

Learning to Live • Loving to Learn



JOHN ADAMS ELEMENTARY WALKABOUT: Existing Conditions, Findings and Recommendations

July 2017

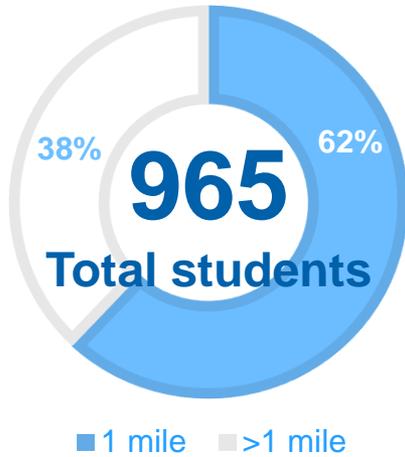
JOHN ADAMS ELEMENTARY WALKABOUT DETAILS

- **Date: April 26, 2017**
- **Observation: Arrival**
- **Participants:**
 - **Toole Design Group staff**
 - **City of Alexandria Transportation Planning staff**
 - **Alexandria Bicycle & Pedestrian Advisory Committee members**
 - **John Adams Elementary School Principal**
- **Purpose:**
 - **Observe school arrival process**
 - **Evaluate school-zone infrastructure**
 - **Assess existing Safe Routes to School programming**

OVERVIEW OF JOHN ADAMS ELEMENTARY SCHOOL

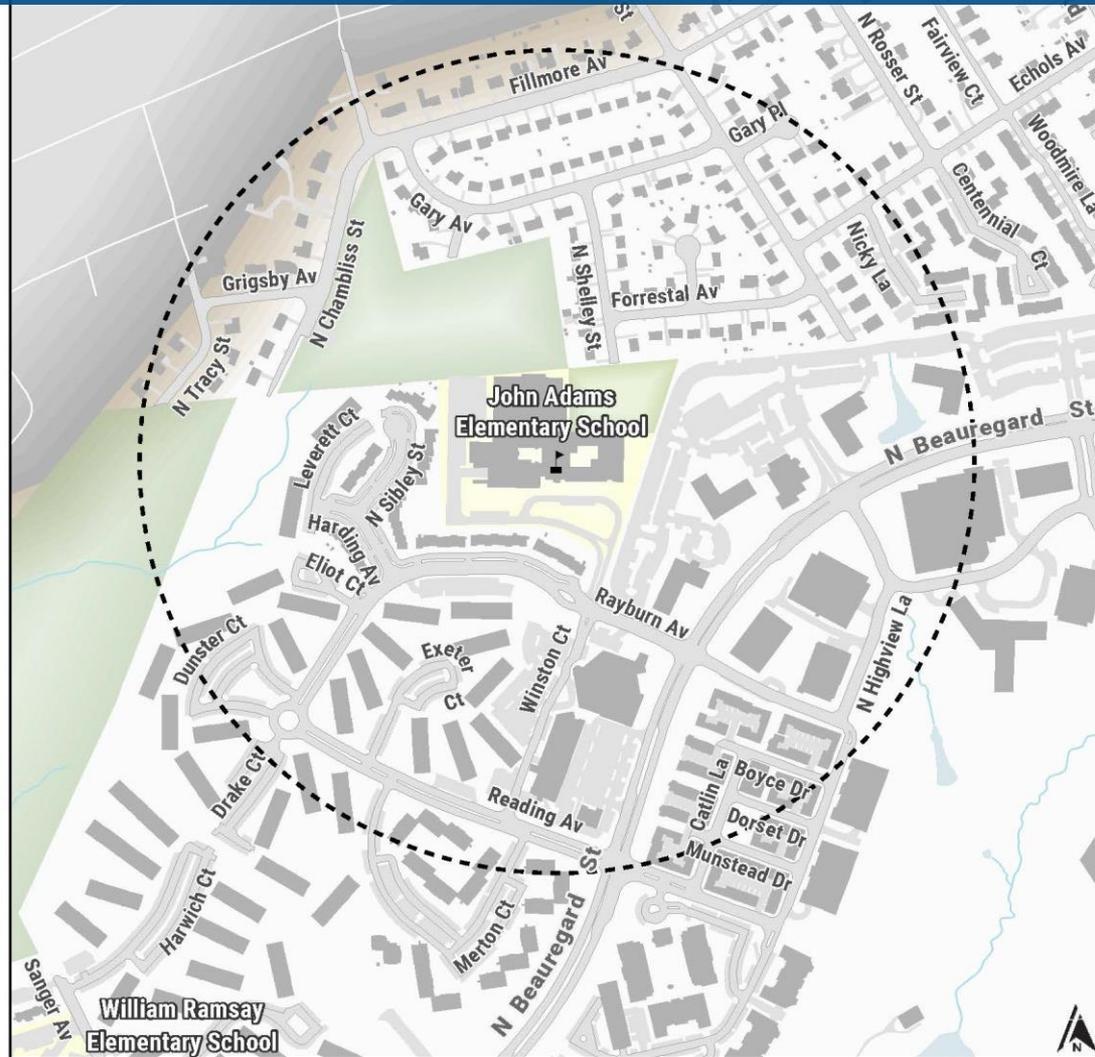
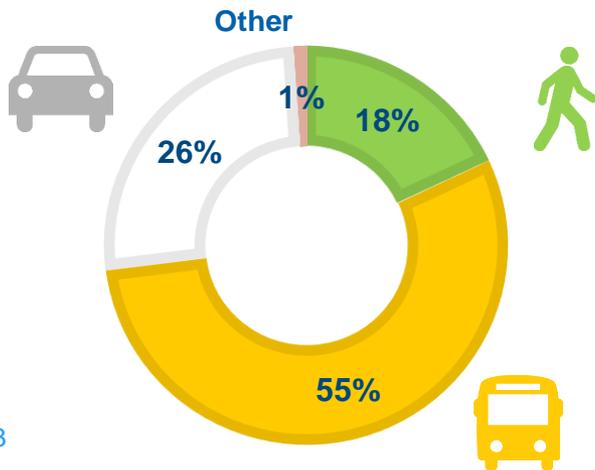
STUDENT DISTANCE FROM SCHOOL

As reported in 2014 Parent Survey (n=160)



STUDENT TRAVEL MODES

Average of "to school" and "from school" modes as reported in 2016 Student Travel Tallies.



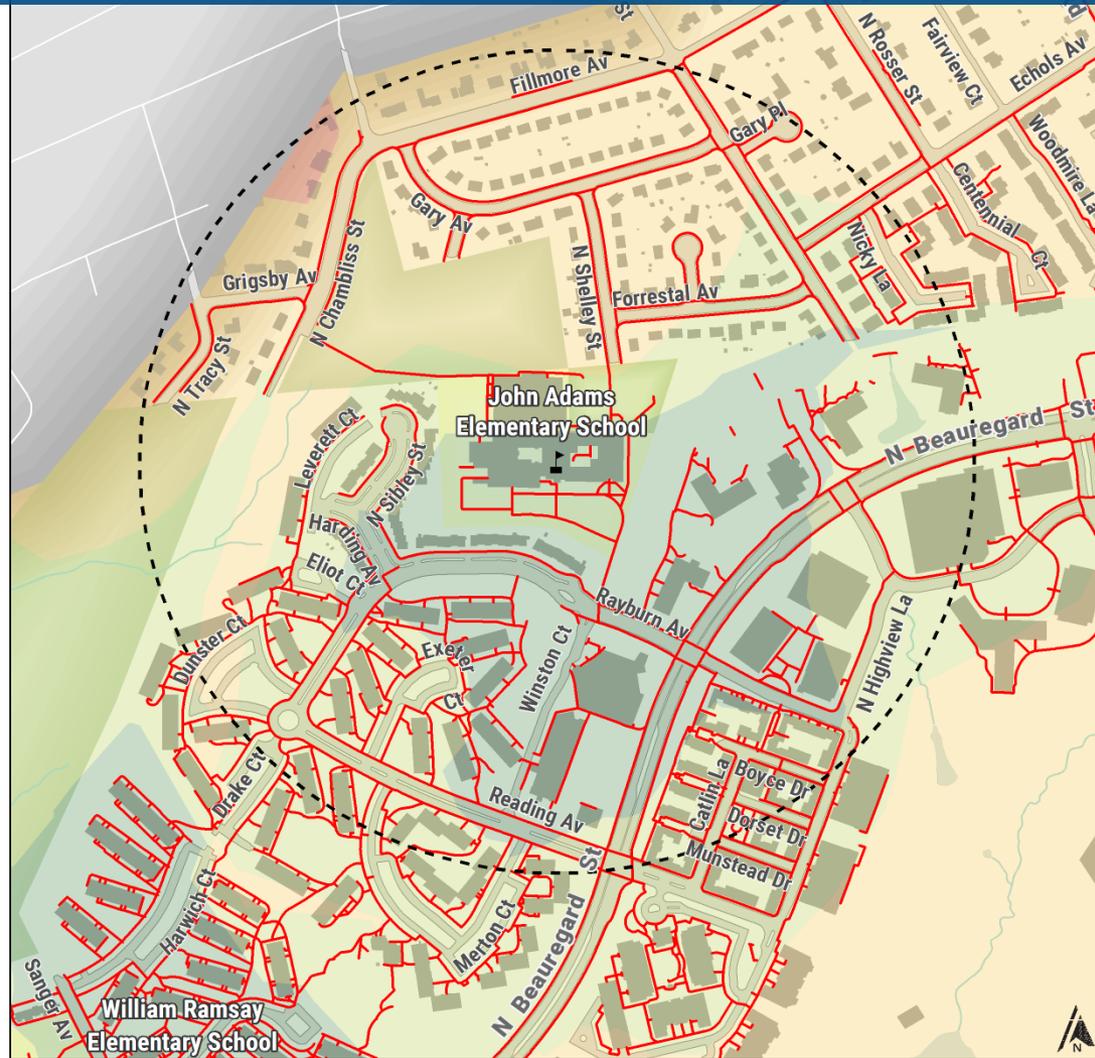
	<h3>Overview Map</h3> <p>John Adams Elementary School Alexandria, Virginia</p>	<ul style="list-style-type: none"> Schools 1/4 Mile Buffer Parks Roads
	<small>Date: 4/24/2017</small>	

STUDENT DISTANCE FROM SCHOOL DETAIL

Distance	Percentage of Students
¼ mile	32%
½ mile	9%
1 mile	21%
2 miles	25%
>2 miles	13%

As reported in 2014 Parent Survey (n=160)

The hollow circle on the map represents a direct distance buffer from the school. The colored polygons show the distance along the road network.

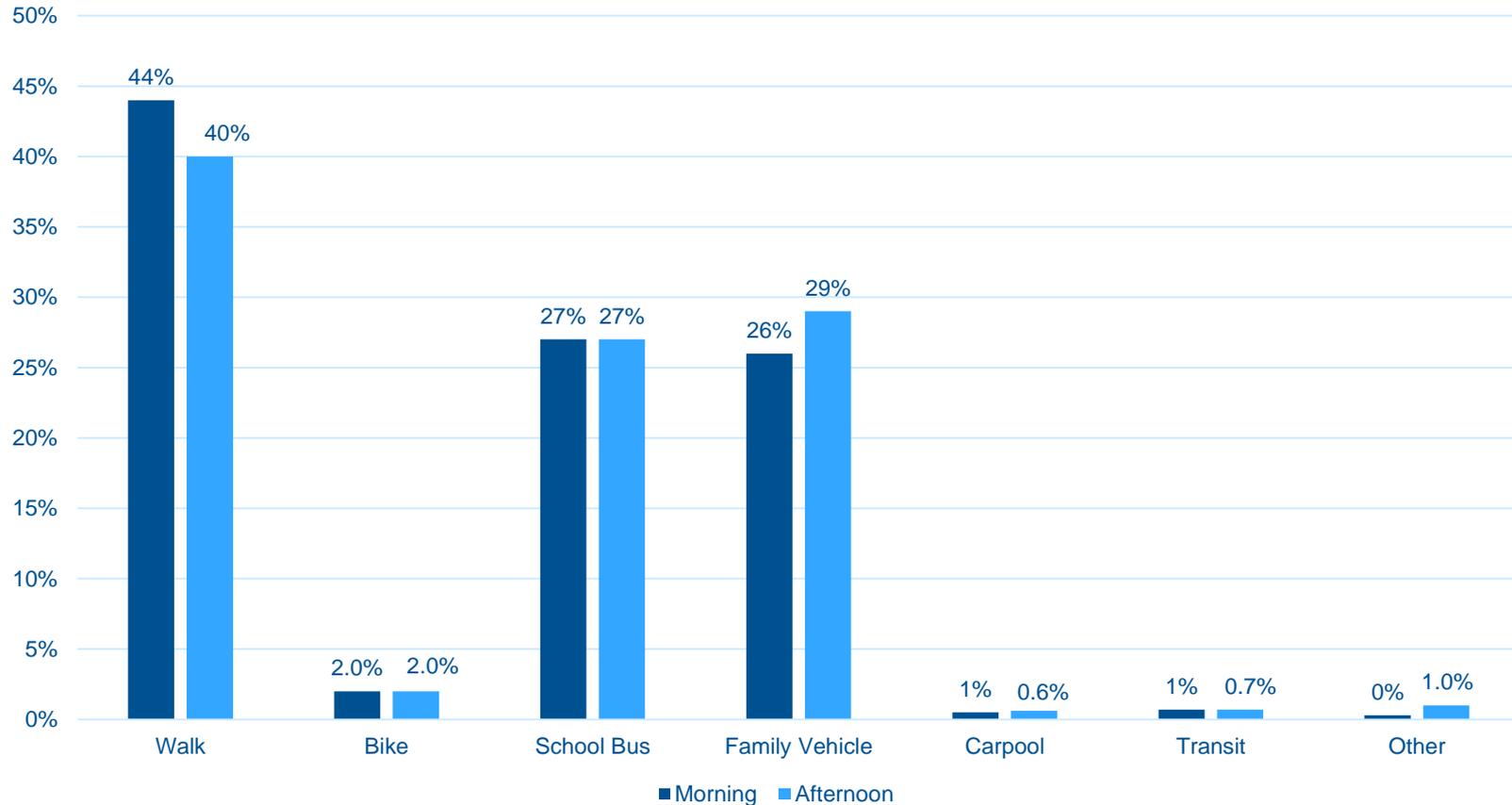


	Existing Conditions John Adams Elementary School Alexandria, Virginia		Schools	Network Buffers 1/4 Mile
	1/4 Mile Buffer Sidewalks Roads Parks	1/2 Mile 1 Mile 2 Miles		

EXISTING CONDITIONS

TRAVEL PATTERNS

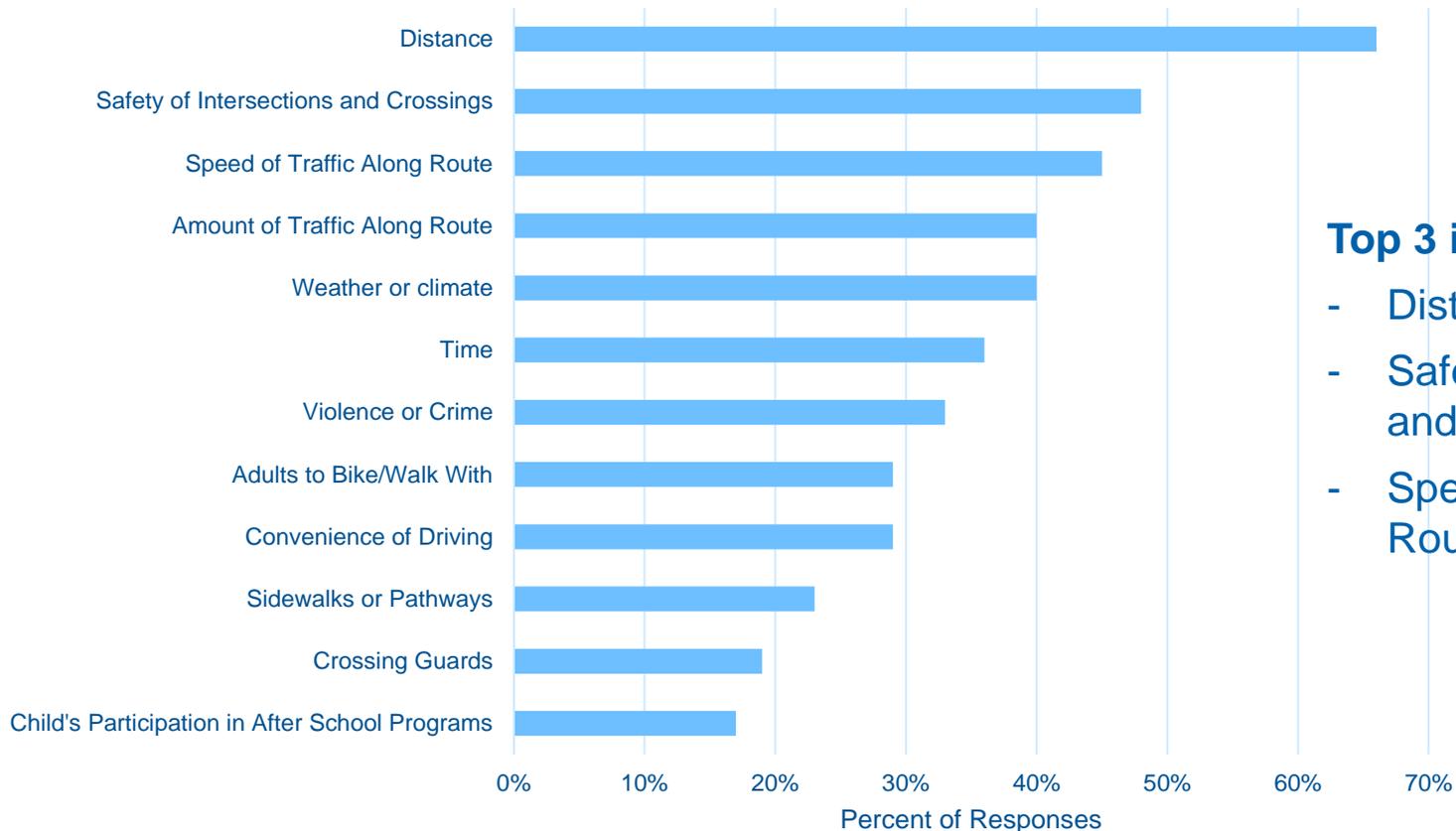
Morning and Afternoon Travel Mode Comparison



Fall 2016 Student Travel Tallies

TRAVEL PATTERNS CONTINUED

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Top 3 issues are:

- Distance (66%)
- Safety of Intersections and Crossings (48%)
- Speed of Traffic Along Route (45%)

Fall 2014 Parent Survey

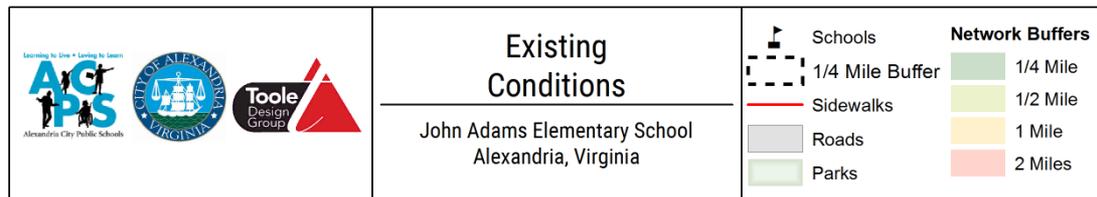
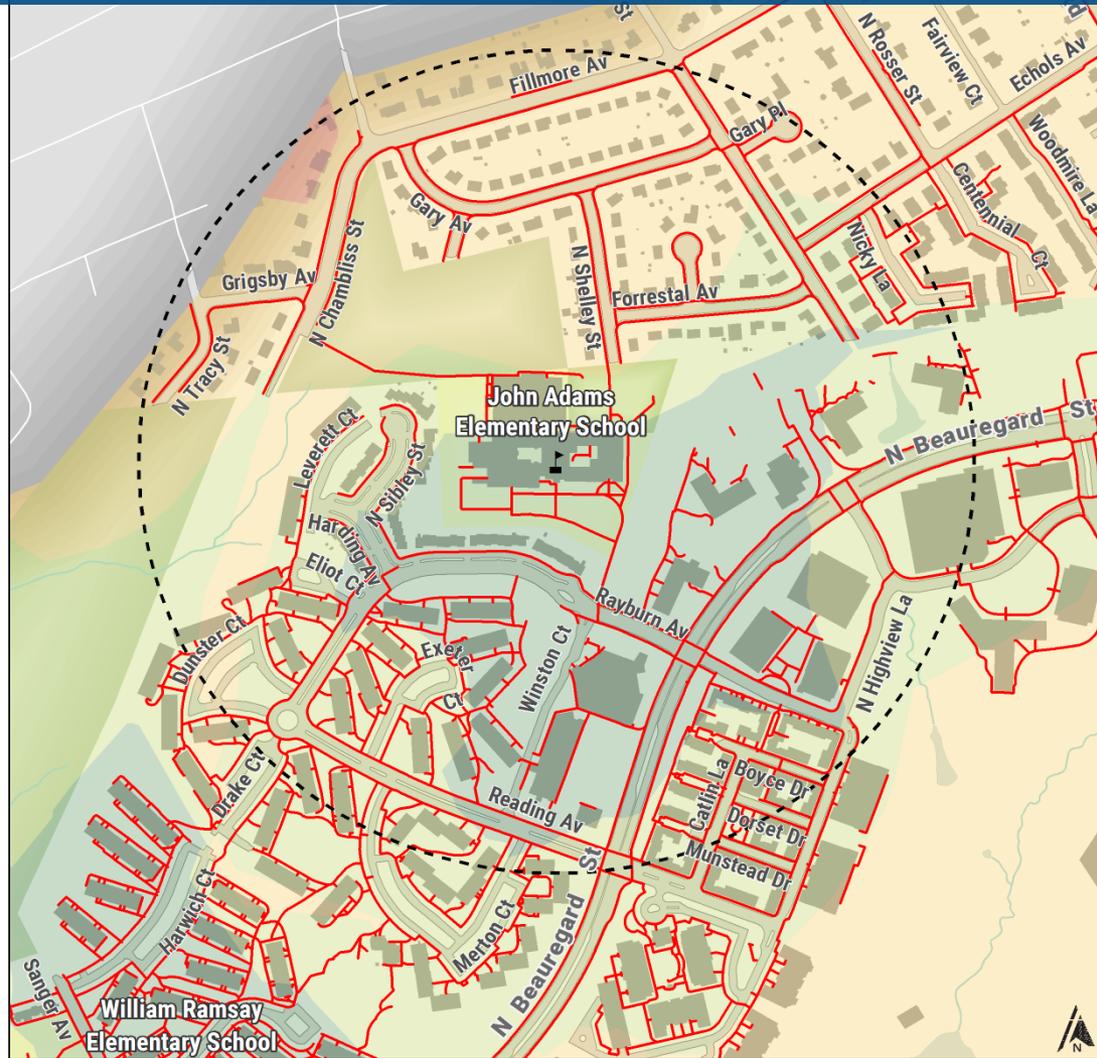
(n=160)

PEDESTRIAN NETWORK

Sidewalks – There are sidewalks on at least one side of most streets around the school and within the school property except for a 100-foot gap in the school parking lot to the west of the building.

Crosswalks – There is one high-visibility marked crosswalk on the east leg of Rayburn Avenue at the school driveway intersection.

Curb ramps – There is often only a single curb ramp present on corners with marked crossings, and most do not meet ADA requirements.



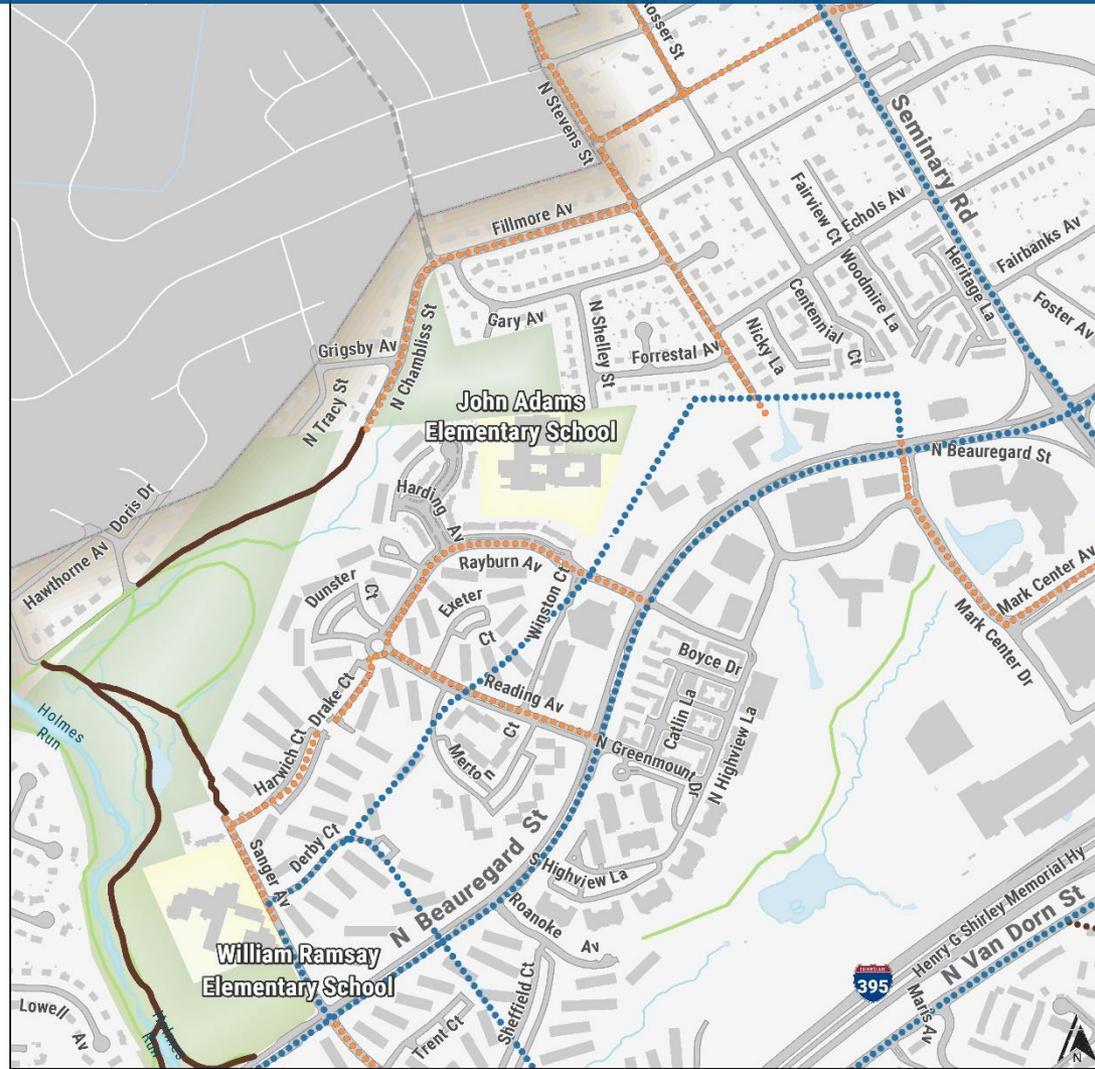
BICYCLING NETWORK

Rayburn Avenue – East-west proposed shared roadway

N Beauregard Street – Proposed enhanced bicycle corridor with connections to other parts of Alexandria

Derby / Winston Courts – Proposed enhanced bicycle corridor parallel to N Beauregard Street as redevelopment occurs

Residential Streets – Some residential streets, such as Fillmore Avenue and N Stevens Street, with low traffic volumes and speeds may be suitable for older students to bicycle



	<p align="center">Bicycling Infrastructure</p> <p align="center">John Adams Elementary School Alexandria, Virginia</p>	<table border="0"> <tr> <th>Existing Facilities</th> <th>Proposed Facilities</th> </tr> <tr> <td> Trail</td> <td> Trail</td> </tr> <tr> <td> Advisory Bike Lane;</td> <td> Shared Roadway</td> </tr> <tr> <td> Bike lane</td> <td> Enhanced Bicycle Corridor</td> </tr> <tr> <td> Climbing Lane</td> <td></td> </tr> <tr> <td> Shared Lane</td> <td></td> </tr> <tr> <td> Markings</td> <td></td> </tr> <tr> <td> Unpaved Nature Trail</td> <td></td> </tr> </table>	Existing Facilities	Proposed Facilities	Trail	Trail	Advisory Bike Lane;	Shared Roadway	Bike lane	Enhanced Bicycle Corridor	Climbing Lane		Shared Lane		Markings		Unpaved Nature Trail	
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ARRIVAL OBSERVATIONS

Arrival

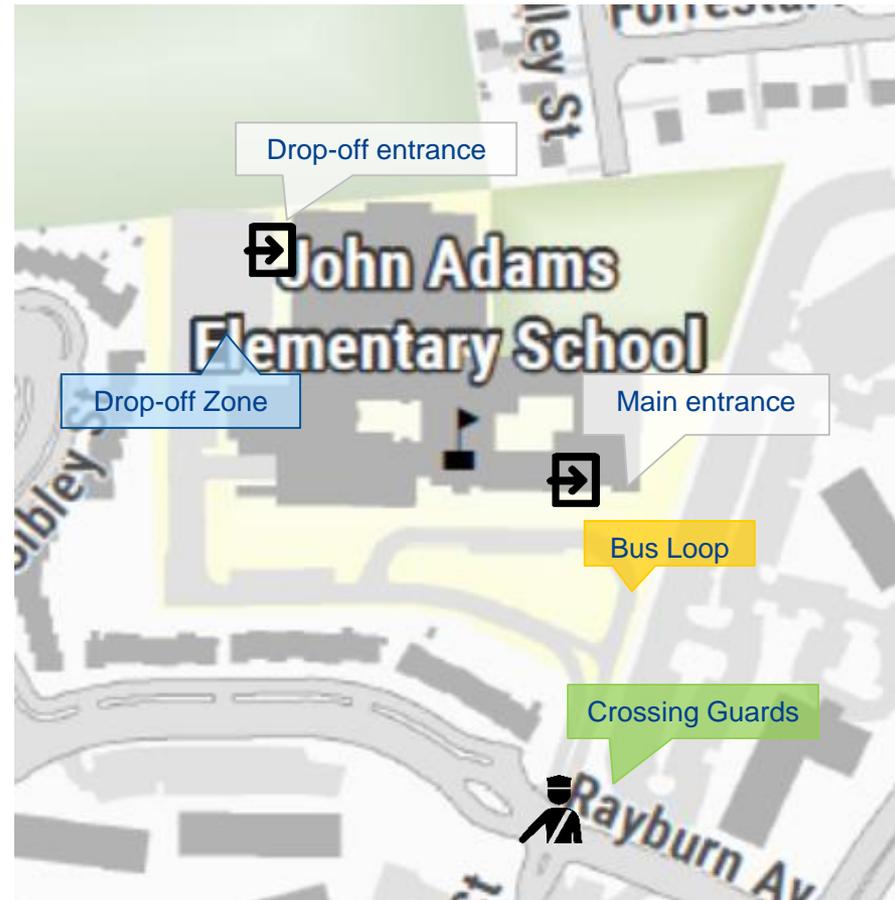
- Students enter the building through two entrances, one at the front and one the side of the school.
- School starts at 8:00 AM, with most students arriving between 7:45 and 8:00 AM.
- Head Start students arrive between 8:15 and 8:45 AM and enter through the front of the building.

Bus Loop

- There is a bus loop in front of the main entrance. It is closed to cars while buses are dropping off and there is a staff member posted at the entrance to enforce procedures.

Parent Drop-off

- The designated drop-off zone is along the parking lot in the northwest corner of the school property.



ARRIVAL OBSERVATIONS

Bus Loop

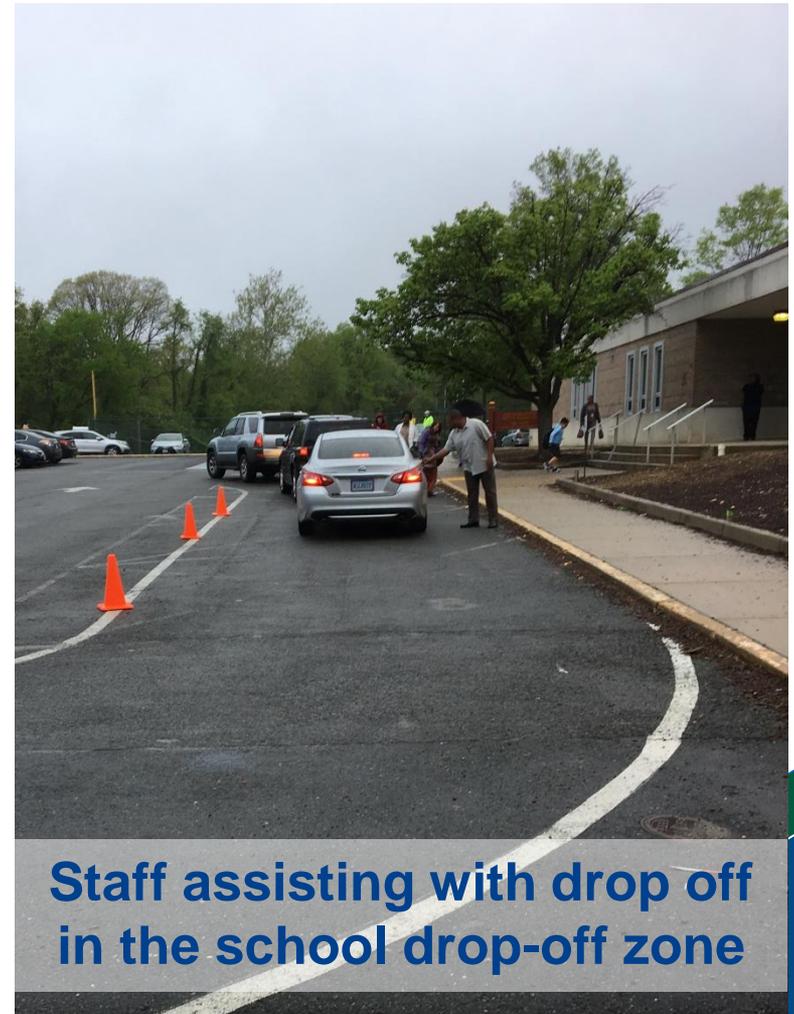
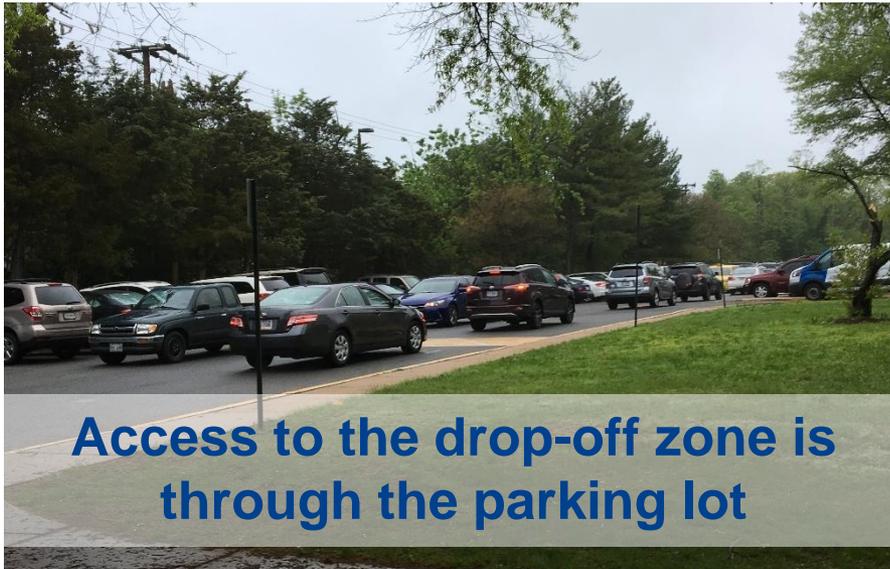
- There are 12 buses that drop-off students in the morning.
- The bus loop is open for car drop-off after all the buses have gone through. Many parents were observed using the bus loop for drop-off around 8:00 AM, and during Head Start arrival.
- Signs around the bus loop are faded or too small to easily read from a motor vehicle.



ARRIVAL OBSERVATIONS

Parent Drop-off

- The designated drop-off zone is on the west side of the school. It is approximately 150-feet long.
- There are several staff members supervising to keep the line moving, and cones to separate the drop-off line from through traffic.



ARRIVAL OBSERVATIONS

Rayburn Avenue and Winston Court

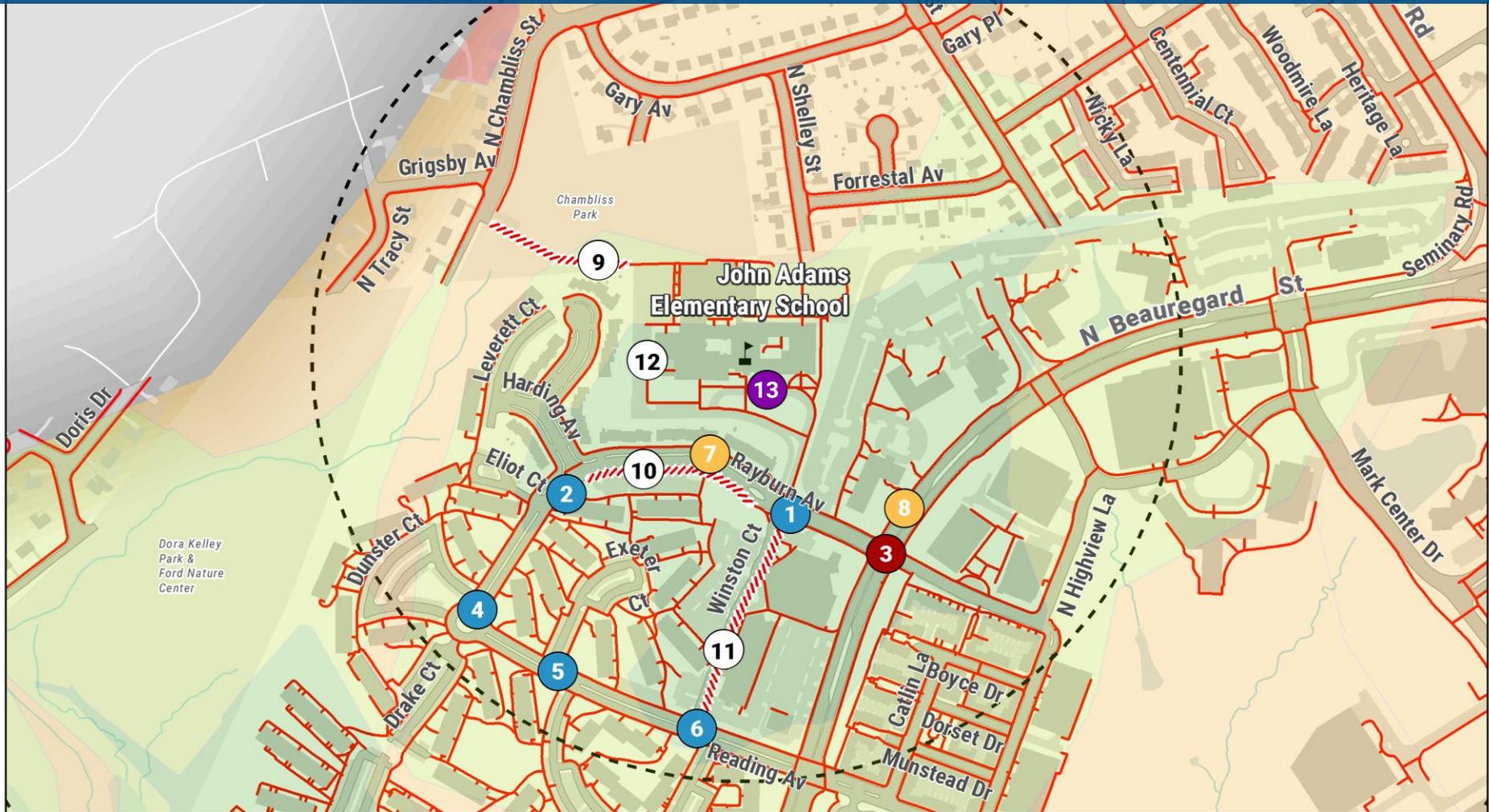
- This is a non-signalized intersection where the school driveway forms the fourth leg of the intersection across from Winston Court.
- There is one crossing guard and one police officer stationed at this intersection to assist students crossing the street.
- Signs that indicate vehicles must turn right out of the school driveway during arrival are reinforced by the presence of the crossing guards. Only school buses are permitted to make left turns when exiting the school driveway.
- There is only one high-visibility marked crosswalk at this intersection. The school driveway and Winston Court legs of the intersection do not have any pavement markings.



Many walkers go through this intersection, which is also the only access point for vehicles.

ENGINEERING RECOMMENDATIONS

INFRASTRUCTURE RECOMMENDATIONS MAP



Infrastructure Recommendations

John Adams Elementary School
Alexandria, Virginia

- Intersection Recommendations
- Mid-Block Recommendations
- School Zone Signage Recommendations
- Signalized Intersection Recommendations
- Other Recommendations
- Schools
- 1/4 Mile Buffer
- Sidewalks
- Network Buffers**
- 1/4 Mile
- 1/2 Mile
- 1 Mile
- 2 Miles

GENERAL RECOMMENDATIONS WITHIN 1/4 MILE OF SCHOOL



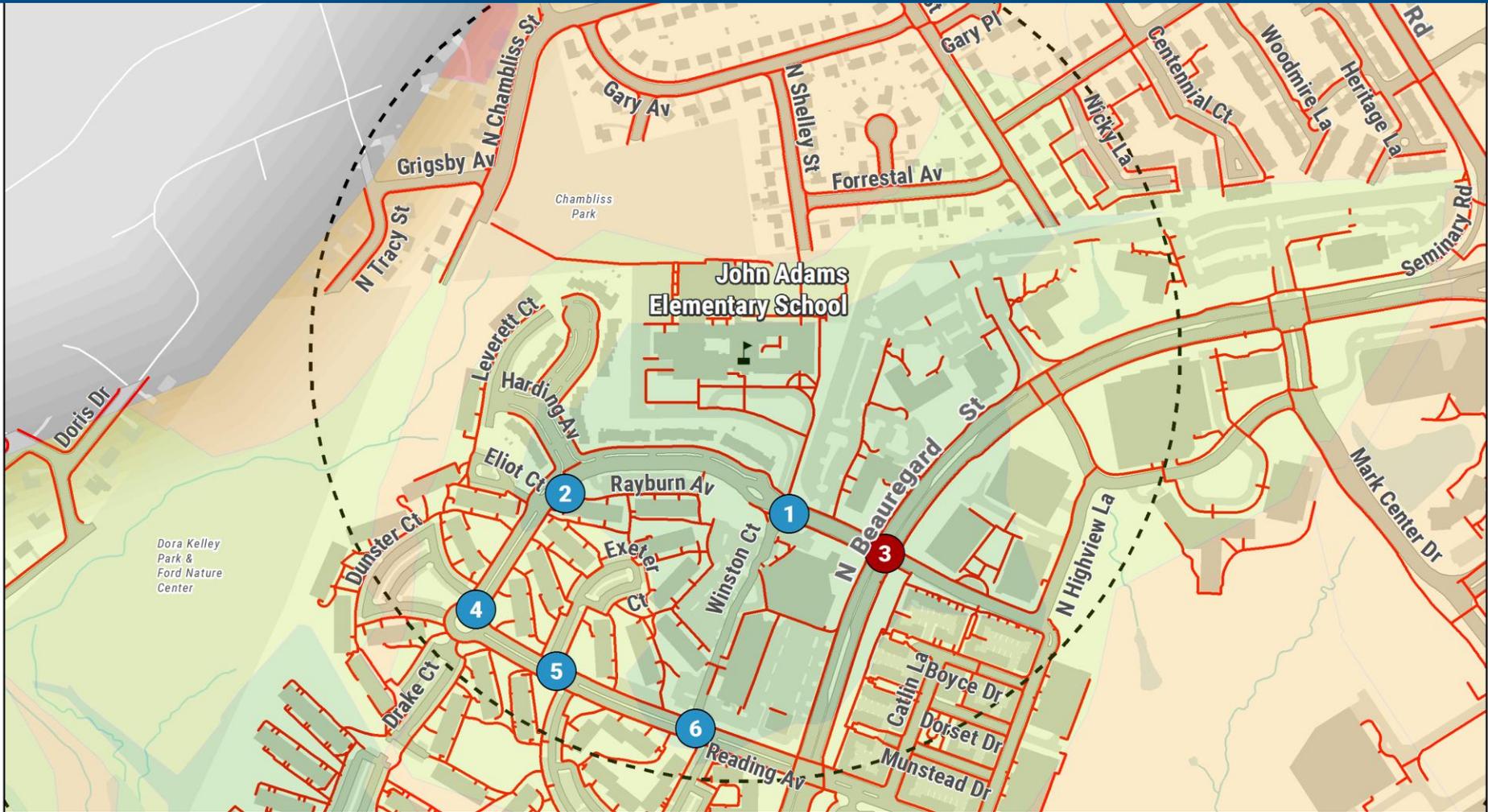
Recommendations

Update curb ramps to meet current ADA guidelines

Restripe all crosswalks on school property and within 1/4 mile of school with high visibility markings

These curb ramps on school property do not have detectable warning surfaces or accessible landings.

INTERSECTION RECOMMENDATIONS



Infrastructure Recommendations

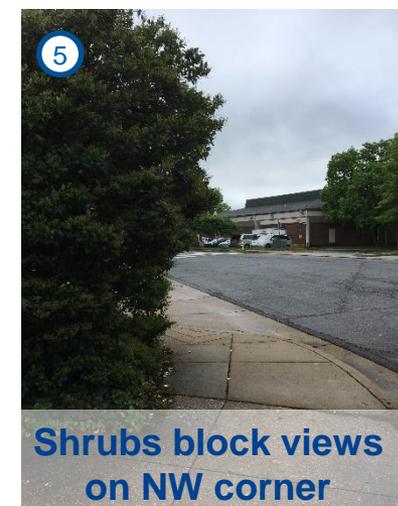
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INTERSECTION RECOMMENDATIONS

Map ID	Issue	Recommendation	Timeframe*
1	Overgrown shrubs at northwest corner of intersection obstruct visibility for pedestrians crossing	Trim shrubs back to daylight intersection	Short
	No marked crosswalks on 3 legs of the intersection	Mark high visibility crosswalks on all legs of the intersection	Short
	Curb ramps are not ADA compliant and do not align with the marked crosswalk	Reconstruct curb ramps to meet current ADA guidelines	Medium
	Island across Winston Court obstructs pedestrian path	Rebuild Winston Court approach to include ADA compliant curb ramps, a level crossing and shorter median island	Medium
	Eastbound bus stop is not ADA compliant due to lack of sidewalk and curb ramps	Build sidewalk with curb ramp and concrete bus pad	Long
	Irregular intersection geometry and long crossing distance for pedestrians crossing Rayburn Avenue	Option A - Redesign intersection with curb extensions on all four corners; this will require removing the grass island on the west leg of the intersection	Long
Option B – Construct a raised intersection to reduce vehicular speeds and enhance the pedestrian environment		Long	

INTERSECTION RECOMMENDATIONS



INTERSECTION RECOMMENDATIONS

Map ID	Issue	Recommendation	Timeframe*
2	Faded parallel crosswalk markings, no frontage road crossing, and no ADA ramps	Replace crosswalk markings with high visibility stripes and add crosswalks and ADA ramps across frontage road	Short
3	Crosswalk markings are not high visibility; curb ramps are not ADA compliant	Replace parallel crosswalk markings with high visibility stripes	Short
		Ensure curb ramps and push buttons are ADA compliant	Medium
4	No marked crosswalks at intersection	Add marked crosswalks across Rayburn Avenue and Reading Avenue 20' from yield point; add W11-15 sign with arrow before crosswalk on both sides of intersection; add pedestrian refuge through median islands; ensure curb ramps are ADA compliant	Long
5	No marked crosswalks at intersection	Add marked crosswalk across Reading Avenue at Exeter Court for bus stop connection; add W11-15 sign with arrow before crosswalk on both sides of intersection; add pedestrian refuge through median islands; ensure curb ramps are ADA compliant	Long
6	No marked crosswalks at intersection	Add marked crosswalk across Reading Avenue east of Merton Court and ensure curb ramps meet current ADA standards; add W11-15 sign with arrow before crosswalk on both sides of intersection	Long

* Short = within 1 year, Medium = within 3 years, Long = 3 or more years

INTERSECTION RECOMMENDATIONS

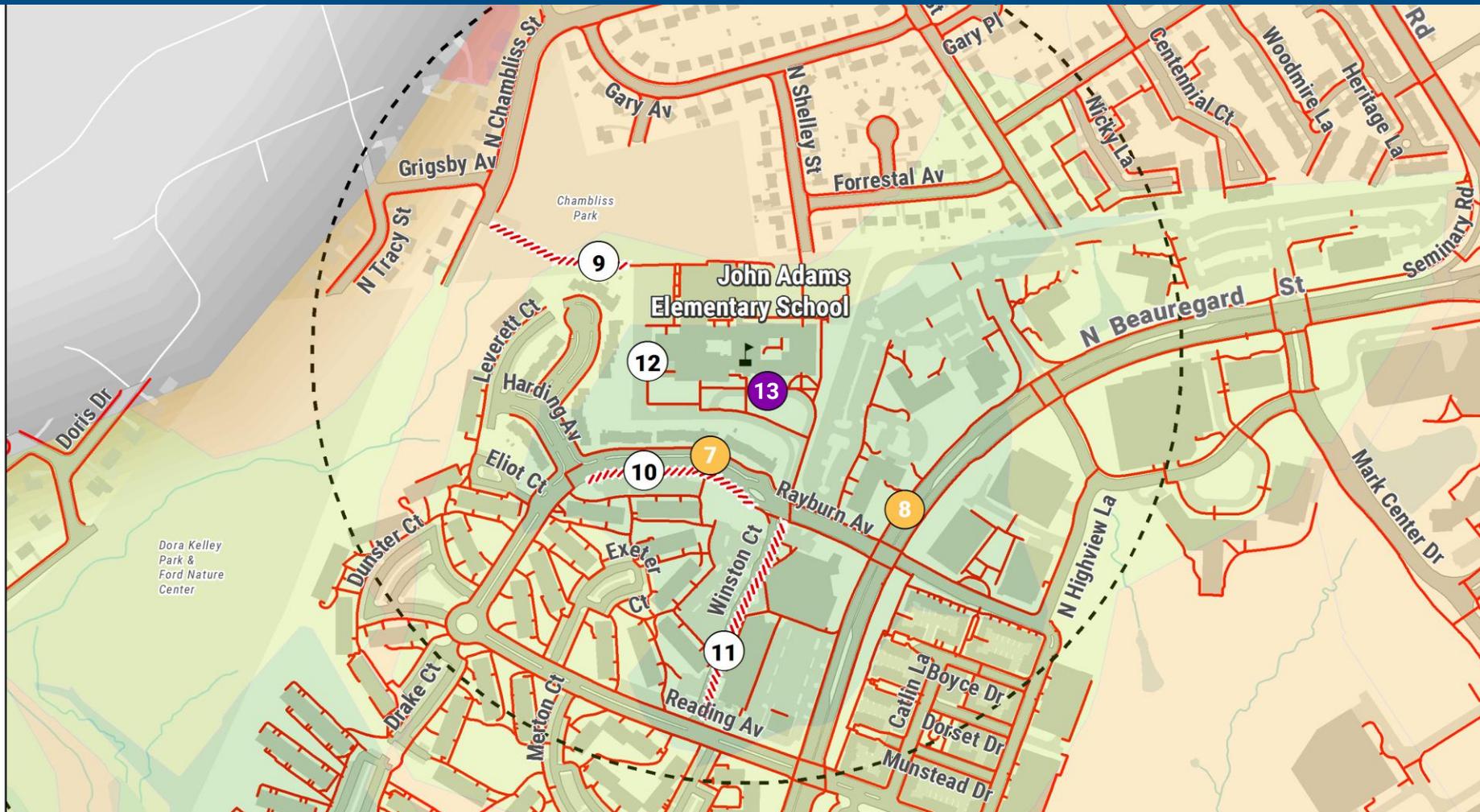


The intersection of Rayburn Avenue and N Beauregard Street has parallel crosswalks and curb ramps that do not meet ADA requirements



The parallel crosswalk markings at Rayburn Avenue and Harding Avenue are faded and do not lead to ADA ramps

NON-INTERSECTION RECOMMENDATIONS



Infrastructure Recommendations

John Adams Elementary School
Alexandria, Virginia

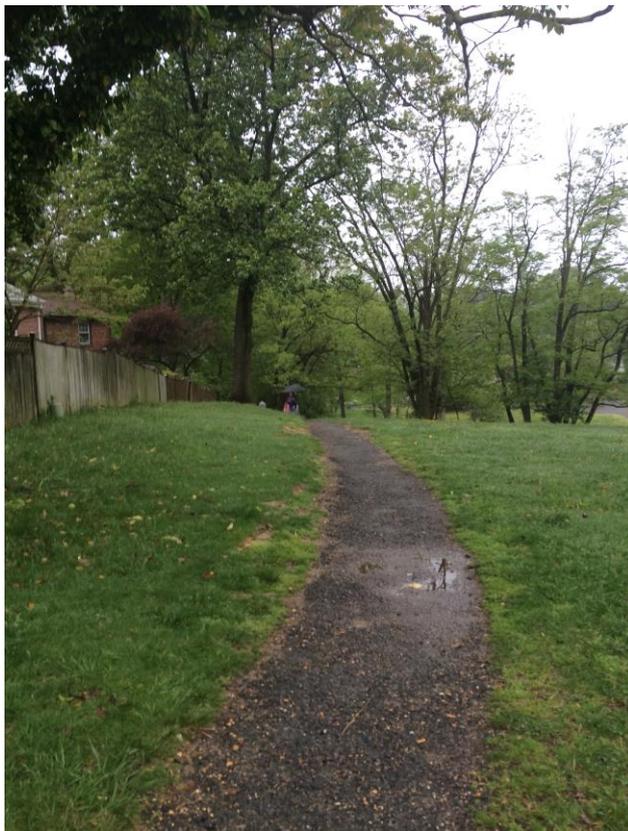
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- Other Recommendations
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- 1/4 Mile Buffer
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- Network Buffers**
- 1/4 Mile
- 1/2 Mile
- 1 Mile
- 2 Miles

NON-INTERSECTION RECOMMENDATIONS

Map ID	Issue	Recommendation	Timeframe*
7	No school zone speed limit on Rayburn Avenue	Place S5-1 15-mph school zone speed limit signs on Rayburn Avenue to the east and west of the school driveway	Short
8	No school zone signs on N Beauregard Street	Install S1-1 School signs on N Beauregard Street in advance of the intersection with Rayburn Avenue in both directions	Short
9	Steep, narrow neighborhood cut-through path	Repave and widen path where possible to a 10-foot minimum	Long
10	Gap in sidewalk network on the south side of Rayburn Avenue between Harding Avenue and Winston Court	Complete sidewalk network on south sides of the street	Medium
11	Gaps in pedestrian network along Winston Court	Complete pedestrian network on Winston Court with sidewalk and crosswalks as redevelopment occurs	Long

* Short = within 1 year, Medium = within 3 years, Long = 3 or more years

NON-INTERSECTION RECOMMENDATIONS



Neighborhood cut-through path is narrow and has muddy patches and holes



Winston Court lacks continuous sidewalks and marked crossings to connect the shops to the rear parking lot, forcing pedestrians to walk in the travel lanes

SCHOOL SITE RECOMMENDATIONS

Map ID	Issue	Recommendation	Timeframe*
12	School sidewalk network is disconnected on the west side of the school	Complete sidewalk network with parking lot repaving	Long
13	Faded pavement markings	Reapply pavement markings to increase visibility	Short
	Parking observed in fire lane due to ambiguous paint and signage	Work with fire department to clearly identify and mark the fire lane	Short
	Traffic instruction signs are smaller than MUTCD standards	Reinstall signs that follow MUTCD text and panel size standards	Medium
	Use of parking spaces in front of bus loop is not well defined nor well managed; drivers were observed parking on the opposite curb and making u-turns out of parking cut-outs	Post signs identifying spaces for short term parking; post one-way and no u-turn signs; add directional arrow pavement markings to the school driveway	Medium

* Short = within 1 year, Medium = within 3 years, Long = 3 or more years

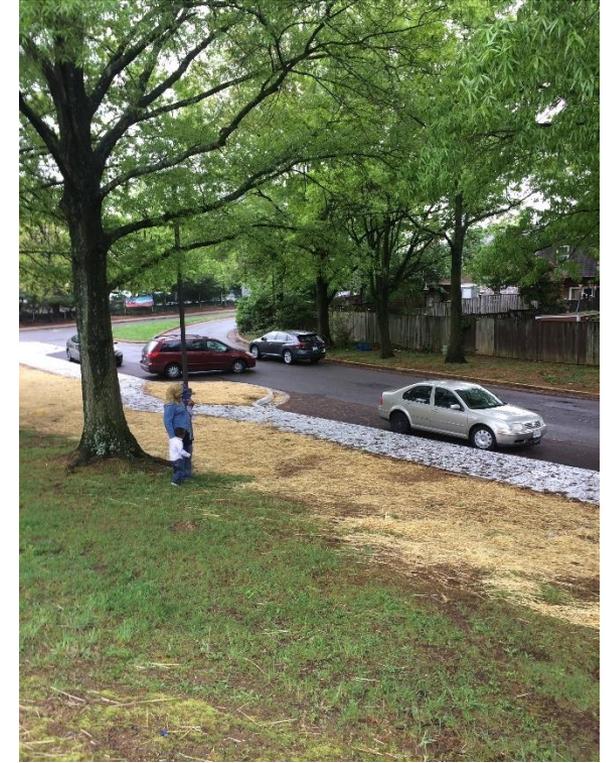
SCHOOL SITE RECOMMENDATIONS



Faded crosswalk markings and non-compliant curb ramps at the exit of the bus loop



Signs in the school parking lot have small text that makes them difficult to read



Drivers parked on the curb opposite the parking cut outs and making a u-turn in the school driveway

PROGRAMMATIC RECOMMENDATIONS

EDUCATION

Recommendation	Continue Existing	Start New
Integrate pedestrian and bicycle safety education into the school curriculum.		●
Conduct a bicycle rodeo to teach the skills and precautions to ride a bike safely.		●
Incorporate information about walking and bicycling to school in communications with parents.		●
Provide parents and guardians with safe driving information that stresses the importance of driving safely in school zones and being alert for pedestrians and bicyclists during arrival and dismissal.		●



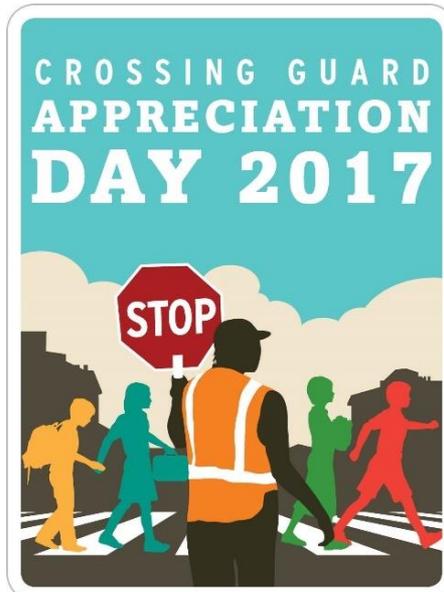
ENCOURAGEMENT

Recommendation	Continue Existing	Start New
Participate in International Walk to School Day and Bike to School Day.		●
Help organize and support walking schools buses.		●
Help organize and support bike trains.		●
Establish a frequent walker / bicyclist program.		●



ENFORCEMENT

Recommendation	Continue Existing	Start New
Establish a driver pledge program.		●
Celebrate Virginia Crossing Guard Appreciation Day.		●
Work with the police department to provide periodic parking and traffic enforcement near the school.	●	



EVALUATION

Recommendation	Continue Existing	Start New
Conduct Student Travel Tallies to get baseline data for student travel patterns.	●	
Administer Parent Surveys to collect information on parents' attitudes towards walking and bicycling and reasons why they may or may not allow their children to walk or bike to school.	●	

Travel Tallies were last collected in the fall of 2016, and Parent Surveys were last collected in the fall of 2014 at John Adams Elementary School. Up to date information is required to monitor program success and apply for federal SRTS funding.

