

**Mayor Tracey Furman**

**Council Member Darin Bartram  
Council Member Nate Engle**



**Council Member Conor Crimmins  
Council Member Bridget Hill-Zayat**

**Meeting Notes  
Pedestrian and Bicycling Access and Safety Working Group  
Wednesday, January 26<sup>th</sup>, 7:30 pm  
Via Zoom Video Conference**

Meeting recording:

[https://us02web.zoom.us/rec/play/zvy\\_g0EGLI4Z1ZEMqtp7kXulpLBfSDA7MI456zdDaQ\\_ABL\\_CadVkZ2kRrXeGg3XweivWg7NP\\_iMJu2OLL.8ZNoj18F1B89IBdE?continueMode=true](https://us02web.zoom.us/rec/play/zvy_g0EGLI4Z1ZEMqtp7kXulpLBfSDA7MI456zdDaQ_ABL_CadVkZ2kRrXeGg3XweivWg7NP_iMJu2OLL.8ZNoj18F1B89IBdE?continueMode=true)

Passcode: 16RR%5uM

**Working Group Chairs:** Nate Engle and Chris Zappi

**Working Group Members and Others Participating:** Melissa Joy, Al Carr, David Romeo, Chris Zappi, Chris Quay, Alan Simon, Tracey Furman

**Agenda:**

1. Announcements and introductions
  - Overview of agenda
  - Update for next month's topics. TLC grant consulting firm, Mead & Hunt, will be invited to present initial findings and solicit feedback on the Connecticut Avenue connections study.
  
2. TLC grant update – public engagement support
  - Melissa update on public engagement efforts, questions, and key issues to address as we move forward with presenting the options.
  - For public input there is a need to narrow down some of the options (particularly the medium- and longer-term options), which the Steering Group and PBASWG can help with over the next few months.
  - Remove complexity to participate and provide opportunities to engage.
  - Need language and support from Mead & Hunt to develop flyers and material, which WG can build from.
  - Important to manage expectations through all of the outreach efforts – being clear that this is the first step in a “visioning” process. Clearly articulating the purpose of the public engagement process is to gauge which solutions and visions resonate the most with the community.

- **Melissa to identify tasks where WG can help with engaging public, such as:**
  - o Farmer’s market and flyering (develop a flyer to also circulate)
  - o Email box for input
  - o Facebook and social media.
  - o Kensington House flyering
  
- Also discussed the Connecticut and Washington crosswalk, and benefits of moving the crosswalk to the South of the street (or adding a second crosswalk at that location) to better connect with the sidewalks on Washington. **Chris Q. to provide this feedback to SHA through the MD185 SHA corridor study public input process and WG to raise this point to the Mead & Hunt team for the TLC grant.**

**3. Kensington Parkway shoulder improvements**

- Nate presented initial options analysis that was developed by Johnathan and Carole, and which Nate introduced at the MTC meeting the week before.
- WG participants’ preferences tended toward the idea of providing an alternate route on the Kensington Parkway service road and connecting it with a new bike path on the East side of Silver Creek between Kent and Frederick (i.e., the “paper road”), while providing improvements for bikers and walkers along the main Kensington Parkway (e.g., add sharrows, sidewalks on the West section that currently lack them, and crosswalks at various points along the stretch).
- Concerns raised with the section between Little Dale and Frederick, where there would need to be a two-way cycle track to safely connect with these improvements with the improvements that will be added on the Parkway south of Town (starting at Little Dale/Everett).
- Concerns also raised about whether the “paper road’ bike trail could encounter flooding or saturation conditions – but this could be determined in a future feasibility study.
- **Nate to work with Carole and Johnathan to update the presentation and frame it as “Kensington Parkway corridor bicycling and pedestrian improvement options”**

**4. Financing opportunities (all)**

- Postponed until a future date.

**5. AOB**

- AI updated on the installment of the Chevy Chase View speed camera – Northbound.
- AI and Tracey briefed the WG on the University Blvd bike lane pilot, which SHA decided against permanent installation due to overwhelming public opposition. SHA learned a lot about how to improve similar efforts in the future, and we should be aware of the challenges they encountered if/when we pilot the road diet on University in Kensington.

**Next meeting February 23<sup>rd</sup>, 7:30pm over Zoom.**

**Adjourn**