

MACFARLAND MIDDLE SCHOOL

Safe Routes to School Action Plan



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DDOT SAFE ROUTES TO SCHOOL (SRTS) PROGRAM INTRODUCTION



SRTS Program Introduction

The District of Columbia Department of Transportation (DDOT) SRTS program aims to:

- Improve safety for students who walk or bicycle to school.
- Encourage students, their parents and caregivers to walk and bicycle to school.
- Provide educational resources that schools can use to promote safe walking and biking habits.
- Prioritize underserved communities traditionally lacking in transportation investments.

The goal of the MacFarland Middle School (MS) SRTS Action Plan is to:

- Assess the built infrastructure within the 350-foot school zone.
- Recommend traffic calming and safety improvements.
 - ✧ Recommendations will be categorized as operational for drop-off and pick-up, short term that can be constructed quickly, and mid- to long-term improvements that will require further study and coordination to implement.



DDOT SRTS Team Contact Information:

- George Branyan, Safe Routes to School/Sidewalk Gap Branch Manager: george.branyan@dc.gov
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- Oshaine South, Transportation Planner: oshaine.south1@dc.gov

For additional information, please visit the [Safe Routes to School website](#).



Click on a category to jump to that section.

Safe Streets for Students Amendment Act of 2022

In 2022, the Council of the District of Columbia passed the [Safe Streets for Students Amendment Act](#), amending the School Proximity Traffic Calming Act of 2000, with the goal to establish a SRTS program within DDOT. The Act also:

- Expanded school zones from 250 feet to 350 feet from school grounds.
- Recommended visible markers to alert drivers that they have entered a school zone and should exercise increased caution.
- Provided the DDOT SRTS team additional resources and direction to improve safety within the school zones.
- Updated the school zone speed limit to 15 miles per hour (mph) between:
 - 6:00 a.m. and 7:00 p.m. on local and collector roadways, and
 - 6:00 a.m. - 9:00 a.m., 3:00 p.m. - 7:00 p.m. on school days for arterial roadways.
 - DDOT may increase the speed limit on arterial roads to 25 mph except for the hours designated as drop-off and pick-up for the school day and regular after-school programming.



SRTS Toolbox

The Safe Streets for Students Amendment Act provided a toolbox of traffic safety infrastructure improvements to be considered for implementation as part of the SRTS Action Plan. Short-term improvements that can be installed include:

High-Visibility Crosswalks



Daylighting* intersections and crosswalks to increase visibility of pedestrians and bicyclists.

Traffic Calming Devices



Speed humps, speed tables, raised crosswalks, or speed cushions on local streets.

All-Way Stops



All-way stops or, where considered appropriate, traffic signals at intersection immediately abutting school grounds.

***DAYLIGHTING** with flex posts prevents drivers from parking their vehicles illegally in 'No Parking' zones near crosswalks or intersections.

DCMR § 2405.2 requires parking setbacks "within forty feet (40 ft.) of the intersection of curb lines of intersecting streets or within twenty-five feet (25 ft) of the intersection of curb lines on the far (non-approach) side of a one-way street." The District's Design and Engineering Manual further states: "Parking spaces must be designed with a minimum clearance of 40 feet upstream and 25 feet downstream of an intersection (measured from the intersecting roadway's nearest face of curb line). If a crosswalk is present, parking spaces must be designed with a minimum clearance of 25 feet from the crosswalk." Flex post "daylighting" in school zones will help enforce this requirement and make it safer for students and families to cross.

SRTS Toolbox (Cont.)

Mid-Block Crossing Protections



Mid-block crossing protections such as pylons or flashing pedestrian signs.

Raised Crosswalks



Raised crosswalks and curb extensions at intersections to increase pedestrian and bicyclist visibility.

One-Way Conversion



Convert a street in the school zone to be one-way to improve safety and help with traffic flow.

Some improvements may require further analysis or extensive engineering and construction beyond the scope of the SRTS program. Additional coordination, engineering, and funding may be necessary to ensure these improvements are feasible and constructible. These improvements are outlined further in the Action Plan as “Mid- to Long-Term Recommendations”.

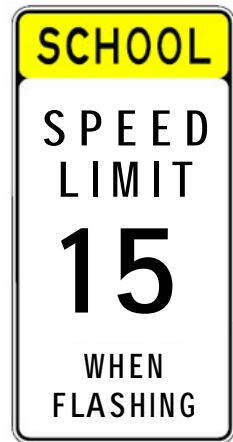
Community members can request and track progress for improvements outside the SRTS program by contacting the District of Columbia’s 311 hotline.

SRTS Toolbox: Signage

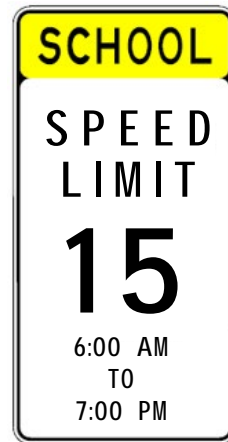
Another component of the SRTS Toolbox is to update signage within the school zone. Signs recommended in SRTS plans clearly mark the revised 350-foot school zone boundary, designate drop-off and pick-up areas, and alert drivers that they are entering a school zone where pedestrians and bicyclists may be crossing.

Speed Limit and School Zone Signage

Standard School Zone
When Flashing Sign



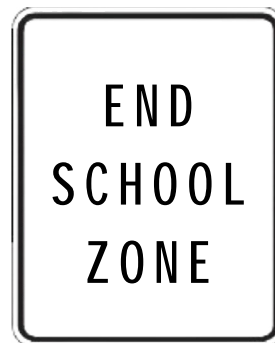
On local & collector roadways



On arterial roadways



End School Zone



Crossing Signage

Stop for Pedestrians in Crosswalk



Pedestrian Crossing Signage



Bicycle & Pedestrian Crossing Sign



Turning Vehicles Stop for Pedestrians Sign



SRTS Toolbox: Signage (Cont.)

Parking Signage

No Parking
Anytime



Bus Drop-Off/
Pick-Up Zone



Caregiver Drop-off/
Pick-Up Zone



Caregiver Drop-off/
Pick-Up 15-Minute Parking



Pavement Markings

School Crossing Ahead
Pavement Sign

AHEAD
XING
SCHOOL

Stop for Pedestrians
Pavement Sign

PEDS
FOR
STOP

School Pavement Sign

SCHOOL

Drop-Off/Pick-Up Recommendations

SRTS Action Plans can also recommend operational improvements that assist in managing circulation within school zones, especially during morning and afternoon bell times. Improvements can be short-term, allowing for quick installation, or extensive, requiring further engineering review.

Recommendations that can be installed quickly:

- Identifying school curb space for car driver and bus Drop-Off/Pick-Up (DOPU).
- Modifying on-street parking location and/or time-of-day restrictions.

Recommendations that require further study and coordination:

- Installing new traffic signals, pedestrian signals, or beacons.
- Modifying traffic circulation to permanent, 24/7 one-way traffic pattern to reduce potential conflicts with pedestrians and bicyclists.
- Allowing temporary street closures for a "School Street," permitting only pedestrian and bicycle access for a specific period of time before and after bell times.

All school street infrastructure improvement recommendations are assessed for concept-level feasibility. Further study and implementation require engineering assessments, detailed analysis, and additional funding sources.

While these recommendations will be included in the Action Plan as mid- or long-term recommendations, the implementation of these improvements is outside of the SRTS program scope and require involvement from other stakeholders.

A bus parked in a DOPU zone



School drop-off and pick-up signage

Temporary parking during school hours

School Selection

For the 2025-2026 school year (fiscal year 2026), DDOT created action plans for 25 public schools as prescribed in the 2022 Safe Streets for Students Amendment Act.

The DDOT SRTS team developed a data-driven process to rank school safety needs and prioritize intersections based on:

- Crash patterns
- Vision Zero High Injury Network (HIN)
- Equity
- Vulnerable Road User (VRU) Trip Generators
- Roadway Characteristics

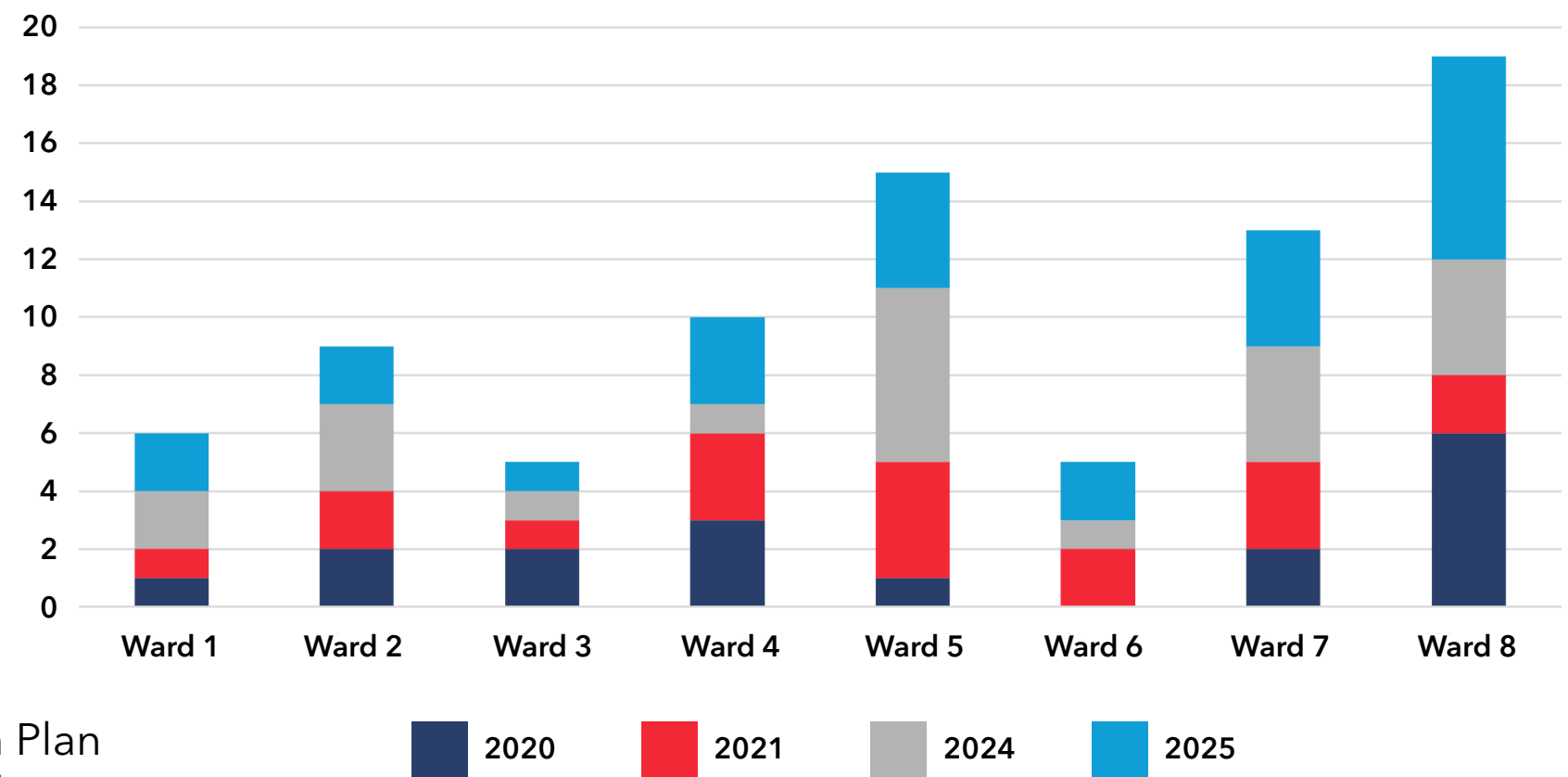
Schools are ranked based on proximity to priority intersections within the 350' school zone. The DDOT SRTS program then considers equity, geographic distribution, and student ages to balance school selections for a given year.

Selection for the SRTS Program

MacFarland Middle School was selected for an Action Plan in 2025 due to its proximity to the High Injury Network as defined in the DDOT Vision Zero Action Plan (visionzero.dc.gov).

The nearest high injury corridor is Georgia Ave NW on the east side of the school zone. 14th St NW, a couple blocks west of the school zone, is also on the high-injury network.

Action Plans Created By Ward and Year



Source: [Action Plans / Safe Routes to School](#)

EXISTING CONDITIONS



MacFarland Middle School Profile

DATA REPRESENTS 2024-2025 SCHOOL YEAR ENROLLMENT

Principal: Lucas Cooke

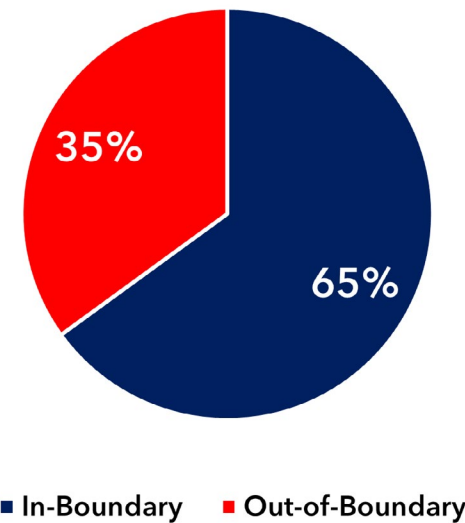
Grades: 6th-8th

Students Enrolled: 499

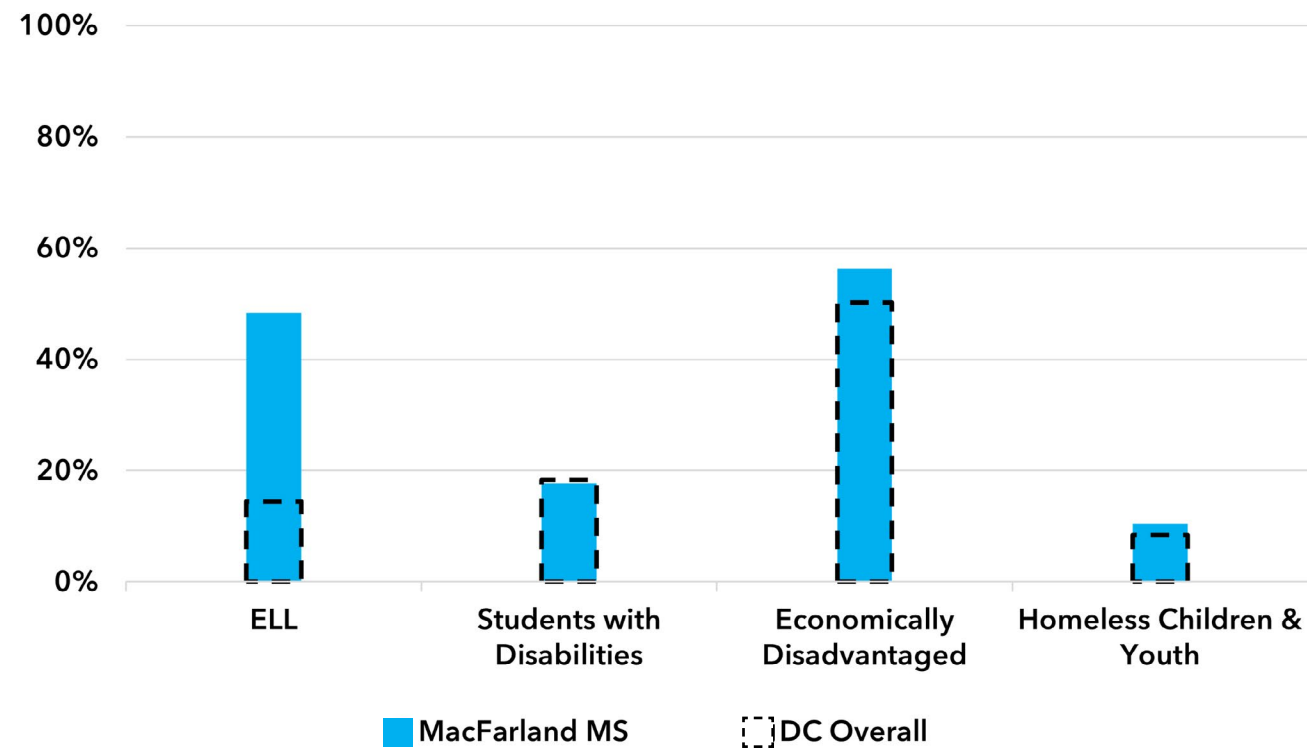
Arrival & Dismissal: 8:45 a.m. - 3:30 p.m.

After school programs are provided.

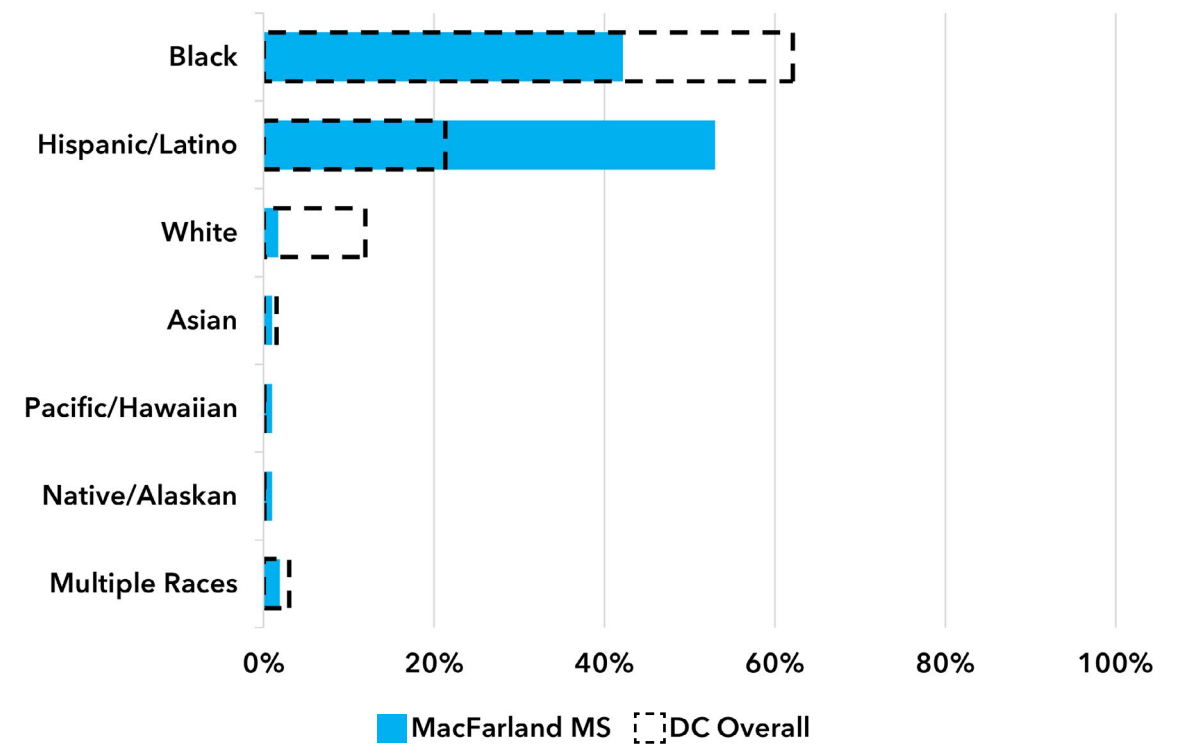
In-Boundary v. Out-Boundary Students at MacFarland MS



Student Populations at MacFarland MS



Student Demographics at MacFarland MS



Source: [DC Report Card](#)

MacFarland Middle School Location



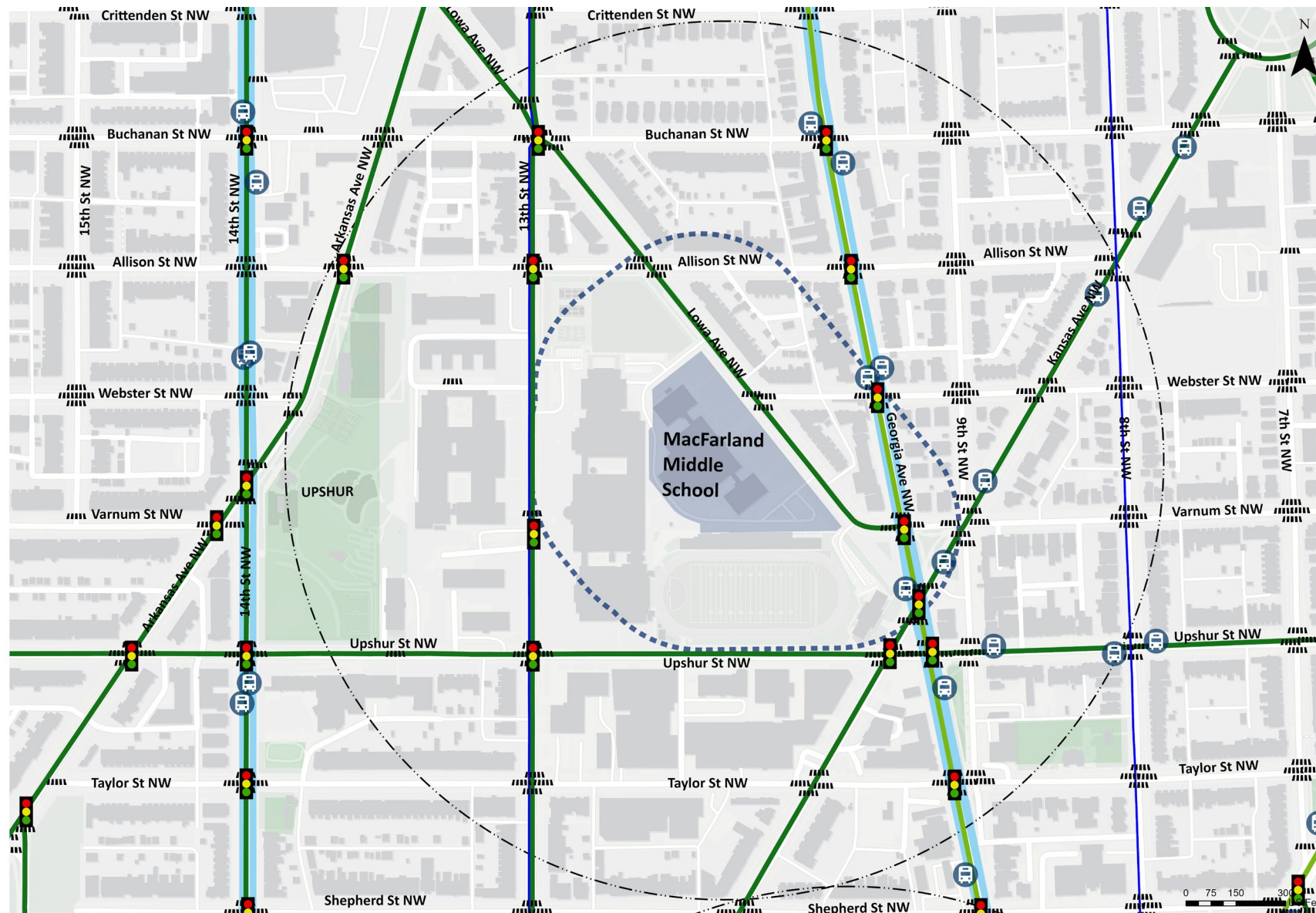
Legend

DDOT Open Data	Traffic Volume 2023	Data Collection Team	DDOT ArcGIS Online
Bus Stops	<1.5K*	School Crossing Guard	Bus Priority
Traffic Signals	1.5K - 10K	School Site	
Crosswalks	10K - 30K	350' School Zone	
Bike Route	30K - 50K	School Center 1/4 Mile Radius Area	
	50K - 80K		
	80K - 234K		
	*No counts are taken on Local Streets, shown as white lines on the map.		

- MacFarland Middle School is located on Iowa Ave NW between Allison St NW and Georgia Ave NW in the Petworth neighborhood. The school is immediately east of Roosevelt High School, north of Roosevelt's stadium, and northwest of DC Public Library's Petworth branch.
- MacFarland's school zone includes portions of Allison St, Webster St, Varnum St NW, Georgia Ave, and Kansas Ave NW east of the school complex.
- Additionally, there are three elementary schools west of Roosevelt HS (Dorothy Height, the Sharpe Health swing space¹, and Powell) whose school zones overlap MacFarland's school zone.
- **WMATA Bus Routes:** C75, D40, D44, D4X, D50, D5X, and D74.
- **WMATA Train Stations:** Georgia Avenue-Petworth (Green Line)

¹A swing space is a building which temporarily houses a school while its home building is being renovated. The Sharpe Health building housed Brightwood Park's Truesdell Elementary in 2024-25; in 2025-26 it became the home of the PK3 and PK4 programs of Mount Pleasant's Bancroft Elementary.

MacFarland Middle School Location



- The Average Annual Daily Traffic (AADT) volume for nearby streets is as follows:
 - ✧ Georgia Ave NW (south of Iowa Ave/Varnum St): **22,059**
 - ✧ Georgia Ave NW (north of Iowa Ave/Varnum St): **19,543**
 - ✧ 14th St NW: **9,828**
 - ✧ Upshur St NW west of Georgia Ave: **8,986**
 - ✧ Arkansas Ave NW: **8,782**
 - ✧ 13th St NW: **7,778**
 - ✧ Kansas Ave NW: **5,537**
 - ✧ Upshur St east of Georgia Ave: **4,509**
 - ✧ Iowa Ave NW: **1,912**
- According to the 2025-2026 School Year Core School Crossing Guard Deployment Plan, there are three crossing guards near MacFarland school zone. They are located at the intersections of 13th St NW & Allison St NW, 13th St NW & Upshur St NW, and 14th St NW & Upshur St NW.

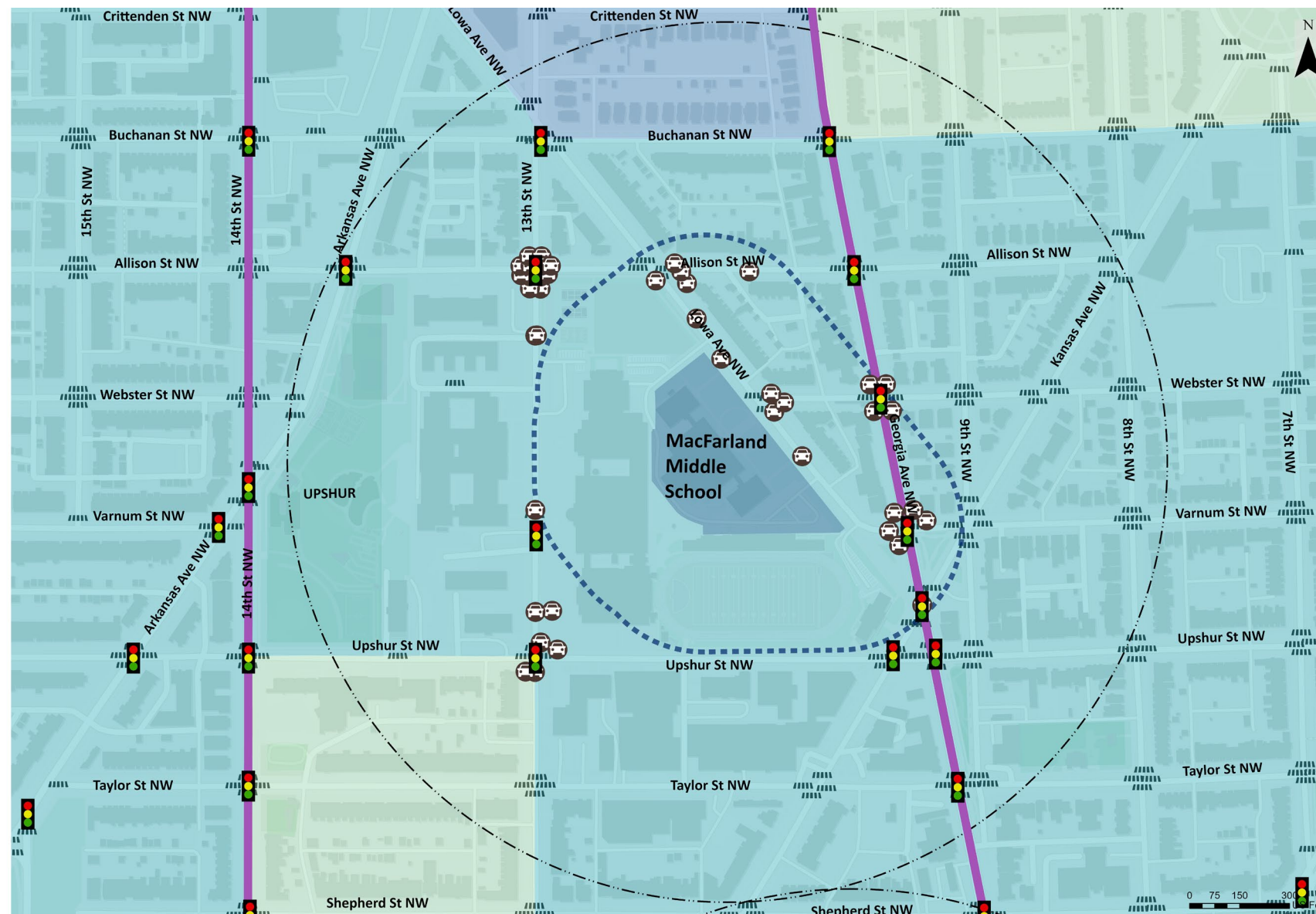
✧ These crossing guards are assigned to nearby elementary schools, and their duty shifts may not precisely correspond with MacFarland MS's bell times. For more information, please visit <https://ddot.dc.gov/page/school-crossing-guard-program>.

Legend

DDOT Open Data	Traffic Volume 2023	Data Collection Team	DDOT ArcGIS Online
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*No counts are taken on Local Streets, shown as white lines on the map.

Neighborhood Context (Cont.)



Legend

DDOT Open Data

▨▨▨▨ Crosswalks

🚦 Traffic Signals

Data Collection Team

👮 School Crossing Guard

🚗 Traffic Calming

🏫 School Site

⬜ 350' School Zone

⬜ School Center 1/4 Mile Radius Area

DDOT ArcGIS Online

🟡 High Injury Network

EPA
Traffic Proximity

🟡 0% - 19%

🟢 20% - 39%

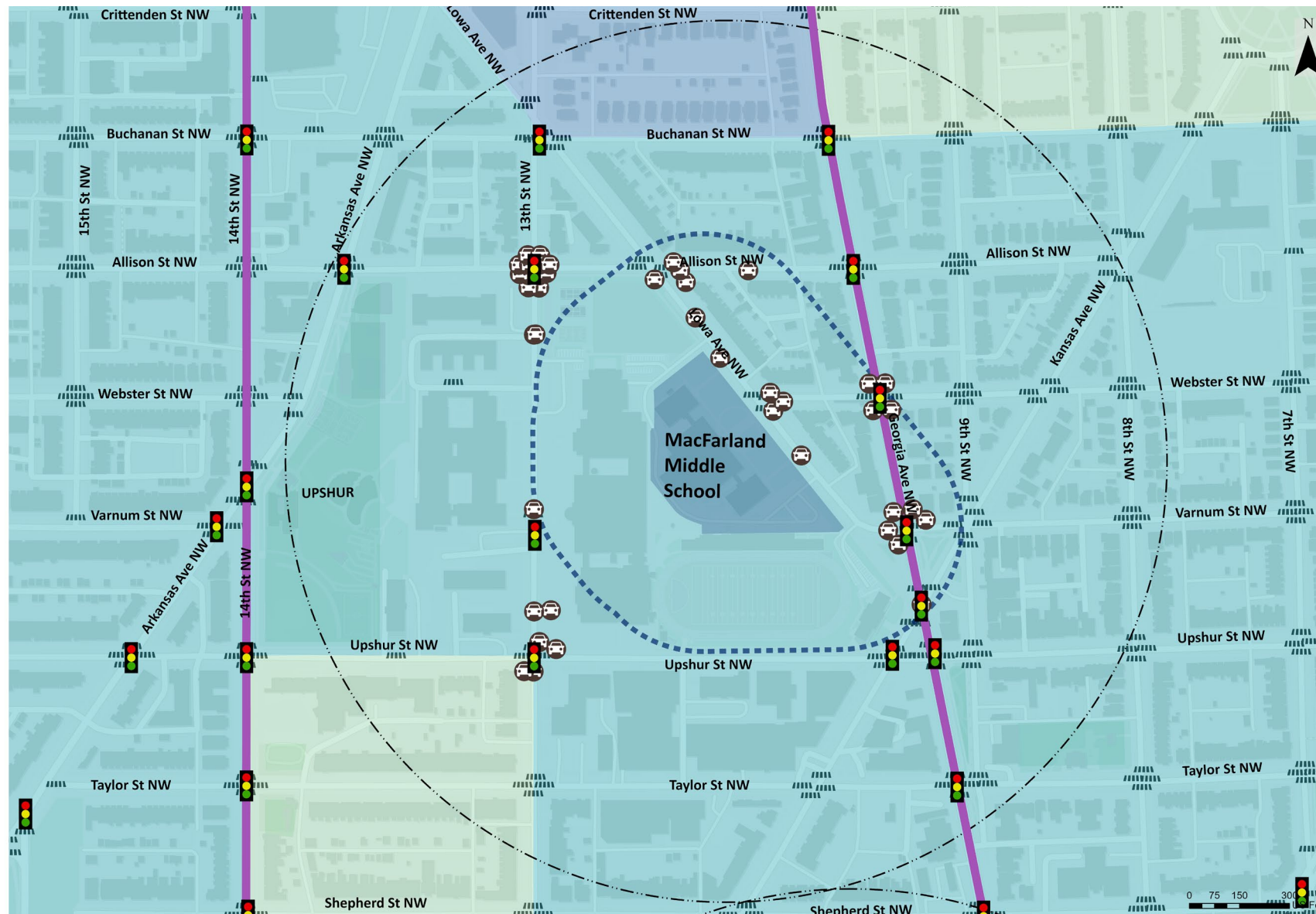
🟣 40% - 59%

🟠 60% - 79%

🟤 80% - 100%

- Georgia Ave is a Principal Arterial extending from the northern reaches of Montgomery County to Downtown DC and serving freight traffic, local and long-distance buses, and neighborhood and commuter motorists. Traffic on Georgia Ave during the day ranges from moderate to very heavy.
- Other north-south corridors which also primarily serve commuters (Arkansas Ave, 14th St, 13th St, Kansas Ave) have relatively high traffic volumes during rush hours—especially morning rush, which coincides with school drop-off times—but are otherwise quiet, and the local east-west streets are quieter still.
- The western section of Upshur St NW is the third-most heavily traveled road in the school area. This is likely because it connects Georgia Ave NW, Kansas Ave NW, 14th St NW, and 16th St NW, while also serving major destinations like Roosevelt High stadium, Powell Elementary, and Upshur Recreation Center. With more alternate routes for east-west traffic, Upshur St east of Georgia Ave—despite being one of Petworth’s major commercial centers—sees half as much traffic as the western section.

Neighborhood Context (Cont.)



- Most of the area around MacFarland Middle School has traffic pollution levels right around the median with scores of 45-55. This likely reflects that Georgia Ave is a major corridor for local and long-distance vehicles of all sizes, but most other streets nearby see relatively little traffic.



The intersection of Georgia Ave NW and Iowa Ave NW during afternoon dismissal.

Legend

DDOT Open Data

▬▬▬▬▬▬ Crosswalks

🚦 Traffic Signals

Data Collection Team

👤 School Crossing Guard

🚗 Traffic Calming

🏫 School Site

⬜ 350' School Zone

⬜ School Center 1/4 Mile Radius Area

DDOT ArcGIS Online

🟪 High Injury Network

EPA

Traffic Proximity

🟡 0% - 19%

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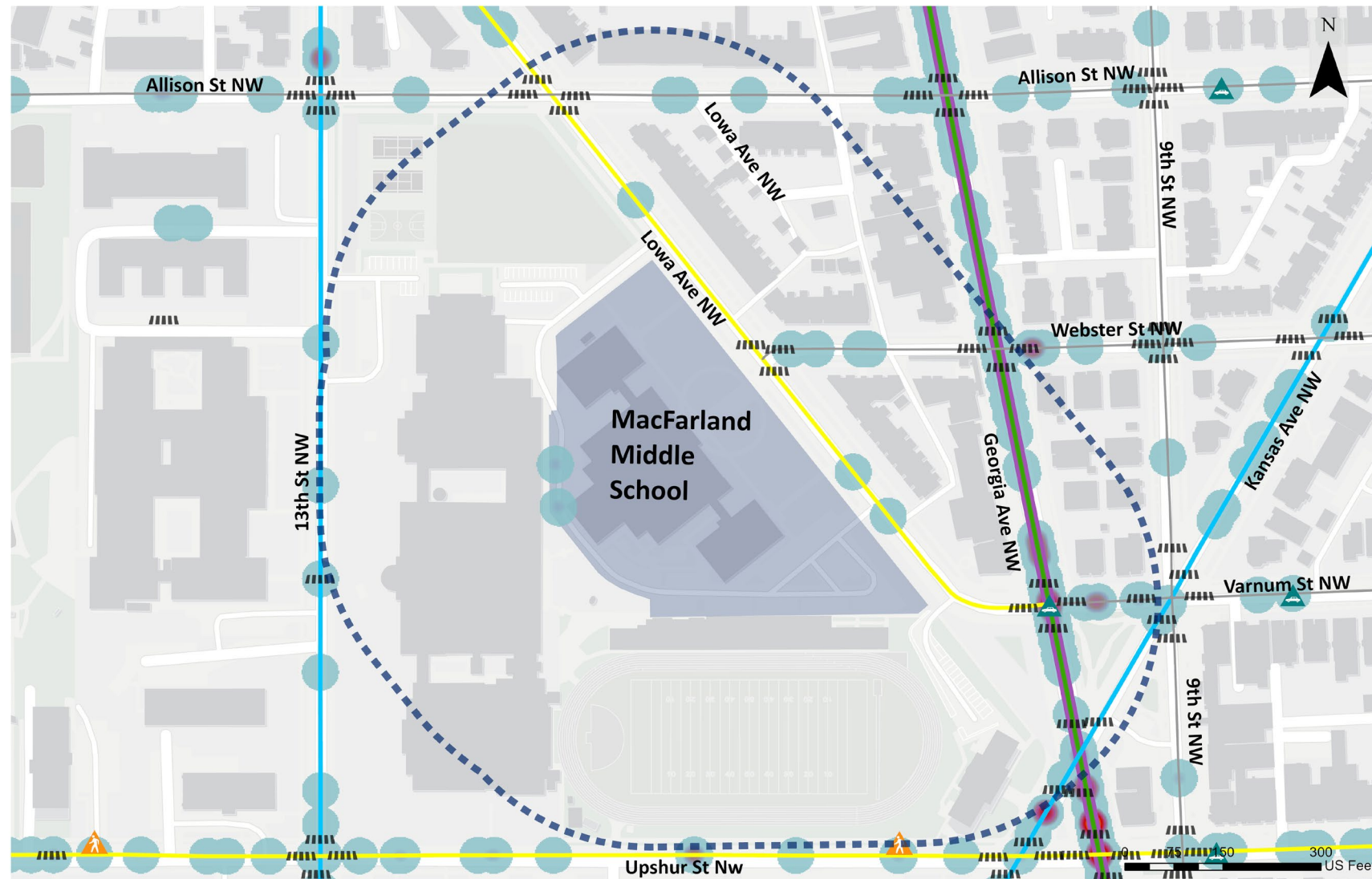
🟠 40% - 59%

🟤 60% - 79%

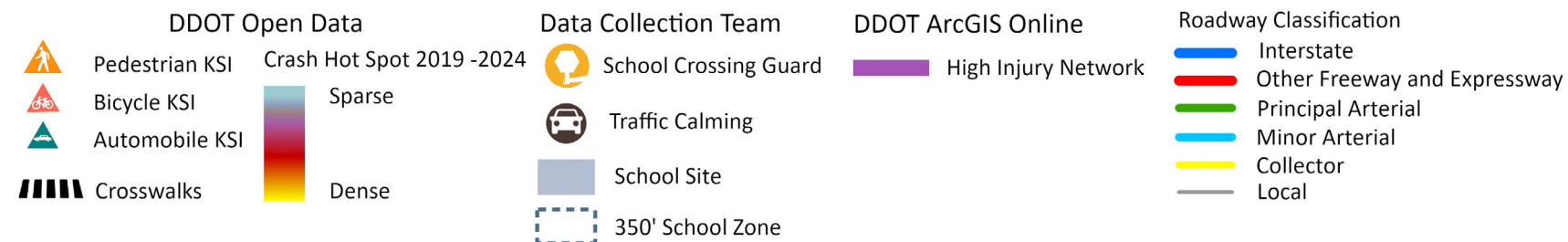
🟣 80% - 100%

**The EPA's Environmental Justice Indicator for Traffic Proximity and Volume measures how much traffic pollution affects communities, especially those that are marginalized. It's calculated by combining traffic proximity with factors like low income and the presence of people of color in each block group. The resulting EJ Index ranks each block group from 0 to 100, showing their relative exposure to traffic pollution. For further details, check out the EJ Index Descriptions on the US EPA website.*

Roadway Safety

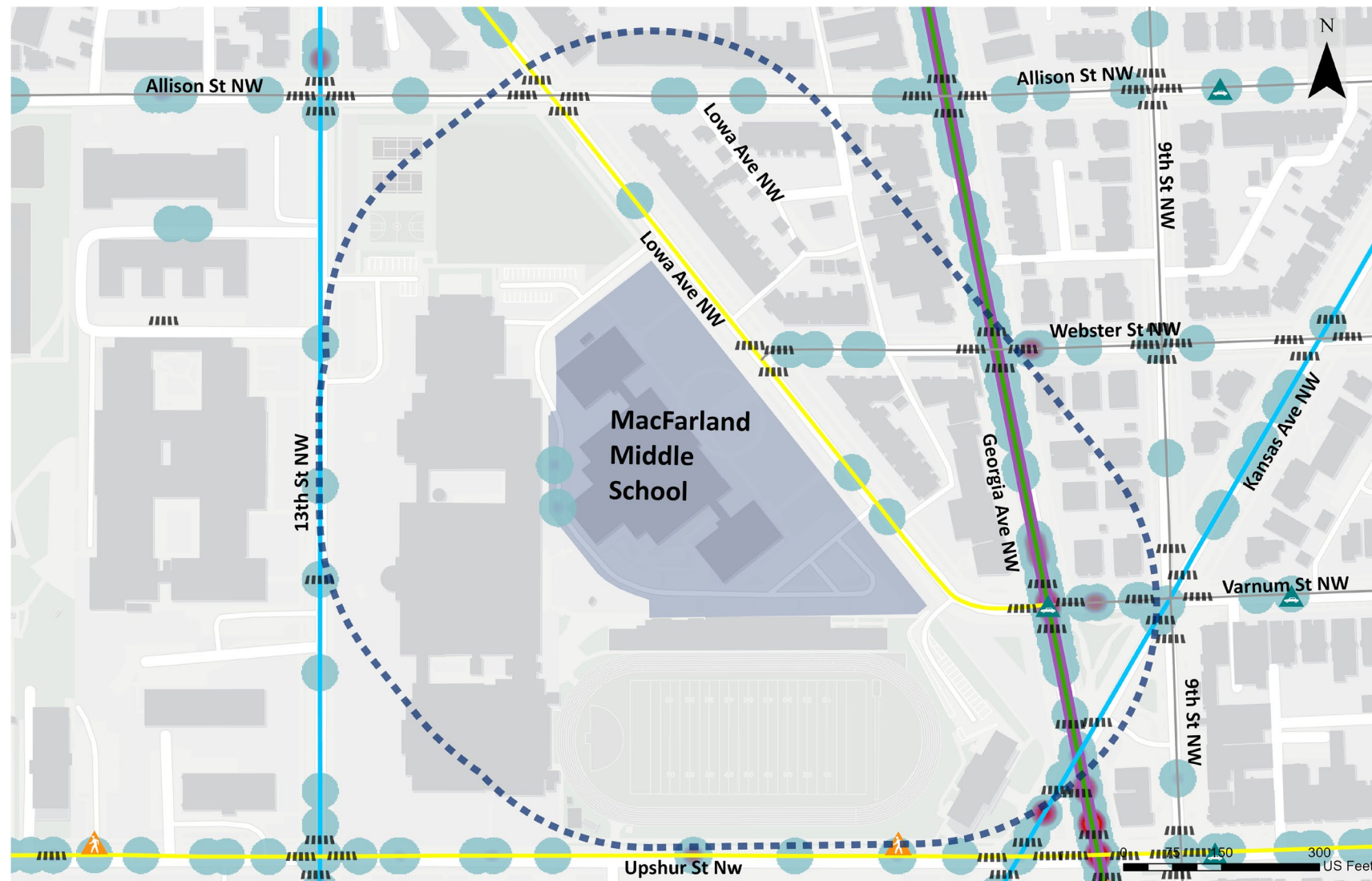


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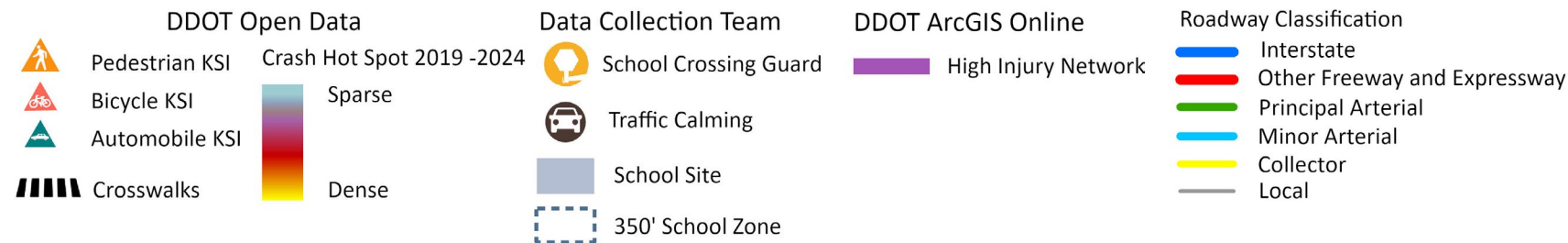


- Roadway Types:
 - ✦ **Principal Arterial:** Georgia Ave NW
 - ✦ **Minor Arterial:** 13th St, 14th St, Arkansas Ave, and Kansas Ave (NW)
 - ✦ **Collector:** Iowa Ave and Upshur St (NW)
 - ✦ **Local:** 9th St, Allison St, Taylor St, Varnum St, and Webster St (NW)
- Since 2010, there have been at least 29 crashes within the MacFarland school zone resulting in fatal or serious injury.
 - ✦ The crashes involved one bicyclist, eight pedestrians, and 20 motor vehicles.
 - ✦ Nearly half of the crashes were on Georgia Ave NW.
- The entire length of Georgia Ave NW is a hot-spot for crashes. Nearly the entire avenue is on DC's High-Injury Network—but crashes are particularly common at the closely-spaced intersections with Upshur St, Kansas Ave, and Iowa Ave/Varnum St.
- Principal Lucas Cooke noted during the kick-off meeting that a student was hit crossing Kansas Ave at or near Georgia Ave and that additional safety countermeasures were needed for the complex intersection of Georgia Ave, Kansas Ave, and Upshur St.

Roadway Safety (Cont.)

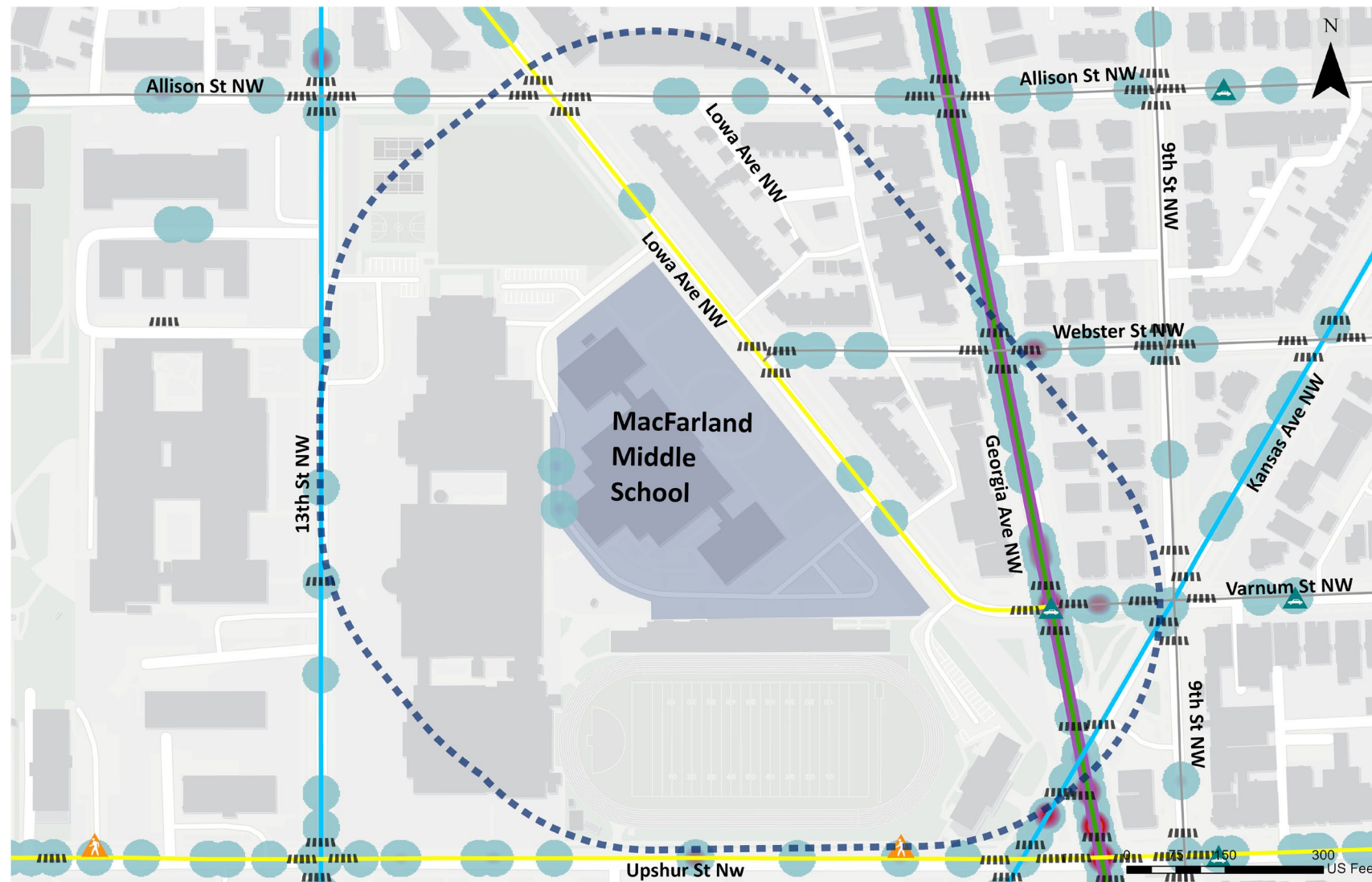


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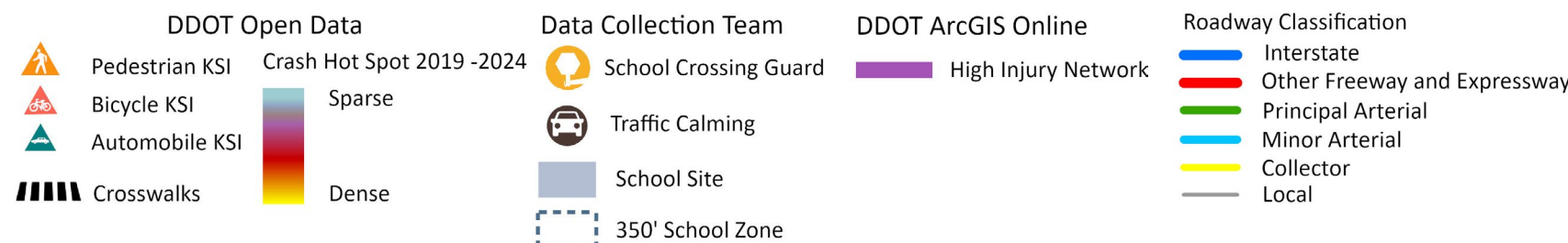
- According to the the school administration, approximately 60% of students walk or take public transportation. A large number of students ride the D40 and D4X buses, which stop on Georgia Ave between Iowa Ave and Kansas Ave (southbound) and on Georgia Ave south of Upshur St (northbound). Some students who live further away take Metrorail's Green Line to Georgia Avenue-Petworth station.
- As the Metro station is 0.6 miles away, many of these students also take the bus or use bikes for the final leg.
- A small number of students ride bikes or scooters.
- A small number of students with disabilities receive school bus transportation. Typically, there are about five OSSE buses.

Roadway Safety (Cont.)



- All students enter and exit through the main school entrance on Iowa Ave NW. Drop-off and pick-up by vehicle, including school buses and parent drivers, occurs on the street. Some drivers use Webster St, while most drivers drop off on Iowa Ave in front of or across from the school entrance.
- Intersections with the most congestion during bell times include:
 - ✧ Iowa Ave at Webster St
 - ✧ Georgia Ave, Kansas Ave, and Upshur St
 - ✧ Kansas Ave at Taylor St, a stop-controlled intersection two blocks south of the school
- In general, crosswalks in the school zone have curb ramps that appeared to be ADA compliant. Missing crosswalks and ramps are noted in the field data inventory.

Legend



SCHOOL ENGAGEMENT & SAFETY ASSESSMENT

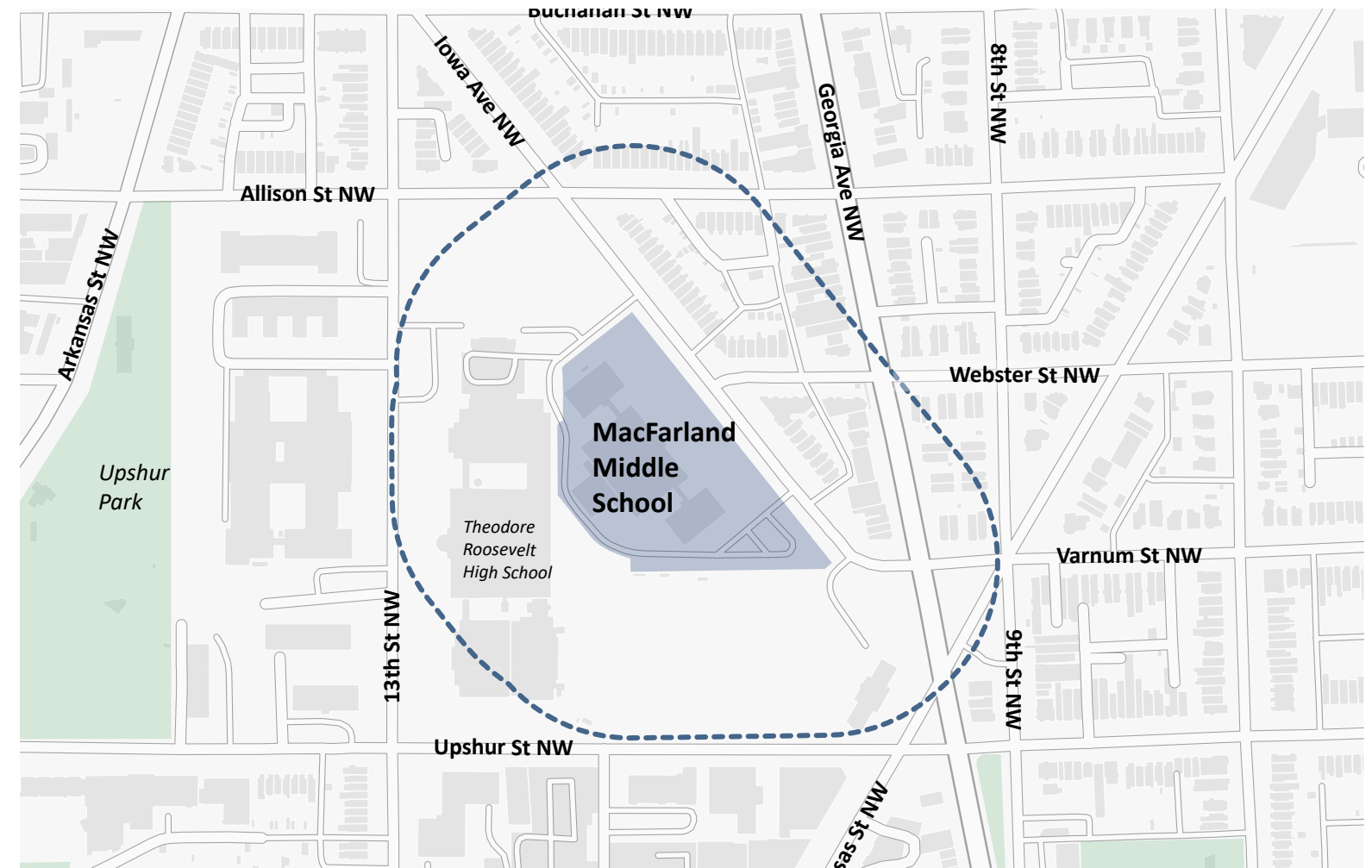


SRTS Kick-Off Meeting







On April 29, 2025, the project team held a meeting with school administrators and community leaders to discuss goals of the SRTS Program and explore various ways the school community could engage with the program, such as participation in the Parent and Caregiver Survey and attending the safety assessment.

Meeting attendees included MacFarland MS Principal Lucas Cooke; project staff from Toole Design Group, Mead & Hunt, and the DDOT SRTS team; DDOT Community Engagement Specialist Kornelius Anderson; and Councilmember Janeese Lewis-George and her Chief of Staff, Candace Nelson.

- The primary topics of discussion included:
 - ✧ Typical student walking routes
 - ✧ Intersections with safety concerns
 - ✧ Where and how arrival and dismissal work
- Dismissal is officially 3:20 p.m., although with a growing number of after-school programs and clubs, 30-40% of students stay later on some days.
- Due to the large number of schools nearby, including MacFarland Middle, Roosevelt High, and multiple elementary and charter schools, a large crowd of students tends to gather after dismissal near the bus stops and public spaces on both sides of Georgia Ave near Kansas Ave and Upshur St.

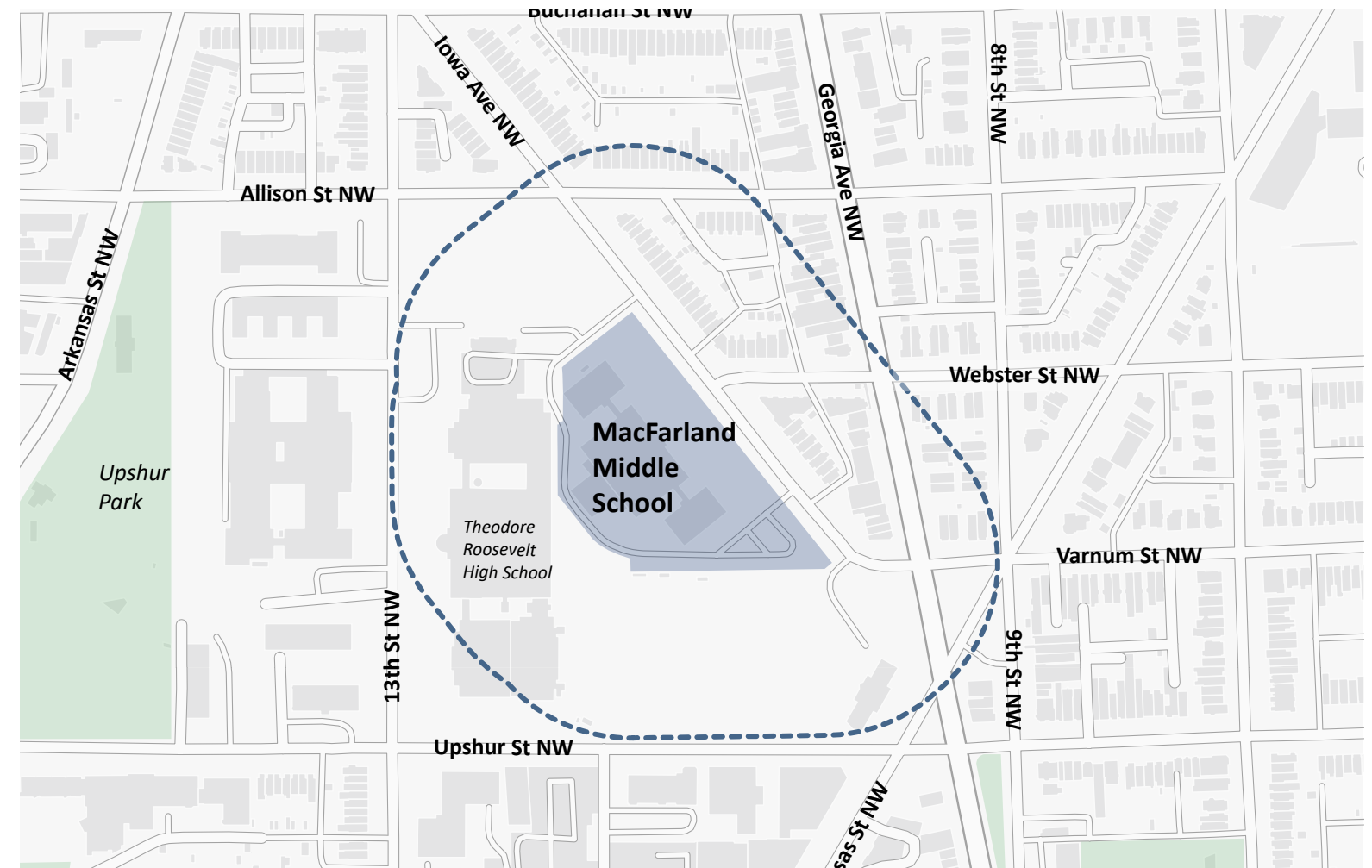


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




-  School Points
-  School Campus
-  350' School Zone
-  School Crossing Guards
-  Metro Stations
-  Metro Bus Stops

SRTS Kick-Off Meeting (Cont.)

- Before dismissal, parents park along both sides of Iowa Ave to wait for students, as do OSSE buses.
- Regarding arrival and dismissal, Principal Cooke explained that:
 - ✧ Arrival activity begins before the school opens its doors at 8:10 a.m. but is concentrated between 8:30 a.m. and 8:45 a.m.
 - ✧ Major safety concerns during arrival include the operation of the intersection of Iowa Ave and Webster St located in front of the school entrance, and the major intersections along Georgia Ave between the northbound bus stop and the school, including at Upshur St, Kansas Ave, and Iowa Ave.



Legend

-  School Points
-  School Campus
-  350' School Zone
-  School Crossing Guards
-  Metro Stations
-  Metro Bus Stops

2025 Parents & Caregivers Survey

Engagement Process

The SRTS Action Plan development process begins with a kick-off meeting bringing together the DDOT SRTS team, consulting team, and school administration to discuss program goals and learn about any concerns or patterns the school has observed during DOPU.

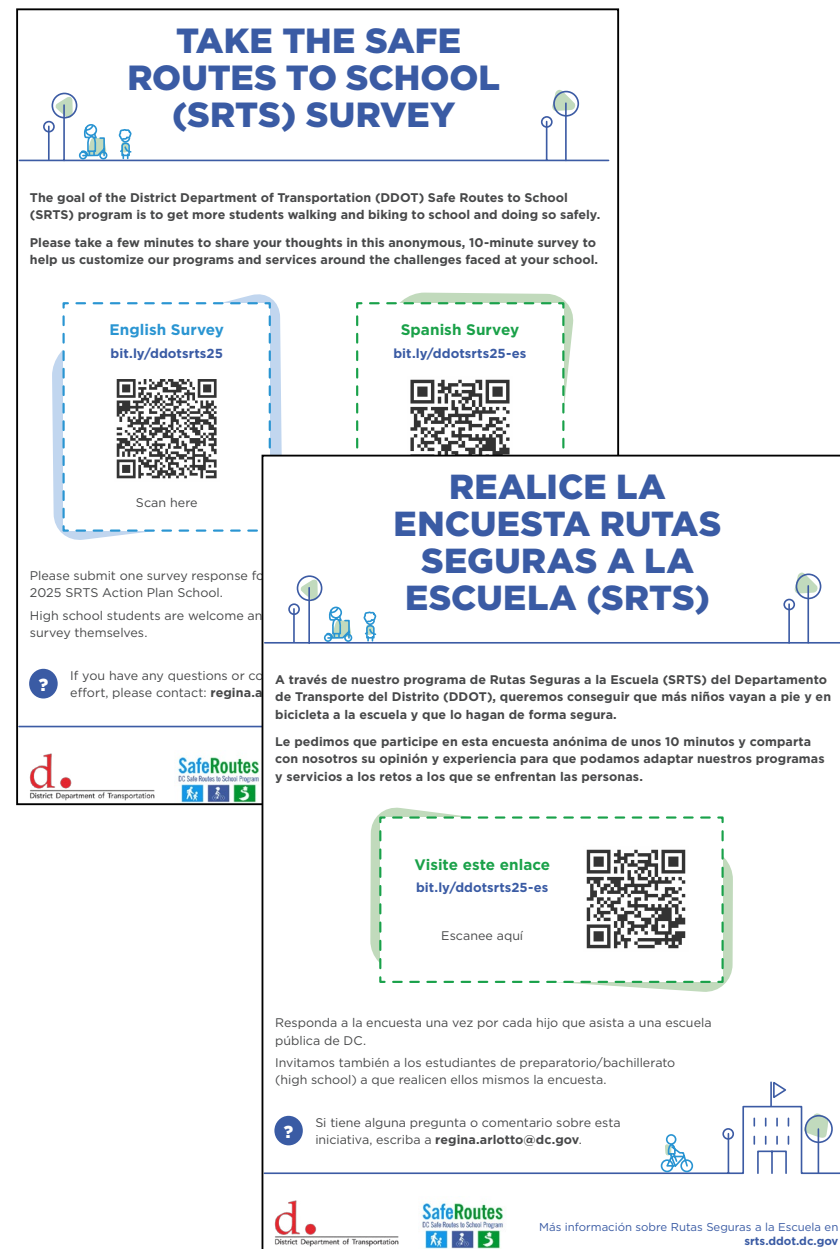
Field Walk Data Inventory

The project team meets with school administration to observe morning and afternoon bell times and gather infrastructure data within the 350-ft school zone.

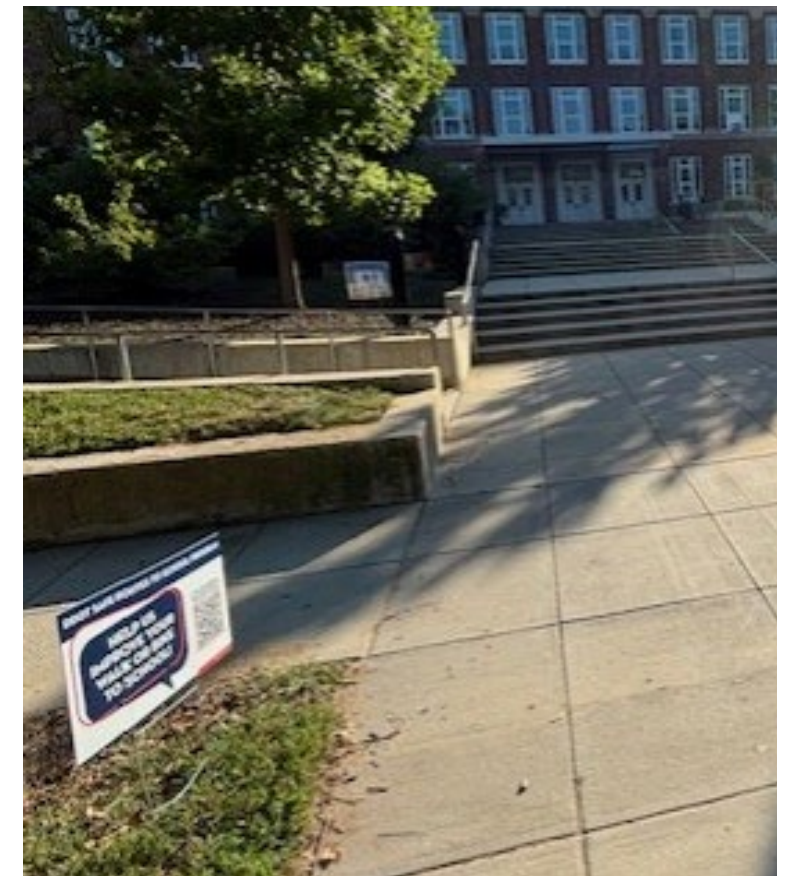
2025 Parents & Caregivers Survey

Following the kick-off meeting, attendees receive an email providing them with links and flyers to the 2025 Parents & Caregivers Survey. Surveys and flyers are available in English and Spanish. The survey is publicized through direct engagement by school administration representatives, and two yard signs with survey QR codes were placed on school grounds to boost participation.

The survey results help to understand trip patterns, preferences, and safety concerns for members of the school community and to identify opportunities based on specific feedback and ideas that parents and caregivers share. MacFarland received 9 survey responses.



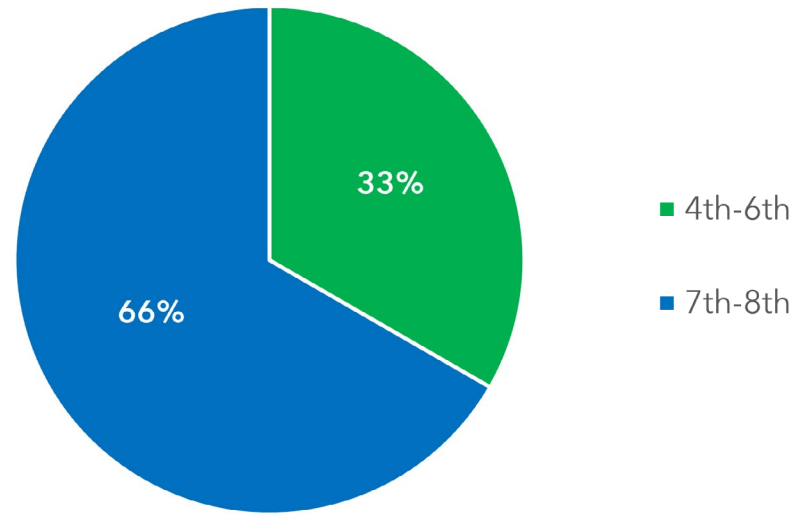
Survey Flyers in English & Spanish



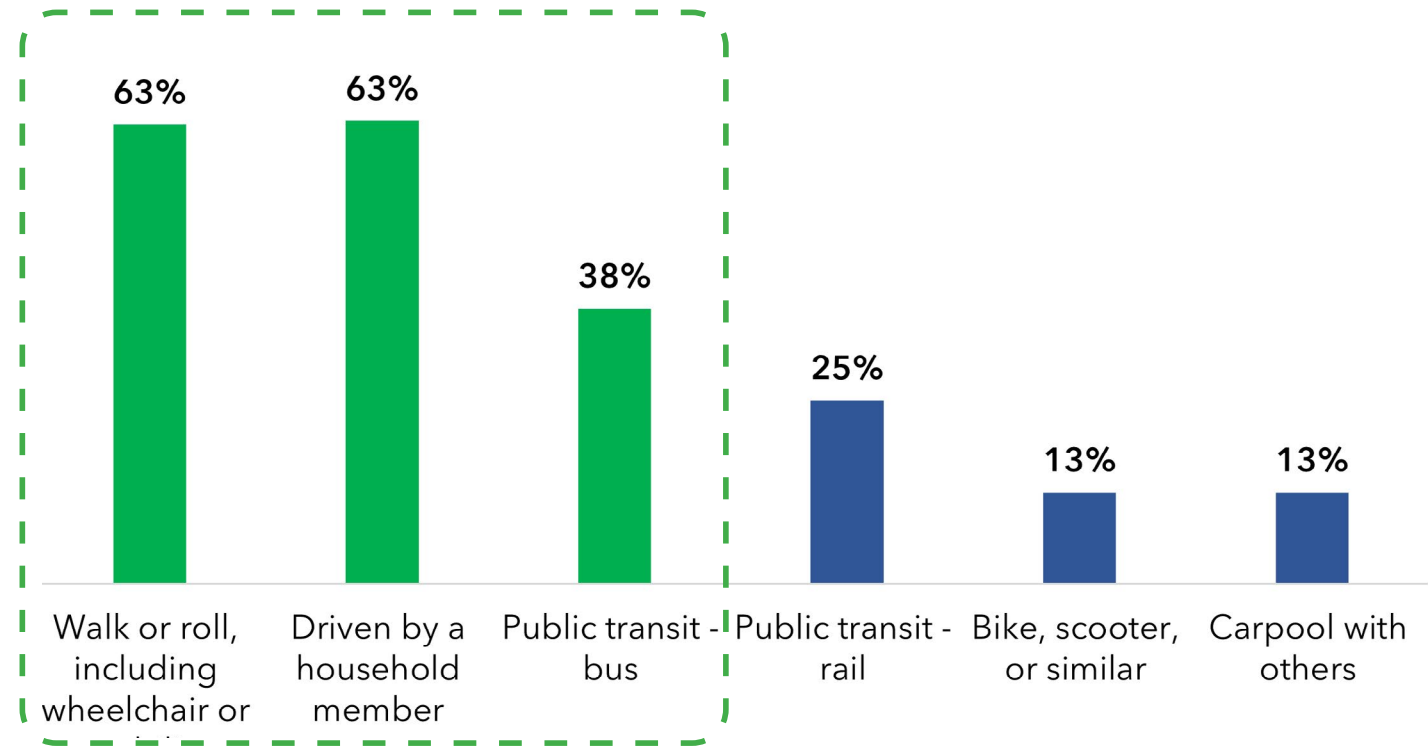
Yard sign advertising survey

2025 Parents & Caregivers Survey

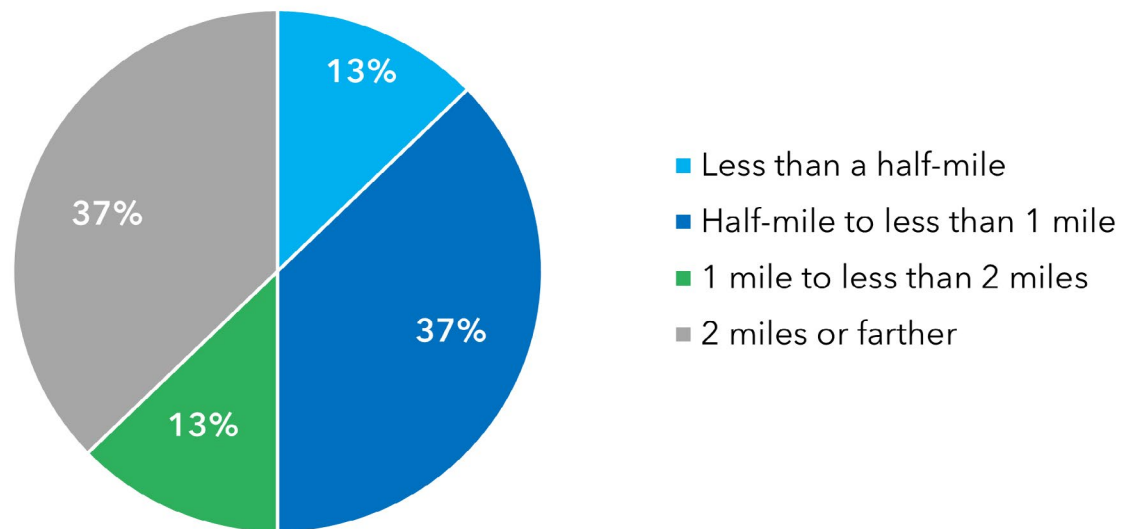
Grade of Caregivers' Students



Most Common Ways Students Get to School



Distance Respondents Live from School



Bike racks in front of MacFarland MS.



Iowa Ave and Webster St in front of MacFarland MS.

2025 Parents & Caregivers Survey (Cont.)

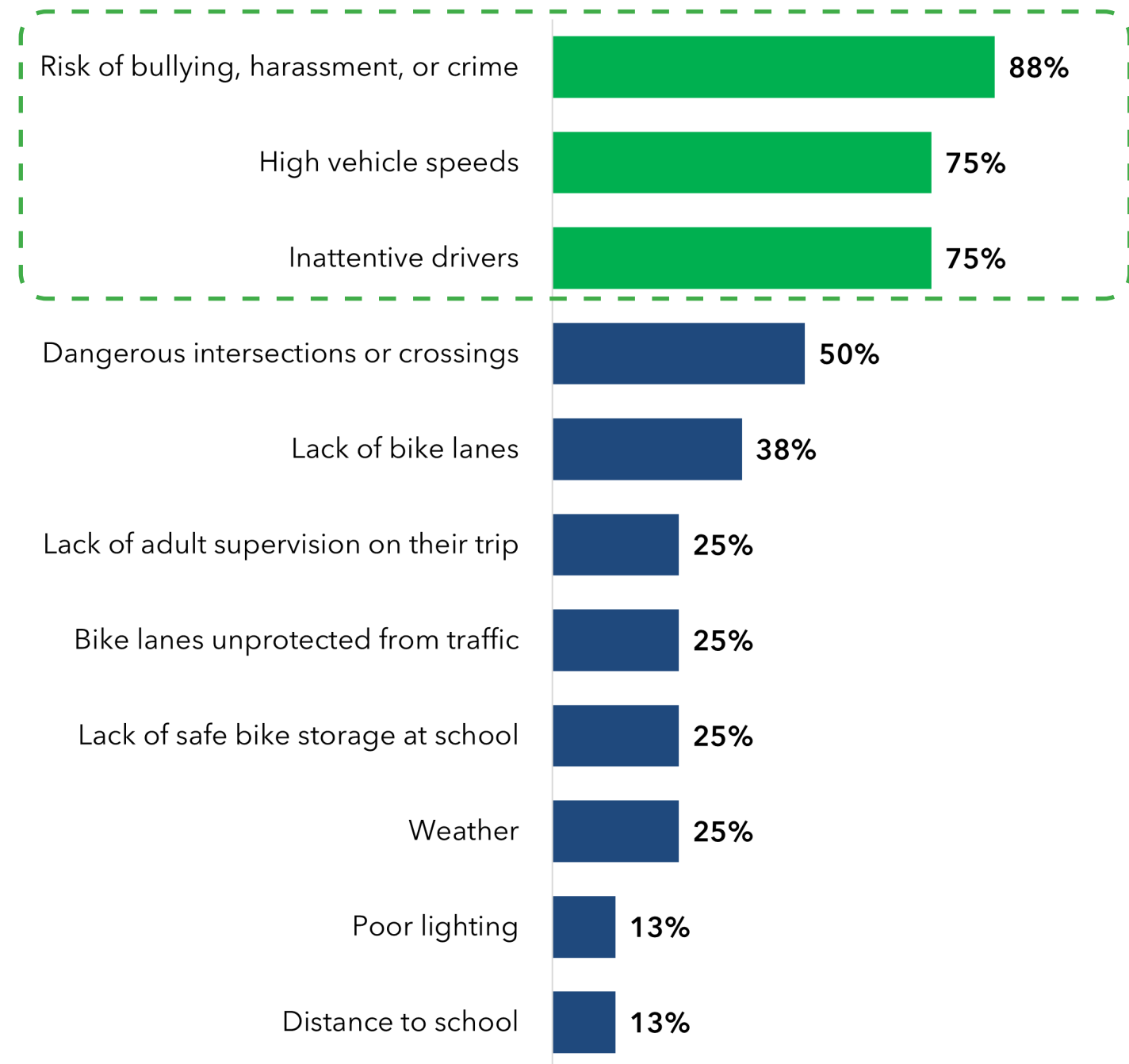
Intersections of particular concern include:

- **Crossing Upshur & Georgia:** Most survey respondents mentioned this intersection. One noted that while there are school ambassadors stationed at this intersection, they still have concern for students' safety due to the high vehicle and foot traffic to the metro station.
- **New Hampshire & Upshur**
- **Webster & Iowa**
- **Georgia at Kansas & Webster**



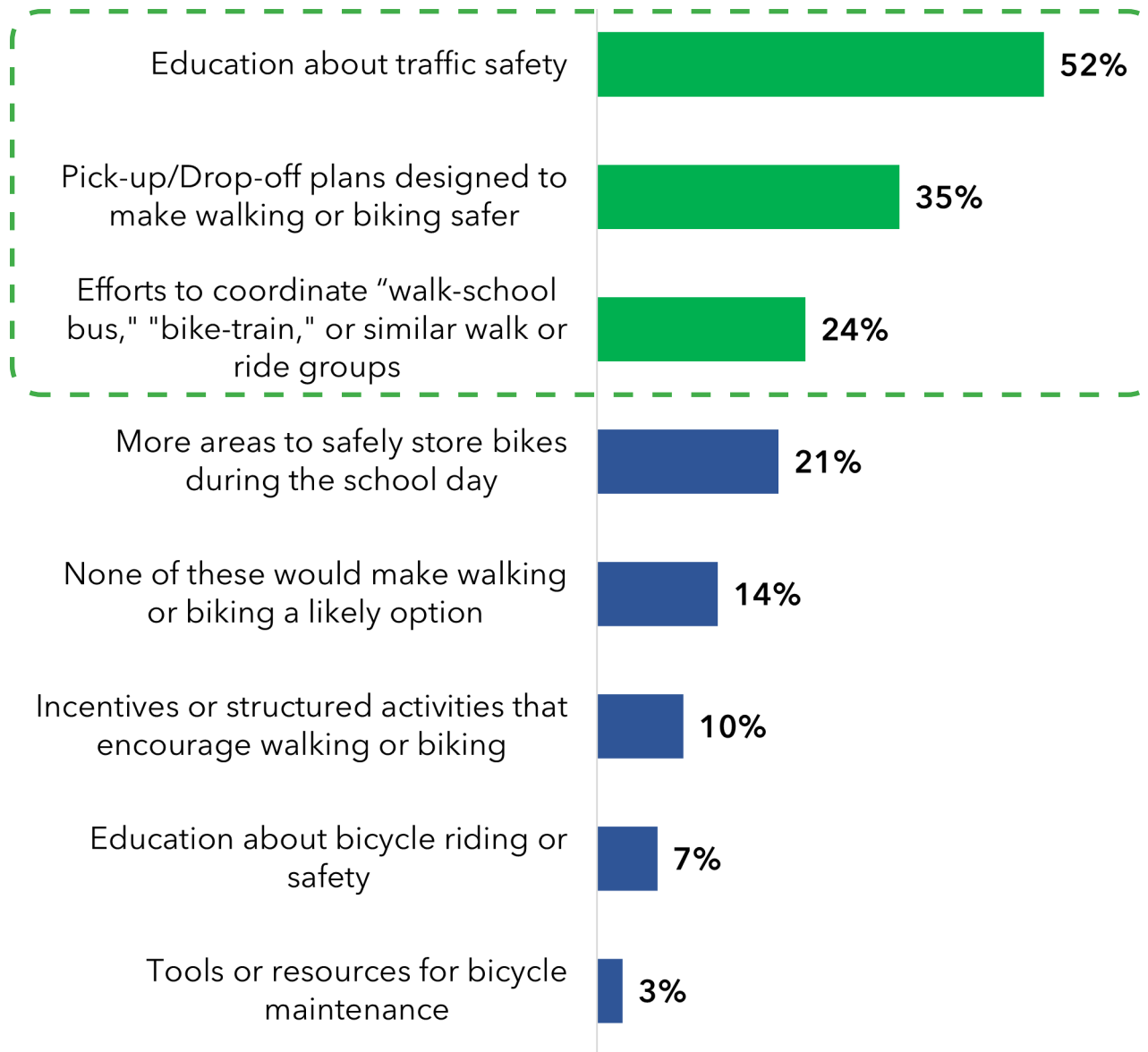
Georgia Ave at Kansas Ave & Webster St (NW) near MacFarland MS.

Barriers or Concerns to Walking, Rolling, or Biking to School

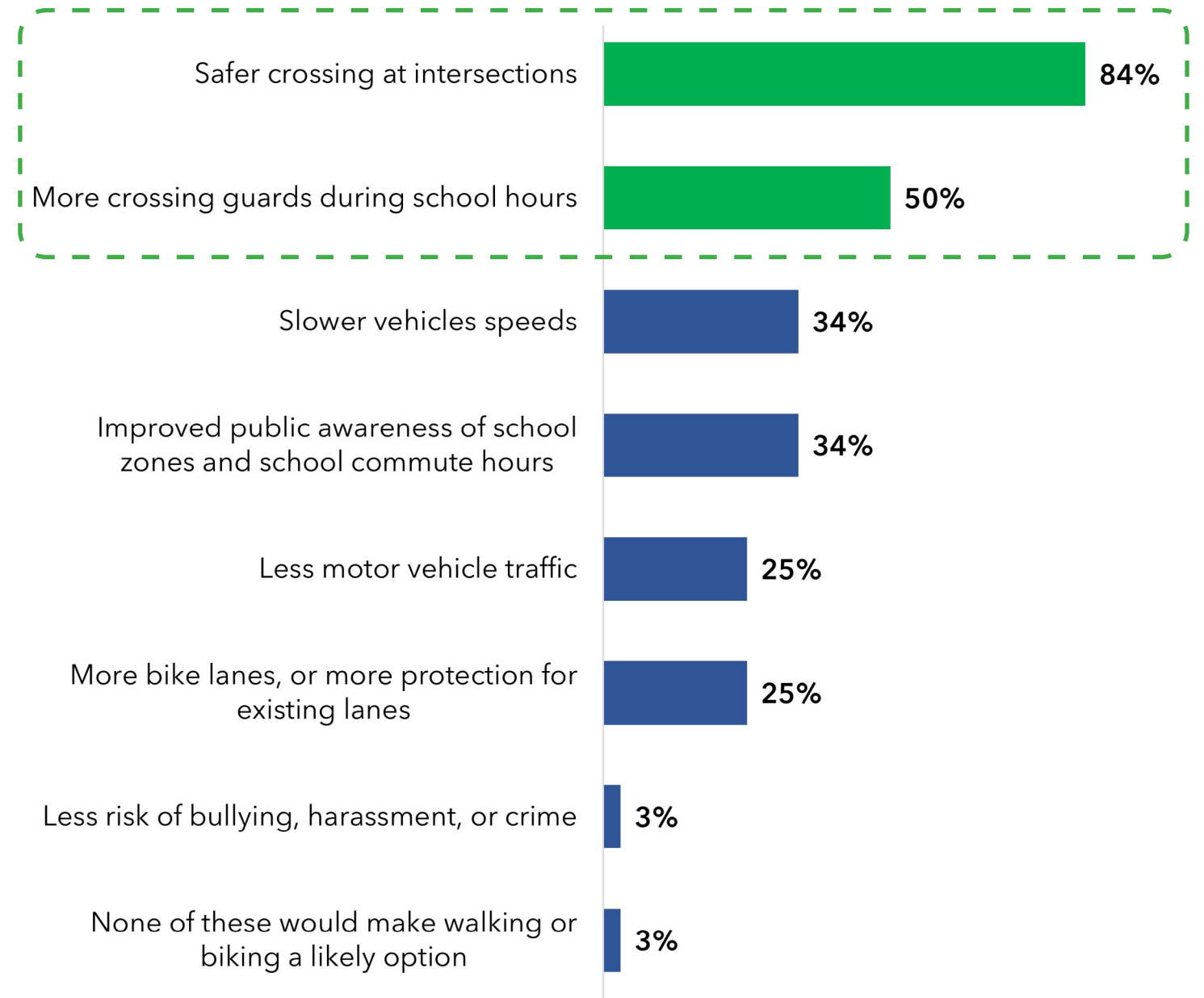


2025 Parents & Caregivers Survey (Cont.)

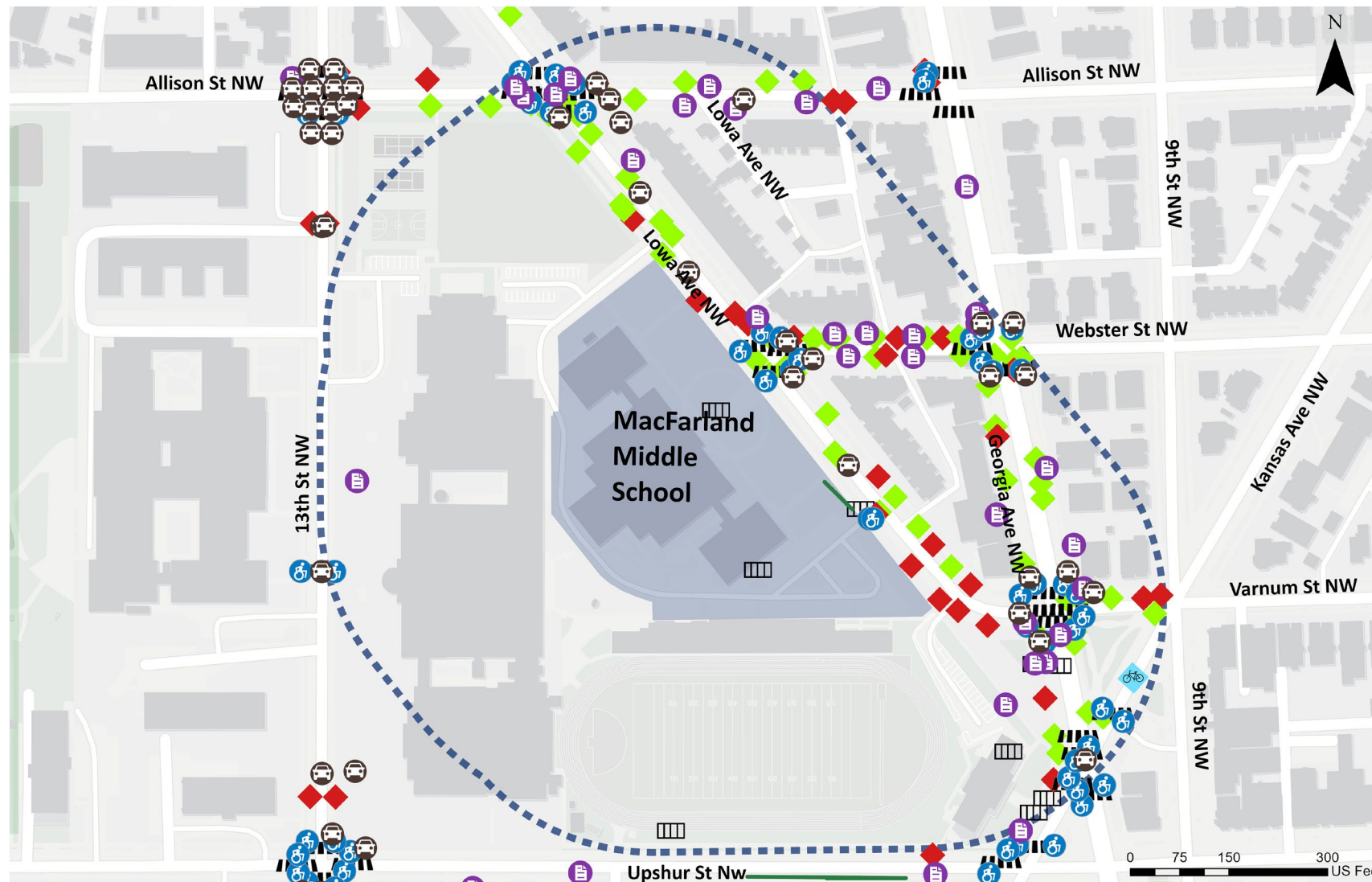
Efforts that Would Help Students Walk or Bike to School More Often



Changes that Would Help Students Walk or Bike to School More Often



Field Walk Data Inventory



On May 13, 2025, the project team—including staff from Toole Design, Mead & Hunt, and the DDOT SRTS team—met to conduct a field walk and observe student arrival and dismissal with Principal Lucas Cooke and staff from DC Councilmember Janeese Lewis George’s office.

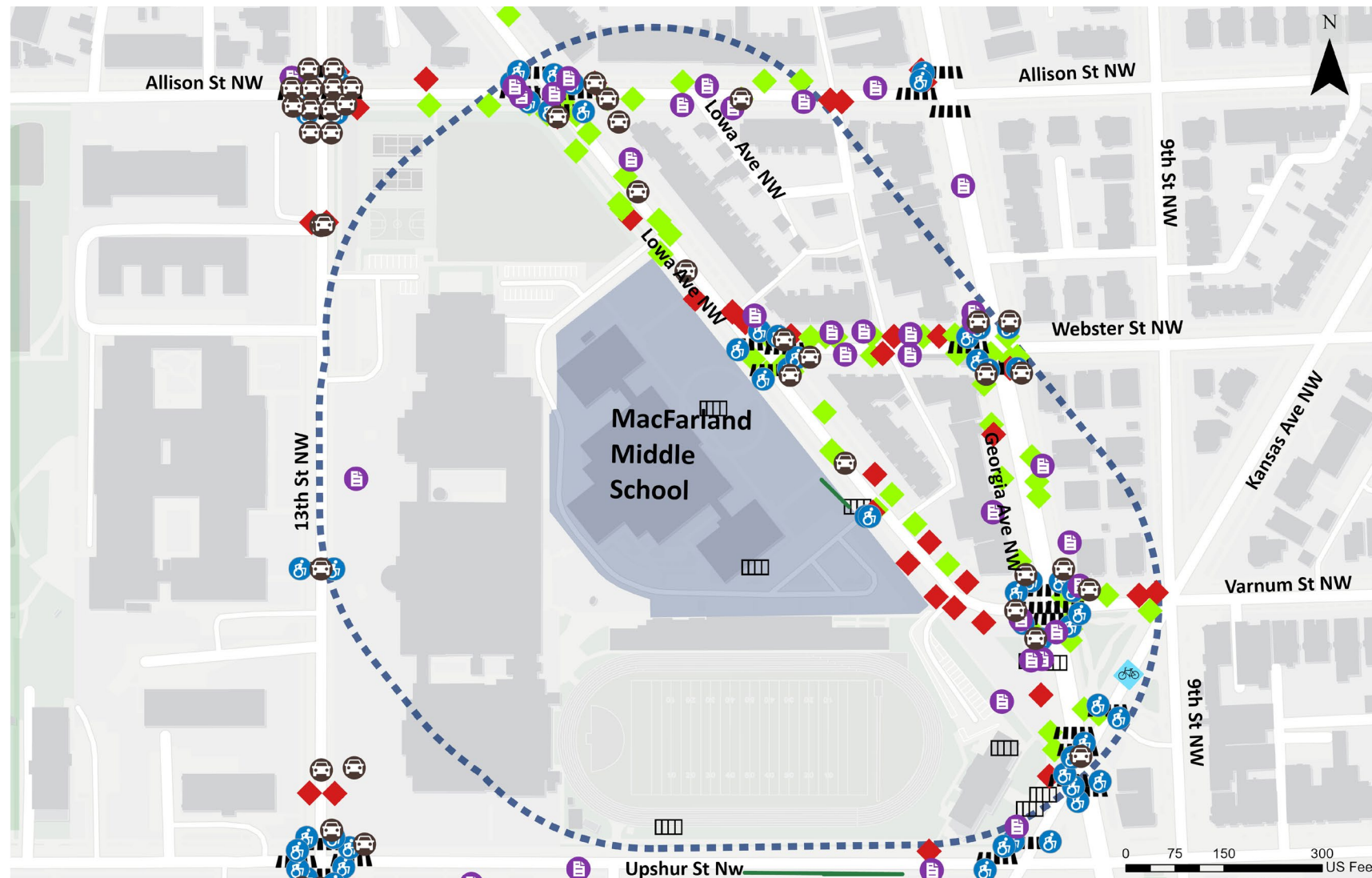
The team observed drop-off and pick-up conditions during morning and afternoon bell times, with data summarized on the map to the left:

- DOPU activity occurs at the east side of campus, primarily around the intersection of Iowa Ave and Webster St (NW). Whether traveling on foot, by bike, or by car, all students use the same entrance and exit doors, which face the intersection.
- Vehicular DOPU occurred along both sides of Iowa Ave north and south of Webster St, with a lesser amount on Webster St near the Iowa Ave (NW) intersection.
- Large numbers of students were also observed using Georgia Ave public transit lines, including both the 70 and 79 (now D40 and D4X) buses.

Legend

Data Collected					
	Drop-Off/Pick-Up Location		Curb Ramps		School Zone Pavement Markings
	General Comments		Traffic Calming		DOPU Line
	School Crossing Guard		Bicycle Facility		Pedestrian Path
	ADA Sidewalk Issue		Lights with issues		School Site
	Existing Bike Rack		Signs without issues		350' School Zone
	Crosswalk		Signs with issues		

Field Walk Data Inventory (Cont.)



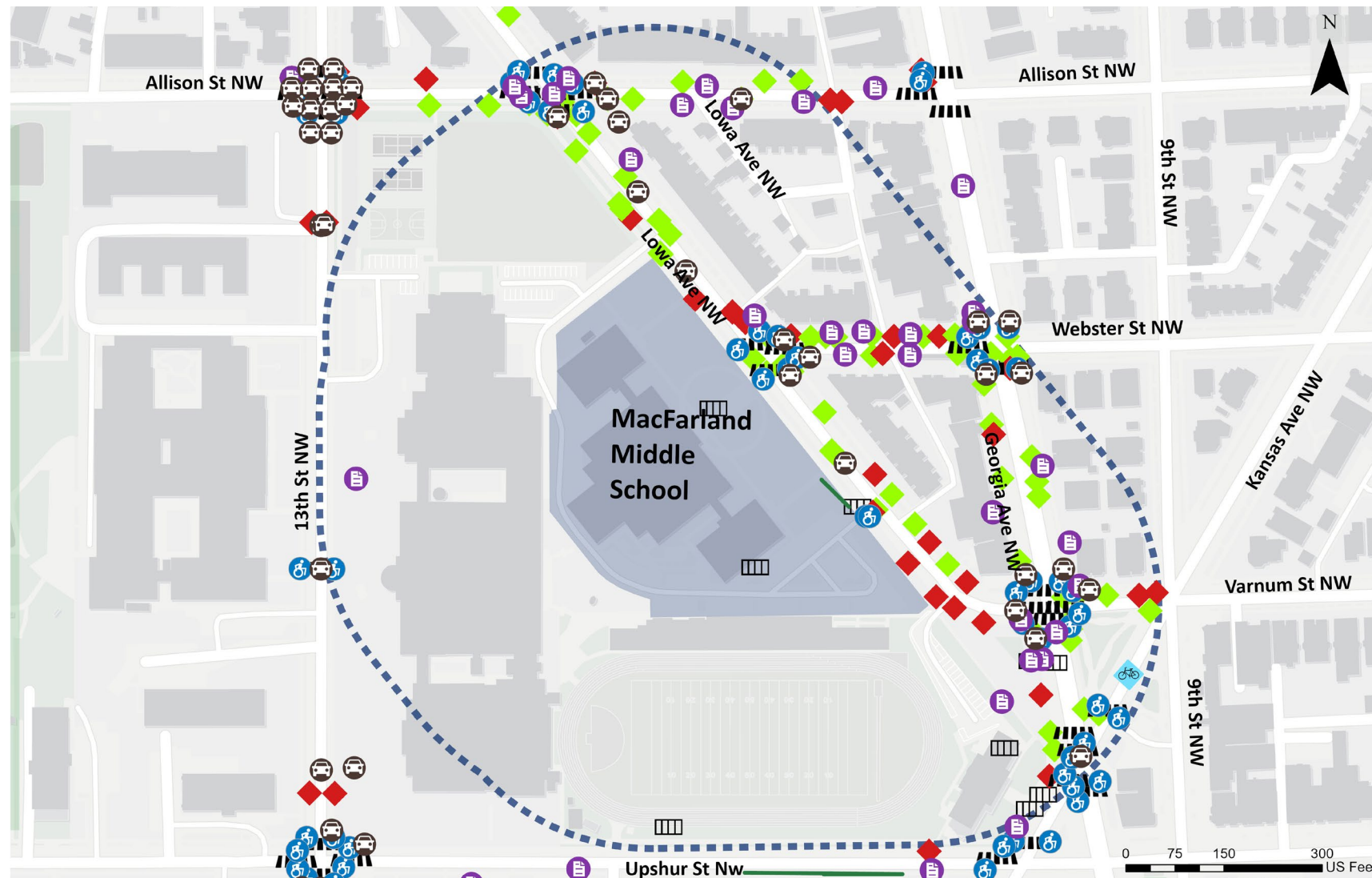
- As morning drop-off occurs during rush hour, significant congestion was observed on major commuting corridors such as Georgia Ave NW near the school. Drivers frequently blocked crosswalks or entire intersections, especially at Georgia Ave and Iowa Ave at Varnum St (NW). This in turn forced students and other pedestrians to walk between cars or far out into the intersection to cross.
- Many drivers on Kansas Ave and Upshur St make turns, especially onto Georgia Ave. None of the signals have protected left turn phases, which means that left-turning vehicles conflict with pedestrians crossing during the walk phase.
- Large volumes of MacFarland MS (and Roosevelt HS) students ride northbound Georgia Ave buses that stop south of Upshur St, requiring students to walk across Georgia Ave, Upshur St, and Kansas Ave to reach their school.

✧ There is a second northbound bus stop at Georgia Ave and Webster St, but only the D40 stops there. There are four signals between the near-side stop at Upshur St and the far-side stop at Webster St.

Legend

Data Collected		
Drop-Off/Pick-Up Location	Curb Ramps	School Zone Pavement Markings
General Comments	Traffic Calming	DOPU Line
School Crossing Guard	Bicycle Facility	Pedestrian Path
ADA Sidewalk Issue	Lights with issues	School Site
Existing Bike Rack	Signs without issues	350' School Zone
Crosswalk	Signs with issues	

Field Walk Data Inventory (Cont.)

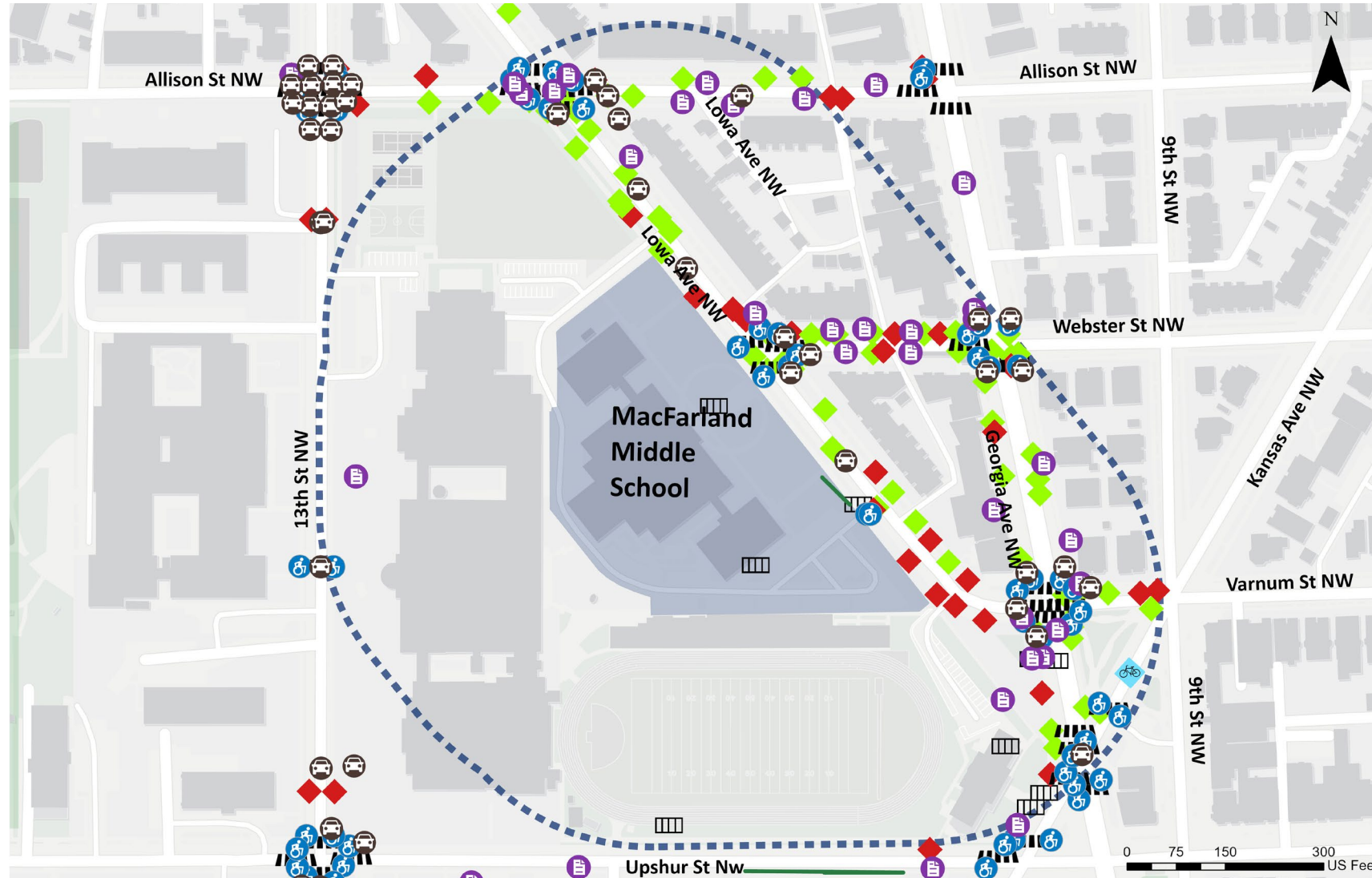


Legend

Data Collected					
	Drop-Off/Pick-Up Location		Curb Ramps		School Zone Pavement Markings
	General Comments		Traffic Calming		DOPU Line
	School Crossing Guard		Bicycle Facility		Pedestrian Path
	ADA Sidewalk Issue		Lights with issues		School Site
	Existing Bike Rack		Signs without issues		350' School Zone
	Crosswalk		Signs with issues		

- During morning arrival, numerous drivers turn right from southbound Kansas Ave to westbound Upshur St, many of whom appeared to negotiate the turn at high speed and did not stay fully in their lane.
- Several official vehicles, including a DCPS Police vehicle and multiple OSSE buses, were parked in front of the school in a manner that made it difficult for students and other pedestrians to cross Iowa Ave. Drivers either blocked the crosswalk or parked so close together that pedestrians had to peer around the vehicles to see approaching traffic. Drivers also blocked sight lines on the west side of the intersection by standing or parking too close to the crosswalk.
- Students were observed biking to school with parents and alone on their own bikes and shared bikes and scooters. Middle school students are typically too young to use shared e-bike and e-scooter services, but several were observed doing so. Several exhibited potentially risky behaviors such as riding between pedestrians on the sidewalk at relatively high speeds or crossing heavily traveled streets like Kansas Ave without regard for whether drivers look for or see them.

Field Walk Data Inventory (Cont.)



Legend

Data Collected					
	Drop-Off/Pick-Up Location		Curb Ramps		School Zone Pavement Markings
	General Comments		Traffic Calming		DOPU Line
	School Crossing Guard		Bicycle Facility		Pedestrian Path
	ADA Sidewalk Issue		Lights with issues		School Site
	Existing Bike Rack		Signs without issues		350' School Zone
	Crosswalk		Signs with issues		

- Road pavement at the intersection of Georgia Ave and Kansas Ave is in poor condition. The crosswalks have a brick-like surface and markings are not highly visible. The markings and crosswalk surface were severely worn and potholed.
- The crosswalk on Webster St at Iowa Ave, across from the school's front entrance, appeared to be marked with temporary tape.
- Crosswalks in the school zone otherwise appeared to be ADA compliant. Missing and deficient crosswalks were noted.
- No school zone markings were observed.
- In general, curb ramps in the school zone appeared to be ADA compliant. Curb ramps that did not appear to be ADA compliant were noted in the field data inventory.
- Bike racks are installed at the upper plaza level near the school's front doors, at sidewalk level near the south driveway, and near the staff parking lot at the south end of the building. All appeared to be appropriately designed and in good condition, although only the racks at the upper plaza level had parked bicycles.
- The nearest Capital Bikeshare station is on 9th St just south of Upshur St, approximately 0.25 miles from the school.

Field Walk Photos



Students walk along Webster St towards Georgia Ave after school.



Students walk and bike past the Petworth Library parking lot near Georgia Ave and Iowa Ave.

Field Walk Photos (Cont.)



At various times, DCPS Police (left, background), DC Schools Transportation (right), and drivers (left, foreground) parked at Iowa Ave and Webster St in ways that obstructed sight-lines or paths for students using the crosswalks.

Field Walk Photos (Cont.)



Some drivers pulled up to the left-side curb to drop off their students, while others parked in crosswalks and across curb ramps on Iowa Ave and Webster St. This limited pedestrian accessibility and visibility and forced other drivers to navigate around vehicles in unexpected places.

Field Walk Photos (Cont.)



Iowa Ave drivers regularly blocked the crosswalk on the west side of Georgia Ave. Especially during the morning arrival period, drivers on Georgia Ave regularly blocked the crosswalk on the south side of Iowa Ave/Varnum St, or even the entire intersection.

Field Walk Photos (Cont.)



Many students take public transit, which at times causes crowding on the crosswalks and sidewalks between the bus stops and school.

Field Walk Photos (Cont.)



There were several locations in the school zone where the sidewalk was cracked or heaved. The example shown in the image above with severely deteriorated flexible pavement is on Webster St near the school.

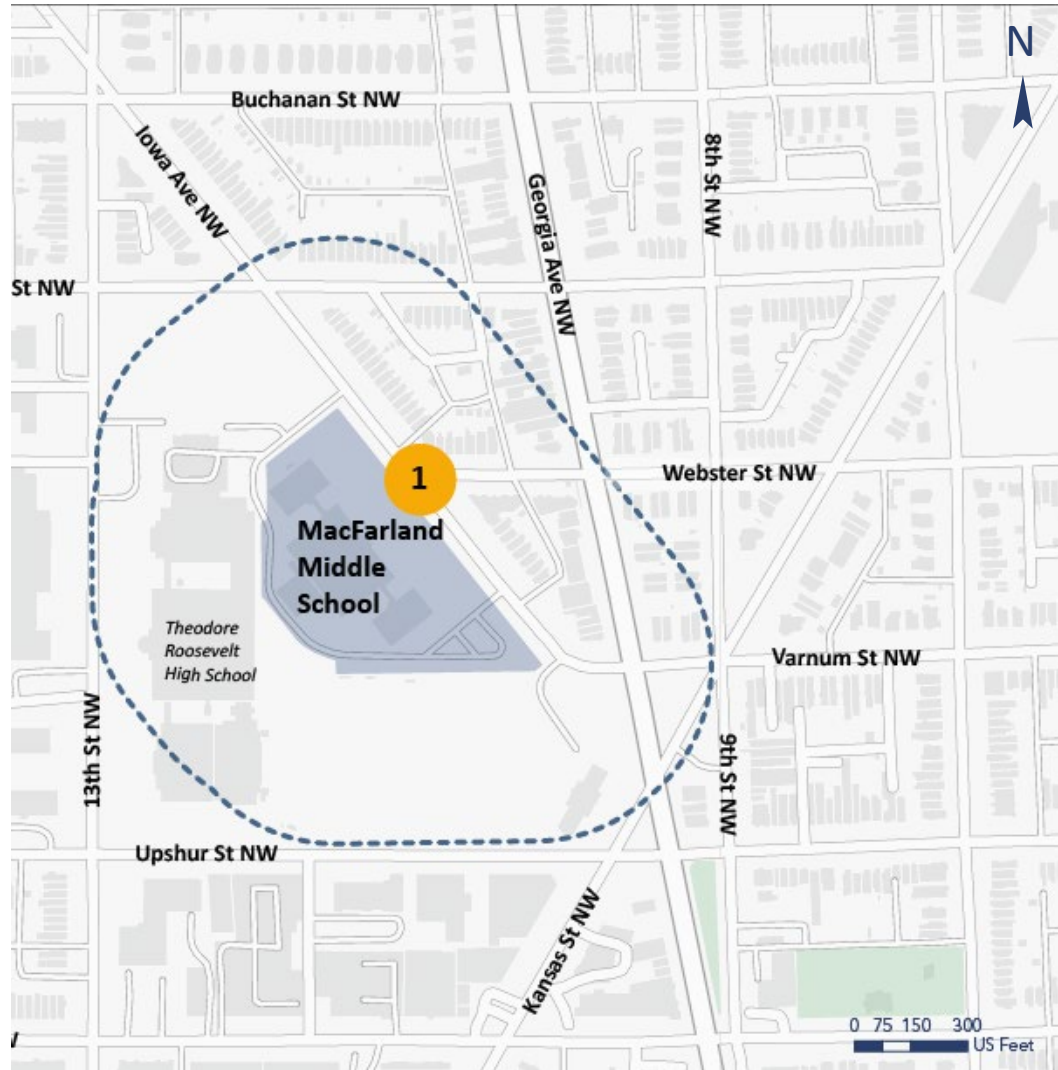


The crosswalk markings at the intersection of Georgia Ave and Kansas Ave are not highly visible. The north crosswalk across Georgia Ave is in poor condition with multiple holes, cracks, seams, and ripples in the surface.

DROP-OFF/ PICK-UP OPERATIONAL RECOMMENDATIONS



DOPU Recommendations



Map ID	Location	Issue	Recommendation	Description
★	General	DOPU signs are out of date with the most recent standard.		Replace outdated DOPU signage with the current standard.
1	Iowa Ave NW and Webster St NW	Parked and idling vehicles block crosswalks and pedestrian visibility.		Install curb extensions and daylighting to prevent illegal parking, shorten crossing distances, and reduce traffic speeds.

Legend

★ Indicates recommendation applied to entire school zone.

1 Sidewalk or Corridor Recommendation

SHORT TERM RECOMMENDATIONS



Short Term Recommendations

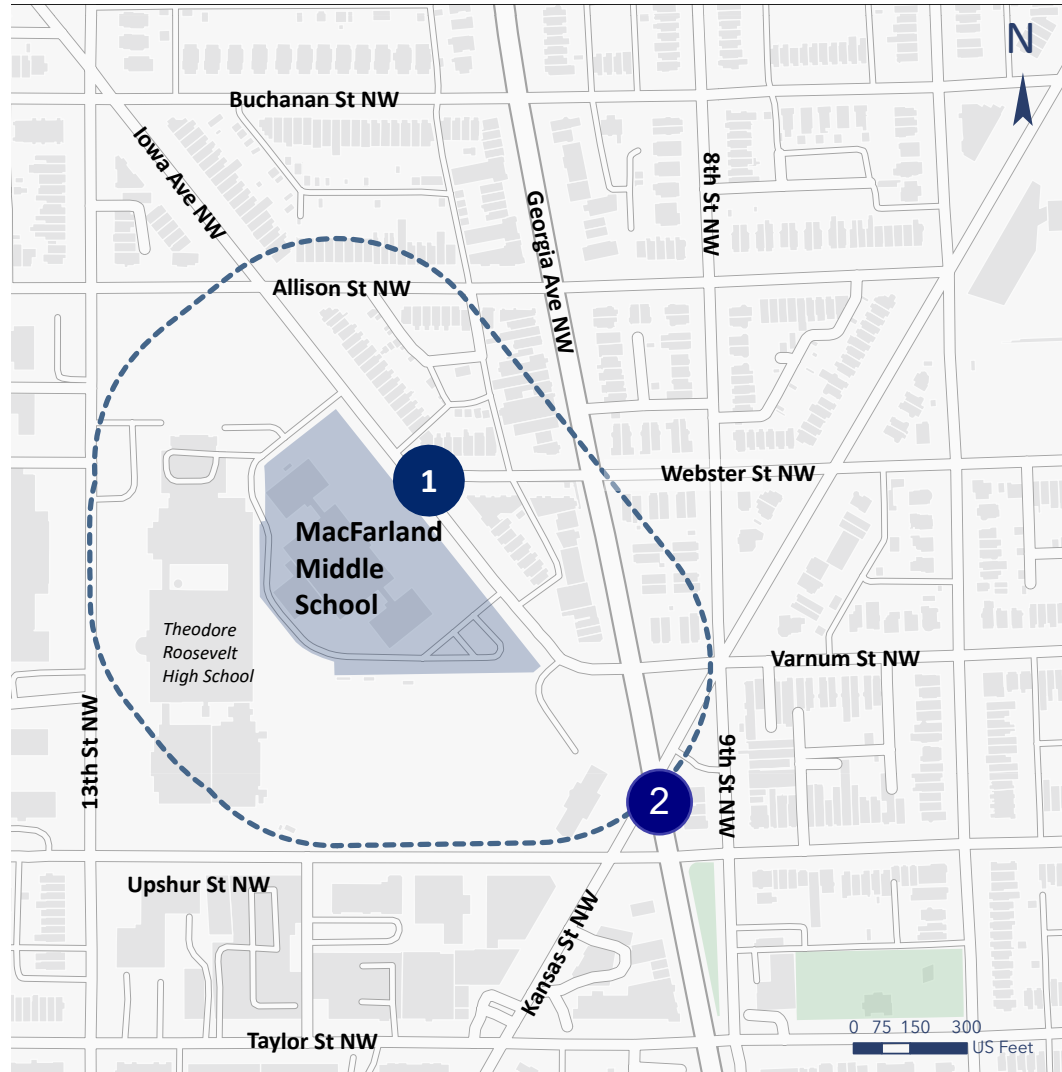


Map ID	Location	Issue	Recommendation	Description
★	General	School speed limit signs throughout the school zone need to be updated to reflect the latest requirements. Several were noted to be obstructed or must be moved to comply with expanded school zone requirement.		Update school speed limit signs to the new times and correct locations as needed.
		School Zone markings missing.		Install SCHOOL pavement markings at the school zone entrances.
1	Iowa Ave NW and Webster St NW	Crosswalk across Webster St is not high-visibility.		Re-mark crosswalk with high-visibility markings.

Legend

- ★ Indicates recommendation applied to entire school zone.
- Intersection Improvements




Short Term Recommendations



Legend

 Intersection Improvements

 Sidewalk or Corridor Recommendation

Map ID	Location	Issue	Recommendation	Description
2	Georgia Ave and Kansas Ave and Upshur St	Wide curb radii for Georgia Ave traffic turning onto Kansas Ave and Kansas Ave traffic turning onto Upshur enable high-speed turns. Drivers were observed turning onto Kansas Ave and Upshur St at high speeds despite the presence of pedestrians. Drivers were also observed running red lights and blocking crosswalks at these locations.	  	Install additional crossing warning signs and "Turning Vehicles Stop For Pedestrians" signs.

Short Term Recommendations



Map ID	Location	Issue	Recommendation	Description
3	Upshur St (Kansas Ave to 13th St)	<p>There are frequent high traffic speeds and dangerous driver maneuvers at this intersection.</p> <p>Traffic Safety Input (TSIs) note the lack of pavement markings—including center line—and drivers speeding and illegally passing.</p>		<p>Install centerlines along the entire block with selective centerline hardening between:</p> <ul style="list-style-type: none"> • Kansas Ave and the first storage driveway. • National Library Service and DC Vet Center (1288-1296), except at driveways.

Any recommendations for Upshur have been paused within SRTS due to work by another division in response to recent crashes at Upshur and Georgia Ave.

Legend

Sidewalk or Corridor Recommendation

MID- AND LONG-TERM RECOMMENDATIONS



Mid- and Long-Term Recommendations

Mid- and long-term improvements require further analysis or engineering and construction beyond the scope of the DDOT SRTS program. Additional coordination, analysis, engineering, and funding may be necessary to ensure these improvements are feasible and constructible.

	Issue	Recommendation
Traffic Safety	Stop sign compliance is poor at several intersections in or just outside the school zone, including Iowa Ave & Webster St and Kansas Ave & Taylor St.	Replace one of each stop sign on Iowa Ave at Webster St with LED stop signs. Install automated stop enforcement at these intersections.
Traffic Safety	Red-light compliance is poor at several intersections in or just outside the school zone, including Georgia Ave and Iowa Ave/ Varnum St, Georgia Ave and Kansas Ave, Georgia Ave and Upshur St, and Kansas Ave and Upshur St.	Install automated red-light enforcement at these intersections.
Traffic Safety	Traffic speeds appeared to exceed legal limits on several roads in or just outside the school zone, including Georgia Ave between Allison St and Upshur St, Upshur St between Georgia Ave and 13th St, and 13th St between Allison St and Upshur St.	Install automated speed enforcement in these segments. Install a raised crossing across Upshur St at the entrance to Roosevelt HS stadium and aquatic center. Where allowable by policy and feasible, install additional speed humps, mid-block curb extensions, chicanes, or other traffic calming measures.
Pedestrian Safety	The traffic signal for southbound Georgia Ave at Kansas Ave turns red while the signal at Iowa Ave is still green. Drivers enter the Georgia Ave/Iowa Ave intersection even if there is not room for them on the other side, blocking crosswalks or the entire intersection and forcing students and other pedestrians to walk between and around cars to cross.	Examine signal timing and coordination between the closely-spaced intersections on Georgia Ave at Upshur St, Kansas Ave, and Iowa Ave/Varnum St. Have the southbound Georgia Ave signal at Iowa Ave turn red before the signal at Kansas Ave.

Mid- and Long-Term Recommendations

Mid- and long-term improvements require further analysis or engineering and construction beyond the scope of the DDOT SRTS program. Additional coordination, analysis, engineering, and funding may be necessary to ensure these improvements are feasible and constructible.

	Issue	Recommendation
Traffic Safety	<p>Large numbers of vehicles on southwest-bound Kansas Ave were observed turning left onto southeast-bound Georgia Ave despite the 'No Left Turns Except Buses' signs.</p> <p>These drivers are often turning at high speeds when they can find gaps in motor vehicle, bicycle, and pedestrian traffic.</p>	<p>Study phasing, operational, or signal equipment changes that could make desired left turn movements safer (i.e., upward green arrow instead of bubble on the far-left signal) or improve compliance (such as LED blank-out 'no left turns' sign).</p>
Pedestrian Safety	<p>Pedestrian signals at 13th St and Upshur St are not accessible.</p>	<p>Upgrade signals to provide Accessible Pedestrian Signal.</p>
Pedestrian Safety	<p>Pedestrian signals at 13th St and Allison St are obscured by utility pole and signage.</p>	<p>Move signs so they don't block signals.</p> <p>Combine utility and signal pole to reduce number of objects interfering with each other.</p>
Pedestrian Safety	<p>The sidewalk on the northwest side of Kansas Ave in front of the Petworth Library is narrow and in poor condition. <i>Repair request submitted to 311.</i></p>	<p>Ensure the sidewalk is wide enough to meet ADA standards and widen if necessary.</p>

NEXT STEPS



Next Steps

This Action Plan includes both infrastructure and operational recommendations. Traffic calming installations, signage updates, and operational improvements can be implemented typically within a year depending on construction schedules.

Improvements that require further study will depend on available resources, coordination, and funding.

Within this time frame, school administration and the parent teacher organization can begin the important incremental work of changing the culture around the school through education and outreach materials provided by the Safe Routes to School Program. This could be the spark needed to create lifelong healthy habits that include walking, bicycling, and/or other means of travel.

The Program's website provides a wealth of education and outreach materials. To learn more and download resources to educate students and their caregivers, visit the program website at: [Safe Routes to School](#).

