

Mayor and Council Questions and Staff Responses

Questions from Mayor Ashton

ENGINEERING

1. **Can you share how the City staff is helping to advocate for Rockville Residents when there are pedestrian concerns near North Farm** when the road is managed by another jurisdiction. North Farm is a community of 262 homes just north of Montrose Rd. and just east of I-270. NFCA is seeking enhanced traffic safety measures on Montrose Rd. -- specifically the deployment of red-light cameras and reducing the speed limit from 40 mph to 35 mph in the stretch of Montrose Rd. between Tower Oaks Blvd. and the beginning of Josiah Henson Pkwy. NFCA has been in dialogue with MCPD/ATEU, MCDOT, and the County Council Public Safety and Transportation and Environment Committees regarding enhanced traffic safety in the subject corridor. However, little has been done to date to improve traffic safety while collisions and near misses continue to regularly occur.
- A. Staff understands that the NFCA is seeking speed reduction and red-light enforcement along Montrose Road, a County-owned roadway, which MCDOT rejected in the past. MCDOT stated that they would not reduce the speed limit without changing the roadway geometry, which they were not in favor of due to safety risks caused by speed variances/differentials between vehicles.

In the past, staff has worked closely with the North Farm leadership and shared with them the necessary information to help them advocate to the county to reduce the posted speed limit – similar to what the DPW has implemented on city streets in recent months - and to improve safety on county roads surrounding their neighborhood.

Flashing lights/ Crosswalks

2. At previous M&C meetings, we have discussed looking into a flashing light in front of Nelson by the Woodley Gardens shopping Center. There are many children and families who cross the shopping center to the park, and with the bend in the road just above this crossing there are some precarious crossings. What is the status of this review? Is there a prioritization list that you can share for where these flashing lights will go?
- A. Staff visited Nelson Street at the Woodley Gardens Shopping Center and evaluated this location in response to a resident request in 2023. Staff replaced a faded pedestrian crossing sign and installed a new “state law, stop for pedestrians in crosswalk” signage. At that time, the traffic volumes and pedestrian activity did not

justify installing an all-way stop or a pedestrian flashing beacon at this location. Staff does not think adding a flashing beacon at this crosswalk will improve safety. However, staff recognizes that pedestrian activity at this intersection is highly variable and dependent on Woodley Gardens Park programming, particularly in the warmer months when youth sports leagues are ongoing. Staff will evaluate this location further and consider additional safety measures, if warranted.

Staff evaluates locations for pedestrian beacons based on traffic volumes, speeds, and pedestrian activity. Flashing beacons are advisory only and many drivers do not slow or stop when the beacons are flashing, which can cause a dangerous situation when pedestrians expect drivers to stop for them. There is a perception a flashing beacon significantly improves pedestrian safety, however this is not always the case. Staff considers other pedestrian improvements before implementing flashing beacons.

3. The Lincoln Park community has continued to ask about a pedestrian crosswalk and flashing pedestrian crossing in front of the LP Community Center. Given that we have new crosswalk policies, can this be re-evaluated? In April 2024, staff noted - . As part of a new study that staff will conduct, staff can evaluate a mid-block crossing and/or flashing pedestrian beacons on Frederick Avenue [in front of the community center]
- A. Staff conducted a field visit in 2024. As part of this evaluation, staff concluded that a mid-block crossing was not justified because of low pedestrian activity and a possible sight distance issue.

Under the new crosswalk guidelines, the pedestrian activity threshold is relaxed. Staff will reevaluate the crossing and reassess the sight distance.

4. Parents from Lakewood ES and folks in the community continue to ask about whether there is a possibility of creating a crosswalk and potentially flashing light cross signal at Balmoral and Dundee. Children and families cross this street to get to the park right across the street. However, a crosswalk doesn't exist. As Vision Zero considers human behavior and considers natural walking patterns, the neighborhood would like to see this pedestrian safety addition added. I visited the area to observe residents accessing the parks as well as the cars traversing the street on Dundee, and saw potential conflict. I have copied the resident you made this recommendation. Can you please follow-up with him?
- A. DPW staff will follow up with the resident. Staff evaluated this intersection in fall 2023. At that time, pedestrian activity and traffic volumes did not justify a marked crosswalk and staff installed additional pedestrian signage on Dundee Road. Staff will reevaluate this intersection and the adjacent intersection at Glenora Lane and Dundee Road for possible crossing improvements.

5. When will the proposed safety improvements on Smallwood and Mannakee discussions going? I know that staff accepted feedback through Jan 10 and that feedback was provided last year.

A. The temporary improvements will be installed in March 2025, and the permanent improvement is expected to be installed in the summer before school begins.

Staff communicated with the community around mid-January and shared with them the feedback received. Staff informed the residents that the permanent solution would consist of a concrete pedestrian refuge median that will be constructed as part of the roadway resurfacing project. The community was pleased with the outcome of this process.

Bus Stops:

6. During the Vision Zero planning discussions and M&C follow-up, we have previously asked about concerns related to bus stops that are mid-block that do not have additional safety features to help residents crossing to catch the bus. There are several on Veirs Mill as an example where I have observed people running across the street and cars not stopping. Staff shared that they would work with the County on relocation or extra safety measures/ flashing lights. The City also has asked M&C to approve a few bus stop improvement contracts during which time we asked if the placement of the bus stops would be reconsidered as renovations and benches were being added.

a. Can you please share an update on the status?

b. Can you share if there is a list of the most concerning bus stops to be addressed?

A. City staff has identified 239 bus stops in the city, regardless of roadway ownership, that are more than 150 feet from a marked crosswalk.

Staff requested MCDOT Ride On move five bus stops on Rockville Pike between First Street/Wootton Parkway and Country Club Road closer to their respective intersections. MCDOT Ride On indicated that only two of the stops could be relocated because of queue lengths needed for bus operations. Staff was working with MCDOT Ride On and MDOT SHA to move the bus stops, however these were incorporated into a concurrent MDOT SHA sidewalk reconstruction project, which was put on hold and added to the ongoing MD 355 Bus Rapid Transit project.

There is a bus stop on Veirs Mill Road at Okinawa Avenue where staff asked MDOT SHA to improve the crossing or to remove the center median ramp to help clarify the crossing location. MDOT SHA has not yet made any changes. DPW staff will follow up with MDOT SHA.

Staff plans to look at opportunities for future actions to consider relocating bus stops or adding marked crosswalks on city-maintained streets.

State Roads:

7. Safety poles on Veirs Mill and Atlantic in Twinbrook. Has this been addressed? There were removed when the road was repaved, and staff shared last year that members were working with SHA to replace.
 - A. Staff followed up with MDOT SHA requesting an update regarding the replacement of the flex post delineators and other improvements. Staff is awaiting an update.
8. Near exit five, bikers and pedestrians have to play a game of chicken to get across the overpass on 270, which really disconnects pedestrians and bikers West of 270 and Town Center. One of the crossings has a light, the others do not and you have to run across to not be hit by cars coming off of 270 into the neighborhoods. We have raised this area before and noted this as an area of concern. I have even seen the signage near that area knocked out by cars and shared pictures with staff. What can we work with SHA to fix this?
 - A. Staff had worked extensively on preliminary design with MDOT SHA to rebuild this overpass and improve pedestrian and bicycle accessibility and safety as part of the I-270 project. Now that this project is on hold in Rockville and more time has passed, staff will revisit potential interim improvements to the I-270 overpass with MDOT SHA.

Bike Safety:

9. What percent complete are we on the bikeway masterplan? I know that we made progress since I previously asked in 2020 to start tracking, and would like to see how we are tracking now.
 - A. The Bikeway Master Plan is 27.26% complete. The following table details the progress for each bike facility and will be included in the staff report:

Facility Type	Constructed (miles)	Total Recommended (miles)	Percentage Complete
Bicycle Lanes	1.75	8.53	20.52%
Shared Roadways	6.69	17.34	38.58%
Climbing Lanes	0.37	2.77	13.70%

Shared-Use Paths	1.33	5.40	24.63%
Cycle Tracks	0.77	5.98	12.93%
Total	10.91	40.02	27.26%

10. We have received testimony on supporting bikeshare options. I know that staff worked with the County as they shifted around some of the bikeshare stations. How are we doing on this front to date? The latest update noted is that we are working on an MOU.
- A. Staff continues to coordinate with MCDOT regarding an agreement for the new bikeshare stations that the city will purchase using awarded grant funds. Presently, staff is waiting for county direction regarding the maintenance and operations agreement of bike share stations.
11. Last Vision Zero discussion, we requested that we look into the bike fix it stations (tire repair, air, etc). I showed a picture of an example at a County HS, but haven't seen these in the City. Thank you for noting in the update that staff is exploring. What is the anticipated timing to get these in; is a starter installation set possible by end of 2025?
- A. A fix-it rack was installed along the Carl Henn Millennium Trail in 2022 at the Thomas Farm Community Center. This fix-it rack was installed as a pilot for the city and to get feedback from city bicyclists. Following the positive reception, staff identified several proposed locations for additional fix-it racks. These locations have been shared with RBAC and their feedback was taken into consideration. Staff is currently obtaining price information for procurement and installation. Once costs are finalized, staff will coordinate with R&P staff to finalize rack locations.

Sidewalk Prioritization:

12. How many missing segments of sidewalks are still within the City? I did see a note measured in terms of miles. During the Comprehensive Planning process it was noted that there were somewhere on the order of 52 segments. Can you please share in terms of segments so that we can compare?
- A. There are approximately 50 miles of sidewalk gap in the city and 458 different sidewalk gap segments.
13. When is the updated sidewalk prioritization policy expected to be shared with M&C?
- A. Staff will share the updated sidewalk prioritization policy in Fall 2025. Staff is currently preparing new draft criteria for an updated prioritization. It is expected that

staff will complete the draft prioritization, and it will then be shared with RPAC, the TMC and the public for their comments.

14. Thank you for the update on the feasibility studies being conducted. The staff report notes that “Staff is collaborating with RPAC to finalize the five sidewalks to be studied. Staff has shared this list with RPAC and has solicited feedback and other recommendations.” Can this list also be shared with the Traffic and Transportation Commission as well?

A. Yes.

15. The negotiation led with MML Montgomery Chapter to get tax duplication reimbursement funds back from the County were discussed to help accelerate and support our work on Vision Zero since a major part of the reimbursement is for transportation. Is staff continuing to keep this acceleration in mind for the upcoming

A. Staff is still waiting to hear back from the County on the final tax duplication calculation. It should be noted that additional funds for Vision Zero will likely be proposed in FY 2026.

ADA:

16. Thoughts on including measures for disability and accessibility improvements and prioritization?

A. Staff implements new right-of-way projects consistent with the PROWAG guidelines. Additionally, DPW implements additional accessibility improvements in accordance with the Mayor and Council’s new prioritization in the to bring sidewalks into compliance with public right-of-way accessibility guidelines and continue building new sidewalks.

ENFORCEMENT

Cameras –

17. The last two budget cycles, staff has focused on repairing the broken speeding enforcement cameras. M&C asked about adding cameras based on data where they may be needed. Can you share an update on what is being done? Action 2.2 on this notes that it has been completed, but I haven’t seen any more cameras added. We recently did a new contract as part of FY24.

- A. DPW staff shared this question with the Rockville City Police Department (RCPD) who indicated that all cameras are working as programmed. RCPD will be making an on-going effort to evaluate the speed cameras effectiveness using locations and operational durability as data points, and they will be able to make a determination of whether Rockville needs more speed cameras at a later time.
- 18. We recently received testimony about speeding concerns and illegal turns on Evelyn Drive. Can staff offer a follow-up community meeting to discuss and see what additional enforcement/ engineering recommendations may be warranted?
- A. DPW staff communicated with the Montrose Civic Association last month and again this week. Staff has informed them about the latest counts conducted along Evelyn Drive and Rollins Avenue, as well as the new traffic volume and speed counts that will be conducted this week. Staff will also conduct a field observation at the Rollins Avenue and Evelyn Drive intersection. Staff will share all findings with the Montrose Civic Association.

DATA:

- 19. The staff report notes that “among the serious injury and fatal crashes, nine of the sixteen crashes occurred on state-owned and maintained roadways, six crashes occurred on city-owned and maintained roads, and one crash occurred in a parking lot.”
 - a. I have reviewed the sites of each of the serious City crashes on page 29 of the briefbook. For those crashes, are there any engineering adjustments that staff recommends to help prevent crashes/ fatalities in the future?
- A. Staff implements a full investigation (post inspection) for all fatal crashes by reviewing all signs, pavement marking, and traffic signals or any other traffic control devices at those locations. Staff follows up by replacing any faded signs or pavement markings as needed. Staff usually reviews all crash reports and assesses the need for any adjustments to improve safety.

For state-owned locations, staff shares the findings of the investigation with MDOT SHA and requests them to perform any needed adjustments.

- b. Can you share where we are on improvements on the areas of concern letter we sent to the state? I know that we were able to get a grant for study for 11 of the areas. Any progress to date?

- A. DPW staff will follow up with MDOT SHA regarding the status for the improvements for the eleven intersections.

Education:

- 20. Maryvale Elementary would like to partner on the Terrific Kids Bike program and would like to consider bike riding education. Can we work together with Recreation and Parks and the Rockville Bike Hub to collaborate on this? This would support Action item 3.3
 - A. The Recreation and Parks Department is pleased to report that they connected with Sharona Chittum from Maryvale Elementary, who is organizing a school event for 18 participants. To support the program, they have reached out to the Rockville Bike Hub, a volunteer organization, to gauge their interest and availability. Additionally, Ms. Chittum is coordinating with the Rockville City Police for further support. We have also provided details about the MCDOT Bike Rodeo program, which aligns well with the school's current plans for bike safety and education.
- 21. The Bike Hub team have shared that as part of Recreation Programs it would be good to offer bike riding education classes. Is this possible? I personally witnessed a few students who received a bike from the Terrific Kids program, but didn't know how to ride. I went out to help one of the students practice, as a volunteer, but can see the value in helping in this area, much like we offer swim classes.
 - A. The Recreation and Parks Department appreciates the Rockville Bike Hub team's suggestion to introduce dedicated bike riding education classes. The City of Rockville recognizes the importance of accessible bike education programs and the growing community interest in safe cycling opportunities for all ages.

Currently, Recreation and Parks Department staff lacks the specialized expertise needed to deliver bike education programs in-house. To address this gap, we have been exploring options to contract these services or hire temporary staff. Over the past several years, we have pursued partnerships with organizations such as the Washington Area Bicyclist Association, Montgomery County Department of Transportation, Peddleheads, Pedal Power Kids, and individual experts to develop learn-to-ride events, camps, or series of classes. However, securing firm commitments has been challenging due to contractors' geographic location, willingness to travel, availability, or requests exceeding current city parameters. We will continue to explore options to contract bike education services to offer this program in the future.

22. Can we look to get 1-2 more schools per year involved in Bike to School/ Walk to School day. There are a limited number of schools within the City that currently participate. The events that we do have are great.
- A. We welcome more participation from Rockville schools. The Montgomery County Safe Routes to School coordinator encourages all schools to participate in walk/bike to school day. Staff can add information about how to participate in Bike to School Day and Walk to School Day on the city's website.
23. The Rockville Bike Hub, which does a lot to coordinate a free bike program for resident youth has noted that they need help identifying new space to store the bikes and perform repairs. Is staff working with them on this? Perhaps REDI can also help?
- A. DPW staff has not received a recent request to identify space for the Rockville Bike Hub. Several years ago, staff researched City facility locations for the Rockville Bike Hub, and did not identify a feasible space to offer. The City Manager is considering Rockville Bike Hub's FY 2026 Community Grant application which sought to expand the operating hours at their 10 North Washington Street location. However, staff is aware that their lease has ended, and they are currently seeking a new location. If Rockville Bike Hub can identify a new commercial location, they may be eligible to seek city financial assistance through a future fiscal year's Community Grant program.

Question from Councilmember Myles

1. PP 69 (Slide 16) There is a stop sign at the Cabin John Pkwy & Monroe St intersection, correct? Consider adding one to the illustration?
- A. The image on slide 16 only included the newly proposed improvements for the intersection of Monroe Street and Cabin John Parkway and did not include the existing facilities. For clarity, a stop sign has been added on the slide to the Cabin John parkway approach at Monroe Street to illustrate the existing stop sign.

Questions from Councilmember Van Grack

1. Regarding the grant for the shared-use path along Veirs Drive and Scott Drive between Wootton Parkway and the city boundary: Is there any city preparation work which can be done in advance of grant because we need to get this started as soon as possible (i.e., this is a very dangerous area where children are often walking along the side of the road).
- A. DPW staff is taking the necessary steps to advance this project. Earlier this month DPW staff met with MDOT staff who is finalizing the draft grant agreement. In the meantime, city staff is preparing the scope of services in order to advertise the

project design once the agreement has been executed. There is no other work staff can do in advance of the grant.

2. I am still receiving complaint regarding Wootton Parkway intersections between Wootton High School and Falls Road. Are we looking into these areas for better pedestrian safety measures?
 - A. Last year, staff conducted a field observation at the Wootton Parkway and S. Fallsmead Way intersection and found it to operate as expected with motorists yielding and limited pedestrian activity. Additionally, staff made signal repairs in response to resident requests related to bicycle detection and a pedestrian signal malfunction at the intersection of Wootton Parkway and Greenplace Terrace. If you are aware of any other safety concerns or requests, please provide them so staff can investigate and address accordingly.
3. Do we have a status update for the Hurley Avenue Bridge Replacement (CIP: TE16)? The current bridge is a cycling hazards and has been targeted for safety replacement.
 - A. Staff is currently working with MDOT SHA to hire a consultant for the design phase.
4. Given the status of the pedestrian and cycling area concerns in the Vision Zero Report, does staff recommend increasing the budget for the CIP Project: Concrete Repair & Replacement: FY21-FY25 (TC21) Project? \$3,238,713 was allocated in FY2025 and are there requests for additional repair/replacement based on current conditions?
 - A. Staff anticipates changes to the Concrete Repair & Replacement CIP item will be included in the City Manager's Proposed Budget.

Questions from Councilmember Jackson

1. I recall that one project Bryan had talked about involved Redland Blvd and increasing parking by making the right lane a parking lane only and narrowing the road to two lanes for traffic. Is that still under consideration? Has there been any movement on it? Or did staff discard the idea after discussing it further?
 - A. Staff is currently working with a consultant to prepare a design plan for the demonstration project. Staff has provided initial comments to the consultant and is awaiting a revised plan. It is anticipated the design plan will be completed in March and staff will conduct the demonstration project later this year. Prior to demonstration, DPW will host a virtual public meeting for the King Farm community to share information and collect comments

Questions from Councilmember Valeri

Overall Themes

1. The action plan was adopted in 2020 prior to the current Mayor and Council. Can the plan come before Mayor and Council to determine if the Action Items are still relevant? Or if we would like to add action items?

The goal is to eliminate all road fatalities by 2030. There were only 30 action items when the plan was adopted in 2020. Five years out from our target year, we need to make sure that nothing has been missed from the initial action items.

- A. The 30 action items in the approved plan are scheduled to be completed by 2028. Some action items are continuous and will extend beyond 2028. Staff recommends that review Vision Zero in 2028 after the action items are completed to determine if we wish to develop a new plan. In the meanwhile, if that are any compelling suggestion for changes/additions to the approved plan, then staff is open to those suggestions, as directed by the M&C. Additional staff might be needed since the current workload is at a very high level.
2. Was the Action Plan updated after the Access Board's 2023 final rule on ADA and ABA Accessibility Guidelines for the Public Right-of-Way (PROWAG)? Should it be? What resources are being used to stay on top of best practices – not minimum compliance – in terms of ADA accessibility in transit?
 - A. The Plan was not updated in 2023. However, DPW staff is aware of the PROWAG, is taking action to implement it in new infrastructure, and is proposing enhancements to the Concrete CIP program, beginning with the FY25 budget amendment, to bring existing infrastructure into compliance.
3. Is there an annual review of Vision Zero action items considering legislation enacted on the state level? Are those reflected in the Action Plan? Or does the Pedestrian Master Plan capture that?
 - A. DPW staff works with the City Manager's office to track the status of, and provide comments on, state legislation that affects the city's Vision Zero program or the Pedestrian and Bikeway master plans, among other transportation issues. DPW staff incorporates new state laws into the implementation of the Vision Zero program as appropriate. Thus far, there have not been any new state legislation that needs to be incorporated into the action plan.
4. What is the most innovative and creative solution to a transportation infrastructure problem within the City in the past year? And no, the excellent work to bring in amazing amounts of grant money doesn't count.

The implementation of complete streets projects on Beall Avenue in 2024, N. Washington Street in 2023, and Maryland Avenue in 2021 are creative and innovative multimodal safely

improvements that repurpose existing motor vehicle travel lanes to increase safety for all road users and maintain operations. Staff has also acquired new counters to count pedestrians and bicycles and has deployed them in Town Center to collect pedestrian and bikes' data. Additionally, traffic calming improvements such as the pedestrian refuge medians installed on Edmonston Drive in 2024 and Wootton Parkway in 2024. While these projects, may seem straightforward, their planning, implementation, and impact overcome long-standing assumptions about roadway use, traffic safety, and traffic operations.

5. Has relevant City staff explored new advances in technology, including AI, to bring in new ideas to ensure pedestrian, bicycle, and other conveyance safety?
 - A. Staff keeps up to date with best and innovative practices in the pedestrian and bicycle planning and engineering field. The AI field is fairly new and staff is still learning about how it can be beneficial in traffic signal operations. It should be noted that the AI can be more useful for larger cities with a large network of signals such as Washington DC.

Pedestrian Safety

6. Car collisions with property damage are a good indicator of areas within the City that may need infrastructure review and adjustments to proactively fix problematic areas. Can you share the top 20 locations for car-on-car collisions, property damage only?
 - A. Staff will investigate and share findings when available.
7. Can the Traffic and Transportation (T&T) department share Post-Crash Inspection Memos with M&C when they are posted on the website?
 - A. Staff can include future Vision Zero Post Crash Inspection Memos in the DPW monthly reports.
8. Will the Vision Zero Crash Analysis 2017-2021 be updated to keep it current? It would be helpful to update this to 2023 at a minimum.
 - A. The Vision Zero Crash Analysis will be updated in 2025 to include the 2020-2024 crashes.
9. The following areas have been raised by residents as areas in need of safety improvements. Can these be implemented as soon as possible? Photos corresponding to the letters of each item below follow this list.
 - a. Stop sign on N. Horners Lane at Crabb Avenue in East Rockville
 - A. Staff evaluated this intersection and an all-way stop was not warranted due to the heavy traffic on N. Horners Lane and relatively low volume on Crabb Avenue.
 - b. Crosswalk on Frederick Avenue near parking lot entrance to Lincoln Park Community Center

- A. Staff conducted a field visit in 2024. As part of this evaluation, staff concluded that a mid-block crossing was not justified because of low pedestrian activity and a possible sight distance issue.

Under the new crosswalk guidelines, the pedestrian activity threshold is relaxed. Staff will reevaluate the crossing and reassess the sight distances.

- c. Sidewalk on Baltimore Rd at Cove Lane

- A. Staff will review this request and assess the feasibility of constructing this sidewalk segment.

- d. Stop sign and significant enforcement presence at Linthicum and Gruenther. All of Linthicum is a significant safety concern as it is a school route.

- A. Staff conducted a field visit at this intersection and found that all ramps at the four corners need to be upgraded. Staff worked with the Construction Management Division to upgrade the four corners last fall. Staff has almost completed establishing all school routes in this neighborhood and will soon propose new crosswalks and stop signs to establish those routes in the neighborhood.

- e. Stop sign at First Street and Lincoln Ave along Maryvale ES walking route

- A. This intersection has all-way stop signs.

10. Have Pedestrian Gateways been reviewed by T&T for potential utilization? Are they currently being utilized anywhere within the City?

- A. Staff is proposing a new budget item in FY2026 for a pilot project to install 3-4 new neighborhood signs. The only signs currently posted are on MD 189, MD 28 and Beall Ave. at N. Washington St., and they were installed during the first Town Center Development about 15 years ago.

Action Item 8a - Pedestrian Marked Crossing Guidelines

11. Will the T&T department present these new guidelines to M&C? Crosswalks are the number 1 ask across the City from our residents. It has also been, historically, difficult to get approved and installed.

- A. Staff does not plan to present the new guidelines to the Mayor and Council.

12. As noted on page 1 of the final draft: *“These guidelines were developed after identifying best practices from Federal, State, and local governmental agencies. Many State and local governments use the Federal Highway Administration (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations published in 2018 and NCHRP 562 as*

a foundation and adjusted the guidelines to meet their needs, which is the basis on which these guidelines were developed.”

- a. What other sources for guidelines were utilized? The FHWA guide is very heavily focused on optimizing the automobile experience. And many state and local governments are no closer to achieving Vision Zero by using FHWA guide as their basis.
 - A. City staff also considered the Montgomery County Complete Streets program, the Context Driven Toolkit from the Maryland Department of Transportation, regional examples including Arlington County and the City of Gaithersburg, and national examples including the City of Sacramento, the City and County of Denver, the Portland (Oregon) Bureau of Transportation and Parker, Colorado.
13. Why do we continue to rely heavily on pedestrian volume instead of car collisions when determining the appropriateness of a crosswalk? On page 2 of the guidelines, there is no mention of the number of car collisions with other cars, pedestrians, bicyclists, or other conveyances in the decision tree.
- A. City staff uses these guidelines to help respond to public requests for crosswalks. Relying on past crash data to justify a marked crosswalk can inadvertently result in not installing a marked crosswalk because of a lack of crash history. It should be also noted that car crashes are not likely related to crosswalks. Having said that, when evaluating other safety concerns in response to a recent crash, or in response to a traffic calming request, staff will consider adding a marked crosswalk, if needed.
14. Table 3 on page 6 of the guidelines is shared below.
- Do we have an analysis of existing crosswalks in the City that are deemed in red below as Not Sufficient for Crosswalk Without Signal or Substantial Improvement?
Can these crosswalks be added to the Vision Zero priorities list?
- A. The red in the table means that midblock crosswalks at those locations (for example with 15,000 vehicles/day, no median, multiple lanes) will not be safe, and therefore will not be recommended. Crosswalks at those locations should be considered only at controlled intersections, with stop signs or traffic signals.
15. Does the T&T department plan on reviewing signalized pedestrian crossing standards in the City? I have received a lot of feedback from members of the disability community and older residents who are struggling with insufficient time to cross the street. The MUTCD standard of ~3.5 feet per second is guidance, not rule, and does not take into account the specific needs of individuals with mobility issues.

- A. Staff reviews pedestrian crossing timing when a concern is received. It should be noted that the city has provided additional crossing time at locations used by residents with specific needs. Please share resident feedback with staff and we will evaluate those crossings for additional pedestrian time.

Coordination Between Agencies

- 16. I note that on slide 25 of the presentation that Maryland Department of Transportation (MDOT) State Highway Administration (SHA) Coordination is discussed – always a good thing! Can you share the level of coordination with Montgomery County Department of Transportation (MCDOT) as well, especially regarding road safety along City limit borders?
 - A. MCDOT and MDOT SHA staff attends the quarterly coordination meeting organized by city staff. City staff also regularly shares service requests with MCDOT when related to a county-owned roadway or county-maintained intersection. Additionally, city staff coordinates with MCDOT and M-NCPPC staffs as it relates to ongoing county development applications that impact city roadways and intersections.

Bikeways

- 1. The Bikeway Master Plan, adopted in 2017, needs updating and action items need to be created from the initial goals. Is this currently on the near-term workplan for the Traffic and Transportation Department?
 - A. Yes, staff anticipate the Bikeway Master Plan to be updated in 2027.
- 2. Is there a target timeline for the procurement of the bikeshare stations?
 - A. Not yet. Staff is coordinating with MCDOT regarding the procurement of bikeshare stations and the maintenance and operations of those stations.
- 3. Can we assist the Rockville Bicycle Hub with a permanent home within the City, large enough for both bicycle storage and programming?
 - A. DPW staff has not received a recent request to identify space for the Rockville Bike Hub. Several years ago, staff researched City facility locations for the Rockville Bike Hub, and did not identify a feasible space to offer. The City Manager is considering Rockville Bike Hub's FY 2026 Community Grant application which sought to expand the operating hours at their 10 North Washington Street location. However, staff is aware that their lease has ended, and they are currently seeking a new location. If Rockville Bike Hub can identify a new commercial location, they may be eligible to seek city financial assistance through a future fiscal year's Community Grant program.

Other

1. When will the Twinbrook Pedestrian and Bicycle Bridge location alternatives be presented to M&C for a decision?
 - A. The Twinbrook Pedestrian and Bicycle Bridge feasibility study and is expected to take one year to complete, once a contract with the consultant has been executed. Staff currently is working with FHWA to prepare a scope of services.