Initial Report to the Mayor & Town Council

ToK Pedestrian And Bicycling Access & Safety Working Group

Initial Report to the Mayor & Town Council

February 8, 2021
Overview

- Process and inputs
- Key recommendations
- Next steps and discussion

Resident Participants

- Al Carr
- Alison Durland
- Todd Frankel
- Melissa Joy
- Jamie Keller
- Daniel Martin
- David Romeo
- Alan Simon
- Christopher Zappi

Co-Chairs

- Nathan Engle
- Anne-Marie Turner
Process and Inputs

- Monthly meetings, September 2020 - January 2021
- Prioritization spreadsheet
- Walkability and bicycling audit

Input from:
- plans/documents;
- webinars;
- interviews/meetings with technical staff;
- independent research;
- professional/personal views
Key Recommendations

Immediate Actions Recommended with Approaching Deadlines

1. Seek State Bicycle & Pedestrian Priority Areas (BPPA)* designation for ToK.
2. Apply for Transportation Land Use Connections (TLC) program for consulting services support.
3. Work with MCDOT on planned pedestrian and bicycling improvements to Summit Avenue.

*Correction: 2/8/2021
Key Recommendations

Immediate Actions Recommended without Clear Deadlines

4. Invest in improvements, repairs, and enhancements identified in the “walkability and bicycling audit” process.

5. Prioritize pedestrian and cycling improvements along Connecticut Avenue and at major intersections in the Connecticut Avenue corridor.

6. Pursue enhancements to Kensington Parkway to improve bicycling and pedestrian options and experience.
Key Recommendations
Immediate Actions Recommended without Clear Deadlines

7  Enhance pedestrian safety at Metropolitan Avenue intersections.

8  Consider adding Capital Bikeshare (CaBi) station(s) in the ToK.
Key Recommendations

Immediate Actions Recommended without Clear Deadlines

9. Improve crossings along Knowles Avenue.

10. Improve options for pedestrian crossings of the railroad tracks.

Excerpt from MDOT MARC Cornerstone Plan, 2019

Eliminate At-Grade Pedestrian Crossings

Nineteen of the 42 stations that MARC serves currently have at-grade pedestrian crossings. At these stations, passengers must cross active railroad tracks to access the far-side platform. CSX currently requires at-grade pedestrian crossings to be eliminated as part of any significant station improvements on the Brunswick and Camden Lines.

$370 Million

Excerpt from MDOT MARC Cornerstone Plan, 2019
Key Recommendations

Immediate Actions Recommended without Clear Deadlines

11. Pursue a ‘road diet’ on North-bound University Boulevard (North of split with Connecticut Avenue).

12. Assess opportunities and needs for pedestrian-scale street lighting.

13. Reduce speed limits.
Next Steps and Discussion

Move forward on recommendations? All/Most/Some?

Working group continue with:

- TLC grant and BPPA designation application processes
- Refining prioritization tracking sheet
- Ongoing audits
- Adding new members where interest and need exists