

# SCHOOL-RELATED CRASH INFRASTRUCTURE REVIEW

**Location:** Stedwick Road  
**Crash Date:** October 25, 2024  
**Crash Time:** 3:00 PM  
**Local Case No.:** 240051147  
**Review Date:** July 25, 2025

## **Description of Incident**

On Friday, October 25, 2024, at approximately 3:00 PM, a motorist was traveling southbound along the driveway approximately 300 feet west of Montgomery Village Avenue when it collided with a bicyclist crossing the driveway, traveling parallel to Stedwick Road. The crash report indicated the subject location did not occur at a crosswalk. The crash report indicated that the bicyclist was unharmed and was at fault for failing to yield right-of-way. It was daylight when the crash occurred, weather conditions were clear, and the roadway surface was dry.

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

## **Location and Site Description**

The subject location occurred at a driveway off Stedwick Road, approximately 300 feet west of Montgomery Village Avenue. There are four (4) schools in the vicinity of the crash: Watkins Mill Elementary School (ES), Stedwick Elementary School (ES), Montgomery Village Middle School (MS), and Watkins Mill High School (HS). Watkins Mill ES is located to the southwest at 19001 Watkins Mill Road and has a current enrollment of 716 students in grades Pre-K through 5<sup>th</sup>. Stedwick ES is located to the northwest at 10631 Stedwick Road and has a current enrollment of 511 students in grades PreK through 5<sup>th</sup>. Montgomery Village MS is located to the northwest at 19300 Watkins Mill Road and has a current enrollment of 807 students in grades 6<sup>th</sup> through 8<sup>th</sup>. Watkins Mill HS is located in the northwest at 10301 Apple Ridge Road and has an enrollment of 1,660 students in grades 9<sup>th</sup> through 12<sup>th</sup>.

### **Watkins Mill Elementary School (ES)**

The majority of student arrivals are between 8:55 AM and 9:25 AM and dismissal occurs between 3:50 PM and 4:10 PM.

### **Stedwick Elementary School (ES)**

The majority of student arrivals are between 8:55 AM and 9:25 AM and dismissal occurs between 3:50 PM and 4:10 PM.

### **Montgomery Village Middle School (MS)**

The majority of student arrivals are between 7:45 AM and 8:15 AM and dismissal occurs between 3:00 PM and 3:20 PM.

### **Watkins Mill High School (HS)**

The majority of student arrivals are between 7:15 AM and 7:45 AM and dismissal occurs between 2:30 PM and 2:50 PM.

### Stedwick Road

Stedwick Road is a town center street roadway approximately 45 feet wide, oriented in the east-west direction, spanning approximately 1.2 miles, beginning at Watkins Mill Road to the northwest and loops to intersect again with Watkins Mill Road to the west and terminates at Montgomery Village Avenue to the east. Parking is not permitted on either side of the roadway.

A marked crosswalk with bumpouts exists approximately 300 feet west of the crash location. This crossing is signed with STATE LAW signs and marked with a stop line. The shoulders approaching and departing the pedestrian crossing includes hatched pavement markings to deter on-street parking.

The statutory speed limit along Stedwick Road is 25 mph. At the intersection of Stedwick Road and Montgomery Village Avenue there is a “Turning Traffic Yield to Peds” sign on the mast arm for left-turns from Stedwick Road and for right turns from southbound Montgomery Village Avenue, as well as a ground-mounted sign with the words facing Stedwick Road.

Refer to **Figure 1** in the attachments for additional details on the Stedwick segment.

### Stedwick Road and Driveway 300 feet west of Montgomery Village Ave (towards CVS)

The driveway located approximately 300 feet west of Montgomery Village Avenue at Stedwick Road is a three-legged, unsignalized intersection with stop-control for the north leg and uncontrolled for the Stedwick Rd approaches. The north leg does not have a painted stop line.

Pedestrian ramps exist in the northeast and northwest quadrants of the intersections. There are no detectable warning surfaces and there is not a marked crosswalk.

Stedwick Road was evaluated to identify potential infrastructure, maintenance activities, and road user behaviors that contribute to increased safety risk at and in the vicinity of the school-related crash location. Stedwick Road was reviewed between Watkins Mill Road to the west and Montgomery Village Avenue to the east. Please refer to **Figure 1** for additional information

### Crash History

Crash data obtained from dataMontgomery indicates that 35 incidents occurred within the vicinity of the crash site between January 2020 and December 2024. Of these incidents, three (3) crashes occurred at or near the subject location. One of the three include the subject crash, consisting of an injury crash and a bicycle. Another crash includes a property damage crash involving a single vehicle, fixed object collision occurring in the dark along a dry surface. The third crash includes a property damage crash involving an angle collision occurring in the daylight along a dry surface.

The remaining 32 crashes occurring within the study area, including 15 crashes at Montgomery Village Ave, one (1) at the driveway located approximately 125 feet to the west, one (1) within 50 feet of the unsignalized marked crosswalk, eight (8) at Mills Choice Rd, and seven (7) within nearby parking lots. These crashes include 13 injury crashes and 19 property damage crashes. The collision types include 10 rear end collisions, five (5) single vehicle collisions, five (5) angle collisions, four (4) collisions classified as “other”, three (3) head on collisions, two (2) right-turn collisions, one (1) left-turn collision, one (1) sideswipe collision, and one (1) rear to side collision. Of the 32 crashes occurring outside of the study location, 13 crashes occurred in the dark/dawn, and 14 crashes occurred along a wet or unknown surface.

The incidents are illustrated on **Figure 3a** and **Figure 3b**, with Figure 3a showing the eastern portion of Stedwick Road and Figure 3b showing the western portion of Stedwick Road.

## **Field Observations**

Field observations were performed on Tuesday, June 10, 2025, at approximately 1:30 PM. Weather conditions were clear, and the roadway surface was dry. Pedestrian and vehicular activity was consistent during the observation period, with many pedestrians traveling to and from the bus stop in the northwest quadrant of Montgomery Village Ave and Stedwick Rd. The north leg of the intersection includes a faded double yellow centerline that leads motorists into the shopping center. A stop line appears to have once existed approaching Stedwick Rd but is faded and nearly unidentifiable. A break in the double yellow centerline exists along Stedwick Rd, noting the presence of an intersection at the subject driveway. Pedestrian and motorist sight distance are adequate. Ramps crossing the driveway exist but do not contain detectable warning surfaces.

## **Findings**

Site Observations did not find any infrastructural deficiencies that could have contributed to this crash.

## **Maintenance Recommendations**

The following measures were identified as maintenance resolutions.

1. Recommend painting a stop bar for the southbound approach.
2. Update landing area on the northeast and northwest corner to include DWS.

## **Site Photograph**



**Photo 1. Taken from northeast corner looking westbound along Stedwick Rd. No pavement markings or detectable warning surfaces on ramps**



**Photo 2. Taken from northwest corner looking eastbound along Stedwick Rd. No pavement markings or detectable warning surfaces on ramps.**



Photo 3. Taken from northwest corner looking north along driveway. Tree casts shadow over approach. Approximately crash location.



Double yellow centerline along subject driveway is faded. Tree casts shadow over approach to Stedwick Rd

Crosswalk at the crash location is unmarked, and stop line is faded and nearly unidentifiable

★ Crash Location

Figure 1 – Stedwick Road at Driveway 300 Feet West of Montgomery Village Avenue Observations

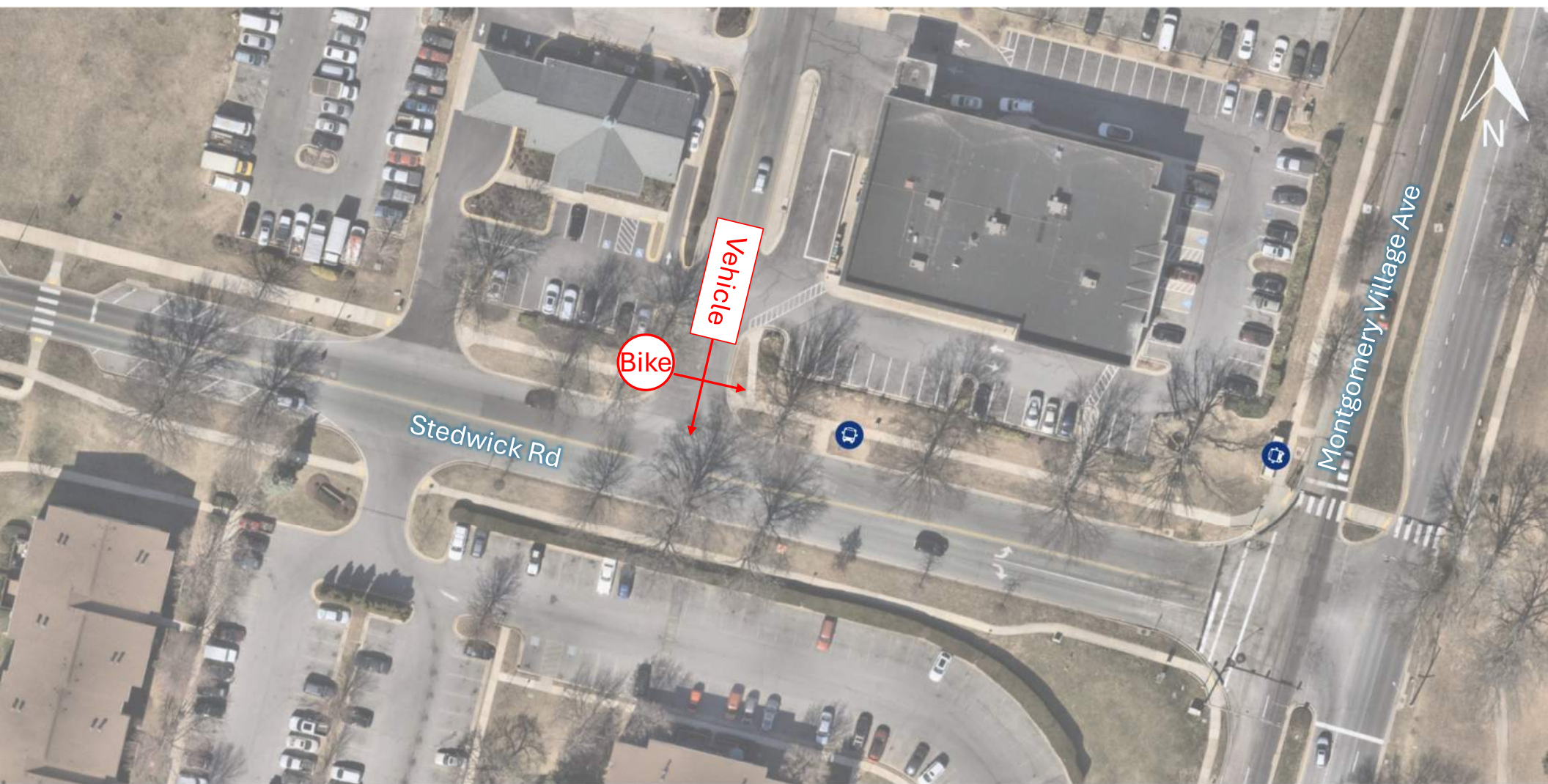


Figure 2 – Crash Diagram

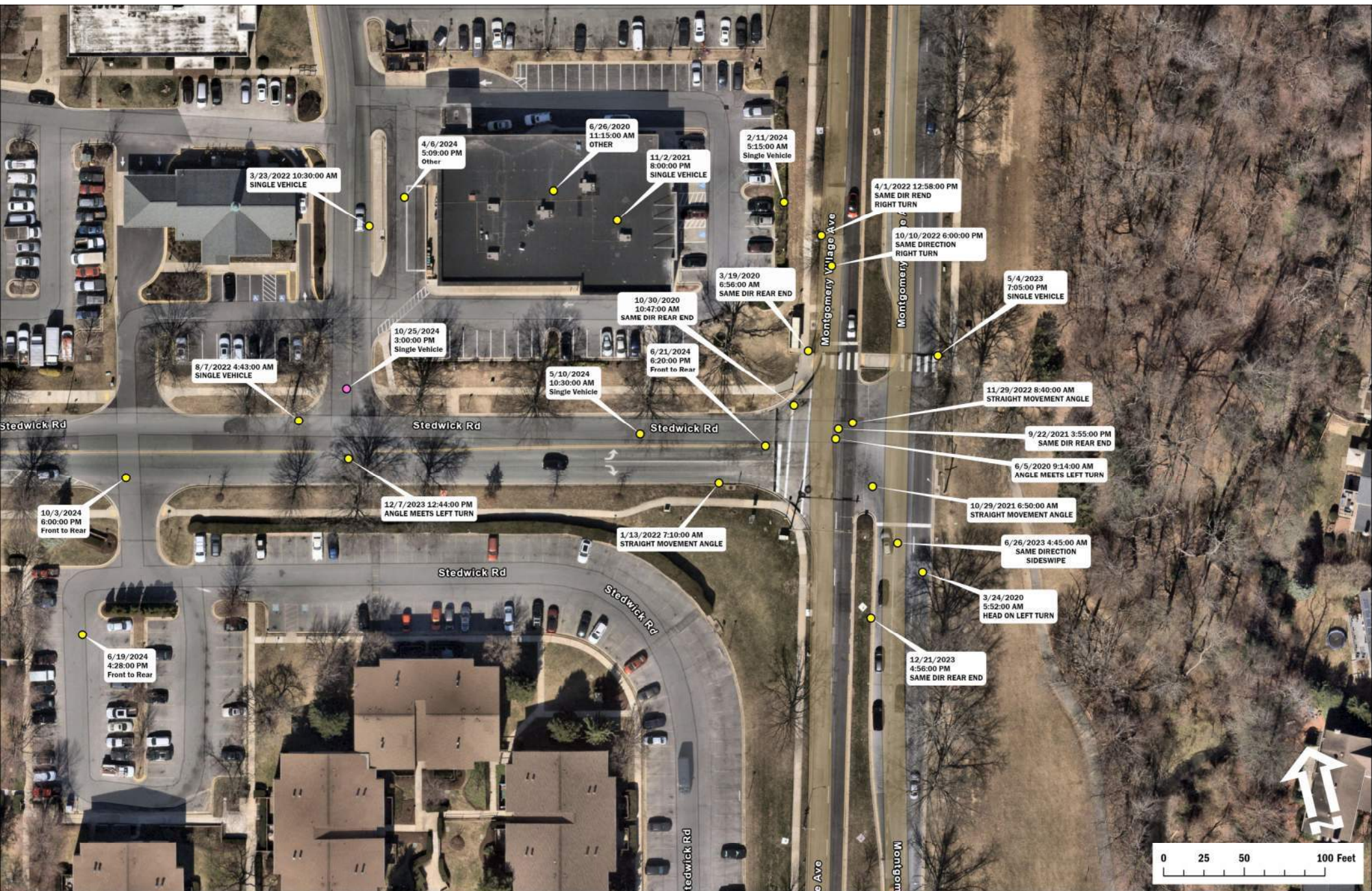


Figure 3a (east) – Crash History (2020-2024)

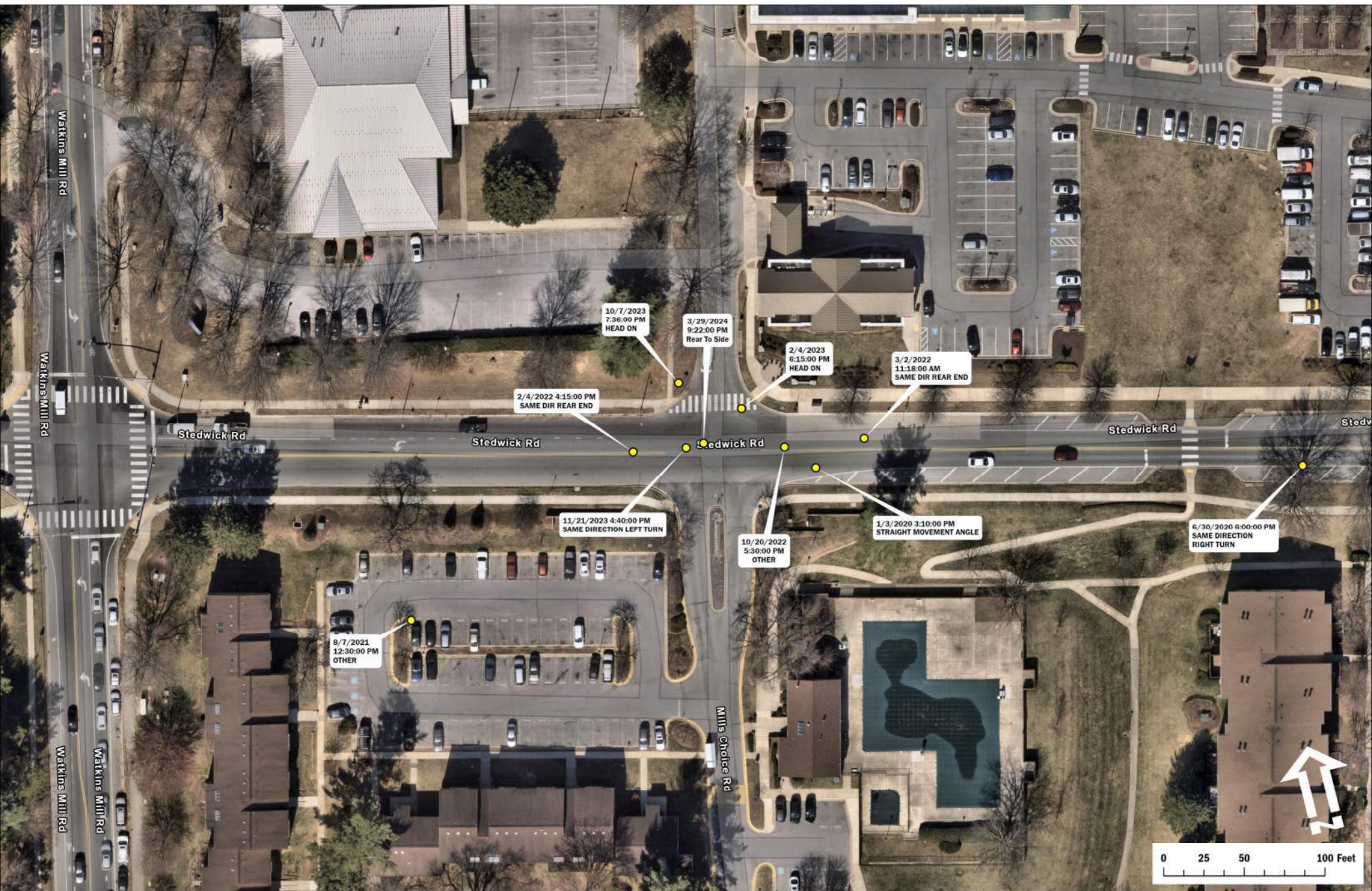


Figure 3b (west) – Crash History (2020-2024)