



Safe Routes to School Crash Reviews

Overview to T.P.B. Transportation Safety Subcommittee | 09/09/25

Definitions for School Areas



Definitions

Areas around Montgomery County Public Schools

The maps on the following slides depict various areas around 4 Montgomery County Public School buildings that are used by Schools and County Government to provide busing, crossing guards, and define the areas for MCDOT Safe Routes to School (SRTS) infrastructure assessments.



Walk Shed or Walk Zone – Area designated by MCPS where students are expected to walk or bike to school and not provided MCPS bus transportation to or from school. Generally, walk sheds are no larger than 1 mile for Elementary, 1.5 miles for Middle, and 2 miles for High Schools except when an appropriate walking route does not exist within the radius. MCPS student transportation is governed by [Regulation EEA-RA](#).



Designated School Zone – Roadway designated by the local or state government approaching, adjacent to, or no more than a half mile of a public or private school building or grounds, or along which school related activities occur. Roads maintained by the State Government are managed by the State Highway Administration and not shown on the following maps. School zones are governed by [Maryland Transportation Article 21-803.1](#).



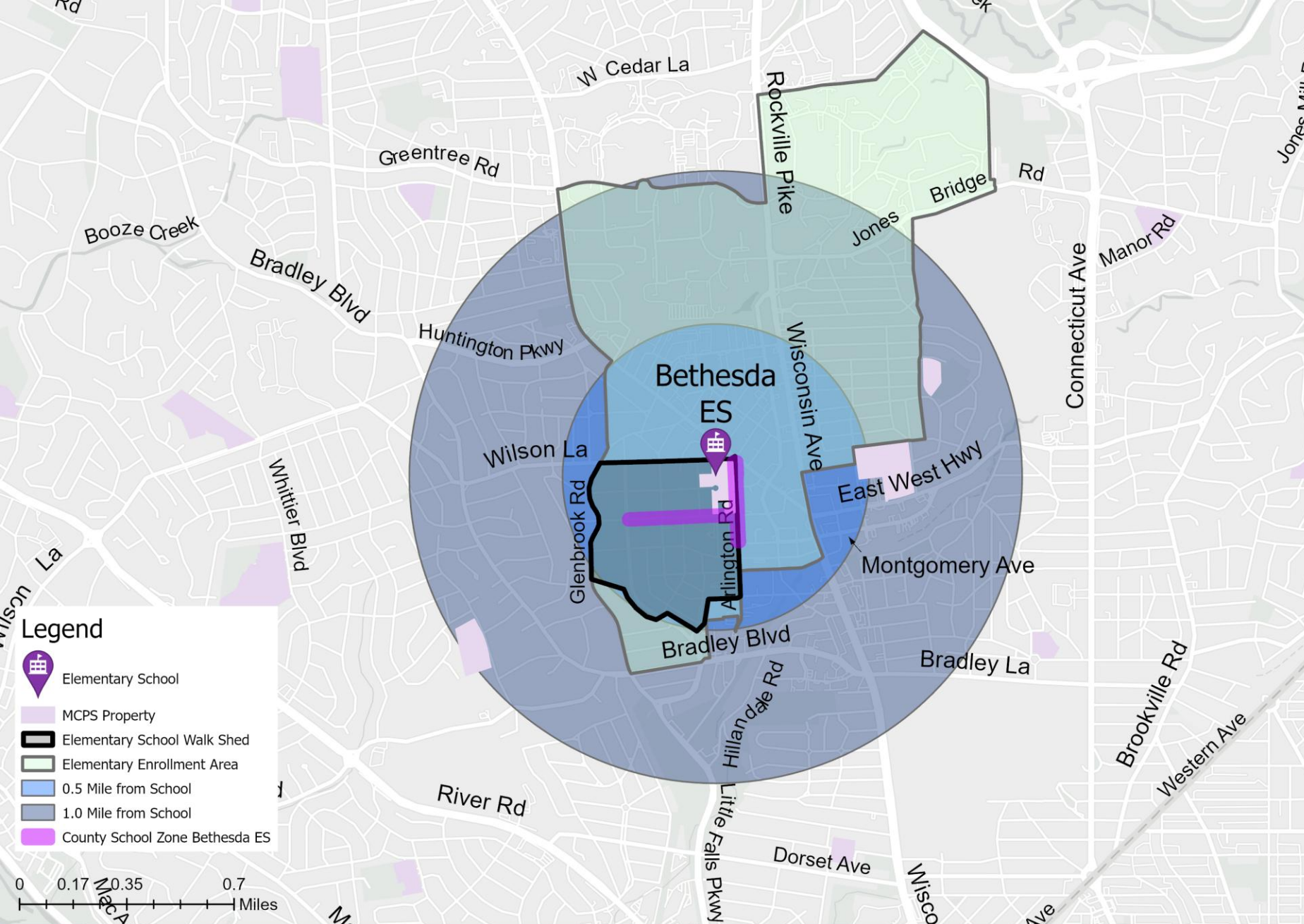
Enrollment Area – Also known as a school boundary, the area designated by MCPS determining which school building school aged children attending public schools will attend.



Half or One Mile from School – Measuring a half or one mile radius “as the crow flies” from an MCPS school.

Sample School Areas

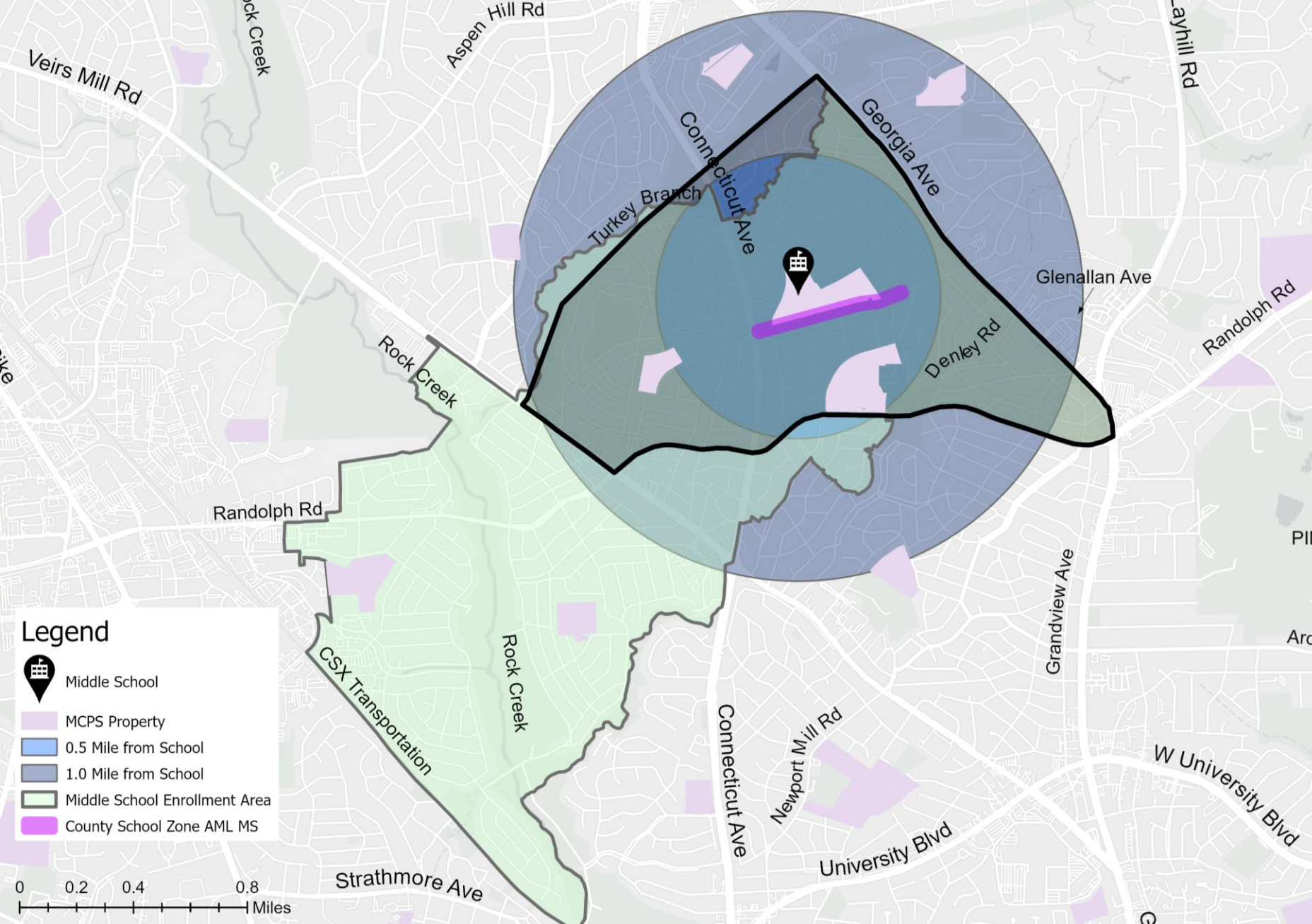
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Bethesda Elementary School

The school walk shed is bound by Wilson Lane on the north (State road), Arlington Road on the east (County), Fairfax Road on the south (County), and Glenbrook Road on the west (County).

County roads designated as school zones are Arlington Road and Edgemoor Lane along the school's frontage. The State has a school zone along Wilson Lane.



A. Mario Loiederman Middle School

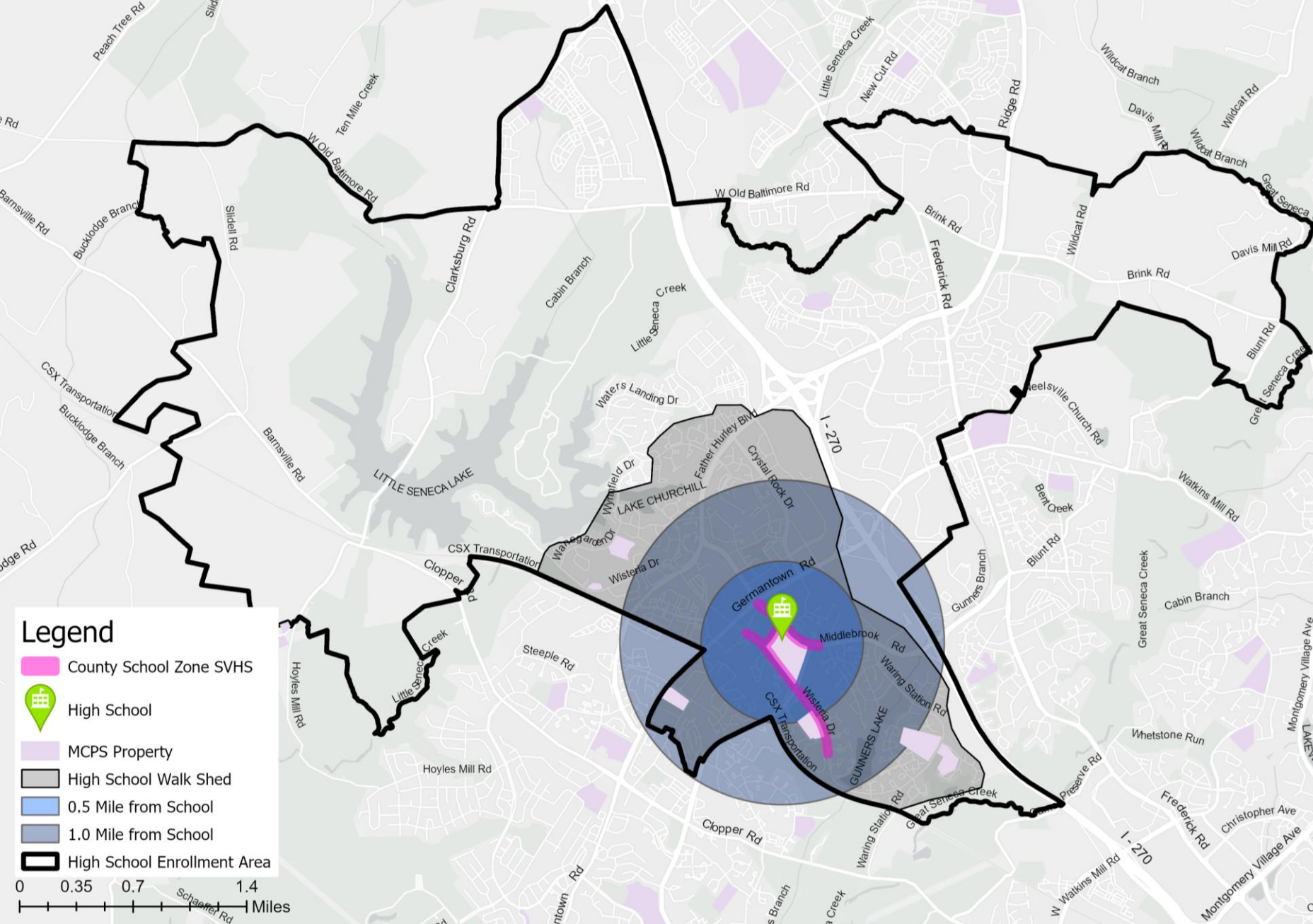
The school walk shed for Loiederman Middle School is bound by Georgia Avenue, Randolph Road, Veirs Mill Road, and Matthew Henson State Park.

The County school zone is designated along the school's frontage on Weller Road from Georgia Avenue to Matey Road past Weller Road Elementary School. The State designates a school zone along Connecticut Avenue, which is an authorized for automated speed enforcement. State law limits school zone cameras to operation Monday through Friday, from 6 AM to 8 PM.

Seneca Valley High School

The school walk shed is bound by the Black Hill Regional Park on the north, I-270 on the east, Great Seneca Creek on the south, and the school's enrollment area boundary on the west (roughly along the CSX train tracks).

County roads designated as school zones are Middlebrook Road, Crystal Rock Drive, and Wisteria Drive. Great Seneca Highway is a State designated school zone. Automated speed enforcement is authorized in school zones along Middlebrook Road and Wisteria Drive.





Implementing Safe Streets Act of 2023

Safe Streets Act of 2023

Intersection Safety, School Crash Reviews, and Annual Automated Traffic Enforcement Action Plan

- 1. Safe Routes to School Crash Reviews.**
- 2. Installing No Right Turn on Red and Lead Pedestrian Interval in Downtown, Town Center, and near schools/parks/transit.**
- 3. Developing an annual report for expanding automated traffic enforcement.**

Safe Streets Act and School Safety

Crash reviews for people on foot or on bike going to or from school or school bus stop. Reviews must be completed within 6 months of referral.

31-9A. Safe Routes to School Infrastructure Review:

- Upon notification by law enforcement of a traffic collision involving a pedestrian walking, biking, or using other non-motorized conveyances to or from school, MCDOT must perform a safe route to school infrastructure review within 6 months.
- In addition to going to or from school, the crash must be on a County road and within a school zone or within an MCPS defined walkshed between 7AM and 9PM on a school instructional day.
- The County will also review crashes involving a non-motorist at a school bus stop if notified by law enforcement or MCPS.

Review Requirements:

- Any deficiencies in engineering, traffic control, and traffic operations.
- Appropriate corrective actions and crash reduction countermeasures.
- Prior collisions in the vicinity.
- Any changes to safety-related outreach and education programs, if warranted.

Individual Crash Reviews and Safe System Approach

Crash reviews are reactive, but can provide additional context for existing systematic safety programs.

- **Safe system approach principle is “Safety is Proactive”** to address safety issues before crashes occur.
- The County has an existing systematic safety program to assess the walksheds of every school outside of a municipality. The program’s level of effort did not change with the adoption of the Safe Streets Act of 2023. (More on walkability studies on the next slide).
- MCDOT received supplemental funding in FY24 to start the reviews and now has \$212,000 each year to perform the field audits and write the reports. Implementation of report recommendations are funded through existing level-of-effort budgets.
- **During bill development, Executive Branch staff worked with Council to ensure the final bill was complementary and not competing with systematic studies.**

Walkability Studies

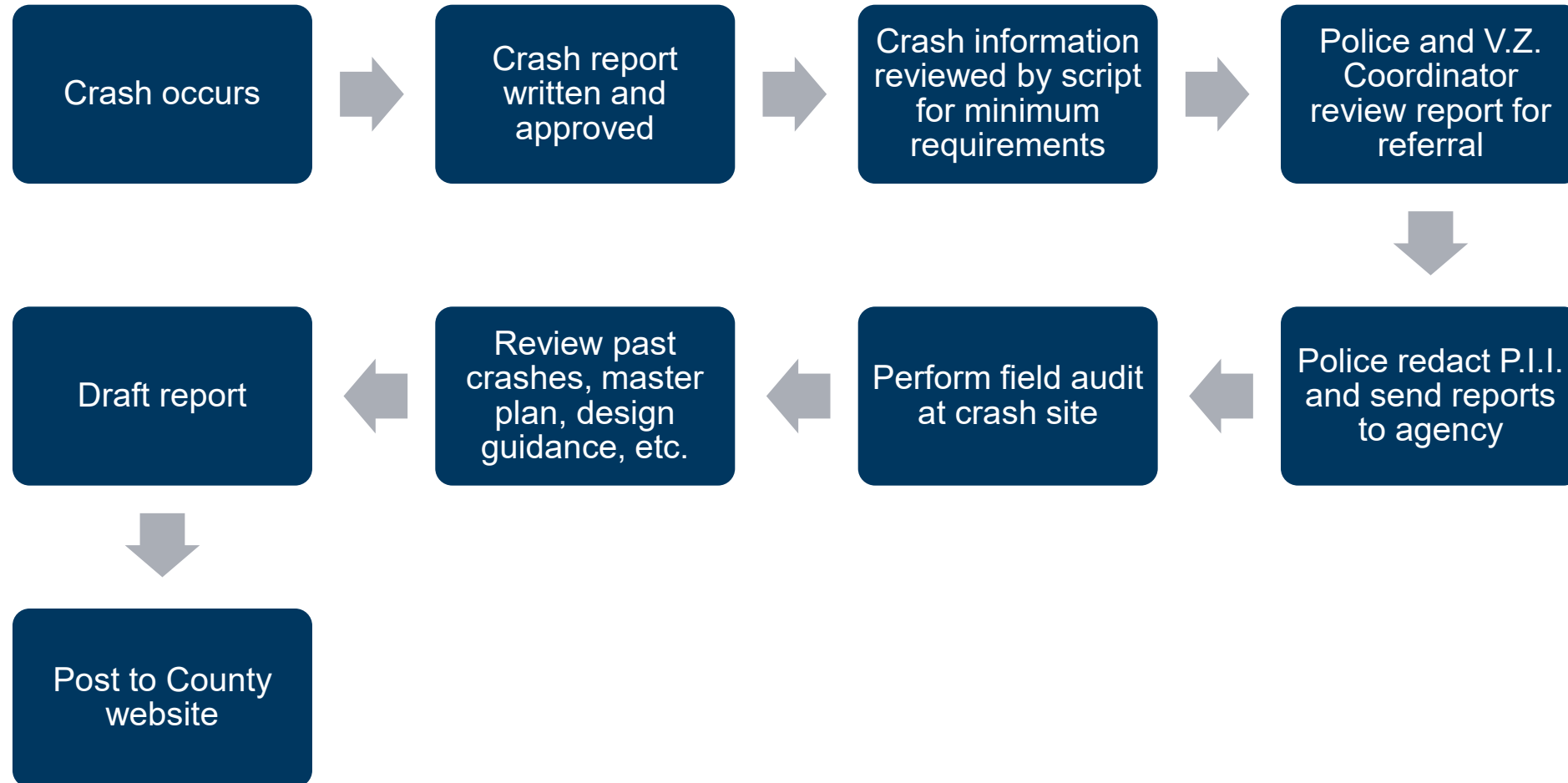
Systematic Review of Walking Area

- 10 – 20 walkability studies completed each fiscal year.
- Through end of FY25, 56% of MCPS schools with walksheds and outside municipalities have a completed study. 100% of schools in Equity Emphasis Areas (EEAs) will be complete.
- Examine the designated walking area for sidewalks, curb ramps, crashes, conflicts at intersection, etc.
- Studies include intensive review of the existing infrastructure plus on-site review of operations during school arrival and dismissal.
- Coordination with school staff and crossing guards.
- Improvement recommendations developed for short-, medium-, and long-term.



SRTS Crash Review Process

Standardizing review and referral timing once a month.



SRTS Crash Review Setup

Starting with workflow mapping prior to starting referrals made it easier to identify critical partners and technology needs.

Finished

- ✓ Retrieved latest walkshed layer from Public Schools.
- ✓ Created GIS layer of County, SHA, and City of Gaithersburg designated school zones.
- ✓ Developed Python script to identify crashes that meet minimum review requirements.
- ✓ Developed workflow to review and transmit crash reports monthly between MCDOT and MCPD.
- ✓ Signed MOU between MCG and MCPS identifying each agencies roles and responsibilities under the Safe Streets Act of 2023.
- ✓ Designating points of contacts for each agency.
- ✓ All crashes between January 1, 2024 and the end of the last school year have been reviewed and sent to the agency having jurisdiction.
- ✓ MCDOT developed report template to meet the Act's requirements.
- ✓ Upload crash reviews to [MCDOT website](#).

To do

- Map remaining municipal school zones and validate SHA zones.
- Continued partnership between MCDOT and MCPD to further streamline the referral and review process.
- Pilot new workflow process using existing workflow manager licensed by the County.

Filtering Crashes for Referral

8% of non-motorist crashes were related to a trip likely going to or from a school building or school bus stop between January 1, 2024 and June 30, 2025. Using a script to narrow down the crashes within school walk sheds and school zones greatly reduced the number of manual reviews required.



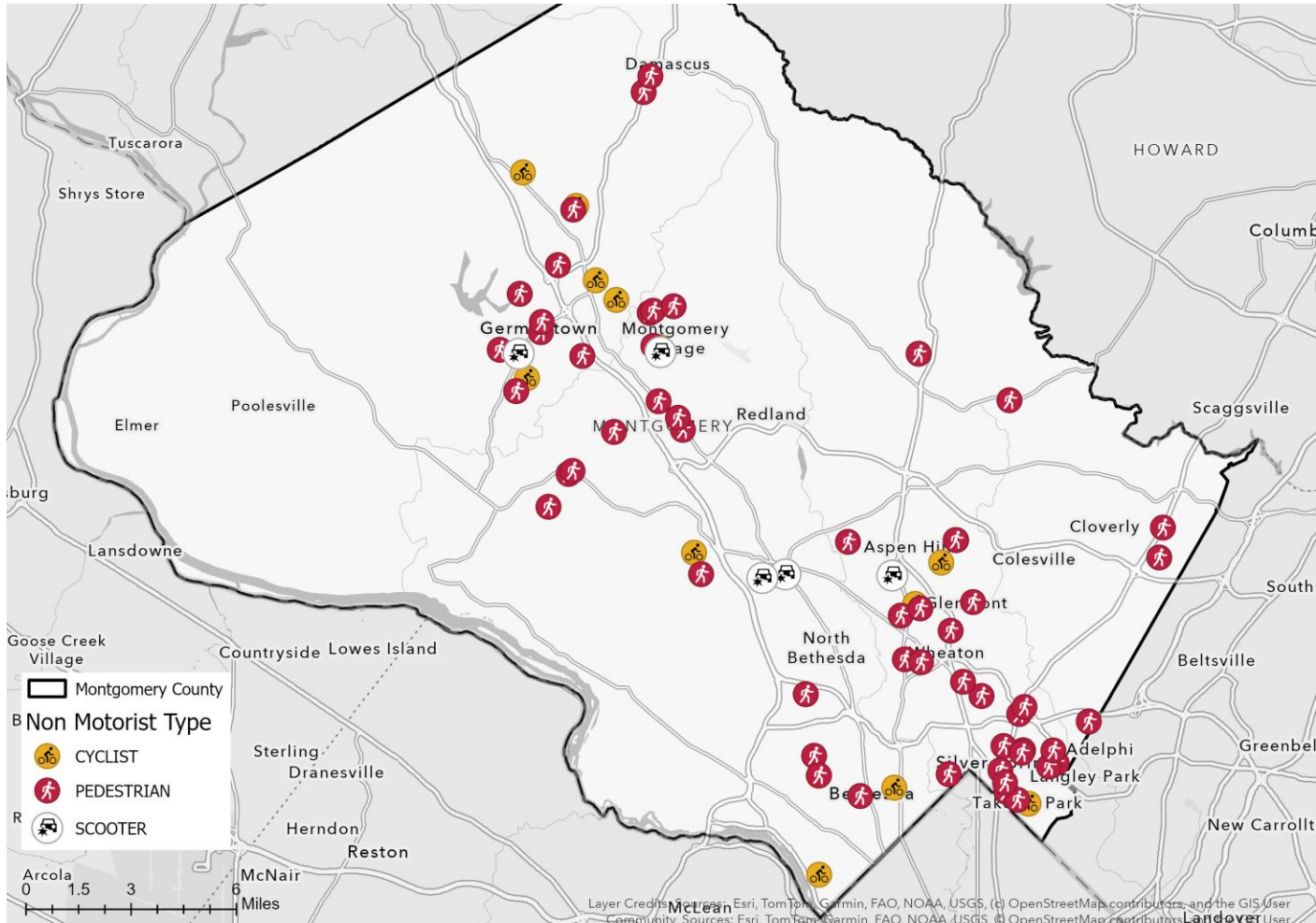
968 Non-Motorist Crashes

381 Crashes Meet
Review Criteria

77 Related to
School Trip and
Referred

Referrals to date

77 crash referrals between January 1, 2024 – June 30, 2025.

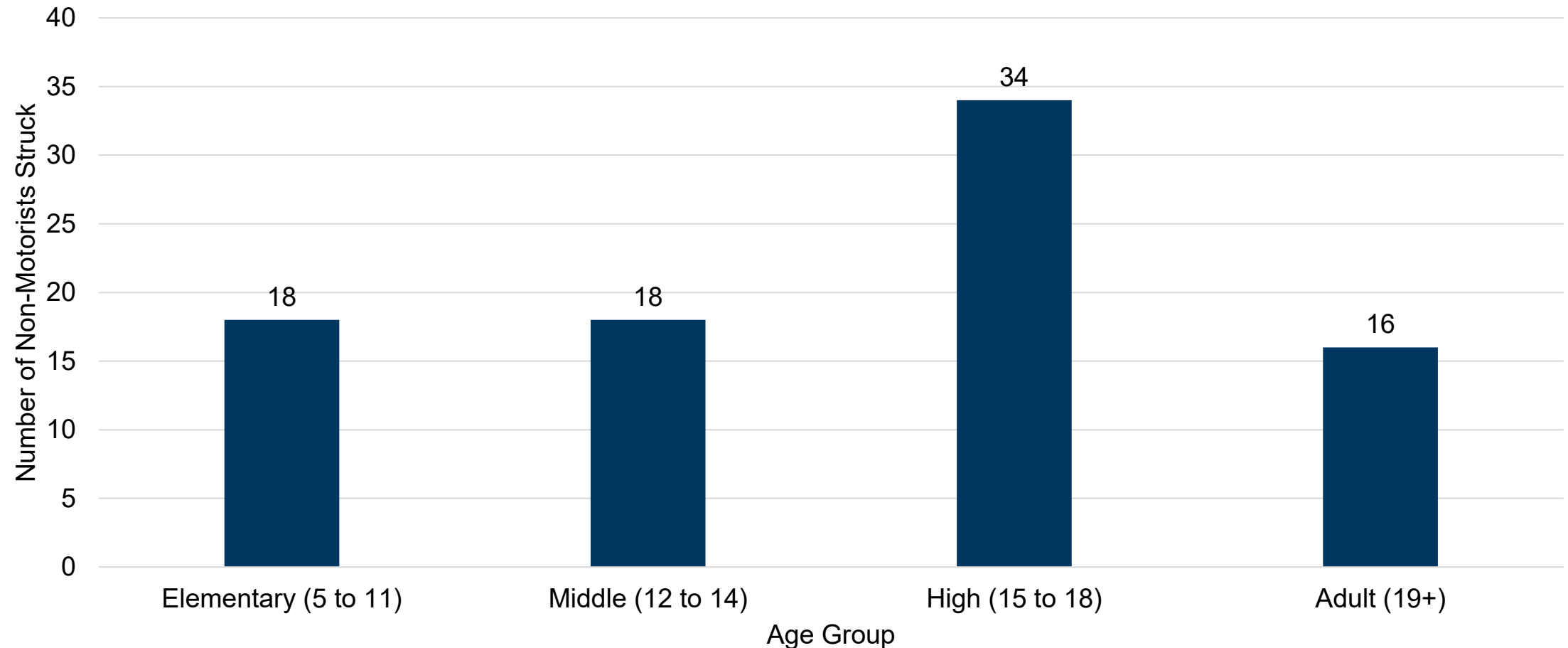


Crashes to/from School 1/1/24 - 6/30/25

- 77 crashes referred involving someone likely going to or from school
 - 38 to MCDOT
 - 21 to SHA
 - 10 to MCPS (in school parking lots)
 - 5 to municipalities
 - 2 not sent because occurred on private property
 - 1 Montgomery Parks
- Crashes by non-motorist type
 - 58 pedestrian
 - 14 cyclist
 - 5 e- or human powered scooter

Non-Motorists Struck by Age

22 out of 86 (26%) non-motorists struck were ages 15 or 16. High school students have longer walks, schools sited along major highways, early bell times, less likely to walk with an adult compared to younger students, and elevated risk tolerance (invincible mindset).





Implementing SRTS Crash Referral Recommendations

Example of Intervention Projects

Field review, data review, and plan reviews can identify interventions related and unrelated to the crash such as maintenance needs.

- **Dennis Avenue and Julep Avenue, Wheaton**
 - Repaired damaged LED signal head for school beacon.
 - Upgraded existing school crossing assemblies for larger school crossing signs.
- **Bushey Drive and Elby Street, Wheaton**
 - Lowered posted speed limit from 25 to 20 MPH.
 - Bump outs and parking restrictions at the intersection near the school.
- **Astoria Road and Woodson Avenue, Wheaton**
 - Worked with SHA to repair existing chain link fence around stormwater facility to discourage use of cut through path and midblock crossings of Connecticut Avenue north of Denfeld Avenue.
 - Installed no parking signs near the intersection, high visibility crosswalks, and all-way stop.
- **Watkins Mill Road and Stedwick Road, Montgomery Village**
 - Adjusted signal phasing to address confusion and conflicts resulting from exclusive/permissive lefts in combination with leading pedestrian signal.
- **Rock Spring Drive west of Old Georgetown Road, Bethesda**
 - Scheduled installation of pedestrian hybrid beacon at existing crosswalk leaving shopping center.

Completed Examples

Bushey Drive & Elby Street Before

Lacked marked crosswalk across the roadway



Astoria Road and Woodson Avenue Before

Lacked marked crosswalk, partial stop control



Bushey Drive & Elby Street After

Extended curb to slow turning vehicles and update crosswalks to latest standard



Astoria Road and Woodson Avenue After

Marked all crossings with high-visibility crosswalk, full stop control





Thank You

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