

2015 Safe Routes to School Walk Audit Findings Report



Highcrest
Elementary
School

*Highcrest Elementary School
Wethersfield, CT*

Submitted By:
VN Engineers, Inc.
116 Washington Avenue
North Haven, CT 06473
Phone (203) 234-7862

October, 2015



VN Engineers, Inc.

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INTRODUCTION

A walk audit was performed by CTDOT's "Safe Route to School" (SRTS) consultant, VN Engineers, Inc. for Highcrest Elementary School in Wethersfield, on June 1, 2015. Highcrest Elementary School serves 430 students from kindergarten through 6th grade. The purpose of a SRTS walk audit is to assess the existing conditions of the walking and biking routes to school and to identify the issues that may discourage or prevent walking and bicycling. SRTS audits are performed by transportation professionals experienced in traffic, pedestrian, and bicycle operations and design. These professionals assess and review factors that can promote or obstruct safe walking and bicycling to school. Some of these factors include social aspects, traffic volumes and speeds, topography, or the presence/absence of sidewalks and/or bicycle lanes.

The audit for Highcrest Elementary School followed standard walk audit protocol. Before the site visit was conducted, the CTDOT SRTS Team analyzed the collected parent/teacher surveys, the area topography, and the routes surrounding the school. Available online imagery was used to study and assess the most prevalent routes, adjacent land use, sight distance issues, sidewalk locations, on-street parking, and other site-specific issues. In 2014, the team initially introduced the SRTS Program to the Wethersfield Schools Parents Committee (WSPC) which consists of PTO representatives from all of the elementary and middle schools, in addition to representatives from the Wethersfield School Board. The team also contacted Ms. Barbara Saladin, the current SRTS Champion for Highcrest Elementary.

Following the initial review, the CTDOT SRTS Team visited the site to observe arrival operations. During class sessions, the team walked and drove throughout the surrounding neighborhoods to evaluate pedestrian walking and biking routes. Measurements and photographs were taken of the focus area and school officials were interviewed to document current perceptions and conditions surrounding school transportation. Upon completion of the site visit, a SRTS Team member met with Ms. Barbara Saladin to gather additional input for this audit report.

The SRTS audit team found that the area around Highcrest Elementary School and the various walking routes are in fair to good condition with many of the appropriate safety amenities already in place. The team noted a few infrastructure issues that could be addressed in the short- and long-term.

The school is located in a residential area with sidewalks on nearly all roadways leading to the school. While the sidewalks are wide enough for compliance with the Americans with Disabilities Act, the lack of handicapped ramps (specifically at critical locations near the school) and thus, detectable warning strips, are not in adherence to the act. Due to recent repaving, painted crosswalks are also missing from critical locations in front of Highcrest Elementary School.

The percentage of walking students at Highcrest Elementary School is low. Specifically, only 10% of the students on any given day are walking or biking to school. Approximately 75% of students are bussed and about 15% of students are dropped off by their parents. With wet conditions on the day of the observation of arrival, there were only a handful of students that walked or biked to school. If the school wishes to increase the number of students safely walking and biking to school, then they could initiate pedestrian and bicycling educational and encouragement campaigns.

The following subjects are discussed below:

- Existing features and walking routes
- School parent drop-off and bus drop-off area
- Assessments of various pedestrian and bike routes
- Recommendations

Figure 1 shows an overview of the Highcrest Elementary School study area.



Figure 1: Aerial Map of Highcrest Elementary School Study Area

1 EXISTING FEATURES AND WALKING ROUTES

The SRTS Committee Members ascertained that the following three routes were used by most of the walking and biking students attending Highcrest Elementary School. Route 1 begins at Highcrest Road and heads south, then turns right on Hang Dog Lane or Goff Brook Circle to Dusty Lane. Route 2 follows Highcrest Road to the south, turns left on Foxhill Road, and then turns right on Coppermill Road to Meadowview Drive. Route 3 follows Highcrest Road north, turns left on Highland Street, and then turns right on Collier Road to the north.

Although the SRTS Champion identified these three main walking routes, all streets within the Highcrest Elementary School boundary were mapped in **Figure 9** to show every possible way students could walk to school. This study examines these main routes, along with all other walking routes within an approximate 0.5 mile radius of Highcrest Elementary School.

1.1 Highcrest Elementary School Surrounding Area

Highcrest Elementary School is situated in a suburban Wethersfield neighborhood. School begins at 8:55 AM., but students are allowed to enter the building at 8:35 AM. Walkers and bikers tend to arrive between 8:35 to 8:50 AM, while bussed students typically arrive between 8:35 to 8:45 AM. Student drop-offs both by driving and walking with parents, started around 8:30 AM with the highest concentration of students arriving between 8:45 and 8:55 AM, as shown in **Figure 2**. Parents were observed dropping their children off in an orderly manner. Two teachers typically oversee the drop-off and pickup and reported that there have not been any accidents. However, the teachers were not wearing safety vests.

The school has excellent separation with bus traffic in the front the school and parent drop-off/pickup in the rear of the school.

The wide sidewalks at the pickup and drop-off area and the teacher supervision are key factors in keeping the students safe. In addition, in the year 2000, the parent pickup area was reconfigured to a one-lane, one-way operation which made the process run more smoothly (**Figure 3**). Parents were not observed dropping students off on Highcrest Road. During dismissal, parents of kindergarten and first grade are required to park their cars and pick their students up and walk them back to their cars. During dismissal, five cars were observed picking up students on Highcrest Road.

The Town of Wethersfield has assigned three trained crossing guards to this school. They are stationed at the intersection of Highcrest Road and Foxhill Road, the intersection of Highcrest Road and Highland Street, and at the south entrance to the school. The crossing guards were observed doing an excellent job



Figure 2: Morning Drop-Off Site



Figure 3: One Way Signage for Parent Drop-Off Site



Figure 4: Crossing Guard Stationed at School Car Entry

of guiding students across the crosswalks with two of the three wearing proper personal protective equipment and all three using handheld stop signs (**Figure 4**).

In general, the pickup and drop-off processes function orderly. The crossing guard at the south entrance of the school requested that speed bumps be added to slow the cars leaving and entering the main entrance.

Dismissal Procedures: The school does not have a staggered dismissal, as all students are dismissed at 3:10 PM. The busses arrive intermittently and are boarded by students relative to their position in the bus only loop, located on the east side of the school off of Highcrest Road, as shown in **Figure 8**.

The parent pickup process offers two alternatives for adults driving to retrieve the student passengers. One option is for the adult guardian to either meet the student at the school's south side exit or the main entrance/exit on the east side. After the adult and student reunite, they walk to the designated parent parking site on the south side of the campus. The second option is for students to be directly dismissed curbside to their parents' vehicles in the exclusive parent drop-off/pick-up loop after exiting from the rear of the school. The entry to the loop is also located on the south side of the campus (**Figure 5**).

The team observed approximately fifty walkers that exited the school from the central doors and departed campus with their parents or each other as shown in **Figure 6**. The majority of students headed northeast on the campus until they transitioned to the sidewalks, heading north or south of the school. The students whose destination brought them south of the school were assisted by the crossing guard stationed at the entry way to the parent pickup driveway off of Highland Avenue. Some students were observed not adhering to the guard's instructions.

The SRTS Team also noted that a few cars were parked along Highcrest Road for parent pick-up instead of in the designated parking lot on campus (**Figure 7**). These parents exited their vehicles and approached the school on foot by cutting through the bus lane and meeting the kids at the assigned spot. The parents and children then reentered the bus loop where the buses were either stationed or exiting. This vehicular and pedestrian conflict was minor in frequency, but the seriousness of its possible consequences mandates its documentation.



Figure 5: Drop-off and Pickup



Figure 6: Students Walking Home at Dismissal

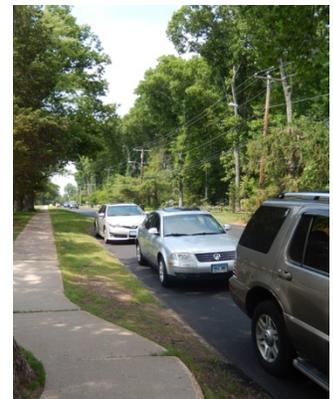


Figure 7: Cars Parked on Highcrest Road

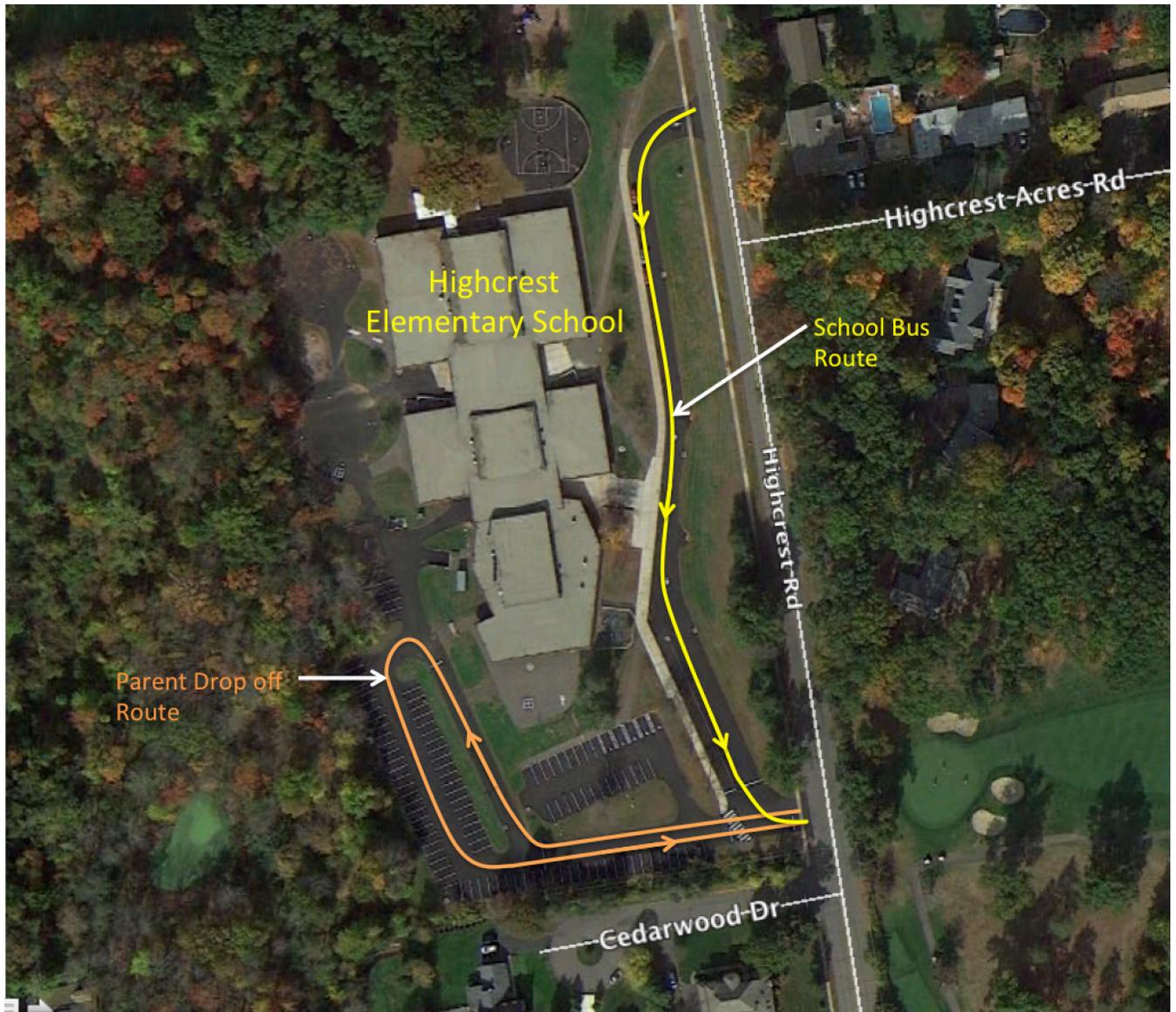


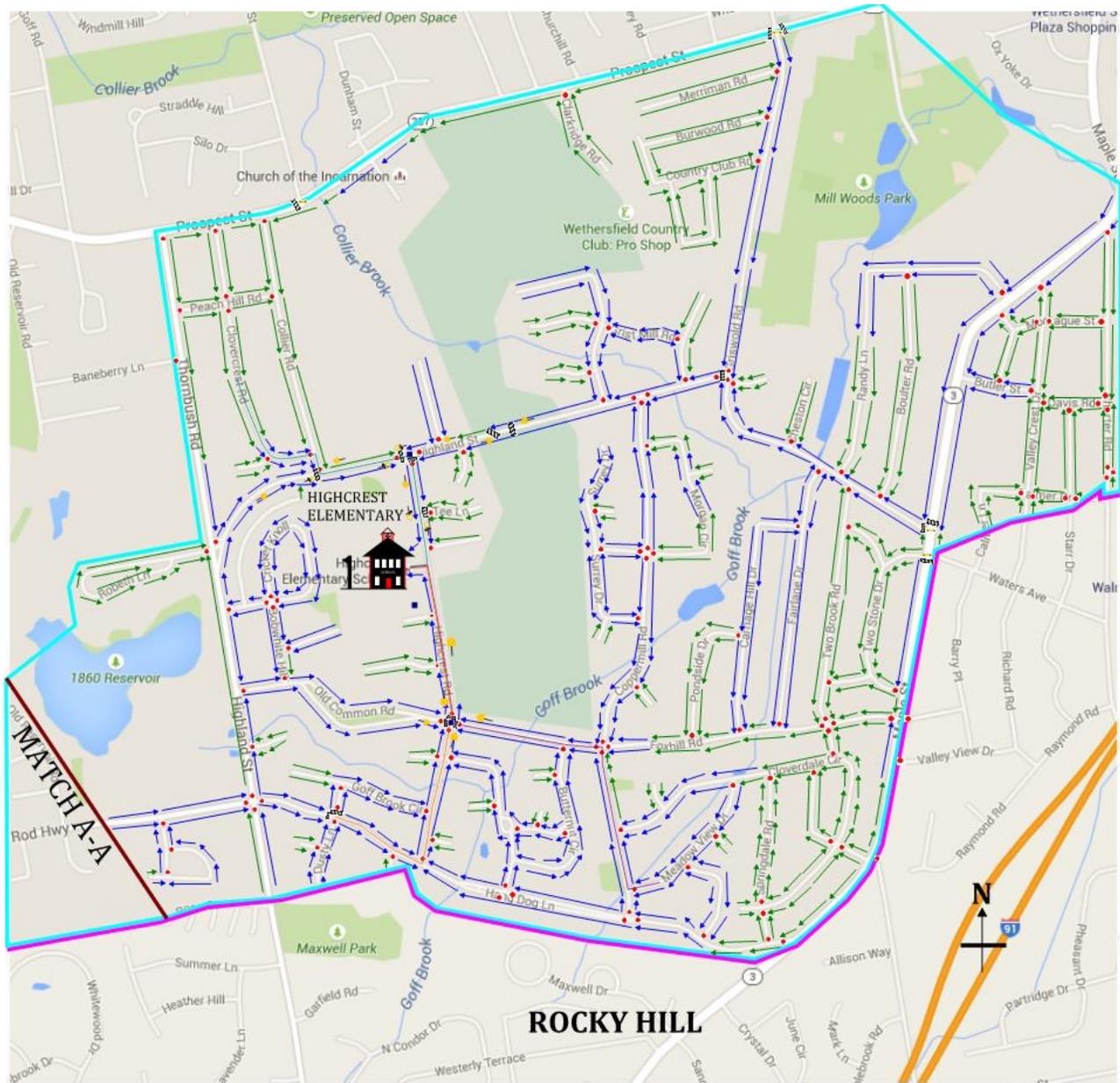
Figure 8: Highcrest School Aerial map

The walk audit team walked and drove all of the major walking routes. **Table 1** provides an inventory overview of streets leading to the school. **Figure 9** depicts all of the pedestrian routes to Highcrest Elementary School. The school study limit is shown in light blue.

Table 1: Roadway Inventory

Street Name	Street Width	Direction of Travel	Existing Sidewalk	Sidewalk Width	Sidewalk Condition	Curb Ramps	Curb	Buffer	Crime Area
HIGHCREST ROAD	26ft	Two way traffic	YES (West side only)	4ft	Good	YES-not ADA compliant	YES	9ft	NO
HANG DOG LANE	38ft	Two way traffic	YES (Both Sides)	4ft	N/A	N/A	YES	7ft	NO
GOFF BROOK CIRCLE	30ft	Two way traffic	YES (Both Sides)	4ft	N/A	N/A	YES	5ft	NO
DUSTY LANE	30ft	Two way traffic	YES (Both Sides)	4ft	Good	Yes-not ADA compliant	YES	5ft	NO
FOXHILL ROAD	28ft	Two way traffic High Volume	YES (Both Sides)	4ft	Poor (concrete/uneven sidewalk with large joints)	Some-not ADA compliant	YES	10ft	NO
COPPERMILL ROAD	40ft	Two way traffic	YES (Both Sides)	4ft	N/A	N/A	YES	5ft	NO
MEADOWVIEW DRIVE	30ft	Two way traffic	YES (Both Sides)	4ft	Good	Yes-Not ADA Compliant	YES	6ft	NO
HIGHLAND STREET	38ft	Two way traffic	YES (South Side Only)	4ft	Good	Yes-Not ADA compliant	YES	10ft	NO
COLLIER ROAD	38ft	Two way traffic	NO (short section between Highland and Clovercrest on west side)	4ft	N/A	N/A	YES	8ft	NO

Note: Most of the ramps within the project area as determined by observation are not ADA handicap accessible compliant.



- KEY:**
- CROSSWALK
 - STOP SIGN
 - TRAFFIC SIGNAL
 - CROSSING GUARD
 - SCHOOL CROSSING
 - CROSSWALK SIGN
 - FLASHING SCHOOL SIGN
 - WALKING DIRECTION
 - WALKING DIRECTION WITH SIDEWALK
 - SCHOOL ZONE
 - TOWN LINE
 - ROUTE #1
 - ROUTE #2
 - ROUTE #3

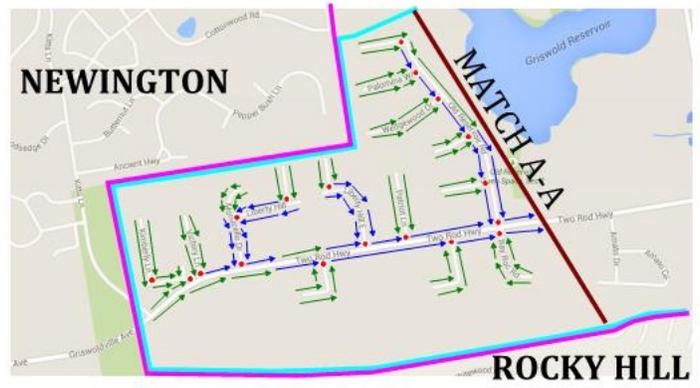
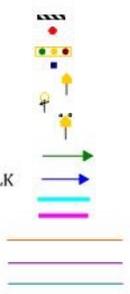


Figure 9: Primary Walking Options to Highcrest Elementary School

1.2 Walking Route 1

Walking Route 1 begins at the main entrance of the school and proceeds along Highcrest Road to the south, then turns right on Hang Dog Lane or Goff Brook Circle to Dusty Lane. From the farthest point on Dusty Lane, the path is about 0.8 miles to the main entrance of the school as shown in **Figure 10**. The SRTS Champion identified this route as the most heavily travelled. This route provides access to many homes.

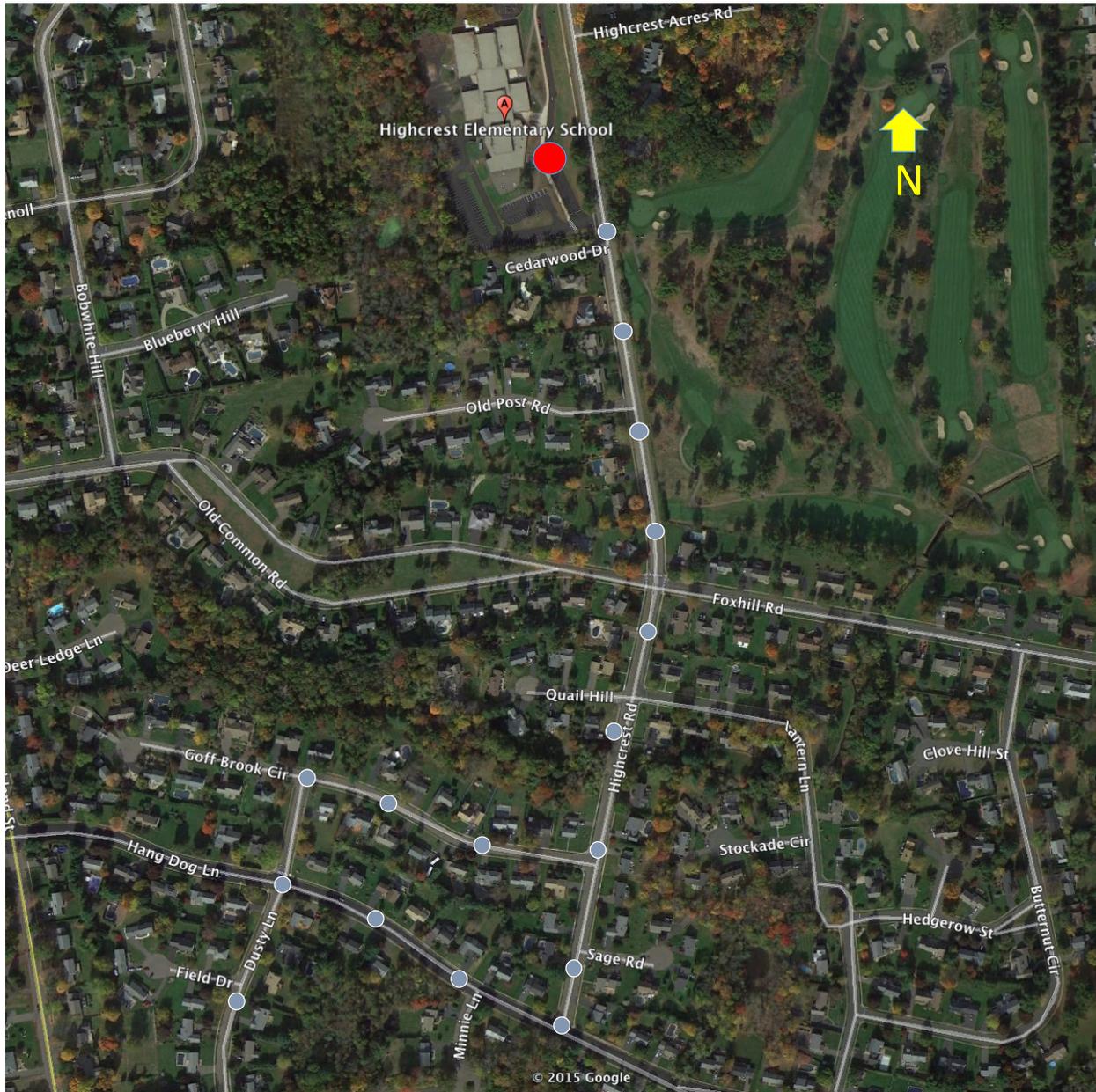


Figure 10: Walking Route 1

Figure 10 Legend

- School Entrance
- Walking Route 1

1.2.1 Traffic and Pavement Markings

In general, the pavement quality is in good condition. The pavement on Highcrest Street was repaved in 2015 and during our walk audit the pavement markings had not been replaced. This route is in a well-maintained residential neighborhood. The streets are approximately 27 feet wide with double yellow center line pavement markings.

1.2.2 Signs

The posted speed limit in the area in front of the school is 25 mph. South of Foxhill Road the speed limit is posted at 30 mph as shown in **Figure 11**. During our audit, we did not notice any cars violating this posted speed limit. In general, all the signs located on this route are in good condition.



Figure 11: 30 MPH Speed Limit on Foxhill Road

1.2.3 Sidewalks

According to the SRTS Guide:

Sidewalks, specifically paved sidewalks, are an important piece of a walking route to school. Paved sidewalks are “pedestrian lanes” that provide people with space to travel within the public right-of-way separated from motor vehicles and on-road bicycles. They should have a level, hard surface and be separated from motor vehicle traffic by a curb, buffer or curb with buffer.

There is a four-foot wide sidewalk on the west side of Highcrest Road. The sidewalk on the east side of Highcrest begins 140’ south of Foxhill Road and continues for the remainder of this route. South of Foxhill Road, this route has 4’ sidewalks on both sides of the road. The handicap ramps are either not present or do not meet the current Americans with Disabilities Act (ADA) Standards, but the current installations are more conducive to walking and biking than having no ramps. The sidewalks in this area are categorized as being in good condition, with minimal tripping hazards. The students were observed walking and biking on the sidewalk without problems. The sidewalks are separated from the road with a grass strip and curb. This buffer provides an excellent divider between the vehicular traffic and students travelling on the sidewalk and is considered a SRTS best practice.

1.2.4 Crime

The School Principal, Mr. John Beam, stated that crime is not an issue throughout the area.

1.3 Walking Route 2

Walking Route 2 starts at the school's main entrance, follows Highcrest Road to the south, turns left on Foxhill Road, and then turns right on Coppermill Road to Meadowview Drive (**Figure 12**). The path is approximately 1.0 mile long to the farthest point. There is a trained crossing guard at the corner of Highcrest Road and Foxhill Road. The crossing guard has been working at this location for 10 years and has not witnessed any accidents during that time. He was wearing the proper protective equipment and carried a handheld stop sign.



Figure 12: Walking Route 2

Figure 12 Legend

School Entrance

Walking Route 2



1.3.1 Traffic and Pavement Markings

In general, the pavement quality is in good condition. Highcrest Road was recently paved and is in excellent condition. The pavement on Foxhill Road and Coppermill Road are in fair condition, but it appears the town is in the process of repaving many of the area's local streets. This route is through a well-maintained residential neighborhood. The streets are approximately 27 feet wide with no pavement markings. The crosswalks are faded and should be repainted, as shown in **Figure 13**.

1.3.2 Signs

The posted speed limit on Foxhill Road is 25 mph, Coppermill Road has a posted speed limit of 30 mph and Meadow View Road does not have any speed restriction signage. During our audit, the SRTS Team did not witness any vehicles speeding. All the signs along this walking route are in good condition.



Figure 13: Sample Crosswalk on Route 2

1.3.3 Sidewalks

There are sidewalks throughout the areas surrounding the school. The sidewalks are on both sides of the road and typically measure 4' wide with a grass buffer separating them from the roadway, as shown in **Figure 14**. The grass buffer and sidewalks on both sides of the roads along this route are ideal for walking to school.

1.3.4 Crime

The School Principal, Mr. John Beam, stated that crime is not an issue throughout the area. See Section 1.2.4 for the crime area discussion.

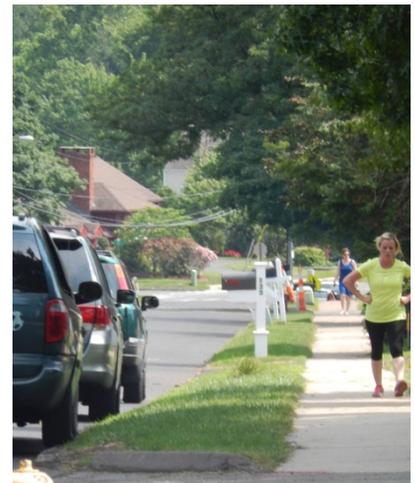


Figure 14: Sidewalk Along Highcrest Road, South of the School Campus.

1.4 Walking Route 3

Walking Route 3 commences at the front of the school and heads north on Highcrest Road, turns left on Highland Street, and then right on Collier Road to the north (**Figure 15**). The path is approximately 0.8 miles long depending on the origin and destination of the trip.

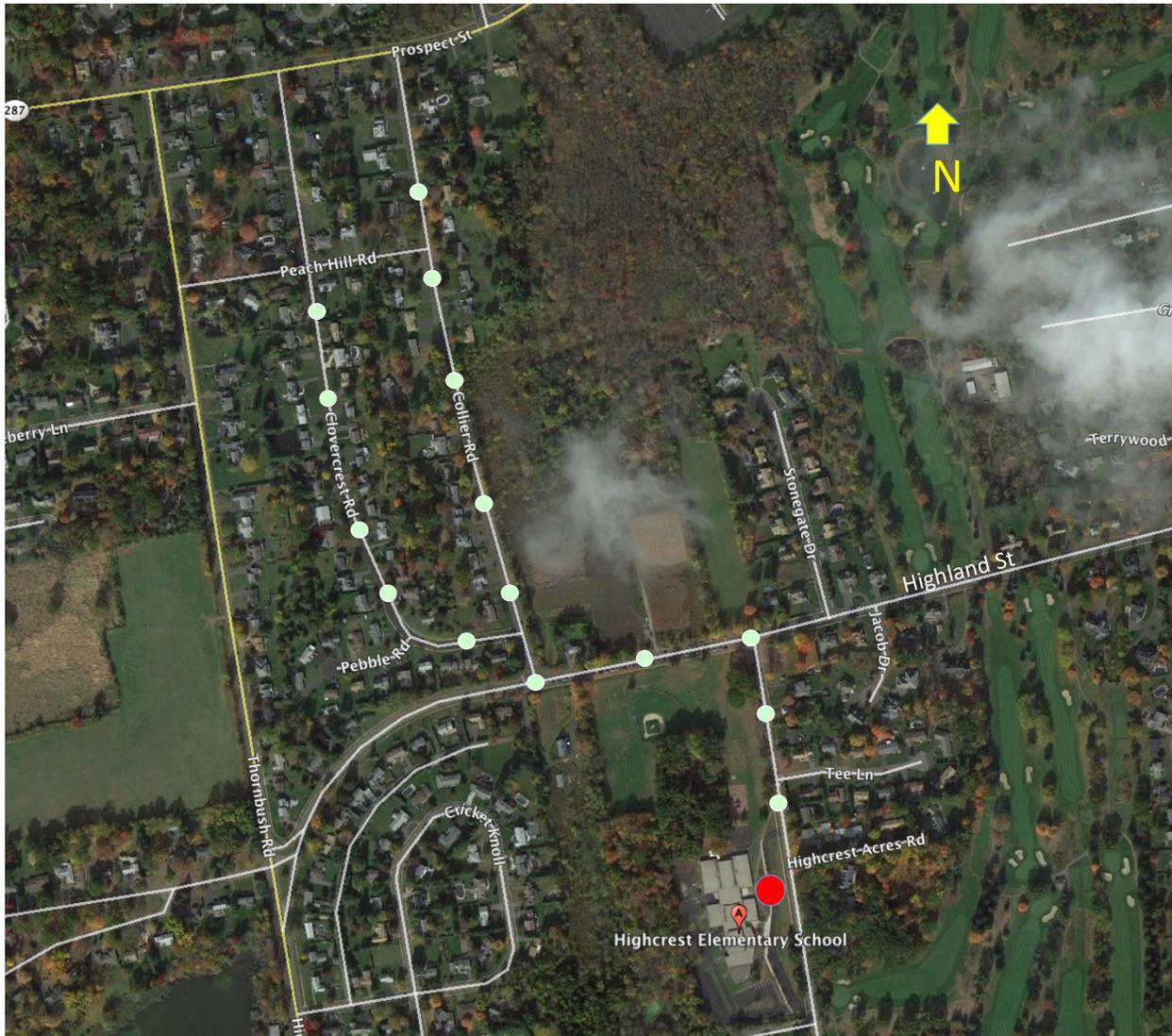


Figure 15: Walking Route 3

Figure 15 Legend

- School Entrance
- Walking Route 3

1.4.1 Traffic and Pavement Markings

In general, the roads and sidewalks are in good condition along this route. Highcrest Road was recently repaved and during our walk audit, so the crosswalks had not been repainted even though the crosswalk signs were in the correct locations, as shown in **Figure 16** and **Figure 17**.

1.4.2 Signs

The speed limit on Highcrest Road is posted at 25 mph. Highland Street is posted at 35 mph. The rest of the residential streets along this route are posted at 25 mph. During the audit, no speeding cars were observed. All the signs along this walking route are well maintained.

1.4.3 Sidewalks

The sidewalk in front the school is located on the west side of Highcrest Road (**Figure 17**). There is no sidewalk on east side adjacent to the golf course, as shown in **Figure 18**. The sidewalk continues beyond the golf course on the east side of the road. There are four- or five-foot wide sidewalks along both sides of all of the remainder of the streets along this route. There is only a sidewalk along a portion of the west side of Collier Road, until reaching the intersection with Clovercrest Road. Beyond Clovercrest Road, there is no sidewalk on either side of the street.

1.4.4 Crime

The school Principal, Mr. John Beam, stated that crime is not an issue throughout the area. See Section 1.2.4 for the crime area discussion.



Figure 16: Missing Crosswalk



Figure 17: Sidewalk on West Side of Highcrest Road



Figure 18: Crosswalk Sign with No Corresponding Crosswalk in Road

1.5 Crash Experience

The crash history within the project area was reviewed as part of this study. The crash history for the most recent three-year period (2012-2014) was examined, using data from the Connecticut Crash Data Depository. **Table 2** shows the location and number of crashes that occurred over the three-year span within a one mile radius on all roads that are included in the walking routes.

Table 3 serves as a summary of all the data provided in Table 2. Specifically, Table 3 shows the accidents only on each of the three walking routes. Additionally, **Table 4** shows accidents during the 8:00-9:00 AM arrival time and the 3:10-4:10 PM dismissal time. These accidents could have affected bikers and walkers on the three principle walking routes.

Table 2: Highcrest Elementary School Area Crash Data and Affected Walking Routes (2012-2014)

Location	Date	Time	Severity	Walking Route
Collier Rd/Highland St	08/27/2012	6:07 PM	Property (PDO)	3
Collier Rd/Highland St	08/08/2014	11:58 AM	Property (PDO)	3
Coppermill Rd/Morgan Cir	01/08/13	4:03 PM	Injury	North of 2
Foxhill Rd/Coppermill Rd	04/15/2014	1:26 PM	Property (PDO)	East of 2
Hang Dog Ln/Dusty Ln	04/06/2012	12:37 PM	Property (PDO)	1
Highland St/Hang Dog Ln	01/09/2012	12:28 PM	Injury	West of 1
Highland St/Two Rod Hwy	01/20/2012	6:29 PM	Property (PDO)	West of 1
Highland St/Two Rod Hwy	01/25/2012	6:39 PM	Injury	West of 1
Highland St/Deer Ledge Ln	04/05/2012	8:33 AM	Property (PDO)	West of 1
Highland St/Hang Dog Ln	05/24/2012	8:38 PM	Injury	West of 1
Highland St/Two Rod Hwy	10/15/2012	7:40 PM	Injury	West of 1
Highland St/Griswold Rd	12/04/2012	12:31 AM	Injury	North of 2
Highland St/Collier Rd	01/05/2013	3:11 PM	Property (PDO)	3
Highland St/Hang Dog Ln	08/11/2013	5:37 PM	Property (PDO)	West of 1
Highland St/ Coppermill Rd	04/03/2014	6:32 PM	Property (PDO)	North of 2

Table 3: Accidents by Location and Walking Route Across Entire Day (2012-2014)

Location	Route 1	Route 2	Route 3
Collier Rd/Highland St			2
Hang Dog Ln/Dusty Ln	1		
Highland St/Collier Rd			1
TOTALS	1	0	3

Table 4: Accidents by Location and Walking Route During Arrival and Dismissal Times (2012-2014)

Location	Route 1	Route 2	Route 3
Collier Rd/Highland St			-
Hang Dog Ln/Dusty Ln	-		
Highland St/Collier Rd			1
TOTALS	0	0	1

2 ASSESSMENT OF WALKING ROUTES AND SCHOOL GROUNDS

This section summarizes the SRTS Team's assessment of several walking routes in accordance with SRTS practices. Best practices and key issues are discussed below:

2.1 Best Practices

The following SRTS Best Practices were observed during the walk audit:

- Three well-trained and safety-equipped crossing guards are assigned to the school. One is located at the intersection of Highcrest Road and Foxhill Road. The second is stationed at the intersection of Highcrest Road and Highland Street and the third is located at the main entrance to the school. These are the optimum locations for the crossing guards. The school also employs two parking lot assistants monitoring drop-off and pickup. The crossing guards reported no history of accidents involving children within the last several years.
- The school has a wide sidewalk leading to the pick-up and drop-off area.
- The school has one adequately sized bike rack in fair condition (**Figure 19**).
- There are sidewalks available on both sides of most of the roadways, with the exception of the east side of Highcrest Road. These pedestrian friendly walkways have ample buffers separating them from the road. This separation of roadway and sidewalk is categorized as ideal for pedestrian travel.
- Parents/guardians accompany their children walking to school, as shown in **Figure 20**.
- All of the walking routes are located in residential neighborhoods and have posted 25 to 30 mph speed limits.



Figure 19: Bike Rack



Figure 20: Parents Accompanying Students



Figure 21: Highcrest Campus Crosswalk

2.2 Key Issues

Operational issues to consider:

- The painted crosswalks on school grounds and at the intersection of Highcrest Road and Foxhill Road are faded and should be repainted (**Figure 21**).
- The SRTS Team will schedule a PTO meeting to introduce the SRTS Program. They will offer pedestrian and bike training while helping to inform parents about the safest way to drop-off and

pick up their children. The team could also elaborate on best practices for the drop-off/pickup processes.

3 RECOMMENDATIONS

The team from VN Engineers, Inc. developed a list of improvements to address the issues affecting the various walking routes to Highcrest Elementary School. They have been separated into two categories: short-term and long-term improvements. Any signage or pavement marking recommendations that are implemented by the town shall conform to the latest Manual on Uniform Traffic Control Devices (MUTCD) at the time of implementation.

3.1 Short-Term Improvements

The SRTS Audit Team recommends the following short-term, low cost improvements to be considered for Highcrest Elementary School organized according to program's Five Es framework:

3.1.1 Education

- The SRTS Program provides free pedestrian and bike skills education for students and parents. The Highcrest Committee could contact the SRTS Team to arrange a skills training class or clinic. These education programs would specialize in suburban-specific pedestrian techniques (**Figure 22**).
- Establish a driver and passenger educational program targeting new students' parents to clarify drop-off procedures. This should be scheduled at the beginning of the school year, taking into account the arrival of the buses during drop-off. This discussion would deter or discourage parents from parking and waiting for children off the school site in a no parking zone on Mapleside Drive.



Figure 22: Pedestrian Training

3.1.2 Encouragement

- Continued participation in Walk to School Day and Bike to School Day and initiation in Walking Wednesdays, walking/biking contests, and mileage tracking could further encourage walking and biking to school throughout the year.
- Encouragement of the faculty and staff who monitor the traffic flow to wear safety vests for more visibility.

3.1.3 Evaluation

Evaluating your school's Safe Route to School Committee's progress is an important step in the process. We recommend using the parent and student surveys that can be found on the walkitbikeitct.org website to measure the progress being made by the SRTS Committee on a yearly basis, as a minimum. At the onset of each academic year, walking and biking conditions and opinions on pedestrian and cycling issues can change. One of the best ways to stay abreast of these changes is to have regular committee meetings and utilize the surveys to guide the

committee’s efforts and to assess new parents’ and students’ concerns. Measure your progress and make changes to your plan as needed.

3.1.4 Enforcement

- Encourage law enforcement to minimize speeding on Highcrest Road and Highland Street. If the school has concerns about the enforcement of vehicular traffic, they could request the Wethersfield Police Department to provide routine patrols to enforce potential violations of traffic control and failure to grant right-of-way.

3.1.5 Engineering

- The S1-1 sign with the arrow sub-plate could be added to emphasize the crosswalk at all existing and proposed crosswalks (**Figure 23**). Additionally, school advance crossing assemblies with the AHEAD sub-plate should be located 100 feet from the crosswalk in the vicinity of the school (**Figure 24**). It is recommended that the MUTCD S1-1 sign be added to all uncontrolled approaches.



Figure 23: MUTCD S1-1 Sign

3.2 Long-Term Improvements

The area surrounding Highcrest Elementary School currently incorporates several features conducive to walking and bicycling to school safely. The landscape is largely residential with sidewalks and crosswalks present. The following improvements are recommended (several of them are already categorized as short-term solutions) employing the Five E’s Guidelines:

3.2.1 Education

- The SRTS Program provides free pedestrian and bike education for students and parents. The SRTS Committee could contact the SRTS Team to arrange a follow up training.
- Driver and passenger educational program to clarify drop-off and pick-up procedures, taking into account the arrival of the buses during drop-off.



Figure 24: MUTCD S-1-1 Sign and W16-9P Sub-plate

3.2.2 Encouragement

- Walking Wednesdays, walking/biking contests, and mileage tracking could continue the encouragement of walking and biking to school throughout the year.
- Encourage faculty and staff directing traffic to wear safety vests.



Figure 25: Intersection of Highcrest Road and Cedarwood Drive

3.2.3 Evaluation

Evaluating your school's Safe Route to School Committee's progress is an important step in the process. We recommend using the parent and student surveys that can be found on the walkitbikeitct.org website to measure the progress being made by the SRTS Committee on a yearly basis, as a minimum. At the onset of each academic year, walking and biking conditions and opinions on pedestrian and cycling issues can change.

One of the best ways to stay abreast of these changes is to have regular committee meetings and utilize the surveys to guide the committee's efforts and to assess new parents' and students' concerns. Measure your progress and make changes to your plan as needed.

3.2.4 Enforcement

- Request an increase in police presence on Highcrest Road to prevent on street parking, as well as to reduce the speed during arrival and dismissal periods.

3.2.5 Engineering

- Repaint all the crosswalks as stated in this report and add a new crosswalk at the intersection of Highcrest Road and Cedarwood Drive (**Figure 25**). Additional crosswalks could be added at any of the intersections along the main walking routes that do not have painted crosswalks. The stopping sight distance for all proposed crosswalks could be verified prior to installation for safety purposes.
- Pavement markings, specifically shoulder and center lines, could be considered on town roads along the three walking routes to help encourage more pedestrians and bicyclists. A minimum lane width could be marked with the remaining pavement used as a shoulder on roadways where sufficient width exists.
- Any sidewalk ramp along the walking routes to Highcrest Elementary School should be ADA Compliant with detectable warning strips. **Figure 26** depicts missing detectable warning strips on sidewalk ramps.
- The Town of Wethersfield could consider establishing a school zone along portions of Highcrest Road, Highland Street, and Foxhill Road, they may refer to the Department's School Zones Guidelines.
- Construction of missing sections of sidewalk along the potential walking routes should be considered to provide a safer place for walkers than in the roadway.



Figure 26: Sidewalk Ramp Lacking ADA Compliance

The aforementioned Safe Routes to School Walk Audit Report is an objective review intended for the School's Safe Routes Committee use to help assess the existing conditions surrounding the school. This document is an innovative planning tool to help identify bicycle, pedestrian and non-motorized transportation needs that encourage walking and bicycling to the school, as well as assists in developing recommendations to improve existing conditions. The contents of this report are not intended to be legally binding, but rather offer recommendations to improve safety in the vicinity of the school and create a more appealing transportation alternative.



VN Engineers, Inc.