

**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 land-use 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 context-sensitive 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Largo Town Center • Prince George's Plaza Metro
Talbot	<ul style="list-style-type: none"> • The Village of Tilghman
Washington	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • MD 2 (Ritchie Highway) – MD 3 (Crain Highway) to MD 171 (Church Street)
Baltimore	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

	<ul style="list-style-type: none"> • Wheaton Triangle – MD 97 (Georgia Avenue), MD 193 (University Boulevard), MD 586 (Veirs Mill Road)
Prince George's	<ul style="list-style-type: none"> • 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 Metzert Road
Worcester	<ul style="list-style-type: none"> • 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 (Wilkins 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 Trail
- *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 media-centered 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 carpoled 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
Allegany Co. Public Schools	301 729-3773	Mark Morral/Supervisor	mark.morral@acpsmd.org
108 Washington Street		Mike Mathews/Asst. Supervisor	michael.mathews@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			
Anne Arundel Co. Public Schools	410 923-7890	Les Douglas/Supervisor	ldouglas@aacps.org
2644 Riva Road		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 School	410 519-5300	Andrea Fador/Dir. of Transportation	afador@aacsonline.org
716 Bestgate Road			
Annapolis, MD 21401			
Chesapeake Montessori School	410 757-4740	Robb Wirts/Head of School	Email not available
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			
St. Anne's School of Annapolis	410 263-8650	Lisa Nagel/Head of School	lnagel@St. AnnesSchool.org
3112 Arundel on the Bay Road			
Annapolis, MD 21403			
Montessori International Children's House	410 757-7789	Jessica Carzon/Primary Directress	jcarzon@montessorinternational.org
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 113 Duke of Gloucester Street Annapolis, MD 21401	410 263-3294	Mindi Imes/Principal	mimes@stmarysannapolis.org
Baltimore Co. Public Schools 9610 Pulaski Park Drive, Ste 219 Baltimore, MD 21220	443 809-4321	Dr. Jess T. Grim/Director Lisa Ciekot/Admin Assistant	transportation_ContactUs@bcps.org
Baltimore County/Private Auburn School 7401 Park Heights Avenue Pikesville, MD 21208	410 617-0418	Dr. Paula Cage/Head of School	pcage@theauburnschool.org
Calvert Hall College 8102 LaSalle Road Baltimore, MD 21286	410 825-4266	Charles Stembler/Principal	stemblerc@calverthall.com
Emmanuel Lutheran School 929 Ingleside Avenue Baltimore, MD 21228	410 744-0015	Susan Miller/Principal	schooloffice@elsbaltimore.org
The Park School 2425 Old Court Road Baltimore, MD 21208	410 339-7070	Lorraine Breining/Dir. of Transportation	lbreining@parkschool.net
Notre Dame Preparatory School 815 Hampton Lane Towson, MD 21286	410 825-6202	Patricia McCarron/Headmistress	mccarronp@notredameprep.com
Talmudical Academy of Baltimore, Inc. 4445 Old Court Road Pikesville, MD 21208	410 484-6600	Rabbi Yehuda Lefkovitz/President	TA@talmudicalacademy.org
St. James Academy 3100 Monkton Road Monkton, MD 21111	410 771-4816	Charlotte Riggs/Head of School	criggs@saintjamesacademy.org
The Odyssey School 3257 Bridle Ridge Lane Lutherville-Timonium	410 580-5551	Martha Sweeny/Head of School	msweeny@theodysseyschool.org
Montessori Manor 3526 Sweet Air Road Phoenix, MD 21131	410 683-1771	Lisa Reiner/Administrator	montessorimanor@gmail.com
Loyola Blakefield 500 Chestnut Ace Towson, MD 21204	41 -823-0601	Anthony Day/Head of School	aday@loyolablakefield.org

Baltimore City Public Schools	410 396-7440	Jacinta Hughes/Director	jlhughes@bcps.k12.md.us
200 E. North Avenue		Student Transportation	
Baltimore, MD 21202			
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	cassidy@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.org
120 Cox Road			
Huntingtown, MD 20639			
Caroline County Public Schools	410 479-3260	Carmen Milligan/Tran Supervisor	milligan.carmen@ccpsstaff.org
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			
Carroll County/Private			
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			
Cecil County/Private			
Tri-State Christian Academy	410 398-2636	Turner Jones/Principal	tjones@tristatechristian.org
146 Appleton Road			
Elkton, MD 21921			
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			
Dorchester County Public Schools	410 221-1111 x1044	William Fleming/Trans Manager	flemingb@dcpsmd.org
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 Schools	301 644-5366	Fred Punturiero/Director	transportation@fcps.org
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			
Ijamsville, MD 21754			

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

Fusion Academy Columbia 10175 Little Patuxent Pkwy Suite 120 Columbia, MD 21044	410 988-3962	Nicole Weston/Head of School	Nweston@fusionacademy.com
Trinity School 4985 Ilchester Road Ellicott City, MD 21043	410 744-1524	K. Marguerite Conley	mconley@trinityschoolmd.org
Glenwood Academy 16151 Old Frederick Rd Mt. Airy, MD 21771	410 489-6959	Tracie Feron/Executive Director	administration@glenwood academy.org
St. John's Parish Day School 9130 Frederick Rd Ellicott City, MD 21042	410 465-7644	Lori Dembo/Head of School	Email not made available
Kent County Public Schools 5608 Boundary Avenue Rock Hall, MD 21661	410 778-7117 410 810-2141	Joseph Wheeler/Supervisor Ops Donna Gorman/Secretary	jwheeler@kent.k12.md.us dgorman@kent.k12.md.us
Kent County/Private Kent School 6788 Wilkins Ln Chestertown, MD 21620	410 778-4100	Nancy Mugele/Head of School	nmugele@kentschool.org
Montgomery County Public Schools 16651 Crabbs Branch Way Rockville, MD 20855	301 840-8130 301 840-5325 301 840-8130	Todd Watkins/Director H. Leon Langley/Asst. Director Sheri Diegelmann-Ausura/Sec	Todd_Watkins@mcpsmd.org Harold_L_Langley@mcpsmd.org Sheri_L_Diegelmann- Ausura@mcpsmd.org
Montgomery County/Private Covenant Life School 7503 Muncaster Mill Rd Gaithersburg, MD 20877	301 869-4500	Jamie Leach/Head of School	JLeach@clsemail.org
Barnesville School of Arts & Sciences 21830 Peach Tree Road, P.O. Box 404 Barnesville, MD 20838	301 972-0341	Susan Johnson/Head of School	sjohnson@barnesvilleschool.org
Seneca Academy 15601 Germantown Rd Darnestown, MD 20874	301 869-3728	Michelle Parker/Head of School	Email not available
St. John's Episcopal School 3427 Olney Laytonsville Rd Olney, MD 20832	301 774-6804	Tom Stevens/Head of School	tom.stevens@stjes.org

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

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

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			
St. Mary's County Public Schools	301 475-4256 x34117	Jeff Thompson/Director	
27190 Point Lookout Road	301 475-4256	Joe Longobardi/Coordinator	
Loveville, MD 20656	301 475-4256 x34117	Alaina Cucinotta/Secretary	
St. Mary's County/Private			
Leonard Hall Naval Academy	301 475-8029	Suzanne Wisnieski/Headmistress	suzanne.wisnieski@lhjna.com
41740 Baldrige St			
Leonardtown, MD 20650			
Somerset County Public Schools	410 621-6227	Michael Bartemy/Supervisor	mbartemy@somerset.k12.md.us
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 Director	Rlondon1@hgcsweb.com
7317 Mennonite Church Rd			
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 Pastor	mangeloni@sspeaston.org
900 High St.			
Easton, MD 21601			
Washington County Public Schools	301 766-2904	Bryan Johnson/Supervisor	johnsbry@wcps.k12.md.us
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			
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			
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



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 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 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 allowable walking/bicycling distance to school as defined by your school district?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- Distance from home to school (checked)
Safety of intersections/crossings
Amount of traffic along route
Convenience of driving (checked)
Adults to walk or bike with
Weather or climate (checked)
Missing sidewalks or pathways (checked)
Speed of traffic along route
Lack of crossing guards
Time constraints (checked)
Violence or crime (checked)
Participation in before/after-school activities (checked)

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree ____ Agree ____ Disagree _x_ Strongly Disagree ____



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools? (Check all which apply):

<input type="checkbox"/> Educational campaigns	<input checked="" type="checkbox"/> Use crossing guards
<input type="checkbox"/> Walking School Bus	<input type="checkbox"/> Use speed camera enforcement
<input type="checkbox"/> Other infrastructure	<input type="checkbox"/> Other _____
<input type="checkbox"/> Designated walk to school routes	

- Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year?
 - Yes** (If so, briefly explain): ___ Officers at School crossing areas _____
 - No
- Does the school district employ crossing guards for busy intersections?
 - Yes, voluntary positions
 - Yes, paid positions
 - No**
- Does the school district provide bicycle and pedestrian safety training for students?
 - Yes (If so, briefly explain): _____
 - No**
- Are pedestrian and bicycle riders released from school at the same time as bused students?
 - Yes
 - No**
- Is reflective clothing required for students who bicycle to school?
 - Yes
 - No**
- Does the school district provide “safe route” information to pedestrians and bicycle riders?
 - 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 1 2 3 4 5 More Familiar



Applying Practical Science to Improve Communities

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



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 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 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 allowable walking/bicycling distance to school as defined by your school district?
a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply): All have been expressed concerns by parents. We would have no way of quantifying those which are of more concern than the others.

- Distance from home to school
Safety of intersections/crossings
Amount of traffic along route
Convenience of driving
Adults to walk or bike with
Weather or climate
Missing sidewalks or pathways
Speed of traffic along route
Lack of crossing guards
Time constraints
Violence or crime
Participation in before/after-school activities

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree ___ Agree ___ Disagree X Strongly Disagree ___



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools?
(Check all which apply):

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

- 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



Applying Practical Science to Improve Communities

- 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.



Applying Practical Science to Improve Communities

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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 allowable walking/bicycling distance to school as defined by your school district?
 - a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

<input checked="" type="checkbox"/> Distance from home to school <input checked="" type="checkbox"/> Safety of intersections/crossings <input checked="" type="checkbox"/> Amount of traffic along route <input type="checkbox"/> Convenience of driving <input type="checkbox"/> Adults to walk or bike with <input type="checkbox"/> Weather or climate	<input checked="" type="checkbox"/> Missing sidewalks or pathways <input checked="" type="checkbox"/> Speed of traffic along route <input checked="" type="checkbox"/> Lack of crossing guards <input type="checkbox"/> Time constraints <input type="checkbox"/> Violence or crime <input checked="" type="checkbox"/> Participation in before/after-school activities
--	--

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree _____ Agree _____ Disagree _____ **Strongly Disagree X**



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools?
(Check all which apply):

Educational campaigns

Use crossing guards

Walking School Bus

Use speed camera enforcement

Other infrastructure

Other – of 24 schools, only four are in communities.

Even there, there are no sidewalks, crossing guards and/or sidewalks to make is safe for pedestrians/bicyclists.

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 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 – there are no student pedestrians or bicycle riders in the county.**
- Is reflective clothing required for students who bicycle to school?
 - a. Yes
 - b. **No – there are no student pedestrians or bicycle riders in the county.**
- Does the school district provide “safe route” information to pedestrians and bicycle riders?
 - a. Yes
 - b. **No – there are no student pedestrians or bicycle riders in the county.**
- On a scale of 1 – 5, how familiar is your jurisdiction/school district with the Safe Routes to School (SRTS) Program? (Circle your answer):

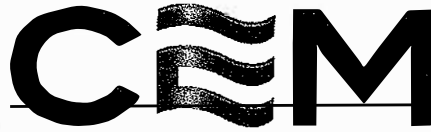
Less Familiar 1 2 3 4 5 More Familiar



Applying Practical Science to Improve Communities

- 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.



Applying Practical Science to Improve Communities

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- What percentage of K-12 students in your jurisdiction currently live within allowable walking/bicycling distance to school as defined by your school district?

- a. 0-10%
- b. 10-25%
- c. 25-50%
- d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|---|
| <input checked="" type="checkbox"/> Distance from home to school | <input checked="" type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input checked="" type="checkbox"/> Speed of traffic along route |
| <input checked="" type="checkbox"/> Amount of traffic along route | <input checked="" type="checkbox"/> Lack of crossing guards |
| <input checked="" type="checkbox"/> Convenience of driving | <input checked="" type="checkbox"/> Time constraints |
| <input checked="" type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input checked="" type="checkbox"/> Weather or climate | <input checked="" type="checkbox"/> Participation in before/after-school activities |

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree ___ Agree Disagree ___ Strongly Disagree ___



Applying Practical Science to Improve Communities

- 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 Some municipal jurisdictions provide crossing guards, CCPS does not

- 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): Walk routes are provided by schools
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



Applying Practical Science to Improve Communities

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

- In a general sense, parent pickup and drop off should be more closely monitored & limited. Pickup and drop off should not interfere with bus traffic and bike and pedestrian traffic.



Applying Practical Science to Improve Communities

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- What percentage of K-12 students in your jurisdiction currently live within allowable walking/bicycling distance to school as defined by your school district?

a. 0-10% **b. 10-25%** c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently bicycle or walk to school daily?

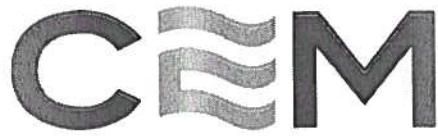
a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- In your opinion, which of the following scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input type="checkbox"/> Missing sidewalks or pathways |
| <input type="checkbox"/> Safety of intersections/crossings | <input type="checkbox"/> Speed of traffic along route |
| <input type="checkbox"/> Amount of traffic along route | <input type="checkbox"/> Lack of crossing guards |
| <input type="checkbox"/> Convenience of driving | <input type="checkbox"/> Time constraints |
| <input type="checkbox"/> Adults to walk or bike with | <input checked="" type="checkbox"/> Violence or crime <i>PERCEIVED</i> |
| <input type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree Agree Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools? (Check all which apply):

- | | | | |
|-------------------------------------|----------------------------------|-------------------------------------|------------------------------|
| <input checked="" type="checkbox"/> | Educational campaigns | <input checked="" type="checkbox"/> | Use crossing guards |
| <input checked="" type="checkbox"/> | Walking School Bus | <input type="checkbox"/> | Use speed camera enforcement |
| <input type="checkbox"/> | Other infrastructure | <input type="checkbox"/> | Other _____ |
| <input type="checkbox"/> | 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 NEAR SCHOOL CAMPUS
 - b. No NOT IN ALL AREAS

- Does the school district employ crossing guards for busy intersections?
 - a. Yes, voluntary positions
 - b. Yes, paid positions
 - c. No SHERIFF OFFICE PROVIDES

- 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



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 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.

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- What percentage of K-12 students in your jurisdiction currently live within allowable walking/bicycling distance to school as defined by your school district?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently bicycle or walk to school daily?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

*this is an estimate as we have no way to track parent or student vehicle pick up or drop off

- In your opinion, which of the following scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- Distance from home to school
Safety of intersections/crossings
Amount of traffic along route
Convenience of driving
Adults to walk or bike with
Weather or climate
Missing sidewalks or pathways
Speed of traffic along route
Lack of crossing guards
Time constraints
Violence or crime
Participation in before/after-school activities

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree ____ Agree _X_ Disagree ____ Strongly Disagree ____



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools?
(Check all which apply):

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?
 - Yes (If so, briefly explain): _____ Crossing guards _____
 - No

- Does the school district employ crossing guards for busy intersections?
 - Yes, voluntary positions
 - Yes, paid positions
 - No

- Does the school district provide bicycle and pedestrian safety training for students?
 - Yes (If so, briefly explain): _____
 - No

- Are pedestrian and bicycle riders released from school at the same time as bused students?
 - Yes
 - No

- Is reflective clothing required for students who bicycle to school?
 - Yes
 - No

- Does the school district provide “safe route” information to pedestrians and bicycle riders?
 - 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 1 2 3 4 5 More Familiar



Applying Practical Science to Improve Communities

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- What percentage of K-12 students in your jurisdiction currently live within allowable walking/bicycling distance to school as defined by your school district?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- Distance from home to school Missing sidewalks or pathways
- Safety of intersections/crossings Speed of traffic along route
- Amount of traffic along route Lack of crossing guards
- Convenience of driving Time constraints
- Adults to walk or bike with Violence or crime
- Weather or climate Participation in before/after-school activities

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree Agree Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools?
(Check all which apply):

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?
 - Yes** (If so, briefly explain): Crossing guards and school security
 - No
- Does the school district employ crossing guards for busy intersections?
 - Yes, voluntary positions
 - Yes, paid positions**
 - No
- Does the school district provide bicycle and pedestrian safety training for students?
 - Yes (If so, briefly explain): With assistance from local police and DOT**
 - No
- Are pedestrian and bicycle riders released from school at the same time as bused students?
 - Yes**
 - No
- Is reflective clothing required for students who bicycle to school?
 - Yes
 - No**
- Does the school district provide “safe route” information to pedestrians and bicycle riders?
 - 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 1 2 3 4 5 More Familiar



Applying Practical Science to Improve Communities

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- What percentage of K-12 students in your jurisdiction currently live within allowable walking/bicycling distance to school as defined by your school district?
a. 0-10% b. 10-25% c. 25-50% d. Over 50%
• Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):
[x] Distance from home to school [] Missing sidewalks or pathways
[x] Safety of intersections/crossings [x] Speed of traffic along route
[x] Amount of traffic along route [] Lack of crossing guards
[x] Convenience of driving [x] Time constraints
[x] Adults to walk or bike with [x] Violence or crime
[x] Weather or climate [] Participation in before/after-school activities
• Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree [] Agree [] Disagree [] Strongly Disagree [x]



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools?
(Check all which apply):

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):** They will do some clinics and presentations
 - 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):** I believe a couple of the applicable schools do some training _____
 - 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



Applying Practical Science to Improve Communities

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- What percentage of K-12 students in your jurisdiction currently live within allowable walking/bicycling distance to school as defined by your school district?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- Distance from home to school
Safety of intersections/crossings
Amount of traffic along route
Convenience of driving
Adults to walk or bike with
Weather or climate
Missing sidewalks or pathways
Speed of traffic along route
Lack of crossing guards
Time constraints
Violence or crime
Participation in before/after-school activities

- Students within the jurisdiction/school district encouraged to walk and/or bike to school.

Strongly Agree ___ Agree ___ Disagree X Strongly Disagree ___



Applying Practical Science to Improve Communities

- What measures does the jurisdiction/school district take to encourage safe access to schools? (Check all which apply):

<input type="checkbox"/> Educational campaigns	<input checked="" type="checkbox"/> Use crossing guards
<input checked="" type="checkbox"/> Walking School Bus	<input checked="" type="checkbox"/> Use speed camera enforcement
<input checked="" type="checkbox"/> Other infrastructure	<input type="checkbox"/> Other _____
<input type="checkbox"/> 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 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): Minimal
 - 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



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.

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- What percentage of K-12 students currently live within allowable walking/bicycling distance to school?
 - a. **0-10%**
 - b. 10-25%
 - c. 25-50%
 - d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input checked="" type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input type="checkbox"/> Speed of traffic along route |
| <input checked="" type="checkbox"/> Amount of traffic along route | <input type="checkbox"/> Lack of crossing guards |
| <input checked="" type="checkbox"/> Convenience of driving | <input type="checkbox"/> Time constraints |
| <input type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students are encouraged to walk and/or bike to your school.

Strongly Agree **Agree** Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

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

- 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? (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?

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



Applying Practical Science to Improve Communities

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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 live within allowable walking/bicycling distance to school?
 - a. **0-10%**
 - b. 10-25%
 - c. 25-50%
 - d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input checked="" type="checkbox"/> Speed of traffic along route |
| <input checked="" type="checkbox"/> Amount of traffic along route | <input type="checkbox"/> Lack of crossing guards |
| <input checked="" type="checkbox"/> Convenience of driving | <input checked="" type="checkbox"/> Time constraints |
| <input checked="" type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students are encouraged to walk and/or bike to your school.

Strongly Agree Agree Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

- | | |
|---|---|
| <input type="checkbox"/> Educational campaigns | <input type="checkbox"/> Use crossing guards |
| <input type="checkbox"/> Walking School Bus | <input type="checkbox"/> Use speed camera enforcement |
| <input type="checkbox"/> Other infrastructure | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Designated walk to school routes | |

- Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year?
 - Yes (If so, briefly explain): _____
 - No**

- Does your school employ crossing guards for busy intersections?
 - Yes, voluntary positions
 - Yes, paid positions
 - No**

- Does your school provide bicycle and pedestrian safety training for students?
 - Yes (If so, briefly explain): _____
 - No**

- Is reflective clothing required for students who bicycle to school?
 - Yes
 - No**

- Does your school provide “safe route” information to pedestrians and bicycle riders?
 - Yes
 - 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?

Red light cameras at Kenilworth and Westchester Park Dr. Bike lanes on Kenilworth or in Berwyn Heights.



Grace Brethren Christian

Applying Practical Science to Improve Communities

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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 live within allowable walking/bicycling distance to school?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input checked="" type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input checked="" type="checkbox"/> Speed of traffic along route |
| <input checked="" type="checkbox"/> Amount of traffic along route | <input type="checkbox"/> Lack of crossing guards |
| <input checked="" type="checkbox"/> Convenience of driving | <input type="checkbox"/> Time constraints |
| <input checked="" type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input checked="" type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students are encouraged to walk and/or bike to your school.

Strongly Agree ___ Agree ___ Disagree ___ Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

Checkboxes for Educational campaigns, Walking School Bus, Other infrastructure, Designated walk to school routes, Use crossing guards, Use speed camera enforcement, 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 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? (Circle your answer):

Scale from 1 to 5 with 'Less Familiar' and 'More Familiar' labels. '1' is circled.

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

Handwritten answer: Sidewalks to ride on and/or designated bike lanes.



Applying Practical Science to Improve Communities

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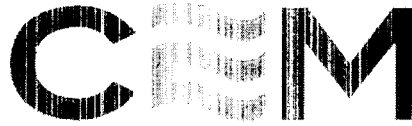
Please complete the survey below and return to:

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 live within allowable walking/bicycling distance to school?
a. 0-10% b. 10-25% c. 25-50% d. Over 50%
Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):
[x] Distance from home to school [] Missing sidewalks or pathways
[] Safety of intersections/crossings [x] Speed of traffic along route
[x] Amount of traffic along route [] Lack of crossing guards
[x] Convenience of driving [x] Time constraints
[] Adults to walk or bike with [] Violence or crime
[x] Weather or climate [] Participation in before/after-school activities
Students are encouraged to walk and/or bike to your school.

Strongly Agree [] Agree [x] Disagree [] Strongly Disagree []

Key School



Applying Practical Science to Improve Communities

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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 live within allowable walking/bicycling distance to school?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

<input type="checkbox"/>	Distance from home to school	<input checked="" type="checkbox"/>	Missing sidewalks or pathways
<input checked="" type="checkbox"/>	Safety of intersections/crossings	<input type="checkbox"/>	Speed of traffic along route
<input checked="" type="checkbox"/>	Amount of traffic along route	<input checked="" type="checkbox"/>	Lack of crossing guards
<input type="checkbox"/>	Convenience of driving	<input type="checkbox"/>	Time constraints
<input type="checkbox"/>	Adults to walk or bike with	<input type="checkbox"/>	Violence or crime
<input type="checkbox"/>	Weather or climate	<input type="checkbox"/>	Participation in before/after-school activities

- Students are encouraged to walk and/or bike to your school.

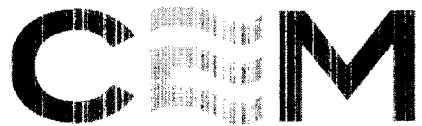
Strongly Agree Agree Disagree Strongly Disagree

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

42 North Main Street | Bel Air, Maryland 21014

410-893-9016 | info@cemscience.com | cemscience.com

@cemscience | cemscience | Chesapeake Environmental Management, Inc.



Applying Practical Science to Improve Communities

- Educational campaigns
- Walking School Bus
- Other infrastructure
- Designated walk to school routes
- Use crossing guards
- Use speed camera enforcement
- 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 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? (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?

we need bike paths on forest & hills more drive



Applying Practical Science to Improve Communities

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CEM

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Bel Air, MD 21014

Attn: Peter Scherr, Project Manager

Or via email to: pscherr@cemsience.com

- What percentage of K-12 students currently live within allowable walking/bicycling distance to school?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input checked="" type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input checked="" type="checkbox"/> Speed of traffic along route |
| <input checked="" type="checkbox"/> Amount of traffic along route | <input checked="" type="checkbox"/> Lack of crossing guards |
| <input type="checkbox"/> Convenience of driving | <input type="checkbox"/> Time constraints |
| <input type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students are encouraged to walk and/or bike to your school.

Strongly Agree ___ Agree ___ Disagree ___ Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle 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 N/A

- Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year?

a. Yes (If so, briefly explain):
b. No N/A

- Does your school employ crossing guards for busy intersections?

a. Yes, voluntary positions
b. Yes, paid positions
c. No N/A

- 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 N/A

- Does your school provide "safe route" information to pedestrians and bicycle riders?

a. Yes
b. No N/A

- 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?

We are a small preschool - 5th grade private school. All children are transported by auto. The surrounding streets within +/- 1 mile have no sidewalks. Our street (state Hwy 118) has neither sidewalks or bike lanes and would be too dangerous for children to navigate. Bike lanes & sidewalks are much needed.



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- What percentage of K-12 students currently live within allowable walking/bicycling distance to school?
a. 0-10% b. 10-25% c. 25-50% d. Over 50%
Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):
[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
[x] Adults to walk or bike with [] Violence or crime
[] Weather or climate [] Participation in before/after-school activities
Students are encouraged to walk and/or bike to your school.
Strongly Agree [] Agree [] Disagree [x] Strongly Disagree []



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

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

- 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? (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?

We are a PS-8 private school at a very busy intersection. I don’t think anything will increase “indecipherable”.



Applying Practical Science to Improve Communities

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a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- Distance from home to school
Safety of intersections/crossings
Amount of traffic along route
Convenience of driving
Adults to walk or bike with
Weather or climate
Missing sidewalks or pathways
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/or bike to your school.

Strongly Agree ___ Agree _x___ Disagree ___ Strongly Disagree ___



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

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): In downtown Annapolis.
 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? (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?
 Educational plan and communication plan for families.



Applying Practical Science to Improve Communities



Applying Practical Science to Improve Communities

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- What percentage of K-12 students currently live within allowable walking/bicycling distance to school?
 - a. **0-10%**
 - b. 10-25%
 - c. 25-50%
 - d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input type="checkbox"/> Speed of traffic along route |
| <input type="checkbox"/> Amount of traffic along route | <input type="checkbox"/> Lack of crossing guards |
| <input type="checkbox"/> Convenience of driving | <input type="checkbox"/> Time constraints |
| <input type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students are encouraged to walk and/or bike to your school.

Strongly Agree Agree Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

Educational campaigns Use crossing guards
 Walking School Bus Use speed camera enforcement
 Other infrastructure Other We do not have a bus. _____
 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 No one bikes to school.

- 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?



Applying Practical Science to Improve Communities

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Bel Air, MD 21014

Attn: Peter Scherr, Project Manager

Or via email to: pscherr@cemsience.com

- What percentage of K-12 students currently live within allowable walking/bicycling distance to school?

a. 0-10%

b. 10-25%

c. 25-50%

d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- Distance from home to school
- Safety of intersections/crossings
- Amount of traffic along route
- Convenience of driving
- Adults to walk or bike with
- Weather or climate

- Missing sidewalks or pathways
- Speed of traffic along route
- Lack of crossing guards
- Time constraints
- Violence or crime
- Participation in before/after-school activities

our students have large backpacks with books, computers, and sports equipment

- Students are encouraged to walk and/or bike to your school.

Strongly Agree Agree Disagree Strongly Disagree

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):



Applying Practical Science to Improve Communities

- Educational campaigns
- Walking School Bus
- Other infrastructure
- Designated walk to school routes

- Use crossing guards
- Use speed camera enforcement
- Other _____

- 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 1 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 guard, but off-duty 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
 - 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? (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 Reed/Navy Med and NIH, there is a good network of sidewalks and bike trails.



Applying Practical Science to Improve Communities

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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 live within allowable walking/bicycling distance to school?
 - a. **0-10%**
 - b. 10-25%
 - c. 25-50%
 - d. Over 50%
- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

<input checked="" type="checkbox"/> Distance from home to school	<input checked="" type="checkbox"/> Missing sidewalks or pathways
<input type="checkbox"/> Safety of intersections/crossings	<input checked="" type="checkbox"/> Speed of traffic along route
<input checked="" type="checkbox"/> Amount of traffic along route	<input checked="" type="checkbox"/> Lack of crossing guards
<input type="checkbox"/> Convenience of driving	<input type="checkbox"/> Time constraints
<input type="checkbox"/> Adults to walk or bike with	<input type="checkbox"/> Violence or crime
<input type="checkbox"/> Weather or climate	<input type="checkbox"/> Participation in before/after-school activities
- Students are encouraged to walk and/or bike to your school.

Strongly Agree Agree Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

- | | |
|---|---|
| <input type="checkbox"/> Educational campaigns | <input type="checkbox"/> Use crossing guards |
| <input type="checkbox"/> Walking School Bus | <input type="checkbox"/> Use speed camera enforcement |
| <input type="checkbox"/> Other infrastructure | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Designated walk to school routes | |

- Does local law enforcement provide bicycle and/or pedestrian safety assistance during the school year?
 - Yes (If so, briefly explain): _____
 - No**

- Does your school employ crossing guards for busy intersections?
 - Yes, voluntary positions
 - Yes, paid positions
 - No**

- Does your school provide bicycle and pedestrian safety training for students?
 - Yes (If so, briefly explain): _____
 - No**

- Is reflective clothing required for students who bicycle to school?
 - Yes
 - No**

- Does your school provide “safe route” information to pedestrians and bicycle riders?
 - Yes
 - 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?
Does not apply to this school. All students are either bused or driven to school.



Applying Practical Science to Improve Communities



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All students arrived
by car + are dismissed
to cars.

- What percentage of K-12 students currently live within allowable walking/bicycling distance to school?

a. 0-10% b. 10-25% c. 25-50% d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Distance from home to school | <input checked="" type="checkbox"/> Missing sidewalks or pathways |
| <input checked="" type="checkbox"/> Safety of intersections/crossings | <input type="checkbox"/> Speed of traffic along route |
| <input checked="" type="checkbox"/> Amount of traffic along route | <input type="checkbox"/> Lack of crossing guards |
| <input type="checkbox"/> Convenience of driving | <input type="checkbox"/> Time constraints |
| <input checked="" type="checkbox"/> Adults to walk or bike with | <input type="checkbox"/> Violence or crime |
| <input type="checkbox"/> Weather or climate | <input type="checkbox"/> Participation in before/after-school activities |

- Students are encouraged to walk and/or bike to your school.

Strongly Agree ___ Agree ___ Disagree ___ Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

NA

- Educational campaigns
- Walking School Bus
- Other infrastructure
- Designated walk to school routes
- Use crossing guards
- Use speed camera enforcement
- 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 your school employ crossing guards for busy intersections?

a. Yes, voluntary positions
 b. Yes, paid positions
 c. No

Not required. All students participate in dismissal/arrival to/from cars.

- 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

NA

- Does your school provide "safe route" information to pedestrians and bicycle riders?

a. Yes
 b. No

NA

- On a scale of 1 – 5, how familiar is you're your school with the Safe Routes to School (SRTS) Program? (Circle your answer):

NA

Less Familiar 1 2 3 4 5 More Familiar

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



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d. Over 50%

- Of the eligible students identified above, what percentage currently 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 scenarios most influence the decision of parents to allow/disallow eligible students to walk/bicycle to school? (Check all which apply):



Distance from home to school



Missing sidewalks or pathways



Safety of intersections/crossings



Speed of traffic along route



Amount of traffic along route



Lack of crossing guards



Convenience of driving



Time constraints



Adults to walk or bike with



Violence or crime



Weather or climate



Participation in before/after-school activities

- Students are encouraged to walk and/or bike to your school.

Strongly Agree

Agree

Disagree

Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

Educational campaigns Use crossing guards
 Walking School Bus Use speed camera enforcement
 Other infrastructure Other N/A
 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 N/A

- 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?



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<input checked="" type="checkbox"/> Amount of traffic along route	<input type="checkbox"/> Lack of crossing guards
<input type="checkbox"/> Convenience of driving	<input type="checkbox"/> Time constraints
<input type="checkbox"/> Adults to walk or bike with	<input type="checkbox"/> Violence or crime
<input type="checkbox"/> Weather or climate	<input type="checkbox"/> Participation in before/after-school activities

- Students are encouraged to walk and/or bike to your school.

Strongly Agree Agree Disagree Strongly Disagree



Applying Practical Science to Improve Communities

- What measures does your school take to encourage safe pedestrian and/or bicycle access to schools? (Check all which apply):

- 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**

- 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? (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?
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 to the road and speeds of cars are very high.