

RAYMOND ELEMENTARY 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 Raymond Elementary School (ES) 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:

- David Bukowski, Transportation Planner: david.bukowski@dc.gov
- Oshaine South, Transportation Planner: oshaine.south1@dc.gov

For additional information, please visit the [Safe Routes to School website](https://www.dcdot.gov/srts).



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”.

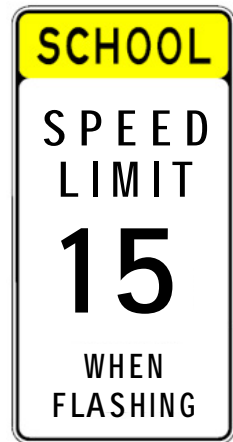
Community members can request and track progress for improvements outside the SRTS program by contacting the District of Columbia’s 311 hotline.

SRTS Toolbox: Signage

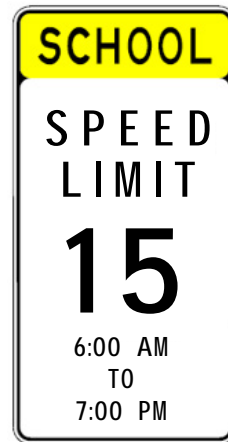
Another component of the SRTS Toolbox is to update signage within the school zone. Signs recommended in SRTS plans clearly mark the revised 350-foot school zone boundary, designate drop-off and pick-up areas, and alert drivers that they are entering a school zone where pedestrians and bicyclists may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

Speed Limit and School Zone Signage

Standard School Zone
When Flashing Sign



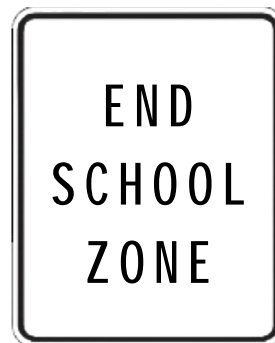
On local & collector roadways



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

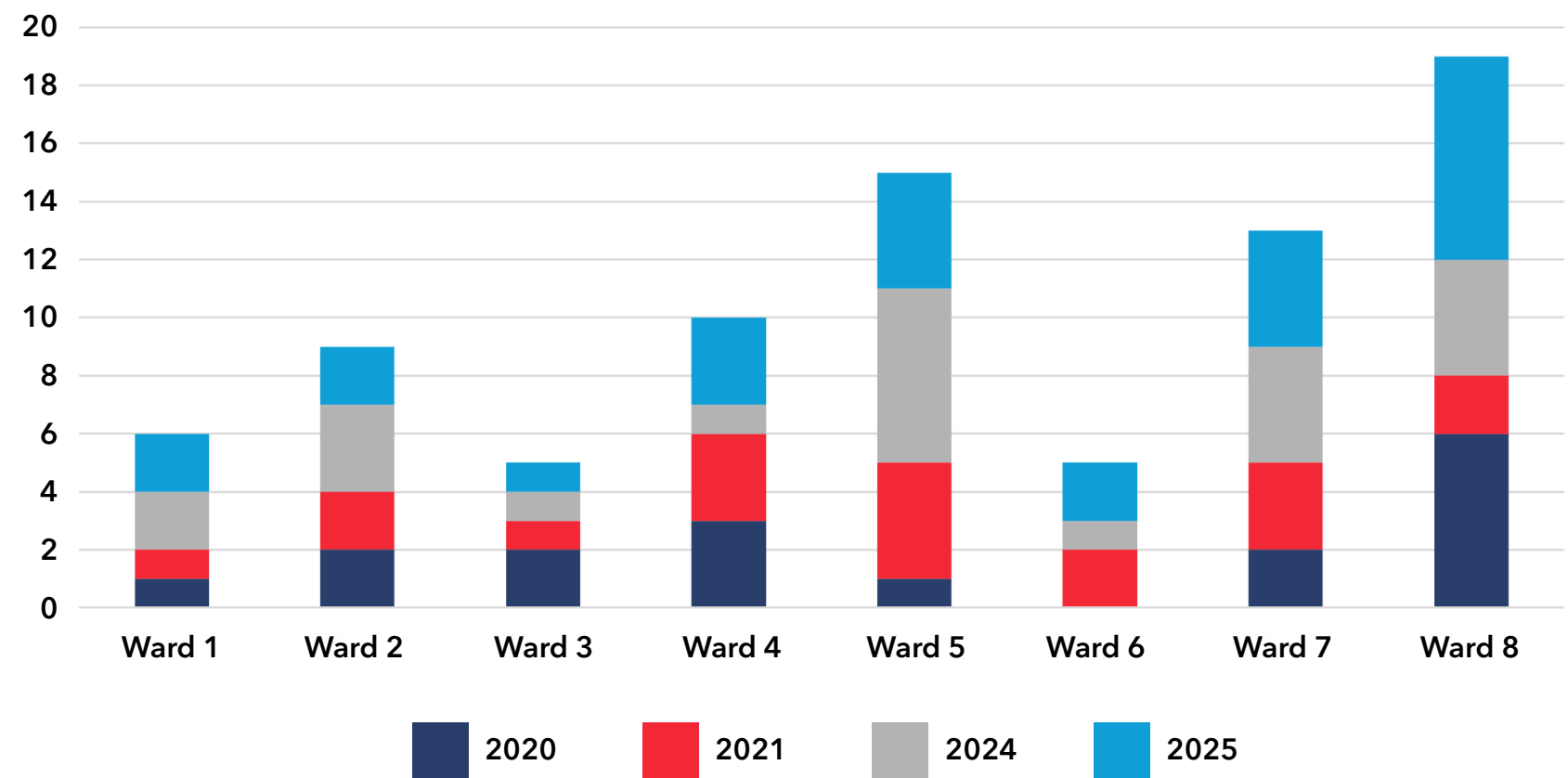
Schools are ranked based on proximity to priority intersections within the 350' school zone. The DDOT SRTS program then considers equity, geographic distribution, and student ages to balance school selections for a given year.

Selection for the SRTS Program

Raymond ES as 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, east of the school's campus.

Action Plans Created By Ward and Year



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

EXISTING CONDITIONS



Raymond ES Profile

DATA REPRESENTS 2024-2025 SCHOOL YEAR ENROLLMENT

Principal: Natalie Hubbard

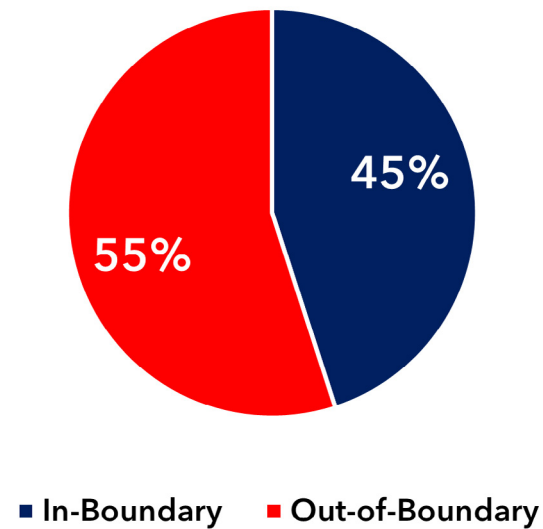
Grades: PreK3-5th

Students Enrolled: 436

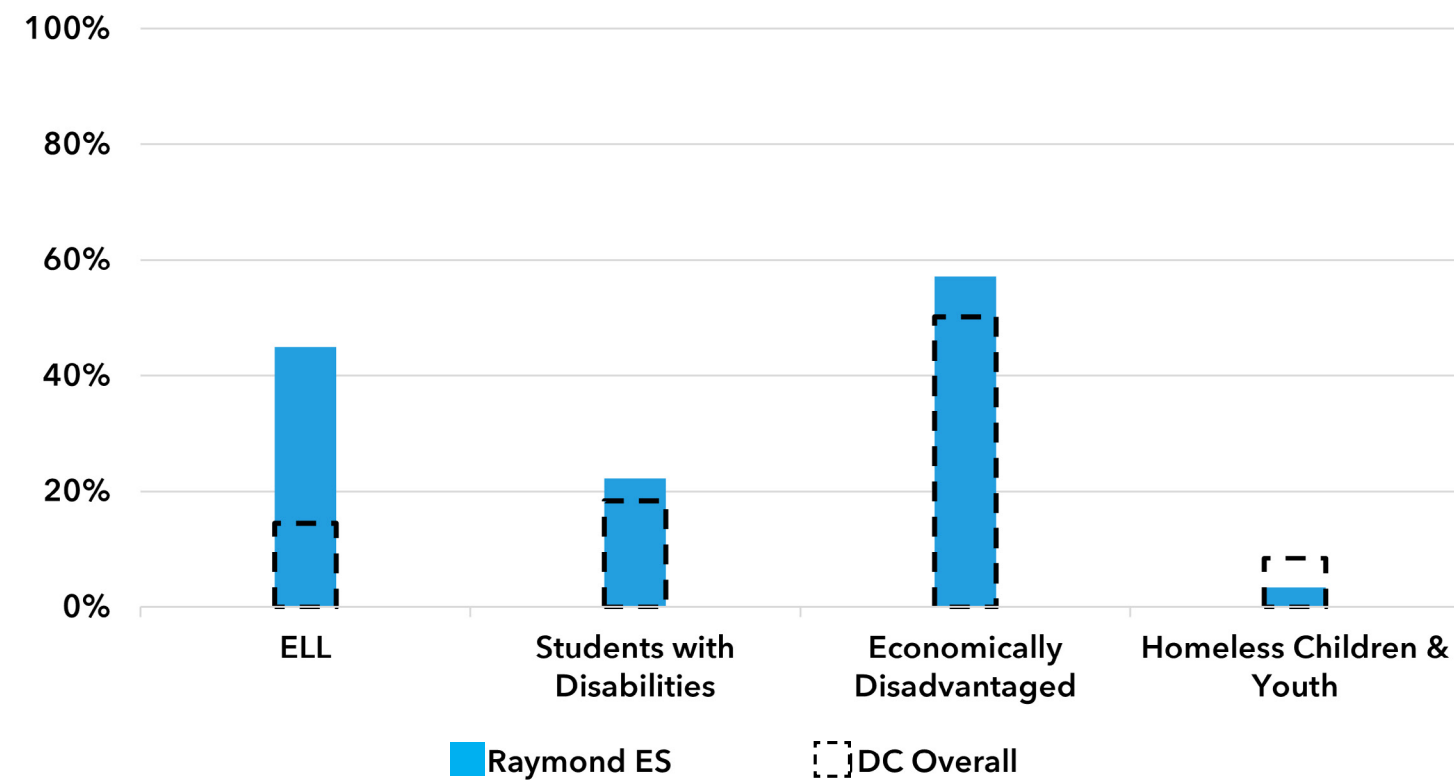
Arrival & Dismissal: 8:15 AM-3:15 AM

Raymond ES provides after school care.

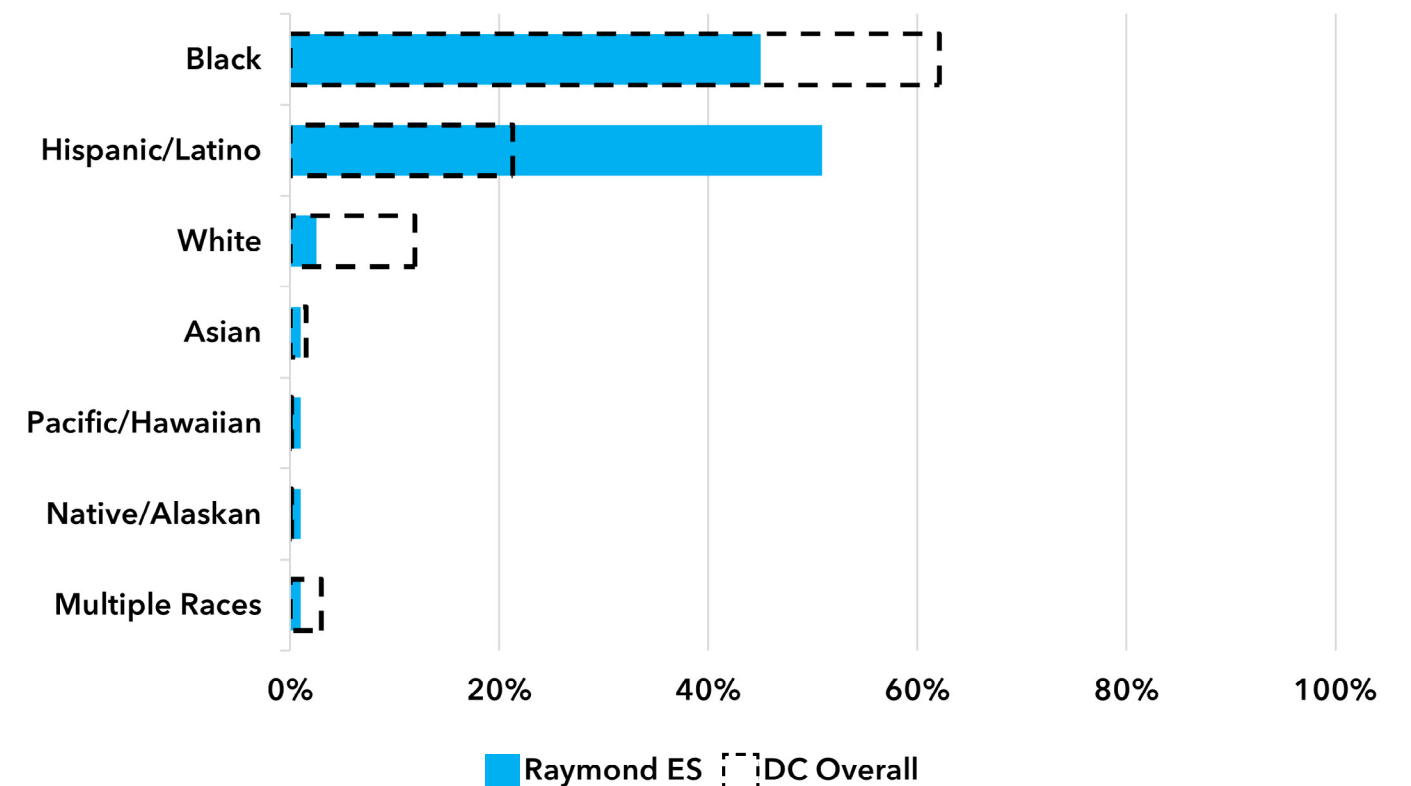
In-Boundary v. Out-Boundary Students at Raymond ES



Student Population at Raymond ES



Student Demographics at Raymond ES



Source: [DC Report Card](#)

Raymond ES 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.

- Raymond ES is located on Spring Rd NW, in the Petworth Neighborhood.
- **WMATA Bus Routes:** C61, C75, D40, D44, D4X, D50, D5X, D74
- **WMATA Metro Station:** Georgia Ave-Petworth Station (Green Line)
- Streets within the school zone:
 - ✧ Spring Rd NW
 - ✧ Rock Creek Church Rd NW
 - ✧ 9th St NW
 - ✧ Quincy St NW
 - ✧ 10th St NW
- The Average Annual Daily Traffic (AADT) volume for the surrounding streets is as follows:
 - ✧ Georgia Ave NW: 22,059
 - ✧ New Hampshire Ave NW: 13,024
 - ✧ Spring Rd NW: 2,496
- A crossing guard is located at the intersection of 10th St NW and Spring Rd NW.

Neighborhood Context



- The area around Raymond ES sits in a moderately dense residential neighborhood with small clusters of commercial activity along Georgia Avenue NW, creating a mixed but primarily housing-focused environment.
- The school zone around Raymond ES contains minimal industrial activity, with only small service-oriented facilities scattered along major corridors. Most non-residential uses come from light commercial businesses on Georgia Avenue NW, such as shops, restaurants, and neighborhood services, rather than heavy infrastructure.
- Traffic Proximity scores are mid-range around Raymond ES, mainly attributed to traffic-related air pollution from major corridors like Georgia Ave NW.

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%

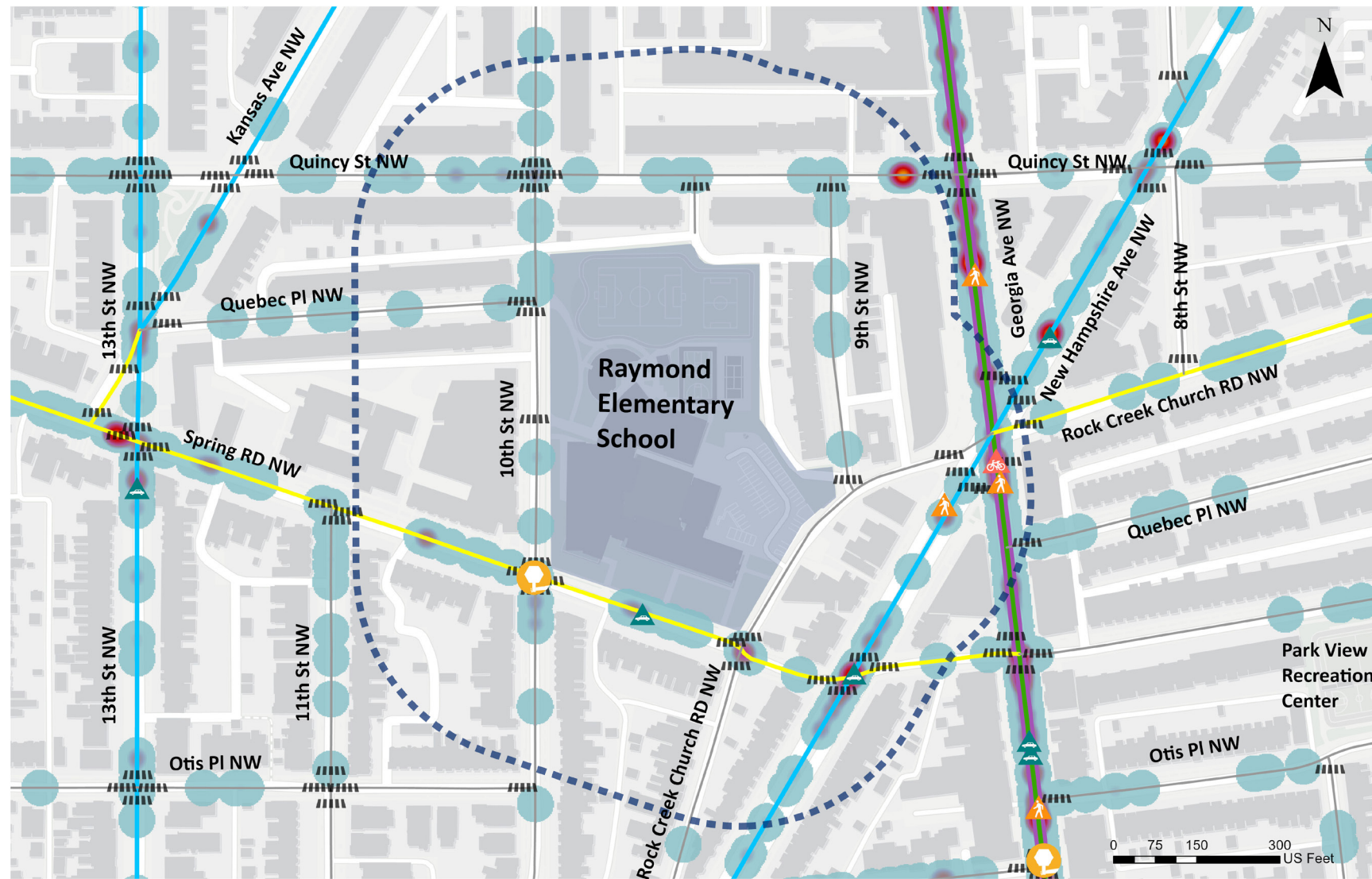
🟣 40% - 59%

🟠 60% - 79%

🟤 80% - 100%

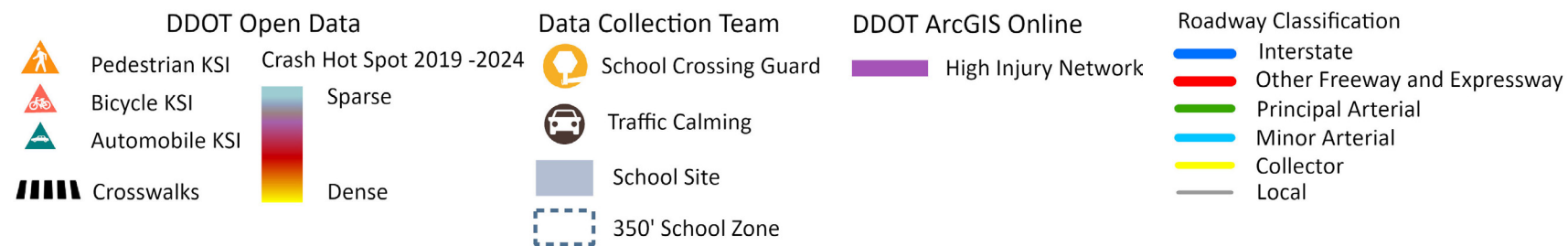
**The EPA's Environmental Justice Indicator for Traffic Proximity and Volume measures how much traffic pollution affects communities, especially those that are marginalized. It's calculated by combining traffic proximity with factors like low income and the presence of people of color in each block group. 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



- Some families come to school east on Spring Rd NW. The other students are driven to school.
- Roadways within the school zone are classified as follows:
 - ✧ **Collector:** Spring Rd NW
 - ✧ **Local:** Rock Creek Church Rd NW; 9th St NW; Quincy St NW; 10th St NW.
- Car crashes between 2010-2024 resulting in death (killed) or serious injury (KSI):
 - ✧ **Vehicle:** 16 crashes
 - ✧ **Pedestrian:** Four crashes
 - ✧ **Bicycle:** One crash
 - ✧ There have been 14 crashes along Georgia Ave NW between Quincy St NW and Quebec PI NW.
- Intersections with high crash rates:
 - ✧ Spring Rd NW between Rock Creek Church Rd NW and 10th St NW: Four KSI
 - ✧ 10th St NW and Quebec PI NW: Two KSI
 - ✧ Princeton PI and New Hampshire Ave NW

Legend



SCHOOL ENGAGEMENT & SAFETY ASSESSMENT



School Engagement

Engagement Process

The SRTS Action Plan development process begins with a kickoff 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.

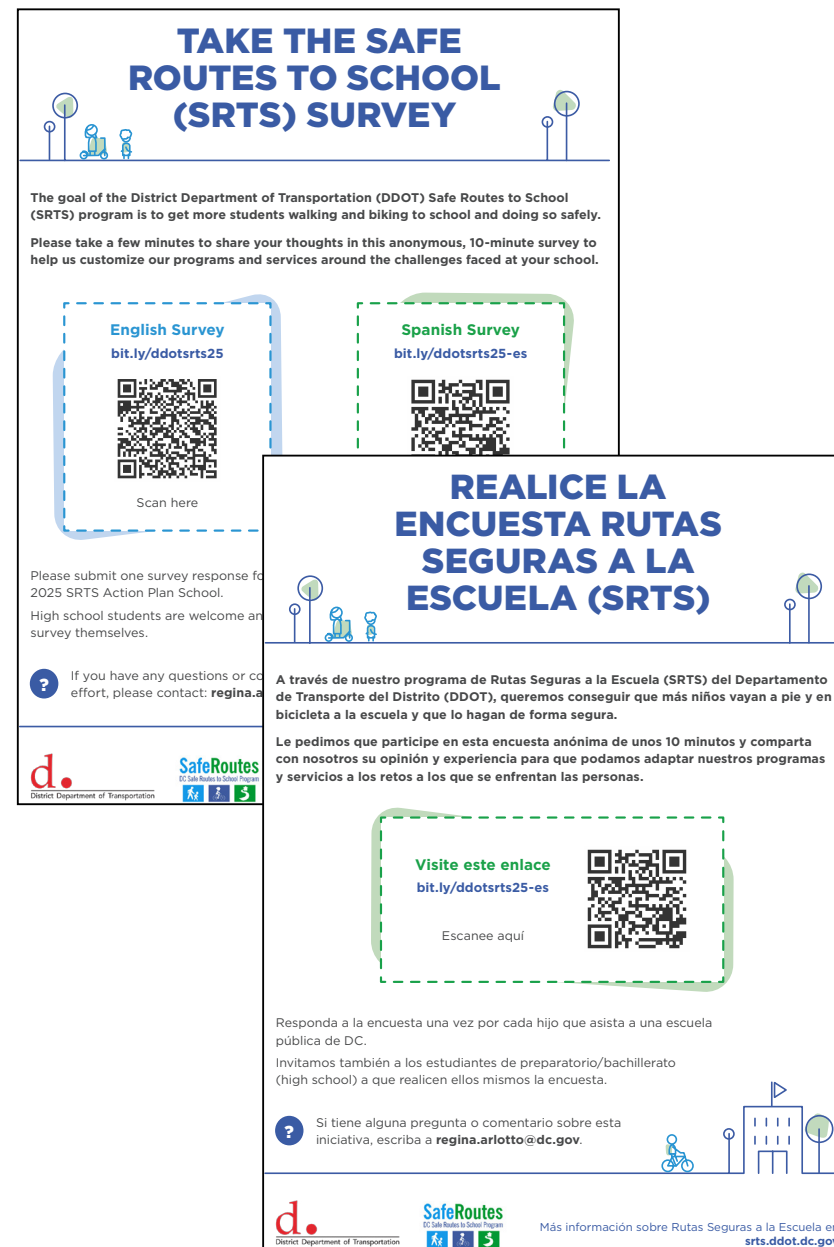
2025 Parents & Caregivers Survey

Following the kickoff 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.

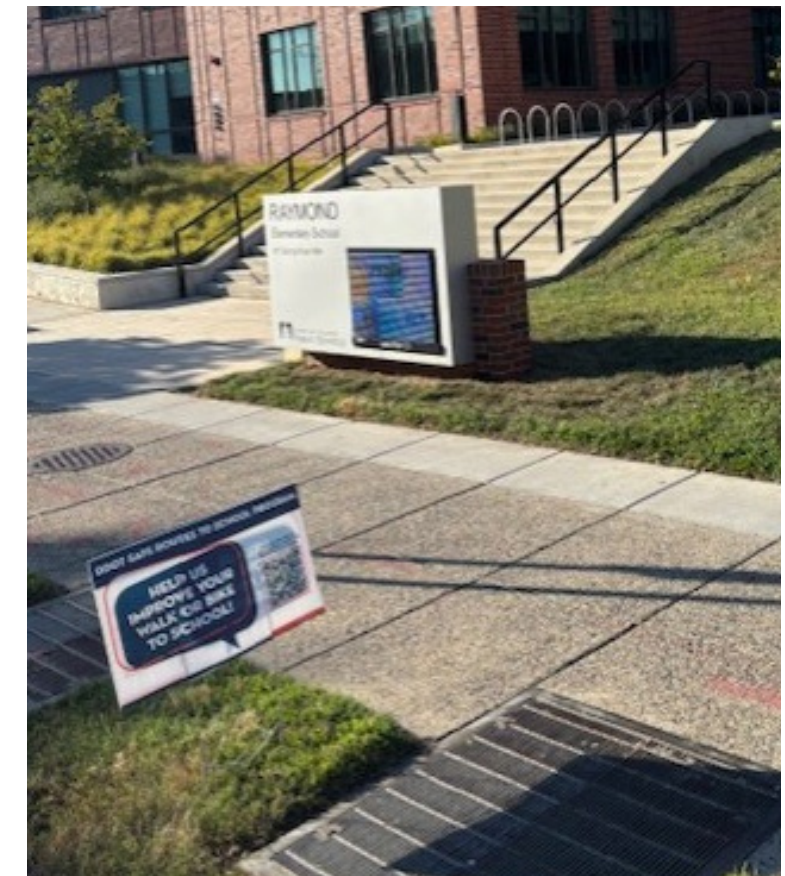
The survey results help to understand trip patterns, preferences, and safety concerns for members of the school community and to identify opportunities based on specific feedback and ideas that parents and caregivers share.

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.



Survey Flyers in English & Spanish



A yard sign was placed on school grounds to encourage participation in the Parent & Caregiver Survey.

2025 Parent & Caregiver Survey Results

The survey results help to understand trip patterns, preferences, and safety concerns and to identify opportunities based on the specific feedback and ideas that parents and caregivers share.

Raymond ES received fewer than five survey responses; due to this low number, we will not report these responses as a full representation of the school community. Those who did respond cited concerns about driver behavior (speeds and lack of attention), dangerous intersections, and a lack of bike lanes as key concerns around the school.

The respondent mentioned that the neighborhood lacks safe, connected bike facilities, making it difficult or unrealistic for families—especially those with young children—to bike to Raymond ES. They also mentioned that the absence of protected routes and lack of safety forces their family to walk instead of bike.

These parent and caregiver insights are valued and are used in conjunction with observations from the field walk, input from school administrators and local officials, and other comments received to help inform the Action Plan.



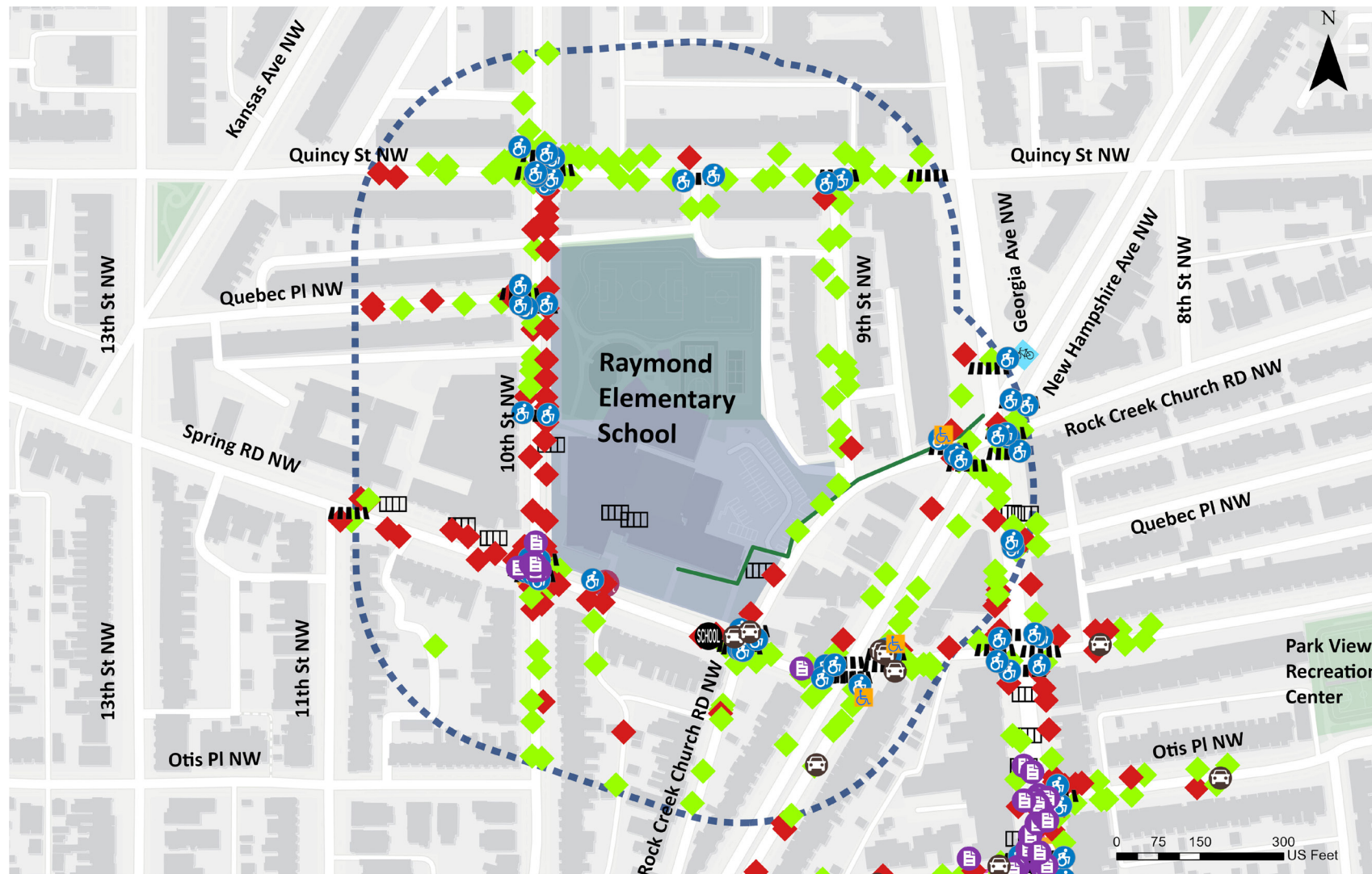
A SRTS Survey Yard Sign in front of Raymond ES.



Top: Despite a large number of bike racks at the school, most students do not bike due to the lack of bike infrastructure in the streets around the Raymond ES.

Bottom: Parents walk their children into the front entrance of Raymond ES.

Field Walk Data Inventory



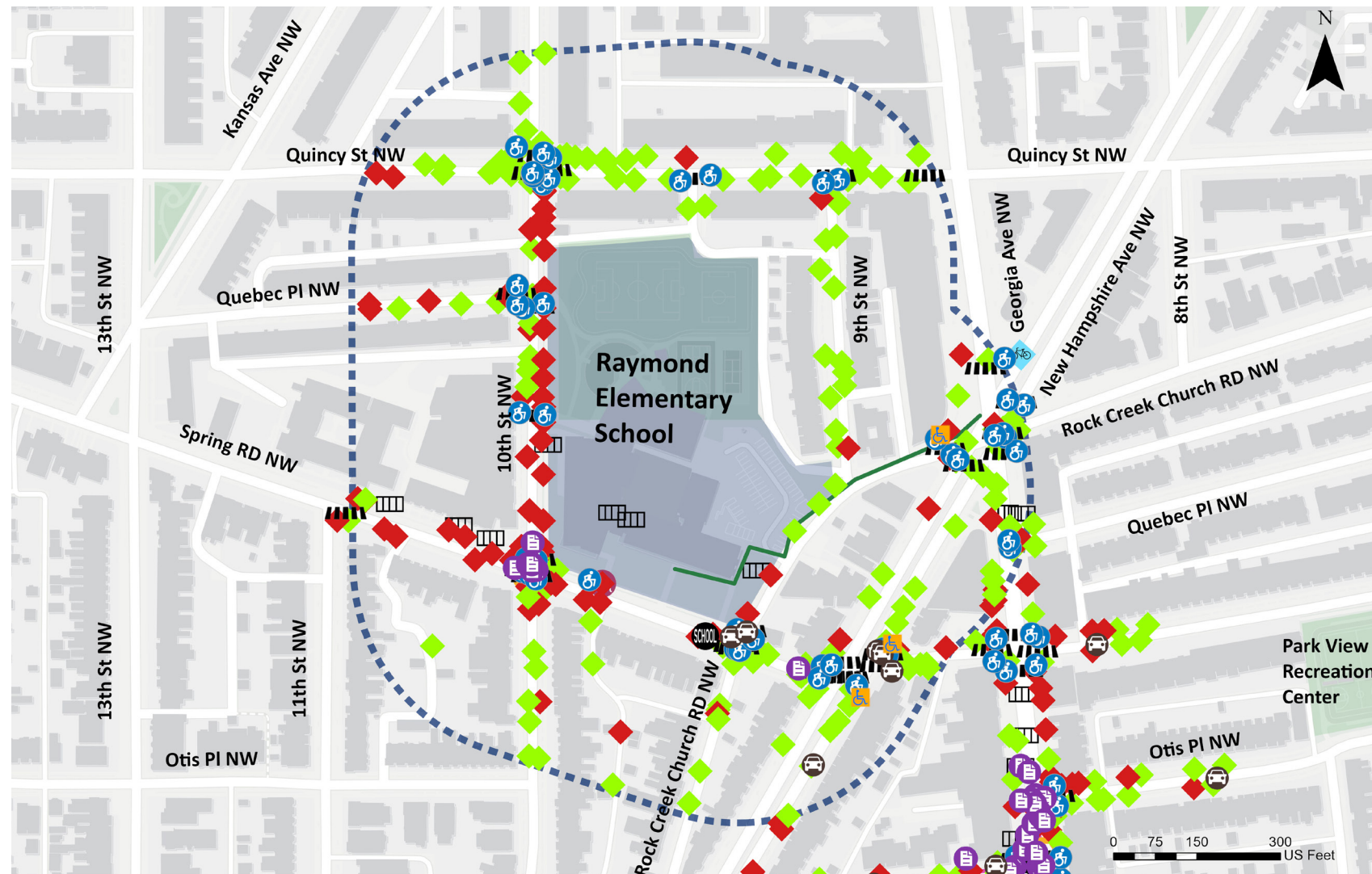
On October 7, 2025, the project team met with Principal Hubbard, Ms. Aukward (Raymond Business Manager), and a representative from Councilwoman George's office to conduct a field walk of the school. The team observed drop-off and pick-up conditions during morning and afternoon bell times, with data summarized on the map to the left:

- Students enter the building through two different doors on Spring Rd NW - the main door was for preschoolers and kindergarten students, the other door on the pedestrian path was for grades 1-5.
- At dismissal, the preschoolers and kindergartners use the front door, grades 1-3 use the door on the pedestrian path, and grades 4-5 use the door on the pedestrian path parallel to Rock Creek Church Rd NW.
- OSSE bus drop-off and pick-up is on Spring Rd NW. Traffic cones are put outside around 6:00 AM each day. They have three buses this year.
- There were several concerning behaviors for the safety of students, including double parking, mid-block crossings without parents and caregivers, and drop-offs in the alley across from the school.

Legend

Data Collected	

Field Walk Data Inventory (Cont.)



Legend

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

- Students arrive slowly over a long window between 8:00 AM-9:00 AM.
- The most congested intersections are on Spring Rd NW at 10th St NW and between Rock Creek Church Rd NW and New Hampshire Ave NW.
- During morning arrival, low-angle sun creates visibility challenges for drivers and pedestrians.
- School staff identified speeding and unsafe drop-offs across the street as primary safety concerns.
- All surrounding roads have sidewalks and crosswalks, all of which are in good working condition.
- There are two speed humps on Quincy St NW.
- There is daylighting at the intersection of Spring Rd NW and Rock Creek Church Rd NW.
- There are no SCHOOL pavement markings in the school zone.
- All curb ramps have detectable warning surfaces and appear ADA-compliant.
- There aren't any bike lanes in the school zone but there are bike racks on and near the school campus.

Field Walk Photos



There is lot of pedestrian activity on Spring Rd NW in the morning. There was a Traffic Control Officer (TCO) at the intersection of Spring Rd NW and 10th St NW. This location was being staffed by a TCO, so they may be an issue with retaining a less senior, more typically stationed safety tech at this location.



In addition to 90 bike parking spots on high quality bike racks in the school zone, there is also a Capital Bike Share station on the west side of the school.

Field Walk Photos (Cont.)



Raymond ES staff place cones around 6 AM to make sure there is space reserved for three OSSE buses to drop off students closest to the school entrance.



Drop-off was busy and parents were parking illegally to let students out. In this photo, a mom stopped in the middle of the street to open the door for her students. In the background, there is a parent parked in the alley to drop off students. The woman in the foreground stood next to her car and watched her students walk across the street mid-block while many cars were navigating the school drop-off area.

Field Walk Photos (Cont.)

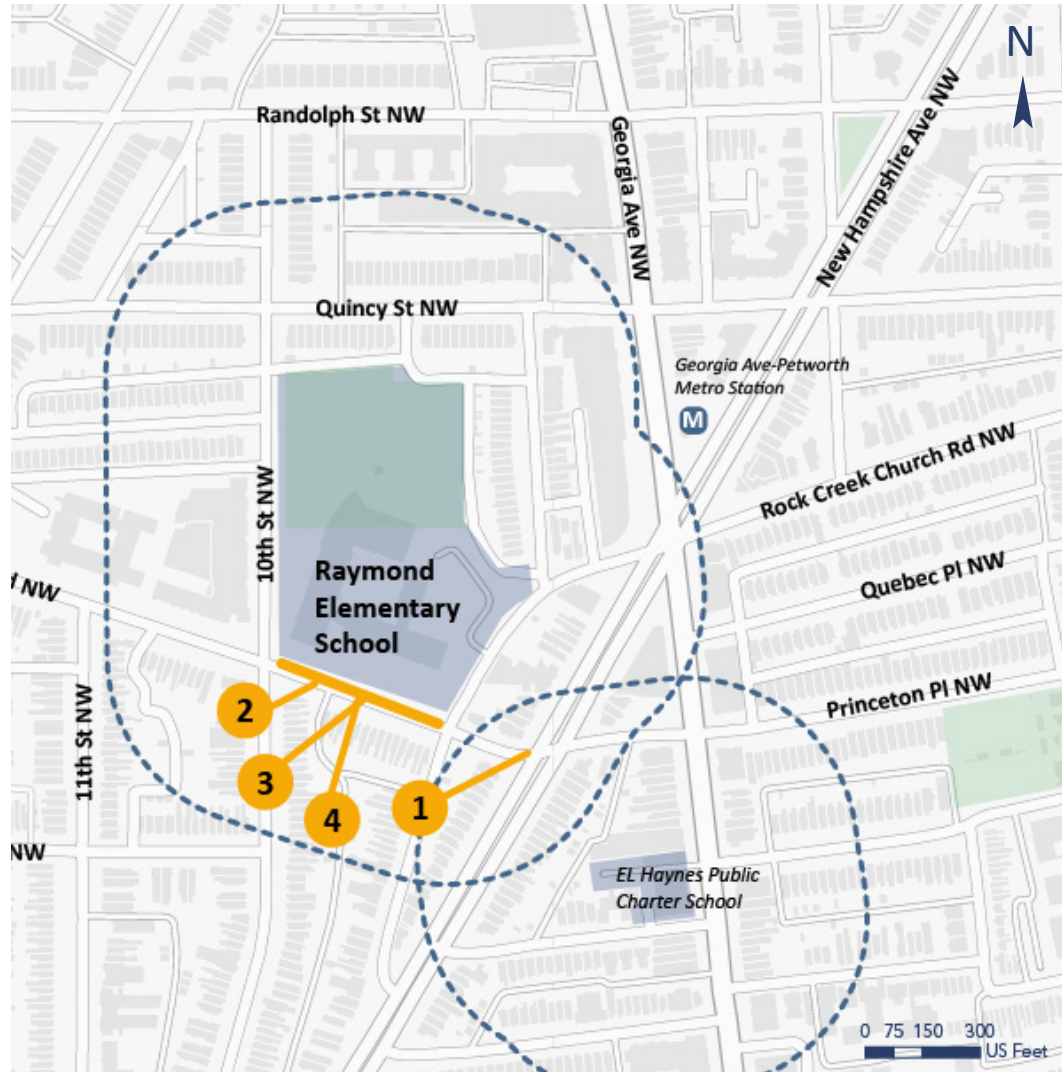


Parents and caregivers walk to school in the afternoon and wait outside to pick-up their students and walk or roll home together.

DROP-OFF/ PICK-UP OPERATIONAL RECOMMENDATIONS



DOPU Recommendations



Map ID	Location	Issue	Recommendation Icon	Description
1	Spring Rd NW at New Hampshire Ave NW (West Crosswalk)	During DOPU, there was significant congestion for both directions of travel along Spring Rd NW between New Hampshire Ave NW and Rock Creek Church Rd NW due to drivers parked within the parking clearances of the intersection causing southbound right turning drivers to back up onto New Hampshire Ave NW.		<p>Replace existing 10 foot crosswalk with 15 foot crosswalk and update the location of the "No Parking" signs.</p> <p>Install flex posts and pavement marking daylighting on Spring Rd NW.</p>
2	Spring Rd NW, in front of school	School staff has to put cones out at 6:00 AM to make sure the buses have a place to park.		<p>Delineate 100 feet and install signs for a bus DOPU location in front of school entrance.</p>

Legend

- Sidewalk or Corridor Recommendation

DOPU Recommendations



Map ID	Location	Issue	Recommendation Icon	Description
3	Spring Rd NW, in front of school	DOPU signage is outdated.		Remove existing DOPU sign and update to latest P-DC-School Loading sign.
4	Spring Rd NW, in front of school	<p>Students are being dropped off on both sides of the street, leaving many to cross through moving traffic. Drivers are double-parking and facing the wrong direction along the school-side curb.</p> <p>Students need safe conditions for safe passage during arrival. Dismissal is faster, but there is a second wave after the after-school care. So students are traveling to and from school for a significant portion of the day.</p>	 	Install speed humps to keep traffic slow for long arrival and dismissal windows. (TSI Team)

Legend

Sidewalk or Corridor Recommendation


SHORT TERM RECOMMENDATIONS

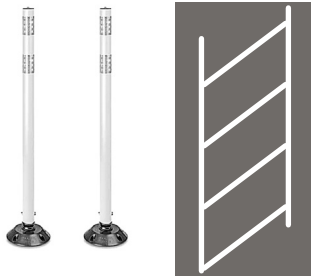


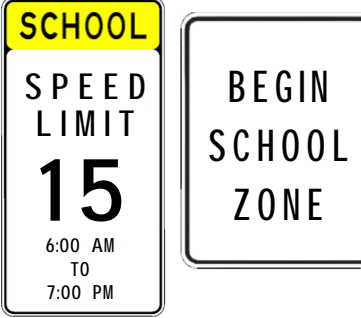


Short Term Recommendations



Legend

 Indicates recommendation applied to entire school zone.

Map ID	Location	Issue	Recommendation Icon	Description
★	General	Daylighting is missing from most intersections in the school zone.		Install flex posts and pavement markings to daylight intersections throughout the school zone.
		There are outdated "No Parking" signs throughout the school zone.		Replace outdated "No Parking" signs with new standard sign, "No Standing No Parking Anytime".
		Delineating needed for two-way traffic.		Install 20 foot double yellow lane markings for all applicable approaches throughout the school zone.
		School boundary guidance is needed.		Install a "Begin School Zone" assembly near the 350-ft boundary line for all streets entering the school zone. For all approaches that overlap school zones, install supplementary speed limit signs.

Short Term Recommendations



Map ID	Location	Issue	Recommendation Icon	Description
★	General	There are conflicting speed limit signs and school speed limit signs throughout the school zone.		Install a School Speed Limit sign (S-DC-Speed) shortly after the "Begin School Zone" assembly (25 feet to 50 feet) for all streets entering the school zone. Remove existing speed limit signs and replace with the latest S-DC-Speed standard sign.
1	10th St NW and Quincy St NW Spring Rd NW and Rock Creek Church Rd NW Spring Rd NW and 10th St NW	There are no far side stop signs to improve compliance and visibility.		Install far side stop signs on all approaches at these three intersections. Install supplementary "ALL WAY" signs as needed.

Legend

★ Indicates recommendation applied to entire school zone.

● Intersection Improvements

Short Term Recommendations



Map ID	Location	Issue	Recommendation Icon	Description
2	Quebec St NW, west of 10th St NW	The school boundary sign and assembly is outdated.		Update to the current S-1 "School Zone Begins" signage.
3	10th St NW, south of Quebec St NW	This is not an "End School Zone" at the boundary of the school zone.		Relocate the "End School Zone" sign to the 350-foot limit school zone boundary.
4	9th St NW, south of Quincy St NW	Horizontal one-way sign is outdated.		Upgrade vertical one-way sign to R6-1 horizontal one-way sign as per DDOT standards.
5	Spring Rd NW at Rock Creek Church Rd NW	School pedestrian crossing signs are not permitted for controlled approaches at an intersection as it may cause driver confusion and increase visual clutter.		Remove the existing pedestrian crossing sign and install far side stop signs for all approaches.

Legend

- Sidewalk or Corridor Recommendation

Short Term Recommendations



Map ID	Location	Issue	Recommendation Icon	Description
6	10th St NW north of Spring Rd NW Midblock crossing	10th St NW has a down grade towards Spring Rd NW so drivers may gain momentum. The school uses the recreation center field for their school activities.		Upgrade crosswalk to a raised crosswalk. Remove existing crossing signs and install double-sided school zone crossing assemblies at each end of the respective crosswalk.
7	10th St NW and Quebec Pl NW	There is an outdated crossing sign.		Remove existing crossing signs and install double-sided school zone crossing assemblies at each end of the respective crosswalks.
8	9th St NW between Quincy St NW and Rock Creek Church Rd NW	There is no existing traffic calming along 9th St NW.		Install vertical calming speed hump along 9th St NW.

Legend

- Sidewalk or Corridor Recommendation
- Intersection Improvements

Short Term Recommendations









Map ID	Location	Issue	Recommendation Icon	Description
9	9th St NW at Quincy Rd NW	The only marked crosswalk on Quincy St NW are at 10th St NW and Georgia Ave NW. Students should also have a crossing at 9th St NW.		Install curb ramps and crosswalk on the west side of 9th St NW at Quincy Rd NW.
10	9th St NW at Alley Entrances	Multiple alleys that open onto 9th St NW do not have signage along 9th St NW to indicate the one-way.		Install one-way sign for towards alley to indicate that 9th St NW is southbound only.
11	9th St NW at Rock Creek Church Rd NW	Stop signs for 9th St NW are located behind the stop bar (directly adjacent to the crosswalk) and are blocked by trees.		Relocate stop signs in advance of the trees and install stop ahead advance warning signs. Backside "Do Not Enter" signs should remain in place.
12	9th St NW at Rock Creek Church Rd NW	9th St NW is a one-way road; sign visibility of the singular "Do Not Enter" sign may be limited.		Add another "Do Not Enter" sign on the west side of 9th St NW (on the existing stop sign which is to be relocated).

Legend



- Sidewalk or Corridor Recommendation
- Intersection Improvements

Short Term Recommendations



Map ID	Location	Issue	Recommendation Icon	Description
13	9th St NW at Rock Creek Church Rd NW	Rock Creek Church Rd NW is one-way towards Spring Rd NW but there is no associated one-way signage for drivers on 9th St NW approaching Rock Creek Church Rd NW.	 	Add one-way signs for Rock Creek Church Rd NW, and "Do Not Enter" signs to the east of 9th St NW on Rock Creek Church Rd NW.
14	9th St NW at Rock Creek Church Rd NW	The sidewalk along the southeast side of Rock Creek Church Rd NW ends with no advance warning and no crosswalk to access the other side of the roadway.		Install new ADA compliant wheelchair ramps and marked crosswalk to cross Rock Creek Church RD NW.
15	New Hampshire Ave NW and Rock Creek Church Rd NW	There are outdated crossing sign.	  	Remove existing crossing signs and install school zone pedestrian crossing assemblies at each end of the respective crosswalk.

Legend

-  Sidewalk or Corridor Recommendation
-  Intersection Improvements

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](#).

