




MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


MCPB
ITEM NO. ___
2007

January 26, 2007

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief Transportation Planning 

FROM: Charles S. Kines (301-495-2184) for the Planning Department 

PROJECT: MacArthur Boulevard Bikeway Improvements
I-495 to Oberlin Drive
CIP No. 500718

REVIEW TYPE: Mandatory Referral No. 06816-DPW&T-1

APPLICANT: Montgomery County Department of Public Works
and Transportation (DPWT)

APPLYING FOR: Agency Comments

COMMUNITY-BASED PLANNING TEAM AREA: Bethesda-Chevy Chase

RECOMMENDATION: Approval with comments

Staff recommends that the Planning Board transmit the following comments on the proposed project to DPWT:

Overview of Design Elements

- 1) When available, submit the draft signing and marking plan to Planning Board staff for review and comments. Ensure the plan addresses the following:
 - a. Striping to demarcate the travel lanes from the shoulders
 - b. Locations and designs for crosswalks

- c. Signing to prohibit motor vehicle access to and parking on the shared use path
 - d. Signing to identify the shoulder as a bike lane and to prohibit illegal parking
 - e. Stop signs and stop bars on path where it crosses MacArthur Boulevard as well as major public roads or commercial driveways
 - f. Signing to direct path users and on-road cyclists to major destinations
 - g. Signing to instruct cyclists using the pathway to dismount and walk bicycles when crossing the narrow (3-4' wide) sidewalk on the one-lane bridge over Cabin John Parkway
 - h. Removing outdated or incompatible signage and pavement markings
- 2) Install marked, well-lit and ADA-compliant crosswalks at the following intersections with MacArthur Boulevard to facilitate safe access to/from the path:
- a. Persimmon Tree Road
 - b. Seven Locks Road (MacArthur Plaza)
 - c. Tomlinson Avenue (Captain's Market)
 - d. 75th Street/Erickson Avenue (Clara Barton Elementary School site)
 - e. Cabin John Local Park (mid-block)
 - f. Wilson Lane
 - g. Bannockburn Drive
 - h. Goldsboro Road (Glen Echo Plaza)
- 3) Identify and provide safe pedestrian connections to bus stops along both sides of the road (per Planning Board and County Council recommendations on the Facility Planning Study in 2003/04), with a particular focus on the crosswalk locations noted above.
- 4) Where the shared use path crosses a public street or commercial driveway:
- a. Install a marked crosswalk
 - b. Install bollards to prevent motor vehicular access to the shared use path; and
 - c. Tighten curb radii and reduce pavement widths wherever possible to shorten the crossing distance for path users (e.g., 81st Street)
- 5) Coordinate with the Town of Glen Echo, the National Park Service and/or the Cabin John Citizens Association to upgrade and beautify the pocket parks located on each side of the Cabin John Aqueduct Bridge including, on the west side, redesigning the motor vehicle pullout, replacing the interpretive signs and bench and providing appropriate landscaping.
- 6) Consider including in the project scope aesthetic enhancements and operational improvements to the Wilson Lane roundabout/intersection, including adding landscaping to shield the unsightly pump area.

- 7) Ensure any improvements to the Glen Echo Trolley Bridge, as well as the Cabin John Aqueduct Bridge, are reviewed by and receive approval from the County's Historic Preservation Commission.
- 8) Consider additional tree preservation techniques and submit a revised estimate of forest impacts to environmental planning staff consistent with the project's Forest Conservation Exemption.
- 9) Incorporate the following landscaping guidelines:
 - a. Do not use tall fescue seed mix within the designated 150-ft stream buffer or within the 25-foot wetland buffer
 - b. Do not place landscape materials within the critical root zone of existing trees and forest

Site-Specific Comments

- 10) Between STA 25+50 and STA 30+00, to provide additional space (2') for the eastbound bike lane, consider combining the guardrail and retaining wall, with the guardrail anchored in a retaining wall at least 42" above the road surface.
- 11) Where path crosses the road at STA 40+50 and STA 44+00:
 - a. Design the crosswalks with colored pavement markings to maximize visibility by motorists or consider raised crosswalks/speed tables.
 - b. Reconstruct and realign the path between the road and the aqueduct bridge to ensure compliance with AASHTO and ADA standards
 - c. Ensure that adequate landing areas are provided to allow trail users to safely stop before crossing the road.
 - d. Consider narrowing the pavement width of the pathway aprons/driveways.
 - e. Install bollards to prevent motor vehicle access to the path.
- 12) At STA 50+75 and STA 72+55, reduce the width of the residential driveways to shorten the crossing distance for path users and prevent potentially illegal motor vehicle parking on the path.
- 13) Between STA 86+40 and 88+00, install special pavement coloring and/or markings to demarcate the westbound bike lane from the parking lot area for Captain's Market.
- 14) Consider tightening the curb radii at Tomlinson Avenue to improve traffic operations at the intersection and provide a strong demarcation between the road and the parking lot for Captain's Market.

- 15) Consider narrowing the pavement width/extending vegetative area for the Erickson Avenue/Clara Barton Parkway access road (approximately STA 96+00) to shorten the crossing distance for path users.
- 16) Straighten and realign the path between STA 110+00 and STA 114+50 to provide a wider buffer between the bus stop and the path as well as between the parking area and the path.
- 17) Move the bus stops along both sides of MacArthur Boulevard near STA 112+25 eastward to near 114+25 to provide a better connection with Wilson Lane and provide a better location for pedestrian crossings to/from the bus stops.
- 18) Between Princeton Avenue and Oxford Road, confirm that the full 26' cross-section will be installed. Planning staff measures the pavement width at 22'.
- 19) Consider shifting the shared use path to the south starting at STA 136+50 to better transition the path to the modified path alignment using the Trolley right-of-way east of Oxford Road.
- 20) Where the path crosses the existing parking lot for Glen Echo Park (approximately STA 144+75), consider designing the crosswalks with colored pavement to maximize visibility by motorists and/or a raised crosswalk/speed table.
- 21) Consider providing a connection between the path and the historic staircase at STA 149+25 to provide a direct link to the historic park entrance.
- 22) To minimize crossing distance for trail users, reduce the turning radius of the eastbound right turn onto Clara Barton Parkway at Oberlin Drive.

PREVIOUS PLANNING BOARD AND COUNTY COUNCIL ACTION

Planning Board

The Planning Board held a public hearing and worksession on the facility planning study on November 20, 2003 during which many cyclists and residents testified, all in favor of enhancing the shared use path, which all five options proposed. But in an effort to respond to concerns raised by on-road cyclists, just prior to the worksession DPWT unveiled a new option that would widen the road to 26' and also provide 3' bike lanes. This modified option—endorsed by the Board—was well received by all cyclists, but earned mixed reactions from residents, some of whom were concerned the added pavement width would induce further speeding along the road.

County Council

The County Council's Transportation and Environment Committee held its worksession on January 15, 2004. The Committee concurred with Planning staff and DPWT recommendation to

carry the modified option into Phase II, and specifically asked DPWT to also evaluate bus stops, pedestrian crossings, lighting, signing, and environmental impacts as requested by the Planning Board. The Council further asked DPWT to study means beyond striping to better demarcate the travel lanes from the bike lanes (e.g., colored pavement) and to divide the project into two or three logical segments to break the project into stages to distribute the project costs over time.

Please refer to the Council staff memorandum (and the associated Planning staff memorandum from the November 20, 2003 worksession), Attachment 1.

In 2006, the County Council approved \$1.1M for design funding in FY 11-12. See the project PDF, Attachment 2.

PROJECT DESCRIPTION

This project would widen the existing road by four feet (to 26') to provide three-foot (3') bike lanes in each direction as well as upgrade the existing shared use path consistently to eight-foot (8' wide) and shifting it away from the road. The project also would create a minimum five-foot (5') a vegetative buffer between the road and the path, as well as utilize the historic Glen Echo Trolley Bridge to connect and pass through Glen Echo Park.

Per the County Council recommendation, DPWT divided the project into stages and this mandatory referral is the first stage, which includes the portion of MacArthur Boulevard between I-495 and Oberlin Drive. The project's design addresses most of the stated goals and objectives, but does not yet address some Planning Board and County Council recommendations during review of the facility planning study.

STAFF ANALYSIS

Generally staff finds that the project would greatly enhance bicycle and pedestrian safety. The project meets most of the stated goals and objectives identified during Phase I Facility Planning and conforms to relevant master plans. However, staff believes the project could incorporate provisions and design elements to not only improve pedestrian access and safety (as previously requested by both the Planning Board and the County Council), but also to enhance the user experience and the project's relation to communities and destinations along the corridor.

Most importantly, the project does not yet include sufficient details regarding pedestrian safety and access. For example, the project plans do not depict bus stop locations nor identify locations for crosswalks, either across MacArthur Boulevard or side streets. Since MacArthur Boulevard does not have a sidewalk, **the shared use path is the de-facto pedestrian facility**. This project presents the County with an opportunity to not only improve bicycle mobility, but also achieve greater safety, access and mobility for walkers, joggers, rollerbladers and people pushing baby strollers. The project also presents an opportunity to modify the corridor's appearance by installing improved bus stop designs and upgrading amenities such as trash receptacles and the

pocket parks (with a bench, plantings and interpretive signs) on each side of the Cabin John Aqueduct Bridge.

Master Plans

The 2005 Countywide Bikeways Functional Master Plan recommends a dual bikeway (DB-1) for MacArthur Boulevard, including an upgraded shared use path and on-road bike lanes. While this project proposes only three-foot bike lanes (as opposed to minimum four-foot standard for open section road), the substandard design actually reflects a suitable compromise between bicycle accommodation and reduced environmental impacts as discussed during Planning Board and County Council deliberations during the facility planning study.

The 1990 Bethesda-Chevy Chase Master Plan endorses the expansion of pedestrian paths and bikeways to commercial and community facilities and that pedestrian safety improvements be supported and expanded along major roadways. This phased plan implements the recommendations of the Master Plan.

Design

Planning staff comments and recommendations on the project's design focus nearly entirely on improving pedestrian safety and accommodation, which was also a focus of Planning Board and County Council worksessions during Phase I Facility Planning. Despite considerable debate during those worksessions about pedestrian accommodation, staff finds that the project's proposed design does not comprehensively address pedestrian needs.

Bus Stops

This section of MacArthur Boulevard features dozens of bus stops and, with the exception of the bus stops immediately east of the Cabin John Aqueduct Bridge, the project does not recommend any improvements for or upgrades to bus stops. Many bus stops are poorly sited and most are in poor condition. The DPWT recently studied needed safety improvements for all Ride On bus stops in the County. This bikeways improvement project should be implemented concurrently with the bus stop study's recommendations for improvements along this segment of the road.

Crosswalks

Access to the path for communities along the north side generally occurs at roadway intersections. The project plans do not depict any crosswalk locations, which we believe is a significant shortcoming of the project that must be addressed prior during the final design. Crosswalks are particularly needed at the locations identified in Recommendation #2 above to facilitate neighborhood access to the path as well as access from the path to community destinations.

Signing and marking plan

Improving bicycle and pedestrian safety along the road involves not only changes in roadway engineering but also enhanced signing and marking. Staff understands the signing and marking plan generally is not developed until detailed design, however we ask that the staff be offered a chance to review the plan when available. The plan should address the issues listed under Recommendation #1 above.

Environmental

In November 2003 environmental planning staff reviewed the potential alignments of this project. At that time staff commented on the way it would like to see the environmental impacts evaluated, that is according to the *Environmental Guidelines for Development in Montgomery County*.

Also, although the project received an exemption from filing a forest conservation plan on November 8, 2006, this project is still subject to the law under Sec. 22A-9:

Sec. 22A-9. County Highway Projects.

(a) General.

- (1) *This section applies to construction of a highway by the County as part of an approved Capital Improvements Program project.*
 - (2) *The construction should minimize forest cutting or clearing and loss of specimen or champion trees to the extent possible while balancing other design, construction, and environmental standards. The constructing agency must make a reasonable effort to minimize the cutting or clearing of trees and other woody plants.*
- (b) *If the forest to be cut or cleared for a County highway project equals or exceeds 40,000 square feet, the constructing agency must reforest a suitable area at the rate of one acre of reforestation for each acre of forest cleared.*
- (c) *Reforestation for County highway projects must meet the standards in subsections 22A- 12(e), (g) and (h). [for planting, compensation, maintenance and long-term protection]*
- (d) *Any mitigation requirement for loss of specimen or champion trees must be based on the size and character of the tree.*

According to these guidelines, environmental planning staff offer the following the following comments:

- Evaluate tree impact based on the size and quality of individual specimens and on the nature of the crown area.
- Analyze edges to determine critical root zone impact. Consider protective measures to reduce significant impacts to specimen trees.
- Consider additional preservation measures for trees that overshadow the road and thus reduce thermal impacts to water quality as well as other environmental benefits.
- Because forest impacts have increased since the initial measurements were taken as part of the forest conservation exemption, please calculate new measurements based on the

most recent information rather than based on the original natural resource inventory submission.

- Do not use tall fescue seed mix within the designated 150-ft stream buffer or within the 25-foot wetland buffer.
- Do not place landscape materials within the critical root zone of existing trees and forest.

Parks

As noted on page 6 of the planning staff memorandum dated November 14, 2003, Park Planning and Resource Analysis (PPRA) staff noted no direct impacts to county parkland. However, as part of the pedestrian accommodation for the project transportation planning staff requests improvements to the existing crosswalk/connection to Cabin John Park, including upgrading the crosswalk and improving lighting.

Historic Preservation

Historic preservation staff identified numerous historic resources in the corridor during Phase I, however none were directly impacted by the project at the time. However, since Phase I the shared use path has been realigned to pass over the creek just west of Glen Echo Park using the Glen Echo Trolley Bridge, which is located within the Glen Echo Historic District. Therefore any improvements to the bridge would require review by and approval from the County's Historic Preservation Commission.

In addition, we seek improvements/upgrades to the existing interpretive pull-out/pocket park on the west side of the Cabin John Aqueduct Bridge – a National Civil Engineering Historic Landmark – as well as the area on the east side of the bridge featuring the historic marker and garden. The pullout for motor vehicles on the west side is in very poor condition, as are the interpretive signs, the bench and the landscaping (presumably maintained by a local garden club).

The aqueduct bridge, built between 1859 and 1863, is the longest single-arched masonry bridge in the world and thus offers a wonderful interpretive opportunity. The pocket parks likewise offer a scenic overlook of Cabin John Parkway and the C&O Canal National Historic Park and a nice resting spot along the path. Any improvements to the bridge or pocket parks should be coordinated with the National Park Service, the Town of Glen Echo and the Cabin John Citizens Association, in addition to the Historic Preservation Commission.

Other Review agencies

Letters from relevant review agencies are included in this package as Attachment 3. The Maryland Department of Natural Resources did not identify any habitat for Rare, Threatened and Endangered species in project area. The Maryland Department of Planning stated that permits from the U.S. Army Corps of Engineers and the Maryland Department of the Environment will be required due to wetland and waterway impacts. MDP also requested DPWT to address concerns about cultural/historic impacts per their letter dated May 7, 2003 letter. The County

Department of Permitting Services identified the stormwater management concept as acceptable and requested an opportunity to review the sediment control plan, when available.

PUBLIC OUTREACH

In addition to the two public meetings in 2003 during Phase I facility planning, as part of Phase II DPWT held one public meeting on May 23, 2006 to solicit community comments on the proposed design for this segment of the project.

RELATED PROJECTS

There are no additional planned/funded public improvements in this area of the County that might affect or be affected by this project.

mmo to MCPB re06816-DPW&T-1

T&E COMMITTEE # 3
January 15, 2004

MEMORANDUM

January 13, 2004

TO: Transportation and Environment (T&E) Committee

FROM: Glenn Orlin,⁶⁰ Deputy Council Staff Director

SUBJECT: Facility planning review: MacArthur Boulevard Hiker/Biker Trail

The Council appropriated funds under the Facility Planning—Transportation project for the Department of Public Works and Transportation (DPWT) to evaluate means for improving the 7.3-mile MacArthur Boulevard Hiker-Biker Trail between the District of Columbia (at the Dalecarlia Reservoir in Bethesda) and the Old Angler's Inn in Potomac. MacArthur Boulevard is an arterial roadway with two 11'-wide travel lanes. There is currently a bikeway along this length, but it is generally substandard in width and in many places is indistinguishable from the shoulder of inbound MacArthur Boulevard. The current bikeway is heavily used, in that it is a popular commuter biking route and provides ready access to the C&O Canal towpath and other sites along the Potomac River.

DPWT has completed Phase I of facility planning for this project: the feasibility study stage. This worksession is the opportunity for Committee members and other interested Councilmembers to provide informal feedback to DPWT as to what it should study during Phase II of facility planning: the detailed planning stage that will produce the precise project scope and develop reliable estimates of cost and community and environmental impact. DPWT will proceed to Phase II immediately after this review. If Phase II stays on schedule, this project will likely be proposed as an amendment to the FY 05-10 CIP in January, 2005.

Alternatives. In the project planning prospectus, DPWT identified three potential options (see the Executive Summary on ©1-5):

- Alternative 1: the no-build option.
- Alternative 2: providing a continuous 8'-wide hiker-biker path and, generally, at least a 5' offset from the edge of the roadway, and a barrier between the path and roadway where 5' is not available.

- Alternative 3: the same as Alternative 2, plus a widening of MacArthur Boulevard to provide 5'-wide striped bike lanes in each direction.

No detailed cost estimates are available at this stage, but Alternative 2 is believed to cost generally in the \$2-3 million range, while Alternative 3 would be considerably more, perhaps as much as \$10 million more, because the additional 10 feet would require more substantial land takes and retaining walls.

The study has identified nine particular spot improvements along the trail, but the main point of disagreement has been between the two build alternatives. Bike groups have advocated Alternative 3, noting that most commuter bicyclists and adult recreational bicyclists want to—and will continue to—ride on the roadway. They will do so in order to keep to a steady speed, which is not likely while dodging pedestrians and slower bikers on the path. The Washington Area Bicyclist Association (©6-7) and Montgomery Bicycle advocates (©8-9) are two of the groups that expressed this perspective. On the other hand, neighborhood associations have generally opposed Alternative 3, having concerns about the property impacts and the possibility that vehicular speed will increase if the pavement is widened to 32' (two 11' travel lanes plus two 5' bike lanes). The Mohican Hills Citizens' Association (©10-11) and the Brookmont Civic League (©12-13) are examples of the groups stating this position.

Although DPWT is responsible for improvements to and maintenance of MacArthur Boulevard, the road was initially built and still belongs to the U.S. Army Corps of Engineers. Beneath the road are two conduits. (MacArthur Boulevard was formerly called Conduit Road.) The initial conduit built in the 1800s is beneath the centerline, and a second one built in the 1920s is beneath the current bike trail. The Corps has reviewed the general plans for Alternative 3 and has no major problems with it (©14-15). Presumably the Corps would have no major problems with a lesser option such as Alternative 2, since it would have fewer impacts.

A new alternative. The Planning Board reviewed the results of the Phase I study at its November 20 worksession. The Planning staff's report (©16-24) summarizes the issues and concerns about the design of the hiker-biker trail.

At the November 20 meeting DPWT unveiled a new alternative as a compromise between Alternatives 2 and 3. This new alternative is similar to Alternative 3, except that MacArthur Boulevard would be widened only by 4' (to 26') rather than by 10' (to 32'); its travel lanes would be reduced from 11' to 10' in width, leaving a 3'-wide striped shoulder on each side (see ©25). The 3'-wide shoulders would not be wide enough to be formal bike lanes, so they would not be marked as such. Nevertheless, the understanding is that on-road bikers would confine themselves to the shoulders as much as possible. By reducing the travel-lane width to 10' vehicle speeds would likely be reduced somewhat, enhancing the safety of bikers riding on the shoulders.

The Planning Board endorsed studying this new alternative in Phase II. In its December worksession, the Committee asked for feedback from stakeholder organizations. DPWT reached out to several bicycling advocacy groups and civic organizations, and it received five written responses. The new alternative has been endorsed WABA (©26), MOBIKE (©27), and the

Cabin John Citizens Association (©28-32). The Town of Glen Echo continues to endorse the original Alternative 2 with some additional improvements (©33-34). The Tulip Hill Citizens Association did not express a position, but it passed along the comments of one of its residents who endorses the original Alternative 2.

Council staff recommendation: Concur with DPWT and the Planning Board in carrying DPWT's new alternative into Phase II. In addition, DPWT should perform these other tasks as part of Phase II:

- **Prepare preliminary designs for the other spot improvements noted in the prospectus (©3).**
- **Evaluating the Planning staff's concerns regarding bus stops and pedestrian crossings, lighting, signing, and environmental impacts as described on ©19-21.**
- **Examine further means beyond striping to emphasize the demarcation between the travel lanes and the shoulders.**
- **Divide the project into two or three logical segments, giving the Council the opportunity to consider breaking what is likely to be a costly bikeway improvement into separate funding stages.**

EXECUTIVE SUMMARY

INTRODUCTION

The Montgomery County Department of Public Works and Transportation (DPWT) Division of Engineering has completed a Phase I Facility Planning Study for improvements to the MacArthur Boulevard bikeway in southern Montgomery County. The limits of the study are from the Old Anglers Inn near Stable Lane to the Montgomery County-District of Columbia line, a distance of approximately 7.3 miles. The Study, which was conducted from November 2002 through June 2003, provided for ample public participation and meaningful dialogue with all project stakeholders. The Study Area is in the Potomac Subregion and Bethesda-Chevy Chase Master Plan Areas of Montgomery County. This study included a statement of the project purpose and need; development of alternatives; and analysis of the feasibility, benefits, environmental features, and impacts of the proposed improvements.

The Phase I study has included the following activities:

- Gathering and assembling photogrammetric mapping
- Presenting the initial stage of facility planning and obtaining input from the community at a public meeting held on January 22, 2003 at Bannockburn Elementary School
- Conducting field observations of the Study Area
- Inventorying environmental resources, including preliminary identification of wetlands, parklands, and forest resources
- Evaluating horizontal alignments of the proposed bikeway for various alternatives
- Developing a typical section that includes bike lanes and a separated shared use path, but no new travel lanes
- Analyzing cross sections to determine impacts
- Presenting alternatives at a public meeting held on April 23, 2003 at Bannockburn Elementary School
- Reporting study results.



EXECUTIVE SUMMARY

These tasks culminated with the preparation of this Project Prospectus, which includes the study recommendations and any elements of the project to be furthered for resolution in the 35% design phase. This Project Prospectus concludes Phase I of the Transportation Facility Planning Process.

STUDY RECOMMENDATIONS

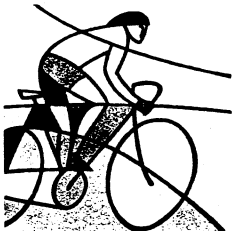
The Study, conducted by a team of representatives from the DPWT, M-NCPPC, the National Park Service, and the US Army Corps of Engineers concluded with a recommendation that Alternative 2 be forwarded to Phase II of Facility Planning (35% design). This alternative consists of the following features:

- Upgrading the existing shared use path using AASHTO guidelines including a minimum five-foot open space separation from the road where possible and a 42-inch high physical barrier where required
- Eliminating the crossover of the existing bikeway near Persimmon Tree Road. The proposed alignment maintains the entire bikeway on the south side of MacArthur Boulevard
- Improving the overall safety of the shared use path by adding signing and pavement markings, lane designations, vehicular and bikeway approach and caution signs
- Improving connectivity between the MacArthur Boulevard shared use path and other bikeways and paths within the Potomac Subregion and Bethesda-Chevy Chase planning areas including direct connections to the Little Falls shared use bike path, and the Chesapeake and Ohio Canal National Historical Park Towpath.

The MacArthur Boulevard shared use path would tie into the proposed parking lot across from Old Anglers Inn to both the Chesapeake and Ohio Canal National Historical Park and continued on-road bicycling along MacArthur Boulevard to Little Falls Road. At the DC Line, the shared use path would tie into the existing shared use path alignment in the District.

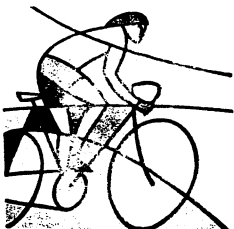
This alternative improves safety and accessibility for all experience levels of bicyclists and pedestrians, and enhances connectivity with other bikeways near MacArthur Boulevard. In addition, spot improvements proposed to improve deficiencies and immediate safety concerns on MacArthur Boulevard have been included in the recommended alternative as follows:

- MacArthur Boulevard at Old Anglers Inn: coordinate with the NPS to terminate the shared use path at the parking lot to provide a smooth and safe transition from the shared use path to the shoulders.



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- MacArthur Boulevard at Clara Barton Parkway: add roadway markings warning vehicles of the approaching 3-way stop and add signage on Clara Barton Parkway warning motorists of the MacArthur Boulevard bikeway. Reducing the turning radius of the eastbound right turn onto Clara Barton Parkway will help slow traffic entering the intersection.
- MacArthur Boulevard at I-495: add appropriate electrical lighting under the bridge to increase visibility, safety, and comfort of bicyclists and pedestrians.
- MacArthur Boulevard at Tomlinson Avenue: reconfigure the parking lot in front of Captain's Market to alleviate congestion during peak periods and reduce parking on the bike path.
- MacArthur Boulevard and Ericsson Road: reduce the turning radius at the intersection to slow traffic and keep vehicular traffic off the bikeway. Add signs warning motorists as they exit the Clara Barton Parkway of the bikeway at MacArthur Boulevard.
- MacArthur Boulevard at Wilson lane and Union Arch Bridge: reconfigure the parking lot, bus stop and bikeway to separate bicycle and vehicular traffic. The parking lot would provide a spur connection from the shared use path to the Chesapeake and Ohio Canal National Historical Park Towpath at the parking area.
- MacArthur Boulevard at Walhonding Road: reconfigure the parking lot with a defined entry and exit to minimize potential vehicle / bicycle conflicts. The reconfigured parking lot would provide a spur connection from the shared use path to the Chesapeake and Ohio Canal National Historical Park Canal Towpath.
- MacArthur Boulevard at Sangamore Road: install pedestrian signals and crosswalks to provide a safer crossing for bicyclists and pedestrians. Add signs at the entrance to the Little Falls Trail to warn motorists of potential conflicts with bicyclists as well as designate the entrance for bicycle access to the trail.
- MacArthur Boulevard and Winward Drive: create a five-foot minimum separation between the roadway and shared use path. Additional "no parking" signs would be installed to deter parking on the shared use path.



IMPACTS

Table 1 below provides a summary of the potential impacts from the proposed construction of the Recommended Alternative:

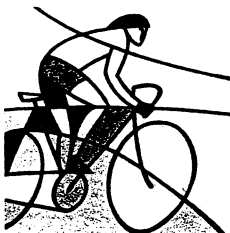
**Table 1
Summary of Environmental,
Property, and Right-of-Way Impacts for Alternative 2**

Impact	Quantity
Steep Slopes (acres)	2.08
Wetlands (acres)	0.05
Floodplain (acres)	0.41
Parkland (acres)	2.37
Forest (acres)	0.70 (Forest edge)
Specimen Trees	4
Streams (linear feet)	8' (natural stream)
Number of Affected Properties	8
Right-of-Way (acres)	0.76

CONSIDERATIONS FOR PHASE II FACILITY PLANNING

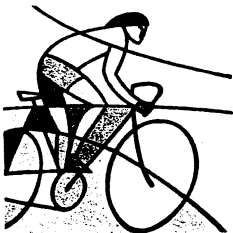
If the Montgomery County Council approves funding for Phase II of Facility Planning, the following activities should be included:

- Continued development of more accurate base mapping
- Refining engineering alignments and intersection improvements
- Determining more detailed impacts
- Determining more exact right-of-way requirements
- Conducting public meetings to update citizens on more detailed design



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- Preparing the project for County Council action
- Coordination with the National Park Service to tie the MacArthur Boulevard Bikeway into the proposed design of the parking lot across from Old Anglers Inn and transition to on-road biking safely
- Coordinate with the ACOE to develop designs for the parking lots at the Union Arch Bridge and at Walhonding Road as part of the recommended alternative.



WASHINGTON AREA BICYCLIST ASSOCIATION (WABA)
733 15TH Street NW, Suite 1030
Washington, D.C. 20005

May 7, 2003

Ms. Yasamin Esmaili
Facility Design and Planning
Dept. of Public Works and Transportation
Rockville, MD 20850

RECEIVED
C: YKE
MAY 12 2003
HOS
O: FILE VIA
MCDPW&T ENGINEERING SERVICES DESIGN SECTION

Dear Ms. Esmaili,

I am forwarding the comments of the Washington Area Bicyclist Association (WABA) on the proposed facility design for the MacArthur Boulevard Bikeway Improvements Project. WABA is a nonprofit organization committed to the development of bicycle facilities, to improving safety for bicyclists and encouraging greater use of bicycles generally. Founded in 1972, WABA now has 7,000 dues-paying members regionally, of whom 1,500 reside in Montgomery County. Our comments draw upon the extensive expertise of our members on bicycling transportation matters.

As any bicyclist using MacArthur Boulevard knows, the roadway is narrow, carries heavy traffic entering and exiting several ramps to the Clara Barton Parkway and I-495. Numerous visitors to the Potomac River, Great Falls, Mather Gorge, and the Billy Goat Trail use the road. Parking on weekends overflows onto the road shoulder. No bike lanes, as such, exist; the paved path is crumbling, unsafe, and has become an informal shoulder used by motor vehicles to bypass cars stopped for left turns and traffic. Nevertheless, MacArthur Boulevard remains heavily used by bicyclists of all types. It is the principal route for bicyclists to access the C&O Canal, Great Falls Park, Glen Echo Park, and all of Western Montgomery County. It is also a major commuting route into the District of Columbia and the extensive bicycle trail network extending southward into DC and Virginia.

Current master plans designate MacArthur Boulevard as a "scenic byway" which should be limited to a 2-lane road. But the same plans appear to accept that MacArthur is an "arterial" serving major commuting interests. Furthermore, the speed limit on MacArthur is 30 mph, which means speeds in excess are common. The heavy traffic, especially during rush hour and weekends, is incompatible with maintaining MacArthur as a quiet, semi-rural byway. The master plans (Potomac Subregion and Bethesda-Chevy Chase) focus principally on improvements to the existing "bikeway", meaning the paved shared use path.

To its credit, the Montgomery County DPWT recognizes the needs of on-road bicyclists in its planning document: "The purpose of the MacArthur Boulevard Bikeway project is to upgrade the existing shared use path to current standards to promote usage and enhance safety for all bicyclists, and to improve the safety of bicycling on the MacArthur Boulevard roadway to better serve the experienced bicyclist."

WABA strongly endorses a total rehabilitation of MacArthur Boulevard to serve as originally intended—as a scenic byway, with bike lanes and a separate shared-use path. Its de facto status as an "arterial" highway should be lowered in priority. Unless these steps are taken, MacArthur Boulevard inevitably will decline as a bikeable, community-friendly roadway.

These are the key reasons why WABA supports both bike lanes and a separate shared-use path on MacArthur Boulevard:

1. The current conditions on MacArthur Boulevard consisting of a totally inadequate path often used by motorists as an informal shoulder, shortcut around stopped traffic, and for parking, present real dangers to all users.
2. Many residents and their children use the shared-use path for strolling, dog-walking, playing, jogging, casual biking and other activities incompatible with bicycle speeds greater than 12-15 mph, which are routinely exceeded by on-road bicyclists.
3. Construction of only the improved, separate shared-use path would leave on-road bicyclists to struggle with heavy traffic on a narrow, shoulderless roadway.
4. To accommodate the many users of MacArthur Boulevard without dangerous conflicts between motorists and bicyclists, and between pedestrians and fast-riding cyclists, requires separate bike lanes and a separate shared-use path.

WABA recognizes that our recommendation costs more than less accommodating solutions. Nevertheless, MacArthur Boulevard is a hugely beneficial asset to Montgomery County and has been long neglected. The MacArthur Boulevard Bikeway Improvements Project should be planned with an eye to the best result possible.

Sincerely,



Ellen Jones, Executive Director

Montgomery Bicycle Advocates
Jack Cochrane, Chair
7121 Thomas Branch Dr.
Bethesda, Md. 20817

May 7, 2003

Department of Public Works and Transportation
Division of Engineering Services
101 Monroe Street, Ninth Floor
Rockville, MD 20850-2540
Attention: Yasamin Esmaili

Re: Comments on Proposed MacArthur Boulevard Bikeway Improvements

Dear Ms. Esmaili:

I am writing to you on behalf of Montgomery Bicycle Advocates (MOBIKE). MOBIKE is a grass roots organization committed to supporting the needs of cyclists of all skill levels who ride in Montgomery County. In particular, we are working to promote the creation of a network of bicycle-friendly roads and trails across the county.

The members of MOBIKE support DPWT's comprehensive approach to improving the MacArthur Boulevard Bikeway through the addition of both on-road bike lanes and a revamped shared-use sidepath.

MacArthur Boulevard is important not only to bicyclists who live nearby, but also to many others throughout the county. For some, MacArthur Boulevard's rare natural environment makes it a cycling destination in and of itself. To others, it is a vital transportation route providing access to Bethesda, Washington, D.C., and western Montgomery County.

MOBIKE strongly supports Alternative 3, which includes both improvements to the existing shared-use path and the addition of bike lanes to the motor traffic lanes of MacArthur Boulevard. Considering the mix of users (pedestrians, motorists, and bicyclists) it is necessary to provide accommodation so that all may use the facilities safely and comfortably.

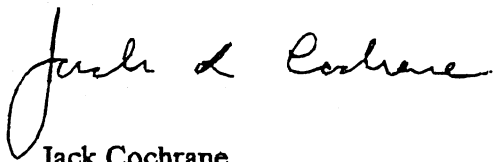
It is clear that there is widespread dissatisfaction among path users for reasons of safety and utility. It is also clear that most road cyclists are not accommodated even by well-designed shared-use paths, because the resulting mix of traffic (dog-walkers, joggers, slower or timid cyclists) and the less smoothly-graded pavement are incompatible with their needs. Nor do cyclists feel safe riding in the roadway as it's now configured, due to the difficulty that motorists often have navigating around cyclists in the narrow, windy lanes.

8

MOBIKE believes that Alternative 3 presents the best opportunity to preserve and expand non-motorized use of the MacArthur Boulevard corridor, consistent with local, state, and federal policies to improve safety, physical fitness, and environmental quality. The MacArthur corridor in particular has been maintained to preserve a small-town, natural feel consistent with non-motorized transportation.

We will be following the progress of this project with great interest, and look forward to improved cycling on MacArthur Boulevard.

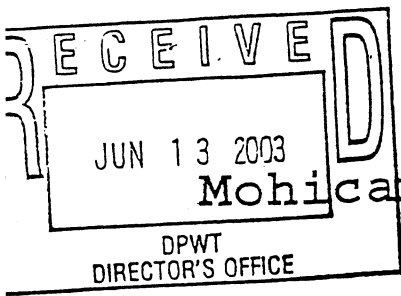
Sincerely,



Jack Cochrane
Chair, Montgomery Bicycle Advocates
Bethesda, Maryland

9

2



Mohican Hills Citizens' Association
representing 250 families

STATEMENT OF THE MOHICAN HILLS CITIZENS' ASSOCIATION ON THE
MAC ARTHUR BLVD. BIKEWAY PROJECT IN SUPPORT OF ALTERNATIVE 2

At the June 3 meeting with the DPWT project manager and the bike facilities coordinator we learned that the staff is close to recommending that Alternative 3 should be carried into the 35% engineering design phase. Alternative 3 would add two new 4 to 5 ft. wide bike lanes, one on each side of the MacArthur Blvd. roadway, rebuild the current 8 ft. "shared use path" on the river side of the Blvd. and restore the grass strip separating it from the roadway. **Those attending the meeting, primarily residents of Mohican Hills, the Town of Glen Echo, and surrounding communities, overwhelmingly favored Alternative 2.** Only one or two speed cyclists, of the 25 or so people attending that meeting, favored Alternative 3. In an informal poll of Mohican Hills residents, several of them cyclists, about two weeks prior to the meeting, none of those responding favored Alternative 3. I believe these sentiments are also shared by the vast majority of residents in adjacent communities. Therefore, we find it hard to imagine the basis for the DPWT staff's inclination to support Alternative 3. It surely cannot be public opinion. It surely cannot be on the merits of Alternative 3, regardless of public opinion, for the reasons outlined below.

1. The widening of the paved vehicle way on MacArthur Blvd, including the new 4 to 5 ft. bike lanes, would probably result in increased motor vehicle speed violations, more illegal passing movements, and an increased tendency for cars to pass left turning vehicles on the right and encroach on the bike lanes.
2. The widening would result in encroachment on existing green space on both sides of the Blvd. and, in some cases, the loss of trees and proper drainage. Encroachment on the uphill side of the right-of-way could also result in interference with the steeply sloping driveways.
3. The widening and striping of MacArthur Blvd. would alter the very nature of this road, part of which has been officially declared a "scenic byway", and would result in the creation of something resembling a major arterial. We like the way it looks now.
4. If the primary purpose of the new bike lanes is to get the speed cyclists out of the way of the motor vehicle traffic, we question the effectiveness of these lanes. Our own experience in driving the Blvd. is that there is ample opportunity to pass cyclists safely unless they are traveling in large platoons, as sometimes happens on week-ends. Even then, the wider width will encourage more side-by-side cycling and encroachment on the motor vehicle lanes. Furthermore, we question whether those speed cyclists will be content to use the bike lanes when they accumulate the inevitable debris near the side of the pavement.
5. Finally, Alternative 3 will cost considerably more than Alternative 2, perhaps three times as much, because of the need for more pavement and retaining walls. These funds could be put to better use on other projects, even bike-related projects, or even on maintaining the existing or upgraded shared use path (see last paragraph below). Indeed the higher cost of Alternative 3 will decrease the likelihood that it could be included in a future

budget in the near term. Spending 35% design money on Alternative 3 could, ironically, result in no improvements at all. Putting down more pavement would also increase the cost of maintenance. Why do this when the County is having trouble finding funds to maintain even existing facilities?

Alternative 2 would provide for improvement in the shared use path and the restoration of the green space separating that path from the vehicle lanes. **We favor Alternative 2** but we also ask the engineers to bear in mind the following principles as they work on designing Alternative 2.

1. Sensitivity to the concerns of owners of houses and establishments located on the Blvd.
2. Avoidance of blind application of AASHTO standards. In some cases, for example, it may not be possible to maintain width without causing serious impacts to greenery.
3. Adequate signage, even flashing lights, at certain points such as the exits from the Clara Barton Parkway, warning drivers to watch out for cyclists coming from BOTH directions should be considered..
4. Particular attention to improvements at the sites of the water supply valves located in the middle of the Blvd. These areas are not safe, particularly for children on bikes using the shared use path.

Finally, we note that when some of those attending the June 3 meeting complained about the debris on the existing bike path, the staff said "There is no money for maintenance and sweeping of existing bike paths." We recognize that it is not uncommon for public works agencies to be rich in capital funds and poor in maintenance funds, particularly when State and Federal aid tends to be largely for capital investment. This may not be a problem that the bike staff should be asked to handle, but surely the leadership of DPWT, County Council, and the County Executive, should be giving thought to a more creative way to allocate resources to make better use of expensive infrastructure investments. For example, it would seem you could make a multi year program of sweeping and other maintenance-like activities eligible for capital funding by making it part of an "infrastructure enhancement program".

Submitted on June 10, 2003
Arrigo Mongini
President, Mohican Hills Citizens' Association

6600 Broad Street
Bethesda, MD 20816

June 24, 2003

Yasamin Esmaili, Project Manager
Gail Tait-Nouri, Bikeway Coordinator
Department of Public Works and Transportation
Division of Engineering Services
101 Monroe Street, 9th Floor
Rockville, MD 20850-2540

Dear Ms. Esmaili and Ms. Tait-Nouri:

Thank you for the opportunity for the Brookmont Civic League to provide comments on the Facility Planning Study of MacArthur Boulevard Bikeway Improvements. Brookmont is a community of approximately 200 families, many of whom are avid bicyclists. Many residents of Brookmont use the MacArthur Boulevard bike path regularly to commute to work on their bicycles and some ride on MacArthur Boulevard for commuting purposes and exercise. In addition, many residents of Brookmont use the path for recreational and exercise use, many on bicycle and many on foot, roller blade, and scooter. We, therefore, appreciate your efforts to address the safety issues associated with the bike path.

The Civic League voted on June 17th to support Alternative 2. While we generally support this proposal, the Civic League believes that this alternative should be modified somewhat to assure the safety of people using the bike path. In particular, we are concerned that the rubbery bumpers that would be installed in several extremely dangerous places along the bike path to warn drivers that they were encroaching on the bike path will be inadequate; most of these locations involve places where the 5' separation would not be possible, such as two sharp curves near Brookmont and the traffic circle at Glen Echo. In the view of the Civic League, hard barriers, such as Jersey walls, must be installed in these locations to assure that people on the bike path are protected. Today, cars "cut the corner" on these curves to make it possible to maintain speeds that are commonly well above the posted speed limit. The present situation is a death waiting to happen — and any future "solution" that fails to provide certain protection to people on the bike path would be equally dangerous. The protection of pedestrians and bike riders is of paramount importance in these locations! In addition, the plan for some intersections needs to be reworked.

Although the Civic League recommends Alternative 2, the community recognizes that Alternative 2 does not address the pressing need to improve safety for advanced riders, who will continue to ride on the road, as they are legally allowed. Without improvements, MacArthur Boulevard is too narrow for two cars and a bicycle. Our community is concerned that Alternative 3 will fail to address the safety needs of advanced riders, which Brookmont agrees is an important goal of the project. By widening the road by approximately 4' in each direction, Alternative 3 will likely increase traffic speed, endangering advanced riders, because cars will see the bike lanes as making the driving lane wider and, therefore, easier to go fast around curves. Moreover, a wider road with higher speeds could force some advanced riders to move to the bike path in an effort to gain safety, creating a danger to other, slower users of the bike path. Some experienced riders who live in Brookmont also commented that the 4' aprons would

tend to become debris-laden, forcing advanced riders back onto the traffic lanes unless provision is made for street cleaning. We feel that it is important to also address the safety needs of advanced riders, but do not believe that the current Alternative 3 does that adequately and without creating other problems, especially speeding by motor traffic on MacArthur Boulevard.

We would also like to raise a few issues and concerns for you to consider about the value of adding the bike lanes on MacArthur Boulevard. At this time, it is not clear to our community that the County has adequately established that a significant number of bike riders will use the new bike lanes. Is there a study showing how many riders will use the bike lanes? Are the bike lanes tied into a broader plan for increasing the level of bike commuting or recreation in the County? Are the bike lanes designed only with the goal of protecting the current level of on-road riders? Is there any information showing that bike lanes of this sort actually achieve intended goals? Will Washington, D.C., work with the County to assure the safety of commuters and other street riders once they arrive at the District line? Perhaps with additional information, if any is available, we could help devise additional ideas for the final plan. The County needs to show that there is a significant benefit to adding the bike lanes and that potential problems with the overall wider road can be addressed if this solution is to be implemented.

In summary, we wish to make two points about the Facility Planning Study of MacArthur Boulevard Bikeway Improvements:

1. While we realize that Alternative 2 does not address the needs of all bicyclists in the MacArthur Boulevard corridor, we believe that it is critical to improve the safety of the bike path. We recommend Alternative 2, but note that it must be modified to add solid barriers to separate people on the bike path from motor traffic at critical locations and to rework plans for certain intersections.
2. We feel that it is important to also address the safety needs of advanced riders, but do not believe that the current Alternative 3 does that adequately and without creating other problems, especially speeding by motor traffic on MacArthur Boulevard.

The Brookmont Community would like to be involved further in the planning and implementation process. Please feel free to contact me at 301-263-0301 or madeleine_greenwald@hotmail.com.

Sincerely,

Madeleine Greenwald
President
Brookmont Civic League



DEPARTMENT OF THE ARMY
WASHINGTON AQUEDUCT
U.S. ARMY CORPS OF ENGINEERS, BALTIMORE DISTRICT
5900 MACARTHUR BOULEVARD, N. W.
WASHINGTON, D.C. 20016-2514

June 23, 2003

Planning and Engineering Branch

Ms. Yasamin K. Esmaili
Project Manager – Design Section
Department of Public Works and Transportation
Executive Office Building
101 Monroe Street, 9th Floor
Rockville, MD 20850

RECEIVED
C: YKE
JUN 25 2003
JSM/SS
O: FILE VIA
ACDPW&T ENGINEERING SERVICES DESIGN SECTION

Dear Ms. Esmaili:

We have reviewed the draft project prospectus for the MacArthur Boulevard Bike Path. The recommended alternative (3) is acceptable to the Washington Aqueduct. The recommended alternative appears to have no major effect on the operation and maintenance of our underground conduit systems.

During the Phase II of the facility planning for the development of the 35 percent design plans, please ensure the following issues concerning our underground structures are addressed:

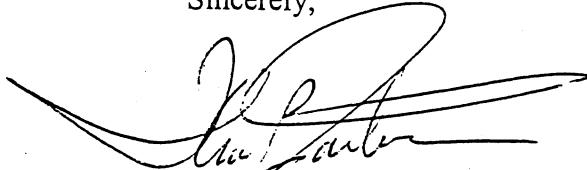
- a. Surface drainage impacts on the earth cover over the raw water conduits.
- b. Structural impacts on the raw water conduit due to roadway re-alignments or intersection improvements.
- c. Structural stability of the raw water conduits due to excavation for retaining walls or any other improvements adjacent to the conduits.
- d. Installation of signs or traffic barriers on top of the underground conduits.
- e. Vibration impacts on the conduits due to construction activities.
- f. Ensure minimal environmental impacts are created due to the removal of vegetation within the MacArthur Boulevard right-of-way.

We understand that citizens have requested additional parking along MacArthur Boulevard at the Cabin John Bridge and at Walhonding Road. By expressing our concurrence with the proposed bike path improvements, we are not committing at this time to any changes to existing parking using land under our control.

(14)

Thank you for the opportunity to participate in the planning of this improvement project. If you have any questions related to our facilities, please contact David MacGregor at 202-764-2799.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. P. Jacobus', with a large, sweeping flourish extending to the left.

Thomas P. Jacobus
Chief, Washington Aqueduct

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
Item No. 1
11-20-03

November 14, 2003

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief
County-wide Planning Division

Richard C. Hawthorne, Chief *RC*
Transportation Planning

Callum Murray, Team Leader
Community-Based Planning

FROM: Charles S. Kines, 301-495-2184, for the Park and Planning Department *CK*

PROJECT: MacArthur Boulevard Bike Path/Lane Improvements
From District of Columbia line to Old Anglers Inn

REVIEW TYPE: Project Prospectus

APPLICANT: Montgomery County Department of
Public Works and Transportation

APPLYING FOR: Agency Comments

COMMUNITY-BASED PLANNING TEAM AREA: Bethesda-Chevy Chase, Potomac

RECOMMENDATION: TRANSMIT COMMENTS TO DPWT

Staff recommends that the Planning Board transmit the following comments on the proposed project (see Attachment 1: Vicinity Map and Selected Spot Improvements) to DPWT:

1. The study report needs to better explain why Alternative 2 is preferred over Alternative 3 and how the particular details of Alternative 2 were decided, including clearly identifying the trade-offs between bicycle accommodation, environmental impacts and cost. Items needing clarification include:

- a) Why actions to accomplish the stated project goal of improving on-road bicycling are not included in the selected Alternative 2.
 - b) Why the proposed path width is less than the American Association of Transportation Officials' (AASHTO) standard.
 - c) Why the path would not be constructed to allow the future construction of on-road bike lanes. The report should document all alternatives that have been studied in this regard and the important trade-offs being made by DPWT Staff.
 - d) The report should identify existing motor vehicle traffic conditions, including volumes and speeds, and explain how these conditions affect on-road bicyclists.
2. For all locations where spot improvements are recommended, the existing conditions should be described and located on a map, and the need for improvements should be explained. These comments pertain to particular locations (See Attachment 1: Vicinity Map and Selected Spot Improvements):
- a) At Spot Improvement #2, consider installing signs to warn motorists on MacArthur Boulevard of bicycle crossings at Clara Barton Parkway.
 - b) At Spot Improvement #3, provide a bike-safe barrier where a substandard landscape panel would exist under I-495.
 - c) At Spot Improvement #4, identify as part of Alternative 2 some measures that would discourage patrons of Captain's Market from illegally parking on the shared use path.
 - d) At Spot Improvement #7, ensure that crosswalks at the parking lot entrance and exit are well designed and marked. Also, ensure a landscape buffer is provided between the parking lot and the shared use path.
 - e) At Spot Improvement #9, coordination with park path planners and DPWT traffic engineers will be required.
3. Provide the AASHTO-recommended vertical clearance of eight feet for the shared use path throughout the project length.
4. Coordinate with WMATA and Ride-On to determine the safest crossing locations for their patrons. Relocate existing bus stops within the project limits to these locations and eliminate bus stops where safe crossings cannot be provided. The maps in the prospectus should reflect these changes.

5. Refer to the recently published Public Hearing Draft of the Countywide Bikeways Functional Master Plan (October 2003) and identify all existing, proposed and planned countywide bikeways that could connect to the MacArthur Boulevard path and consider providing safe and convenient connections to these bikeways.
6. Evaluate the safety of all legal crosswalks, marked and unmarked, within the project limits and provide improvements where necessary. Ensure that all crosswalks cross streets at 90-degree angles, where feasible, particularly the on-ramp for Clara Barton Parkway.
7. When considering bikeway and roadway widths, trade-offs between safety and potential environmental impacts need to be explained, including:
 - a) Stream crossings: Whether building to the typical section is desirable where the path crosses a stream.
 - b) Steep slopes: Whether using fill to create additional surface area is necessary at locations where the pathway is adjacent to steep slopes
 - c) Tree cover: Additional preservation measures that could be taken to avoid the loss of tree cover along the road.
8. Evaluate the impact of the proposed improvements on County-listed historic sites and districts.

PREVIOUS BOARD ACTION: None.

PROJECT DESCRIPTION

This facility planning study is intended to result in a project that would improve bicycling safety along MacArthur Boulevard between the District of Columbia line and Old Angler's Inn, a distance of 7.3 miles. Improvements to both on-road and off-road bicycling are goals of the study.

Alternative 1 is the no-build alternative, essentially leaving existing conditions unchanged. Only immediate safety concerns would be addressed.

Alternative 2, the selected alternative, recommends upgrading the existing mostly substandard shared-use path and making select spot improvements throughout the corridor. The path would be widened to eight feet. A five-foot minimum offset to the roadway would typically be provided. Where this offset cannot be provided, a bike-safe barrier would be installed between the path and the road.

Alternative 3 would upgrade the shared use path for less experienced bicyclists and also provide bicycle lanes for more experienced bicyclists. The path would be widened to eight feet. A five-foot minimum offset to the roadway would typically be provided. Where this offset cannot be provided, a bike-safe barrier would be installed between the path and the road. In addition, five-foot wide bike lanes would be provided along MacArthur Boulevard to accommodate on-road bicyclists.

Both build-alternatives would improve connections to existing, planned and proposed bikeways and paths in the Potomac and Bethesda-Chevy Chase planning areas.

STAFF ANALYSIS

The project would greatly improve bicyclist and pedestrian accessibility and safety between the neighborhoods of Potomac, Cabin John, Glen Echo and Bethesda. It also would improve an important link to the District of Columbia bikeway system and on to downtown Washington. The improved bikeway would provide better connections to major park trails in Montgomery County including the C&O Canal Towpath, the Capital Crescent Trail and the Little Falls Trail.

Alternative 2 would provide the shared-use path recommended in area master plans and the 1978 Master Plan of Bikeways. The upgrading of the existing shared use path would benefit all bicyclists, especially beginner and intermediate levels.

MacArthur Boulevard functions not only as the major recreational bicycling route in this portion of the County, but also as the major commuter bicycling route. The consultant's bicycle and pedestrian counts indicate much higher levels of on-road bicycle use than off-road (see Attachment #2, "2003 Bicycle and Pedestrian Counts at Four Locations Along MacArthur Boulevard" from page 18 of the prospectus). The report also states citizens attending the second public meeting in April 2003 clearly were in favor of Alternative 3 (which includes bike lane improvements as called for in the Public Hearing Draft of the Countywide Bikeways Functional Master Plan (CBFMP) (October 2003). Although improving on-road bicycling conditions is stated as a major goal of the study, bike lanes would not be provided as part of the selected alternative. ***While staff recognizes that there are trade-offs in DPWT's decision to proceed only with improvements to the shared use path, DPWT needs to explain more clearly what those trade-offs are.***

Pedestrian Accommodation

Since MacArthur Boulevard does not have sidewalks, the shared use path serves as a de facto sidewalk. The path serves as the primary pedestrian facility along this road. Therefore, measures to improve pedestrian safety and reduce potential conflicts between bicyclists and pedestrians must be addressed. A wider path would improve pedestrian accessibility and safety by reducing the likelihood of conflicts between bicyclists and walkers.

Bus Stops and Pedestrian Crossings

Staff believes that it is important that the needs of the County's transit patrons are well integrated into this project. Safe, convenient access to the bus stops needs to be made part of the current plans. In addition to the need for marked crosswalks and good lighting at intersections, ensure that users of both transit and the path have safe access across the road.

The report states that the location and type of bus stops were examined but no recommendations to improve access to them are included. All bus stops should be identified on a map in order to determine locations for improved and safer crossings. Crossings at non-intersection locations that do not have marked crosswalks should be discouraged. In areas where mid-block crossings are necessary or desired, measures to enhance their safety should be identified.

Particular attention should be paid to the bus stops along MacArthur Boulevard to ensure that they are in the safest places for transit patrons to cross MacArthur Boulevard. ***Bus stops that are in locations where it would be unsafe to cross MacArthur Boulevard from the shared use path should be eliminated.*** The bus stops that are retained should be evaluated to determine whether shelters and/or benches are warranted and whether the nearest crosswalks should be striped.

Lighting

Providing adequate lighting for the path should be included in the study. Better lighting will help ensure that people can safely cross the side streets traversed by the shared use path and to safely cross MacArthur Boulevard to get to the path. Good lighting is also needed at bus stop locations. The existing lighting along MacArthur Boulevard is poor. While the proposed lighting along the shared use path may be sufficient to ensure users' safety on the path itself, the intersections that they have to cross to continue on or to access the path are poorly lit at present and the lighting needs to be upgraded. These existing conditions must be addressed to ensure that the proposed facility operates safely as a whole.

Signing

A signing plan should be created showing all proposed signage and all existing signage to remain. The sign plan should address ways to minimize conflicts between bicyclists and pedestrians using the path, and potential conflicts between bicyclists and motorists, especially at or near intersections.

Environmental

Environmental Planning staff offers the following comments:

1. Montgomery County resources for floodplains and historic places should be used as sources in addition to natural resources.
2. Streams in the Potomac Gorge are generally steep-sided and deeply incised. For this reason, efforts to widen or make additional stream crossings will create significant impact and cost, even if only for pathway crossings. Therefore, the many stream crossings should be individually evaluated to determine the improvements that are necessary for safety rather than meeting design standards.

3. In many locations, the existing pathway is along the edge of a steep drop-off on the south side of the road alignment. In these locations, efforts should be made to avoid using fill to create additional surface area. Generally, it would be preferable to place the path on a lower grade that is more widely separated from the road.
4. Where possible the option that allows the grassed separation to function as an infiltration trench to provide some water quality mitigation should be utilized.
5. Forest and tree impact should be evaluated, based not only on acres of impact but also on the size and quality of individual specimens and on the nature of the crown area. Additional preservation measures that reduce thermal impacts to water quality should be taken where forest or individual trees provide a significant overhang on the road.

Parks Impacts

Although briefly highlighted in Spot Improvement #9, improved access to the Capital Crescent Trail (CCT) from the upgraded path would be desirable and thus should be included as part of this project. The CCT is one of the premier off-road bicycle commuting routes in the County.

Historic Resources

The study report notes several National Register historic resources that are within the study area, including Clara Barton Parkway, C&O Canal Park, Cabin John Bridge (which is a National Historic Landmark), Glen Echo Park Historic District, Old Anglers Inn, Bonfield's Service Garage, Clara Barton School, and the Washington Aqueduct. The study report needs to reference all County-listed historic sites and districts as well. It appears, however, that none of these resources would be affected by the proposed improvements.

PUBLIC OUTREACH

An open house-style public meeting was held on January 22, 2003 to announce the project and solicit feedback from citizens on the scope of the project. A second public meeting was held on April 23, 2003 to discuss and solicit feedback on various alternatives. DPWT staff and consultants have also coordinated the proposed project with the affected property owners and met numerous times with various homeowner and community associations.

RELATED PROJECTS

Falls Road Bike Path (#509521). This project would fill in the missing gaps for a continuous bike path from MacArthur Boulevard to the City of Rockville. The project involves the acquisition of land, a retaining wall, a pedestrian bridge over a small stream and an eight-foot wide hiker-biker path.

Glen Echo Storm Drain (#509637). This project provides for design and construction of a new storm drain system located along Bryn Mawr Avenue and the replacement of the existing system on University Avenue to the outfall at Clara Barton Parkway. The existing failing system is located within private backyards, without public easements. The improvements will collect runoff from MacArthur Boulevard and redirect it around the portion of the existing system where easements are not possible.

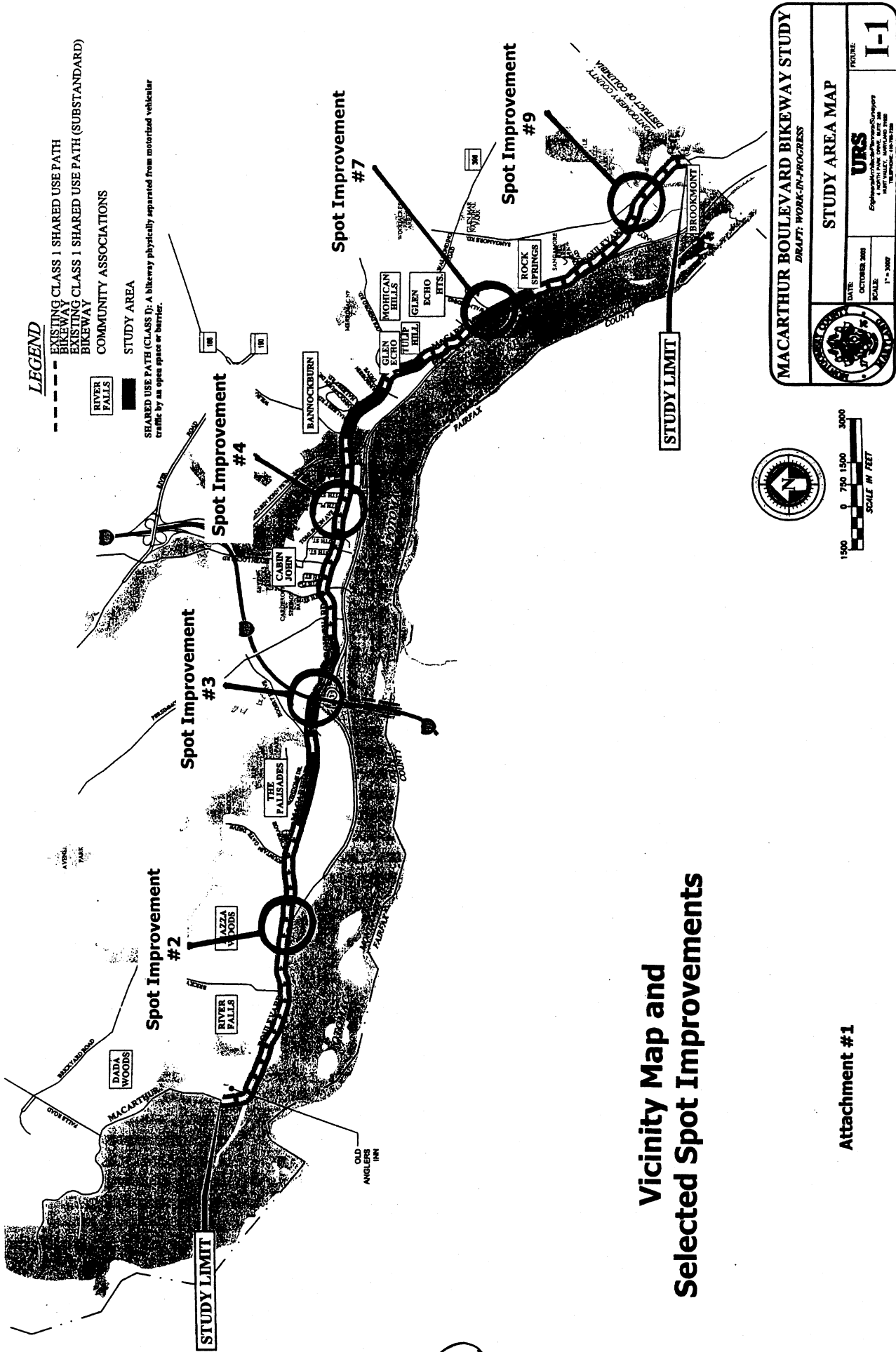
CK:kcw
Attachments

mno to mcpb for public hearing.doc

LEGEND

- - - EXISTING CLASS 1 SHARED USE PATH
- - - BIKEWAY
- - - EXISTING CLASS 1 SHARED USE PATH (SUBSTANDARD) BIKEWAY
- - - COMMUNITY ASSOCIATIONS
- RIVER FALLS
- STUDY AREA

SHARED USE PATH (CLASS D): A bikeway physically separated from motorized vehicular traffic by an open space or barrier.



Vicinity Map and Selected Spot Improvements

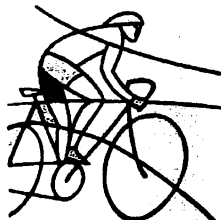
Attachment #1

PROJECT PURPOSE AND NEED

**Table I-1
2003 Bicycle and Pedestrian Counts at Four Locations Along MacArthur Boulevard**

Date	Sangamore and Madaket Road		Ericsson Road and Clara Barton Parkway Spur		Wilson Lane		Clara Barton Parkway	
	On-Road	Bike Path	On-Road	Bike Path	On-Road	Bike Path	On-Road	Bike Path
Monday 7/28/03								
Morning	29	7	15	13	35	28	20	6
Midday	19	21	17	21	24	15	21	0
Evening	13	35	18	9	0	0	9	5
Daily Total	61	63	50	43	59	43	50	11
Tuesday 7/29/03								
Morning	16	59	26	21	4	5	20	2
Midday	26	75	45	18	33	31	32	0
Evening	42	14	77	24	49	42	23	5
Daily Total	84	148	148	63	86	78	75	7
Wednesday 7/30/03								
Morning	NC	NC	28	17	74	35	28	4
Midday	NC	NC	73	42	99	42	65	0
Evening	NC	NC	27	50	81	24	30	0
Daily Total	NC	NC	128	109	254	101	123	4
Thursday 7/31/03								
Morning	37	20	14	43	18	29	15	2
Midday	14	27	42	21	59	27	37	1
Evening	7	7	37	16	53	18	14	1
Daily Total	58	54	93	80	130	74	66	4
Friday 8/01/03								
Morning	19	9	18	19	13	15	12	4
Midday	19	18	4	12	19	18	13	4
Evening	76	32	11	8	21	13	5	2
Daily Total	114	59	33	39	53	46	30	10

The bicyclist and pedestrian traffic counts were limited to weekdays and did not include a Saturday or Sunday count. The counts for Wednesday at the intersection of Sangamore and Madaket Road were unavailable and are reflected in the above table as NC (no count). During the morning period,





DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

MEMORANDUM

November 26, 2003

TO: Edgar A. Gonzalez, Deputy Director for Transportation Policy
Director's Office
Department of Public Works and Transportation

VIA: Holger O. Serrano, Engineering Services Specialist *Holger Serrano*
Division of Capital Development
Department of Public Works and Transportation

FROM: Yasamin K. Esmaili, Phase I Project Manager *Y.K.E.*
Division of Capital Development, Design Section
Department of Public Works and Transportation

SUBJECT: Addendum to MacArthur Blvd. Bikeway Improvements – Project Prospectus
C.I.P. No. 509337

**Addendum to
MacArthur Blvd. Bikeway Improvements
November 2003**

The purpose of this addendum is to provide the list of recommended items to be studied in Phase II for the MacArthur Blvd. Bikeway Improvements (the recommended alternative), as discussed with the Deputy Director at the November 14, 2003, project presentation meeting. The following is the agreed list of recommendations.

- Perform field surveys along the length of the study area to measure the exact width of the existing pavement.
- Widen the existing paving to provide 26 feet of paving (2 – 10-foot lanes and 2 – 3-foot shoulders) whenever reasonable in order to accommodate the needs of on-road commuter bicyclist.
- Coordinate with traffic to reduce the speed limit, specifically, in the areas with a high rate of accidents.

YKE:dbb



Division of Capital Development • Design Section

101 Monroe Street, Eleventh Floor • Rockville, Maryland 20850-2540 • 240/777-7221, FAX 240/777-7277



Washington Area Bicyclist Association

GETTING THERE BY BIKE

RECEIVED

C: YE

JAN 6 2004

O: FILE VIA JSM/HO
CAPITAL DEVELOPMENT
DESIGN SECTION

January 2, 2004

Yasamin Esmaili
Montgomery County Department of
Public Works and Transportation
101 Monroe Street 9th Floor
Rockville, MD 20850

Dear Ms. Esmaili:

Thank you for the opportunity to submit comments on the MacArthur Boulevard Bikeway Improvement Project. The Washington Area Bicyclist Association (WABA) would like to express its support for the "Alternative 2 - Modified" plan proposed by the Department of Public Works and Transportation. This proposal would benefit cyclists of all abilities by adding two feet of paving to each side of the road, which, when combined with one foot taken from each motor traffic lane, will yield a 3-foot wide area for road cyclists. In addition, the proposed 5 foot landscaped barrier would be an improvement over current conditions.

We would, however, prefer that any decisions regarding markings and signage for the cycling space be deferred until the detail design stage of the project. This would be consistent with design processes described in the Draft Master Plan of Bikeways now under consideration.

The MacArthur Boulevard Bikeway project presents unique circumstances in that it is already a key established bikeway, yet the existing conditions are very constrained. We expect that DPWT will apply creativity as well as engineering skills to meet these challenges, and that the best possible solution may differ from standards accepted for new, unconstrained projects.

Thank you for your consideration. Please feel free to call if you have any questions.

Sincerely,

Eric Gililand
Acting Executive Director
Washington Area Bicyclist Association

CC: Holger Serrano

Esmaili, Yasamin

From: helen zitomer [hzitomer@yahoo.com]
Sent: Friday, January 02, 2004 3:02 PM
To: Esmaili, Yasamin
Subject: MacArthur Boulevard Bikeway Project

Thank you for the opportunity to submit comments on the Modified Alternative 2 for the MacArthur Boulevard Bikeway.

MOBIKE wholeheartedly supports the new alternative, which provides much-needed road cycling space, offers an improved side path, and still conserves the existing natural surroundings of MacArthur Boulevard. MOBIKE thanks DPWT for the great effort it has made to consider suggestions from diverse users and to develop a design which serves many interests.

We consider it very important that proper road markings and signage be incorporated into the final design, to let drivers and cyclists know the purpose of the added space.

Also, we suggest that any decisions regarding the staging of construction take into account the potential availability of matching funds (specifically, MDSHA-administered Transportation Enhancements Funds).

Thank you for your consideration.

Sincerely,

Helen Zitomer

11 McKay Circle

Cabin John, Md. 20818

for

MOBIKE (Montgomery Bicycle Advocates)

7121 Thomas Branch Dr.

Bethesda, Md. 20817

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(27)

1/5/2004

CABIN JOHN CITIZENS ASSOCIATION

P.O. Box 31, Cabin John, MD 20818

Organized 1919
Charter Member Montgomery County Civic Federation

Burr Gray - President
Larry Heflin - Vice President

Bruce Wilmarth - Treasurer
Gary Barnhard - Secretary

January 7, 2004

Mr. Holger Serrano, P.E.
Division of Capital Development
Department of Public Works and Transportation
Montgomery County, Maryland
101 Monroe St. 9th Floor
Rockville, MD. 20850-2450

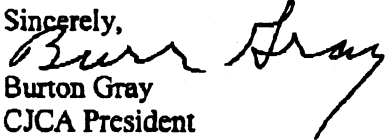
Re: MacArthur Blvd Bike Path Improvements

Dear Mr. Serrano,

Thank you for the December 10, 2003 notification of the modified proposal regarding improvements to the bike path that runs along MacArthur Blvd. The Cabin John Citizens Association (CJCA) supports the proposal. While this letter is after your requested deadline of January 2, 2004 for comments, we noted our support for the concept in a short letter (attached) of December 3, 2003 to Councilmember Nancy Floreen. I am also including a letter sent on December 26, 2001 to Albert Geneti, Jr. that lists various other concerns of the Cabin John community that are relevant to the bike path improvement in the Cabin John section. We hope that your staff will consider these comments, most of them still relevant, as the process moves forward.

We have consistently advocated for separation of the bike path from MacArthur Blvd. In some locations, I know that homeowners are sensitive about having the bike path moved closer to their house even though the property on which the bike path is to be situated is still federal property. In certain locations in Cabin John, it might make sense to keep the poles that the County put up this past year as a means of separating the bike path from MacArthur Blvd (in front of the MacArthur Plaza shopping center, for example), rather than relocating the bike path in that spot. I hope that we will have the opportunity to comment again on the real specifics of the plan as it moves forward.

Finally, it is true that cars routinely exceed the speed limit on MacArthur Blvd. We hope that the narrowing slightly of the two car lanes will serve to reduce average car speeds and that the vehicle drivers will not perceive the 3-foot bike lanes as making the lanes wider for cars.

Sincerely,

Burton Gray
CJCA President

Attachments

CABIN JOHN CITIZENS ASSOCIATION

P.O. Box 31, Cabin John, MD 20818

Organized 1919
Charter Member Montgomery County Civic Federation

Burr Gray - President
Larry Heflin - Vice President

Bruce Wilmarth - Treasurer
Gary Barnhard - Secretary

By Telecopy

December 3, 2003

Hon. Nancy Floreen
Chair – Committee on Environment and Transportation
Montgomery County Council
100 Maryland Ave., 6th Flr.
Rockville, MD 20850

Subject: MacArthur Blvd Bike Path Improvements

Dear Councilmember Floreen,

On behalf of the Cabin John Citizens Association (CJCA), I am writing in support of the bike path proposal to be considered by your committee tomorrow (12/4/03). It is my understanding that the County is considering the following option: add two feet of pavement to each side of MacArthur Blvd and narrow the driving lanes by one foot on each side, thus creating a three-foot bicycle lane on each side for the fast bicyclists. The proposal also would create a five foot strip of green space between the fast bike lane on the Potomac River side and the mixed-use 8-foot wide bike bath that currently exists. This may entail moving the mixed-use bike path a bit further away from MacArthur Blvd in certain sections.

While I have not had time to review the proposal in detail, CJCA has advocated consistently for greater separation of the 8-foot mixed-use path from MacArthur Blvd. This is critical to the safety of residents using the mixed-use path. We support the County's efforts and proposal.

Please feel free to call me (703-607-2740 (w)) if you have any questions.

Sincerely,



Burton Gray
Cabin John Citizens Association - President

CABIN JOHN CITIZENS ASSOCIATION

P.O. Box 31, Cabin John, MD 20818

Organized 1919
Charter Member Montgomery County Civic Federation

Burr Gray - President
Larry Heflin - Vice President

Bruce Wilmarth - Treasurer
Gary Barnhard - Secretary

December 26, 2001

Mr. Albert J. Genetti, Jr.
Director
Department of Public Works and Transportation
Montgomery County, Maryland
101 Monroe St. 10th Floor
Rockville, MD. 20850-2450

Re: MacArthur Blvd Shared Use/Bike Path in Cabin John Section

Dear Mr. Genetti,

On behalf of the Cabin John Citizens Association (CJCA), we ask for a meeting with you (or your staff if they have the authority to make decisions on the issues described below) in the next three weeks on the issues of the repaving and implementation of safety measures on the Cabin John portion of the MacArthur Blvd shared use/bike path. Cabin John residents really feel that they are at risk from car traffic along MacArthur Blvd. when they use the shared use/bike path. It is our hope that any repaving this spring in that section will be accompanied by the implementation of safety measures and that both projects will proceed simultaneously when spring arrives. I would very much appreciate it if someone from your staff could call me (703-607-2740 (w), 301-320-2918 (h)) as soon as possible regarding scheduling the meeting.

We know that your staff was awaiting completion of the aqueduct re-lining work by the Army Corps of Engineers but I would point out that we have been writing letters to the County for years and years (the earliest is dated 1993) about the safety issues and the needed repaving. (If desired, I will provide you with copies of our earlier and numerous letters, including among others: 1993 letter on the safety issues, April 7, 1998 letter to Betty Ann Kranke, letter of Jan. 29, 1998 to William Hussman (MNCPPC Chairman) regarding County Bikeways Master Plan, Jan. 12, 1998 letter to Ms. Gail Tate-Nouri Dept. of Public Works and Transportation, March 18, 1999 letter to Ms. Tate-Nouri (with a copy to Doug Duncan), July 24, 2000 letter to Leroy Anderson of Dept. of Highway Services.), plus recent letter to you of June 2001 from CJCA Vice President Larry Heflin.) We have also met previously with your staff on these issues (June 13, 2000 in particular). The onset of winter gives us all a moment to think about the safety issues in particular.

At two recent meetings, Cabin John residents determined that the following criteria summarized our concerns and should be applied to any work done on the Cabin John section of the shared use/bike path this spring. Some of these items are easy to implement, while others, such as relocating portions of the bike path slightly further away from MacArthur Blvd, may take more effort.

Criteria/Concerns

1. Need barrier of some kind between road and shared use/bike path. Barrier should be physical in nature but not larger or more substantial than is necessary to keep cars from voluntarily going onto the Path. Barrier should be esthetically pleasing if possible, but safety is of most importance. Barrier would be approximately mid-way between southern edge of MacArthur Blvd and northern edge of bike path. Need to allow space on shoulder of road for on-road bikers that use MacArthur, but don't want barrier so close to shared use/bike path that users worry about running into it. The barrier should have openings so as to allow for (1) access by people whose driveways empty onto MacArthur, (2) mail trucks to access mail boxes, and (3) emergency pull-off area if there isn't an opening in the path nearby. The feeling is that the Ride-on Buses and the School buses should not pull onto the bike path to load passengers. (It might make sense to move the bike path closer to the Potomac River in those areas so as to allow the buses room to pull off onto the shoulder of MacArthur without encroaching onto the bike/shared use path.)
2. Prevent passing on the right hand side by cars traveling east-bound on MacArthur. Cars traveling east often swing wide on the right hand side to go around cars turning left from MacArthur Blvd. This is a source of major concern since the passing cars usually encroach on the bike path in order to make their pass. The barrier mentioned above will probably prevent this.
3. Make intersections of side streets with MacArthur safe. Worst locations are: (1) Persimmon Tree (cars swing wide onto bike path when turning left onto MacArthur off Persimmon), (2) Seven Locks Rd - same problem, (3) 79th St intersection (south side) - same problem, also have problem noted earlier of cars going onto bike path in order to pass on the right hand side, (4) Community Center intersection - cars making turns to go onto Clara Barton Parkway do not look for bicyclists or pedestrians that are crossing the road on the shared use/bike path.
4. Grassy median strip. It would be very nice to have a grassy or bush-filled median strip between the bike path and the MacArthur Blvd shoulder, such as is the case along much of MacArthur Blvd. We recognize the grass at that location in the past has taken a beating, but if the barrier mentioned above is implemented, this might keep cars off the grass and help maintain it. We also recognize that there is not enough space in some locations for grass. Perhaps the bike path can be moved a bit toward the Potomac River in certain locations to create a bit more space to allow for the grassy median strip.
5. No parking on bike path. Often customers of the various merchants along MacArthur (Captain's Market, and MacArthur Plaza Shopping) and repairmen park on the shared

use/bike path. The barrier mentioned above will stop some of these, but more and clearer signs as to the monetary penalties for illegal parking, plus occasional enforcement would help reinforce the "No Parking" aspect.

- 6. Allow for access on MacArthur Blvd. of on-road bicyclists. MacArthur should have a space on the shoulder of the south side of MacArthur so that on-road bikers traveling east can pull off onto that space to allow cars to drive by.
- 7. The two lanes of MacArthur Blvd. should remain exactly the same width as the present. When the repaving is done, no effort should be made to make the lanes any wider at the curves. Making the lanes wider around the turns will only tempt cars to increase their speed.
- 8. School bus stops should be safe from cars puling onto the bike path. The County should take whatever means are necessary to ensure the safety of stops where school kids are waiting in the morning. Here are the locations of bus stops in Cabin John located along MacArthur Blvd: Bannockburn Elementary School stops - 82nd St., 81st St., 79th St., Seven Locks Rd., and Wishbone Terrace, Pyle Middle School - 79th St., 78th St., Wishbone Terrace, and 75th St., Walt Whitman High School - Persimmon Tree Rd., 79th St., 78th St., and 75th St.
- 9. Keep the shared use/bike path eight (8) feet wide.
- 10. A notice of some kind near Persimmon Tree Rd. intersection for cars going east on MacArthur that they are entering a community and that the speed limit is enforced.
- 11. Certain locations along MacArthur Blvd. in Cabin John should have crosswalks, including among others (1) intersection near Clara Barton Community Center, (2) 77th St., (3) 79th St. (across from the shopping plaza), (4) Tomlinson Avenue, and (5) Seven Locks Rd. We sent a letter previously to DPWT on this issue.

It is important that you recognize the urgency of our concerns and the need to have a plan in place when the spring arrives and the re-paving is ready to commence.

Sincerely,
[Signature]
Burton Gray
CJCA President

- Cc:
- Hon. Bill Bronrott
 - Hon. Steve Silverman
 - Hon. Howard Dennis
 - Mr. Leroy Anderson - DPWT - Dept. of Highway Services
 - Ms. Gail Tate-Nouri - DPWT - Chief of Operations - Bikeways
 - Mr. Tom Jacobus - Chief, Washington Aqueduct Division, Corps of Engineers

The Town of
GLEN ECHO

Chartered 1904

Town Hall • 6106 Harvard Avenue • Glen Echo • Maryland 20812 • (301) 320-4041

townhall@glenecho.org

January 6, 2004

VIA FACSIMILE

Ms. Gail Tait-Nouri
Director's Office
Montgomery County Department of Public Works and Transportation
101 Monroe Street
Rockville, Maryland 20850

Re: MacArthur Bike Path

Dear Ms. Tait-Nouri:

I am writing to convey the Town of Glen Echo's comments to the MacArthur Boulevard bike path proposal that will be presented for approval on January 15, 2004. Please convey our comments to the appropriate persons.

In general, the Town continues to support Alternative 2 (Separated Shared Use Path (south side)), as outlined in the notice of public meeting originally sent to the Town. While the full Town Council has not had the opportunity to review in detail the final proposal, I wanted to request that the modifications outlined below be considered.

First, as you may be aware, Glen Echo Park, which is under new management as a public-private partnership operated by the Glen Echo Park Partnership for Arts and Culture under a cooperative agreement with Montgomery County, lies immediately to the south of the bike path. The Park has been substantially renovated, and there are plans to increase visitation, including festival days, on the site. Parking problems already are a concern to Town residents, and we are seeking ways to limit overflow parking in the Town, along MacArthur Boulevard (where parking is illegal) and on the bike path, which, in the past, has served as a parking lot during busy events. At times, illegal parking along MacArthur Boulevard and the bike path has effectively blocked safe exit from Town streets onto

Ms. Gail Tait-Nouri
January 6, 2004

Page 2

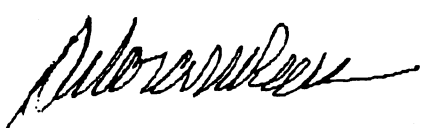
MacArthur, since it is impossible for exiting cars to get a clear view of the roadway when cars are parked right up to the edge of intersecting streets.

To prevent driving and parking on the portion of the bike path that runs in front of the Town of Glen Echo, we request that you install flexible, reflective barriers (similar to those installed in Cabin John at Persimmon Tree, Seven Locks, and the entrance to the Clara Barton Parkway) at the intersections of MacArthur Boulevard and the following Town streets: Cornell Avenue; Bryn Mawr Avenue; Harvard Avenue; Princeton Avenue; and Oxford Avenue. The installation of these barriers will, by making it impossible to drive or park on the bike path at the these intersections, help to insure a safe exit for Town residents, as well as enhanced safety for bikers and pedestrians on the path.

Thank you for your consideration of this request. We look forward to a favorable response.

Sincerely,

THE TOWN OF GLEN ECHO



Deborah M. Beers, Mayor
(301) 229-7308 (home)
(202) 452-7919 (office)
(301)-320-4041 (town hall)

cc. The Hon. Howard Dennis
Montgomery County Council

**Tulip Hill Citizens Association
Bethesda, Maryland**

RECEIVED

C: YKE

DEC 24 2003

O: FILE VIA HOS/SS

MCPWT CAPITAL DEVELOPMENT

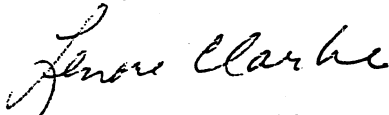
December 16, 2003

Holger O. Serrano, P.E.
Department of Public Works and Transportation
Division of Capital Development
101 Monroe Street
Rockville, Md. 20850

Dear Mr. Serrano,
Our Association appreciates your keeping us apprised of the progress in completing Phase I Facility Planning for the Mac Arthur Blvd. Bikeway Improvement project. One of our members has taken this issue as his personal area of interest and has commented for the Association on the proposal. I have attached a copy of the letter I received from him which reflects the thinking of our 117 household community.

Thank you for considering the suggestions described in the letter.

Sincerely,



Lenore Clarke, President
Tulip Hill Citizens Association

December 14, 2003

Ms Lenore Clarke
President, Tulip Hill Citizens Assoc
5616 Bent Branch Rd
Bethesda MD 20816

Dear Lenore:

I have examined the Dec 2, 2003 material distributed by Montgomery County on the proposed modifications for the MacArthur Blvd bikeway and offer the following comments and observations. These are based on 10 years of at least once-weekly commuting in or out of downtown on the existing stretch of bikeway from the Clara Barton Parkway intersection down to Brookmont. My comments are restricted to issues relating to this section of the study area.

When I attended the initial scoping meeting in Jan 2003, I was struck by the interest in the double-path option, ie. a new lane on each side of the road to carry bikes in the direction of the prevailing traffic. In my years of bike commuting, I cannot recall a single instance of significant inconvenience from other bikers, joggers, or dog walkers. Even though the comments from MOBIKE argued for Alternative 3 (dual 5-ft bikeways), I feel that the proposed Alternative 2 is fine for commuting, at least in the lower section of the study area. It is also less costly and preserves scarce space along the road. As noted in one of the comments, road cyclists are likely to continue to ride on the main roadway whatever modifications are made.

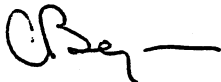
I also urge that detailed attention be given to the roadway marking. At night, the existing bikeway is poorly marked and there are several places where the difference between the bikeway and the roadway is indistinguishable. To my mind, the marking is of more importance - and may be safer for bicyclists - than installing physical barriers.

Also, as noted in several of the comments, road maintenance is spotty and there is always a fair amount of loose gravel and other debris at various places on the bikeway. More regular sweeping and attention to the condition of the road verges would enhance bikeway safety. It would be helpful if all the street lights were repaired.

Finally, I would like to draw the county's attention to my verbal and written suggestion at the Jan 2003 meeting that consideration be given to tying the MacArthur bikeway directly to the Capital Crescent Trail. This would be via a connection along Silverwood Lane in Brookmont to connect to the Crescent Trail below the Dalecarlia Tunnel. Such a connection would make MacArthur Blvd a much more useful commuter route and much of the property to be crossed appears to be state, country, or federal property.

Thank you for the opportunity to provide these comments.

Best regards,



Christopher Bergesen
5605 Bent Branch Rd
Bethesda MD 20816



MacArthur Blvd Bikeway Improvements -- No. 500718

Category Transportation
 Agency Public Works & Transportation
 Planning Area Potomac-Travilah
 Relocation Impact None.

Date Last Modified
 Required Adequate Public Facility

January 5, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,100	0	0	1,100	0	0	0	0	420	680	0
Land											
Site Improvements and Utilities											
Construction											
Other			0	1,100	0	0	0	0	420	680	0
Total	1,100	0	0	1,100	0	0	0	0	420	680	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,100	0	0	1,100	0	0	0	0	420	680	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project develops final construction plans for improvements along 13,800 feet of MacArthur Boulevard., from I-495 to Oberlin Avenue. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists.

Service Area

Bethesda-Chevy Chase

JUSTIFICATION

This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhance connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and safety concerns on MacArthur Boulevard.

Plans and Studies

DPWT prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard BikePath/Lane Improvements-Project Prospectus" in February 2004, which is consistent with October 2002 Potomac Subregion Master Plan and the 1978 Master Plan of Bikeways.

Cost Change

Not applicable.

STATUS

Preliminary design stage.

OTHER

The project scope and schedule are new for FY07. Preliminary design costs were funded under Facility Planning: Transportation Project.

APPROPRIATION AND EXPENDITURE DATA

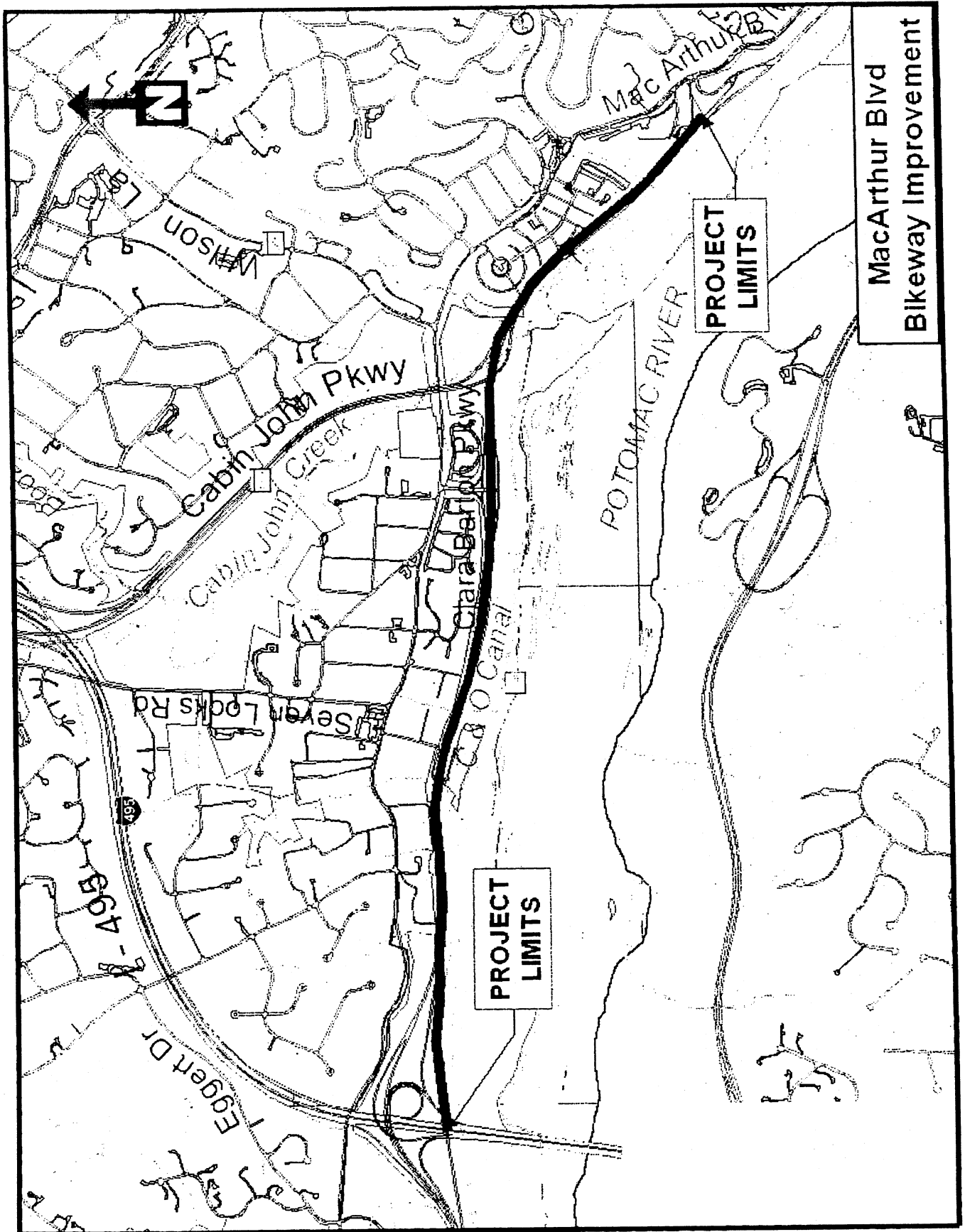
Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		1,100
First Cost Estimate		
Current Scope	FY07	1,100
Last FY's Cost Estimate		0
Present Cost Estimate		1,100
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

United States Army Corps of Engineers
 Maryland-National Capital Park and Planning Commission
 National Park Service
 Department of Permitting Services
 Utilities
 Town of Glen Echo
 Facility Planning: Transportation

MAP

See Map on Next Page





Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

September 8, 2006

Mr. Norman Haines
A. Morton Thomas & Associates
12750 Twinbrook Parkway
Rockville, MD 20852-1700

RE: Environmental Review for MacArthur Boulevard Bikeway Improvements Project from I-495 Bridge to Oberlin Avenue, Cabin John, AMT Project No. 103-068.01, Montgomery County, Maryland.

Dear Mr. Haines:

The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

A handwritten signature in black ink that reads "Lori A. Byrne". The signature is written in a cursive style.

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER #2006.1901.mo



Maryland Department of Planning
Maryland Historical Trust

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Audrey E. Scott
Secretary

Florence B. Burian
Deputy Secretary

September 15, 2006

Mr. Norman Haines
AMT
12750 Twinbrook Parkway
Rockville, MD 20852-1700

Re: Macarthur Boulevard Bikeway Improvements Project
From I-495 Bridge to Oberlin Avenue
Cabin John, Montgomery County, Maryland

Dear Mr. Haines:

Thank you for your recent letter, dated 3 August 2006 and received by the Maryland Historical Trust (Trust) on 15 August 2006, requesting information regarding cultural resources in the vicinity of the above-referenced project. According to your letter, the project entails roadway and bike path improvements along Macarthur Boulevard and will require permits from the Corps of Engineers and Maryland Department of the Environment due to anticipated impacts to wetlands and waterways. We offer the following preliminary comments.

The Trust previously provided cultural resources information concerning the proposed project area in response to a request from the URS Corporation (see attached letter dated 7 May 2003). There are numerous known cultural resources located in the project vicinity, including several properties determined eligible for and listed in the National Register of Historic Places. The Trust's comments and recommendations presented in our 2003 letter remain valid.

We look forward to working with you and the other involved agencies to complete the Section 106 review of this project as planning proceeds.

If you have questions or require further assistance, please contact Tim Tamburrino (for historic built environment) at 410-514-7637 or ttamburrino@mdp.state.md.us or me (for archeology) at 410-514-7631 or bcole@mdp.state.md.us. Thank you for providing us this opportunity to comment.

Sincerely,

for Elizabeth J. Cole
Administrator, Project Review and Compliance

EJC/TJT/200602654

Attachment

cc: Walter Washington Jr. (COE)
Amanda Sigillito (MDE)
Yasamin Esmaili (Montgomery County DPW&T, Division of Capital Development)



MARYLAND DEPARTMENT OF HOUSING
& COMMUNITY DEVELOPMENT

 **FILE COPY**

Robert L. Ehrlich, Jr.
Governor
Michael S. Steele
Lt. Governor
Victor L. Hoskins
Secretary
Shawn S. Karimian
Deputy Secretary

May 7, 2003

Ms. Joanna Hiebler
URS Corporation
4 North Park Drive, Suite 300
Hunt Valley, MD 21030

RE: MacArthur Boulevard Bikeway Improvement Study
Montgomery County, Maryland

Dear Ms. Hiebler:

Thank you for notifying the Maryland Historical Trust (Trust) regarding the construction of the proposed bikeway along MacArthur Boulevard. We are writing in response to your request for information on historic standing structures and archeological resources within the project area for the above referenced project.

Archeology:

The Trust's Maryland Inventory of Historic Properties records numerous archeological sites in the vicinity of the general project area. However, according to your letter the project would entail improvements to the existing bikeway along MacArthur Boulevard. If the project proposes construction outside of previously disturbed areas, it may have the potential to affect archeological sites and archeological investigations may be warranted.

Historic Built Environment:

Using the general location map included with your letter, the Trust has reviewed our files to determine the presence of historic structures in the vicinity of the project. This project area encompasses numerous previously surveyed historic resources, including properties listed on the National Register. The following resources are located in the vicinity of the project area:

M:12-46	C&O Canal National Historical Park (NR-listed)
M:29-31	Old Angler's Inn
M:29-32	Cropley Houses
M:29-34	William Hill Houses and Store
M:29-49	Washington Aqueduct (NR-listed)
M:29-52	Carderock Historic District (NR-Eligible)
	<i>Within the Carderock Historic District:</i>
M:29-47	David W. Taylor Model Basin (NR-listed)
M:29-53	Instrument House – Building 106
M:35-23	Cabin John Hotel Gas House
M:35-24	Reading House (Oakdale Villa)
M:35-25	Clara Barton House (NR-listed)
M:35-31	Cabin John Right-of-Way (Brookmont Trolley R-O-W)



M:35-37 Cabin John Aqueduct (NR-listed)
M:35-41 Glen Echo Park Historic District (NR-listed)
Within the Glen Echo Park Historic District:
M:35-26 Chautauqua Tower (NR-listed)
M:35-39 Carousel at Glen Echo Park (NR-listed)
M:35-44 Stonehaven
M:35-51 Clara Barton School
M:35-5 Benfield's Service Garage
M:35-1 George Washington Memorial Parkway.

If the proposed project entails any federal or state agency involvement (including financial assistance, permits or licenses), it will be subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended, or Sections 5-617 & 5-618 of Article 83B of the Annotated Code of Maryland. Both historic preservation laws require the involved federal/state agency to consider the effects of the proposed project on significant historic properties, including architectural and archeological resources. Part of the review process involves consultation between the agency (or its designee) and our office to identify and evaluate historic properties that may be affected by the project and to develop measures to avoid, reduce or mitigate any adverse effects on significant historic properties. Your correspondence did not indicate whether or not there will be any federal or state agency involvement in this undertaking.

Should the project be subject to review under the federal or state historic preservation laws referenced above, the Trust will need additional information to continue the consultation process. Specifically, any future submittals must address the following issues:

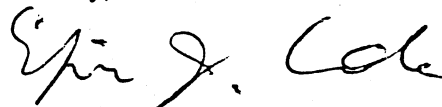
- Future correspondence must provide a thorough description of the project action and include project plans illustrating the existing bikeway and proposed improvements.
- Please state the nature of any federal or state agency involvement in the project (funds, permits, or licenses).
- The Area of Potential Effect (APE) must be justified and clearly illustrated.
- In addition to the previously inventoried resources listed above, all historic resources fifty years old and older must be identified within the APE.
- If historic resources are located within the APE, a qualified cultural resources professional will need to complete additional work in accordance with the Trust's *Standards and Guidelines for Architectural and Historical Investigations in Maryland*. Determinations of eligibility need to be prepared for all resources not already listed in or determined eligible for the National Register. Please refer to the Trust's *General Guidelines for Compliance-Generated Determinations of Eligibility (DOE)* for guidance in determining appropriate survey treatments. These guidelines, along with electronic database forms and guidelines for completing determinations of eligibility, can be accessed at the Trust's website www.marylandhistoricaltrust.net.
- If the APE contains any properties listed in or recommended eligible for the National Register, please provide an assessment of the project's effects on those resources.

Once we have received the additional information requested in this letter, if applicable, the Trust will continue its review of the undertaking and provide appropriate comments and recommendations.

For future reference, please note that the Trust encourages consultants to compile general cultural resources information as part of project planning by using the resources available in the Trust's library. To schedule an appointment to use the library, please contact the Librarian - Mary Louise de Sarran, at 401-514-7655. Given our current staff shortage in the Project Review & Compliance Unit, we are not able to conduct research and provide general information for projects in which we have no regulatory involvement.

If you have questions or require additional information, please call Tim Tamburrino (for historic built environment) at 410-514-7610 or me (for archeology) at 410-514-7631. We thank you for your cooperation and assistance and look forward to assisting you to complete the historic preservation responsibilities for this undertaking.

Sincerely,



Elizabeth J. Cole
Administrator, Project Review & Compliance

EJC/TJT
200300902

cc: Don Sparklin (SHA)
Linda Morrison (COE)
Gary Setzer (MDE)



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

November 28, 2006

Robert C. Hubbard
Director

Mr. Fred E. Wiker
A. Morton Thomas & Associates
12750 Twinbrook Parkway
Rockville, MD 20852

Re: Stormwater Management **CONCEPT** Request
for MacArthur Boulevard Bikeway Improvements
SM File #: 229220
Tract Size/Zone: 0.2 acres
Total Concept Area: 0.2 acres
Watershed: Potomac Direct

Dear Mr. Wiker:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept consists of a conditional waiver of water quality control. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Stream stabilization as detailed in the approved concept submittal is a required condition of the stormwater management waiver.
2. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
3. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
4. An engineered sediment control plan must be submitted for this development.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 is required.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.



If you have any questions regarding these actions, please feel free to contact Nadine Vurdelja Piontka at 240-777-6334.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:dm CN229220

cc: C. Conlon
S. Federline
SM File # 229220

QN -onsite; Acres: 0.2
QL - waived; Acres: 0.2
Recharge is not provided