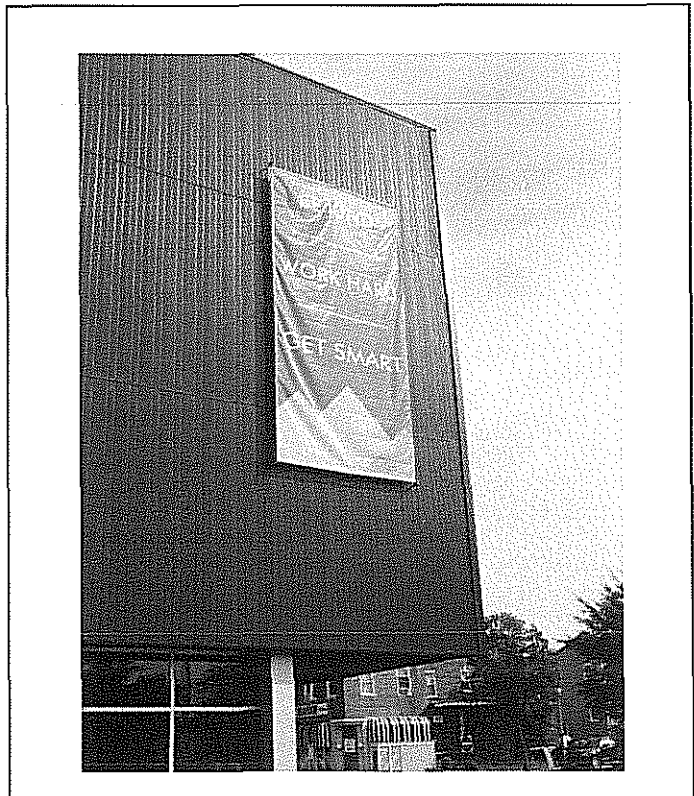




E.L. Haynes Safe Routes to School Recommendations Matrix



submitted by:



in partnership with:



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Recommendations Matrix

The following section details recommendations for E.L. Haynes, categorized into each of the five E's. This plan of action for implementing the E.L. Haynes SRTS program is intended to increase safety for students on their journey to and from school and when appropriate, encourage more students to walk or bike. The table below identifies those actions, a responsible party for implementing them, a time frame and a level of cost. *(Note: Refer to page 9 for cost/ time definition.)*

Education

Action	Responsibility	Time Frame	Cost
Conduct community wide outreach, possibly with flyers detailing SRTS programs and benefits. This could help to reach both school families and the general neighboring population.	School/DDOT	0-2 years	Low
Inform the neighborhood of any school commute policies. For those who need it, provide assistance with snow removal or with trimming overgrown vegetation that blocks the sidewalk.	School	0-2 years	Low
Include the health benefits of conducting a SRTS program in teacher training programs and in the student curriculum.	School	0-2 years	Low
Educate parents and students about the established drop off and pick up procedures along Otis Place.	School	0-2 years	Low
Distribute walking school bus/bicycle train options to school families.	School	0-2 years	Low
School walking events could be advertised through neighborhood newspapers (such as the Northwest Current and DC North) listserves (such as "PetworthParents," "petworth_dc" and "anc4c09" Yahoo! Groups), and blogs (such as Prince of Petworth). This can help to reach all residents, not just the families with students currently in the school system. Also, consider using the school newspaper as a means to circulate information about major events.	School	0-2 years	Low
Continue E.L. Haynes and the Washington Area Bicyclist Association collaboration for in-classroom pedestrian and bicycle safety education.	WABA/School	0-2 years	None

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Action	Responsibility	Time Frame	Cost
<i>Education (continued)</i>			
Massive citywide education campaign focusing on bicycle safety.	DDOT/WABA	2-5 years	High
Improve the pedestrian and bicycle safety education components of the driver education program.	DMV/DDOT/WABA	5 years or more	Low-Medium

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Encouragement

Action	Responsibility	Time Frame	Cost
Maintain and expand the Safe Routes to School Team that will lead the effort to improve school access safety, coordinate preparing grant applications, and administer the SRTS program.	School	0-2 years	None
Conduct a preference survey to determine what families would like to see and have available as choices for their school commute.	School	0-2 years	None
Maintain several spare bicycle locks at the school for people who forget their bicycle locks at home.	School	0-2 years	Low
Conduct a bicycle rodeo. Include stations about bicycle safety, helmet and bicycle fit, rules of the road, handling skills and numerous other safety topics.	School/WABA	0-2 years	None
Provide remote drop-off and pick-up locations to help disperse traffic congestion in the immediate vicinity of the school. Encourage students who live further from the school or students whose families choose to drive, to walk for part of their journey to school.	School	0-2 years	None
Establish a "Golden Sneaker" award to circulate between the classrooms that achieve the highest participation rates for walking or bicycling to school. This will require ongoing student travel tally and parent/caregiver surveys or "Frequent Walker/Bicyclist" punch cards. DDOT may have resources available for such a program. Some schools opt for a "stinky sneaker" alternative – the school/students should choose what will be a better motivator.	School	0-2 years	Low
Identify the neighborhood groups who currently have bike trains and walking school buses which provide options for students to walk or bike in groups with an adult school bus "driver", but without the vehicle.	School	0-2 years	None
Establish "Frequent Walker Card" system. This is similar to "Frequent Flyer Mile" programs, and can be a great motivator. DDOT may have resources available for such a program.	School	0-2 years	None
Dedicate spare bicycle locks for students who forget to bring their locks	School	0-2 years	Low

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Action	RESPONSIBILITY	Time Frame	Cost
<i>Encouragement (continued)</i>			
Advertise the existing bicycle train/peloton among other parents and students. Consider adding new bicycle trains for students who commute from other neighborhoods.	School/Parents	0-2 years	None
Provide high-visibility bicycle flags and/or vests for students in the bicycle trains and walking school buses. This will make the students more visible to drivers.	School	0-2 years	Low
Request a school crossing guard to assist students crossing at New Hampshire Avenue and Otis Place.	School submits request to DDOT	0-2 years	Low

Enforcement

Action	Responsibility	Time Frame	Cost
Request photo enforcement of speeding and red light running at the intersection of New Hampshire Avenue and Georgia Avenue.	School/MPD (Submit requests to lisa.sutter@dc.gov)	0-2 years	Low
Reduce unwanted advertising leaflets on cars near the school. The leaflets litter the street and are inappropriate for an area with small children.	School/MPD	0-2 years	Low
Enforce double parking on bike lanes.	MPD	0-2 years	Low
Clear parking regulation signs should be posted at all intended drop-off and pick-up locations to better define and support the drop off and pick up procedures. This helps to keep motorists self enforced, without excessive police presence required or misunderstanding or confusion in the school area roadways.	DDOT/School	0-2 years	Low
Consider issuing warnings, rather than citations for first offenses. Include education materials about the dangers of speeding or other violations, especially in the school area.	MPD	0-2 years	Low
Consider techniques to slow traffic on Otis Place such as the placement of a speed hump and signage along with appropriate pedestrian crossing striping and signage.	DDOT	0-2 years	Low
Conduct a series of police stop-to-pedestrian stings, to strongly reinforce that Washington, DC takes its motor vehicle laws and pedestrian rights seriously in all neighborhoods. Repeat approximately every six weeks until driver behavior is perceived to be more respectful of pedestrian's right to cross safely.	MPD	0-2 years	Low
Continue to maintain police presence at Georgia Ave. at Otis Pl. and New Hampshire Ave. at Otis Pl. which are major pedestrian crossing locations. This will help to passively encourage drivers to obey the laws, and expect that they are being monitored.	MPD	0-2 years	Low
Participate in the DC Neighborhood Pace Car Program. Parents and community members pledge to follow the law when driving near E.L. Haynes.	School/WABA	0-2 years	Low

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Action	Responsibility	Time Frame	Cost
<i>Enforcement (continued)</i>			
Dedicate areas surrounding the school and facilities used by the school as “Drug-Free” zones.	DDOT	0-2 years	Low
Consider placement of pedestrian activated crosswalk camera at Georgia Avenue.	DDOT	2-5 years	Medium
Request a crossing guard at the intersection of Otis Place and New Hampshire Avenue	School submits request to DDOT	0-2 years	Low

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Engineering

The following recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation.

Action	Responsibility	Time Frame	Cost
Consider reconfiguring the intersections of Georgia Avenue at Princeton Place and Otis Place (to the east and to the west), and New Hampshire Avenue at Otis Place with curb extensions, curb ramps, and high visibility crosswalks. Adding curb extensions will greatly enhance the walking conditions along the school commute. This will better define the turning movements and shorten the crossing distances to enhance safety for many students' walk to and from school.	DDOT	2-5 years	Medium
Consider a new traffic signal at the intersection of Otis Place at Georgia Avenue. Consider a rectangular rapid flash beacon unit or other device at the intersection of Otis Place and New Hampshire Avenue. Pedestrian hybrid signals should also be considered along New Hampshire Avenue.	DDOT	2-5 years	Medium
Provide standard advance warning signs to designate all approaches to the school zones and crossings. All signs should be of uniform color – fluorescent yellow–green (FYG), in accordance with Manual on Uniform Traffic Control Devices guidelines. Consider implementation of school zones with flashing beacons and reduced speed limit along the main portion of Georgia Avenue and New Hampshire Avenue in accordance with MUTCD. Provide “SCHOOL” pavement markings alongside the school speed limit assemblies.	DDOT	0-2 years	Low
Enhance school with high visibility striped crosswalks. Consider further enhancing with traffic calming treatments such as raised crosswalks at high conflict locations along Otis Place at the intersection of Georgia Avenue and New Hampshire Avenue.	DDOT	0-2 years	Low

Action	Responsibility	Time Frame	Cost
<i>Engineering (continued)</i>			
Consider traffic calming elements such as raised crosswalks, speed humps, chicanes, centerline treatments or other devices mitigate speeds along Otis Place. Conduct a speed study along Georgia Avenue at Otis Place and New Hampshire Avenue at Otis Place. If the perceived speeding issue is confirmed, consider posting driver speed feedback signs along Georgia Avenue and New Hampshire Avenue or at any location where there is a confirmed speeding issue in the vicinity of the school.	DDOT/MPD	2-5 years	Low
Monitor the demand for bicycle parking. As demand increases, add new bicycle racks. Provide state-of-the-practice bicycle racks that provide two points of contact for each bicycle, and a convenient locking location for the bicycle's frame for the many bicycles already in place.	DDOT/School	0-2 years	Low
Consider speed enforcement cameras along New Hampshire Avenue and Georgia Avenue.	School/MPD (Submit requests to lisa.sutter@dc.gov)	2-5 years	Medium
Establish bicycle lanes along New Hampshire Avenue, Monroe Street, and Spring Road.	DDOT	2-5 years	Low
Consider adjusting signal timing along New Hampshire Avenue and Park Avenue to ensure pedestrian crossing time is provided, and to force reduced travel speeds through signal progression.	DDOT	0-2 years	Low

Evaluation

Action	Responsibility	Time Frame	Cost
Conduct Walk ability and Bike ability surveys to evaluate the students' ability to get to school safely.	School	0-2 years	Low
Conduct a preference survey to determine what families would like to see and have available as choices for their school commute.	School	0-2 years	None
Conduct tracking exercises for distances students walk both on-line and in the classroom. This can include utilizing the website under development as part of this project.	School	0-2 years	None
Conduct Student Travel Tally and Parent/Caregiver Surveys (See Appendix G: Student Travel and Parent Surveys)	School	0-2 years	None
E.L. Haynes should continue to work with the George Washington University on student health.	School/GWU	0-2 years	None

Note: Engineering projects defined as "0-2 years" are generally high priority, critical connections, or projects that do not require an intensive design effort. Projects defined as "2-5 years" or "5 years or more" are not necessarily lower priority. These longer timeframes reflect the need for additional efforts to secure funding, prepare construction documents, bid the projects or otherwise prepare for construction. The timeframes noted reflect the amount of time it would take to construct/implement the project if work on the project begins now.