



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Summary of Public Comments Received for the July 2020 TPB Meeting
DATE: July 22, 2020

The TPB continues to value public comment as an important part of the TPB process while conducting its meetings virtually. Anyone who wishes to address the Board may do so, hence for virtual meetings, members of the public have been encouraged to submit their comments via email. This month the staff received 42 comments to relay to the TPB.

This memorandum provides a summary of the public comments received for the TPB meeting on July 22, 2020. This memo presents these comments in three parts. Part A summarizes the contents of the comments and feedback sent to the TPBcomment@mwkog.org. Part B lists the names of individuals and organizations who submitted comments for the July meeting. Part C contains all of the comments.

The board will be briefed on the comments received at the beginning of the meeting. This summary has been made available to the public online at www.mwkog.org/TPBmtg. Additionally, everyone who submitted a public comment received an email with information on how access this summary and ways to listen or watch the live stream of the meeting.

PART A: PUBLIC COMMENTS RECEIVED

The board received a total of 42 comments from representatives from across different organizations. Staff have divided up these comments into two sections: comments on the National Capital Trail Network and comments on Equity.

Comments in support of The National Capital Trail Network

1. Several comments emphasized that the National Capital Trail Network is important because the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of existing infrastructure. There is a need for more infrastructure to keep up with the demand.
2. Building the National Capital Trail Network will create an expansive interconnected transportation network that will allow healthy carbon reducing transportation alternatives.
3. Completion of a balanced network on all sides of the Washington region will also address equity issues, where those least likely to own an automobile also have less access to trails that can provide safety and health benefits.
4. Several comments expressed the crucial role of trails in providing safe options for walking and bicycling during the current health emergency.
5. Trails can provide safe mediums to continue using e-scooters and e-bikes for commuting purposes.

6. Connected trails have been proven to increase local business revenue from local and regional tourists as well as property values near the trails.
7. Recreational trails are critical pieces of the livability of a city. Trails encourage active transportation, improve residents' health, and inspire a connection with natural surroundings.
8. Greater connectivity, safety, and accessibility for communities living east of the Anacostia River is an equity issue that the National Capital Trail network can address. There needs to be more connectivity across the river, within Ward 7 and 8, and with communities in Prince George's County, Maryland.
9. The National Capital Trail Network can enable transit-oriented development and sustainable growth. The National Capital Trail should be built to serve as the backbone to the multimodal transportation system of 2045.
10. The National Capital Trail Network will offer safe biking infrastructure in more neighborhoods and this can increase more diversity among bicyclists.

Comments with recommendations for the National Capital Trail Network

1. Particular care must be given to trails which pass through natural areas. Restoration, recreation, and transportation goals must be considered. The board is urged to work closely with the Restoration Partnership and the departments of the environment.

Comments on Equity

1. The board is asked to take a look at gender mainstreaming while making policy, spending, and budget decisions similarly as the board has done with racial equity as a fundamental value.

Comments in support of the Safety Resolution

1. The board is urged to incorporate language specifically calling for road redesign regionwide to improve safety for pedestrians, bicyclists, and users with disabilities.
2. Given the board's commitment to Equity, the board is asked to commit to focusing on making arterial roads in low-income and minority communities safer.

PART B: ORGANIZATIONS AND INDIVIDUALS WHO SUBMITTED COMMENTS

The following is a summary of the organizations that provided public comments:

1. Rachel Maisler, Bicycle Advisory Council.
2. Max Richman
3. Jon Korin, Bicycle Advocates for Annapolis and Anne Arundel County
4. Peter Gray
5. Jessican Tunon, Netwalking, LLC.
6. Melissa Matoon
7. Chris Farrell
8. Bryan Barnett-Woods
9. Daniel Marcin
10. Allan Hutchinson-Maxwell
11. Eric Brenner

12. Elizabeth McGowan, Recreational Trails Advisory Committee of Washington DC
13. Daniel Paschall, East Coast Greenway Alliance
14. Capital Trails Coalition
15. Walter Roscello, The Oxon Hill Bicycle and Trail Club
16. Judd Isbell, Friends of the Mount Vernon Trail
17. Ritch Viola
18. Thien Vinh Nguyen
19. John Ausema
20. Mary Ward
21. Stewart Schwartz, Coalition for Smarter Growth
22. Dave Helms, Montgomery County Pedestrian, Bicyclist Traffic Safety Advisory Committee
23. Sherri Morgan
24. Zachary Weinstein
25. Barbara Klieforth
26. James Di Loreto
27. Wayne Clark
28. James Quinn
29. Matthew Conte
30. Daniel Treadwell
31. Margaret Claire Saxton
32. Gwyn Kesler
33. Randy Downs, ANC 2B05
34. Keya Chatterjee
35. Meredith Homgren
36. Deborah Reynolds
37. Glen Worrell
38. David Miller
39. Jeffrey Miller, DC Cycling Concierge
40. Marian Dombroski, Anacostia Watershed Community Advisory Committee
41. Walter Tersch
42. Peggy Goliatha

PART C: PUBLIC COMMENTS RECEIVED

To whom it may concern:

I am writing on behalf of the D.C. Bicycle Advisory Council, which represents the interests of bicyclists in Washington, D.C. The BAC is an official public commission that advises elected and appointed officials on bicycle-related transportation matters. Our council is a member of the Capital Trails Coalition.

Today, I'd like to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. Like the CTC, the BAC is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

Sincerely,
Rachel Maisler
Chair
DC Bicycle Advisory Council

From the Recreational Trails Advisory Committee of Washington, DC:

Dear Transportation Planning Board Members:

As Co-Chairs we are pleased to submit comments on behalf of the DC Recreational Trails Advisory Committee. Our committee, made up of Mayoral appointees from each Ward of the City, strongly urges members of the Transportation Planning Board to adopt the National Capital Trail Network.

Adoption is crucial as it will be used to prioritize funding for the Transportation Alternatives Program and the Transportation Land-Use Connections Program.

The DC Recreational Trails Advisory Committee advises Mayor Bowser on trail planning and allocating funds for trail improvement projects via money from the Federal Highway Administration's National Recreational Trails Fund Act. Our focus is on both natural surface and paved trails within the District of Columbia.

Our committee is in full support of the proposed National Capital Trail Network. Recreational trails are critical pieces of the livability of our city. Trails encourage active transportation, improve residents' health, and inspire a connection with our natural surroundings.

This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

I'm writing to express the support of the Friends of the Mount Vernon Trail for the Transportation Planning Board for including the Capital Trails Coalition's full list of 40 priority projects into the National Capital Trails Network. The Mount Vernon Trail has over 1 million users per year and serves as a vital transportation corridor for bike commuters. Building the Capital Trails Network will create an expansive interconnected transportation network that will allow healthy carbon reducing transportation.

The Friends of the Mount Vernon Trail is a 501(c)3 nonprofit organization with a mission of improving the Mount Vernon Trail and promoting trail safety.

FROM: Daniel Paschall, Mid-Atlantic Coordinator, East Coast Greenway Alliance

RE: Adoption of the National Capital Trail Network

Good afternoon Ladies and Gentlemen.

I am writing to thank the Transportation Planning Board for including the Capital Trails Coalition's full list of 40 priority projects into the National Capital Trail network. My name is Daniel Paschall, and I'm the Mid-Atlantic Coordinator for the East Coast Greenway Alliance, working closely with partners in DC, Maryland, Delaware, and Pennsylvania to complete this region's portion of the 3,000-mile East Coast Greenway that is being completed from Maine to Florida. In each of these states the East Coast Greenway is steadily growing by linking existing local trails together across municipal, county, and state lines, in an effort to connect towns, suburbs, and cities together by way of safe, accessible, and continuous walking and biking infrastructure.

The true power of trails like the East Coast Greenway, though, is only realized when we can leverage a much greater regional network of trails, of which the ECG is only one of many. In this way, we see the Greenway and the National Capital Trail network as a deeply transformative investment in the region's transportation network for both short trips and long-distance trips when coupled with the region's transit network.

By creating dedicated, high-quality biking and walking paths, protected bike lanes, and safe crossings to bikeshare, bike parking, and ADA-accessible transit stops and stations, we can fill in the first- and last-mile gaps between the origins and destinations of transit trips. This reduces the financial, spacial, and environmental costs of building out larger park-and-ride facilities and widening highways. At the same time, it encourages healthier and more

affordable active transportation that has incredible co-benefits for the local economy.

Connected networks of greenways and trails have been proven to increase local business revenue from local and regional tourists as well as property values near the trails. For example, in Greater Philadelphia's Delaware River Watershed, our recent study, "Investing in Our Future", found a 10:1 return on investment for completing the Greenway – for the \$239 million it is estimated to complete the East Coast Greenway in the Delaware River Watershed, the region would gain over \$3 billion in economic, public health, and environmental benefits. Again, this is a parallel effort to the DC region, as the Greenway is threaded into the Greater Philadelphia's Circuit Trails network. See the "Investing in Our Future" report available at: <https://www.greenway.org/about/impact/our-impact-the-big-picture>

Now is the time for the DC metro region to catalyze similar economic and equitable development with increased access to jobs via the [top 40 projects](#) as identified by the local jurisdictions and the Capital Trails Coalition. This investment and the Coalition's local engagement will bring communities together, taking ownership of the new linear parks and green spaces this creates, through a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, within the national capital region. The ultimate goal of the CTC is to complete the nearly 900-mile interconnected network of multi-use trails.

The CTC is in full support of the proposed National Capital Trail Network. Investing in active transportation infrastructure has long been a critical investment, but it is even moreso now as a means to meet the needs of surging bike and pedestrian use, and help address inequitable disparities of our public health and economic systems being called out in particular in communities of color across the region.

Thank you!
Daniel Paschall

The Oxon Hill Bicycle and Trail Club fully supports adoption of the Capital Trails Coalition priority trails projects into the National Capital Trail Network plan, and the approval of that plan. Completion of these projects will increase options for transportation into and from Washington, DC, and among the neighborhoods surrounding it. For cycling and walking to be an option for transportation, as well as recreation, now is the time to complete individual trails into a network.

Completion of a balanced network on all sides of Washington will also address equity issues, where those least likely to own an automobile also have less access to trails which would provide safety and health benefits. The increase in trail use during the current pandemic demonstrates the demand for trails in all communities and is likely to continue indefinitely.

The Oxon Hill Bicycle and Trail Club has over 400 members in Prince Georges County and surrounding areas. We make use of existing trails and support extending their benefits to more communities.

Donaro Gardner
President, Oxon Hill Bicycle and Trail Club

FROM: Eric Brenner, Vice Chair, [September 11th](#) National Memorial Trail
(Silver Spring, MD resident)

RE: adoption of the National Capital Trail Network

DATE: 7/19/2020

Thank you (in advance) for formally adopting the National Capital Trail Network, which includes all of the 40 priority trail projects identified by the Capital Trails Coalition. These were compiled with the support of your individual jurisdictions and the TPB staff.

When an average citizen wonders why we even have Metropolitan Planning Organizations, one of my best examples/answers is: to identify and build a coordinated system of trails across a large number of jurisdictions.

Even before the pandemic, a completely integrated trail system had obvious benefits for commuters, visitors, and the general public. Well-connected and accessible greenways and trails are good for our physical and mental health and for local economic development while also offering transportation alternatives and enhancing environmental stewardship.

These past few months during the pandemic have seen unprecedented increases in trail usage across the region. The common theme in all jurisdictions, and with all age, race and ethnic segments of the population, is that wherever safe trail infrastructure exists, it is being used more heavily now than ever.

We already have many great trails, and with the gap-filling projects now being planned in the National Capital Trails Network, the regional trail system will be one of the best in the nation.

The timing of the TPB's anticipated action is also fortuitous as Congress is poised to pass the Great American Outdoors Act, bringing unprecedented funding stability (and funding increases) to the National Park Service.

A key partner in both the TPB and the Capital Trails Coalition, the NPS has often struggled to find even limited amounts of funds to support small connecting trail projects in our region.

Many of these projects are critical to improving the safety and connectivity of the regional trail network, particularly in northern Virginia where the new multi-million dollar Memorial Bridge will soon open, leading even more tourists and commuters towards Arlington National Cemetery, the Mt. Vernon Trail, and the new Amazon HQ2.

Realizing that this is just one example, the TPB really can play a critical role in coordinating the activities of the NPS, Arlington National Cemetery, Arlington County, the Commonwealth of Virginia, and the Pentagon to bring about improvements that anticipate the needs of the next generation, not just making the small repairs that should have been done years ago.

The Capital Trails Coalition (CTC) is a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, working to complete a nearly 900-mile interconnected network of multi-use trails in the national capital region.

I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. The CTC is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure. I would urge the board to adopt the National Capital Trail Network plan in the vote [on July 22nd](#).

Sincerely,
Allan Hutchison-Maxwell
Silver Spring, MD

Hello. I am writing to thank the Transportation Planning Board for including the Capital Trails Coalition's (CTC's) full list of 40 priority projects into the National Capital Trail network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure. Thank you!

To the Transportation Planning Board,

My name is Bryan Barnett-Woods, and I am a resident of Prince George's County.

I am writing to thank the Transportation Planning Board for adopting the full list of 40 priority projects into the National Capital Trail network. I am in full support of this trail network and it is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

Thank you!

Bryan Barnett-Woods
3002 Tremont Ave,
Cheverly, MD 20785

I am Chris Farrell, a WABA member and avid multi-generational biker. I urge the TPB to give its full support to the proposed National Capital Trail Network. Having last year ridden the GAP trail with a group ranging in age from 75 to 11 I saw the economic impact of the GAP on the trail towns we visited. Bicycling is a great engine of progress when trails are available to a growing user base.

Thank You.

Christopher Farrell
701 Horton Drive
Wheaton MD 20902-3010

My name is Jessica Tunon, the founder of Netwalking®, LLC, former at large member with the DC Pedestrian Advisory Council, Commissioner with the DC Mayor's Office of Women's Policy and Initiatives and DC resident since 2014.

I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. Netwalking is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

In addition, as you are meeting, for you take a look at [gender mainstreaming](#) while making your policy, spending, and budget decisions as you have with racial equity as a fundamental value on the [MWCOC.org](#) Home Page. Females are 52.6% of the population in Washington, DC, 49.9% in Arlington County, and 51.6% in Montgomery County according to the [US Census Bureau in 2019](#).

There is a lot of research on [gender mainstreaming](#) and how it can improve gender equity and how urban planning and public-space design have long responded to existing uses, rather than creating opportunities for entirely new behaviors.

My name is Peter Gray, living in Silver Spring, MD and I am writing to encourage you to support the Capital Trails Coalition (CTC) and its support of the National Capital Trail Network. The CTC is a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, working to complete a nearly 900-mile interconnected network of multi-use trails in the national capital region. I want first to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. The CTC is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure. Please act [on July 22](#) to adopt the National Capital Trail Network so it can be used to prioritize funding for federal funding programs such as TAP. Thank you!

Good afternoon.

My name is Melissa, and I am a resident of Washington, DC. I am writing to thank the Transportation Planning Board for including the Capital Trails Coalition's full list of 40 priority projects into the National Capital Trail network. I am in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

Also, with the reduction in traffic due to coronavirus over the past few months, I have found getting around the city via my e-scooter to be the fastest and most eco-friendly way for me to travel while limiting my exposure to the coronavirus. However, once traffic patterns return to normal, I am not sure I will feel safe enough to continue commuting in this way. This trail network will be a great step in making our travels safer and greener.

Thank you for your consideration.

Melissa

My name is Jon Korin and I am President of Bicycle Advocates for Annapolis & Anne Arundel County, an all-volunteer 501c3 advocating for safe biking for transportation and recreation. We have developed a vision for a trail network in Anne Arundel County that is modeled on the Capital Trails Coalition Network. A TAP grant will soon fund the construction of a hiker/biker bridge over the Patuxent River which will connect the Capital Trail Network with our Anne Arundel Trail Network. We are also working with our partners in Baltimore for improved connections there as well. The Capital Trails Coalition is a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, working to complete a nearly 900-mile interconnected network of multi-use trails in the national capital region. I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. We are in full support of the proposed National Capital Trail Network and are committed to further collaboration. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure. Thank you!

Good morning TPB,

My name is Max Richman, and I am a Washington DC resident of Ward 7, Vice President of the Deanwood Citizens Association, Ward 7 Representative to the DC Bicycle Advisory Council, and member of the Capital Trails Coalition (CTC). The CTC is a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, working to complete a nearly 900-mile interconnected network of multi-use trails in the national capital region.

I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. The CTC is in full support of the

proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

This is especially important in Ward 7 where I live in Washington DC. We have some great trails like the Anacostia River Trail and the Marvin Gaye trail and would like to see more trails completed in the eastern region, particularly in PG County MD, to connect to those trails.

Thank you!
Max Richman

Good afternoon,

I would like to address the board at the [July 22nd](#) meeting. I would like to submit the following statement:

Good afternoon Ladies and Gentlemen. My name is Stephanie Piperno, and I am the new Trails Coalition Manager for the Capital Trails Coalition (CTC). The CTC is a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, working to complete an 800-mile interconnected network of multi-use trails in the national capital region. I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. The CTC is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure. Thank you!

Sincerely,
Stephanie Piperno

Good Morning Ladies and Gentlemen.

My name is Peggy Goliatha, and I am a bicycle commuter and recreational bicyclist in Montgomery County.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

Key Points:

Bicycles aren't just for kids and men in spandex.

50% of all trips in urban areas are less than 3 miles.

Bicycle adoption is a viable transportation mode if safe and connected facilities are available.

Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,

Peggy Goliatha

Silver Spring, MD 20910

Hi Transportation Planning Board!

I write to urge the Board to Adopt Resolution R5-2021 Prioritizing Funding for National Capital Trail Network. Please log my message of support, and adopt this resolution, which is more important now than ever before. Good trails or something that our region needs in the long term!

My name is Walter, and I am a bicycle commuter, parent, and recreational bicyclist in Washington, DC.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

- Bicycles aren't just for kids and men in spandex.
- 50% of all trips in urban areas are less than 3 miles.



- Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I respectfully urge the Board to adopt Resolution R5-2021.

With appreciation,

Walter Tersch
Washington, DC 20003

Hello, I urge the Board to adopt Resolution R5-2021.

The building out of a trail network will provide so many Capital area citizens with an opportunity to get on their bikes or get out and walk. The health benefits alone are likely to be enormous. Please adopt!

Thanks,

Andrew Stivers
4323 Kentbury Dr,
Bethesda, MD 20814

Dear Transportation Planning Board Members,

DC Cycling Concierge is a business member of the Capital Trails Coalition (CTC) and as a local business working closely with dozens of public and private organizations, agencies, and volunteers, across the region to improve trail connections and options. I'm regularly impressed at the commitment and energy of this group working to complete a nearly 900-mile interconnected network of multi-use trails in the region. As a business who shows visitors around the region regularly using significant sections of the existing trail network, I thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network.



DC Cycling Concierge and the Capital Trails Coalition are in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure. I can also share first-hand, having guided many influential decision makers, VIPs, and CEOs around the region by bicycle, that continuing to improve our trail network (and thereby healthy and sustainable commuting options, recreation, and quality of life assets) is key to continuing to attract innovative businesses and investment.

Thank you for your support,

Jeffrey Miller
DC Cycling Concierge LLC
202-445-4415

I support full funding of the 1,400 miles of National Capital Trail Network.

Thank you,
David Miller
DC Resident

TO: Transportation Planning Board

SUBJECT: Urge the Board to Adopt Resolution R5-2021 Prioritizing Funding for National Capital Trail Network

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good afternoon Ladies and Gentlemen.

My name is Glen Worrell, and I am a bicycle commuter and recreational bicyclist in Montgomery County.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, ***connected, and continuous bicycle and pedestrian.***

Key Points:

- Bicycles aren't just for kids and men in spandex.
 - 50% of all trips in urban areas are less than 3 miles.
 - Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)



To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,
Glen Worrell
9210 Summit Rd.
Silver Spring MD 20910

Transportation Planning Board

SUBJECT: Urge the Board to Adopt Resolution R5-2021 Prioritizing Funding for National Capital Trail Network

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good afternoon Ladies and Gentlemen.

My name is Deborah Reynolds, and I am a bicyclist and recreational bicyclist in Your County Here.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, ***connected, and continuous bicycle and pedestrian.***

Key Points:

- Bicycles aren't just for kids and men in spandex.
 - 50% of all trips in urban areas are less than 3 miles.
 - Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,
Deborah Reynolds
Alexandria, VA



Please support the National Capital Trails Network!

Thank you,
Meredith Holmgren
1910 C Street NE
Washington DC 20002

Today the TPB will vote on adoption of Capital Trails Network. I urge the board to regard this proposal as a reference document - a place to collect information which identifies needs. As a living document, trail segments could be integrated into well planned routes which serve many needs, rather than installing disjointed and inefficient routes. Particular care must given to trails which pass through natural areas. In such locations restoration, recreation and transportation goals must be integrated into a whole which enhances and does not compromise our critical natural resources.

It is essential that interruptions of rivers, streams and wetlands be minimized, with multifunction crossings grouped to avoid fragmentation and disconnection of these vital systems.

I urge the Transportation Planning Board to work closely with the Restoration Partnership and departments of the environment to collaborate on multi functional projects which will enhance the health of our environment and the people who share it.

Thank you for the opportunity to comment.

Sincerely,
Marian Dombroski
Anacostia Watershed Community Advisory Committee
Vice Chair for Prince George's County

Dear TPB

Please support the National Capital Trail Network (Resolution R5-2021)This will to help fund over 700 miles of trails that our family uses for transportation. I grew up in Montgomery County where my parents live now and went to high school in Fairfax County. We live in DC now and use the trails to get around the region since we don't own a car and don't feel comfortable on metro yet. Please pass this resolution.

Thank you,
Keya

Please support the National Capital Trail Network (Resolution R5-2021). This will to help fund over 700 miles of trails which would be a huge asset for the DMV region.

Thanks!
Randy Downs
Commissioner, ANC 2B05
Dupont Circle Advisory Neighborhood Commission

TO: Transportation Planning Board

SUBJECT: Adopt Resolution R5-2021 Prioritizing Funding for National Capital Trail Network

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good morning Ladies and Gentlemen.

My name is Gwyn Kesler and I am a bicycle commuter and recreational bicyclist in Prince George's county. I bike to work 11 miles twice a day, Monday to Friday, 12 months a year. To commute to work, I primarily use the Anacostia Riverwalk Trail and the Northwest Branch Trail, but I also use some of the neighboring trails for recreation and errands.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged and the trails are crowded as people are (re)discovering cycling. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

Key Points:

- Bicycles aren't just for kids and men in spandex.
- 50% of all trips in urban areas are less than 3 miles.
- Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the

region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,

Gwyn Kesler
5607 40th Avenue
Hyattsville MD 20781

RE: Item 11 - Action - Approval of the National Capital Trail Network

My name is Margaret Saxton. I am a 52-year-old mom of a teenager who lives in Montgomery County and bicycles for recreation and would usually commute to downtown DC by bike on the Capital Crescent Trail at least twice a week. As a working mom, bike commuting and recreational rides are a great way to stay in shape, have fun, and help with my work/life balance. Because the Capital Crescent Trail is near my house, I slowly built up my mileage until I was comfortable commuting the 12 miles to downtown DC. But I would have never gotten there if there wasn't a safe, protected multi-use trail that I could bike on. I would have never considered making this commute if I had to bike on roads all the way there.

One good thing to come out of the COVID-19 pandemic has been an increase in everyone bicycling. Cities and counties in the National Capital Area are re-opening streets for people to walk and bicycle. Since these re-opening of streets, I myself have been biking on Beach Road on weekdays and Little Falls Parkway on weekends. I am excited to see bicycle shops back-logged and trails crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian throughways.

Although I have been known to go for a 3-hour bike ride, many more people have been willing to go on shorter bike rides when they have seen streets to be safer for biking. We need to be able to offer bicycle and pedestrian throughways throughout the National Capital area so that anyone has the option of doing their errands or going on a recreational ride with their family and friends. And spending money on multi-use trails is way less costly per mile than expanding highways!

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

For these reasons, I urge the Board to adopt Resolution R5-2021.

Very Respectfully,

Margaret Claire Saxton
4323 Kentbury Dr.
Bethesda, MD 20814

TO: Transportation Planning Board

SUBJECT: Urge the Board to Adopt Resolution R5-2021 Prioritizing Funding for National Capital Trail Network

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good afternoon Ladies and Gentlemen.

My name is Daniel Treadwell, and I am a bicycle rider/enthusiast and recreational bicyclist residing in Montgomery County. I am a member of Washington Area Bicyclist Association (WABA) and Bike Maryland. I ride my bicycle in Montgomery County, Prince George's County, the District of Columbia, and Northern Virginia (when I can find appropriate bicycle routes to do so).

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, and many trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian byways. Some streets such as Beach Drive and Sligo Creek Parkway have been closed off for extended periods to motor vehicles and are heavily used by both pedestrians and bicyclists.

Key Points:

- Bicycles are the most energy efficient form of transportation that there is, and:
 - 50% of all trips in urban areas are less than 3 miles.
 - Bicycle adoption is a viable transportation mode **if safe and connected facilities are available.**
 - Bicycles **are a lot healthier for the human body and a lot less damaging to the environment than motor vehicles.**

- **Multi-Use Trails are extremely cost effective** (per mile) as compared to the astronomical capital and environmental cost of expanding highways re: [No, protected bike lanes do not need to cost \\$1 million per mile](#)



To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region’s rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,
 Daniel M. Treadwell
 11537 Georgia Ave
 Silver Spring, MD 2090
 (240) 271-8060

Good evening Ladies and Gentlemen.

My name is Matthew Conte and I am a bicycle commuter and recreational bicyclist in Montgomery county.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian ways.

Key Points:

- Bicycles aren't just for kids and men in spandex.
- 50% of all trips in urban areas are less than 3 miles.
- Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,

Matthew Conte
2801 Jutland Rd
Kensington, MD 20895

TO: Transportation Planning Board

SUBJECT: Urge the Board to Adopt Resolution R5-2021 Prioritizing Funding for National Capital Trail Network

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good afternoon Ladies and Gentlemen.

My name is James Quinn. I am a recreational bicyclist in Montgomery County MD. The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

Key Points:

- > Bicycles aren't just for kids and men in spandex.
- > 50% of all trips in urban areas are less than 3 miles.
- > Bicycle adoption is a viable transportation mode if safe and connected facilities are available.

> Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021.

Very Respectfully,
James Quinn
10222 Crosscut Way
Damascus, MD 20872

My name is Wayne Clark and I have been a representative to the Capital Trails Coalition (CTC) since its inception. As you have likely learned, the CTC is a collaboration of over 60 public and private organizations, agencies, and citizen volunteers, across six jurisdictions, working to complete a nearly 900-mile interconnected network of multi-use trails in the national capital region.

I am also an advisory board member of the East Coast Greenway Alliance (ECGA) and the September 11th National Memorial Trail. As such, I also represent both of those organizations at the CTC.

I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. The CTC is in full support of the proposed National Capital Trail Network.

This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

Furthermore, as an avid cyclist, I have scouted out and ridden through all of the neighborhoods adjacent to each of these 40 proposed trail projects. I can attest that each of these projects will greatly enhance the quality of life and mobility needs of thousands of DC metropolitan area residents.

Thank you.

Wayne Clark
1100 Autumn Brook Ave.
Silver Spring, MD 20906

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good afternoon Ladies and Gentlemen,

My name is James Di Loreto , and I am a bicycle commuter and recreational bicyclist in Your County Here.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

Key Points:

Bicycles aren't just for kids and men in spandex.

50% of all trips in urban areas are less than 3 miles.

Bicycle adoption is a viable transportation mode if safe and connected facilities are available.

Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021.

Very Respectfully,

James Di Loreto
3109 Chancellors Way NE
Washington, DC 20017
radarcanon@comcast.net

TO: Transportation Planning Board

RE: Item 11 - Action - Approval of the National Capital Trail Network

Good afternoon Ladies and Gentlemen.

My name is Barbara Klieforth, and I am a long time bicycle commuter and recreational bicyclist in Prince George County and DC.

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

Key Points:

- Bicycles aren't just for kids and men in spandex.
- 50% of all trips in urban areas are less than 3 miles.
- Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Respectfully,

Barbara Klieforth
4004 Parkwood St
Cottage City MD 20722

Transportation Planning Board,

Please support resolution R5-2021. The DMV needs a comprehensive bike network to allow for safe and sustainable transport and recreation.

Now is the time to invest in the future of transportation infrastructure. It will help with the affects of COVID-19 while positioning us for a healthier future.

Sincerely,
Zach Weinstein

Good afternoon Members of the Board,

My name is Sherri Morgan, and I am a bicycle commuter and recreational bicyclist in northeast Washington, DC. I moved here from Howard County, Maryland ten years ago, in large part to take part in the expanding bicycling infrastructure in the city. While it has been a joy to ride downtown every day, the lack of safe cycling connections to other regions has made a car-free existence aspirational for many.

The demand for bicycling infrastructure underscores the need for efficient, safe, connected, and continuous bicycle and pedestrian.

Key Points:

- I'm a middle aged female rider and I increasingly see more diversity among bicyclists, as people find conditions safer and biking infrastructure in more neighborhoods.
- Bicycle adoption is a viable transportation mode if safe and connected facilities are available. If you build it, they will come!
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (re: PeopleforBikes)

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Respectfully,

Sherri Morgan
1610 Otis St., NE
Washington, DC 20018

RE: Support for Board Adoption of Item 11 - Action - Approval of the National Capital Trail Network; July 22, 2020 TRB Meeting

Good afternoon Ladies and Gentlemen.

My name is David Helms, and I am a bicycle commuter and recreational bicyclist in Montgomery County. I am also a County Executive appointed member of the Montgomery County Pedestrian, Bicyclist Traffic Safety Advisory Committee (PBTSAC).

The COVID-19 pandemic has been a boon for bicycling. Cities and counties in the National Capital Area are reclaiming (opening) the streets for people to walk and bicycle. Bicycle shops are back-logged, trails are crowded. This demand for bicycling infrastructure underscores the need for efficient, safe, ***connected, and continuous bicycle and pedestrian.***

Key Points:

- Bicycles aren't just for kids and men in spandex.
 - 50% of all trips in urban areas are less than 3 miles.
 - Bicycle adoption is a viable transportation mode if safe and connected facilities are available.
- Multi-Use Trails are extremely cost effective (per mile) as compared to the astronomical capital and environmental cost of expanding highways (graphic: [PeopleforBikes](#))

To provide our citizens with real options to avoid the trap of car dependency, to enable transit oriented, sustainable growth, to achieve target mode share in providing access to the region's rail and bus systems, the Transportation Planning Board must fund and build the 1,400 mile National Capital Trail Network as a backbone to the multimodal transportation system of 2045.

Therefore, I urge the Board to adopt Resolution R5-2021

Very Respectfully,

David Helms
409 Lanark Way
Silver Spring, Maryland 20901
david.helms570@gmail.com

Chair Russell and members of the TPB,

More than ever, we thank you for your public service. We need your leadership not only to survive the current challenges, but to take bold steps for a more sustainable and equitable region.

First, a couple of near-term items:

1) We strongly support and urge adoption of the Capital Region Trail Network (Item 11) 2) We appreciate the addition of equity factors to the Safety Resolution (Item 9) and the incorporation by reference of the table of recommendations which include numerous design recommendations. However, as stated in our letter of July 6, we urge you (in Section 1) to incorporate language specifically calling for road redesign regionwide to improve safety for pedestrians, bicyclists, and users with disabilities. As noted in *Dangerous by Design*, people of color and lower income Americans, are disproportionately killed and injured as pedestrians, particularly along major arterials. 3) We commend the adoption of Transit Access Focus Areas and the call to prioritize projects submitted to TPB that support access to transit.

The crises we face call for bold action in the following areas: 1) Call Congress this week to support \$32 billion in emergency transit funding. 2) Put transit first in our region in terms of funding for capital and operations. We've seen how critical transit is for our essential workforce, access to jobs for lower-income residents, and economic competitiveness. 3) Stop major road expansion. It doesn't work. We can't afford it. We need the funds for transit and we need to stop climate change. 4) Provide record funding for affordable housing in transit-accessible locations. Far more important than another \$100 million interchange is \$100 million in affordable housing near transit and jobs – this will reduce traffic, while providing critical socio-economic benefits. 5) Do far more to convert streetspace for use by pedestrians, bicyclists, and restaurants. The pandemic will be with us for many weeks more, and we need this space for safe bike commutes, health, and to save restaurant businesses and jobs. 6) We failed to prepare and act to stop a pandemic. Let's not fail on climate change. We urge you to act more quickly put the following first: transit; walkable, transit-oriented development; and affordable housing near transit.

Thank you

Stewart Schwartz Executive Director

Dear Transportation Planning Board:

My name is Mary Ward, and I am a long-term (25+ years) resident of the North Bethesda/Rockville area, an environmental health scientist, and a cyclist. I strongly support the interconnected network of multi-use trails in the national capital region that would

improve recreational cycling and walking options for our increasingly high-density region and will provide safe options for alternate modes of commuting.

This trail network is more important than ever due to planned population growth and the large increase in biking and pedestrian use of our trails due to Covid-19. Connecting and improving our existing trail infrastructure is critical to making our neighborhoods walkable and bikeable, to reducing traffic-related air pollution, and to improving our quality of life.

Thank you for your support of safe cycling and walking in Montgomery County.

Mary Ward
10916 Wickshire Way
Rockville MD

Hello, I would like to support accepting the National Capitol Trail Plan. Cycling and walking are important for transportation and are valued for recreation, and an expanded network would help make both walking and cycling easier. I think we should be spending more money on trails than on roads!

thanks,

John Ausema

Dear Transportation Planning Board,

My name is ThienVinh Nguyen and I live in Deanwood, a neighborhood in Washington DC's Ward 7 that's also located east of the Anacostia River. I'm a Conservation Planner for a non-profit here in Washington DC, a member on the Editorial Board of Greater Greater Washington, and a board member of the Friends of the Deanwood Library.

I am also a supporter of the Capital Trails Coalition (CTC). I am writing to thank the Transportation Planning Board for including the CTC's full list of 40 priority projects into the National Capital Trail network. The CTC is in full support of the proposed National Capital Trail Network. This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

I believe that greater trail connectivity, safety, and accessibility for communities living east of the Anacostia River is an equity issue worth standing behind. In particular, I would love to see the Marvin Gaye Trail and Anacostia River Trail connected, as well as greater connectivity across the river, within Ward 7 and Ward 8, and with communities in Prince George's County, Maryland.

Thank you!

All the best,
ThienVinh

Dear TPB Members

I would like to urge your support for all of the projects within the planned Capital Trails Network. Recent months have made it abundantly clear that trails are a vital component of our communities' infrastructure. Trail use, which has always been very robust in our region, has skyrocketed lately as residents have sought outdoor exercise, mental relaxation and new means of local travel. Right now the chief limit to increasing trail use is the trails' overwhelming popularity. Our trails have gotten very crowded because we simply don't have enough of them to meet the demand. Also, the current limited trail network, is unevenly distributed regionally resulting in unequal access.

The planned Capital Trails Network will add hundreds of miles of new trails, as well as better connect the existing trails in a manner which will improve access and mobility options for all of the Washington DC region.

Getting the visionary new trails network built starts with it's endorsement by our regional leaders. Please support inclusion of the Capital Trails Network in our regional transportation plans.

Regards
Ritch Viola

Dear Transportation Planning Board Members:

As Co-Chairs we are pleased to submit comments on behalf of the DC Recreational Trails Advisory Committee. Our committee, made up of Mayoral appointees from each Ward of the City, strongly urges members of the Transportation Planning Board to adopt the National Capital Trail Network.

Adoption is crucial as it will be used to prioritize funding for the Transportation Alternatives Program and the Transportation Land-Use Connections Program.

The DC Recreational Trails Advisory Committee advises Mayor Bowser on trail planning and allocating funds for trail improvement projects via money from the Federal Highway Administration's National Recreational Trails Fund Act. Our focus is on both natural surface and paved trails within the District of Columbia.

Our committee is in full support of the proposed National Capital Trail Network. Recreational trails are critical pieces of the livability of our city. Trails encourage active transportation, improve residents' health, and inspire a connection with our natural surroundings.

This trail network is more important than ever as the surge in bike and pedestrian use throughout the region is putting a strain on the safe use of our existing trail infrastructure.

Thank you,

Jack Koczela, Co-Chair Elizabeth McGowan, Co-Chair