



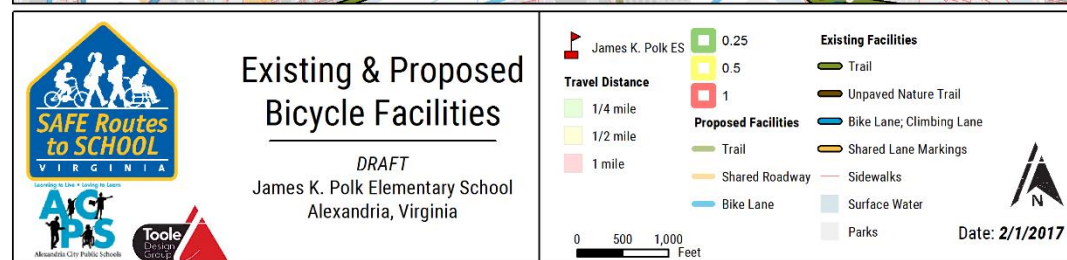
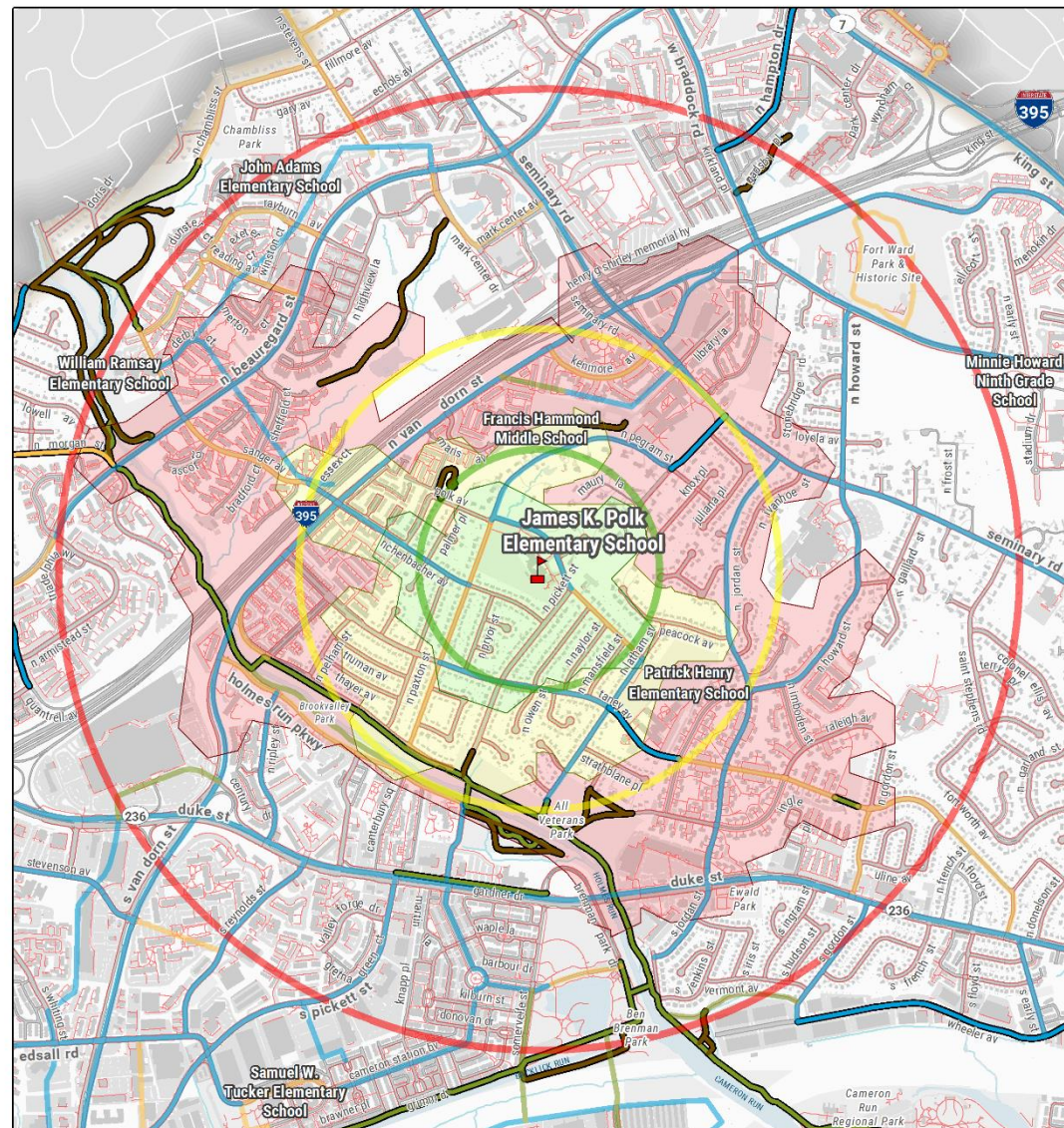
JAMES K. POLK ELEMENTARY SCHOOL WALKABOUT: Existing Conditions, Findings and Recommendations

MAY 10, 2016

SCHOOL LOCATION

Travel Distance	Number of Students (cumulative)
¼ mile	72
½ mile	237
1 mile	530
2 miles	726

The hollow circles on the map represent the direct distance buffers from the school. The polygons show the distance along the road network.

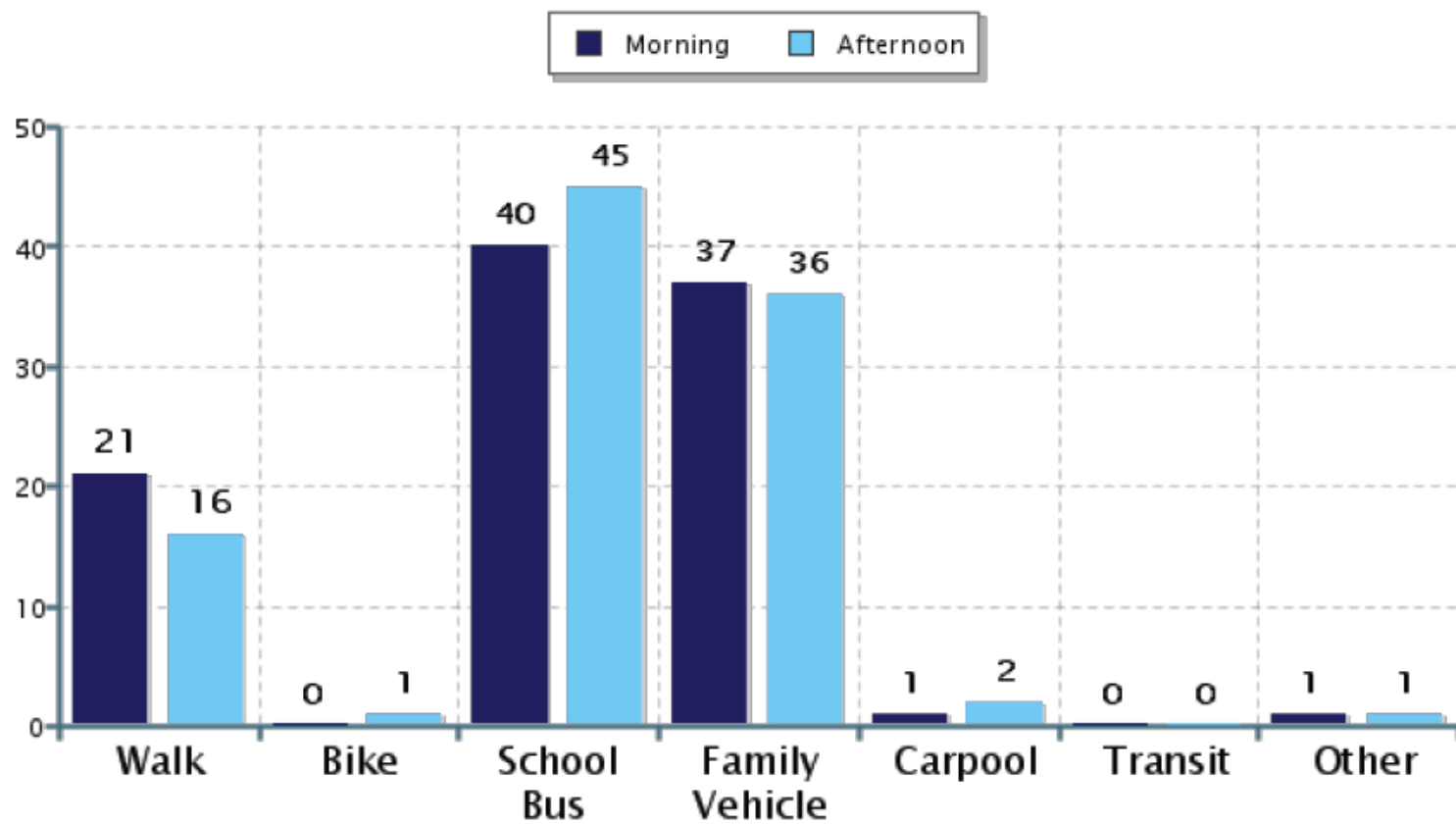


EXISTING CONDITIONS



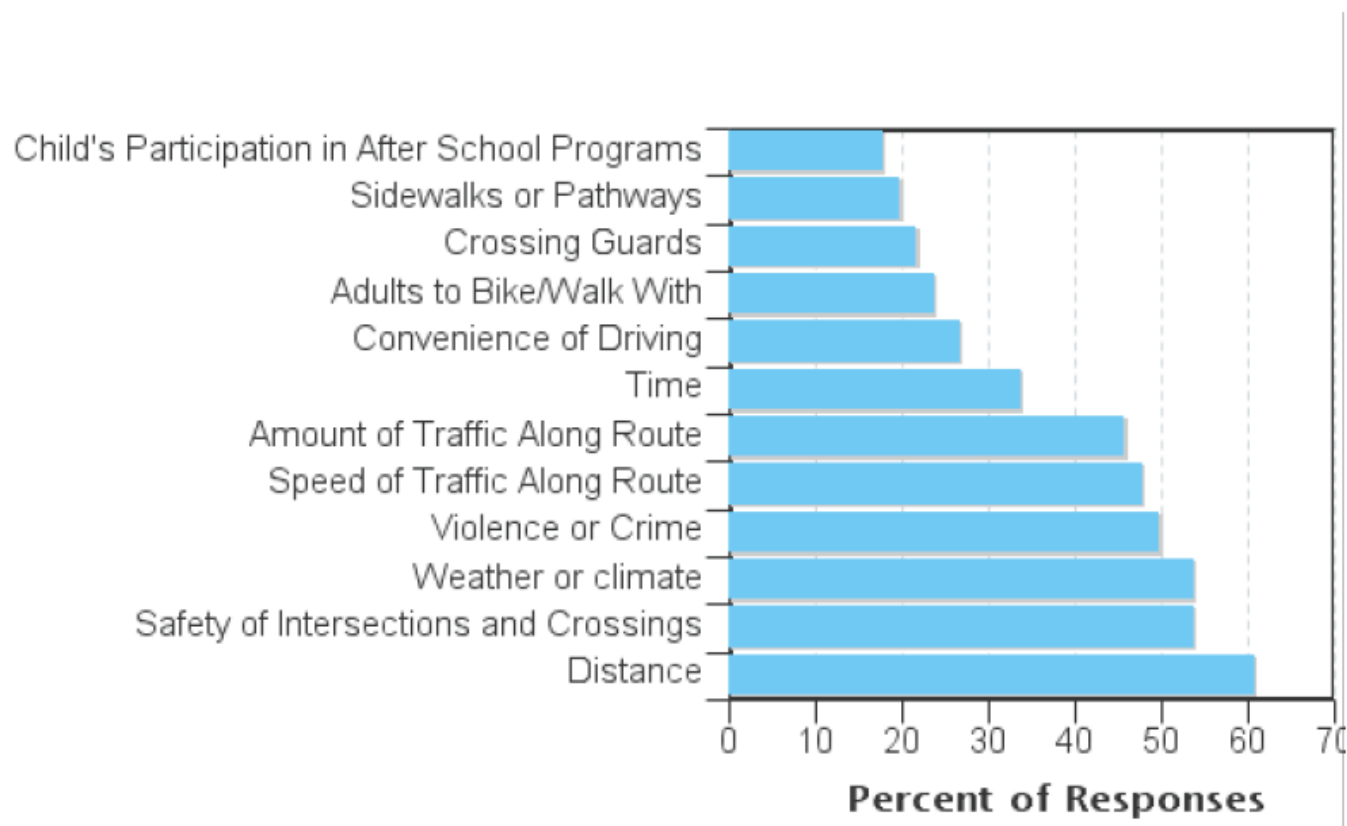
TRAVEL PATTERNS

Morning and Afternoon Travel Mode Comparison



TRAVEL PATTERNS (continued)

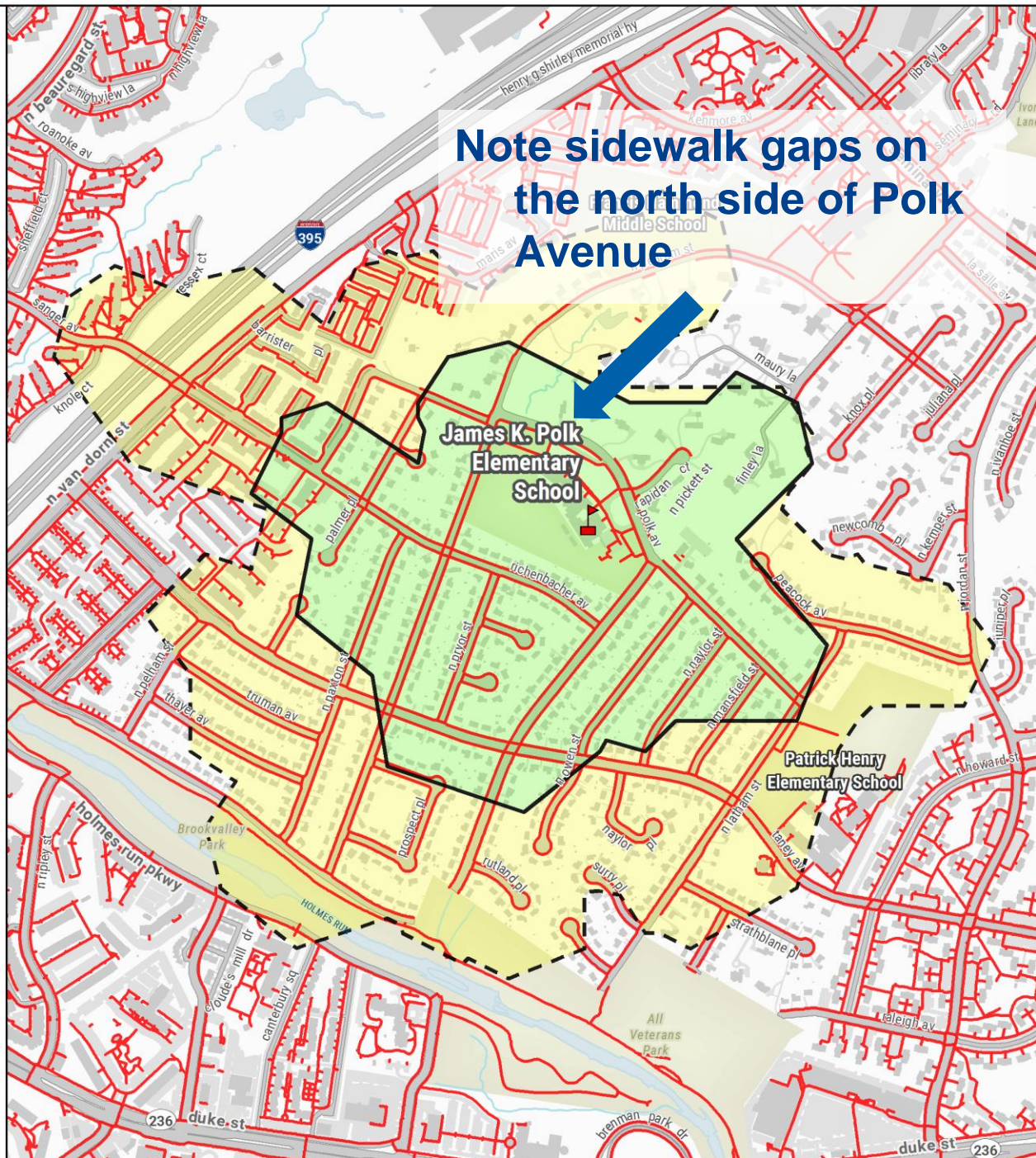
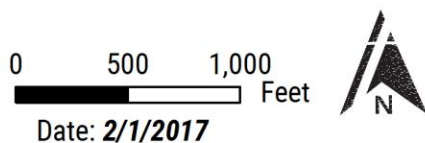
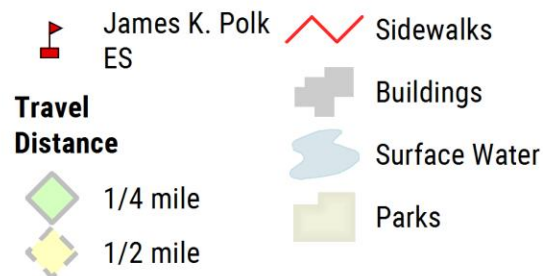
Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Existing & Proposed Bicycle Facilities

DRAFT

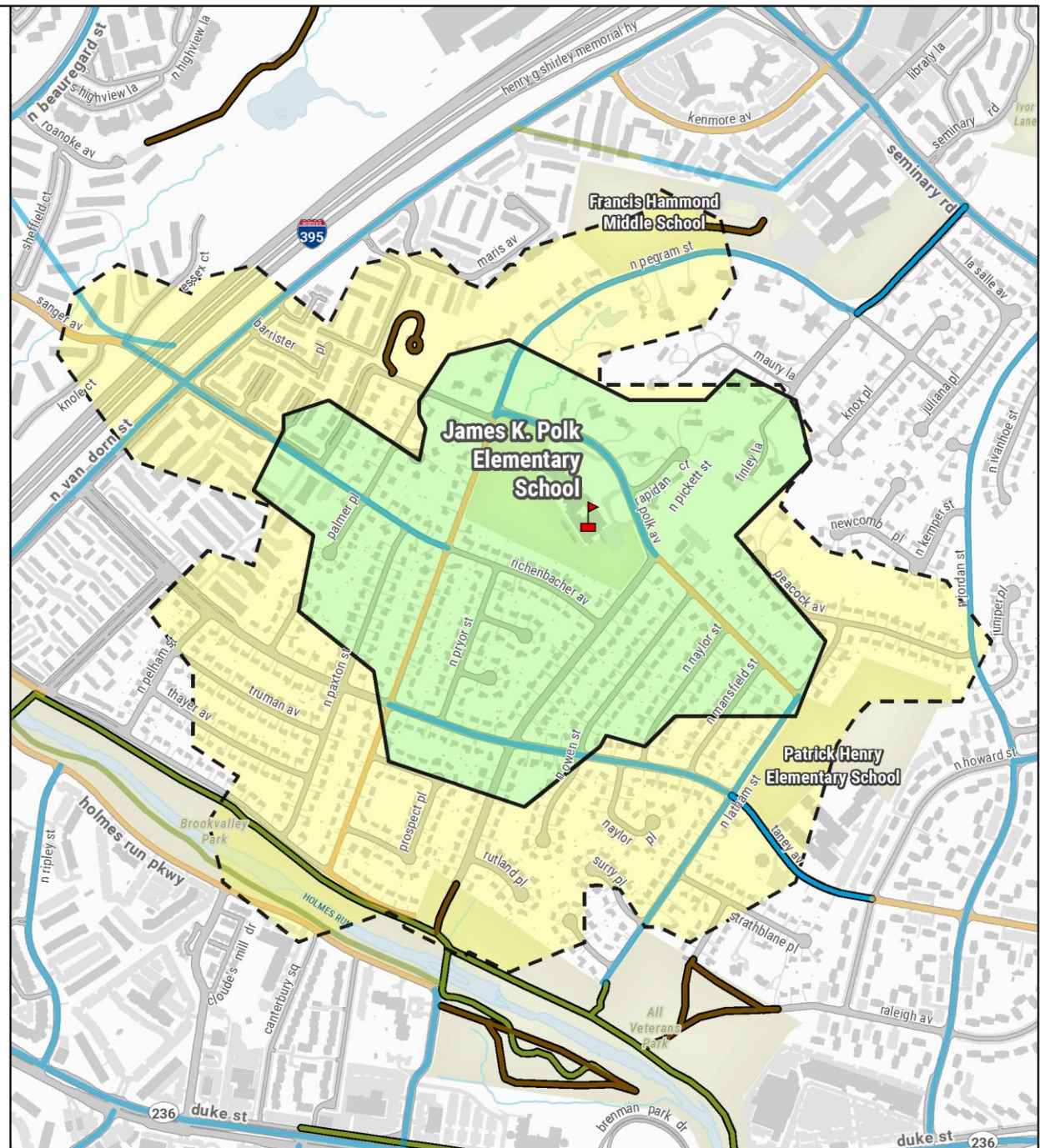
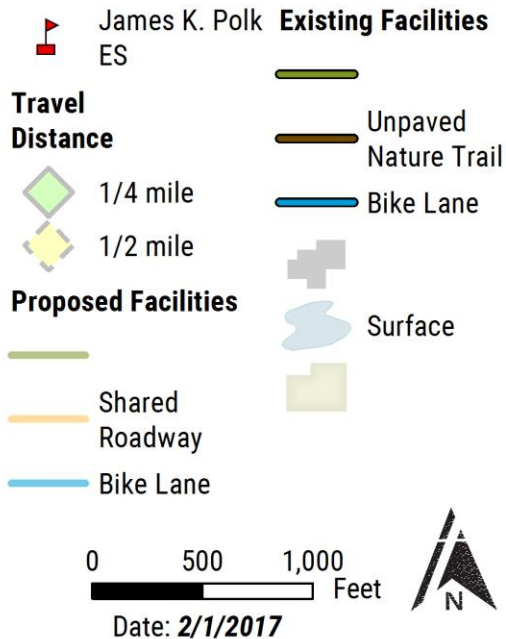
James K. Polk Elementary School
Alexandria, Virginia



Existing & Proposed Bicycle Facilities

DRAFT

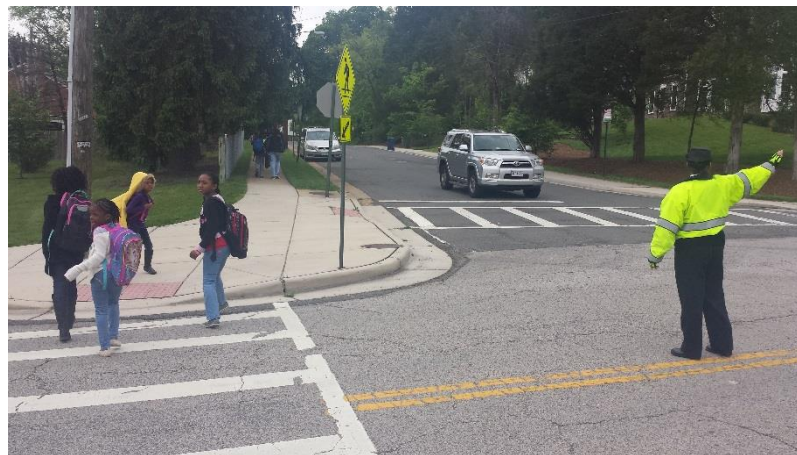
James K. Polk Elementary School
Alexandria, Virginia



ARRIVAL/DISMISSAL OBSERVATIONS

N. Pegram Street

- Crossing guard at intersection with Polk Ave (top photo)
- One of two locations with a crossing guard



Polk Avenue

- Illegal U-turns
- Perceived speeding (posted speed limit is 15 MPH)
- Students and parents crossing at unmarked locations

N. Pickett Street @ Polk Ave

- Parked cars and a crosswalk set back from the corner impair visibility and driver's ability to yield to pedestrians (bottom photo)



ENGINEERING RECOMMENDATIONS



General Recommendations

The following issues were noted along all of the Walkabout routes. We recommend a detailed review of all facilities within a 1/2 mile of the school.

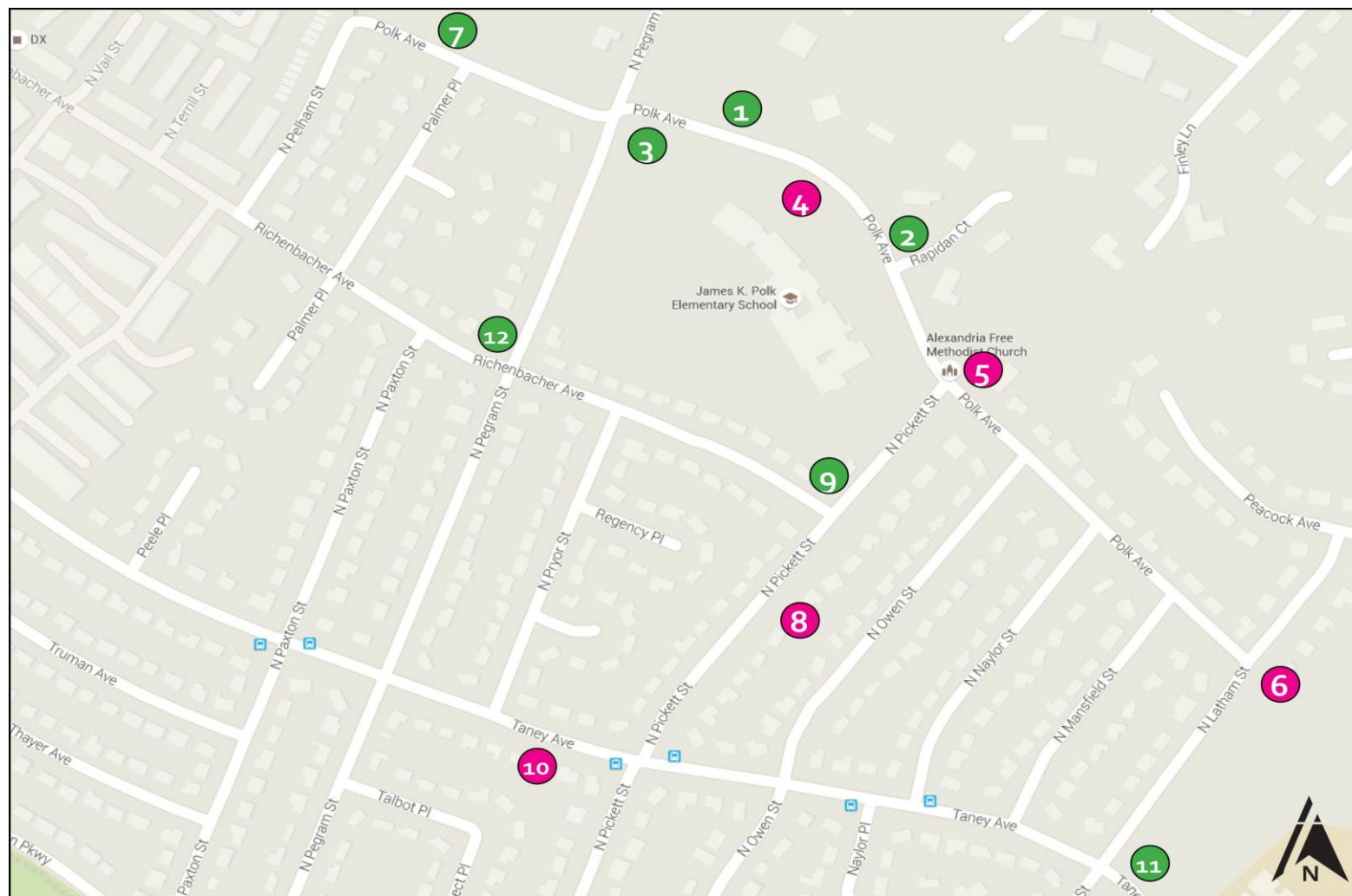
Curb Ramps - Few curb ramps around the school meet current ADA guidelines for accessibility as they lack tactile warning strips.

Crosswalks - Many crosswalks around the school are marked by two parallel lines. These crosswalks are not highly visible, particularly at night. High visibility crosswalks with bar markings are considered a best practice for crosswalks near schools and along known school walking routes.

Sidewalks- There are some areas where trees have caused the sidewalk to heave, and overgrown landscaping narrows the clear walk zone. There are also a few locations where sidewalk is missing entirely, as noted in the next slides.

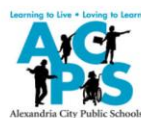


Recommendations by Location



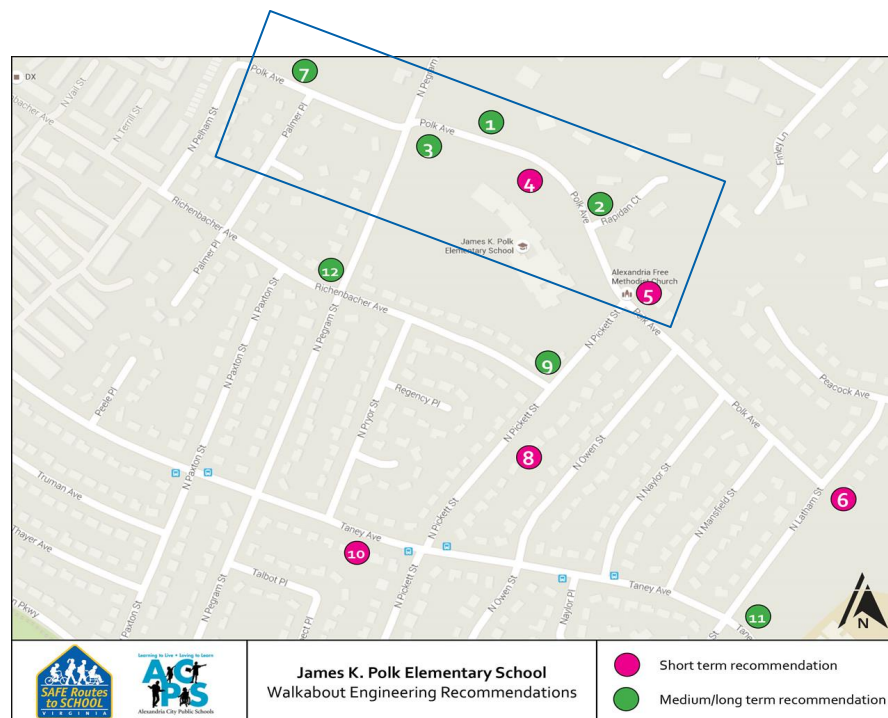
- Short term recommendation
- Medium/long term recommendation

James K. Polk Elementary School
Walkabout Engineering Recommendations



Location 1 – POLK AVENUE

Map ID	Issue	Recommendation
1	Speeding and U-turns	Traffic calming, chicanes
2	Gaps in pedestrian network	Complete sidewalks on north side of Polk Ave
3	Unclear school zone	Gateway treatments
4	Impractical parking regulations	Allow parking on north side of Polk Avenue near school



Recommendation Timeframes

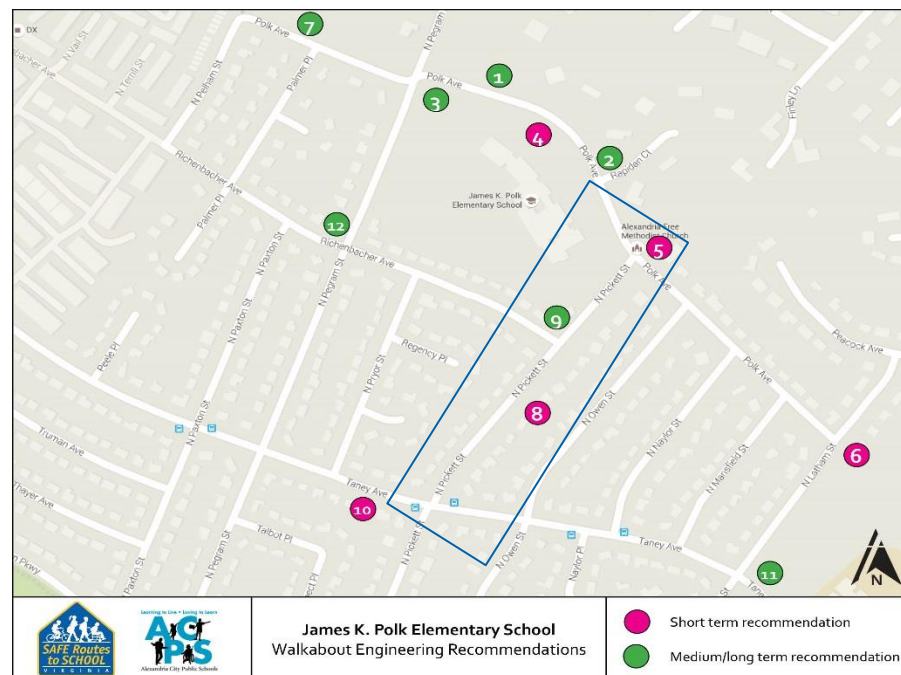
Short - 3-5 mo.

Medium/Long - 6 mo. – 3 yrs.



Location 2 – N. PICKETT STREET

Map ID	Issue	Recommendation
5	Poor visibility at Polk Avenue	Restrict parking near corner
5	Curb ramps not accessible	Upgrade curb ramps to meet ADA standards
8	Roadway design encourages speeding	Add climbing bike lane
9	Insufficient traffic control at Richenbacher Avenue	Replace yield sign with stop sign



Recommendation Timeframes

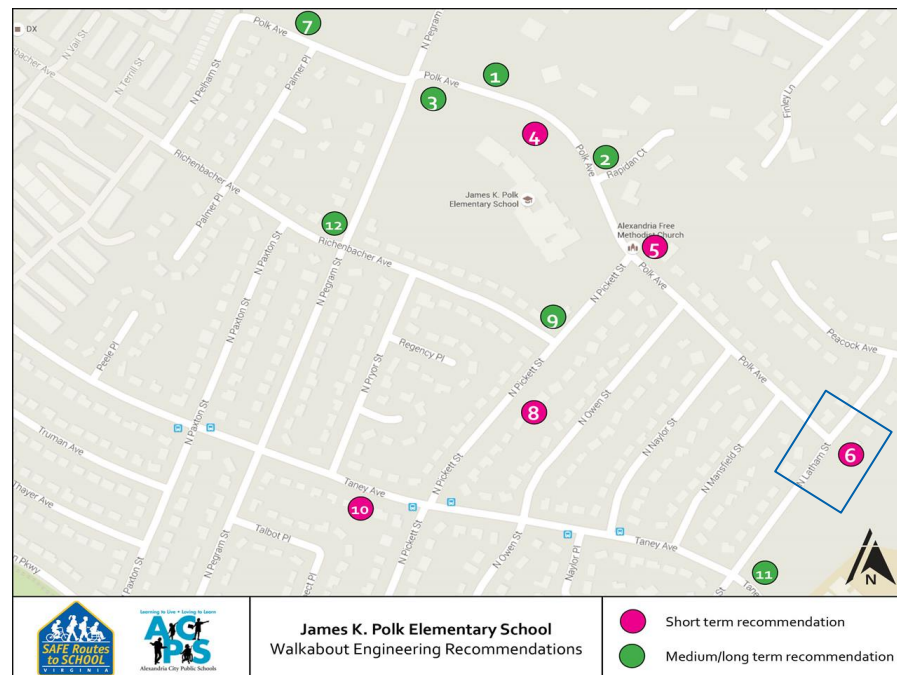
Short - 3-5 mo.

Medium/Long - 6 mo. – 3 yrs.



Location 3 – N. LATHAM STREET

Map ID	Issue	Recommendation
6	Poor visibility	Trim vegetation and add curb extension
6	Low visibility crosswalks	Add high visibility crosswalk markings
6	Curb ramps not accessible	Add / upgrade curb ramps to meet ADA standards



Recommendation Timeframes

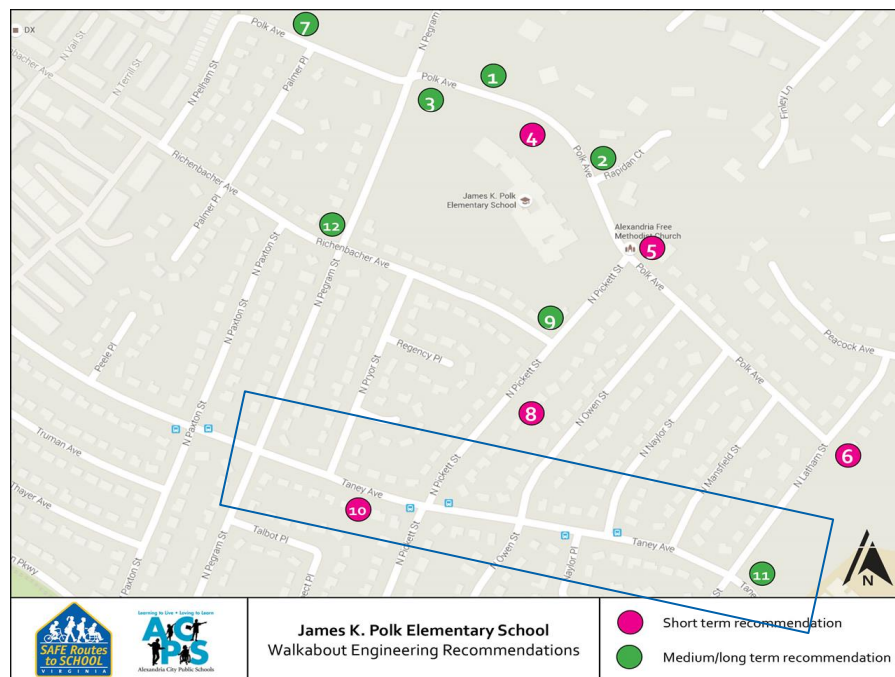
Short - 3-5 mo.

Medium/Long - 6 mo. – 3 yrs.



Location 4 – TANEY AVENUE

Map ID	Issue	Recommendation
10	Faded pavement markings; gap in bicycle network	Will be addressed during repaving summer 2016
10	Lesser preferred bus stop placement	Move bus stops to farside of intersections to improve visibility
11	Illegal driver behavior at N. Latham St intersection	Consider traffic circle to allow U-turns



Recommendation Timeframes

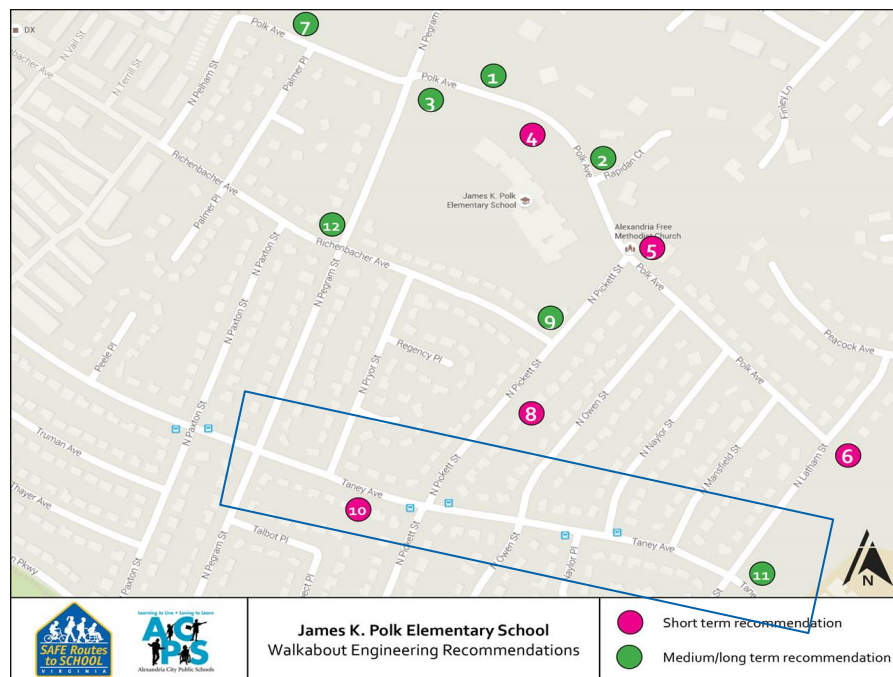
Short - 3-5 mo.

Medium/Long - 6 mo. – 3 yrs.



Other Locations

Map ID	Issue	Recommendation
7	Gap in pedestrian network on Polk Ave	Construct sidewalk to connect to existing walking path and multi-family housing
12	Insufficient traffic control at Richenbacher Ave/ N Pegram St	Install 4-way stop sign per MUTCD Section 2B.04.09



Recommendation Timeframes
Short - 3-5 mo.
Medium/Long - 6 mo. – 3 yrs.

PROGRAMMATIC RECOMMENDATIONS



EDUCATION

Recommendation	Continue Existing	Start New
Integrate pedestrian and bicycle safety education into the school curriculum.	●	
Conduct a bicycle rodeo.		●
Incorporate information on 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
Continue participation in International Walk to School Day and Bike to School Day.	•	
Help organize and support walking schools buses.		•
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 speed enforcement.	•	



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.		●

** The last Travel Tallies and Parent Surveys at James K. Polk Elementary were collected in the fall of 2014. Up to date information is required to monitor program success and apply for federal SRTS funding.*

