Report to the Maryland Governor and General Assembly

Regarding

Pedestrian and Bicycle Access to Schools Outreach Report

(As required by House Bill 285, Chapter 295, Acts of 2018)

The Maryland Department of Transportation
State Highway Administration (MDOT SHA)

MSAR# 11643

October 2020

This report is prepared in accordance with House Bill 285 (Chapter 295, Acts of 2018), which specifically directs the Department to collect and consolidate available information from State and local agencies regarding an unmet need for safe pedestrian and bicycle access to schools in the State. On or before January 1, 2020, the Department shall report its findings and recommendations to the Governor and, in accordance with § 2–1246 of the State Government Article, the General Assembly.

MDOT SHA Pedestrian and Bicycle Access to Schools Study

Introduction

Providing a safe environment for school aged children traveling to and from school is of the utmost importance to the Maryland Department of Transportation State Highway Administration (MDOT SHA). The Data Collection and Findings Survey summarizes efforts conducted to gather input regarding students' decisions to walk and/or bike to and from school, while also identifying potential bicycle and pedestrian improvement projects that would increase the percentage of K-12 students walking and/or biking to school.

MDOT uses a combination of funding sources – including the State's Transportation Trust Fund, federal formula funds, federal discretionary funds, and local funding – to provide education, enforcement, engineering, and construction solutions aimed at improving bicyclist and pedestrian accessibility, mobility, and safety. To further this priority, MDOT SHA is constantly evolving the way it evaluates bicycle and pedestrian improvements, developing and implementing a suite of Context Driven tools and processes to emphasize the inclusion of context-appropriate bicycling and pedestrian infrastructure solutions in MDOT SHA projects.

In addition to MDOT SHA's own infrastructure improvements, MDOT SHA partners with local jurisdictions in their own efforts by assisting with State and federal grant programs including the federal Transportation Alternatives Program and the Kim Lamphier Maryland Bikeways Program. MDOT SHA also works with local jurisdictions to develop Bicycle and Pedestrian Priority Area plans that help local communities identify and prioritize bicycle and pedestrian infrastructure.

Working Together

MDOT SHA works with both governmental and non-governmental entities to deliver education, enforcement, and engineering solutions. One of MDOT SHA's primary partners is the MDOT Motor Vehicle Administration's Maryland Highway Safety Office (MHSO). MDOT SHA works with MHSO regularly to update Maryland's Strategic Highway Safety Plan (SHSP), which addresses safety for all users. In 2019, Maryland enacted a law establishing our ultimate traffic safety goal to zero vehicle-related deaths and serious injuries on Maryland roadways by 2030. This legislation also called for the development of a Vision Zero program within MDOT. Maryland's updated SHSP, covering the years 2021-2025, will utilize the fundamentals of Vision Zero as part of a comprehensive approach to reduce fatalities and serious injuries on roadways across the State. The SHSP utilizes a data-driven approach to build effective strategies, to create action steps, and to establish performance measures that will help achieve these long-term goals. The "Four Es of Safety" (Engineering, Enforcement, Education, and Emergency Medical Services) serve as the foundation for these strategies and action steps. Many of the projects described in this report are based on Vision Zero strategies and, as part of a comprehensive highway safety program, will help to reduce crashes, injuries, and fatalities on Maryland roadways.

The SHSP outlines six topical emphasis areas, and MHSO works with local government agencies to develop strategies to focus resources in those areas. One of these areas is the Pedestrian and Bicycle Emphasis Area Team (PBEAT). The PBEAT

collects pedestrian and bicycle safety data, ensures the implementation of appropriate countermeasures, and promotes training on best practices.

MHSO also administers grant programs for the improvement of pedestrian and bicycle safety, as well as projects that increase motorists' awareness through enforcement. State and local government agencies, law enforcement agencies, non-profit organizations, institutions of higher education, and hospitals are eligible grant recipients.

In addition to coordinating with State agencies, MDOT SHA also collaborates with local government agencies. One of MDOT SHA's most fruitful collaborations is with the Montgomery County Department of Transportation (MCDOT) to increase attentiveness toward safe walking and biking routes to schools. The County's Safe Routes to School program (not to be confused with the federal Safe Routes to School grant program administered by MDOT SHA) consists of two rounds of audits: Round 1 examines school frontage safety needs including accessibility, signing, and marking. Round 2 examines on-site issues such as parent pick-up/drop-off loops and bus loops, and also expands from the school's immediate frontage to review each school's walking area, which is defined by Montgomery County Public Schools for each school. MCDOT conducts a field assessment for the walking area to identify ADA accessibility needs, signing and marking needs, potential infrastructure safety improvements, and sidewalk needs. To most efficiently identify needs, MCDOT's studies focus on areas with multiple schools whose walking areas overlap. Generally, MCDOT's reports recommend new sidewalks on streets that currently do not have sidewalks on either side and do not have an alternative safe route for student commuters. MCPS attendance boundaries generally are designed so that non-bused elementary and middle school students are not required to cross MDOT SHA roads (which generally have higher speeds and present more opportunities for conflict); therefore, the partnership between MDOT SHA and MCDOT usually is limited to high school walk areas. The County's program also responds to residents' requests through the County's 311 system, by which they can request reviews of specific safety issues and needs and audits of private schools' walking and biking areas. In addition, the County's program also participates in development reviews for new and redeveloped schools as part of MCDOT's Development Review Team.

MDOT SHA Context Driven Approach

In 2019, MDOT SHA published the initial draft of Context Driven – Access and Mobility for All Users, which outlines an updated, proactive approach to transportation design. In lieu of the traditional focus on vehicular mobility, this MDOT SHA guidance now emphasizes the balance between access and mobility in a proactive approach that accounts for landuse context and a variety of roadway users, including motorists, bicyclists, pedestrians, and transit users so that MDOT SHA focuses on creating a safe, accessible, and balanced multimodal transportation system. In this guidance, MDOT SHA established six contexts, ranging from urban core to rural, to provide a framework on which to base implementation of balanced infrastructure improvements that will meet the specific needs of Maryland's highly varied communities.

MDOT SHA is incorporating the Context Driven approach when designing projects throughout Maryland and especially in corridors where schools and students are present. One key strategy of this approach is to reduce speed limits along roadways where there is notable bicycle and pedestrian activity. Studies show a correlation between speed limit reduction and reducing the likelihood and severity of pedestrian- and bicyclist-involved crashes. When applied appropriately, speed limit reductions, as well as other context-sensitive tools like continental crosswalks, lane narrowing, and the installation of pedestrian signals, improves safety for all road users. As part of the Context Driven initiative, MDOT SHA is developing:

- Training for practitioners, internal and external to MDOT SHA, and bicycle/pedestrian advocates about contextsensitive roadway design
- A pedestrian safety action plan to guide implementation of Context Driven processes and improvements
- Data-driven tools including an interactive context map to illustrate contexts and show where MDOT SHA is implementing Context Driven safety-related improvements
- Internal processes to ensure proactive, innovative Context Driven treatments are incorporated into MDOT SHA projects

To date, MDOT SHA has implemented or is in the process of implementing Context Driven treatments as components of more than 200 projects across Maryland. Treatments include:

- Advanced school zone warnings
- Bikes may use full lane signage
- Continental striping
- Leading pedestrian Intervals
- Mid-block crossings
- Rectangular rapid flashing beacons (RRFBs)

Reduced speed limits

- Reduced lane widths
- Right turn on red restrictions
- Separated bike lanes
- Shared lane markings
- Shared-use paths
- Sidewalks

In 2018-2019, MDOT SHA conducted speed studies and implemented appropriate treatments in ten corridors located throughout Montgomery County. In its Vision Zero Action Plan, initially published in 2017, Montgomery County identified these corridors as part of its high-injury network. One area MDOT SHA has focused its attention is Wheaton Triangle, bounded by MD 97 (Georgia Avenue), MD 193 (University Boulevard), and MD 586 (Veirs Mill Road). The Triangle a popular commercial and transit destination, and is located nearby multiple schools, including Oakland Terrace Elementary School, Newport Mill Middle School, Albert Einstein High School, as well as several private schools. MDOT SHA has partnered with Montgomery County to construct pedestrian signals, reduce speed limits, and install continental crosswalks at key locations to improve access and mobility for all users and especially for students. In addition to the Triangle, MDOT SHA also has implemented various improvements applying the Context Driven approach to the County's identified corridors.

CORRIDOR	CONTEXT	CHANGE(S) IMPLEMENTED	DATE OF IMPLEMENTATION	NEARBY SCHOOLS
MD 97 (I-495 to MD 193)	Suburban	Narrowing lane width	October 2018	Oakland Terrace ES, Singer ES, Sligo MS, Evergreen Montessori, Kemp Mill Montessori
MD 97 (MD 586 to Cherry Valley Dr)	Suburban	Speed limit reduction	April 2019	Arcola ES, Brookhaven ES, Cashell ES, Glenallan ES, Georgian Forest ES, Harmony Hills ES, Highland ES, Strathmore ES, Weller Road ES, Parkland Magnet MS, Edison HS, Kennedy HS, Wheaton HS
MD 187 (Glenwood Rd to I-495)	Suburban Activity Center	Speed limit reduction	March 2018	Bradley Hills ES, North Bethesda MS, Bethesda Country Day, Rochambeau French International
MD 188 (MD 187 to MD 191)	Urban Core	Speed limit reduction	April 2018	Bethesda ES, Sidwell Friends Lower
MD 190 (Ridgefield Rd to I-495)	Suburban Activity Center	Speed limit reduction	December 2018	Woodacres ES, Westland MS, Whitman HS, Holton Arms, Saint Bartholomew's, Washington Episcopal
MD 191 (MD 614 to MD 355)	Urban Core	Speed limit reduction	May 2019	Sidwell Friends Lower
MD 198 (Peach Orchard Rd to US 29)	Suburban	Speed limit reduction	October 2019	Burtonsville ES, Briggs Chaney MS, Spencerville Adventist Academy
MD 410 (MD 185 to Montgomery Ave)	Urban Core	Narrowing lane width, installing crosswalks	June 2019	Bethesda-Chevy Chase HS, Our Lady of Lourdes
MD 586 (MD 97 to MD 185)	Suburban Activity Center	Speed limit reduction	June 2019	Highland ES, Newport Mill MS, Einstein HS, Crossway Montessori
MD 594 (US 29 to Sligo Creek Pkwy)	Urban Core/ Traditional Town Center	More/larger signs, flags, rumble strips	September 2019	Sligo Creek ES, Silver Spring International MS

In Prince George's County in December 2019, MDOT SHA completed phase 1 of the \$15 million MD 500 (Queens Chapel Road) urban reconstruction in Hyattsville. Phase 1, between MD 208 (Hamilton Street) and MD 410 (East West Highway), is within ½ mile of numerous schools, including Felegy Elementary School, Hyattsville Middle School, and Orem Middle School. The project incorporates bicycle-compatible lanes, a landscaped median, and continental crosswalks to improve pedestrian safety along the corridor. MDOT SHA also has worked closely with Hyattsville to implement safety improvements near The Mall at Prince George's, a popular destination for students attending nearby Northwestern High School. Most recently, MDOT SHA reduced the speed limit on MD 410 from 40 mph to 35 mph, between Ager Road and MD 500. Similarly, in southern Prince George's County, MDOT SHA reduced speed limits, narrowed lanes, and installed continental crosswalk markings to improve safety along and for user crossing MD 210 (Indian Head Highway) between Livingston Road/Sachem Drive and Southern Avenue.

MDOT SHA Statewide Planning and Research Program

As part of its Statewide Planning and Research Program, MDOT SHA maintains additional bicycle and pedestrian planning tools and activities that predate Context Driven and that will incorporate Context Driven approaches going forward. Bicycle and pedestrian priority areas (BPPAs) and pedestrian road safety audits (PRSAs) are two such initiatives.

Bicycle and Pedestrian Priority Areas

The BPPA program seeks to improve safety, economic prosperity, and community vitality by working cooperatively with local governments to enhance multimodal transportation options. This collaborative approach can help State and local transportation agencies focus on overcoming a wide range of impediments to bicycle and pedestrian travel, regardless of facility ownership.

A BPPA is "a geographical area where the enhancement of bicycle and pedestrian traffic is a priority." Local jurisdictions apply to have such an area designated by MDOT SHA. Once MDOT SHA designates an area as a BPPA, MDOT SHA works with the local jurisdiction to draft a BPPA plan to implement bicycle and pedestrian treatments that align State, local, and stakeholder goals to expand on existing or planned bicycle and pedestrian infrastructure. If no MDOT SHA roads are within a BPPA, the local agency leads and funds BPPA plan development.

BPPA plan development may include but is not limited to:

- Facilitating state, local, and stakeholder coordination
- Establishing a process and working group for planning and prioritizing bicycle and pedestrian improvements that incorporate stakeholder input and land-use and/or comprehensive planning documents
- Identifying roadway geometric and operational recommendations to better align State and local bicycle and pedestrian planning
- Estimating construction costs for typical proposed bicycle and pedestrian treatments

Local agency's roles and responsibilities include:

- Applying for a BPPA designation in writing with all required information and providing a letter to the MDOT SHA administrator showing support from the local planning authority
- In the case that there are no MDOT SHA roadways within a BPPA, leading BPPA plan development
- Demonstrating local support for bicycle and pedestrian mobility
- Participating in State/local workgroups for each designated BPPA, as a part of BPPA plan development
- Engaging and leading coordination with local community stakeholders and advocacy groups
- Monitoring and evaluating outcomes as recommendations are implemented

Local jurisdictions may apply annually to MDOT SHA for one or more areas to be designated BPPAs. MDOT SHA will coordinate the application review and evaluate resources available for BPPA implementation to determine whether to designate the requested BPPA(s). BPPA plan development requires a partnership between applicants and local implementing agencies such as municipal or county public works and/or transportation departments. If a non-implementing agency applies, a letter of support from municipal or county public works or transportation departments is required.

Stakeholder involvement is important when developing a BPPA plan. The applicant leads stakeholder involvement, including soliciting participation from affected stakeholders and selecting participants for inclusion in a BPPA plan working group. For each designated BPPA, MDOT SHA convenes a BPPA plan working group including the appropriate MDOT SHA staff, the applicant, the local implementing agency (if different from the applicant), the local planning agency (if different from the applicant), and stakeholder participants to draft a BPPA plan designed to improve safety and access for bicyclists and pedestrians.

To date, MDOT SHA has designated the following BPPAs:

COUNTY	BPPA
Montgomery	Bethesda Central Business District/CBD Piney Branch/University Boulevard Rockville Town Center Shady Grove Silver Spring CBD Takoma Langley Crossroads Wheaton CBD White Flint
Prince George's	Largo Town CenterPrince George's Plaza Metro
Talbot	The Village of Tilghman
Washington	Downtown Hagerstown

Pedestrian Road Safety Audit Program

To reduce pedestrian-involved crashes along MDOT SHA roadways, in 2012, MDOT SHA launched the PRSA program. A PRSA is a targeted audit of a specific MDOT SHA roadway corridor to identify safety-related issues and develop short, mid-, and long-term improvements with which to address those issues. The PRSA program identified 24 corridors across Maryland for auditing and, eventually, resulted in the implementation of numerous pedestrian-related safety improvements. In 2018, desiring to speed potential implementation of identified improvements, MDOT SHA began looking at ways to simplify and accelerate the audit and implementation processes, namely by packaging groups of proposed improvements to achieve efficiencies in implementation.

COUNTY	PRSA CORRIDOR
Anne Arundel	• MD 2 (Ritchie Highway) – MD 3 (Crain Highway) to MD 171 (Church Street)
Baltimore	 MD 7 (Philadelphia Road) – Golden Ring Road to Hospital Drive MD 26 (Liberty Road) – Brenbrook Drive to I-695 MD 45 (York Road) – Sister Pierre Drive to Towsontown Boulevard MD 140 (Reisterstown Road) – Old Court Road to Dreher Avenue MD 150 (Eastern Avenue/Eastern Boulevard) – Eyring Avenue to 54th Street
Montgomery	 US 29 (Colesville Road) – Thayer Avenue to Sligo Creek Parkway MD 97 (Georgia Avenue) – Heathfield Road to May Street MD 320 (Piney Branch Road) – Flower Avenue to Prince George's County line MD 355 (Wisconsin Avenue) – MD 191 (Bradley Lane/Bradley Boulevard to Woodmont Avenue/Glenbrook Parkway) MD 586 (Veirs Mill Road) – Gridley Road to Claridge Road MD 650 (New Hampshire Avenue – Adelphi Road to Lockwood Drive

	 Wheaton Triangle – MD 97 (Georgia Avenue), MD 193 (University Boulevard), MD 586 (Veirs Mill Road)
Prince George's	 US 1 (Baltimore Avenue) – Calvert Road to Berwyn Road MD 193 (University Boulevard) – MD 650 (New Hampshire Avenue) to West Park Drive MD 201 (Kenilworth Avenue) – River Road to Riverdale Road & MD 410 (East West Highway) – 54th Avenue to Mustang Drive MD 202 (Landover Road) – Old Landover Road to Kenmoor Drive MD 212 (Riggs Road) – Drexel Street/Erskine Street to Merrimac Drive MD 214 (Central Avenue) – Southern Avenue to Gentry Lane MD 414 (Oxon Hill Road) – MD 210 to I-95/I-495 MD 458 (Silver Hill Road) – Suitland Parkway to Marlboro Pike MD 500 (Queens Chapel Road) – Eastern Avenue to MD 208 (Hamilton Street) MD 650 (New Hampshire Avenue) – MD 193 (University Boulevard) to Metzerott Road
Worcester	MD 528 (Coastal Highway) – 17th Street to 56th Street

MDOT SHA Sidewalk and Bicycle Improvement Programs

MDOT SHA maintains a complete suite of funding programs for improvements to MDOT SHA infrastructure throughout Maryland. Three of these programs specifically target bicycle and pedestrian infrastructure, while others often result in bicycle and pedestrian infrastructure improvements being included in larger roadway projects. Improvements may include upgrades to existing sidewalk and bicycle facilities and construction of new sidewalk and bicycle facilities. Due to these improvements' frequent proximity to schools, students are a primary beneficiary of these investments.

Sidewalk Reconstruction for Pedestrian Access – This funding program primarily upgrades existing pedestrian facilities along MDOT SHA roadways in order that these meet ADA Accessibility Guidelines and MDOT SHA Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways. Examples include:

- Bowie, Prince George's County Hall Road sidewalk reconstruction from Devonwood Drive to CSX railroad tracks near Pointer Ridge Elementary School
- Edgewater, Anne Arundel County MD 253 (Mayo Road) sidewalk reconstruction from MD 214 (Central Avenue) to MD 2 (Solomon's Island Road) fronting Edgewater Elementary School
- Preston, Caroline County MD 331 (Main Street) sidewalk reconstruction from Fooks Avenue to west of Maple Avenue near Preston Elementary School

New Sidewalk Construction for Pedestrian Access – This funding program primarily constructs new sidewalk along MDOT SHA roadways where it does not exist. Projects must be requested by local jurisdictions and be located adjacent to an "urban highway" as defined in Transportation Article § 8-630. In addition, potential projects must be located where no other project currently is planned to be constructed. Statutorily, local jurisdictions must agree to fund or otherwise secure all necessary rights-of-way outside existing MDOT SHA right-of-way, provide opportunities for public involvement prior to construction, and agree to maintain the sidewalk upon completion.

Projects located outside of a priority funding area (PFA) are funded equally by MDOT SHA and the local jurisdiction (50-50 split), whereas for projects located within a PFA require the local jurisdiction provides 25 percent. According to Housing and Community Development Article of the Maryland Code, if a sidewalk is within a "Sustainable Community", MDOT SHA may fully fund construction. MDOT SHA invested over \$7 million in FY 2018-2019 on new sidewalk construction. This total does not include sidewalk construction as part of larger roadway infrastructure projects, e.g., roadway widening, intersection reconstruction, interchange construction, etc.). Some examples include:

• Bethesda, Montgomery County – MD 355 (Wisconsin Avenue) new sidewalk construction from Grafton Street to MD 191 (Bradley Lane) near Somerset Elementary School

- Brunswick, Frederick County MD 17 (Petersville Road) new sidewalk construction from B Street to Center Street near Brunswick Elementary School
- Catonsville, Baltimore County MD 166 (Rolling Road) ADA compliance improvements from Highfields Drive to MD 372 (Wilkens Avenue) near Catonsville High School and the Catonsville Center for Alternative Studies

Bicycle Retrofit – This funding program primarily constructs bicycle facilities along MDOT SHA roadways to promote connectivity and/or address safety concerns. Improvements may include on-road facilities, such as marked bicycle lanes or marked shared-use lanes, or off-road facilities, like shared-use paths. On-road related projects require no funding participation by the local jurisdiction while off-road improvements are subject to the same requirements as required by the New Sidewalk Construction for Pedestrian Access program (50-50 for non-PFA, 25% local contribution for PFA). Examples include:

- Bethesda, Montgomery County Shared-use path construction parallel to MD 187 (Old Georgetown Road), fronting the National Institutes of Health near Bradley Hills Elementary School, North Bethesda Middle School, Bethesda County Day School, and Rochambeau French International School
- Hagerstown, Washington County Pavement markings and bike lane signage for Hagerstown Hub City Bike Loop near Bester Elementary School, Pangborn Elementary School, North Hagerstown High School, Northern Middle School, Potomac Heights Elementary School, and Saint Mary Catholic School
- Westminster, Carroll County Shared-use path construction parallel to MD 27 (Railroad Avenue) from Hollow Rock Avenue to MD 140 (Baltimore Boulevard) near Winchester Elementary School and East Middle School
- Gaithersburg, Montgomery County Shared-use path and sidewalk construction parallel to MD 124 (Quince Orchard Road) from Dosh Drive to MD 117 (Clopper Road) near Brown Station and Diamond elementary schools

MDOT SHA Bicycle and Pedestrian Project Grant Programs

In addition to programs by which MDOT SHA funds its own infrastructure improvements, MDOT SHA also administers several grant programs aimed at improving and promoting alternatives to vehicular travel and that facilitate access to everyday needs, support local economies, and improve quality of life. While used for a wide range of improvements, local jurisdictions and project sponsors frequently use these grants to improve bicycle and pedestrian access to schools. The state works with local project sponsors to leverage various grant opportunities in order to fund larger improvements.

Transportation Alternatives (TA) Program – The TA program is a reimbursable, federally-funded grant program for transportation-related community projects designed to strengthen the intermodal transportation system and that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system. The TA program frequently provides funding for projects that create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails, mitigate highway runoff, and other transportation-related enhancements. Examples include:

- Derwood, Montgomery County Construct two-plus miles of the North Branch Hiker-Biker Trail to provide link between the existing Rock Creek Trail System and other trail systems in the northeastern portion of Montgomery County including along the ICC (MD 200), Muncaster Mill Road bikeway, and Emory Lane bikeway near Colonel Zadok Magruder High School
- Mechanicsville, Saint Mary's County Construct 10-foot-wide, 5-mile-long segment of the Three Notch Trail from MD 5 (Point Lookout Road) to MD 236 (Thompson Corner Road) near Lettie Dent Elementary School, Mechanicsville Elementary School, and White Marsh Elementary School
- Kent Island, Queen Anne's County Construction of the Queen Anne's County Cross County Connector Trail near Bayside Elementary School, Stevensville Middle School, and Kent Island High School

Safe Routes to School (SRTS) Program – Formerly a standalone program and now part of the larger TA program, the SRTS program is a reimbursable, federally-funded grant program that supports projects and initiatives that enable and encourage children, including those with disabilities, to walk, roll, and bicycle to school. Eligible projects include

infrastructure and non-infrastructure activities, such as education and enforcement that benefit elementary and middle school students. SRTS program implementation can include the procurement and installation of bike, scooter and skateboard racks at schools; support for Walk to School Day, Bike to School Day, and a 5K Challenge aimed at encouraging students to choose healthier lifestyles; provide pedestrian safety practices presentations at elementary and middle schools; work with local law enforcement to conduct speed and pedestrian enforcement around elementary and middle schools, and more. Examples include:

- Takoma Park, Montgomery County Installation of bike, scooter, and skateboard racks at five Takoma Park schools as well as bike rodeos, crosswalk simulation activities, and support for Walk to School/Bike to School Day
- Edmonston, Prince George County Design of approximately 1,000 linear feet of sidewalk, ramp, and curb and gutter along 52nd Avenue and Crittenden Street near Bladensburg Elementary School and International High School
- University Park, Prince George County Design of sidewalk improvements, traffic calming, speed reduction improvements, and pedestrian and bicycle crossing improvements to provide safe access to University Park Elementary School

Maryland Bikeways Program – This State-funded MDOT grant program supports projects that maximize bicycle access and fill missing links in the State's bicycle network, focusing on connecting shared-use paths and roads and enhancing last-mile connections to work, school, shopping, and transit opportunities. Eligible projects include feasibility assessments; design and construction of shared-use paths, cycle tracks, bicycle lanes, shared lanes, and pavement markings; bike route signage and wayfinding, and more. Examples include:

- Annapolis/Parole, Anne Arundel County Design funding for Poplar Trail Extension to connect with South Shore
- Arnold, Anne Arundel County Construction funding for Broadneck Trail section 1B
- Indian Head, Charles County Design funding for Indian Head Rail Trail Extension Feasibility Study

Bicycle/Pedestrian Outreach and Education

In 2020, MDOT SHA launched the "Be Street Wise" initiative aimed at educating Marylanders about best practices to drive, walk, and bike safely. This initiative reminds motorists and bicyclists that "We're on This Road Together", meaning that all roadway users must follow the laws of the road and be aware of other travelers. In addition, MDOT SHA participates in annual Bike to Work Day and Bike to School Day activities, geared toward building participation and awareness. Through a combination of grassroots outreach, social media, marketing, and public relations, the goal is to raise awareness and reinforce safe bicycling practices and driving behaviors while reducing the number of bicycle-related crashes.

Through MHSO, there are two additional campaigns for pedestrian and bicycle safety in the Washington, D.C. and Baltimore metropolitan areas. The first is known as "Street Smart" and has been historically focused in metropolitan Washington, D.C., and surrounding Maryland counties. The second effort, known as "Look Alive" has been adopted in the Baltimore metropolitan area. Pedestrian safety funds will be coordinated with both campaigns to coincide with mediacentered awareness, education, and enforcement efforts. Local safety partners and others distribute educational material throughout the year. MHSO also supports statewide Walk Your Child to School Week events, designed to improve education and awareness for children and parents.

Maryland has an avid bicycling population and incorporates special planning into traffic safety activities to meet the needs of these road users. With infrastructure improvements as a key element of the SHSP, Maryland traffic safety officials seek to make the bicycling environment as safe as possible through infrastructure improvements, social media information, and the integration of bicycle safety messaging within statewide pedestrian safety campaigns and motorist safety materials.

Pedestrian and Bicycle Access to Schools Outreach Survey

Data Collection and Findings Summary – June 2020

To better understand existing access and safety concerns, as well as unmet access needs, MDOT SHA created the Pedestrian and Bicycle Access to School survey questionnaire and distributed it to all 24 public school districts (23 Maryland counties and Baltimore City) and a representative sample of private schools throughout Maryland (see Appendix A). The representative private school sampling consisted of 80 of Maryland's 881 private K-12 schools. Public school surveys were addressed to the jurisdiction's safety office (where applicable), while private school surveys were typically addressed to the school's principal or headmaster. An overall list of the public/private schools and points of contact initially invited to participate in the survey is provided at the end of the report. The questionnaire sought to determine the following:

- Percentage of students who live within acceptable walking/bicycling range of school, as determined by the local
 jurisdiction, and those who actively commute to school in this manner
- Extenuating factors which influence students' decisions to walk/bike to school
- Level of encouragement students receive from the jurisdiction to walk/bike to school
- Precautions taken to ensure safe walking/bicycling to school
- Level of local law enforcement assistance for pedestrians/bicyclists and employment of crossing guards
- Release time of pedestrian/bicycle riders relative to bus riders
- Reflective clothing requirements for those walking/bicycling.
- Knowledge and implementation of the Safe Route to School program

Additionally, the public school districts and private schools were provided an opportunity to specify changes they would like to see implemented and/or concerns to be addressed. Responses were collected and sorted between public school districts and private schools. Recurring concerns and patterns were then identified.

Survey Results

Of 24 public school districts solicited, 9 responded—a 38 percent response rate. Of 80 private schools solicited, 14 responded—an 18 percent response rate (see Appendix B). A summary of responses is outlined below.

Public School Questionnaire Response Summary – Survey questionnaires were received from the following public school districts:

- Allegany County Public Schools
- Anne Arundel County Public Schools
- Calvert County Public Schools
- Carroll County Public Schools
- Charles County Public Schools

- Harford County Public Schools
- Montgomery County Public Schools
- Saint Mary's County Public Schools
- Washington County Public Schools

The first two survey questions sought information regarding the percentage of K-12 students that lived within an allowable walking/bicycling distance to their associated school, and of those, what percentage utilized this means of commuting daily. The results indicated that generally 10-25 percent of students within the responding counties currently live within walking/bicycling distance to schools, and of those eligible, generally 0-10 percent walk or bike to school daily. Carroll County was reported a significantly higher estimate of students who walk/bike to school (25-50 percent), relative to the percentage of students who live within walking or bicycling distance of schools (0-10 percent). Additionally, Montgomery County reported the highest amount of walking/biking students with 25-50 percent of students who live within allowable walking/biking distance to school and over 50 percent of those students actively walk or bike to school daily. Calvert County Public Schools indicated that, because of the location of the district's schools and the lack of sidewalks, very few students walk or bike to school.

The survey then sought to determine what factors influenced walking/bicycling decisions. Influential factors for the low estimates of eligible students who walk or bike to school are attributed to: distance from school, convenience of driving, speed and volume of traffic along pedestrian routes, missing sidewalks, weather, time constraints, intersection safety, lack of crossing guards, lack of participation from accompanying adults, participation in afterschool extracurricular activities, and personal safety concerns. While combinations of the above influences varied between school districts, distance from school and speed and volume of traffic were the most common influences. Four of the nine responding public school districts indicated that eligible students are encouraged to walk or bike to school. The remaining five disagreed or strongly disagreed with encouraging students to walk/bike to school.

The remaining survey questions sought information concerning measures the school districts currently employ to ensure the safety and welfare of students who choose to walk or bike to school. The responding public school districts generally indicated that the use of crossing guards, education campaigns, and speed camera enforcement were important measures employed to ensure the safety of students. Less common responses included employing the "walking school bus" technique (an organized group of children walking to school supervised by one or more adults) and "other infrastructure". Six of the nine responding public school district indicated that local law enforcement agencies provide pedestrian and bicycle safety assistance, while 5 of the nine responding public school districts provided school-sponsored biking/walking safety training. Only three of the nine responding public school districts provided paid crossing guard positions. None of the responding public school districts required reflective clothing and generally did not provide 'safe route' information. In two responding districts, pedestrians and bicyclists are released in a general dismissal with bus riders, while six districts indicated that pedestrians and bicyclists are released at a different time. Responses varied in familiarity with the SRTS program from not familiar at all to full familiarity.

Private School Questionnaire Response Summary – Survey questionnaires were received from the following private schools:

- Cornerstone Christian Academy, Bowie, Prince George's County
- Friend Community School, College Park, Prince George's County
- Grace Brethren Christian School, Clinton, Prince George's County
- The Gunston School, Centreville, Queen Anne's County
- The John Carroll School, Bel Air, Harford County
- Key School, Annapolis, Anne Arundel County
- The Odyssey School, Lutherville-Timonium, Baltimore County
- The Park School, Pikesville, Baltimore County
- Seneca Academy, Darnestown, Montgomery County
- Saint John's Episcopal School, Olney, Montgomery County
- Saint Mary's High School, Annapolis, Anne Arundel County
- Saint Michael-Saint Clement School, Baltimore City
- Stone Ridge School of the Sacred Heart, Bethesda, Montgomery County
- The Woods Academy, Bethesda, Montgomery County

Eleven (79 percent) of the responding private schools indicated that 0-10 percent of students live within walking or bicycling distance to school, while the remaining three (21 percent) indicated that 10-25 percent of students live within walking/bicycling range. All responses indicate that 0-10 percent of students actively walk/bike to school. Influential factors for the lack of walkers and bicyclists included the following: distance to school, amount and speed of traffic along travel routes, convenience of driving, missing sidewalks and crossings, lack of accompanying adults, time constraints, lack of crossing guards, participation in afterschool extracurricular activities, and safety of crossings. Combinations of the above influences varied between school responses. Only four schools indicated that students were encouraged to walk/bike to school, while ten schools either disagreed or strongly disagreed with encouraging students to walk/bike to school.

Private school responses indicated that the use of crossing guards, school-zone automated speed enforcement, and educational campaigns would encourage safe access to schools. Two private schools used law enforcement assistance as crossing guards, and six private schools used paid and voluntary crossing guards during arrival and dismissal. None of the responding private schools provided bike/walking safety training for students. Reflective clothing for walkers and bicyclists was required at only one responding private school, and none provided 'safe route' information for walking/bicycling students. Overall, private schools lacked familiarity with the SRTS program. Only 3 schools indicated a moderate understanding, while the remaining 11 schools indicated that they were unfamiliar.

Overall Findings – The Bicycle and Pedestrian Safety Survey distributed to the public school districts and sample of private schools highlighted five significant issues faced by prospective and active bicycle and pedestrian student commuters:

- Bicycle and pedestrian travel distance to schools
- Accessibility of safe road crossings
- Lack of crossing guards near schools
- Speed of traffic along travel routes
- Volume of traffic along travel routes

Additionally, based on survey responses only 4 public school districts and 4 private schools surveyed actively encourage students walking and/or bicycling to school. To help alleviate some of these safety concerns, schools suggested educational campaigns, employment of crossing guards, and school zone automated speed enforcement as effective measures.

A total of 5 private school respondents indicated that they either employed or had volunteer crossing guards assist during the morning and afternoon commuting periods, while 4 public school districts received assistance from the local police. Generally, walking and bicycling students were released at the same time as bus riders and carpooling students. For both public and private schools, reflective clothing generally was not required, and 'safe route' information was not being provided.

Recommendations

Based on survey responses, the following is a list of both short and long-term recommendations to increase safety for pedestrian and bicycle access to schools:

Short Term Recommendations

- Increase law enforcement agency patrolling of intersections and roads near public and private schools during commuting periods.
- Increase voluntary crossing guard positions at busy or hazardous intersections near schools.
- Increase the visibility of current school zone reduced speed limits.
- Increase the visibility of current crosswalks at intersections near schools.
- Separate dismissal times of walkers and bicyclists from bus riders or carpooled students.
- Provide SRTS information for schools with pedestrian and bicycle access.
- Creation of new high visibility crosswalks near schools.
- Creation of an online survey form for public school districts and private schools in order to obtain a more inclusive and comprehensive survey response

Long Term Recommendations

- Direct hiring of crossing guards near public and private schools.
- Installation of speed cameras within school zones.
- Expansion of sidewalks in school zones.
- Extension of reduced speed limits adjacent to school zone perimeter.
- Creation of walking school bus initiatives.
- Develop educational programs for parents.

Additionally, some public school districts and private schools provided specific recommendations that may alleviate pedestrian and bicyclist concerns. The following is a summary of these recommendations:

- Additional funding for infrastructure (sidewalks, streetlights, crosswalks with control devices)
- Funding for crossing guards.
- Parent pick up and drop off locations should not interfere with bus and pedestrian traffic.
- Placement of new schools is recommended in areas where there is safe bicycle and pedestrian access.
- Recruit volunteers to facilitate the walking school bus.
- Provide turn lanes for vehicle access to schools for a more efficient and less congested situation during pick up and drop off periods.
- Provide more dedicated bike lanes near schools.
- Provide additional traffic cameras.
- Initiate family education programs.
- Continued and increased student and public education programs.

Conclusion

In conjunction with the findings and recommendations above, MDOT SHA is actively using school location data to drive policy and project decision making to improve safety for all users, but especially bicyclists and pedestrians, near schools. This data is a factor in the following MDOT SHA guidelines, policies, and programs:

- MDOT SHA bicycle and pedestrian infrastructure funding programs
- MDOT SHA Context Driven Access and Mobility for All Users Guide
- MDOT SHA Pedestrian Roadway Safety Audit program
- MDOT SHA Safe Routes to School program
- MDOT SHA Transportation Alternatives program

The results of this survey will help to further refine MDOT's approach to these existing programs.

Appendix A: Survey Contacts

School	Phone #	Contact	Email
Allanamu Ca. Bublia Sabaala	204 720 2772	Maril Marria I/Companyiana	
Allegany Co. Public Schools	301 729-3773	Mark Morral/Supervisor	mark.morral@acpsmd.org
108 Washington Street		Mike Mathews/Asst. Supervisor	michael.matthews@acpsmd.org
Cumberland, MD 21502		Deborah Stumbaugh/Secretary	deborah.stumbaugh@acpsmd.org
Alleghany Co./Private			
Lighthouse Christian Academy	301 777-7375	Sheri Aspito/Administrator	lcasuns2020@gmail.com
2020 Bedford Street			
Cumberland, MD 21503			
Anna Anna dal Ca Budda	440.022.7000	Las Davidas /Suranidas	ld-v-la-Q
Anne Arundel Co. Public Schools	410 923-7890	Les Douglas/Supervisor	ldouglas@aacps.org
2644 Riva Road		Sharon Whitshor/Admin Specialist	swhitcher@agens.org
		Sharon Whitcher/Admin Specialist	swhitcher@aacps.org
Annapolis, MD 21401			
Anne Arundel Co./Private			
Key School	410 263-9231		
534 Hillsmere Drive		Matthew Nespole/Head of School	Mnespole@keyschool.org
Annapolis, MD 21403			
Annapolis Area Christian	410 519-5300	Andrea Fador/Dir. of Transportation	afador@aacsonline.org
School			
716 Bestgate Road			
Annapolis, MD 21401			
Chesapeake Montessori	410 757-4740	Robb Wirts/Head of School	Email not available
School	410 737-4740	Nobb Wirts/fread of School	Linaii not avaliable
30 Old Mill Bottom Road,			
North			
Annapolis, MD 21409			
, ,			
Severn School	410 647-7700	Douglas Lagarde/Headmaster	d.lagarde@severnschool.com
201 Water Street			
Severna Park, MD 21146			
	440.000.000		
St. Anne's School of Annapolis	410 263-8650	Lisa Nagel/Head of School	Inagel@St. AnnesSchool.org
3112 Arundel on the Bay Road			
Annapolis, MD 21403			
Montessori International	410 757-7789	Jessica Carzon/Primary Directress	jcarzon@montessoriinternational.or
Children's House			g
1641 North Winchester Road			
Annapolis, MD 21409			
St. Paul's Lutheran School	410 766-5790	John Maxwell/Principal	Info@stpaulsgb.org
308 Oak Manor Drive			
Glen Burnie, MD 21061			

St. Mary's High School	410 263-3294	Mindi Imes/Principal	mimes@stmarysannapolis.org
113 Duke of Gloucester Street			
Annapolis, MD 21401			
Baltimore Co. Public Schools	443 809-4321	Dr. Jess T. Grim/Director	transportation_ContactUs@bcps.org
9610 Pulaski Park Drive, Ste	443 003 4321	Lisa Ciekot/Admin Assistant	transportation_contactos@scps.org
219			
Baltimore, MD 21220			
Baltimore County/Private			
Auburn School	410 617-0418	Dr. Paula Cage/Head of School	pcage@theauburnschool.org
7401 Park Heights Avenue			
Pikesville, MD 21208			
Calvert Hall College	410 825-4266	Charles Stembler/Principal	stemblerc@calverthall.com
8102 LaSalle Road			
Baltimore, MD 21286			
Emmanuel Lutheran School	410 744-0015	Susan Miller/Principal	schooloffice@elsbaltimore.org
929 Ingleside Avenue	1227110025		
Baltimore, MD 21228			
The Park School	410 339-7070	Lorraine Breining/Dir. of Transportation	lbreining@parkschool.net
2425 Old Court Road		Transportation	
Baltimore, MD 21208			
baltimore, WID 21200			
Notre Dame Preparatory	410 825-6202	Patricia McCarron/Headmistress	mccarronp@notredameprep.com
School			
815 Hampton Lane			
Towson, MD 21286			
Talmudical Academy of	410 494 6600	Dahhi Vahuda Lafkavitz/Drasidant	TA@talmudicalacadamu ara
Talmudical Academy of Baltimore, Inc.	410 484-6600	Rabbi Yehuda Lefkovitz/President	TA@talmudicalacademy.org
4445 Old Court Road			
Pikesville, MD 21208			
FIRESVIIIE, IVID 21208			
St. James Academy	410 771-4816	Charlotte Riggs/Head of School	criggs@saintjamesacademy.org
3100 Monkton Road	120772 1020		or age county arrest and arrives a
Monkton, MD 21111			
•			
The Odyssey School	410 580-5551	Martha Sweeny/Head of School	msweeny@theodysseyschool.org
3257 Bridle Ridge Lane			
Lutherville-Timonium			
Montessori Manor	410 683-1771	Lisa Reiner/Administrator	montessorimanor@gmail.com
3526 Sweet Air Road			
Phoenix, MD 21131			
Loyola Blakefield	41 -823-0601	Anthony Day/Head of School	aday@loyolablakefield.org
500 Chestnut Ace	71 025-0001	7 and on y Day/ Head of School	dady@ioyolablakericia.org
Towson, MD 21204			

Baltimore City Public Schools	410 396-7440	Jacinta Hughes/Director	jlhughes@bcps.k12.md.us
200 E. North Avenue	410 330 7440	Student Transportation	Jinughes@Beps.R12.ind.ds
Baltimore, MD 21202		Stadent Hansportation	
Baltimore City/Private			
The Bryn Mawr School	410 323-8800	Sue Sadler/Head of School	sadlers@brynmawrschool.org
109 W. Melrose Avenue			
Baltimore, MD 21210			
Gilman School	410 323-3800	Henry P. A. Smyth/Headmaster	hsmyth@gillman.edu
5407 Roland Avenue			
Baltimore, MD 21210			
Mercy High School	410 433-8880	Mary Beth Lennon/President	mlennon@mercyhighschool.com
1300 East Northern Parkway		Jeanne A. Blakeslee	· -
Baltimore, MD 21239			
St. Francis of Assisi School	410 467-1683	John D'Adamo/Principal	dadamoj@sfa-school.org
3617 Harford Road		, , ,	, , , , , , , , , , , , , , , , , , , ,
Baltimore, MD 21218			
·			
St. Michael-St. Clement School	410 668-8787	Paul Kristoff/Principal	pkristoff@stmstc.org
10 Willow Avenue			
Baltimore, MD 21206			
Waldorf School of Baltimore	410 367-6808	Pat Whitehead/Exec. Director	Email not available.
4801 Tamarind Road			
Baltimore, MD 21209			
Calvert County Public Schools	443 550-8779	Dr. Edward Cassidy/Director	cassidye@calvertnet.k12.md.us
1305 Dares Beach Road	443 550-8781	Kevin Hook/Supervisor	hookk@calvertnet.k12.md.us
Prince Frederick, MD 20678			
Calvert County/Private			
Tidewater School	410 257-0533	Laura Amin/Head of School	laura.amin@thetidewaterschool.
120 Cox Road			
Huntingtown, MD 20639			
Caroline County Public	410 479-3260	Carmen Milligan/Tran Supervisor	milligan.carmen@ccpsstaff.org
Schools			
204 Franklin Street	410 479-3260	Shane Dickinson/Tran Coordinator	dickinson.shane@ccpsstaff.org
Denton, MD 21629	410 479-3259	Terry Liszewski/Tran Specialist	liszewski.teresa@ccpsstaff.org
Caroline County/Private			
The Benedictine School	410 634-2112	Scott Evans/Executive Director	scott.evans@benschool.org
14299 Benedictine Lane			
Ridgely, MD 21660			

Carroll County Public Schools	410 751-3229	Michael Hardesty/Director	mjharde@carrollk12.org
125 N. Court Street			
Westminster, MD 21157			
Council County/Drivate			
Carroll County/Private	440 040 7455	La Marcia Tali/Deira sinal	itali OCIMECTarkardana
St. John Catholic School	410 848-7455	Jo Marie Tolj/Principal	jtolj@SJWESTschool.org
45 Monroe Street			
Westminster, MD 21157			
Gerstell Academy	866 861-3300	John Polasko/President	Email not available.
2500 Old Westminster Pike			
Finksburg, MD 21048			
Cecil County Public Schools	410 751-3229	Michael Hardesty/Director	mjharde@carrollk12.org
201 Booth Street			
Elkton, MD 21921			
Cool County/Private			
Cecil County/Private Tri-State Christian Academy	410 398-2636	Turner Jones/Principal	tjones@tristatechristian.org
146 Appleton Road	110 330 2030	ramer sories/i inicipal	gonese tristateerinistiani.org
Elkton, MD 21921			
LINCOII, IVID ZIJZI			
Charles County Public Schools	301 934-7262	Bradley Snow/Director of Trans	bsnow@ccboe.com
5980 Radio Station Road		John Kraft/Asst Director	jkraft@ccboe.com
LaPlata, MD 20646		Brenda Gardner/Secretary	bgarner@ccboe.com
Charles County/Private			
St. Mary's School	301 932-6883	Mrs. Caniglia/Principal	caniglia@bryantown.org
13735 Notre Dame Place			
Bryantown, MD 20617			
Calverton School	410 535-0216	Christopher Hayes/Head of School	chayes@calvertonschool.org
300 Calverton School Rd			
Huntingtown, MD 20639			
<i>5</i> ,			
Dorchester County Public	410 221-1111	William Fleming/Trans Manager	flemingb@dcpsmd.org
Schools	x1044		1
700 Glasgow Street	410 221-1111	Kathy Yorton/Admin Secretary	yortonk@dcpsmd.org
Cambridge, MD 21613			
Dorchester County/Private			
Open Bible Academy	410 228-4488	Staff not listed	Email not available.
1619 Race Street			
Cambridge , MD 21613			
Frederick County Public	301 644-5366	Fred Punturiero/Director	transportation@fcps.org
Schools			
191 South East Street			
Frederick, MD 21701			
Frederick County/Private			
Friends Meeting School	301 798-0288	Jim Farber/Facilities Coordinator	finance@friendsmeetingschool. org
3232 Green Valley Rd	301 / 30 0200	srarber/racinites coordinator	ancee menasineedingschool. of
3/3/ (1/PPH VAHEV KO			

6	204 652 5755		
St. John Regional Catholic	301 662-6722	Karen Smith/Principal	Email not available
School			
8414 Opossumtown Pike			
Frederick, MD 21702			
The Banner School	301 695-9320	Gail A. Dobay/Head of School	Email not available
1730 N Market St	301 033 3020	Gailth Bessey, fledd ei seileel	Email not available
Frederick, MD 21701			
Garrett County Public Schools	301 334-8907	Richard Wesolowski/Director	richard.wesolowski@garrett countyschools.org
40 South Second Street	301 344-8920	Ronnie Bray/Assistant	ronald.bray@garrettcounty schools.org
Oakland, MD 21550	301 334-8907	Missi Desselrodt/Secretary	missi.nesselrodt@garrettcounty schools.org
Garrett County/Private			
Mountaintop Seventh-Day Adventist School	301 387-0022	Possibly inactive	Email not available
16335 Garrett Hwy.			
Oakland, MD 21550			
Harford County Public Schools	410 638-4092	Cathy Bendis/Director	
102 South Hickory Avenue		Matthew Bedsaul	
Bel Air, MD 21014		Danielle Bedsaul	
Harford County/Private			
The John Carroll School	410 838-8333	Tom Durkin/Principal	tdurkin@johncarroll.org
703 E Churchville Rd	.10 000 0000		taanime jormaan omong
Bel Air, MD 21014			
Harford Day School	410 838-4848	Susan Kearney/Head of School	Email not available
715 Moores Mill Rd		,,	
Bel Air, MD 21014			
Harford Christian School	410 457-5103	Karl Myers/Director Transportation	Contact through School Office
1736 Whiteford Rd		, , , , , , , , , , , , , , , , , , , ,	
Darlington, MD 21034			
Howard County Public	410 313-6726	David Ramsey/Director	David_Ramsay@hcpss.org
Schools	410 313-0/20	David Namsey/Director	David_namsay@ncpss.org
5451 Beaverkill Road	410 313-6821	Sheila Fike/Admin Secretary	sheila_fike@hcpss.org
Columbia, MD 21044			
Howard County/Private			
Glenelg Country School	410 531-8600	Gregory Ventre/Head of School	ventre@glenelg.org
12793 Folly Quarter Rd			
Ellicott City, MD 21042			

Fusion Academy Columbia	410 988-3962	Nicole Weston/Head of School	Nweston@fusionacademy.com
10175 Little Patuxent Pkwy	410 308-3302	Nicole Westony flead of School	ivweston@rasionacademy.com
Suite 120			
Columbia, MD 21044			
COIGITIDIA, IVID 21044			
Trinity School	410 744-1524	K. Marguerite Conley	mconley@trinityschoolmd.org
4985 Ilchester Road			
Ellicott City, MD 21043			
Glenwood Academy	410 489-6959	Tracie Feron/Executive Director	administration@glenwood
16151 Old Frederick Rd			academy.org
Mt. Airy, MD 21771			
ivit. All y, IVID 21771			
St. John's Parish Day School	410 465-7644	Lori Dembo/Head of School	Email not made available
9130 Frederick Rd		·	
Ellicott City, MD 21042			
Vant Caunty Builds C. L. J.	440 770 7447	Leconda Mile and an information of the control of t	in head and the set 142
Kent County Public Schools	410 778-7117	Joseph Wheeler/Supervisor Ops	jwheeler@kent.k12.md.us
5608 Boundary Avenue	410 810-2141	Donna Gorman/Secretary	dgorman@kent.k12.md.us
Rock Hall, MD 21661			
Kent County/Private			
Kent School	410 778-4100	Nancy Mugele/Head of School	nmugele@kentschool.org
6788 Wilkins Ln		, 3 .	
Chestertown, MD 21620			
Montgomery County Public	301 840-8130	Todd Watkins/Director	Todd_Watkins@mcpsmd.org
Schools	301 840-8130	Todd Watkins/Director	Toda_watkins@mcpsind.org
16651 Crabbs Branch Way	301 840-5325	H. Leon Langley/Asst. Director	Harold_L_Langley@mcpsmd.org
Rockville, MD 20855	301 840-8130	Sheri Diegelmann-Ausura/Sec	Sheri_L_Diegelmann-
· 		-	Ausura@mcpsmd.org
Mantager County / Duivata			
Montgomery County/Private Covenant Life School	301 869-4500	Jamie Leach/Head of School	II ozeh@elsomail org
	301 809-4300	Jamie Leachy Head of School	JLeach@clsemail.org
7503 Muncaster Mill Rd			
Gaithersburg, MD 20877			
Barnesville School of Arts &	301 972-0341	Susan Johnson/Head of School	sjohnson@barnesvilleschool.org
Sciences		-	-
21830 Peach Tree Road, P.O.			
Box 404			
Barnesville, MD 20838			
Seneca Academy	301 869-3728	Michelle Parker/Head of School	Email not available
15601 Germantown Rd	301 003 3728	initial and initial of school	Email not available
Darnestown, MD 20874			
2 a. Hestown, 1810 2007 7			
St. John's Episcopal School	301 774-6804	Tom Stevens/Head of School	tom.stevens@stjes.org
3427 Olney Laytonsville Rd			
Olney, MD 20832			

Sandy Springs Friends School	301 774-7455	Tom Gibian/Head of School	Tom.Gibian@ssfs.org
16923 Norwood Rd	3017747433	Tom distany freda of School	Tom. Gloranie 3515.61g
Sandy Springs, MD 20860			
, 1 3,			
Washington Christian	240 390-0429	James Armistead/Head of School	info@washingtonchristian.org
Academy			
16227 Batchellors Forest Rd			
Olney, MD 20832			
The Avalon School	301 963-8022	Kevin Davern/Headmaster	kevindavern@avalonschools.org
11811 Claridge Rd			
Silver Spring, MD 20902			
Washington Episcopal School	301 652-7878	Danny Vogelman/Head of School	Email not available
5600 Little Falls Pkwy			
Bethesda, MD 20816			
Landon School	301 320-3200	Ehren Federowicz/Head of School	ehren_federowicz@landon.net
6101 Wilson Ln			
Bethesda, MD 20817			
The Woods Academy	301 365-3080	Joseph Powers/Head of School	jpowers@woodsacademy.org
6801 Greentree Rd		,	,, ,
Bethesda, MD 20817			
•			
Rochambeau French	301 530-8260	Didier Leroy-Lusson/Head of School	leroy-lussond@rochambeau.org
International School		, ,	, -
9600 Forest Rd			
Bethesda, MD 20814			
·			
Georgetown Preparatory	30 -493-5000	John Glennon/Headmaster	jglennon@gprep.org
School		·	
10900 Rockville Pike			
North Bethesda, MD 20852			
Brookewood School	301 949-7997	Richard B. McPherson/ Pres.	rmcpherson@brookewood.org
10401 Armory Ave			
Kensington, MD 20895			
Stone Ridge School of the	301 657-4322	Catherine Ronan Karrels/Head of	Email not available
Sacred Heart		School	
9101 Rockville Pike			
Bethesda, MD 20814			
Prince George's County Public	301 952-6570	Rudolph Saunders/Director	transpor@pgcps.org
Schools			
6311 Randolph Road			
Suitland, MD 20746			
Prince George's County/			
Private			
St. Vincent Pallotti	301 725-3228	Jeff Palumbo/Principal	Email not available
113 St Mary's Pl			
Laurel, MD 20707	<u> </u>		

High Road Upper School of PG	304 210-4860	Michelle Anderson/Director	Email not available
County			
6500 Virginia Manor Rd			
Beltsville, MD 20705			
Al-Huda School	301 982-2401	No staff listed.	office@alhuda.org
5301 Edgewood Rd			
College Park, MD 20740			
New Hope Academy	301 459-7311	Joy Morrow	Email not available
7009 Varnum Street	301 433 7311	Joy Morrow	Email not available
Landover Hills, MD 20784			
Lanham Christian School	301 552-9102	Rev. Randall S. Burr/Exec. Dir.	rsburr@lanhamchristian.org
8400 Good Luck Rd			
Lanham, MD 20706			
Erianda Community School	201 441 2100	Angola Garcia/Hoad of School	angolag@friendecommunity
Friends Community School	301 441-2100	Angela Garcia/Head of School	angelag@friendscommunity school.org
5901 Westchester Park Dr			55.150.1518
College Park, MD 20740			
,			
Chelsea School	240 467-2100	Frank Mills/Head of School	fmills@chelseaschool.edu
2970 Belcrest Center Dr #300			
Hyattsville, MD 20782			
Saint Jerome Academy	301 277-4568	Daniel Flynn/Principal	dflynn@stjeromes.org
5207 42nd Pl	301 277-4308	Daniel FlynnyFinicipal	dilyilil@stjeroffles.org
Hyattsville, MD 20781			
Tryaccovine, IVID 20701			
Elizabeth Seton High School	301 864-4532	Sister Ellen Marie Hagar/Pres.	Email not available
5715 Emerson St			
Bladensburg, MD 20710			
Woodstream Christian	201 055 1160	Pakert A Wingfield D.D./Chancellar	in quin Que a detra a masa da mu a a m
Academy	301 955-1160	Robert A. Wingfield, D.D./Chancellor	inquiry@woodstreamacademy.com
9800 Lottsford Rd			
Mitchellville, MD 20721			
, =,			
Fairhaven School	301 249-8060	None Provided	Email not available
17900 Queen Anne Rd			
Upper Marlboro, MD 20774			
Corneratore Christian	201 262 7682	Danil Aletan /Dringing	dolston@ssc 575
Cornerstone Christian Academy	301 262-7683	Daryl Alston/Principal	dalston@cag.org
16010 Annapolis Rd			
Bowie, MD 20715			
Grace Brethren Christian	301 868-1600	George Hornickel/Director	george.hornickel@gbcseagles.org
School School			
6501 Surratts Rd			
Clinton, MD 20735			

Queen Anne's County Public Schools	410 758-2403	Margaret Ellen Kalmanowicz/Sup.	margaretellen.kalmanowicz@ qacps.org
202 Chesterfield Avenue	410 758-2403	Donna Clough/Admin. Asst.	donna.clough@qacps.org
Centreville, MD 21617	410 758-0489	Mary Dawkins/Secretary	mary.dawkins@qacps.org
Queen Anne's County/Private			
The Gunston School		John Lewis IV/Headmaster	jlewis@gunston.org
911 Gunston Rd			
Centerville, MD 21617			
Ct. Marrie County Dublic	204 475 4256	Leff The games (Director)	
St. Mary's County Public	301 475-4256	Jeff Thompson/Director	
Schools	x34117	Landa andi /Canadinatan	
27190 Point Lookout Road	301 475-4256	Joe Longobardi/Coordinator	
Loveville, MD 20656	301 475-4256	Alaina Cucinotta/Secretary	
	x34117		
St. Mary's County/Private			
Leonard Hall Naval Academy	301 475-8029	Suzanne Wisnieski/Headmistress	suzanne.wisnieski@lhjna.com
41740 Baldridge St		,	, , , , , , , , , , , , , , , , , , , ,
Leonardtown, MD 20650			
Somerset County Public	410 621-6227	Michael Bartemy/Supervisor	mbartemy@somerset.k12.md.us
Schools			
7982A Tawes Campus Drive	410 651-1616	Diane Drewer/Admin. Associate	ddrewer@somerset.k12.md.us
Westover, MD 21871			
Somerset County/Private			
Holly Grove Christian School	410 957-0222	Ronnie Landon/Transportation	Rlandon1@hgcsweb.com
Hony Grove Christian School	410 337-0222	Director	Mandon Temiscowen.com
7317 Mennonite Church Rd		2	
Westover, MD 21871			
Talbot County Public Schools	410 822-0330	Gina Lewis/Routing Specialist	elewis@talbotschools.org
12 Magnolia Street	410 820-4260	Dave Stofa	dstofa@talbotschools.org
Easton, MD 21601			
Talbot County/Private			
Saints Peter and Paul School	410 822-2275	Fr Michael Angeloni/Associate	mangeloni@ssppeaston.org
900 High St.		Pastor	
Easton, MD 21601			
Washington County Public	301 766-2904	Bryan Johnson/Supervisor	johnsbry@wcps.k12.md.us
Schools			
10435 Downsville Pike	301 766-2905	Angela Allen/Asst. Supervisor	allenang@wcps.k12.md.us
Hagerstown, MD 21740	301 766-2937	Wendy Stotelmyer/Admin. Sec	stotewen@wcps.k12.md.us
Washington County/Private			
St James School	301 733-9330	D. Stuart Dunnan/Headmaster	dsdunnan@stjames.edu
17641 College Rd			
	1		
Hagerstown, MD 21740			
Hagerstown, MD 21740			

St Mary Catholic School	301 733-1184	Patricia A. McDermott/Principal	pmcdermott@stmarycatholic school.org
218 W Washington St			
Hagerstown, MD 21740			
Wicomico County Public Schools	410 677-4400	Desmond Hughes/Director	dhughes@wcboe.org
1132 Jersey Road			
Salisbury, MD 21801			
Wicomico County/Private			
The Salisbury School	410 742-4464	Rachel Cress/Head of Upper School	racress@thesalisburyschool.org
6279 Hobbs Rd			
Salisbury, MD 21804			
Worcester County Public Schools	410 632-5076	Dr. Annette Wallace/Chief Operations	
6270 Worcester Highway	410 632-5013	Kim Heiser/Manager	kgheiser@mail.worcester.k12.md.us
Newark, MD 21841		, 3	
Worcester County/Private			
Worcester Preparatory School	410 641-3575	Michael Grosso/Head of School	Email not available
508 S Main St			
Berlin, MD 21811			

APPENDIX B SURVEY RESPONSES



In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with all twenty-four (24) public school districts across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

		xisting walking, ad bicycle acces	, .,	s related to students i	K-12, as well as the unmet	needs for safe
CEM 42 N. N Bel Air, Attn: P	∕ain St MD 21 eter Sc	reet		o:		
•			12 students in your your school distric		ve within allowable walking/	bicycling distance
	a.	0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
•	Of the	eligible students	s identified above, v	vhat percentage currer	ntly bicycle or walk to school	daily?
	a.	<u>0-10%</u>	b. 10-25%	c. 25-50%	d. Over 50%	
•	-	•	_	enarios most influence of (Check all which apply	the decision of parents to all y):	ow/disallow
	x x x	Safety of inters Amount of traff	of driving or bike with	Speed of Lack of cx Time cx Violence	g sidewalks or pathways traffic along route rossing guards onstraints e or crime pation in before/after-school	activities
•	Studen	·		-	lk and/or bike to school. Strongly Disagree	



(Check	all which apply):						
	Educational cam	paigns		_X	Use	crossing g	uards
	Walking School				Use s	peed cam	era enforcement
	Other infrastruc				Other		
	Designated walk	to school ro	outes				
a.	ocal law enforcen <u>Yes</u> (If so, briefl No	-	-	-		-	sistance during the school year
a. b.	he school district Yes, voluntary p Yes, paid positic <u>No</u>	ositions	sing guards	for busy	/ inters	ections?	
a.	he school district Yes (If so, briefl <u>No</u>		-		•	_	
a.	destrian and bicy Yes <u>No</u>	cle riders rel	eased from	school a	at the s	ame time	as bused students?
a.	ective clothing rec Yes <u>No</u>	uired for stu	dents who	bicycle t	o scho	ol?	
a.	he school district Yes <u>No</u>	provide "saf	e route" in	formatio	n to pe	destrians	and bicycle riders?
	cale of 1 – 5, how im? (Circle your	•	our jurisdic	tion/sch	ool dist	rict with t	the Safe Routes to School (SRT
	Less Familiar	1	<u>2</u> 3		4	5	More Familiar



 s would you like to see ir	 	

Anne Arundel County



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with all twenty-four (24) public school districts across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better walking/hisycling natterns related to students K 12, as well as the unmet needs for safe pe

	_	ccess to schools.	s relatea to students K	-12, as well as the unmet l	neeas for safe
CEM 42 N. Mai Bel Air, M Attn: Pete	in Street D 21014 er Scherr, Projec	rey below and return to tt Manager Ocemscience.com	to:		
		of K-12 students in your d by your school distric		e within allowable walking/b	oicycling distance
	a. 0-10%	b. <mark>10-25%</mark>	c. 25-50%	d. Over 50%	
• Of	the eligible stud	lents identified above, v	what percentage current	ly bicycle or walk to school c	laily?
	a. 0-10%	b. <mark>10-25%</mark>	c. 25-50%	d. Over 50%	
eli	gible students to	walk/bicycle to school	? (Check all which apply)	ne decision of parents to allo : All have been expressed s f more concern than the other	concerns by
	Safety of in Amount of Convenience Adults to w Weather or		Speed of t Lack of cr Time cons Violence c	or crime on in before/after-school ac	tivities
	Strongly A	gree Agree	_ Disagree X Stro	ongly Disagree	



•		neasures does the all which apply):	e jurisdictio	n/school	district tak	e to encou	ırage sa	afe access to schools?
		Educational camp Walking School B Other infrastruct Designated walk	ure	outes	<u>X</u> 	Use cross Use spee Other		ards era enforcement
•	a.						-	istance during the school year?
•	a.	ne school district of Yes, voluntary po Yes, paid position No	ositions	ssing gua	rds for bus	y intersect	ions?	
•	a.	ne school district p Yes (If so, briefly <mark>No</mark>				-	_	
•	a.	destrian and bicyc Yes <mark>No</mark>	le riders re	eleased fro	om school	at the sam	e time	as bused students?
•	a.	ctive clothing requ Yes No	uired for st	udents w	ho bicycle [.]	to school?		
•	a.	ne school district p Yes <mark>No</mark>	orovide "sa	fe route"	informatio	on to pede	strians	and bicycle riders?
•		ale of 1 – 5, how many (Circle your a		our juriso	diction/sch	ool district	t with tl	he Safe Routes to School (SRTS)
		Less Familiar	1	2	3	4	5	More Familiar



• What specific changes would you like to see implemented to increase overall bicycle/pedestrian safety?

Additional sidewalk infrastructure provided throughout the county in the walk areas for each school. Many of the areas where students could potentially walk to school do not have sidewalks or adequate road shoulders for students to walk along. The county and school system add a small amount of additional sidewalk footage on an annual basis, but for right of way issues, community resistance, and other odd reasons, most of these additions involve contentious and hard-fought campaigns.



In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a Pedestrian and Bicycle Access to School survey with all twenty-four (24) public school districts across the state

bicycle safety/access needs to schools across the state of Maryland. This information understand existing walking/bicycling patterns related to students K-12, as well as pedestrian and bicycle access to schools.	
Please complete the survey below and return to: CEM 42 N. Main Street Bel Air, MD 21014 Attn: Peter Scherr, Project Manager Or via email to: pscherr@cemscience.com	
 What percentage of K-12 students in your jurisdiction currently live within allowato school as defined by your school district? 	able walking/bicycling distance
a. <u>0-10%</u> b. 10-25% c. 25-50% d. Over	r 50%
Of the eligible students identified above, what percentage currently bicycle or was	alk to school daily?
a. <u>0-10%</u> b. 10-25% c. 25-50% d. Over	50%
 In your opinion, which of the following scenarios most influence the decision of peligible students to walk/bicycle to school? (Check all which apply): 	parents to allow/disallow
X Distance from home to school X Missing sidewalks or pathways	
X Safety of intersections/crossings X Speed of traffic along route	
X Amount of traffic along route X Lack of crossing guards	
Convenience of driving Time constraints	
Adults to walk or bike with Violence or crime	
Weather or climate X Participation in before/after-scho	ool activities
Students within the jurisdiction/school district encouraged to walk and/or bike to	o school.
Strongly Agree Agree Disagree Strongly Disagre	ee X



•		neasures does th all which apply):	•	on/sch	ool distric	t take to end	courage s	safe access to schools?	
	Even t	Educational cam Walking School Other infrastruchere, there are no	Bus ture o sidewalk		X	Use sp Other – o	f 24 scho	uards nera enforcement r ols, only four are in commun i ke is safe for pedestrians/bicy	
	a.	-	nent provid	de bicyc		-	-	sistance during the school yea	r? —
	a. b.	ne school district Yes, voluntary p Yes, paid positic No	ositions	ossing g	guards for	busy interse	ections?		
•	a.	ne school district Yes (If so, briefly No							
•	a.	destrian and bicy Yes No – there are I						e as bused students?	
•	a.	ctive clothing req Yes No – there are I						ounty.	
	a.	ne school district Yes No – there are I	•			·		and bicycle riders?	
•		cale of 1 – 5, how m? (Circle your a		your ju	ırisdiction	/school disti	rict with	the Safe Routes to School (SRT	īS)
		Less Familiar	1	2	3	4	5	More Familiar	



•	What specific changes would you like to see implemented to increase overall bicycle/pedestrian safety?
	Funding for infrastructure (sidewalks, streetlights, crosswalks with traffic control devices, crosswalks without traffic control devices) and funding for crossing guards.

Carroll County



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a Pedestrian and Bicycle Access to School survey with all twenty-four (24) public school districts across the state

icycle inders	safety/access need	ds to schools across ng/bicycling patter	collect and report inform the state of Maryland. The ns related to students K-1	his information wil	I help us better	
CEM 12 N. I Bel Air Attn: F	complete the surve Main Street , MD 21014 Peter Scherr, Project email to: pscherr@	Manager	to:		+0	
•		K-12 students in you by your school distr	r jurisdiction currently live vict?	within allowable wa	lking/bicycling di	stance
	a. 0-10%	b. 10-25%	c. 25-50%	d. Over 50%	9	S. Same
•	Of the eligible stude	nts identified above,	what percentage currently	bicycle or walk to so	chool daily?	,
	a. 0-10%	b. 10-25%	c. 25-50%	d. Over 50%)	£	
•	All .	_	cenarios most influence the pl? (Check all which apply):	decision of parents	to allow/disallow	v
	Safety of interest Amount of the Convenience	lk or bike with	Speed of tra Lack of cros Time constra Violence or	aints	ool activities	
•	Students within the Strongly Agr	*	istrict encouraged to walk a Disagree Stro	nd/or bike to schoo	I.	



•	What measures does the jurisdiction/school district take to encourage safe access to schools? (Check all which apply):
	Educational campaigns Walking School Bus Other infrastructure Designated walk to school routes Use crossing guards Use crossing guards Use speed camera enforcement Other Same Municipal Junion Pawide crossing guards M
•	Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year? a Yes (if so, briefly explain): b. No
•	Does the school district-employ erossing guards for busy intersections? a. Yes, voluntary positions b. Yes, paid positions c. No
•	Does the school district provide bicycle and pedestrian safety training for students? a. Yes (If so, briefly explain): Walk Acades Rui Provided b. No
•	Are pedestrian and bicycle riders released from school at the same time as bused students? a. Yes b. No
•	Is reflective clothing required for students who bicycle to school? a. Yes b. No
•	Does the school district provide "safe route" information to pedestrians and bicycle riders? a. Yes b. No
•	On a scale of 1 – 5, how familiar is your jurisdiction/school district with the Safe Routes to School (SRTS) Program? (Circle your answer):
	Less Familiar 1 2 3 4 5 More Familiar



What specific changes would you like to see implemented to increase overall bicycle/pedestrian safety? — Arm a general Dense Davent pick up and Arop of should the more classify monthless the limited. Pickup and dropoff should mot interfere with bus traffic and pike and pedestrian traffic.



In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with all twenty-four (24) public school districts across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

understand ex pedestrian an	-	g/bicycling patterns ess to schools.	related to s	students K	'-12, as w	ell as the unn	net needs for safe
CEM 42 N. Main St Bel Air, MD 2. Attn: Peter Sc Or via email t What p	treet 1014 cherr, Project l to: pscherr@c percentage of l	emscience.com	jurisdiction c	currently liv	ve within a	aliowable walk	ing/bicycling distance
		b. 20-25%	c. 25-			Over 50%	
• In you	0-10%	b. 10-25% h of the following scenals/bicycle to school	c. 25-s	50% influence t	d. he decisio	Over 50%	
	Safety of inte Amount of tra Convenience Adults to wal Weather or c	k or bike with	etrict encoura	Speed of Lack of con Time con Violence Participat	traffic alo rossing gu straints or crime tion in bef	ards **PURCEIVE ore/after-scho	
		ee Agree				sagree	



•	What measures does the jurisdiction/school district take to encourage safe access to schools? (Check all which apply):
	Educational campaigns Walking School Bus Other infrastructure Designated walk to school routes Use crossing guards Use speed camera enforcement Other Other
•	Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year? (a) Yes (If so, briefly explain): CROSSIV 6 GUNEOS WERD SCHOOL CAMPUL (b) NO NOT IN ALL MREAS
•	Does the school district employ crossing guards for busy intersections? a. Yes, voluntary positions b. Yes, paid positions C. No SHCRIFF OFFICE PROVIDES
•	Does the school district provide bicycle and pedestrian safety training for students? a. Yes (If so, briefly explain):
•	Are pedestrian and bicycle riders released from school at the same time as bused students? Yes b. No
•	Is reflective clothing required for students who bicycle to school? a. Yes No
•	Does the school district provide "safe route" information to pedestrians and bicycle riders? a. Yes No
•	On a scale of $1-5$, how familiar is your jurisdiction/school district with the Safe Routes to School (SRTS) Program? (Circle your answer):
	Less Familiar 2 3 4 5 More Familiar



	€	
 		

Harford County



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with all twenty-four (24) public school districts across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

	_	ess to schools.	ns related to stat	ients R 12, us	wen as the an	met needs jor saje
CEM 42 N. Main S Bel Air, MD 2 Attn: Peter S	treet 21014 cherr, Project	y below and return Manager cemscience.com	n to:			
		K-12 students in you by your school distr	•	ently live withir	n allowable wall	king/bicycling distance
a.	0-10%	b. 10-25%	c. 25-50%	6 d	l. Over 50%	
• Of the	e eligible stude	nts identified above	, what percentage	currently bicyc	le or walk to sc	hool daily?
a. *this i		b. 10-25% as we have no way t	c. 25-50% o track parent or s		l. Over 50% pick up or drop	off
•		ch of the following s valk/bicycle to scho			ion of parents t	to allow/disallow
XXXXX	Safety of inte Amount of Convenience Adults to w	alk or bike with	X S L X V	ssing sidewalks peed of traffic a ack of crossing Time constrain iolence or crime Participation in	along route guards ts	chool activities
• Stude	nts within the j	jurisdiction/school c	listrict encouraged	to walk and/or	bike to school.	
	Strongly Agr	ee Agree _>	K Disagree	Strongly	Disagree	



•	(Check all which apply):
	X_ Educational campaignsX_ Use crossing guards Walking School BusX_ Use speed camera enforcement Other infrastructure Other Designated walk to school routes
•	Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year? a. Yes (If so, briefly explain):Crossing guards b. No
•	Does the school district employ crossing guards for busy intersections? a. Yes, voluntary positions b. Yes, paid positions c. No
•	Does the school district provide bicycle and pedestrian safety training for students? a. Yes (If so, briefly explain):
•	Are pedestrian and bicycle riders released from school at the same time as bused students? a. Yes b. No
•	Is reflective clothing required for students who bicycle to school? a. Yes b. No
•	Does the school district provide "safe route" information to pedestrians and bicycle riders? a. Yes b. No
•	On a scale of $1-5$, how familiar is your jurisdiction/school district with the Safe Routes to School (SRTS) Program? (Circle your answer):
	Less Familiar 1 2 3 <mark>4</mark> 5 More Familiar



_* Some schoo	ls are prohibitive	e for students to	walk or bike due	to the area and location	n of the sch
* Our locals	neriff's office pay	s for the crossir	ng guard and also	assists us traffic enforc	ement.



In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with all twenty-four (24) public school districts across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

		J	ccess to schools.	related to students i	K-12, as well as the unmet	neeas for safe
CEM 42 N. I Bel Air Attn: F	Main St , MD 2. Peter Sc	reet 1014 cherr, Projec	rey below and return to ct Manager Pcemscience.com	o:		
•		_	of K-12 students in your j d by your school district	•	ve within allowable walking/	bicycling distance
	a.	0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
•	Of the	eligible stud	lents identified above, w	hat percentage curren	itly bicycle or walk to school	daily?
	a.	0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
•		•	nich of the following sceno walk/bicycle to school?		the decision of parents to all v):	ow/disallow
	x	Distance f	from home to school	Missing	sidewalks or pathways	
	X	•	intersections/crossings	 ·	f traffic along route	
	X_		traffic along route		rossing guards	
			ce of driving	Time con		
			alk or bike with	Violence		I a satudata a
	X	Weather	or climate	X Partici	pation in before/after-schoo	i activities
•	Studer	nts within the	e jurisdiction/school dist	rict encouraged to wal	k and/or bike to school.	
		Strongly A	gree _X Agree	Disagree	Strongly Disagree	



X	_ Educational campaigns		X	Use	crossing guards
X_			Use sp	eed can	nera enforcement
	Other infrastructure		Other		
	Designated walk to school ro	outes			
	local law enforcement provide	•	•	-	ssistance during the school ye
a. b.	Yes (If so, briefly explain): C No	rossing guarus a	ina school s	ecurity	
	the school district employ cros	ssing guards for	busy interse	ections?	
	Yes, voluntary positions				
b. C.	. Yes, paid positions No				
Does	the school district provide bicy	•	•	_	
a.	(, , - - ,	With assistance	from local p	olice a	nd DOT
b.	. No				
Are pe	edestrian and bicycle riders re	leased from sch	ool at the sa	me tim	e as bused students?
	Yes				
b.	. No				
Is refl	ective clothing required for stu	udents who bicy	cle to schoo	11?	
a.	Yes				
b.	. No				
Does ⁻	the school district provide "saf	fe route" inform	ation to peo	destrian	s and bicycle riders?
a.					
b.	. No				
On a s	scale of 1 – 5, how familiar is y	our iurisdiction/	school distr	ict with	the Safe Routes to School (SR
	am? (Circle your answer):	, ,			,
J	,				



St. Mary's County



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with all twenty-four (24) public school districts across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

understand ex		bicycling patterns rel	• •	This information will help us better as well as the unmet needs for safe
CEM 42 N. Main St Bel Air, MD 2 Attn: Peter Sc Or via email t	rreet 1014 cherr, Project Mo o: pscherr@cen	nscience.com		
	_	l2 students in your juris your school district?	diction currently live wit	hin allowable walking/bicycling distance
a.	0-10%	b. 10-25%	c. 25-50%	d. Over 50%
• Of the	eligible students	identified above, what	percentage currently bio	cycle or walk to school daily?
a.	0-10%	b. 10-25%	c. 25-50%	d. Over 50%
	•	of the following scenari k/bicycle to school? (Ch		cision of parents to allow/disallow
x x x x x	Safety of inters Amount of traf Convenience o Adults to walk o Weather or clin	f driving or bike with mate	x_ Speed of trainx_ Lack of crossix_ Time constrainx_ Violence or cr Participation i	iints ime n before/after-school activities
• Studen	·	sdiction/school district Agree	encouraged to walk and Disagree Strong	/or bike to school.



	Educational camp	aigns		Use crossing	guards
	Walking School Bu				mera enforcement
	Designated walk t	o school routes			
Does l					assistance during the school year?
a. b.	Yes (If so, briefly e	<mark>explain):</mark>	ill do some o	clinics and prese	ntations
					_
	the school district en Yes, voluntary por		uards for bu	sy intersections	?
	Yes, paid position				
	No No	•			
Does t	the school district p	rovide bicycle and	d pedestriar	n safety training	for students?
a.	Yes (If so, briefly		-		for students? ple schools do some training
a.			-		
a. b.	Yes (If so, briefly on No	<mark>explain):</mark> I beli	ieve a coupl	e of the applical	
a. b. Are pe <mark>a.</mark>	Yes (If so, briefly e No edestrian and bicyclo Yes	<mark>explain):</mark> I beli	ieve a coupl	e of the applical	ole schools do some training
a. b. Are pe <mark>a.</mark>	Yes (If so, briefly e No edestrian and bicycle	<mark>explain):</mark> I beli	ieve a coupl	e of the applical	ole schools do some training
a. b. Are pe <mark>a.</mark> b.	Yes (If so, briefly e No edestrian and bicyclo Yes	explain):I beli e riders released	ieve a coupl	e of the applical	ole schools do some training
a. b. Are pe a. b. Is refle a.	Yes (If so, briefly e No edestrian and bicycle Yes No ective clothing requ Yes	explain):I beli e riders released	ieve a coupl	e of the applical	ole schools do some training
a. b. Are pe a. b. Is refle a.	Yes (If so, briefly e No edestrian and bicycle Yes No ective clothing requ	explain):I beli e riders released	ieve a coupl	e of the applical	ole schools do some training
a. b. Are pe a. b. Is refle a. b.	Yes (If so, briefly e No edestrian and bicycle Yes No ective clothing requ Yes No	explain):I beli e riders released ired for students	from school	e of the applical	ole schools do some training
a. b. Are pe a. b. Is refle a. b. Does t	Yes (If so, briefly e No edestrian and bicycle Yes No ective clothing requ Yes No the school district po Yes	explain):I beli e riders released ired for students	from school	e of the applical	ole schools do some training
a. b. Are pe a. b. Is refle a. b. Does t	Yes (If so, briefly endowned No edestrian and bicycle Yes No ective clothing requeryes No ethers school district postale.	explain):I beli e riders released ired for students	from school	e of the applical	ole schools do some training
a. b. Are pe a. b. Is refle a. b.	Yes (If so, briefly ended strian and bicycle edestrian and bicycle Yes No ective clothing requeryes No eche school district process No No eche sch	e riders released ired for students rovide "safe route	ieve a coupl from school who bicycle	e of the applical I at the same tin to school?	ole schools do some training



What specific changes would you like to see implemented to increase overall bicycle/pedestrian safety?
We are a more rural school district. The primary factor is the location of the school compared to where the students live. If you want to support walking or using a bicycle to get to school, then the school needs to be centrally located within a neighborhood/housing area. There should be financial incentives for developers and school systems to locate schools in central locations that make it easier for students from all directions to walk to and from school if your goal is to encourage more walkers. Our two newest schools all located on the edge of large neighborhoods and don't get as many walkers/bike riders as they would if they were located in the middle of the neighborhood.

Washington County



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a ate d

								stricts across the state nmet pedestrian and
	V50 25	s to schools acro			14			
								inmet needs for safe
		ess to schools.	erris reia	ica to s	ruucmi	,	ven do tire d	inner needs for suje
•								
	ete the survey	y below and retu	rn to:					
CEM 42 N. Main St	troot							
Bel Air, MD 2.								
Attn: Peter So		Manaaer						
	638	emscience.com						
	3	K-12 students in y by your school dis	T	liction c	urrently	live within	allowable wa	alking/bicycling distance
	0-10%	b. 10-25%		c. 25-	50%	d.	Over 50%	
 Of the 	eligible studer	nts identified abo	ve, what p	ercenta	age curre	ently bicycle	or walk to s	school daily?
a.	0-10%	b. 10-25%		c. 25-5	50%	d.	Over 50%	
	(20)	ch of the following valk/bicycle to sch	50.				on of parents	s to allow/disallow
$\frac{X}{X}$		m home to school ersections/crossin	ac	X	0.75	sidewalks of traffic alo	or pathways	
	10±3	affic along route	53	X		crossing gu		
X X X X	Convenience			X		onstraints	iurus	
X		k or bike with		X		e or crime		
X	Weather or c			X	Particip	ation in bef	fore/after-sc	hool activities
 Studer 	nts within the i	urisdiction/schoo	l district e	ncoura	ged to w	alk and/or	bike to schoo	ol.
		ee Agree			TO 100			



•	What measures does the jurisdiction/school district take to encourage safe access to schools? (Check all which apply):
	Educational campaigns Walking School Bus Other infrastructure Designated walk to school routes Use crossing guards Use speed camera enforcement Other Other
•	Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year? a. Yes (If so, briefly explain): b. No
•	Does the school district employ crossing guards for busy intersections? a. Yes, voluntary positions b. Yes, paid positions c. No
•	Does the school district provide bicycle and pedestrian safety training for students? (a) Yes (If so, briefly explain): (b) No
•	Are pedestrian and bicycle riders released from school at the same time as bused students? a Yes b. No
•	Is reflective clothing required for students who bicycle to school? a. Yes b. No
•	Does the school district provide "safe route" information to pedestrians and bicycle riders? a. Yes b. No
•	On a scale of 1 – 5, how familiar is your jurisdiction/school district with the Safe Routes to School (SRTS) Program? (Circle your answer):
	Less Familiar 1 2 3 4 5 More Familiar



Volonte	ess to Eacil, tate walking school bus.	• • • • • • • • • • • • • • • • • • • •
	J	

Cornerstone Christian Academy



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with select Private Schools across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

Please complete the survey CEM 42 N. Main Street Bel Air, MD 21014 Attn: Peter Scherr, Project I Or via email to: pscherr@c	Manager	:		
What percentage of k	<-12 students currently	live within allowable	walking/bicycling distance t	to school?
a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
Of the eligible studen	ts identified above, wh	nat percentage current	tly bicycle or walk to school	daily?
a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
	h of the following scenaralk/bicycle to school? (he decision of parents to all):	low/disallow
x Safety of inte	or bike with	Speed of Lack of c Time cor Violence c		activities
Students are encoura	ged to walk and/or bik	e to your school.		
Strongly Agre	e AgreeX	Disagree S	Strongly Disagree	



	Educational can	npaigns		_x_		Use cro	ssing g	guards	
	Walking School	Bus		_x_		Use spe	ed car	mera enforcement	
	Other infrastruc	ture			_ 0	ther _			
	Designated wall	k to school	routes						
a		-	-				-	sistance during the school ye	ear?
a	your school emplo . Yes, voluntary p . <mark>Yes, paid positio</mark> . No	ositions	guards f	for busy in	ntersed	ctions?			
a	your school provid . Yes (If so, briefl . No	•	•		•	_			
a.	lective clothing red . Yes . No	quired for s	students	who bicy	cle to s	school?			
a.	your school provid . Yes <mark>. No</mark>	de "safe ro	ute" info	ormation t	o ped	estrians	and b	picycle riders?	
	scale of 1 – 5, how answer):	familiar is	you're y	our schoo	ol with	the Sa	fe Rou	tes to School (SRTS) Program	? (C
	Less Familiar	<mark>1</mark>	2	3	4		5	More Familiar	
What	specific changes v	would you	like to se	ee implem	ented	to incr	ease o	verall bicycle/pedestrian safe	ety?

I am the principal of Cornerstone Christian Academy, a private school located along Racetrack Road and Annapolis Road in Bowie, MD. A needed change for increasing the overall safety of all people in this area begins with the implementation of a center turning lane placed in the middle of Racetrack road.

There are two private elementary schools (Cornerstone Christian Academy and Grace Baptist School), two daycare facilities (Redeemer Child Care and Little Pebbles Day Care), and one public elementary school (Yorktown) all located within the quarter mile distance of Racetrack Road that extends from its intersection with Annapolis Road.

Every morning, traffic along this road becomes congested and unsafe. Two of our families have already been involved in car accidents along this road this year, while numerous other accidents have occurred along this route. Racetrack Road has become unsafe as many cars must cross in front of on-coming traffic in order to enter school driveways and drop off children. Turning lanes would grant drivers better visibility of on-coming car traffic, bicycles, and pedestrians.

Better visibility is essential for the safety of all school children in this area. Please implement turning lanes along this section of Racetrack Road before another accident, potentially more tragic, occurs. Our children deserve to be kept safe.

Please update me on your plans for upgrading this road and area.

Thank You,
Daryl Alston
Cornerstone Christian Academy

Friends Community School



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with select Private Schools across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

CEM 42 N. Main S Bel Air, MD 2 Attn: Peter So	treet	•	:			
• What	percentage of K-:	12 students currently	live within a	ıllowable walkin	g/bicycling dista	nce to school?
a.	0-10%	b. 10-25%	c. 25-5	0%	d. Over 50%	
• Of the	e eligible students	identified above, wh	nat percenta	ge currently bicy	ycle or walk to sc	hool daily?
a.	<mark>0-10%</mark>	b. 10-25%	c. 25-50)%	d. Over 50%	
•		of the following scen k/bicycle to school?			cision of parents t	to allow/disallow
xxxxxx	Safety of inter Amount of tra Convenience of	or bike with	x	Speed of traff Lack of crossin Time constrai Violence or crit	g guards nts	ool activities
• Stude	nts are encourage	ed to walk and/or bik	e to your scl	nool.		
	Strongly Agree	Agree	Disagree	e_X Strong	gly Disagree	



	Educational can	npaigns			Use c	rossing g	uards	
	Walking School	Bus			Use s	peed can	nera enforcement	
	Other infrastruc	cture			Other	-		
	Designated wall	k to schoo	l routes					
a.		-	-			-	sistance during the school y	ear?
a. b.	vour school emplo Yes, voluntary p Yes, paid position	oositions	g guards t	for busy in	tersection	s?		
a.	vour school provid Yes (If so, briefl No		-		-	_		
a.	ective clothing red Yes No	quired for	students	who bicyo	cle to scho	ol?		
a.	vour school provid Yes No	de "safe ro	oute" info	ormation t	o pedestri	ans and b	picycle riders?	
	cale of 1 – 5, how nswer):	ı familiar i	s you're y	our schoo	ol with the	Safe Rou	tes to School (SRTS) Progran	n? (0
	Less Familiar	1	2	3	4	5	More Familiar	
V hat:	specific changes v	would you	like to se	ee implem	ented to ii	ncrease o	verall bicycle/pedestrian saf	ety?



Grace Brethren Christian



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a Pedestrian and Bicycle Access to School survey with select Private Schools across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

Please CEM	e complete the surv	vey below and return to	o:		
42 N.	Main Street				
Bel Aiı	r, MD 21014	·	•		
Attn: I	Peter Scherr, Projed	ct Manage <u>r</u>			
Or via	email to: pscherr@	Dcemscience.com			
•	What percentage of	of K-12 students currentl	ly live within allowable v	walking/bicycling distance to	school?
	a. 0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
•	Of the eligible stud	lents identified above, w	hat percentage current	ly bicycle or walk to school o	laily?
	a. 0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
. •		nich of the following sce walk/bicycle to school?		ne decision of parents to allo	w/disallow
	✓ Distance from the first term of the first	om home to school	Missing sig	dewalks or pathways	
		tersections/crossings	Speed of t	raffic along route	
	Amount of	traffic along route	Lack of cr	ossing guards	
	Conveniend	ce of driving	Time cons	traints	
	Adults to w	alk or bike with	Violence o	or crime	
	Weather or	r climate	Participati	on in before/after-school ac	tivities
•	Students are encou	uraged to walk and/or bi	ike to your school.		
	Strongly Ag	gree Agree	Disagree St	rongly Disagree	



	Educatio	nal car	npaigns		Allengin		rossing g		
	Walking						-	nera enforcement	
	Other in					Othe	r		
	Designat	ed wal	k to schoo	ol routes					
	. Yes (If so							ssistance during the school y	ear?
(b	.) N o				٠				
Does	your schoo	l empl	oy crossin	g guards	for busy ii	ntersection	ns?		
a	. Yes, volu	ıntary	positions		ŕ			•	
b C.	Yes, paid No	d positi	ons						
Does	your schoo	l provi	, de bicycle	and ped	estrian saf	fety trainin	g for stu	dents?	
	. Yes (If so	-	-	-		-	_		
6	.) No								
o Is rofl	lective clotl	ning ro	guired for	ctudonto	who bicu	clo to cebe	ol2		
	. Yes	illig re	-	students	wile bicy	cie to scric			
	.) No								
	All Yeve rooms								
	-	l provi	de "safe r	oute" info	ormation	to pedestri	ans and l	picycle riders?	
	. Yes . No	und dit sala.	ur residente de la compa			:			
			1111 1 11111			t en e		•	
	scale of 1 – answer):	5, how	<i>ı</i> familiar i	s you're	your scho	ol with the	Safe Rou	ites to School (SRTS) Prograr	n? (
	Less Fan	niliar	1	2	3	4	5	More Familiar	
<i>N</i> hat	specific ch	anges	would you	ı like to sı	ee implem	nented to i	ncrease c	verall bicycle/pedestrian said b. He lanes.	fety?
	SINCWA	71 7	100		-wy pos	ULII	1 , -0	10) ((1)	

The John Carroll School



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with select Private Schools across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

	complete the sur	vey below and return t	o:		
CEM	Asia Charat				
	Nain Street				
	. MD 21014 eter Scherr, Proje	ct Managar			
		@cemscience.com			
Or via	eman to. psenem	geemserence.com			
•	What percentage	of K-12 students current	ly live within allowable	e walking/bicycling distance	e to school?
	a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
•	Of the eligible stud	dents identified above, v	what percentage currer	ntly bicycle or walk to scho	ol daily?
	a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
•	•	hich of the following sce o walk/bicycle to school		the decision of parents to y):	allow/disallow
	x Distance	from home to school	Missing	sidewalks or pathways	
	Safety of i	ntersections/crossings	x Speed o	of traffic along route	
	x Amount of	of traffic along route	Lack of	crossing guards	
	x Convenie	nce of driving	x Time c	constraints	
	Adults to v	walk or bike with	Violence	or crime	
	x Weather	or climate	Particip	ation in before/after-school	ol activities
•	Students are enco	uraged to walk and/or b	ike to your school.		
	Strongly A	.gree Agreex	Disagree	Strongly Disagree	



_X	Educational car	mpaigns				Use cr	ossing guards	
	Walking School I	Bus		_x_	_ Use s _l	peed cam	nera enforcement	
	Other infrastruc	ture			_ Other			
	Designated walk	to schoo	l routes					
		-	-	-		-	ssistance during the schoo	l year?
	Yes (If so, briefly No	/ explain):	During s	porting ev	ents and o	<u>dismissal</u>	as needed.	
				f l		- 2		
	our school emplo Yes, voluntary p		_				ntary.	
	Yes, paid position			Olis	are ii r aid	or volui	itary.	
C.								
a.	ective clothing req Yes No			,				
a.	our school provid Yes No	le "safe ro	oute" info	ormation to	pedestri	ans and b	picycle riders?	
On a so		familiar is	s you're y	our schoo	l with the	Safe Rou	ites to School (SRTS) Progr	am? ((
	Less Familiar	1	2	3	4	5	More Familiar	
What s	specific changes w	vould you	like to se	ee implem	ented to i	ncrease o	verall bicycle/pedestrian s	safety?



Key School



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MIDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a

<u>Pede:</u>	strian ai	nd Bicycle A	Access to School survey v	with select	t Pri vate Sc	hools across the state of M	1aryland. The
purpo	ose of th	is survey is	to collect and report in	formation	regarding	unmet pedestrian and bicy	ıcle
safet	y/access	needs to s	chools across the state	of Maryla	nd. This inf	formation will help us bette	er understand
existi	ng walk	ing/bicyclin	ng patterns related to st	udents K-1	12, as well	as the unmet needs for say	fe pedestrian
and b	icycle a	ccess to sch	nools.				
Pleas CEM	e compl	ete the sur	vey below and return to	:			
	Main St	treet					
Bel A	ir, MD 2	1014					
Attn:	Peter So	herr, Proje	ct Manager				
Or vid	a email t	to: pscherr (@cemscience.com				
•	What	percentage	of K-12 students currently	live withir	rallowable v	walking/bicycling distance to	school?
	a.	0-10%	b.) 1.0-25%	c. 25	-50%	d. Over 50%	
•	Of the	eligible stud	dents identified above, wh	nat percent	age current	ly bicycle or walk to school d	aily?
	a.) _{0-10%}	b. 10-25%	c. 25-	50%	d. Over 50%	
•	-		hich of the following scen o walk/bicycle to school? (ne decision of parents to allow:	w/disallow
		Distance fr	om home to school	<u>×</u> .	Missing sid	dewalks or pathways	
	×		ntersections/crossings		-	raffic along route	
	<u>X</u>		traffic along route	X		ossing guards	
			ce of driving	Committee of the Commit	Time cons		
		Weather o	valk or bike with		Violence o	or crime on in before/after-school act	ivities
		vveather o				on in before, after-school act	ivities
•	Studer	nts are enco	uraged to walk and/or bik	e to your s			
		Strongly A	gree Agree	Disagre	ee <u>v</u> St	rongly Disagree	
•				courage sa	fe pedestria	in and/or bicycle access to so	hools?
	(Cneck	all which ap	рріу):				



	Educational ca	ımpaigns			Us e c	rossing g	uards	
	Walking School Other infrastro Designated wa	ol Bus ucture	routes		Use s	peed c <mark>a</mark> r	nera enforcement	_
		•				-	ssistance during the scho	ool year?
a. b.	our school emp Yes, voluntary Yes, paid posi No	positions	guards f	or busy in	tersection	ıs?		
-		-	-		•	_	dents? 	
Is refle a. b.	ctive clothing re Yes No	equired for s	tudents	who bicyc	ile to scho	ol?		
a.	our school prov Yes) ^{No}	ide "safe roા	ute" info	rmation to	o pedestri	ans and l	picycle riders?	
	cale of 1 – 5, ho nswer):	w familiar is	you're y	our schoo	l with the	Safe Rou	ites to School (SRTS) Pro	gram? (Circ
	Less Familiar	(1)	2	3	4	5	More Familiar	•
	pecific changes Need BILE	-					overall bicycle/pedestrian と アイルヒ	ı safety?

Seneca Academy



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a Pedestrian and Bicycle Access to School survey with select Private Schools across the state of Maryland. The nd m

Caraca array	,			acres the state of many arran
* *	across the state of I	Marylar	d. This informa	et pedestrian and bicycle tion will help us better understa e unmet needs for safe pedestric
Please complete the survey be CEM 12 N. Main Street Bel Air, MD 21014 Attn: Peter Scherr, Project Mai Or via email to: pscherr@cems	nager			
What percentage of K-12	students currently live	e within	allowable walkin	g/bicycling distance to school?
(a.) 0-10% b	o. 10-25%	c. 25-	50%	d. Over 50%
Of the eligible students in	dentified above, what	percenta	ige currently bicy	cle or walk to school daily?
(a.) 0-10% b	o. 10-25%	c. 25-5	0%	d. Over 50%
 In your opinion, which of eligible students to walk/ 	_			ision of parents to allow/disallow
Distance from hore Safety of intersect Amount of traffic Convenience of de Adults to walk or Weather or climate	tions/crossings along route riving bike with	\frac{\sqrt{\sq}}\sqrt{\sq}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}	Missing sidewalk Speed of traffic a Lack of crossing Time constraints Violence or crime Participation in b	along route guards s
Students are encouraged Students are encouraged	to walk and/or bike to			. Disagrapa
Strongly Agree	Agree	ויי	e Strongly	nisaktee



	t measures does your school take to encou ck all which apply):	urage safe pedestrian and/or bicycle access to schools?
	Educational campaigns	Use crossing guards
	Walking School Bus	Use speed camera enforcement
	Other infrastructure	Other N/A
	Designated walk to school routes	,
	•	d/or pedestrian safety assistance during the school year?
	D.) NO N/A	
; 	s your school employ crossing guards for buta. Yes, voluntary positions o. Yes, paid positions o. No № /A	usy intersections?
	s your school provide bicycle and pedestria a. Yes (If so, briefly explain): D. No	
فر	flective clothing required for students who n. Yes n. No ν / \triangleright	bicycle to school?
į	s your school provide "safe route" informat i. Yes i. No ν / \triangleright	tion to pedestrians and bicycle riders?
	scale of $1-5$, how familiar is you're your sanswer):	school with the Safe Routes to School (SRTS) Program? (Circle
	Less Familiar 1 2) 3	4 5 More Familiar
\M/ha	t specific changes would you like to see im	plemented to increase overall bicycle/pedestrian safety?
VVIId	(x) e ouse of small onesa	hod - 5th and de povote school.
		sported by auto. The surroundin
	streets within = 1 mi	
	street (state Huy 118)	has neither sidewalks or bike
	lanes and would be	too dangerous for alildren to
	navigate. Bike lanes	& sidewalks are much readed.

St. John Episcopal School



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with select Private Schools across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

Please (CEM	complete the survey	below and return to	<i>:</i>		
_	Лain Street				
	MD 21014				
•	eter Scherr, Project	Manaaer			
	email to: pscherr@c	•			
•	What percentage of	K-12 students currently	v live within allowable	walking/bicycling distance to	o school?
	a. 0-10%	b. 10-25%	c. <mark>25-50%</mark>	d. Over 50%	
•	Of the eligible studer	nts identified above, wh	nat percentage currer	ntly bicycle or walk to school	daily?
	a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
	•	h of the following scen valk/bicycle to school?		the decision of parents to alloy):	ow/disallow
	x Distance fro	m home to school	x Missin	g sidewalks or pathways	
	x Safety of int	ersections/crossings	x Speed	of traffic along route	
	x Amount of t	raffic along route	x Lack o	f crossing guards	
	Convenience	of driving	Time cor	nstraints	
	x Adults to wa	lk or bike with	Violence	e or crime	
	Weather or c	limate	Participa	tion in before/after-school a	ctivities
•	Students are encoura	nged to walk and/or bik	se to your school.		
	Strongly Agre	ee Agree	Disagree _x	Strongly Disagree	



	Educational campaign	ıs		_ Use cr	ossing g	uards	
	Walking School Bus		_x_			era enforcement	
	Other infrastructure			Other			
	Designated walk to sc	hool routes					
a	local law enforcement p . Yes (If so, briefly expl . No					sistance during the schoo	l year?
a b	your school employ cros . Yes, voluntary positio . Yes, paid positions . No		or busy int	ersection	s?		
a	your school provide bicy . Yes (If so, briefly expl . No	•		-			
a	lective clothing required . Yes . No	for students v	who bicycl	e to scho	ol?		
	your school provide "sa . Yes . No	fe route" infor	mation to	pedestria	ans and b	oicycle riders?	
a		,	nur school	with the	Safe Rou	tes to School (SRTS) Progr	am? (Ci
a <mark>b</mark> On a	scale of $1-5$, how famil answer):	iar is you're yo	our scriooi				
a <mark>b</mark> On a				4	5	More Familiar	
a b On a your	answer): Less Familiar 1	2	3			More Familiar verall bicycle/pedestrian s	safety?



St. Mary's High School



Applying Practical Science to Improve Communities

In conjunction with House Bill #285, CEM has been contracted by the Maryland Department of Transportation State Highway Administration (MDOT/SHA) Regional and Intermodal Planning Division (RIPD) to conduct a <u>Pedestrian and Bicycle Access to School survey</u> with select Private Schools across the state of Maryland. The purpose of this survey is to collect and report information regarding unmet pedestrian and bicycle safety/access needs to schools across the state of Maryland. This information will help us better understand existing walking/bicycling patterns related to students K-12, as well as the unmet needs for safe pedestrian and bicycle access to schools.

CEM 42 N. Main Bel Air, MD Attn: Peter	Street	•	to:			
• Wha	nt percentage of K-	-12 students current	tly live withi	n allowable walki	ng/bicycling distan	ce to school?
ć	a. 0-10%	b. <mark>10-25%</mark>	c. 2 5	-50%	d. Over 50%	
• Of th	ne eligible student	s identified above, v	what percen	tage currently bio	cycle or walk to sch	nool daily?
ć	a. <mark>0-10%</mark>	b. 10-25%	c. 25	-50%	d. Over 50%	
•	•	of the following scends			ecision of parents to	o allow/disallow
x_	Safety of inters Amount of trait Convenience Adults to walk	or bike with	x_	Speed of traffice Lack of crossing Time constrace Violence or crit	ng guards aints	hool activities
• Stud	lents are encourag	ged to walk and/or b	oike to your	school.		
	Strongly Agree	e Agree _x_	Disag	gree Stron	gly Disagree	



	Educational can	npaigns			< Use	crossing	guards	
	Walking School	Bus			_ Use sp	eed came	era enforcement	
	Other infrastruc	ture			Other			
	Designated wal	k to schoo	l routes					
						safety as	ssistance during the school	year?
	<mark>. Yes (If so, briefl</mark> . No	y explain):	<u>In down</u>	<mark>itown Ann</mark>	<mark>apolis.</mark>			
J	. 140							
	your school emplo		g guards f	for busy ir	itersection	s?		
	. Yes, voluntary position.							
	. No	5115						
Door	your school provid	de hicycle	and node	actrian caf	oty trainin	a for ctur	lants?	
	. Yes (If so, briefl	-	-		-	_		
	. No	, σπριστιή.						
						10		
	lective clothing red . Yes	quired for	students	who bicy	cle to scho	ol?		
	. No							
	your school provid	de "safe ro	oute" info	ormation t	o pedestri	ans and b	picycle riders?	
	. Yes <mark>. No</mark>							
		familiar is	s you're y	our schoo	ol with the	Safe Rou	ites to School (SRTS) Progra	am? (C
your	answer):							
	Less Familiar	<mark>1</mark>	2	3	4	5	More Familiar	
What	specific changes v	would you	like to se	ee implem	ented to i	ncrease c	verall bicycle/pedestrian s	afety?
				£ £ :1:				
Educa	ational plan and co	mmunicat						



St. Michael - St. Clement



Applying Practical Science to Improve Communities

Please complete the survey b CEM 42 N. Main Street Bel Air, MD 21014 Attn: Peter Scherr, Project M Or via email to: pscherr@cer	anager	o:		
What percentage of K-2	12 students current	ly live within allowab	le walking/bicycling distance t	o school?
a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
Of the eligible students	identified above, w	hat percentage curre	ently bicycle or walk to school	daily?
a. <mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%	
 In your opinion, which eligible students to wal 	_		e the decision of parents to all ply):	low/disallow
	driving or bike with	Speed Lack of Time co	ng sidewalks or pathways of traffic along route crossing guards onstraints ce or crime oation in before/after-school a	activities
Students are encourage	ed to walk and/or bi	ike to your school.		
Strongly Agree	Agree	_ Disagree _x	Strongly Disagree	



	Educational cam	npaigns		>	Use	crossing	guards	
	Walking School	Bus			 _ Use sp	eed came	era enforcement	
	Other infrastruc	ture		_x_	Othe	erW	e do not have a bus	
	Designated walk	to school	routes					
a.		-	-	-		-	ssistance during the school y	year?
a.	your school emplo <mark>Yes, voluntary p</mark> Yes, paid positio No	ositions	guards f	or busy in	tersectior	ıs?		
a.	your school provic Yes (If so, briefl <mark>No</mark>	-	-		-	_		
a.		juired for s		who bicyo	cle to scho	ol?		
a.	your school provid Yes No	le "safe ro	ute" info	ormation t	o pedestri	ans and l	picycle riders?	
	scale of 1 – 5, how answer):	familiar is	s you're y	our schoo	ol with the	Safe Rou	ites to School (SRTS) Progra	m? (C
	Less Familiar	1	<mark>2</mark>	3	4	5	More Familiar	
	specific changes v	vould you	like to se	ee implem	ented to i	ncrease c	verall bicycle/pedestrian sa	fety?
What								



Stone Ridge School



Applying Practical Science to Improve Communities

Please	complete the survey below and return to	o:		
CEM				
42 N. I	Main Street			
Bel Air	, MD 21014			
Attn: P	eter Scherr, Project Manager			
Or via	email to: pscherr@cemscience.com			
•	What percentage of K-12 students currently a. 0-10% b. 10-25%	y live within allowable v	walking/bicycling distance to so	hool?
	d. 10-23%	C. 23-3070	u. 0ve 50%	
•	Of the eligible students identified above, w	hat percentage current	ly bicycle or walk to school dail	y?
	a. 0-10% b. 10-25%	c. 25-50%	d. Over 50%	
•	In your opinion, which of the following scer	narios most influence th	ne decision of parents to allow/	disallow
	eligible students to walk/bicycle to school?	(Check all which apply)	:	1 1 1 1 1 1
			OUT :	students have
	Distance from home to school Safety of intersections/crossings Amount of traffic along route Convenience of driving	Missing signature Speed of to Lack of cr Time cons	traints and spor	backpacks oks, computed ts equipment
	Adults to walk or bike with		1 0111110	
	Weather or climate	Participati	on in before/after-school activi	ties
•	Students are encouraged to walk and/or bi	ke to your school.		
	Strongly Agree Agree	_ Disagree _ St	rongly Disagree	
•	What measures does your school take to en (Check all which apply):	Second State (Mechanical TV)	an and/or bicycle access to scho	ools?



	Educational campaigns Use crossing guards Walking School Bus Use speed camera enforcement Other infrastructure Other Designated walk to school routes
•	Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year? a. Yes (If so, briefly explain): b. No we hire an off-duty police officer I hour before and after school to assist with busy intersection. Does your school employ crossing guards for busy intersections?
•	a. Yes, voluntary positions b. Yes, paid positions Not crossing quard, but off-duly police officer c. No
•	Does your school provide bicycle and pedestrian safety training for students? a. Yes (If so, briefly explain): b. No
•	Is reflective clothing required for students who bicycle to school? a. Yes 6. No
•	Does your school provide "safe route" information to pedestrians and bicycle riders? a. Yes b. No
•	On a scale of 1 – 5, how familiar is you're your school with the Safe Routes to School (SRTS) Program? (Circle your answer):
	Less Familiar 1 2 (3) 4 5 More Familiar
•	What specific changes would you like to see implemented to increase overall bicycle/pedestrian safety?
	Being near Walter Road Navy Med and NIH, there is
	a good network of sidewalks and bike traits.

The Gunston School



Applying Practical Science to Improve Communities

-				
CEM 42 N. Main St Bel Air, MD 2. Attn: Peter Sc	treet			
• What p	percentage of K-1	2 students currently liv	e within allowable walkii	ng/bicycling distance to school?
a.	<mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%
• Of the	eligible students	identified above, what	percentage currently bio	cycle or walk to school daily?
a.	<mark>0-10%</mark>	b. 10-25%	c. 25-50%	d. Over 50%
•	•	of the following scenarions/ s/bicycle to school? (Ch		cision of parents to allow/disallow
_x _x	Safety of interse	ctions/crossings fic along route driving r bike with	_x Speed of trafficersx Lack of cross Time constrain: Violence or crir	ing guards ts
• Studer	nts are encourage	d to walk and/or bike t	o your school.	
	Strongly Agree	Agree	Disagree Strong	ly Disagreex



	Educational can	npaigns			Use c	rossing g	uards	
	Walking School	Bus			Use sp	eed came	era enforcement	
	Other infrastruc	ture			Other			
	Designated walk	k to schoo	l routes					
a.		-	-			-	ssistance during the school yea	ar? ——
a. b.	vour school emplo Yes, voluntary p Yes, paid position	ositions	g guards t	for busy ir	ntersection	s?		
a.	our school provice Yes (If so, brieflond)		-		-	_		
a.	ective clothing rec Yes No	quired for	students	who bicy	cle to scho	ol?		
a.	our school provid Yes No	de "safe ro	oute" info	ormation t	o pedestri	ans and b	picycle riders?	
	cale of 1 – 5, how nswer):	familiar i	s you're y	our schoo	ol with the	Safe Rou	ites to School (SRTS) Program?	? (Cir
	Less Familiar	<mark>1</mark>	2	3	4	5	More Familiar	
							overall bicycle/pedestrian safe	ty?
	not apply to this s	chool. All	students	are either	r bused or	driven to	school.	



The Odyssey School



Applying Practical Science to Improve Communities

una bi	cycle access to selle	.0.5.			
	complete the surve	ey below and return	to:		
CEM	51		N_{al}	-1 1 10	~ 1
42 N.	Main Street		H11 .	Student arnive	P. A
Bel Aiı	r, MD 21014		, , ,	1	1.
Attn: I	Peter Scherr, Project	: Manager		by cartai	e dismisse
Or via	email to: pscherr@	cemscience.com		Students arrive by cartain to cars,	
•	What percentage of	K-12 students curren	tly live within allowable v	walking/bicycling distance to	school?
	(a.) 0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
•	Of the eligible stude	ents identified above, v	what percentage current	ly bicycle or walk to school da	aily?
	(a) 0-10%	b. 10-25%	c. 25-50%	d. Over 50%	
•	• •	•	enarios most influence th? (Check all which apply)	ne decision of parents to allow :	v/disallow
	Distance from	m home to school	Missing sig	dewalks or pathways	
	Safety of int	ersections/crossings	0:-7:	raffic along route	
	2 - N	raffic along route	C1/(C2-1-	ossing guards	
		_	V-04-		
	Convenience	=	Time cons		
		lk or bike with	Violence o		
	Weather or	climate	Participati	on in before/after-school acti	vities
•	Students are encour	aged to walk and/or b	ike to your school.		
	Strongly Agr	ree Agree	Disagree St	rongly Disagree	



Does local la a. Yes lo. No Does your so a. Yes, c. No Does your so a. Yes, b. Yes, c. No Does your so a. Yes b. No	(If so, briefly chool employ , voluntary po , paid position chool provide	ipaigns Bus ture to school re nent provide y explain): y crossing gu ositions ons e bicycle and y explain):	uards for bu	usy inters	estrian sa	fety as:	sistance during the	school year? particepart toffnence
Does local la a. Yes lo. No Does your so a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No Does your so a. Yes b. No	king School E er infrastruct ignated walk aw enforcem (If so, briefly chool employ, voluntary po , paid position chool provide (If so, briefly	ipaigns Bus ture to school re nent provide y explain): y crossing gr ositions ons e bicycle and y explain): uired for stu	outes e bicycle and uards for bu	usy inters	Use spectother estrian satisfies the sections? Alred Araining for a section of the secti	fety as:	sistance during the	school year? particepart toffnence
Does local la a. Yes lo. No Does your so a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No Does your so a. Yes b. No	king School E er infrastruct ignated walk aw enforcem (If so, briefly chool employ, voluntary po , paid position chool provide (If so, briefly	Bus ture to school re nent provide y explain): y crossing gr ositions ons e bicycle and y explain): uired for stu	uards for bu	usy inters	Use spectother estrian satisfies the sections? Alred Araining for a section of the secti	fety as:	sistance during the	school year? particepart toffnence
Does local la a. Yes local la Ye	ignated walk aw enforcem (If so, briefly chool employ , voluntary po , paid position chool providen (If so, briefly	to school renent provided a explain): y crossing grositions ons e bicycle and explain): uired for stu	uards for bu	usy inters	estrian sa sections? Alred (À M training fo	fety ass	sistance during the	school year? particepart toffnence
Does local la a. Yes a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No Does your so a. Yes b. No	aw enforcem (If so, briefly chool employ , voluntary po , paid position chool providen (If so, briefly	nent provide y explain): y crossing grositions ons e bicycle and y explain): uired for stu	uards for bu	usy inters	sections? AIRCA (À CM training fo	Smis	Il students sal/arnval	participal tofframa
a. Yes April No Does your so a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	(If so, briefly chool employ , voluntary po , paid position chool providen (If so, briefly	y explain): y crossing grositions ons e bicycle and explain): uired for stu	uards for bu	usy inters	sections? AIRCA (À CM training fo	Smis	Il students sal/arnval	participal tofframa
Does your so a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No Does your so a. Yes b. No	chool employ, voluntary po , voluntary po , paid position chool providen (If so, briefly	y crossing grositions ons e bicycle and explain):	uards for bu Not ad pedestria	usy inters	sections? NITED (À OM training fo	, Swistor stude	Il students sal/arnval	
Does your so a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	, voluntary po , paid position chool providen (If so, briefly	e bicycle and explain):	Not	n safety 1	NITED (À OM training fo	or stud 	ents#	
a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	, voluntary po , paid position chool providen (If so, briefly	e bicycle and explain):	Not	n safety 1	NITED (À OM training fo	or stud 	ents#	
a. Yes, b. Yes, c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	, voluntary po , paid position chool providen (If so, briefly	e bicycle and explain):	Not	n safety 1	NITED (À OM training fo	or stud 	ents#	
c. No Does your so a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	chool provid (If so, briefly)	e bicycle and explain):	d pedestria 	in safety 1	training to	or stud 	ents#	
Does your so a. Yes b. No Does your so a. Yes b. No Does your so a. Yes b. No	(If so, briefly	vexplain):	d pedestria 	in safety 1	training to	or stud 	ents#	
a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	(If so, briefly	vexplain):	d pedestria 	in safety 1	training to	or stud 	ents#	
a. Yes b. No Is reflective a. Yes b. No Does your so a. Yes b. No	(If so, briefly	vexplain):	d pedestria 	in safety 1	training to	or stud 	ents#	
b. No Is reflective a. Yes b. No Does your so a. Yes b. No)	uired for stu						
Is reflective a. Yes b. No Does your so a. Yes b. No) clothing requ	Α.	udents who	bicycle to	o school?			
a. Yes b. No Does your so a. Yes b. No	clothing requ	Α.	udents who	bicycle to	o school?			
a. Yes b. No Does your so a. Yes b. No	oro cimilg rodi	Α.	4407110 11110	2.0,0.0	0 00110011			
Does your so a. Yes b. No		NIL						
a. Yes b. No		1911						
b. No	chool provide	e "safe rout	ce" informat	tion to pe	edestrians	and bi	cycle riders?	
			NA	4				
On a scale of			111.	•				
our answer	•	familiar is yo	ou're your s	school wi	th the Sa	fe Rout	es to School (SRTS)	Program? (Circle
Less	Familiar	1	2 3	}	4	5	More Familiar	
Nhat specifi	ic changes w	ould you lik	e to see im	plemente	ed to incre	ease ov	erall bicycle/pedes	trian safety?
			-					
					- Carrier			

The Park School



Applying Practical Science to Improve Communities

existing walking/bicycling patterns related to stud and bicycle access to schools.	dents K-12, as well d	as the unmet needs for safe pedestric
Please complete the survey below and return to: CEM 42 N. Main Street Bel Air, MD 21014 Attn: Peter Scherr, Project Manager Or via email to: pscherr@cemscience.com		
What percentage of K-12 students currently li	ve within allowable v	valking/bicycling distance to school?
a. 0-10% b. 10-25%	c. 25-50%	d. Over 50%
Of the eligible students identified above, wha	t percentage current	ly bicycle or walk to school daily?
a. 0-10% b. 10-25%	c. 25-50%	d. Over 50%
 In your opinion, which of the following scenar eligible students to walk/bicycle to school? (C 		•
Distance from home to school	Missing sid	dewalks or pathways
Safety of intersections/crossings		raffic along route
Amount of traffic along route		ossing guards
Convenience of driving Adults to walk or bike with	Time cons Violence o	
Weather or climate		on in before/after-school activities
Students are encouraged to walk and/or bike		
Strongly Agree Agree	Disagree _ St	rongly Disagree



	Educational ca	ampaigns			Use c	rossing g	uards	
	Walking School							
	Other infrastr				Other	· /	nera enforcement	
	Designated w		l routes					
a.							ssistance during the schoo	l year?
a. b.	your school emp Yes, voluntar Yes, paid posi	positions	g guards	for busy in	itersection	s?		
<u>a.</u>	your school pro Yes (If so, brid	•	-		•	_		
a.	ective clothing r Yes No		students	who bicy	cle to scho	ol?		
a.	your school pro Yes	vide "safe ro	oute" info	ormation t	o pedestri	ans and I	bicycle riders?	
	scale of 1 – 5, ho answer):	ow familiar i	s you're	your schoo	ol with the	Safe Rou	utes to School (SRTS) Progr	ram? (
	Less Familiar	1	2	3	4	5	More Familiar	
What	specific change	s would you	ı like to s	ee implem	ented to i	ncrease o	overall bicycle/pedestrian	safety?

The Woods Academy



Applying Practical Science to Improve Communities

aa	eyere decess to serrouis.	
CEM 42 N. I Bel Air Attn: I	complete the survey below and return Main Street , MD 21014 Peter Scherr, Project Manager email to: pscherr@cemscience.com	n to:
•	What percentage of K-12 students curr	ently live within allowable walking/bicycling distance to school?
	a. <mark>0-10%</mark> b. 10-25%	c. 25-50% d. Over 50%
•	Of the eligible students identified above	e, what percentage currently bicycle or walk to school daily?
	a. <mark>0-10%</mark> b. 10-25%	c. 25-50% d. Over 50%
•	In your opinion, which of the following eligible students to walk/bicycle to sch	scenarios most influence the decision of parents to allow/disallow ool? (Check all which apply):
	_x Distance from home to school _x Safety of intersections/crossir _x_ Amount of traffic along route Convenience of driving Adults to walk or bike with Weather or climate	_x Missing sidewalks or pathways gs _x Speed of traffic along route Lack of crossing guards Time constraints Violence or crime Participation in before/after-school activities
•	Students are encouraged to walk and/o	r bike to your school.
	Strongly Agree Agree	x Disagree Strongly Disagree



•	What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):
	x_ Educational campaigns Use crossing guards Walking School Busx_ Use speed camera enforcement Other infrastructure Other Designated walk to school routes
•	Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year? a. Yes (If so, briefly explain): b. No
•	Does your school employ crossing guards for busy intersections? a. Yes, voluntary positions b. Yes, paid positions c. No
•	Does your school provide bicycle and pedestrian safety training for students? a. Yes (If so, briefly explain): b. No
•	Is reflective clothing required for students who bicycle to school? a. Yes b. No
•	Does your school provide "safe route" information to pedestrians and bicycle riders? a. Yes b. No
•	On a scale of 1 – 5, how familiar is you're your school with the Safe Routes to School (SRTS) Program? (Circ your answer):
	Less Familiar 1 2 3 4 5 More Familiar
•	What specific changes would you like to see implemented to increase overall bicycle/pedestrian safety? We are located at a very difficult intersection. Fernwood and Greentree Road. There are no sidewalks on our side of Greentree Road. This makes it very difficult to walk or bike to school. Additionally, I live near Old Georgetown Road and that road is extremely unsafe for bikers, especially children. The sidewalk is too close
	the road and speeds of cars are very high.