS

- **Student health:** During construction, the constant exposure of air pollution and chemical exposure may directly impact students. In Maryland, students have reported headaches, dizziness, and strong odors during construction periods.
- **Cost:** The Federal Highway Administration states that pedestrian bridges range from \$150 to \$250 per square foot, roughly totaling y \$1 million to \$5 million per complete installation.