

Work Session

Agenda Item #	5
Meeting Date	January 27, 2016
Prepared By	Jessie Carpenter City Clerk
Approved By	Suzanne R. Ludlow City Manager

Discussion Item	Safe Roadways Committee Annual Report and Bikeshare Recommendations
Background	<p>The Safe Roadways Committee was established by the City Council:</p> <p>A. To advise the City Council on transportation-related issues including, but not limited to, pedestrian and bicycle facilities and safety, traffic issues, and transit services.</p> <p>B. To encourage Takoma Park residents to use alternatives to driving, including walking, bicycling, and transit.</p> <p>The Committee will present its report and recommendations at the work session. Committee priorities for 2016 include:</p> <ul style="list-style-type: none"> • Traffic calming. • Outreach (street festival, community bike ride, halloween parade). • Improving data collection on traffic, walking, biking, accidents, and other transportation-related issues and using that data in a way that benefits all residents of the City. • Bike lane improvements. • Follow-up on prior committee recommendations including Carroll Ave. bridge closure, Takoma Junction traffic studies, bikeshare recommendations, snow clearing. <p>Current members are:</p> <p>Elizabeth Cattaneo (Ward 2), Joe Edgell – Chair (Ward 2), Nicholas Finio (Ward 3) Katherine (Kacy) Kostiuk (Ward 3), Sharon Rogers (Ward 3), Frank Demaris (Ward 5), and Michael Moore (Ward 6). There are four vacancies.</p>
Policy	The City Council is committed to the goal of creating a sustainable, pedestrian-friendly and walkable community.
Fiscal Impact	N/A
Attachments	<ul style="list-style-type: none"> • Safe Roadways Committee 2015 Annual Report • Safe Roadways Committee Recommendations to the City Council to Improve Bikeshare
Recommendation	Hear the report and recommendations.
Special Consideration	

Takoma Park Safe Roadways Committee 2015 Annual Report January 2016



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INTRODUCTION

This annual report reviews the work and accomplishments of the [Takoma Park Safe Roadways Committee](#) (SRC) during the last year and is required by [City Code](#). The SRC serves as the City Council’s official advisory committee on all matters related to transportation, including, but not limited to, pedestrian and bicycle facilities and safety, traffic issues, and transit services and works “[t]o encourage Takoma Park residents to use alternatives to driving, including walking, bicycling, and transit.”

TAKOMA PARK MUNICIPAL CODE

A Codification of the General Ordinances
of the City of Takoma Park, Maryland

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This was the committee’s second full year of operation after the city reconstituted the the SRC in 2013. During this year, the committee continued its charge in making recommendations on transit matters, writing three memos that were shared with the City Council. The subjects of these recommendations include:

- Improvements to Bikeshare
- Information to be collected in a comprehensive traffic study at the Takoma Junction
- Transportation matters related to the Carroll Ave. bridge repair and closure
-

These recommendations are [summarized below](#) and can be [read in full on the SRC website](#).

The SRC also met with city staff and area transportation leaders. Details of these conversations can be found in the committee’s meeting minutes on the [SRC website](#). Additionally, a [summary of takeaways](#) from those conversations appear in this report.

The SRC also pursued a number of outreach initiatives to engage members of the community in transportation improvements. A [synopsis of these activities](#) can be found in this report.

KEY ACCOMPLISHMENTS

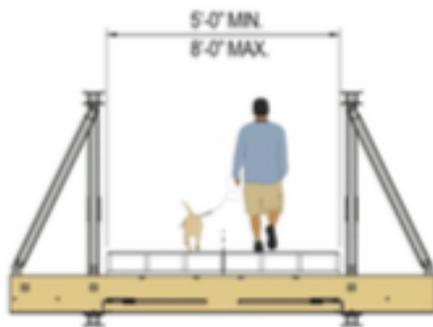
1. *City changes its response to snow and ice storms.* As a result of the SRC’s [Snow and Ice Storm Response Recommendations memo \(3/3/14\)](#), and [corresponding presentation](#) to the City Council (4/21/14), the city revised its storm response policies. Our committee is pleased

to have started a conversation with the city about revising its policies that ultimately led to new city rules, although the committee still has outstanding recommendations it would like to see the city adopt. The committee plans to review the city's new rules in action during the coming year to measure whether the policy changes improve how the city and private property owners clear snow and ice from sidewalks. The committee maintains that the city should ensure pedestrian and bike routes are cleared soon after storms, with priority given to core paths as basic storm responses to ensure our post-storm roadways are indeed safe for people who walk, bike, and take public transit by choice or necessity.



Sidewalk along Maple Ave.

2. ***Contributing to city enhancements for people who bike.*** The SRC engaged with several city staff to share information about much-needed infrastructure improvements for people who bike in the city. Accomplishments include 1) the implementation of contraflow bike lanes on Grant Avenue shepherded by city planner Erkin Ozberk (these contraflow lanes on Grant Avenue currently need to be repainted since the road was torn up by the gas company); 2) providing feedback on essential design elements and features to the city ahead of its installation of new customized bike racks at the Takoma Park Community Center, the Library, and the New Hampshire Ave Rec Center and; 3) sharing input with the planning office on revisions to the Takoma Park Bike Map.
3. ***Securing the installation of a more accessible pedestrian bridge on Carroll Avenue.*** The forthcoming closure of the Carroll Avenue bridge for repairs is a source of interest and concern for all those who live and traverse through the impacted area. As discussed later in this report, SRC members attended numerous meetings with community residents and city and state leaders to study the impact of the closure and offer guidance on what steps should be taken to ensure the safety of the people who need to travel through the area. As a result of



**Temporary Pedestrian Bridge
(Supports not shown)**

the SRC's recommendations, the state agreed to several changes to improve the project, including the installation of a wider pedestrian bridge to accommodate the range and flow of traffic along the bridge (bikes, strollers, dogs, families, etc). As a result, a 25% wider bridge (8-foot-wide, instead of a 6-foot-wide), will be installed. Other recommendations from the committee were also agreed upon and should be forthcoming. The committee intends to follow this process and to continue work to ensure that these recommendations are implemented.

4. ***Engaging with fellow Takoma Park committees and area leaders on transit-related matters.*** The SRC met with the Streetscapes committee and offered guidance about how the

committee's recommendations to the city could better accommodate people who bike and walk, and ensure Americans with Disabilities Act (ADA) compliance. The committee also met with the chair of the Environmental/Sustainability committee about the city's sustainability challenge and sought ways to work together toward the goal of improved sustainability. Finally, the committee participated in public meetings organized by the city (New Hampshire recreation center town forums in May) and the county (Montgomery County master bike plan forums this summer and fall) to stay abreast of transit matters and opportunities to share safe roadways perspectives.

OUTREACH ACTIVITIES

2015 Takoma Park Street Festival

The Safe Roadways Committee secured a booth at the popular Takoma Park Street Festival in October 2015 with the aim of engaging residents and area community members about their feedback and priorities regarding safe roadways and to broaden outreach about the existence of our committee. The initiative was a success from the committee's perspective, as it allowed us to formally engage a significant part of the

Takoma population about these issues, collect data that will inform recommendations and action steps, and share a host of resources. The following is a summary of the committee's activities at the Street Festival and community feedback relating to roadways matters. More detailed responses and information collected and shared by the SRC at the festival can be found in the [appendix](#).



Public Education & Community Engagement

Committee members gathered resource materials to offer at the booth from a number of city, county, and area groups that promote safe and expanded cycling. One key objective was to introduce the committee to the community and demonstrate its ability to be a resource to people with questions, concerns, or interest in pedestrian, cycling, traffic calming, public transportation, and safe-school routes. The committee created a flyer to distribute to visitors so that they could learn more about the committee, consider becoming involved, and share more feedback and requests.

Community Survey

The core purpose of the committee's involvement in the festival was to survey residents and nearby community members about their areas of concern and priorities involving Takoma Park's roadways. The committee received 67 completed surveys. Survey feedback was voluntary and could be made anonymous. Committee members did not complete survey forms. Below is a representation of the quantitative feedback, followed by a summary of the qualitative feedback.

SAFE ROADWAYS COMMUNITY PRIORITIES

67 responses total, respondents could select more than 1 priority

What's important to people	number of people who say it's important	% of respondents
Bike lanes	47	70%
Pedestrian safety	32	48%
Sidewalks	27	40%
Bike safety/other	24	36%
Intersections	18	27%
Public transportation improvements or changes	14	21%
Other (specified in comments)	3	4%

Respondents overwhelmingly requested improvements that would make biking safer and more convenient throughout the city. Several survey respondents noted that they did not feel safe biking in Takoma Park. Some pushed for bike infrastructure improvements in the city and neighboring communities, and many shared concrete steps that the city could take to increase and improve cycling. Recommendations noted by multiple respondents included:

- Adding more bike lanes
- Increasing the number of bike racks in the city
- Making speedbumps easier to navigate on a bike
- Changing policy to allow people to ride bikes on sidewalks
- Improving uneven parts of roadways, including roads poorly maintained, potholes, and bumpy utility patches

Residents also shared feedback related to the need for more specific or system-wide sidewalks, improvements in existing sidewalks, and changes related to traffic-calming. Community members shared a host of recommendations to ensure safety and accessibility while walking in the city. Some commenters noted problem intersections in the city that should be addressed, whether due to high traffic or low visibility. Diverse opinions exist about the value of existing traffic-calming measures and the need for alternative or additional steps. Finally, some residents were moved to share their affirmation of what's working well and praised the city.

Recommendations

The information captured in this survey should be shared with Public Works, the City Planner, Council Members, the Police Department, the City Manager, and the Montgomery County Bike

Master Plan coordinator so that these staff and policymakers can be made aware of and consider addressing constituent needs. The SRC believes the volume of feedback related to increasing bike lanes should trigger a review by the City Council and consideration of ways to improve the safety and accessibility of biking in the city.

The committee plans to take part in next year's festival to continue capturing key community feedback on SRC priorities and other pressing safe roadways matters. This activity provided a key opportunity to interface with members of the public and provide more information to them, as well as gather their feedback. The committee requests that the city sponsor a full booth for the SRC at the Takoma Park Street Festival in 2016 to engage in further outreach.

City Bike Ride with City and County Leaders

The city's senior planner, Erkin Ozberk, arranged an important bike ride through a route of the [city's most frequented commuting arteries](#) in August. Two members of the SRC, along with city and county planning staff, participated in the bike ride. The ride offered an informal conversation about challenges and opportunities for cycling in Takoma Park in the context of the new [Montgomery County Bicycle Master Plan](#). The SRC recommends that the city organize additional rides in the future and secure the participation of elected leaders and staff from city divisions that oversee core safe roadways related matters, including policy and public works.

DISCUSSIONS WITH CITY LEADERS

During 2015, the SRC met with the following city leaders and representatives to discuss problems and challenges they and/or the committee identified as needing attention.

A brief overview of the topics discussed is listed below each person who attended one of the SRC meetings. The meeting minutes provide a complete record of what occurred at each meeting and can be found on the [SRC website](#).

Suzanne Ludlow, City Manager (December 2015 meeting)

- Explaining how city traffic and crime data is collected and stored and the barriers and potential solutions for the committee and members of the public to obtain such information.
- Providing updates on traffic calming and pedestrian issues related to the Carroll Avenue bridge project.
-

Erkin Ozberk, City Planner (July 2015 meeting)

- Contributing to the Open Space Plan to help the city understand and codify its vision, goals, and criteria for making policy in the future.
- Working with other jurisdictions (SHA, Montgomery County, DC, etc.) to improve roadways for cycling.
- Grant application for the installation of new Bikeshare stations by the New Hampshire Avenue recreation center and at Crossroads/Langley.

Daryl Braithwaite, Director of Public Works (June 2015 meeting)

- Paving bike paths in Takoma Park with Flexi-Pave, a permeable material meant to be better for the environment and to last longer.
- Sidewalk improvements and installations of new sidewalks.
- Division of responsibility for sidewalks on SHA-maintained roads.
- Carroll Ave. bridge construction plans.
- Poorly executed temporary patches of roads and sidewalks during and after work by Washington Gas and/or WSSC.
- Snow clearing by the city.

SUMMARY OF 2015 SRC REPORTS

The SRC wrote and submitted three recommendations to the mayor and city council in 2015. Below is a brief summary of the committee's recommendations outlined in these papers. [Copies of the original documents can be found on the SRC website.](#)

Recommendations to Improve Bikeshare

This recommendation was submitted to the City Council on November 15, 2015, and recommended the following to increase access and usage of Bikeshare:

1. Install additional Bikeshare stations at:
 - MD-410 and New Hampshire Ave.
 - Recreation Center on New Hampshire Ave.
 - Langley Transit Center at New Hampshire Ave. and University Blvd.
 - Flower Ave. near Hudson or Houston Avenues.
2. Expand and relocate some existing stations, specifically by:
 - Adding additional bike docks at the Takoma Junction and Old Takoma stations.
 - Consider moving the Old Takoma station to a more visible and convenient location.
 - Working with neighboring jurisdictions to move the Garland Ave./Walden Rd. station to a more visible location near the Piney Branch Rd./Flower Ave. intersection and add additional bike docks to the Takoma Metro station.
3. Allow people who bike to use sidewalks within the city limits.
4. Develop partnerships with local colleges and universities.

Takoma Junction Traffic Study Recommendations

This memo was submitted to the City Council on June 1, 2015, and recommended the following so that the community could understand fully the implications of development of one of the city's most crucial hubs for transportation and commerce:

1. The city should conduct a comprehensive traffic study at Takoma Junction to better understand both the current traffic conditions, as well as conduct simulations of potential future traffic resulting from the planned city lot development.
2. The city should require, during negotiations for development, that the developers contract with a traffic engineer to conduct the study. If the developer is unwilling or unable to conduct this study, the city itself should conduct or contract out the same project.

3. The engineering firm hired should collect a broad range of data to help the council and city staff make an informed plan on the future of the Junction and must have software to simulate different intersection configurations, and the engineer should have expertise on the different intersections configurations being simulated.

Carroll Avenue Bridge Closure Recommendations

This memo was submitted to the City Council on February 23, 2015, and recommended the following:

1. Ensure that the temporary pedestrian bridge is at least 8 feet wide to accommodate people who bike and walk.
2. Put up “bikes may use full lane” signs and paint sharrows on Old Carroll Ave., northbound Carroll Ave. between the Junction and Old Carroll, Sligo Creek Parkway, Maple Ave., Maplewood Ave., and Flower Ave.
3. Create a four-way stop at the Carroll-Lincoln intersection and replace the missing street light.
4. Create new crosswalks across Carroll Ave. at:
 - Carroll-Old Carroll intersection for access to the pedestrian bridge
 - Carroll-Boyd intersection
 - Carroll-Lincoln intersection
 - Carroll-Flower intersection
5. Ensure that damaged sidewalks are repaired on Carroll Ave and that, after utility work is completed, temporary patches are laid to create a contiguous, flat surface safe for all sidewalk users.
6. Expedite temporary traffic-calming measures and utilize data-driven methods.
7. Increase the involvement of the Safe Roadways Committee.

ACKNOWLEDGEMENTS

The members of the SRC wish to thank Mayor Kate Stewart, the former Mayor Bruce Williams, the members of the Takoma Park City Council, City Manager Suzanne Ludlow, City Planner Erkin Ozberk, and Director of Public Works Daryl Braithwaite for meeting with the committee to share their concerns and suggestions to make Takoma Park a city that is safer and attractive to people who walk and bike and people with disabilities.

We thank City Clerk Jessie Carpenter for her assistance in renewing the memberships of committee members, posting meeting minutes and agendas on the SRC website, and arranging for our meetings. If it were not for Ms. Carpenter, the SRC simply could not function.

We thank Liz Cattaneo for her work writing the report on the Takoma Park Street Festival outreach activities and community survey that accompanies this report, and we thank Liz and Kacy Kostiuik for their work summarizing the activities of the community for the creation of this report. We also thank Kacy for the complete minutes she takes of our meetings.

And finally, the members of the SRC thank our dedicated Chair, Joe Edgell, for his leadership and determination in making our city a more walkable, bikeable, and safe community.

Safe Roadways Committee Members

Chair, Joe Edgell (Ward 2). Current committee members: Elizabeth Cattaneo (Ward 2), Frank Demarais (Ward 5), Nicholas Finio (Ward 3), Katherine (Kacy) Kostiuk (Ward 3), Mike Moore (Ward 6), and Sharon (Wren) Rogers (Ward 3).

APPENDIX

SAFE ROADWAYS STREET FESTIVAL SURVEY

Community Engagement & Outreach at the 2015 Takoma Park Street Festival



Takoma Park Safe Roadways Committee Report

INTRODUCTION

The Safe Roadways Committee secured a booth at the popular Takoma Park Street Festival in October 2015 with the aim of engaging residents and area community members about their feedback and priorities regarding safe roadways and to broaden outreach about the existence of our committee. The initiative was a success from the perspective of the Committee as it allowed us to formally engage a significant part of the Takoma population about these issues, collect data that will inform recommendations and action steps, and share a host of resources. The following is a summary of our outreach activities and both detailed and at-a-glance community feedback relating to safe roadways related matters.

PUBLIC EDUCATION

Committee members gathered useful resource materials to offer at the booth from a number of city, county and area groups that promote safe and expanded cycling. We distributed:

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- Takoma Park bike maps
- A guide to DC bike laws
- DC bike maps
- Montgomery County Master Bike Plan information
- Flyers promoting a city survey on city parking options and the Montgomery County bike map feedback tool
- Brochures and promo codes for Capital BikeShare

COMMUNITY OUTREACH

Another key objective was to introduce our committee and members to the community and demonstrate our ability to be a resource to people with questions or concerns or interest in pedestrian, cycling, traffic calming, public transportation and safe school routes. We created a flyer to distribute to visitors in case they wanted to consider joining our committee or share more feedback or requests for us to follow up on.

COMMUNITY SURVEY

The core purpose of our involvement in the festival was to survey residents and area community members about their areas of concern and priorities involving Takoma Park. In total we received 67 completed surveys. Survey feedback was voluntary, and could be made anonymous. Committee members did not complete survey forms. Here is all of the quantitative feedback at a glance, followed by the qualitative feedback grouped by thematic response.

SAFE ROADWAYS COMMUNITY PRIORITIES

67 responses total, respondents could select more than 1 priority

What's important to people	#s of people who say it's important	% of respondents
Pedestrian safety	32	48%
Bike lanes	47	70%
Bike safety/other	24	36%
Sidewalks	27	40%
Intersections	18	27%
Public transportation improvements or changes	14	21%
Other (specified in comments below)	3	4%

INTERSECTION IMPROVEMENTS

Some commenters noted problem intersections (visibility, traffic):

Maple Ave at Lee, not enough visibility if you are on Lee trying to turn onto Maple. Too many parked cars blocking line-of-sight. Cars frequently parked illegally, yellow painted curb needs a touch up.(14)

Philadelphia and Piney Branch

Holly & Philadelphia

Shrubs at corner of Maple and Philadelphia TOO HIGH, block view of traffic on Maple

SIDEWALK IMPROVEMENTS

Residents shared feedback related to the need for more specific or system-wide sidewalks, or improvements in existing sidewalks:

Sidewalks are unsafe for pedestrians and walkers. Terribly uneven with ledges in some areas. not ADA compliant.

Please put a sidewalk on Eastern Ave from Carroll Ave to New Hampshire Ave

Broken sidewalks should be fixed (loose bricks, uneven sidewalk panels). Sidewalk application areas where the sidewalk suddenly ends.

Some of the sidewalks are really small and it is hard to walk on that with a dog because they might go in the street up Philadelphia.

Some streets have no sidewalks and so far city council has no answers re how to have more sidewalks without interfering with fire truck safety or a "taking" from private property.

Better sidewalks!

Sidewalk on odd side of Birch

Sidewalk expansion on all blocks. Including Piney Branch

Speeding & safety on Boyd Ave.

Sidewalk on Carroll near Boyd needs repairs.

Walking & biking from Jackson Ave & Sligo Creek Parkway should get a sidewalk for connecting the Sligo Creek Trail to the closed (bike/walk) portion of the parkway during Carroll Ave construction would be good.

ANTI-SIDEWALKS

One resident suggested there are a sufficient number of sidewalks:

Don't feel more sidewalks are necessary - feel like you can be careful with your kids and things are prettier without sidewalks.

PEDESTRIAN SAFETY

In addition to sidewalk improvements and repairs, community members shared a host of recommendations to ensure safety and accessibility while walking in the city:

Ethan Allen between coop and N.H. Ave.--dangerous for pedestrians

Longer walking crossing times at intersections. More consistent timing frequent issue in TkPk.

Ethan Allen Ave. on East-West Highway and Prince George's Ave. please put a crosswalk.

Walk timing at Eastern and Piney Branch

Better curb cuts for strollers and wheelchairs

Like intersections with audible signals (more). More even pavement, more wheelchair-accessible sidewalks.

The intersection of Carroll & Long Branch Parkway needs a pedestrian crossing sign on signal. There's a blinking yellow light and pedestrian sign, but the overgrowth covers the sign and cars speed through the yellow lights. The parkway connects to the Long Branch Trail so there are many pedestrians and dog walkers and it's dangerous!

BIKE TRAILS/NETWORK IMPROVEMENTS

Some survey respondents pushed for bike infrastructure improvements for both the city and neighboring communities to take up:

Piney Branch Rd is very nice to bike on in DC, but once you cross into MD it has lots of bump outs and doesn't feel safe for biking. It should be a core component of bike network (but I suspect SHA doesn't give a crap). The Met Branch Trail through TP is already getting less pleasant to ride, as pavement get bumpy and raised up by roots. It would be worth considering how to prevent further deterioration. Parts of it are poorly lighted at night as well.

I would love to bike to work but I'm not aware of a very safe way to do it.

Improved bike/ped connections between "behind the creeks" neighborhood between Flower Ave & Garland off Carroll Ave near the Junction.

Add Takoma Station bike lockers. Add more bike locks to the Takoma Station, where people who have their bikes can lock their bikes in a secure area.

Riding bike through and across Takoma Junction is difficult.

Make Takoma Bike friendly.

While many folks shared concrete steps that the city could take to increase and improve cycling:

Bike racks throughout the city.

Having cemented bike posts -- safe bike locking spots.

Parking (bike) is also needed.

More places to lock bikes in the area - TP and SS.

I would love a Bikeshare station near the intersection of Holton Ln. and New Hampshire Ave. I would use it daily.

Want cuts in the speed humps to allow bicyclists to ride through.

Speed bumps should have cutout for bikes.

Put slices in the middle of the speed bumps.

Biking--do like it. Bumpy roads on Carroll and Ethan Allen.

Allowing bikes to ride over the pedestrian bridge near Montgomery College.

CHANGING RULES TO INCREASE BIKE & PEDESTRIAN USAGE OR SAFETY

Some improvements requested would require a change in municipal, county or state rules:

We would love if Carroll Ave was closed from Fire Station to Cheesecake for pedestrian / biking mall on Sundays.

Kids should be able to ride on sidewalks.

Car free streets.

Right turn red has been a disaster for pedestrians and cyclists since it was introduced in the 1970s. Now motorists only look over their left shoulder and will run over any pedestrian or cyclist even though the light is red.

Bicycles should definitely be allowed on sidewalks. Bike safety is an oxymoron as long as bicycles are on roads with cars. There is no margin of error. In every fender bender the cyclist is the tender. Cycling on sidewalks is allowed almost everywhere but TkPk and when I was growing up, we were taught it was only safe to cycle on sidewalks. I have cycled more than 65 years and never even slightly brushed against anybody on my bike on a sidewalk.

BIKE SAFETY

Many of the comments dealt with critical infrastructure repairs (paving, lighting) to improve the safety of riders:

Ethan Allen between co-op and N.H. Ave.--dangerous for bikes.

Utility patches cause hazards for cyclists and pedestrians. Not safe for bicycles. Better lighting at night on paths needed.

Underpasses under metro -roadway poorly maintained, water tends to puddle on side, and grates are either blocked or missing. (67)

Some parts of the road have no shoulder or bike lane ... dangerous. Impossible for drivers to stay 3 feet away. Lots of potholes in road, hard to control yourself. Saw someone get in a crash near Takoma Market.

More sharrows and/or dedicated bike lanes on roads- will bring more commercial traffic to T.P.

Concern for the safety of bikers!

Web cam at bike rack at Takoma Metro.

All the road construction has been terribly hazardous for bikes. Road crews & utility companies are doing a terrible job of cleaning up their worksite, giving flat tires, making me ride into the street.

No more tearing up of the roads.

While some of the feedback had to do with shifting behavior of people:

Increase awareness about bike safety among drivers.

Make sure bike folks have bell or other warning and use it. Bikes need to follow rules such as red lights, etc.

BIKE LANE IMPROVEMENTS

There was an overwhelming request for more bike lanes throughout the city:

Carroll: bigger bike lane.

We need more, and wider, bike lanes in Takoma Park.

More bike lanes.

More bike lanes so that bikers aren't forced onto the sidewalk.

More bike lanes would be appreciated.

Bike lanes tend to be too narrow and too rough where they exist at all. More improvements would be great.

More protected bike lanes.

Want more bike lanes for kids to be safe. Have to ride on sidewalks.

Bike lanes at Old Takoma MD and Sligo Creek Pkwy, Carroll Ave Bridge needed. Need striped bike lanes across Carroll Ave bridge. Love the contra-flow bike lanes on the road by Spring Mill Bakery and Grant Ave by Piney Branch Elementary School.

Bike lanes needed Carroll around Sligo Creek bridge, Flower Ave past WAU.

We could use a dedicated bike lane on Maple. There are schools, it's a major thoroughfare and the Metro bike trail runs through.

More bike lanes.

Bike lanes end at Ethan Allen after the co-op. Please extend them up to New Hampshire Avenue.

Bike lanes on Flower Ave.

More bike lanes please.

Bike lanes on Carroll and Eastern Ave needed.

TRAFFIC CALMING - PRO & CON

Diverse opinions exist about the value of existing traffic calming measures and need for alternative or additional steps:

Sligo Mill Road, Eastern Ave (near New Hampshire Ave), Sligo Mill Rd needs speed bumps and possibly 'one way' traffic during commute hours because it is used as a commuter road and people speed (plus playground is being put in and it is unsafe).

Love speed bumps. Utility patches are badly done.

Want Flower Ave speed bumps reformed.

Wish speed humps were regulated; they seem to be all different.

I live in TkPk. I dislike the speed bumps. How about using 15-20 mph speed bumps like the ones on Flower Avenue near Franklin. I also dislike the restrictions on Park Valley in the morning. Please remove them, especially when the Sligo Creek bridge is closed!

Corner of Carroll and Boyd; Boyd Ave. No left turn from Carroll onto Boyd - 4:30-7:30. Enhance speed bumps on Boyd (cars drive fast cutting through from Ethan Allen via Jackson). Boyd becomes one-way?

Too many streets have speed bumps where there are no safety problems.

Takoma Junction too congested and lights not timed properly. And using Columbia as a pass-through. Deal with cars cutting through on Columbia and Poplar residential roads.

Speed bumps are horrible for bikes.

Crossing Carroll near Boyd/Lincoln. Person changing batteries for the speed camera trap on Boyd Ave - blocks visibility - park too close to Carroll.

There are too many speed bumps.

Speed bumps are BAD for bicycles.

Timing of street lights along Carroll Ave.

Get rid of all speed bumps. Eliminate as many traffic lights as possible. No purple line.

SCHOOL & CHILD SAFETY

Kids should be able to ride on sidewalks.

Kids struggle to get through that area to school (preschool) and shops in Silver Spring (when biking & walking).

PUBLIC TRANSPORTATION IMPROVEMENTS

Only one comment related to public transportation, perhaps due to an understanding that the city has less oversight of WMATA and Ride On:

Conscientious bus drivers (they will often pass by passengers who are waiting).

PRAISE FOR TAKOMA PARK

Some city residents were moved to share their affirmation of what's already working well:

I love cycling and walking in T.P.

The school crossing guards are great.

Love Bikeshare. Love speed humps.

We just got new sidewalks in our neighborhood. We love them!

Takoma Park Safe Roadways Committee¹ Recommendations to Takoma Park City Council to Improve Bikeshare

November 15, 2015

Executive Summary

The first few years of Capital Bikeshare in Takoma Park have seen great success and accelerating interest in the program. Residents have another transportation option for getting around town, riding with visiting friends and family, and getting exercise, and it's a transportation option consistent with City Council's direction to the Safe Roadways Committee to "encourage Takoma Park residents to use alternatives to driving, including walking, bicycling, and transit." See Takoma Park Municipal Code, [Chapter 2.16, Article 5](#).

There is tremendous current and planned growth in and around the city, including new mixed-use development in Takoma DC, future development at Takoma Junction, the Langley transit center, and the entire Purple Line Corridor. Expansion of Capital Bikeshare should be included in all growth planning, and Takoma Park should take an active approach to increasing Bikeshare usage. The most efficient way to do that is to increase connectivity and coverage in the Bikeshare system.

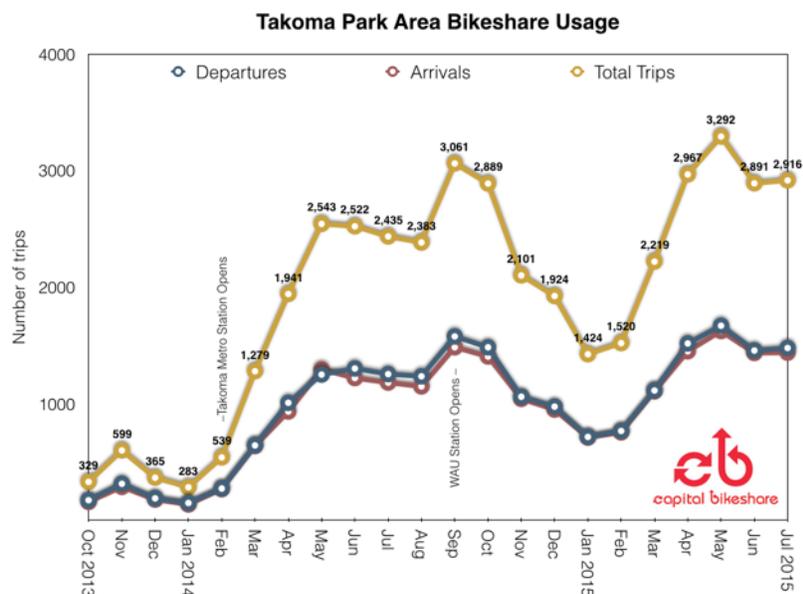


Figure 1. Data only available through July, 2015.

The Safe Roadways Committee recommends that the city take four steps to increase Bikeshare usage and make Takoma Park a better place to live and bike. The City should work with transportation partners and change city codes to:

1. [Add additional Bikeshare stations](#),
2. [Expand and relocate some existing stations](#),
3. [Allow people who bike to use sidewalks within the city limits](#), and
4. [Develop partnerships with local colleges and universities](#).

¹ The Safe Roadways Committee is Liz Cattaneo (Ward 2), Frank Demarais (Ward 5), Joe Edgell (Ward 2), Nick Finio (Ward 3), Kacy Kostiuik (Ward 3), Mike Moore (Ward 6), and Wren Rogers (Ward 3). Former Committee member Ryan Morden contributed to this report.

Detailed information about each of these recommendations can be found below.

Elly Blue's [Bikenomics](#) notes that both bikes and bike lanes have a calming effect on a car traffic. When traffic on city streets is slowed down a little — even if there are the same number of cars — streets become nicer places for residents and visitors (see The Local



Figure 2. Bike lanes and bikes can have a traffic-calming impact for neighborhoods

Government Commission's Center for Livable Communities' Report, 2000). More people come to those communities and everyone — whether walking, biking, or driving — has a little more freedom to look up and see what storefronts have to offer instead of focusing on staying alive. Neighborhood pride increases, as does private investment, retail sales, property values, and number of businesses. There are also fewer traffic crashes. These are all quantifiable ways of saying that areas with increased bike infrastructure lead to thriving communities.

Detailed Discussion

1. Add More Stations

Takoma Park should work with [Montgomery County's Department of Transportation](#), the State of Maryland, and [Capital Bikeshare](#) to install more Bikeshare stations. Any transportation network will function more efficiently when there are more opportunities for use. These expansions should be completed by December 2016.

Takoma Park currently has five stations, and there are three stations nearby, but just outside city boundaries. These stations are:

- Carroll Ave/Ethan Allen Ave (Takoma Junction)
- Maple Ave/Ritchie Ave
- Philadelphia Ave/Maple Ave (community center)
- Carroll Ave/Westmoreland Ave (gazebo)
- Washington Adventist University
- Takoma Metro (in D.C.)
- Montgomery College (in Silver Spring)
- Garland Ave/Walden Road in Long Branch (in Silver Spring by the Long Branch Library)

The most recent data shows a peak Bikeshare trip segments of 3,292 trips at all Takoma Park-area stations. (see figure 1). If all those riders were driving, there would be up to 3,033 drivers on Takoma Park roads.² If all these bike riders rode buses, there would be up to 82 more buses on Takoma Park roads.³ All those buses and cars would make our already congested streets more so. Capital Bikeshare is good for cars. Every Bikeshare rider removes vehicles from Takoma Park roads.

² Based upon an average vehicle occupancy rate for Maryland of 1.085535 people per car. Data from University of South Florida at <http://www.nctr.usf.edu/clearinghouse/censusavo.htm>.

³ Based upon 40 passengers per bus.

Data obtained from Capital Bikeshare and analyzed by the committee show that people use these stations in patterns that focus on transportation to and from the Takoma Metro. (see figure 3). People use certain stations in the morning hours primarily as pick-up locations, meaning these stations see more departures of bikes than arrivals, while other stations serve the opposite function, where they are more popular as drop-off destinations after work.

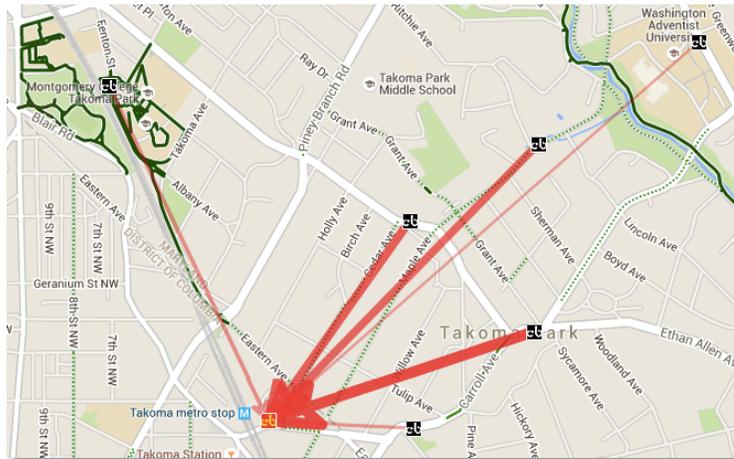


Figure 3. Map shows relative quantity of trips from Takoma Park stations to Takoma Metro station.

The City should work to expand the network of stations by adding additional stations at popular destinations. Additional stations will make trips shorter and easier, and additional stations between Silver Spring and Takoma Park will encourage bike travel between these two communities.

The committee recommends that new stations should be added to the network in the following locations, due to their status as notable city destinations for shopping, entertainment, recreation, or residential density. (see figure 4). We note that two of these stations, the Recreation Center station and the station near the transit center, have already been approved and funded.

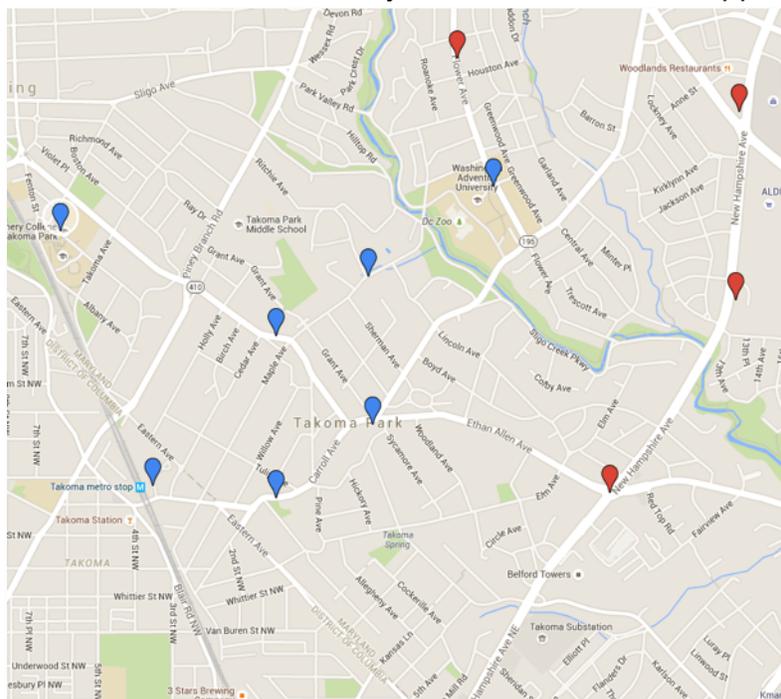


Figure 4. Red markers denote suggested new station locations and blue markers denote existing stations.

- MD-410 and New Hampshire Avenue
- The Recreation Center on New Hampshire Avenue
- The Langley transit center at New Hampshire and University Avenues⁴
- Flower Avenue near Houston or Hudson Avenues

⁴ City staff proposed locating the transit center station a block away from the transit center because the location was in Takoma Park. The Committee strongly recommends, however, that the station be located at the transit center on the north side of University Blvd. This requires that we work with the transit agencies, of course. But failure to locate the station at the transit center will result, the Committee believes, in substantially lower usage. Committee members communicated this to City staff during a site visit to the original planned location at the south side of University Boulevard at Anne Street.

2. Expand and Relocate Some Existing Stations

The City should add additional docks at the Takoma Junction station and the “Old Takoma” (gazebo) station, as these stations see the highest ridership and frequently are either full of bikes (during times when people are primarily commuting to that location) or empty (during times when people are primarily commuting away from that location using Bikeshare bikes). Full or empty docks substantially reduce the number of trips to and from those stations.

The City should consider relocating the Old Takoma station to a more prominent location in Old Town, as long as doing so does not negatively impact the proposed expansion of the Bikeshare system, as discussed in this report. One possible location for the relocated station is the intersection of Carroll and Laurel Avenues, in the two parking spaces across from the Dolci Gelato shop.⁵ This location would function better for Old Town because:

- (1) The prospective spot at Carroll and Laurel Avenues is centered within one block of a majority of Old Takoma businesses in Maryland as well as the EF Language School on Laurel Street, NW. By contrast, the current gazebo location is near the edge of the Old Takoma business district.
- (2) The Laurel and Carroll location is both highly visible and symbolically important, marking a repurposing of two car-parking spaces to instead house 15 docked bikes. (see figure 5).
- (3) A number of cities, including Washington, D.C., New York City, Pittsburgh, Boston, and others, use some curb parking spaces for bike parking, including Bikeshare. (see figures 6 and 7). Safety concerns are easily answered: Car drivers already walk unsheltered in the street to enter and exit their vehicles much like a Bikeshare rider would do.



Figure 5. Green rectangle indicates station location.



Figure 7. Boston Hubway Bikeshare using in-street parking.



Figure 6. Pittsburgh Healthy Ride Bikeshare using car parking spaces.

⁵ The committee notes that this recommendation is different than our earlier recommendation. At the time of the earlier recommendation, the Committee believed the money to relocate the station would be better used to create new stations. Since new stations were never created, it is now time to increase the prominence of Bikeshare throughout the City, including Old Town. The Committee wants to ensure, however, that any move of the Old Town Bikeshare station does not negatively impact the proposed expansion discussed herein.

- (4) There is typically enough available metered street parking spaces in Old Town; two car spaces won't be missed. The reduction in the City's carbon footprint, however, will be welcomed.

Outside of city limits, the City should work with local surrounding governments to ensure that:

- (1) The Garland Ave/Walden Road station be moved to a more visible location near the Piney Branch/Flower Avenue intersection. Its current location is too far from the node activity in Long Branch. As a result, usage numbers are very low.

- (2) The Takoma DC/Metro Bikeshare station receives significant additional bikes and docks to better accommodate demand. Since the Metro station is a key destination for many Takoma Park residents using Bikeshare, it is important that the Takoma Park work with Washington, D.C., officials to increase the capacity at this station. Additional capacity here could greatly increase use of Bikeshare by Takoma Park residents.



Figure 8. Takoma Metro Bikeshare station with lone bike.

3. Allow Bicyclists to Ride on Sidewalks

Takoma Park should make a technical correction to municipal code section 13.16.050(B) to allow people to ride bicycles on sidewalks. All Bikeshare stations in Takoma Park are located on sidewalks, and many riders feel safer on sidewalks. Much of Takoma Park's desirable routes for bikes are on narrow state highways where riders feel unsafe. (see figure 9). Additionally, other nearby municipalities (D.C. and Montgomery County as a whole) already welcome



Figure 9. Huge trucks and heavy bus and car traffic make riding on Takoma Park arterials extremely risky. Many cyclists take to the sidewalk, like this one, along Ethan Allen Avenue.

people to ride bicycles on the sidewalk, so this change would bring Takoma Park in line with the regulations of other places cyclists frequent. Furthermore, people already do it. There have been no major bicycle/pedestrian collisions resulting from this frequent practice.

While it's ideal for people to ride in the street, many roads are a hazard to ride on, especially because of the lack of bike lanes on major streets in Takoma Park. By allowing access for cyclists to ride on the sidewalks, Takoma Park could encourage hesitant riders to make more use of Bikeshare and cycling in general as a mode of transportation, thus further reducing automobile traffic. Safety can be ensured by limiting bike speed on sidewalks to 10 miles per hour and requiring that bikes always yield to pedestrians.

4. Develop Partnerships with Nearby Colleges and Universities

The City should work with [Washington Adventist University](#) (WAU) and [Montgomery College](#) to develop a program that gives each student a Bikeshare membership. Most colleges provide students with the benefit of riding a Metro bus for free when they show their student ID, and this program could build on that concept to encourage greater use of bicycles for college students in Takoma Park. If cost is a concern for the schools or City, the membership could be part of the mandatory student fees.



Figure 10. Washington Adventist University & its Capitol Bikeshare station.

According to the data, the stations by WAU and Montgomery College see an uptick in users in the fall. This is likely the result of new students coming to campus and exploring ways to get around. Ridership dips in the winter, but that's to be expected system-wide due to cold weather. Giving students the benefit of free or reduced access to the Bikeshare system would increase ridership, and encourage students to make use of the system throughout the year. It would also allow students at WAU in particular to more freely travel to the Junction, Old Town, Langley Crossroads, Flower-Piney Branch, Silver Spring, and the Takoma Metro. This could result in more students frequenting local businesses and spending money in the Takoma Park community.

While this would be an experimental program that Takoma Park could highlight as a key accomplishment, it is not without precedent. MIT, for example, [subsidizes Boston's Bikeshare program](#) for faculty and students to reduce the annual rate to \$25. Takoma Park is the right size for a new program like this and its unique situation with two campuses of higher education within its borders. Takoma Park could tout the success of such a program as a model for other higher education institutions in the Capital Bikeshare network to replicate. Takoma Park can be a model for our region, and our region could turn around and become a model for other cities with Bikeshare programs.