

## **Resolution Supporting Safe Travel on Massachusetts Avenue**

**Whereas**, approximately 120 residential homes border Massachusetts Avenue between Goldsboro Road and Westbard Avenue;

**Whereas**, six uncontrolled crosswalks have been designated on Massachusetts Avenue at various points between Goldsboro Road and Westbard Avenue, together with additional crosswalks at controlled intersections;

**Whereas**, the sidewalks on portions of Massachusetts Avenue are discontinuous, forcing pedestrians to cross Massachusetts Avenue multiple times when walking between Goldsboro Road and Sangamore Ave;

**Whereas**, school bus stops are designated at various locations on Massachusetts between Goldsboro Road and Westbard Ave, and at various times during the day, including rush hours, children are walking to and waiting at designated bus stop locations, and school buses are stopping to pick up and drop off children;

**Whereas**, eighteen permanent commuter bus stops have been designated on Massachusetts between Goldsboro Road and Westbard Avenue, and riders are walking to and waiting at designated stop locations, and buses are stopping to pick up and drop off riders;

**Whereas**, two schools, two pre-schools, two churches and a library are located along Massachusetts Avenue between Goldsboro Road and Westbard Avenue.

**Whereas**, bicyclists regularly ride on Massachusetts Avenue between Goldsboro Road and Westbard Avenue for purposes of commuting to work, for pleasure or for exercise;

**Whereas**, Massachusetts Avenue is a heavily traveled commuter route for motorists, particularly during morning and evening rush hours;

**Whereas**, the portion of Massachusetts Avenue between Goldsboro Road and Sangamore Road is a steeply graded, two-lane road way with a posted maximum speed limit of not more than 30 miles per hour;

**Whereas**, motorists must approach the crest of the grade at the 6000 block of Massachusetts Avenue at a slow rate of speed in order to maintain adequate visibility of the road surface and surroundings;

**Whereas**, Maryland law prohibits motorists from driving at speeds that are "more than that which is reasonable and prudent under the conditions" and specifically requires motorists to "drive at an appropriate, reduced speed when approaching the crest of a grade," Md. Trans. Code Ann. § 21-801;

**Whereas**, motorists regularly drive at excessive speeds and do not reduce their speed when approaching the crest of Massachusetts Avenue, particularly during non-rush hour times,

creating significant and unnecessary risks for bicyclists, school children, pedestrians and motorists;

**Whereas**, motorists regularly drive at excessive speeds on all of Massachusetts Avenue, slowing only for the fixed speed cameras at the 5600 block, creating significant and unnecessary risks for bicyclists, school children, pedestrians and motorists;

**Whereas**, Maryland law mandates that motorists must stop when a pedestrian crossing the roadway in a crosswalk is on the half of the roadway on which the vehicle is traveling, or is approaching from an adjacent lane on the other half of the roadway, Md. Trans. Code Ann. § 21-502;

**Whereas**, despite Maryland law motorists are deliberately not stopping for visible pedestrians who are attempting to cross Massachusetts Avenue at designated pedestrian crossings or motorists do not realize pedestrians are attempting to cross Massachusetts Avenue at designated pedestrian crossings, creating significant and unnecessary risks for pedestrians;

**Whereas**, Maryland law prohibits a motorist from passing a school bus that is operating alternatively flashing red lights, and requires motorists to stop at least 20 feet from the rear or the front of the bus and remain stopped until the school bus resumes motion or deactivates its alternately flashing red lights, Md. Trans. Code Ann. § 21-706;

**Whereas**, despite Maryland law motorists are deliberately driving past school busses operating alternatively flashing red lights, creating significant and unnecessary risks for school children and pedestrians;

**Whereas**, there are no signs on Massachusetts Avenue warning motorists of the presence of school children;

**Whereas**, the Glen Mar Park Association is a community organization dedicated to enhancing the well-being of our neighbors and our community, engaging in the organization of neighborhood social events, communicating to residents issues related to health, safety and other relevant matters, and reporting on activities of local governments, utilities, and businesses that could affect our community.

**Resolved.** The Glen Mar Park Association requests state and local government to implement meaningful and effective traffic calming and safety measures designed to protect the lives, safety, and well-being of pedestrians and bicyclists. Such measures may include lowering the posted maximum speed limit; designating the length of Massachusetts Avenue as a Speed Camera Corridor and installing additional traffic cameras to enforce the posted maximum speed limit; installing raised crosswalks, pedestrian refuges, bollards, rumble strips, blinking light systems and hand-held flags to improve safety at crosswalks; and posting signs.

**Resolved.** The Glen Mar Park Association requests state and local government to act expeditiously and with utmost priority to implement effective traffic calming and traffic safety measures necessary to provide for the safety of families who live on Massachusetts Avenue and others in the community and elsewhere who travel on Massachusetts Avenue.

Dated at Bethesda, Maryland on this day, October \_\_, 2015, by the undersigned:

Nicky Goren / Nicky Goren  
GMP President

Thomas Olin / Thomas Olin  
GMP Treasurer  
Glenmar Park Residents

Elizabeth Williams Elizabeth Williams  
GMP secretary

Price Poe / PRICE POE  
GMP Vice President