

Combined Bike Safety Roundtable Agenda – Spring 2022

December 8th @ 7:30pm & December 9th @ 12:30pm

Facilitated by: Alex Freedman, Acting Planning Manager

Project Updates

- [New Ave Bikeway Update \(Sections A, B & D\)](#)
 - Sections A & B in final (100%) design stage
 - Section D just beginning preliminary (30%) design stage
- Great Bike Rack Install of 2022
 - 54 U-style bike racks and 1 public FixIt maintenance station purchased
 - Installation on hold pending capacity and installation materials needs
- MCDOT Bikeways Branding Effort
 - MCDOT is developing a Countywide bikeways design brand to be used on signage around the County; Takoma Park staff sit on the advisory committee
 - Plan expected to be completed in Spring 2023.
- [Met Branch Trail Upgrade](#)
 - Just beginning preliminary (30%) design stage to bring the trail up to current standards of comfortable, safe, bikeways
 - Comments:
 - Would like to see more consistent foliage maintenance on the trail – it quick feels overgrown and is hard for two riders to pass
- [Maple Ave Connectivity Project](#) (formerly Maple Ave Complete Street)
 - Grant funds received to restart the redesign of Maple Ave to enhance bike and pedestrian safety. Funds will allow the project to be fully designed, including a revisit to the preliminary (30%) designs that are already completed. There are also designated funds for extra community engagement and a feasibility study for improved bike/ped infrastructure over Sligo Creek.
 - Comments:
 - There needs to be a holistic survey or participatory engagement with residents of the multi-family buildings regarding parking, on the street and in the parking lots.
 - The project needs to make sure it addresses inequities

Open Discussion

- The stop sign on Grant Ave (west side) feels nearly invisible. Is there a way to make it more eye-catching?
- Reduce potential conflict points
 - Example: Intersection of Philadelphia Avenue and Piney Branch Road. Specifically, people driving southbound on Piney Branch Road are currently allowed to turn right on red at the Philadelphia Avenue intersection. In practice, many drivers roll through the right turn onto westbound Philadelphia Avenue and when they do this, they're focused on finding the gap in westbound traffic and not on pedestrians in the crosswalk. Pedestrians, including significant numbers of children, are crossing with the Walk signal and are exposed to a potential conflict

because of this movement. Crossing guards improve the situation, but in recent weeks are often not there during school travel time. Please consider advocating to SHA to add a No Turn on Red prohibition and sign for southbound drivers on Piney Branch Road turning right onto westbound Philadelphia Avenue.

- Make No Turn on Red the default condition at all signalized intersections within the city limits.
 - We know through research that turning right on red contributes to higher crash rates, and the minimal benefit to driver convenience is not worth this added risk. Given that it's a relatively inexpensive and easy to implement change, it's more sensible and efficient to do all signalized intersections at the same time, rather than attempt to address them on a one-off basis. DC has prohibited right turn on red at most intersections so there is precedent from an abutting jurisdiction.
- Bike Rodeos would be cool to restart – great way to get students comfortable on bikes, especially when they may not ride as often
- Bike & Hike Tours to local parks could be a fun way to introduce environmental education
- A lot of the smaller, neighborhood roads are really steep; so the City should focus on better bike infrastructure on the larger roadways, like Carroll Ave, to make for easier and more direct biking, even though the road width can pose a challenge. (An extra plea for better infrastructure on Carroll Ave was made.)
- Desire for a more strategic citywide bike master plan to better bring planning efforts together for a longer-range set of priorities
- Ward 5 has a lot of unique challenges, including that many of the school students go to the public schools outside of Takoma Park → are there ways to sync up infrastructure and safe routes-style programming to improve the walking and biking routes outward, especially to East Silver Spring Elementary School and Silver Spring International Middle School
- What are ways to improve youth engagement in bike planning and advocacy?
 - More frequent bike to school days would be amazing – maybe biking school bus style?
 - Suggestion from a youth participant to organize something like a scavenger hunt or a maze to get kids excited
 - Student Service Hours (SSL) are required in order to graduate from high school. As the parent of middle schoolers
 - One idea related to an earlier comment: Students use Google Streetview to collaboratively collect data on all signalized intersections in Takoma Park to document where No Turn on Red prohibitions currently exist and where it is allowed, and then they create a map and database to inform discussion about a potential citywide prohibition. If they wanted to, they could also use this information to start a dialogue with SHA about this and other pedestrian and bike safety issues.