

## **Combined Bike Safety Roundtable Notes – Spring 2022**

March 17<sup>th</sup> @ 7:30pm & March 18<sup>th</sup> @ 12:30pm

Facilitated by: Alex Freedman, Planner

*The following is a compilation of notes collected during two, digital roundtable discussions with members of the Takoma Park biking community. These comments reflect a summary of issues and suggestions that were brought up, both in response to staff-structured prompts and participant-posed questions and concerns. The comments noted in this document do not reflect a list of committed City action items. These ideas and suggestions will, however, inform City decisions moving forward. If you notice any ideas that are mis-represented or have additional suggestions to make, please reach out to City planning staff; contact information is shared at the bottom of this document.*

### **Meeting Documents:**

- Presentation:  
[https://docs.google.com/presentation/d/13LTBax8gGXyGR5vBhcbCeUznE08\\_jsrknPKMCSBxOp0/edit?usp=sharing](https://docs.google.com/presentation/d/13LTBax8gGXyGR5vBhcbCeUznE08_jsrknPKMCSBxOp0/edit?usp=sharing)
- Proposed Bike Rack Location Spreadsheet:  
[https://docs.google.com/spreadsheets/d/1D0JneAYvSJCHy00ooQRkq708\\_U\\_PB8WZ-OOFKFYwzqQ/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1D0JneAYvSJCHy00ooQRkq708_U_PB8WZ-OOFKFYwzqQ/edit?usp=sharing)

### **FY22 Bike Rack Investment Plan:**

- Suggested Additional Locations:
  - 7-Eleven Parking Lot at Carroll Ave & Merrimac Ave
  - Large rack in/near the Carroll Ave & Laurel Ave intersection
- Locations within parks should be decided cautiously to avoid places where children or parents use spaces, sometimes in unexpected ways
  - The same applies to any new bike parking in the Laurel Ave Streeterly
- The City should invest in high-visibility bike stations where there is parking, a repair station, maps, etc.
- FixIt Station in front of the Police Department entrance should be moved closer to regular bike traffic, such as Maple Ave or the City Building Parking Lot
  - Staff noted in response to a question that vandalism has not been much of a problem – durability of the movable parts has been something that needs more regular care.
- The unveiling of the new bike rack efforts should be surrounded in a media and branding campaign to get people excited about the new infrastructure
- The current bike rack infrastructure at Takoma Park schools is good, but getting to the schools is still really difficult.

### **Discussion of Garland Ave & Flower Ave Intersection Safety:**

- The topic of safety comes up frequently on the local resident list-serv
  - Recently hosted a safety discussion with Police Chief DeVaul

- Safety Hazard
  - Cars “come flying down Flower and blow through the intersection”
  - “It feels dicey” – cars really don’t love to stop fully at the signs
  - When trees and bushes are leafed out, the visibility decreases
  - The pavement markings for crosswalks and stop signs are faded or no longer visible
  - No signage or street markings to indicate to drivers that they are approaching a high-volume trail crossing
- Ideas for Increasing Intersection Safety
  - Anything to slow drivers – flashing lights, markings that this is a ped/bike zone
  - Higher visibility crosswalk
  - Raised crosswalk – is that possible at the bottom of a hill?
  - Sharrows on the approaching Garland Street
  - Markers on the trail for riders to be alert when crossing
  - Flashing, illuminated stop sign, like on Erskine
  - Stop sign stop bars placed sooner before the stop sign
  - Intersection murals
  - Rumble strips on either side of the crosswalk to alert drivers to their approach
  - What does the Montgomery County Bike Toolkit or NACTO say about options?

***Kim Lamphier Bikeway Network Program Grant Brainstorm***

- Piney Branch Ave from DC to University Blvd
  - Connects to new DC infrastructure
  - Staff noted that substantial portions of Piney Branch in this length are not within Takoma Park and all are maintained by the State Highway Administration
  - Comment that Piney Branch is really “criminally designed”, especially DC to Philadelphia
    - Street parking is unnecessary when everyone has substantial private driveways
- City Bicycle Master Plan – become more intentional about how to dedicate resources
  - May be available within the parameters of grant – see Hagerstown
- New Ave Bikeway connection to Kansas Ave NE bike lanes
- Maple Ave Complete Streets initiative
  - Advance designs to 60% or 100%
  - Lots of support for this particular item
  - Some opposition to a version that would only put paint on the road – wants to see real, separated bike facilities
  - Acknowledgement of the challenge of navigating the needs and wishes of “the Two Maples”
- Anything that connects up to other jurisdictions is worth looking into

*For questions or comments, please contact Alex Freedman at [alexanderf@takomaparkmd.gov](mailto:alexanderf@takomaparkmd.gov) or 301-891-7213.*