

SCHOOL-RELATED CRASH INFRASTRUCTURE REVIEW

Location: Montgomery Village Avenue at Center Stage Apartments
Crash Date: March 20, 2025
Crash Time: 3:50 PM
School Name: Watkins Mill High School
School Walkshed Boundary (☒ **Inside** ☐ **Borderline** ☐ **Just Outside**)
Local Case No: 250013061
Review Date: October 10, 2025

A. DESCRIPTION OF INCIDENT & CRASH DETAIL

On Thursday, March 20, 2025, at approximately 3:50 PM, a pedestrian on a scooter was struck on the west leg while crossing the apartment complex driveway from south to north by an eastbound right turning vehicle. The crash report indicated the crash occurred within the intersection at an unmarked crosswalk. The pedestrian suffered a possible injury and the driver was found at fault for looking away (likely looking at oncoming traffic on southbound Montgomery Village Avenue without looking for northbound pedestrians). Daytime weather conditions were clear, and the roadway surface was dry.

Figure 2 illustrates the crash location and direction of pedestrian and vehicle travel.

B. SCHOOL-SPECIFIC CONTEXT

- School Type (☐ Elementary ☐ Middle ☒ High)
- School Hours (Arrival / Dismissal): 7:15-7:45 AM / 2:30-3:00 PM
- School Enrollment: 1,715 based on 2022-2023 MCPS data
- Crossing Guards Present (☐ Yes ☒ No ☐ Unknown)

C. INFRASTRUCTURE & CONDITIONS

- **Sidewalk Coverage:**
Continuous sidewalk is provided along the west side of Montgomery Village Ave.
- **Crosswalk Visibility:**
There is no marked crosswalk across the west leg of the intersection.
- **Lighting at Location:**
Continuous lighting is provided along the west side of Montgomery Village Avenue north of the driveway entrance with one light pole in the northwest corner and none south of the driveway entrance. Continuous lighting is provided along the east side of Montgomery Village Avenue, however there is a gap at this location with the nearest lights 160' south and 200' north of the south leg crosswalk.

- **Speed Limit / School Zone Limit:**
The speed limit of the driveway is assumed to be 25 MPH.
- **Intersection Geometry:**
Unsignalized T-intersection with stop-control on the sidestreet.
- **Nearby Transit Stop:**
RideOn Bus Stop ID No. 24258 servicing Routes 58, 59, and 65 is located in the northwest corner of the intersection. RideOn Bus Stop ID No. 24210 servicing Routes 58, 59, and 65 is located on the west side of the intersection and that sign is currently blank.
- **Nearby School Facilities (e.g., playgrounds, parking lots):**
None.

D. SITE OBSERVATIONS

- **Observation Date/Time:** 2:30-3:30 PM, Tuesday 10/14/2025
- **Pedestrian Activity:**
A total of 29 pedestrians were observed crossing the Center Stage Apartments driveway. No pedestrians were observed crossing Montgomery Village Avenue. Some pedestrians were on bikes, e-bikes, and e-scooters.
- **Vehicle Activity** (☐ Low ☒ Moderate ☐ High)
- **Drop-off / Pick-up Operations** (☐ Organized ☐ Congested ☐ Observed Conflicts)
The intersection location observed is approximately 2 miles from Watkins Mill High School and drop-off/pick-up operations were not observed.
- **Visibility / Obstructions:**
There is a tree and some shrubs, but they do not appear to obstruct visibility once at the stop line. A median in the driveway entrance obstructs part of the intended walking path, which pushes pedestrians towards vehicular traffic on Montgomery Village Avenue as they cross the driveway entrance.
- **Driver Behavior:**
Drivers do not yield to pedestrians waiting to cross Montgomery Village Avenue.
- **Additional Details (Please describe):**
 - The pedestrian ramp in the northwest corner angles pedestrians towards the center of the intersection rather than straight across the driveway.
 - The pedestrian ramp in the southwest corner is a single shared ramp for the west and south leg crosswalks and is angled towards the center of the intersection.

E. CRASH HISTORY (AT THE LOCATION)

- Total Crashes (Last 5 Years): 11
- Pedestrian/Bicycle Involved: 1
- Student-Involved Crashes: 0
- Crashes During School Hours: 1
- Recurrent Patterns (Time/Type): 5 Rear End crashes

F. SITE PHOTOS / MAPS

- ☒ Photos Attached
- ☒ Crash Diagram Included
- ☒ School Walk Zone Map Included
- ☒ Heatmap of Past Crashes (if applicable)

G. FINDINGS

There is no crosswalk across the west leg approach as well as the presence of the west leg median forces pedestrians into the street when crossing. While the subject crash was attributed to the fault of the driver, additional pedestrian facilities may increase vehicular awareness of pedestrians at the subject location.

H. RECOMMENDATIONS (SELECT)

- ☒ Engineering Improvements (e.g., raised crosswalks, signals, bump-outs)
- ☐ Signage Enhancements (e.g., flashing beacons, school zone signs)
- ☐ Lighting Upgrades (e.g., LED installations at crossings)
- ☐ Education / Outreach (e.g., SRTS curriculum, parent letters)
- ☐ Enforcement / Crossing Guard (e.g., police presence, guard reassignment)
- ☒ Maintenance (e.g., repaint markings, remove foliage)
- ☐ Further Study Needed? (☐ Yes ☒ No – If yes, describe)

Engineering Improvements

1. This location has been approved for the installation of a PHB on the south leg crosswalk.
2. Cut back the median or create an opening for the crossing on the west leg.

Maintenance Recommendations

1. Stripe high visibility continental crosswalks on the south and west legs of the intersection.



Figure 1A: West Leg Crossing, Facing Northbound, where the Crash Occurred



Figure 1B: View of Westbound Vehicle Looking Southbound at Stop Line



Figure 1C: South Leg Crosswalk where Approved PHB is Proposed



Figure 2 – Crash Diagram

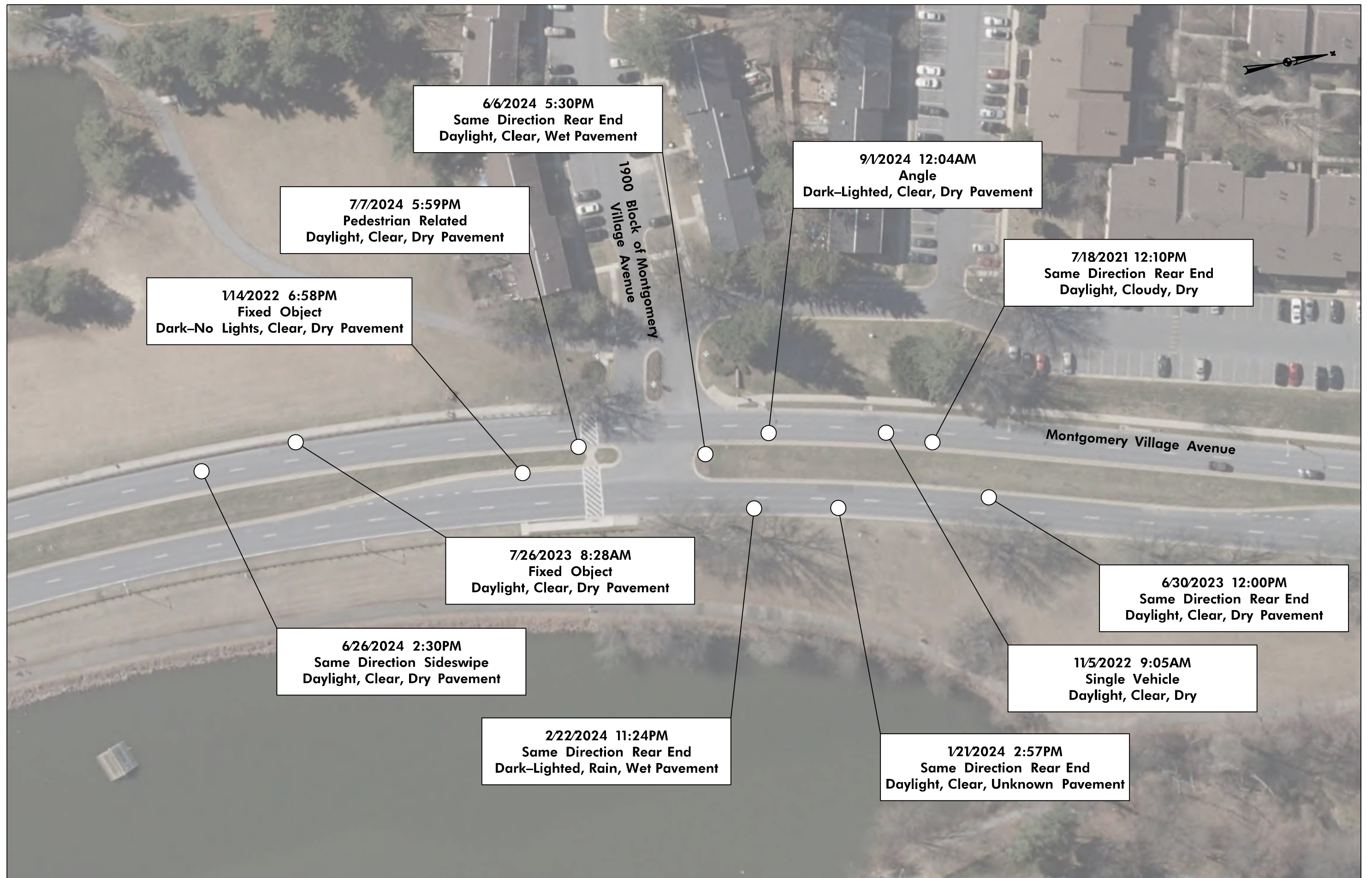


Figure 3 – Crash History (2020–2024)

