

Minutes for RBAC Meeting: Wednesday, June 3, 2026
7:00 – 9:00 pm, Webex

In attendance: *Bryan Barnett-Woods, Connie Bertka, Olivia Brobowsky, Sophie Chan-Wood, Kyle Gallagher, Lynda Honberg, Jake Jakubek, David Myles, Darryl Ngai, Shannon Brescher Shea, Max Silverstone, Jonathan Solomon and Dave Stinchcomb.*

At 7:05 pm, Jake announced that this meeting will be recorded. He requested approval of minutes from the last two months. Lynda motioned to approve the April and May minutes. Olivia seconded. All in favor.

Amendments to the agenda:

- Sophie wants to add the Rec Guide ad to discuss.
- Lynda wants to provide an update to the Tour de Cookie

City Update (Bryan Barnett-Woods)

- 1) Rollins Avenue Complete Streets project:
 - a) slides and meeting recording found on the City's Vision Zero webpage: <https://www.rockvillemd.gov/projects/vision-zero/>; Review Rollins on Evelyn Drive to Rockville Pike for pedestrian conditions, crashes, fatalities and bicycle infrastructure
 - b) Proposed: shared lane markings, pedestrian refuge islands, speed bumps, curb extensions and flex posts (helps narrow roadway to control speed, makes pedestrian more visible at crosswalks and shortens distance pedestrians have to walk across the street) more signage and no-turn on red on Rockville Pike
 - c) Public comments can be made until the end of this month; lots of public comments received opposed these proposals; Jake drafted a letter of support for these traffic safety improvements (see attached); Sophie motioned to approve letter as edited to send to Mr. Simoneau; Kyle seconded.
- 2) Stonestreet Corridor project
 - a) Also on Vision Zero website; in design stage
 - b) Modifying Park Road and South Stonestreet Ave intersection to be better accessible; New sidewalks and bike lanes from Park Road to Lincoln Ave
 - c) Shannon attended community meeting last night and heard overwhelmingly supportive of changes; concern about parking enforcements
 - d) Jake will prepare a letter of support for the next RBAC meeting
- 3) Submission of grants for this project and sidewalk on E Gude Dr.
- 4) Twinbrook bike/ped bridge project – contract approved on Monday and will start working on later this month
- 5) Twinbrook bicycle facilities – looking at the first block on Lewis Ave for traffic calming conditions
- 6) In the midst of the League of American Bicyclists (LAB) application for the Bicycle-Friend Community award – due on 6/17
 - a) Shannon helped answer youth education for middle schools – approximately 350 students participate annually; program targets neurodiversity, specifically aiding kids with ADHD, not physical disabilities; no adaptive bicycles

- b) League cycling instructors in Rockville – how many?
- c) Local business offering incentives – Trek offers a credit for a new bike if you bring in an old bike
- d) Route-finding support – RideOn app; Strava; RideWithGPS; Trek Ride Club app; MORE (Mid Atlantic Off-Road Enthusiast) trails
- e) Start community celebration when major bicycle project is completed – bike lanes will be installed this summer
- f) Last time we submitted application was in 2022 and the approval process took several months; a lot more elements since last application which we all should be proud of

Council Update (David Myles)

- 1) City management was given approval to initiate the Twinbrook bike/ped bridge study
- 2) Bring enforcements of use of e-bikes and e-scooters to Council for future discussion

Outreach Discussion (Max Silverstone)

During Bike to Work Day at the Falls Grove pitstop, Max was approached by Cheryl at Senior Center for tabling at Senior Wellness Day: Tuesday, September 1st from 11 am to 2 pm; Dave and Lynda can volunteer (maybe ask Tracy and Wendy too)

Bike Rides in 2026 (Sophie Chan-Wood)

- 1) Tuesday night went well last night about 17 people attended
- 2) Consider a rain date for Ride of Silence next year since it's an important event
- 3) Ride to Hometown Holidays – only two attended, Max lead to show a different route
- 4) Most June dates are covered; please add yourself to Google doc if you can help; looking at July for more ride leaders and sweeps
<https://docs.google.com/spreadsheets/d/18SzKvdeNcipnn8fmXpPGaZ1umfnzp9xWcsD-wtS-7gY/edit?pli=1&gid=0#gid=0>
- 5) Anyone who has signed up; Sophie will follow-up with Meetup descriptions
- 6) Fall Recreation Guide – includes dates for August thru October
 - a) Tuesday night rides in August starting at Civic Center
 - b) Haunted History Ride: Thursday, October 29 starting at Trek; Lynda can lead
 - c) Family Bike Fest: Sunday, September 27
 - d) Annual Carl Henn Memorial Ride: Saturday, September 19 at 10 am (check Carol Henn and Cheryl Kagan availabilities)
 - e) Hispanic Culture/Local Food Ride in September/October for National Hispanic Heritage Month

Memorial Day Parade (Jake Jakubek)

- 1) Few participants but continue in the future for good visibility; next year to hand out candy with RBAC business cards; Mayor and Council seemed really excited to see RBAC pass; Bryan may have more photos other than what Evan Glass posted on Instagram

Since we are low on the RBAC postcards, Olivia and Sophie can work printing more and working on a business card size too. Aim to have these done before September for events.

Tour de Cookie Update (Lynda Honberg)

Friend will share files for Lymphoma Ride; setting the date and time will be key; this ride had about 300 participants and volunteers – Rebecca and Sophie can also volunteer to help Nina as needed

RPAC Liaison Update (Dave Stinchcomb)

- 1) Bryan said Spring walk event was about one mile along Baltimore Road and looped around Croydon Pump House; attended by East Rockville Citizens Association; elected officials and police officers to discuss concerns and issues
- 2) Next walk will be in mid-October

Jake appointed Max Silverstone as the Vice Chair of RBAC after extensive one-on-one discussion.

August 5 RBAC meeting will be in-person at Silver Branch.

Meeting adjourned at 8:53 pm.

Respectfully submitted,

Sophie Chan-Wood



Craig Simoneau, P.E., Director
Department of Public Works
City of Rockville
Maryland 20850

June 3, 2026

Re: Rollins Avenue Complete Streets Study

Dear Mr. Simoneau,

The Rockville Bicycle Advisory Committee (RBAC) appreciates the City of Rockville for all their work to improve bicycling for transportation and recreation. Bicycling is an efficient, healthful, equitable, low impact, and fun mode for transportation. Improving the built environment to better facilitate bicycle travel, especially for short trips, will help reduce congestion in Rockville, improve air quality, reduce traffic noise, increase overall transportation safety, and enhance accessibility for Rockville residents and visitors, whether or not they choose to ride a bicycle.

The Rollins Avenue Complete Street Study seeks to provide better multimodal modal facilities along Rollins Avenue between Evelyn Drive and Rockville Pike. RBAC recognizes the communities surrounding Montrose Park have experienced impacts from growth from the neighboring Twinbrook Quarter development and may experience additional impacts when other nearby properties are redeveloped. RBAC strongly supports the city's efforts to update roadways in the community to better accommodate bicycling and walking. Providing safe and convenient facilities for different modes is the most effective approach to mitigate traffic impacts from growth and limit congestion. Cut-through traffic and speeding are often symptoms of roadway design that prioritizes traffic efficiency combined with desirable nearby destinations. Traffic calming improvements and pedestrian enhancements on Rollins Avenue will better reflect the street's residential character will discourage outside traffic. Lastly, updating the streetscape to prioritize safe multimodal transportation is a valuable public investment to reduce storefront vacancies and stagnation and inspire positive economic development.

In general, RBAC supports this project and the proposed improvements and requests that the following comments be taken into consideration when the Department of Public Works implements the study.

1. Bicycle Lanes and sharrows

The approved Bikeway Master Plan proposes shared lanes for Rollins Avenue. Consistent with the plan, the study includes sharrows along Rollins Avenue. While sharrows can be helpful for directing people bicycling, they do not provide any safety benefits. Designated and separated bicycle facilities are the best tool to improve bicyclist safety. Sharrows can supplement a bicycle network, only if the roadway with sharrows has traffic moving at lower speeds.

RBAC recommends the city evaluate adding separated bicycle facilities along Rollins Avenue. If separated or traditional bicycle lanes are not possible, RBAC strongly supports adding traffic calming measures to supplement the proposed sharrows. This includes speed humps, curb

extensions, and the pedestrian refuge shown in the study. RBAC recommends the sharrows be placed at intersections and every 200 feet and be supplemented by the “Bicycle May Use Full Lane” sign, consistent with MUTCD guidance.

2. Curb extensions

Curb extensions are able to encourage motorists to navigate intersections at lower speeds, especially for motorists turning at the intersection. Since right-hooks and left-turn angle crashes are common crash types between motorists and bicyclists, curb extensions can help reduce the likelihood of these crashes. However, curb extensions can also have a secondary impact on bicyclists, because they require a bicyclist to fully enter the travel lane when bicycling through an intersection. While bicyclists should be in the travel lane, many choose to ride on the outside of the travel lane or even at the edge of the parking lane to avoid motorists. Motorists may not expect a bicyclist to enter the travel lane when approaching a curb extension, creating a possible conflict.

To address this, RBAC recommends that a sharrow marking be placed in the center of the travel lane, consistent with MUTCD guidance at the curb extension. Alternatively, RBAC recommends the city consider designing a curb extension for the long-term improvement that may better accommodate bicyclists.

3. Crosswalks and pedestrian refuge island

RBAC supports the proposed crosswalk crossing Rollins Avenue at Martha Terrace near the southwest corner of Montrose Park as well as the mid-block crossing between E. Jefferson Street and Rockville Pike. Pedestrian refuge medians help pedestrians cross the street by encouraging motorists to travel at or below the posted speed limit and by giving pedestrians the opportunity to cross the street in two parts.

4. Sidewalk widening

Sidewalks need to be at least five feet wide to meet Public Right of Way Accessibility Guidelines and ADA standards. While many bicyclists prefer traveling in the roadway, Rockville’s City Code permits bicyclists to travel on the sidewalk, which is especially valuable for children and those learning to ride. A wider sidewalk allows those bicyclists to pass others on the sidewalk more safely.

RBAC recommends the City widen these sidewalks sooner. The study includes sidewalk widening as a long-term improvement. Since the other proposed improvements do not require moving the curb, or changing the right-of-way, sidewalk widening can be done on its own.

5. Parking lane striping

There is currently a pavement marking line along Rollins Avenue from E. Jefferson Street to Evelyn Drive. This is helpful because it visually narrows the travel lane and more clearly indicates where motorists are permitted to park on street. The study proposes a second parking lane striping or a wider marking. RBAC supports this recommendation. A wider buffer between the parking lane and the travel lane will further visually reduce the travel lane width, encouraging motorists to travel more slowly. It will also help keep bicyclists out of the “door zone,” which is the roadway space where a bicyclist may be hit by a motorist, not looking for bicyclists and opening their vehicle door after parking.

6. Speed humps

The study proposes speed humps as an add-on option for both the near- and long-term improvements. RBAC supports the installation of speed humps along Rollins Avenue. Speed humps provide a vertical deflection in the road and encourage motorists to slow down. Lower motor vehicle speed increases the comfort for bicyclists, and reduces the kinetic energy and impact severity should there be a crash.

RBAC greatly appreciates the city's effort to improve Rollins Avenue for all roadway users. Especially in advance of further development in the surrounding areas. We look forward to the completion of this study and the implementation of the improvements.

Should you have any questions. Please feel free to contact me, I would be happy to discuss these in further detail.

Sincerely,

Jake Jakubek
RBAC Chair