

TRAFFIC PLANNING AND DESIGN, INC.



School Vehicular Access and Circulation Study

- Conestoga High School
- T/E Middle School
- Valley Forge Middle School
- Valley Forge Elementary School

For Submission To:
Tredyffrin/Easttown School District

EXECUTIVE SUMMARY

INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has prepared a Vehicular Access and Circulation Study for the following four (4) schools:

- Conestoga High School
- T/E Middle School
- Valley Forge Middle School
- Valley Forge Elementary School

PURPOSE/GOALS

The purpose and goals of the Study were as follows:

- To Conduct an Access and Internal Circulation Assessment to determine any Existing Issues/Issues
- Determine Short-Term/Long-Term Enhancements to Facilitate Traffic Flow
- Obtain Community Input via an Online Survey

FIELD IDENTIFIED ISSUES

The following issues were identified:

- Significant Vehicle Queues (internally and on public roadways)
- Illegal Turning Movements
- Improper Lane Usage
- Use of Improper Drop-Off and Pick-Up Areas
- Bus vs. Parent Vehicle Ratio
- Bus vs. Parent Vehicle Segregation

POTENTIAL PROGRAMMATIC ENHANCEMENTS

The following potential programmatic enhancements were identified:

- Bus Schedule/Ride Time Evaluation
- Student Dismissal - Buses vs. Other Vehicles
- Additional Staff in the drop-off/pick-up areas
- Student Dismissal Times (e.g. Conestoga High School and T/E Middle School).
- Additional Crossing Guards
- Municipal Enforcement of Existing Parking Restrictions
- Potential Grant Funding Opportunities

POTENTIAL PHYSICAL ENHANCEMENTS

The following potential physical enhancements were identified:

Conestoga High and T/E Middle Schools

- Bus Turnaround Area for sports team buses
- Additional Bus/Vehicle Queue Lane on Old State Road
- Vehicle Queue Area on Conestoga Road
- EB Conestoga Road Left Turn Lane at Cassatt Road
- Review/Modify Traffic Signal Operations
- T/E Middle School Additional Parking Lot and Queue Lane
- Establish/Expand School Zones and Installation of Flashing Lights at Pedestrian Crossings, where applicable
- Install Covered Drop-Off Areas

Valley Forge Middle School

- Secondary Access to Chesterbrook Boulevard
- EB Walker Road Right Turn Lane
- SB Valley Forge Road Right Turn Lane
- Establish/Expand School Zones and Installation of Flashing Lights at Pedestrian Crossings, where applicable
- Install Covered Drop-Off Areas

Valley Forge Elementary School

- Secondary Driveway
- WB Walker Road Right Turn Lane
- EB Walker Road Left Turn Lane
- Widen Existing Driveway
- Install Covered Drop-Off Areas
- Establish/Expand School Zones and Installation of Flashing Lights at Pedestrian Crossings, where applicable

SCHOOL DISTRICT ONLINE TRAFFIC STUDY SURVEY

A summary of topics/questions contained in the online survey are as follows:

- Adequacy of Parking Lots
- Driveway Access
- Arrival/Dismissal Times
- Bus Traffic
- Non-Bus Traffic
- Pedestrians
- Crossing Guards
- Traffic Control and Enforcement

*Conestoga High School and
T/E Middle School*

Data Collection

In order to identify areas of constraint around the schools, TPD conducted field observations of traffic operations. In addition, TPD recorded traffic operations at key locations utilizing MioVision camera technology during the following times:

- **Conestoga High School** – Wednesday, February 22, 2017, 6:30 A.M. – 8:00 A.M. and 1:30 P.M. – 5:30 P.M.
- **Tredyffrin/Easttown Middle School** – Tuesday, March 7, 2017, 6:30 A.M. – 8:00 A.M. and 1:30 P.M. – 5:30 P.M.

In addition to the field data collected above, TPD also reviewed the results of the surveys conducted by the School District to identify recurring concerns offered by parents and residents.

Survey Results

Based on a review of the survey responses, TPD identified the following concerns that were mentioned in multiple responses:

- » Athletic buses parking on Irish Road adjacent to Conestoga High School which block one of the traffic lanes;
- » Limited sight distance for vehicles and pedestrians at the Irish Road pedestrian crossing between the High School and the parking lot. Obstacles identified include the fence and vegetation;
- » Change in bus schedules causing parents to let their children get extra sleep by driving them to school rather than taking early buses;
- » Student pedestrians crossing streets without looking, not crossing in groups, and not focusing on crossing the street in a timely manner; and,
- » Eastbound Conestoga Road vehicles waiting to make a left turn onto Cassatt Road blocking other vehicles from continuing along Conestoga Road, resulting in vehicle queues that block the access to Tredyffrin/Easttown Middle School and cause excessive congestion along Conestoga Road.

Field Identified Issues

- » Students utilizing crosswalks do not cross in groups which results in increased delays for vehicles on the surrounding roadways.
- » Large numbers of vehicles park illegally on roadway shoulders and within the travel lanes while waiting to pick up students.
- » Traffic from the drop-off/pick up loop on Irish Road extend out of the loop, onto Irish Road and into the intersection with Conestoga Road. This causes vehicles attempting to travel westbound on Conestoga Road through the intersection with Irish Road to use the opposing travel lane to bypass the stopped vehicles. The stopped vehicles also limit sight distance for those drivers on Conestoga Road which compounds the safety concerns.
- » Vehicles make illegal u-turns to avoid congestion on the roadways which increases vehicle conflicts.
- » Significant vehicle queueing occurs along Conestoga Road, Howellville Road, and Old Lancaster Road due to the signalized intersections in the area.
- » Traffic queues on Conestoga Road travel towards Cassatt Road are increased due to vehicles waiting to turn left onto Cassatt Road.

- » Limited vehicle waiting areas at Tredyffrin/Easttown Middle School cause vehicles to queue back to Conestoga Road which increases congestion on the roadway.
- » The large number of school buses leaving the High School overwhelms roadway and intersection capacity in the area surrounding the school campuses. The problem is exacerbated by the large number of passenger vehicles operating in the same area.

Potential Solutions

Based on a review of existing operations, it appears that a combination of programmatic and physical enhancements may aid in relieving some of the existing traffic congestion in the area of Conestoga High School and Tredyffrin/Easttown Middle School.

Programmatic Enhancements

As a result of field observations and a review of survey responses, TPD recommends the School District consider the following programmatic enhancements to reduce the concentration of vehicles in the vicinity of each school campus:

- » Provide additional crossing guards at key street crossings to ensure students are crossing in platoons rather than attempting to immediately cross the street as they arrive. Platooning pedestrians through the crosswalks will decrease the number and length of traffic stoppages at the crosswalks.
- » Establish/Expand School Zones and Installation of Flashing Lights at Pedestrian Crossings, where applicable.
- » Coordinate with Tredyffrin Township to identify potential grant funding opportunities to provide safe pedestrian access to neighborhoods near the schools. Through an increase in students walking to school, parent drop-offs and pickups should be reduced.
- » Expand the amount of time between school dismissal at Conestoga High School and Tredyffrin/Easttown Middle School. Based on the close proximity of the two schools and the unique roadway configuration in the area, allowing High School related traffic to clear the area before introducing Middle School related traffic will allow the roadway system to function in a more efficient manner.
- » Evaluate the feasibility of dismissing students riding the bus at an earlier time than student drivers or students being picked up. Specifically at Conestoga High School, once the buses leave the school, there is a significant amount of space that could be used by drivers picking up students.
- » Coordinate with Tredyffrin Township on increasing enforcement of existing parking restrictions along area roadways.
- » Further evaluate the impact of bus schedules and identify the number of parents driving their children to school based solely on scheduled bus pickup times. If bus occupancy is increased, passenger vehicles attempting to access the area around the schools will be decreased.
- » Provide additional staff in the drop-off/pick-up loops at the schools to ensure the areas are being fully utilized.

Physical Enhancements

- » Evaluate the construction of a turnaround area for High School sports team buses to utilize the existing access drive adjacent to the gym for pickups and drop-offs to prevent them from stopping on Irish Road.

- » Construct an additional area for bus/vehicle queuing in the open space on the north side of Old State Road.
- » Construct a vehicle queueing area parallel to Conestoga Road between the football stadium and the Middle School access drive.
- » Determine the feasibility of installation of an eastbound Conestoga Road left-turn lane at Cassatt Road.
- » Review traffic signal operations at the signalized intersections in the vicinity of the school campuses to determine if timings and operations can be optimized during school traffic peaks.
- » Construct an additional parking or queuing area along Old Lancaster Road, adjacent to the existing parking lot.
- » Install Covered Drop-Off Areas to improve internal circulation.

Valley Forge Middle School

Data Collection

In order to identify areas of constraint around the schools, TPD conducted field observations of traffic operations. In addition, TPD recorded traffic operations at key locations utilizing MioVision camera technology during the following time periods:

- Thursday, January 12, 2017, 6:00 A.M. – 6:00 P.M.
- Tuesday, April 25, 2017, 6:00 A.M. – 6:00 P.M.

In addition to the field data collected above, TPD also reviewed the results of the surveys conducted by the School District to identify recurring concerns offered by parents and residents.

Survey Results

Based on a review of the survey responses, TPD identified the following concerns that were mentioned in multiple responses:

- » Widen the eastbound approach of Walker Road in order to improve stacking and internal congestion;
- » Non-segregation of vehicle types and drop-off/pick-up areas creates internal congestion;
- » Potential access to Chesterbrook Boulevard;
- » Consideration of re-configuring the parking lots and drop-off areas;
- » Investigate the need for an advance left turn phase for the northbound approach of Valley Forge Road at its signalized intersection with Walker Road;
- » Provision of additional crossing guards
- » Provision of additional sidewalks;

Field Identified Issues

- » Parents drop-off their children in five (5) separate locations:
 - Eastern Parking Lot
 - Western Parking Lot
 - Bus Loop
 - Valley Forge Road
 - Chesterbrook Boulevard (**24 drop-offs observed between 7:00-8:00am on April 25, 2017**)
- » Traffic from the drop-off/pick up areas creates excessive queueing on-site, eastbound Walker Road, and Valley Forge Road.
- » Significant vehicle queueing occurs in the northbound Valley Forge Road left turn at the signalized intersection with Walker Road.
- » Non-segregation of vehicle types (i.e. buses vs. passenger vehicles) creates undue internal congestion and confusion for drivers. This results in excessive queues and spillover onto public streets.

Potential Solutions

Based on a review of existing operations, it appears that a combination of programmatic and physical enhancements may aid in relieving some of the existing traffic congestion in the area of Valley Forge Middle School. The following are our recommendations:

Programmatic Enhancements

As a result of field observations and a review of survey responses, TPD recommends the School District consider the following programmatic enhancements to reduce the concentration of vehicles in the vicinity of the school campus:

- » Further evaluate the impact of bus schedules and identify the number of parents driving their children to school based solely on scheduled bus pickup times. If bus occupancy is increased, passenger vehicles attempting to access the area around the schools will be decreased.
- » Evaluate parent drop-off/pick-up areas in terms of providing improved segregation of vehicle types.
- » Provide additional staff in the drop-off/pick-up loops at the schools to ensure the proper areas are being fully utilized and enforced.
- » Coordinate with Tredyffrin Township to identify potential grant funding opportunities to provide safe pedestrian access to neighborhoods near the schools. Through an increase in students walking to school, parent drop-offs and pickups should be reduced.

Physical Enhancements

Provide/Evaluate the following enhancements (or a combination thereof);

- » Construction of a separate right turn lane on eastbound Walker Road to provide added capacity and reduce excessive on-site queuing of vehicles.
- » Construction of a separate right turn lane on southbound Valley Forge Road to provide added capacity and reduce excessive queuing of vehicles spilling over onto Walker Road.
- » Construction of a secondary driveway to Chesterbrook Boulevard.

A capacity analysis and queue evaluation is presented in Tables 2 and 3. This evaluation provides a comparison of existing traffic conditions and the proposed improvement scenarios listed above.

- » The need for a left turn advance phase for the northbound approach of Valley Forge Road at its intersection of Walker Road.

A results of a conflict factor analysis are presented in Tables 4 and 5.

- » Establish/Expand School Zones and Installation of Flashing Lights at Pedestrian Crossings, where applicable.
- » Install Covered Drop-Off Areas to improve internal circulation.

CAPACITY ANALYSES

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 1**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question.

TABLE 1
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

Level of service (LOS) matrices for the intersection of Valley Forge Road and Walker Road are shown in **Table 2**. For each peak hour analyzed, the following scenarios were considered:

- » Existing Conditions (No Enhancements);
- » Provision of a Right Turn Lane on the eastbound approach of Walker Road;
- » Provision of a secondary driveway to Chesterbrook Boulevard;
- » Provision of a Right Turn Lane on the southbound approach of Valley Forge Road;
- » Provision of a Right Turn Lane on the eastbound approach of Walker Road **and** provision of a Right Turn Lane on the southbound approach of Valley Forge Road.

TABLE 2
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour					Weekday P.M. Peak Hour				
		Existing Condition	Enhancement Options				Existing Condition	Enhancement Options			
			EB Right Turn Lane	Walker Road Extension	SB Right Turn Lane	EB & SB Right Turn Lane		EB Right Turn Lane	Walker Road Extension	SB Right Turn Lane	EB & SB Right Turn Lane
Valley Forge Road & Walker Road	EB LT	E	D	E	E	D	D	D	D	D	D
	EB R		D			D		D			
	WB LTR	D	D	D	D	D	F (112.6)	D	D	F (112.6)	
	NB L	B	B	B	B	A	A	A	A	A	
	NB TR	A	A	A	A	A	A	A	A	A	
	SB L	A	A	A	A	A	A	A	A	A	
	SB T	A	A	A	A	A	A	A	A	A	A
	SB R				A	A				A	A
ILOS	C (22.5)	B (17.7)	B (19.3)	C (21.0)	B (16.6)	B (14.9)	C (23.4)	B (13.5)	B (14.9)	C (23.4)	

Key

EB=Eastbound WB=Westbound NB=Northbound SB=Southbound
L=Left Turn Movement T=Through Movement R=Right Turn Movement
ILOS=Intersection Level of Service

95TH PERCENTILE QUEUE ANALYSIS

Queue analyses were conducted at the signalized study area intersections using *Synchro 8* software. For this analysis, the 95th percentile queue is defined as the queue length that is exceeded in 5% of the signal cycles. As an example, for a signal with a 90-second cycle, this means that the 95th percentile queue length will be exceeded during 2 of the 40 signal cycles that occur during the peak hour. The queue analysis results are summarized in **Table 3** for the analyzed peak hours.

TABLE 3
95TH PERCENTILE QUEUE (FEET) SUMMARY

Intersection	Movement	Existing Storage	Weekday A.M. Peak Hour					Weekday P.M. Peak Hour				
			Existing Condition	Enhancement Options				Existing Condition	Enhancement Options			
				EB Right Turn Lane	Walker Road Extension	SB Right Turn Lane	EB & SB Right Turn Lane		EB Right Turn Lane	Walker Road Extension	SB Right Turn Lane	EB & SB Right Turn Lane
Valley Forge Road & Walker Road	EB LT	135 ¹	373	155	308	373	155	200	65	163	200	58
	EB R			198			198		120			120
	WB LTR	200+	160	175	158	160	175	110	185	113	110	85
	NB L	150	190	160	168	163	138	25	30	23	25	30
	NB TR	300+	58	50	50	58	50	123	140	110	123	140
	SB L	125	8	8	8	8	8	8	10	8	8	10
	SB T	300+	283	250	255	180	155	60	68	53	55	60
	SB R					73	63				5	5

¹ =Distance to adjacent parking lot entrance

Key

EB=Eastbound WB=Westbound NB=Northbound SB=Southbound
L=Left Turn Movement T=Through Movement R=Right Turn Movement

CONFLICT FACTOR ANALYSIS

Per the request of the School District, TPD evaluated left-turn signal phasing for the northbound approach of Valley Forge Road (S.R. 0252) at its intersection with Walker Road. The evaluation of left-turn phasing was conducted according to the methodologies contained in Chapter 3 of PennDOT *Publication 149M* traffic volumes for existing traffic volumes obtained in January and April 2017.

PennDOT *Publication 149* states: "Based upon the Department's experience and the data in the Highway Capacity Manual, a minimum approach volume of two left turns for each existing cycle during two or more separate one-hour periods of a normal weekday has been established as the minimum volume necessary before any type of left turn phasing should be considered due to volume parameters. In addition, the following conflict factor thresholds should also be exceeded for two separate one-hour periods during a normal weekday. Opposing right turn movements may be added to the opposing through movement when appropriate and/or specified by the District Traffic Engineer or designee. A conflict factor is the product of the left turn volume and the opposing through/right turn traffic volume for any one-hour period of a normal weekday. Meeting these thresholds only indicates the need for a left turn phase, but the type of operation should be the most safe and efficient operation."

TPD evaluated the need for advance phases for left turning vehicles at the intersection of Valley Forge Road (S.R. 0252) and Walker Road based upon the methodology contained within PennDOT Publication 149M, Section 3.1. When a separate turn lane is present, the following guidelines are applied:

- » Consider protected/permitted left-turn phasing when the conflict factor is greater than 50,000 for two or more one-hour periods for one lane,

Tables 4 and 5 summarize the results of the auxiliary turn lane analysis at the subject intersection.

TABLE 4
CONFLICT FACTORS
VALLEY FORGE ROAD (S.R. 0252) AND WALKER ROAD
(JANUARY 12, 2017)

Time	Hour	Left Turn				Opposing		Calculated Conflict Factor	Required Conflict Factor
		Direction	Exclusive Lane	Per Cycle	Volume	Volume	# of Lanes		
AM	6:30-7:30am	NB	Y	3.92	141	400	1	56,400	50,000
	7:30-8:30am	NB	Y	2.64	95	415	1	39,425	50,000
PM	2:00-3:00pm	NB	Y	2.03	81	201	1	16,281	50,000
	3:00-4:00pm	NB	Y	1.13	45	165	1	7,425	50,000

TABLE 5
CONFLICT FACTORS
VALLEY FORGE ROAD (S.R. 0252) AND WALKER ROAD
 (APRIL 25, 2017)

Time	Hour	Left Turn				Opposing		Calculated Conflict Factor	Required Conflict Factor
		Direction	Exclusive Lane	Per Cycle	Volume	Volume	# of Lanes		
AM	6:30-7:30am	NB	Y	3.44	124	390	1	48,360	50,000
	7:30-8:30am	NB	Y	2.56	92	479	1	44,068	50,000
PM	2:00-3:00pm	NB	Y	2.25	90	163	1	14,670	50,000
	3:00-4:00pm	NB	Y	1.23	49	177	1	8,673	50,000

Valley Forge Elementary School

Data Collection

In order to identify areas of constraint around the schools, TPD conducted field observations of traffic operations. In addition, TPD recorded traffic operations at key locations utilizing MioVision camera technology during the following time periods:

- Tuesday, April 4, 2017: 6:30 A.M. – 9:30 A.M.
2:30 P.M. – 4:30 P.M.

In addition to the field data collected above, TPD also reviewed the results of the surveys conducted by the School District to identify recurring concerns offered by parents and residents.

Survey Results

Based on a review of the survey responses, TPD identified the following concerns that were mentioned in multiple responses:

- » The parking and on-site stacking for parent vehicles is deficient;
- » Queuing of parent vehicles does not allow buses to enter the school property to access the loop area;
- » Vehicles often queue onto Walker Road;
- » As a result of frustration, non-school vehicles on Walker Road travel at excessive speeds and pass school vehicles;
- » The recent "one-mile" limit for walkers vs. buses is excessive and should be reduced;
- » Extremely long wait-times for drop-offs/pick-ups;
- » The school driveway should be widened to provide more on-site stacking and permit buses to properly enter the school grounds;
- » Increase the number/length of sidewalks and trails to provide safer access for students walking and bicycling from the adjacent neighborhoods.

Field Identified Issues

- » Queuing of parent vehicles does not permit buses to enter the school property to access the loop area. Buses were observed utilizing the driveway egress lane to access the loop area;
- » Limited vehicle waiting areas along the school driveway and internal aisles result in vehicles queuing onto Walker Road, increasing congestion on the roadway.
- » As a result of frustration, non-school vehicles on Walker Road travel at excessive speeds and pass school vehicles. Several of these vehicles were observed crossing the painted centerline, into the opposite lane of traffic;

Potential Solutions

Based on a review of existing operations, it appears that a combination of programmatic and physical enhancements may aid in relieving some of the existing traffic congestion in the area of Valley Forge Elementary School. The following are our recommendations:

Programmatic Enhancements

As a result of field observations and a review of survey responses, TPD recommends the School District consider the following programmatic enhancements to reduce the concentration of vehicles in the vicinity of the school campus:

- » Coordinate with Tredyffrin Township to identify potential grant funding opportunities to provide safe pedestrian access to neighborhoods near the schools. Through an increase in students walking to school, parent drop-offs and pickups should be reduced.
- » Further evaluate the impact of bus schedules and identify the number of parents driving their children to school based solely on scheduled bus pickup times. If bus occupancy is increased, passenger vehicles attempting to access the area around the schools will be decreased.
- » Provide additional staff in the drop-off/pick-up loops at the schools to ensure the areas are being fully utilized.

Physical Enhancements

Provide/Evaluate the following enhancements (or a combination thereof):

- » Widening of the existing driveway to provide additional area for passenger vehicle queuing.
- » Construction of a secondary driveway to Walker Road.
- » Eastbound Walker Road Left Turn Lane
- » Westbound Walker Road Right Turn
- » Install Covered Drop-Off Areas to improve internal circulation
- » Establish/Expand School Zones and Installation of Flashing Lights at Pedestrian Crossings, where applicable.

Tredyffrin/Easttown School District Traffic Study Results Overview

Respondents: 256 displayed, 695 total

Status: Open

Launched Date: N/A

Closed Date: 11/19/2016

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Active Report Filters:
 Filter Type: Question;
 QuestionID: 1536 AnswerID:
 4382

Manage Filters: 1 filter

Share Results: Disabled

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1. School:

	Response Total	Response Percent
Conestoga High School	256	100%
Tredyffrin/Easttown Middle School	0	0%
Valley Forge Middle School	0	0%
Valley Forge Elementary School	0	0%
Total Respondents	256	

2. Adequacy of school parking lots

	Response Total	Response Percent
Extremely important	122	48%
Moderately important	83	33%
Neutral	38	15%
Slightly important	4	2%
Not important	7	3%
Total Respondents	254	
(skipped this question)	2	

3. Driveway access

	Response Total	Response Percent
Extremely important	119	47%
Moderately important	90	36%
Neutral	24	10%
Slightly important	9	4%
Not important	9	4%
Total Respondents	251	
(skipped this question)	5	

4. Arrival/dismissal times

	Response Total	Response Percent
Extremely important	133	53%
Moderately important	66	27%
Neutral	37	15%
Slightly important	5	2%
Not important	8	3%
Total Respondents	249	
(skipped this question)	7	

5. Bus traffic on and around school property

		Response Total	Response Percent
Extremely important		98	39%
Moderately important		81	32%
Neutral		50	20%
Slightly important		9	4%
Not important		12	5%
Total Respondents		250	
(skipped this question)		6	

6. Non-bus traffic on and around school property

		Response Total	Response Percent
Extremely important		175	69%
Moderately important		59	23%
Neutral		14	6%
Slightly important		1	0%
Not important		5	2%
Total Respondents		254	
(skipped this question)		2	

7. Pedestrian traffic on and around school property

		Response Total	Response Percent
Extremely important		146	58%
Moderately important		62	25%
Neutral		33	13%
Slightly important		3	1%
Not important		9	4%
Total Respondents		253	
(skipped this question)		3	

8. Crossing guards

		Response Total	Response Percent
Extremely important		79	32%
Moderately important		79	32%
Neutral		61	25%
Slightly important		9	4%
Not important		20	8%
Total Respondents		248	
(skipped this question)		8	

9. Law enforcement traffic control

		Response Total	Response Percent
Extremely important		74	29%
Moderately important		75	30%
Neutral		67	27%
Slightly important		9	4%
Not important		27	11%
Total Respondents		252	
(skipped this question)		4	

10. Please expand on any of the topics above or enter additional traffic study comments regarding the school you selected for the survey.

Total Respondents	117
(skipped this question)	139

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Tredyffrin/Easttown School District Traffic Study Results Overview

Respondents: 143 displayed, 695 total

Status: Open

Launched Date: N/A

Closed Date: 11/19/2016

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Active Report Filters:

Filter Type: Question;
QuestionID: 1536 AnswerID:
4383

Manage Filters: 1 filter

Share Results: Disabled

More

1. School:

	Response Total	Response Percent
Conestoga High School	0	0%
Tredyffrin/Easttown Middle School	143	100%
Valley Forge Middle School	0	0%
Valley Forge Elementary School	0	0%
Total Respondents	143	

2. Adequacy of school parking lots

	Response Total	Response Percent
Extremely important	56	39%
Moderately important	54	38%
Neutral	19	13%
Slightly important	4	3%
Not important	9	6%
Total Respondents	142	
(skipped this question)	1	

3. Driveway access

	Response Total	Response Percent
Extremely important	88	62%
Moderately important	35	24%
Neutral	14	10%
Slightly important	2	1%
Not important	4	3%
Total Respondents	143	

4. Arrival/dismissal times

	Response Total	Response Percent
Extremely important	74	52%
Moderately important	44	31%
Neutral	19	13%
Slightly important	1	1%
Not important	4	3%
Total Respondents	142	
(skipped this question)	1	

5. Bus traffic on and around school property

		Response Total	Response Percent
Extremely important		66	47%
Moderately important		43	30%
Neutral		24	17%
Slightly important		3	2%
Not important		5	4%
Total Respondents		141	
(skipped this question)		2	

6. Non-bus traffic on and around school property

		Response Total	Response Percent
Extremely important		92	65%
Moderately important		40	28%
Neutral		6	4%
Slightly important		2	1%
Not important		2	1%
Total Respondents		142	
(skipped this question)		1	

7. Pedestrian traffic on and around school property

		Response Total	Response Percent
Extremely important		78	55%
Moderately important		35	25%
Neutral		24	17%
Slightly important		1	1%
Not important		3	2%
Total Respondents		141	
(skipped this question)		2	

8. Crossing guards

		Response Total	Response Percent
Extremely important		84	60%
Moderately important		30	22%
Neutral		22	16%
Slightly important		2	1%
Not important		1	1%
Total Respondents		139	
(skipped this question)		4	

9. Law enforcement traffic control

		Response Total	Response Percent
Extremely important		46	33%
Moderately important		51	36%
Neutral		30	21%
Slightly important		4	3%
Not important		9	6%
Total Respondents		140	
(skipped this question)		3	

10. Please expand on any of the topics above or enter additional traffic study comments regarding the school you selected for the survey.

Total Respondents	78
(skipped this question)	65

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Tredyffrin/Easttown School District Traffic Study Results Overview

Respondents: 169 displayed, 695 total

Status: Open

Launched Date: N/A

Closed Date: 11/19/2016

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 QuestionID: 1536 AnswerID:
 4384

Manage Filters: 1 filter

Share Results: Disabled

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1. School:

	Response Total	Response Percent
Conestoga High School	0	0%
Tredyffrin/Easttown Middle School	0	0%
Valley Forge Middle School	169	100%
Valley Forge Elementary School	0	0%
Total Respondents	169	

2. Adequacy of school parking lots

	Response Total	Response Percent
Extremely important	44	27%
Moderately important	68	41%
Neutral	42	25%
Slightly important	6	4%
Not important	6	4%
Total Respondents	166	
(skipped this question)	3	

3. Driveway access






	Response Total	Response Percent
Extremely important	119	71%
Moderately important	37	22%
Neutral	7	4%
Slightly important	2	1%
Not important	2	1%
Total Respondents	167	
(skipped this question)	2	

4. Arrival/dismissal times

	Response Total	Response Percent
Extremely important	79	48%
Moderately important	54	33%
Neutral	22	13%
Slightly important	2	1%
Not important	8	5%
Total Respondents	165	

(skipped this question) 4

5. Bus traffic on and around school property

		Response Total	Response Percent
Extremely important		73	44%
Moderately important		62	37%
Neutral		25	15%
Slightly important		2	1%
Not important		4	2%
Total Respondents		166	
(skipped this question)		3	

6. Non-bus traffic on and around school property

		Response Total	Response Percent
Extremely important		121	72%
Moderately important		33	20%
Neutral		12	7%
Slightly important		0	0%
Not important		2	1%
Total Respondents		168	
(skipped this question)		1	

7. Pedestrian traffic on and around school property

		Response Total	Response Percent
Extremely important		81	49%
Moderately important		39	24%
Neutral		33	20%
Slightly important		4	2%
Not important		8	5%
Total Respondents		165	
(skipped this question)		4	

8. Crossing guards

		Response Total	Response Percent
Extremely important		102	61%
Moderately important		38	23%
Neutral		24	14%
Slightly important		2	1%
Not important		1	1%
Total Respondents		167	
(skipped this question)		2	

9. Law enforcement traffic control

		Response Total	Response Percent
Extremely important		44	26%
Moderately important		60	36%
Neutral		48	29%
Slightly important		7	4%
Not important		9	5%
Total Respondents		168	
(skipped this question)		1	

10. Please expand on any of the topics above or enter additional traffic study comments regarding the school you selected for the survey.

Total Respondents 109
(skipped this question) 60

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Tredyffrin/Easttown School District Traffic Study Results Overview

Respondents: 127 displayed, 695 total

Status: Open

Launched Date: N/A

Closed Date: 11/19/2016

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1. School:

	Response Total	Response Percent
Conestoga High School	0	0%
Tredyffrin/Easttown Middle School	0	0%
Valley Forge Middle School	0	0%
Valley Forge Elementary School	127	100%
Total Respondents	127	100%

2. Adequacy of school parking lots

	Response Total	Response Percent
Extremely important	27	22%
Moderately important	57	46%
Neutral	25	20%
Slightly important	11	9%
Not important	5	4%
Total Respondents	125	100%
(skipped this question)	2	

3. Driveway access

	Response Total	Response Percent
Extremely important	66	53%
Moderately important	36	29%
Neutral	15	12%
Slightly important	7	6%
Not important	1	1%
Total Respondents	125	100%
(skipped this question)	2	

4. Arrival/dismissal times

	Response Total	Response Percent
Extremely important	56	44%
Moderately important	37	29%
Neutral	29	23%
Slightly important	4	3%
Not important	1	1%
Total Respondents	127	100%

5. Bus traffic on and around school property

		Response Total	Response Percent
Extremely important		42	34%
Moderately important		41	33%
Neutral		34	27%
Slightly important		5	4%
Not important		2	2%
		Total Respondents	124
		(skipped this question)	3

6. Non-bus traffic on and around school property

		Response Total	Response Percent
Extremely important		50	40%
Moderately important		52	41%
Neutral		22	17%
Slightly important		2	2%
Not important		0	0%
		Total Respondents	126
		(skipped this question)	1

7. Pedestrian traffic on and around school property

		Response Total	Response Percent
Extremely important		47	37%
Moderately important		37	29%
Neutral		30	24%
Slightly important		5	4%
Not important		8	6%
		Total Respondents	127

8. Crossing guards

		Response Total	Response Percent
Extremely important		62	49%
Moderately important		37	29%
Neutral		16	13%
Slightly important		5	4%
Not important		6	5%
		Total Respondents	126
		(skipped this question)	1

9. Law enforcement traffic control

		Response Total	Response Percent
Extremely important		33	26%
Moderately important		38	30%
Neutral		31	24%
Slightly important		8	6%
Not important		17	13%
		Total Respondents	127

10. Please expand on any of the topics above or enter additional traffic study comments regarding the school you selected for the survey.

Total Respondents	57
(skipped this question)	70