

Maple Avenue Complete Streets Redesign

Community meeting, March 30, 2021 (video conferencing)

Meeting comments posted through "Chat"

19:09:35 From Denise Jones : How many people in the Lower Maple Apt houses were invited to participate in your focus group.

19:11:02 From Denise Jones : Were your participants residents of Maple Avenue?

19:11:19 From Elizabeth Taylor : Lower Maple already has slow traffic. Lower Maple has stop signs nearly every block. As a regular cyclist on this route, I do not need nor want further traffic calming on Lower Maple.

19:11:59 From Rosalind Grigsby : Everyone is invited to this open meeting. We took fliers to every multi-family building and sent emails to property managers and property owners. We also did social media outreach through the City communications channels

19:13:12 From Jennifer Martin : Sidewalks are too narrow to walk comfortably two abreast

19:13:54 From Elizabeth Taylor : The speed "humps" on upper Maple are unsafe and uncomfortable for cyclists. They are nearly as bad as speed "bumps," which jerk the wheel of the bike. Having a cutout in the speed "humps" to allow cyclists through on each side would be a big benefit. Sligo Creek Parkway has these speed hump cutouts on the shoulder. Arlington County has these cutouts for cyclists and ambulances on every speed bump I've seen in their county. Can we please implement these in Takoma Park?

19:14:18 From Denise Jones : No, the parking on Maple Ave is not just for guest parking. As I said just a few days ago in a robust convo on Facebook, there are many people who are tenants who need to park on the street. They are not short-term parkers like house-cleaners and lawn care workers swinging by for their clients. These are residents who are raising their families and need the parking,

19:16:43 From Amy Hirst : I saw it on a bus stop today, in lower maple. Also saw it in the TP monthly newsletter, but agree there's been very little public outreach

19:16:49 From Jennifer Martin : Speed humps on Maple are essential to slowing traffic. Before they were installed, there were accidents. My brother was run over in the 7400 block. Luckily he survived.

19:18:09 From Denise Jones : Why wouldn't you START with those people?

19:19:04 From Denise Jones : But it's not the first step. You engaged people who many not be much affected by anticipated changes.

19:19:09 From Katherine Mack : Another vote here for speed humps on upper Maple. My son's friend was hit in the 7200 block when he was about 10 years old. Like Jennifer's brother, luckily he survived.

19:19:18 From Elizabeth Taylor : I saw this event posted on Bike Silver Spring by David Helms. I use Maple Avenue for cycling 5-7 days/week and want to ensure that the street is not ruined for cycling by implementing some of the proposals.

19:20:36 From Jennifer Martin : Access to Sligo Creek, mix of multi-family and single family homes. Diversity of the folks living on this corridor.

19:21:31 From Jennifer Martin : Walkability to shopping and Metro

19:22:34 From Jennifer Martin : No safe place for bikes. And this makes sidewalks less safe for pedestrians.

19:22:53 From Denise Jones : We can share the big wide avenue with bikes

19:23:47 From Denise Jones : We have shared lanes. I see some families wanting to ride 2 and 3 abreast. That doesn't work

19:23:52 From Jennifer Martin : Width of sidewalk w/out grass strip on one side between Philadelphia and Carroll makes it hard to walk

19:27:13 From Denise Jones : The kids in the apartments most often walk in groups and are accompanied by adults in walking to and from school. The big wide avenue with the Stop signs seem to work well in stopping cars for the crossings.

19:27:17 From tony camilli : i ride on maple often with my kids - they don't feel safe even when riding in a single file

19:27:35 From Josh Wright : Is part of close by Philadelphia in scope? RRFB would be good at the crossing one block away on Philly near the library parking lot entrance, where Old Philadelphia intersects with Philadelphia.

19:27:43 From Elizabeth Taylor : The green textured, raised surfaces on Cedar Avenue have chipped away in several sections. Would these raised intersections be of a similar, nondurable material?

19:29:46 From Elizabeth Taylor : I prefer either the existing Sharrows concept or the "On-road bike lanes" design.

19:29:54 From Denise Jones : "Formalizing" the parking will take away spaces. We have trees along Lower Maple,

19:30:00 From Jennifer Martin : FYI- During COVID, pedestrians are frequently using the street to maintain social distancing.

19:30:21 From Elizabeth Taylor : I'm not a fan of reducing parking either.

19:30:23 From tony camilli : painted bike lanes do little for kids safety

19:30:52 From Amy Hirst : Agree with Denise, the tree cover on Lower Maple is actually pretty good - it's not as dense as Upper, but that creates an increased feeling of space compared to the Upper section

19:31:55 From Elizabeth Taylor : Separated bike lanes have many issues. In addition to cyclists, walkers, joggers, skaters, and scooter riders use this and create congestion. With the barriers, it is difficult to avoid obstacles. Additionally, cycle tracks and protected bike lanes tend to collect glass, trash, and other road debris.

19:32:46 From Elizabeth Taylor : If you decide to add cycle tracks or a protected bike lane, please allocate funding to cleaning the bike lanes regularly. A WABA rep has told me that special bike lane cleaning equipment is required. Otherwise, it needs to be done by hand with a broom and dust pan.

19:33:06 From Jennifer Martin : The trees at the Sligo end of Maple are still young, and will provide more shade as they mature. I have more concerns about the width of sidewalks. We should try to keep parking spaces in lower end of Maple.

19:33:39 From Elizabeth Taylor : DC has only allocated enough funds to clean the protected bike lanes for 5 months of the year using the WABA Trail Rangers. This leaves glass and debris in cycle tracks, rendering them hazardous to cyclists. Volunteers clean them some too but the glass is back in just a couple of days.

19:33:42 From Josh Wright : With two way separate bike lane do you lose parking?

19:33:49 From Denise Jones : It just seems like First World problems created for make-work to me.

19:34:05 From tony camilli : yes bike lanes take away parking, but roads aren't just for cars and parking

19:34:48 From Denise Jones : True Tony, but the road is where people live in large apartment houses. We live here.

19:34:49 From tony camilli : i'd like to know if a redo of the bridge over sligo creek is within this scope?

19:35:10 From Michael Caruso : Thanks for holding this session. What is the City's primary goal with these Lower Maple proposals? Is it maximizing safety?

19:35:16 From Jennifer Martin : What is the capacity of the parking lots for the apartments? I don't remember seeing them full.

19:35:21 From Adam Bearne : I really like the separate bike lane design. What does the transition from Sligo Creek Parkway and Upper Maple look like?

19:35:43 From tony camilli : I don't consider my or anyone's kids safety to be a "first world problem" - it's a universal concern

19:35:44 From Denise Jones : Thanks for asking Michael - my question too.

19:36:07 From Elizabeth Taylor : The slow traffic plan (#3) looks terrible for everyone—cyclists, drivers, people who need to park. There is less room for drivers to pass cyclists, which creates a dangerous situation.

19:36:51 From Amy Hirst : Expanded sidewalk with space for mobility increase while maintaining parking access seems ideal

19:36:53 From tony camilli : I'd like to know if this analysis has counted the number of available parking spaces for the apartments?

19:36:59 From Jennifer Martin : How many cyclists are there using Maple now?

19:37:30 From Amy Hirst : I probably see at least three cyclists passing my window ever ~15 minutes during the day

19:37:35 From Jennifer Martin : I think we should prioritize pedestrian safety and greening the street.

19:37:49 From Denise Jones : It is universal, but who's doing the complaining? I don't see the local residents complaining. And I'm tired of being overrun by folks who want to control me and my space.

19:38:24 From Elizabeth Taylor : The mobility lane is the best plan for kids and may not get as much glass buildup as the street plans. The problem is with crossing roads and driveways. Drivers aren't usually looking for cyclists coming at them on the part they perceive to be sidewalk.

19:38:34 From Denise Jones : Tony, every night the Lower Maple parking is filled with resident parking

19:39:01 From tony camilli : pedestrians already have buffered sidewalks on lower maple - bikers have to ride with the traffic and this is an area with a school and heavily used playground and community center

19:39:24 From Jennifer Martin : I would support the mobility lane/promenade version.

19:40:32 From Denise Jones : I beg to differ, the sidewalks are wide enough for 2x2 walking. We do it all the time.

19:41:02 From Amy Hirst : There are definitely parts of Lower Maple that aren't wide enough for 2x2, but most of it is wide enough

19:43:26 From Denise Jones : we don't need the flashing

19:43:46 From Amy Hirst : I think the flashing up by the school is not a bad addition

19:44:05 From Amy Hirst : Almost need a third consideration, upper, middle, and lower Maple

19:44:33 From Denise Jones : Yes, Amy - 3 sections of Maple

19:46:02 From Amy Hirst : Feel like I'm in "middle" - the space between the Shearman/Maple corner shops and the Philidelphia/Maple community center and the school are different than either the fully tree-covered part of Upper Maple and the big mutli-apt buildings of Lower Maple

19:48:59 From tony camilli : yes climbing lane is needed here!

19:49:11 From Adam Bearne : Climbing lane is a great idea

19:49:32 From tony camilli : most streets in TKPK only have parking on 1-side of street

19:49:41 From Adam Bearne : Does it remove all parking or just on that side?

19:49:52 From tony camilli : tulip, holly, cedar, spruce, park, etc.

19:50:02 From Denise Jones : Or for their kid's car on the street.

19:50:19 From Elizabeth Taylor : Don't people on upper Maple need street parking too?
Removing all their parking is just wrong. There are other nearby roads such as Cedar Ave that are great for climbing this hill to downtown and the new Metropolitan Branch Trail.

19:50:24 From Denise Jones : Also, it's not just the daycare at Tulip, the Community Kitchen is there too.

19:50:36 From Josh Wright : Also, not every house has a driveway they can use for parking, these people have to park on the street,

19:50:53 From Michael Caruso : What are speed limits on upper, lower?

19:50:55 From Elizabeth Taylor : I agree with Josh. Not everyone has a driveway for a car. They need street parking.

19:51:03 From Denise Jones : Yes to Josh

19:51:22 From tony camilli : has the city confirmed that not every house on northside of upper maple doesn't have a driveway?

19:51:27 From Amy Hirst : 25 on both upper and lower, but upper has the massive speed humps that force you down to ~15 or below

19:51:39 From Elizabeth Taylor : The "bump outs" are bad for cyclists and make them veer into traffic. I am against bump outs. This also reduces parking.

19:51:45 From Amy Hirst : And folks don't obey the 25 on loewr

19:51:52 From Michael Caruso : Thanks, Amy.

19:52:12 From Denise Jones : Why must you formalize the parking? The residents have managed to park w/o it. And those bulb outs remove spaces.

19:53:30 From Denise Jones : The residents do on Lower Maple.

19:53:47 From Amy Hirst : Maybe my experience is atypical, but I feel like upper doesn't have the same speed control issues at present that lower maple has. Car and pedestrian experience are ok but address bike concerns w/ the big speed humps

19:54:06 From Josh Wright : What about the option of not changing the street, but planting the right street trees consistently in the tree box that already exist.

19:54:18 From tony camilli : bulbouts on northside of upper maple helps with safety on that narrow sidewalk

19:54:28 From Elizabeth Taylor : They have bump outs on Dennis Ave and Kemp Mill in Silver Spring. These force cyclists into traffic while the cars don't actually slow down here at all. The cyclist gets to be the one to slow down.

19:55:07 From tony camilli : Elizabeth - but isn't the same true with parking?

19:55:28 From Katherine Mack : If these are our two options for change, I hope we will also have an option of no change for upper Maple

19:55:35 From Jennifer Martin : I agree, Josh, that appropriate street trees would be a big benefit to the attractiveness of the street. We need something small that can work under the power lines. I love the ornamental cherries on Holly and Cedar

19:55:56 From Michael Caruso : Is traffic analysis planned for both portions of this project (e.g., per hour, per time of day, speed) to guide decision-making?

19:57:23 From Elizabeth Taylor : Tony, yes the parked cars can be annoying too but they are not there everyday. The street parking on the uphill, right side of upper Maple is limited to residents with permit only during daytime hours.

19:58:36 From Jennifer Martin : My neighbors have renters who rely on the street parking

19:58:46 From Amy Hirst : One driveway per house is not always sufficient for a household's specific needs

19:59:21 From Amy Hirst : Lightly parked, but always at least some

19:59:56 From Denise Jones : And as families have multiple drivers, the street is needed for parking in upper too

20:00:28 From Jennifer Martin : Good point about deliveries, Ken. Trucks clog the intersection of Valley View and Maple with some regularity.

20:03:11 From Adam Bearne : This is why accessory apartments don't require parking when they are so close to Metro

20:06:34 From Denise Jones : No vote for one-way

20:06:40 From tony camilli : Adam is right - this part of Maple is so close to metro and very urban. It's designed solely for cars, however.

20:08:52 From Amy Hirst : sad

20:09:46 From Amy Hirst : Also not suitable for pedestrians

20:10:03 From Adam Bearne : Not suitable for the 25 bus either!

20:10:09 From Amy Hirst : And the walk way is incredibly slippery when wet, bad surfacing

20:13:22 From tony camilli : i've walked into this parking meters!

20:13:30 From Amy Hirst : The narrow walks are also a challenge for accessibility

20:14:36 From tony camilli : Thanks Ken and Roz for organizing this!

20:14:55 From Jennifer Martin : Thank you for a good discussion this evening.

20:15:11 From Denise Jones : Thanks, glad I could join

20:19:02 From Elizabeth Taylor : If you have to do the “dog leg,” could you have a “beg button” for a pedestrian scramble light? Then you can bike diagonal across. (I don’t like the cycle track option though.)

20:19:33 From Michael Caruso : How does the County’s Bicycle Master Plan work together with these designs?

20:22:13 From Adam Bearne : I just want to know where Eric's view is from? It's cool!

20:24:45 From Amy Hirst : Yeah. Parking need assessment needs to be made at a lot of different times of day - evening/over night there’s a pretty substantial level of parking up-and-down Maple

20:25:03 From Jennifer Martin : Thanks for this meeting. It was a great conversation.

20:29:44 From Amy Hirst : Most drivers I agree give plenty of space, but I do get tense about them around the school/community center - the cross walks are good but I have seen drivers blast through from time to time

20:30:25 From Amy Hirst : Thanks all

20:30:38 From Katie Mencarini : Hey Ken, great job! Happy to see your face.