



Derek Gunn  
District Engineer, District 3  
MDOT State Highway Administration

RE: MD 195/Carroll Avenue project safety alterations

August 2, 2023

Dear Mr. Gunn,

The Washington Area Bicyclist Association (WABA) strongly urges and requests a number of safety alterations to MDOT SHA's safety and resurfacing project on MD 195 (Carroll Avenue) between MD 193 (University Boulevard) and the Washington, D.C. line (MO0315177)<sup>1</sup>. These alterations will boost safety and should be doable without major new costs.

We have reviewed MDOT SHA's Signing and Pavement Marking Plan for the project. Elements are not in keeping with MDOT SHA's 2013 commitment to "make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate" or State Highway Administrator Tim Smith's March, 2023 commitment to "implement context guide design elements in all capital projects; this includes resurfacing projects."

The SHA designates MD 195 (Carroll Avenue) as a Suburban Activity Center/Traditional Town Center (Zone C). The SHA's Context Driven guide suggests, among other things, narrower lane widths and buffered bike lanes for the SAC context.

Referring to Signing and Pavement Marking Plan drawings, WABA urges and requests:

- Speed limit reduction to 25 MPH for the portion of the project where a 30 MPH speed limit is indicated, between Garland Avenue (SN-2.9) and University Blvd. (SN-2.12). The Design Designation on the front sheet actually states Anticipated Posted Speed (M.P.H.) as 25, but design pages SN-2.9 to SN-2.12 do not implement this.
- Lane narrowing to a uniform 10' for the full extent of the road, with wider shoulders, except where indicated by spot conditions. Narrowing would be particularly prudent in Old Takoma and through Takoma Junction, between Westmoreland Avenue (SN-2.1) and Flower Avenue (SN-2.8), where there are currently bikeable shoulders.

<sup>1</sup> <https://mdot-sha-md195-md193-to-dc-line-mo0315177-maryland.hub.arcgis.com/>

- Widening of the shoulder bike lanes indicated from Long Branch Parkway (SN-2.10) past Wildwood Avenue (SN-2.11) and installation of a separation barriers between the bike and motor-vehicle lanes.
- Extension of the shoulder bike lanes, with separation barriers, from Wildwood Avenue to Merrimac Drive (SN-2.12) and beyond to University Blvd. We note that Montgomery County is planning to create separated bike lanes from Merrimac Drive heading north across University Blvd.<sup>2</sup> Extension to University Blvd. would be in keeping with the MCDOT's plans.

Thank you very much for your consideration.

Sincerely,



Seth Grimes  
WABA Maryland organizer

CC: Lorig Charkoudian, Delegate, District 20  
Will Smith, Senator, District 20  
Talisha Searcy, Mayor, City of Takoma Park  
Cedric Ward, SHA Office of Traffic & Safety  
Joseph Moges, SHA Assistant District Engineer, District 3-Montgomery County, Traffic  
Usman A. Khan, SHA Transportation Engineer V, District 3

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<sup>2</sup> <https://www.montgomerycountymd.gov/dot-dte/projects/CarrollAve/index.html>