List of Commenters

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Comments from Agencies

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Al R. Roshdieh
Director

MEMORANDUM

January 10, 2018

TO: Casey Anderson, Chair
Montgomery County Planning Board

FROM: Christopher Conklin, P.E., Deputy Director for Policy
Department of Transportation

SUBJECT: Bicycle Master Plan – MCDOT Public Hearing Comments

Thank you for the opportunity to review the December 2017 Public Hearing Draft of the Bicycle Master Plan. We feel that the vision set out by this plan is excellent, and commend the staff as well as the Planning Board for establishing what we anticipate will make Montgomery County a national model in bicycle infrastructure. We have a number of technical comments which we hope will further improve upon the current draft plan, a few of which are highlighted below:

1) **Breezeways:** We suggest that Breezeways not include any on-street segments: separated bike lanes should be behind the curb, and the routes should not include any Neighborhood Greenways.

2) **Development Contributions:** A statement on page 136 appears to state that all private contributions toward future bike infrastructure projects will receive credits to the Transportation Impact Tax. While there may be some cases where a nexus can be established – particularly if a project is coming in the very near-term – we cannot guarantee that this statement will always be accurate.

   A statement toward the end of page 136 also asserts that developer contributions will be used within the vicinity of a development's right-of-way frontage. Our existing policy generally directs contributions toward countywide accounts. While we are making efforts to see that contributions remain more local, we are unlikely going to be able to guarantee that contributions will necessarily go in what is arguably the vicinity of a development's frontage.

3) **Bike-Transit Interactions:** We believe this plan should include information on bicycle interactions with transit (e.g. floating bus stops). MNCPPC staff concurred with the importance of the issue, but suggested that a future Bicycle Facility Design Toolkit would be better suited to accommodating this information. While we believe such a toolkit remains worthwhile, we feel that this plan remains an ideal location to include best practices regarding transit interactions.

4) **Protected Intersections:** MCDOT is designing and constructing these intersection configurations in current projects. However, we remain concerned about the negative impact of protected intersections on pedestrian space, clarity, streetscape opportunities, road crossing distances, and traffic signal design and operations. MCDOT notes that there are advantages for bicycles, but we caution against over-emphasizing this design given the uncertain tradeoffs that may be inherent in their implementation. These tradeoffs may be particularly unfavorable in our Central Business Districts where pedestrian travel is a higher priority that bicycle travel.

5) **Rustic Roads:** Any facilities proposed along Rustic Roads (or any like variant) cannot be implemented as long as the streets retain the Rustic classifications. We identified two such streets with proposed bike facilities (Batchellors Forest Rd and Emory Church Rd) but caution that they may be others we did not take note of.

   Our interpretation is that any proposed facilities along Rustic Roads would be advisory only, in place in case of a potential exception or if the Rustic status is removed. We suggest that the mileage of such facilities not be included in tallies elsewhere in the document, as the likelihood of their not being implemented may unnecessarily increase the fiscal estimate.

6) **Fiscal Analysis:** We have done some preliminary work on the fiscal estimate and caution that this appears to be a particularly expensive plan. The tiered priority presented in the plan will allow a more nuanced fiscal impact. This will be an important point to emphasize as the plan continues forward. We are working to provide fiscal estimates that will help break down what will, at first, appear to be a large number.

Should you have any questions regarding our comments on the plan, please feel free to contact me or Mr. Andrew Bossi, Senior Engineer, at 240-777-7200.

CC:AB

Attachments: detailed technical comments

cc: Al Roshdieh, MCDOT
Gary Erenrich, MCDOT
Andrew Bossi, MCDOT
Amy Donin, DGS
David Anspacher, MNCPPC
Matt Baker, SHA

0		Agency	Division	Team	Commenter	PDF Page	Comment
1		MCDOT	DO	Policy	AB	General	Where distances are used (such as 2 miles from a rail station, or 2 miles from a school) consider including a footnote, endnote, reference, etc (perhaps defining it somewhere apparent) as to whether such distance is measured in a straight line (as the crow flies) or along a navigable path (as a user travels).
2		MCDOT	DO	Devel Rvw	RT	General	Consider including a line somewhere stating that ROW being considered for abandonment should evaluate needs and intent in the Bicycle Master Plan. While it is likely that this would already be done, anyway, it feels like it may help reinforce this to include it in this plan.
3		MCDOT	DO	Policy	AB	General	Consider including some additional reference points in the Table of Contents, particularly the Breezeway Network starting on p66.
4	*	MCDOT			AB, JT	21	*Objective 1.1 - To reiterate our Working Draft comment:* Consider what other data sources might be available if the American Community Survey were to be eliminated or reduced to such a degree as to be unusable for this purpose. Consider reaching out to TPB staff to see if Household Travel Surveys may provide adequate data. *Noting the response to our working draft comment:* Consider including a reference to a potential County-led data collection effort, to occur if it is found that the ACS falls short on meeting data needs. Such an effort would be included in the fiscal estimate with the same stipulation that it would only be applicable if needed.
5		MCDOT	DTE	Engr	JT	24-28	Consider discussing the level of investment needed for each objective to be met.
6		MCDOT	DO	Policy	CC, AB	25	2.2 - As written, the extremes at each end -- high-density urban and low-density rural -- may throw off the intended information from this metric. *High-Density Urban* While we recognize that bike facilities within a walkshed are important to those beyond it, in areas with a very high ratio of walkshed DUs versue bikeshed DUs: investments in pedestrian facilities may be the higher priority. This could result in an apparent lag in meeting this metric, even if implentation has been more optimally serving a larger amount of people. As an extreme example (as I'm not sure how to better phrase my explanation above): let's say super-dense neighborhood "Walkhaven" has 95% of people in its walkshed and 5% in the further bikeshed. Implementation would primarily focus on ped treatments, likely including bike treatments only as a component of ped projects. It may subsequently have a dismal percentage of DUs with access to low-stress bikeways, but could otherwise have an excellent pedestrian access. *Low-Density Rural* Conversely, rural stations may have very few DUs within the either walk/bikeshed, and would subsequently have very little priority for facilities that would improve the metric for 2.2. Boyds, for example, is unlikely to achieve a high value for a long time given the expected difficulty in justifying widespread bicycle infrastructure: high costs of bike facilities along several miles of MD 121 versus the decreasing benefit given that the denser areas of Clarksburg are between 3 to 7 miles distant. *Proposed Adjustments* Perhaps change these goals to be by SSP Policy Areas, or perhaps more stringently define the goals as excluding DUs within a walkshed.
7		MCDOT	DO	Policy	CC	25	Consider excluding rural stations.

0	Agency	Division	Team	Commenter	PDF Page	Comment
8	MCDOT	DO	Policy	CC	26	2.3 - Consider whether a reference to School Service Areas may be applicable, as the nearest schools are not always the schools that children are assigned to.
9	MCDOT	DO	Policy	CC	26	2.4 - In the black section, 3rd bullet: Parks goes from 40% to 40%
10	MCDOT	DO	Policy	CC	27	2.6 - Generalize the referenced guideline: it won't always be 2nd Edition, nor even necessarily that title nor a publication from that same group. Consider simply referncing "styles that are accepable per established guidelines."
11	MCDOT			JT, AB	28	2.7 - What is the basis for the 40% goal (particularly: was there an intented reason for not making it higher?)
12	MCDOT	DO	Policy	CC	29	The information in this graphic could potentially give a false impression, as areas such as Bethesda or Silver Spring, in particular, are likely to have a very high number of dwelling units whereby bicycle access may not be as critical; rather pedestrian access would be predominant. [see comment on p25, item 2.2]
13	MCDOT	DO	Policy	CC	37	Has there been any further evaluation of how these percentages of transportation cyclists vary based on time of day, time of year, weather, purpose, cargo, access to necessary clothing or other gear/equipment, etc?
14	MCDOT	DO	Policy	CC	38	3rd Bullet - As noted on p25, item 2.2: trips within urban areas are likely to have a primary focus on pedestrian travel.
15	MCDOT	DO	Policy	CC	38	5th Bullet - "bikeable shoulders of consistent width" implies widening of rural roadways? It may be particularly difficult to acquire funding for such projects.
16	MCDOT	DTE	Engr	JT	53	Conventional Bike Lanes - Consider also including Muddy Branch Rd as an example.
17	MCDOT	DTE	Engr	JT	55	Contraflow Bike Lanes - Consider including Glenbrook Road from Bradley Blvd to Fairfax as an example
18	MCDOT	DTE	Engr	JT	60	Shared Street - Perhaps Gibbs Street in the City of Rockville?
19	MCDOT	DTE	Engr	JT	64	2nd Paragraph - Remove the words "facility planning"
20	MCDOT			JT, AB	65	Consider clarifying that the bottom rows for each roadway class are examples.
21	MCDOT	DTE	Engr	JT	69	To confirm: are the minimum widths called out for in the first set of bullets specific to breezeways?
22	**MCDOT**	**DO**	**Policy**	**CC**	**69**	**We believe Breezeways should not include any on-street segments:** **- Sep bike lanes should be off-street. Consider clarifying the three bullets on this page on whether they refer to on-street or off-street facilities. Perhaps a different name for each?** **- We suggest that Breezeways also not include Neighborhood Greenways, particularly among streets such as Woodland Drive.**
23	MCDOT	DO	Policy	CC	70	1st Bullet - Confirm issue relating to road noise. Is road noise from bicyclists an issue?
24	MCDOT	DO	Policy	CC	70-71	May need to differentiate between on-street facilities and off-street facilities, which may have differing demands on construction techniques, materials, etc.
25	MCDOT	DO	Policy	CC	71	1st Paragraph, after Bullets - Consider whether this paragraph's level of detail is necessary for this master plan.
26	MCDOT	DO	Policy	AB	71	Last Bullet - Amend the sentence "…as these bikeways will need to be treated by Montgomery County **or the State Highway Administration.**"
27	MCDOT	DO	Policy	CC	73	MD 355 N and S - Conflicts with BRT? Consider parallel corridors?
28	MCDOT	DO	Policy	CC	73	Montrose Pkwy - Consider extending to the Germantown/Grosvenor Exelon Transmission Corridor.

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29		MCDOT	DO	Policy	CC	73	We like when corridors use dual-destination naming, particularly for cases where corridors use a road's name despite often not necessarily being on that roadway.
30		MCDOT	DTE	Engr	JT	73	Consider extending the MD 355 North Breezeway's northern limit to Little Bennett Park instead of Stringtown Road.
31		MCDOT	DO	Policy	CC	75	US 29 - Consider maximum use of the Old Columbia Pike corridor.
32	*	MCDOT			JT, AB	77	To be more specific re: the comment+response from the Working Draft: Can these mileages be broken out by roadway owner between SHA and non-SHA? To avoid cluttering this page, perhaps this break-out could be included in an appendix, or simply shared directly to assist with cost-estimating purposes [OMB will likely inquire about the split between State/Local].
33		MCDOT	DTE	Engr	JT	77	We have 4 existing separated bikeways now: Woodglen, Nebel, Spring, and Glenbrook.
34		MCDOT	DTE	Engr	JT	77	We have 2 contraflow bike lanes: Glenbrook and Cedar.
35		MCDOT	DO	Policy	AB	81	The text "Retail" under Long-Term / Work is top-aligned rather than center-aligned.
36		MCDOT	DTE	Engr	JT	81	Typo of "Recreattion" under Short-Term / Entertainment.
37		MCDOT	DO	Policy	AB	83	1st Paragraph - Consider repharsing "Up to 10 bicycles can **securely** fit…"
38		MCDOT	DTE	Engr	JT	88	Consider calling for covered bike parking at the MARC stations Barnesville and Dickerson.
39		MCDOT	DO	Policy	AB	88-89	DANAC is shown on p90 as having a long-term bike station, but on p89 no long-term parking needs are identified.
40		MCDOT	DO	Policy	CC	90	We feel this may be too many bike stations, and suggest a more rigorous assessment, greater use of tiered prioritization (the prioritization on p184-185 doesn't appear to include all of these stations), or a larger variation in the scale of facilities (in lieu of full stations, perhaps instead simply covered bike racks).
41		MCDOT	DO	Policy	AB	90	How many long-term spaces are estimated to be necessary for the bike stations at Cloverleaf, Comsat, Dorsey Mill, Gateway Center, Germantown CCT, and Manekin?
42		MCDOT	DTE	Engr	JT, CC	93	Implementation is also achieved through: - CIP Roadway Projects - CIP Traffic Improvement Projects - Sidewalk & Curb Replacement Projects - Residential Resurfacing - Mass Transit Projects - Bridge CIP Projects - ADA Compliance - Developer Participation - MDOT Projects - NPS Projects - MNCPPC Parks Projects
43		MCDOT	DTE	Engr	JT	94	1.2 - Remove the text "Phase II" from the first sentence.
44		MCDOT	DTE	Engr	JT	94	1.2 - Consider amending the first sentence to read "facility planning **or other concept** study"
45		MCDOT	DO	Policy	CC	94	1.3 - There are now more than 70 bikeshare stations.
46		MCDOT	DO	Policy	CC	95	1.4 - Consider referencing the Pedestrian Bike Traffic Safety Advisory Committee (PBTSAC)

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47	MCDOT	DTE	Engr	JT	97	2.1 - Update to the FY17-22 or the FY19-24 (depending on time of master plan adoption) 6-yr program. Change to design & construction of shared use paths, on-street bikeways, wayfinding, and bike parking. Add Marinelli Rd, change Emory La to Emory La / Muncaster Mill Rd (MD 115). Add "and others"
48	MCDOT	DO	Policy	CC	105	1.1 - Change the Lead Agency to CountyStat.
49	MCDOT	DO	Policy	CC	107	2.1 - Be mindful that with speed limits of 10 MPH or 15 MPH it is likely that many bicyclists will legally be speeding. While we are unaware of any enforcement of bicycle speeding, such speed limits could make it possible and potentially slow bicycle travel times.
50	MCDOT	DTE	Engr	JT, PS	107	2.2 - The phrasing can be taken to imply that the law causes poor design, and is also awkwardly negative for the context of this plan. Consider phrasing along the lines of "bike facilities may not be considered adequate/safe to all users, and bicyclists should have the right to decide where it is safe to bicycle"
51	MCDOT	DO	Policy	CC	108	2.4 - Consider rephrasing this section to emphasize working with SHA to improve upon their policy (perhaps identifing key goals of improvement), as replacing the policy or focusing on only the negatives of conventional bike lanes runs a risk of SHA throwing out the policy completely.
52	MCDOT	DO	Policy	CC	108, 109	2.4 and 2.7- Consider preserving conventional bike lanes, as they may continue to play a role despite the plan's efforts to go beyond them. This may be applicable if SHA sticks with their current policy, or also if we consider that SHA may be unlikely to construct off-street facilities (particularly those that involve narrowing streets). In areas where may also be a preference with sidepaths there may remain a preference from bicyclists for conventional bike lanes, and the plan should continue to make room for such dual-bikeways.
53	MCDOT	DO	Policy	AB	108	2.6 - Consider defining what it means to be in the vicinity of schools, libraries, etc. Presumably this is within 2 miles? [noting my very first comment about how mileage is measured]
54	MCDOT	DO	Policy	CC	108	2.6 - Swap the lead agencies: MNCPPC first; DOT 2nd
55	MCDOT	DO	Policy	CC	109	2.8 - Cost should also be a consideration in this process. We agree that Best Practices are important, but we must be mindful that many well-intentioned changes to projects can render them so expensive such that they are never built.
56	**MCDOT**	**DO**	**Policy**	**CC**	**110**	**2.10 - We are hesitant at this point to make Protected Intersections the preferred type, as we currently have no experience with them and have concerns with pedestrian safety/operations. Suggest performance characteristics in lieu of explicitly requiring protected intersections as the preferred type.**
57	MCDOT	DO	Policy	CC	110	2.11 - Consider property rights implications of this in the absence of redevelopment. Consider MNCPPC as the Lead Agency, for action as part of redevelopment.
58	MCDOT	DO	Policy	CC	111	2.12 - Include MDOT SHA as an additional Lead Agency.
59	MCDOT	DTE	Engr	JT	112	2.15 - Include MDOT SHA as an additional Lead Agency.
60	MCDOT	DO	Policy	CC	113	2.17 - Suggest eliminating this, as it is not specific to the Bike Master Plan. It is redundant, as it is already included in the Vision Zero Plan.
61	MCDOT	DO	Policy	CC	113	2.18 - Suggest eliminating this, as it is not specific to the Bike Master Plan. It is redundant, as it is already included in the Vision Zero Plan.
62	MCDOT	DO	Policy	CC	118	2nd Paragraph - Delete "government" in the first sentence.
63	MCDOT	DO	Policy	CC	120	Task Force - We suggest that this be led by MNCPPC, as per other master plans.
64	MCDOT	DTE	Engr	JT	120	Task Force - Consider including WMATA &/or MTA as representatives to the task force.

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65	MCDOT	DO	Policy	CC	120	Small Area Infra Plans - Need to identify the level of effort involved in identified projects.
66	MCDOT	DO	Policy	CC	121-122	Avoid prescribing pavement design requirements.
67	MCDOT	DO	Policy	CC	123	Considerations - Delete "wide"
68	MCDOT	DTE	Engr	JT	129	Rigid bollards are not recommended due to collision (and potential projectile) risks.
69	MCDOT	DTE	Engr	JT, CC	134	[repeat commetn from p93] mplementation is also achieved through: - CIP Roadway Projects - CIP Traffic Improvement Projects - Sidewalk & Curb Replacement Projects - Residential Resurfacing - Mass Transit Projects - Bridge CIP Projects - ADA Compliance - Developer Participation - MDOT Projects - NPS Projects - MNCPPC Parks Projects
70	MCDOT	DTE	Engr	JT	134	In the short paragraph before the numbered list, remove the two uses of the word "facility".
71	MCDOT	DTE	Engr	JT	134	Numbered List, #1 - Remove the word "facility".
72	MCDOT	DTE	Engr	JT	135	Blue Box - Facility Planning is not implementation. Need to expand this CIP section to include references to available funding, final design, right-of-way, utilities, and construction.
73	MCDOT	DO	Policy	CC	136	1st Paragraph, 1st Sentence - Safety may not be the only reason not to construct such facilities. They could be environmental, operational, etc.
74	**MCDOT**	**DO**	**Devel Rvw**	**RT**	**136**	**1st Paragraph - Remove the last sentence "*The applicant's financial contribution to the future construction of the bikeway or protected intersections can be credited toward the applicable development impact taxes, pursuant to the Montgomery County Code.*" Such contributions may not be directly adding capacity, therefore they may not be eligible for impact tax credits. There may be some room for exceptions is the project being contributed to is advancing toward construction in the very near-term, and also UMPs / LATIP fees may be eligible for credits.**
75	MCDOT	DO	Policy	CC	136	2nd Paragraph - Clarify "For on-road striped bikeways, the deveoper must also pave shoulders that will be delineated with pavement markings" as all of our shoulders are paved; we do not use grass shoulders.
76	**MCDOT**	**DO**	**Policy**	**CC**	**136**	**Last Bullet - Delete the final sentence. We cannot guarantee that the contribution will be used in the immediate vicinity of the ROW frontage.**
77	MCDOT	DO	Policy	CC	141	Narrowing Travel Lanes - Consider specifying whether the separated bike lane being referred to is on-street. If off-street, this needs to highlight the costs of relocating curbs, drainage, utilities, etc.
78	MCDOT	DO	Policy	CC	141	Narrowing Travel Lanes - This treatment perhaps shouldn't always be first go-to, especially if facility is outside the road or for facilities with higher speeds (particularly greater than 45 MPH) or a high percentage of larger vehicles (BRT routes may fall into this category).
79	MCDOT	DO	Policy	CC	142	Table - The type of bikeway may affect the priority of treatments used.
80	MCDOT	DTE	Engr	JT	144	Consider including Breezeways in these priorities.
81	MCDOT	DTE	Engr	JT	145	Consider highlighting breezeways in this graphic.

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82		MCDOT	DO	Policy	CC	145	Consider whether any Programmed Bikeways should be reassigned into Tier 1 (or elsewhere) if they have not yet advanced into final design or construction. (example: Goshen Rd)
83		MCDOT	DTE	Engr	JT	146	Add Needwood Rd, Seven Locks Rd, LSC Loop, Falls Rd, Bikeways - Minor (all i.e. Washington Grove Connector, Emory Lane, Sandy Spring Bikeway, etc.), Facility Plan (all i.e. Tuckerman La, Goldsboro Rd, Bowie Mill Rd)
84		MCDOT	DTE	Engr	JT	148	Confirm mileage & limits of the Woodmont Ave bikeway; something here isn't correct.
85		MCDOT	DTE	Engr	JT	155	Confirm mileage & limits of the Woodmont Ave bikeway; something here isn't correct.
86		MCDOT	DTE	Engr	JT	193	Monitoring should consider how to track and relate to capital expenditures.
87	*	MCDOT	DO	Policy	AB	226-366	Note that any facilities proposed along Rustic Roads (or any like variant) cannot be implemented as long as the streets retain the Rustic classifications. Identify any such streets, note that they are advisory only should Rustic status be removed, and exclude the facility's mileage from the total tally (for ease of estimating costs for the Fiscal Impact Statement). I only spotted 2 such cases (noted in a subsequent comment), but there could be more that I'd missed.
88	*	MCDOT	DO	Policy	AB	226	Aspen Hill - There appears to be a graphic discontinuity in the Matthew Henson Trail immediately west of MD 97. It appears the existing trail spans between the Holdridge/Kilburn connection and MD 97, though no such green line is apparent.
89	*	MCDOT	DO	Policy	AB	226	Aspen Hill - Consider whether the Renn St Sidepath should be extended eastward to Parkland Dr.
90	*	MCDOT	DO	Devel Rvw	RT	226	Aspen Hill - I'm not sure how these separated bikeways will fit within the existing paving section. It doesn't appear that additional ROW will be acquired as they are established neighborhoods. Also, the road classifications appears to be tertiary or secondary residential. A sidepath may be a better solution.
91	*	MCDOT	DO	Policy	AB	232	Bethesda CBD - Consider showing the ped/bike connection between Montgomery Ave the CCT / Lynn Dr as a more definitive path.
92		MCDOT	DTE	Engr	JT	242	BCC West - Add the Capital Crescent Trail to the MacArthur Connector.
93	*	MCDOT	DO	Policy	AB	242	BCC West - Consider whether Burdette Rd should have defined bikeway facilities, particularly between MD 190 (River) and MD 191 (Bradley).
94	*	MCDOT	DO	Policy	AB	242	BCC West - Consider whether a defined connection should be provided between the Fernwood sidepath and MD 191 (Bradley).
95	*	MCDOT	DO	Policy	AB	242	BCC West - Consider whether a defined connection should be provided between the Ewing Dr neighborhood greenway and MD 191 (Bradley).
96	*	MCDOT	DO	Policy	AB	242	BCC West - Consider whether a defined connection should be provided along Sangamore Rd and Brookes La, connecting between MD 386 (Mass Ave) and MacArthur Blvd and improving access to the Intelligence Campus.
97	*****	**MCDOT**	**DO**	**Policy**	**AB**	**246**	**Burtonsville - Show the Burtonsville Access Road and any connector streets between the BAR and MD 198. Identify any proposed bike facilities for these streets.**
98	*	MCDOT	DTE	Engr	JT	248	Chevy Chase Lake - Jones Mill Road has very high existing bicycle volumes. Consider context as to why this route is shown only as "bikeable shoulder" while there are many other roadways with lower existing volumes that are recommended as separated bikeway or striped bikeway.
99	*	MCDOT	DO	Policy	AB	250	Clarksburg - It may be helpful to have a blow-up image of the area around Gateway Center Dr + Roberts Tavern Dr.
100	*	MCDOT	DO	Policy	AB	250	Clarksburg - Consider showing that the bikeway along B-10 (PB-10) and the bikeway along A-304/307 (PB-11) connect.

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101	*	MCDOT	DO	Policy	AB	254	Clarksburg - Consider a connection along Clarksburg Square Road, at least between Overlook Park Dr and Burdette Forest Rd; perhaps along a longer span.
102	*	MCDOT	DTE	Engr	JT	254	Clarksburg - Recently completed separated bikeway should be shown as Existing on Stringtown Road east of Overlook Park Drive
103	*	MCDOT	DO	Policy	AB	256	Cloverly - Consider whether there should be a short trail connection between Old Orchard Rd and Norbeck Rd.
104	*	MCDOT	DO	Policy	AB	256	Cloverly - There appears to be an existing trail connection between Notley Rd and Johnson Rd that is not reflected on this map.
105	*	MCDOT	DO	Policy	AB	256	Cloverly - Consider whether any connections may be feasible between Gladbeck Lane and the ICC Trail, or Crest Hill La and the ICC Trail.
106	*	MCDOT			AB, JT	256	Cloverly - Consider connecting the Notley Rd bikeway with the end of the Stonegate Dr bikeway.
107	*	MCDOT	DO	Policy	AB	256	Damascus - Consider whether the Oak Dr sidepath should be extended either to the utility ROW (per next comment), or along the full length of Oak Dr.
108	*	MCDOT	DO	Policy	AB	256	Damascus - Consider whether the utility ROW in this area might be proposed for a trail linking Clearspring Rd, Conrad Ct, MD 27, and Oak Dr to points westward, into Clarksburg Town Center and potentially Sugarloaf Mtn.
109	*	MCDOT	DO	Policy	AB	260	Derwood - Consider extending the Needwood Rd sidepath to Timbercrest Dr / Bethayres Rd, across the trail connector to Malabar St, and linking into Shady Grove Rd's sidepath.
110	*	MCDOT	DO	Policy	AB	260	Derwood - Consider highlighting trails around Needwood Lake.
111	*	MCDOT	DO	Policy	AB	264	Fairland/Colesville - Consider showing the Paint Branch Trail, and whether any connectivity across the stream may be warranted (perhaps extending Jackson to Cedar Hill, or connecting Pilgrim Hill Local Park and Featherwood St).
112	*	MCDOT	DO	Policy	AB	264	Fairland/Colesville - Consider a bikeway connection between Cannon Rd and Randolph Rd.
113	*	**MCDOT**	**DO**	**Policy**	**AB**	**268**	**Friendship Heights CBD - While we support the proposal, note that Western Ave is under jurisdiction of DC. This facility should only be shown if it is included in DC's Bike Plan, and should also not be accounted for in the total proposed mileage (as this may skew the fiscal estimate).**
114	*	MCDOT	DTE	Engr	JT	279	Germantown Town Center - Middlebrook Locbury to Crystal Rock notes TWO-way Separated Bikeway on east side of Roadway but Seneca Valley HS is on west side. Should we have bikeway on west side?
115	*	MCDOT	DTE	Engr	JT	286	Glenmont - Parts of Layhill Road Path and bicycle lanes are existing between Glenallan and Briggs
116	*	MCDOT	DO	Policy	AB	286	Glenmont - Not to necessarily disagree with the proposed routing, but clarify the benefits of the Breezeway being offset along Flack St instead of remaining continuously along Georgia Ave.
117	*	MCDOT	DO	Policy	AB	292	Kensington/Wheaton - Consider a blow-up of the Forest Glen Metro area. It is not clear where the separated bikeway along Georgia is intended to be, nor the trail shown immediately east of it.
118		MCDOT	DO	Policy	AB	292	Kensington/Wheaton - Consider a blow-up of the Kensington area, which is slightly too busy to discern each line with reliable acuity.
119	*	MCDOT	DO	Policy	AB	302	Montgomery Village / Airpark - Consider whether a series of trail connectors might unite the limited-outlet neighborhoods east of the Stewartown Rd terminus (effectively allowing a shared street continuation of Stewartown Rd to Snouffer School Rd).
120	*	MCDOT	DO	Policy	AB	302	Montgomery Village / Airpark - Show the Trail Connector along Calypso Lane by Nike Park, and consider whether a shared lane route might extend Flower Hill Way to Strawberry Knoll Rd.
121	*	MCDOT	DO	Policy	AB	306	North Bethesda / Twinbrook - "Flanders Ave" is misspelled as "Flonders Ave"

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122	*	MCDOT	DO	Policy	AB	312	North Potomac - Recognizing that the lines are not always shown to be represenative of what side of a street the facility is intended to be on, for ease of use: consider swapping the two lines along Darnestown Rd, as the sidepath is along the north side.
123	*	MCDOT	DO	Policy	AB	314	Olney - Consider extending Utility Corridor #3 from Bowie Mill Rd northward, alongside Wickman Rd & Zion Rd, connecting into the Germantown-Burtonsville Breezeway.
124	*	MCDOT	DO	Policy	AB	314	Olney - Consider extending Utility Corridor #4 from Georgia Ave / Prince Philip northward, connecting into the Germantown-Burtonsville Breezeway.
125	*	MCDOT	DO	Policy	AB	314	Olney - Show the Georgia Ave bikeway as extending to the Brookeville Bypass' southern roundabout / Brookeville Town Limits; not terminating at Gold Mine Rd.
126	*	MCDOT	DO	Policy	AB	314	Olney - Consider a Trail Connector between Brooke Grove Rd and Hickory Knoll Rd, and perhaps shared roadway linking the Spartan Dr bikeway with the Brooke Rd bikeway. It appears such a connector *might* already exist.
127		MCDOT	DO	Policy	AB	314-315	Olney - The insert shows a number of connections not shown on the larger map. I other cases where inserts are used it appears that the larger map nonetheless shows all connections.
128	*****	**MCDOT**			**AB, JT**	**314-317**	**Olney - Batchellors Forest Rd is a Rustic Rd, and the delineated segment of Emory Church Rd has also been under consideration for Rustic status. While we don't dispute the need for the facilities, these facilities cannot be implemented as proposed for as long as these designations remain.**
129	*	MCDOT	DO	Policy	AB	320	Potomac - Consider extending Brickyard Rd's sidepath to MacArthur Blvd.
130	*	MCDOT	DO	Policy	AB	324	R&D Village - Recognizing that the lines are not always shown to be represenative of what side of a street the facility is intended to be on, for ease of use: consider swapping the two lines along Darnestown Rd, as the sidepath is along the north side.
131	*	MCDOT	DTE	Engr	JT	325-326	R&D Village - Ensure LSC Loop recommendations are reflected in table (understanding that in some segments it will be separated bike lanes AND sidepath.
132	*	MCDOT	DTE	Engr	JT	328	Rural East East) - Consider Shoulder Bikeway along the remainder of Bordly Drive to Brighton Dam Road
133	*	MCDOT	DO	Policy	AB	328	Rural East East) - Consider extending Utility Corridor #3 from Bowie Mill Rd northward, alongside Wickman Rd & Zion Rd, connecting into the Germantown-Burtonsville Breezeway.
134	*	MCDOT	DO	Policy	AB	328	Rural East (East) - Consider extending Utility Corridor #4 from Georgia Ave / Prince Philip northward, connecting into the Germantown-Burtonsville Breezeway.
135	*	MCDOT			JT, AB	334	Consider whether any potential connections might be made between Rural West and the C&O Canal Towpath, recognizing that many of the roads are Rustic Roads. Perhaps extend Utility Corridor #1 toward the Dickerson Generating Station?
136	*****	**MCDOT**	**DO**	**Policy**	**AB**	**338**	**Shady Grove - The 355 Breezeway stops at the City of Rockville, several hundred feet short of the signal at Ridgemont Ave. Consider extending this facility at least to Ridgemont; preferably to Redland Rd (with Rockville's concurrence), or shifting the Breezeway to the east side of MD 355.**
137	*	MCDOT	DO	Policy	AB	344	Silver Spring / Takoma Park (east) - Consider a connection between E Franklin Ave and Oakview Dr, across the Northwest Branch Trail.
138	*	MCDOT	DO	Policy	AB	344	Silver Spring / Takoma Park (east) - Show Trail Connectors across Long Branch, linking each side of Melbourne, as well as linking Schuyler-Wayne-Buckingham.
139	*	MCDOT	DO	Policy	AB	344	Consider extending the Philadelphia Ave bikeway to connect the Takoma Park ES with the Piney Branch Rd bikeway.

0		Agency	Division	Team	Commenter	PDF Page	Comment
140	*	MCDOT	DO	Policy	AB	352	Silver Spring / Takoma Park (west) - For the line for East West Hwy between Rock Creek & Grubb Rd: consider noting that the contra-flow bike lane is (presumably) along the north side's service road.
141	*	MCDOT	DO	Policy	AB	364	White Oak - My current expectation is that these would be added into the White Oak LATIP numerator as part of the 6-year reanalysis (next expected to occur in 2023). Council action would be required if these are to be included in one of the 2-year updates (next expected in 2019).
142	*	MCDOT	DO	Policy	AB	364	White Oak - Confirm the intention of US 29 as a shared roadway. Perhaps at least a bikeable shoulder?
143	*	MCDOT	DO	Policy	AB	366	White Oak - Add a ** to the "White Oak - FDA Connector"
144		MCDOT	DO	Policy	CC	B.11	"Less likely ned for signal modifications" -- Only for one-way separated bike lanes
145		MCDOT	DO	Policy	CC	B.14	Conventional bike lanes might be used in addition to sidepaths (see comment on p108-109)
146		MCDOT	DO	Policy	CC	B.17	Last Bullet - rephrase as "must comply with the Americans with Disabilities Act or seek a wavier"
147		MCDOT	DO	Policy	CC	B.26	Confirm that the NTOR sign is correctly placed, as it is not clear how this would apply. It is facing a thru/left movement, which is the intersection is signalized would be prohibited from turning left on red even without a sign.
148		MCDOT	DO	Policy	CC	B.28	Guidance #6 - This is a standard action; why is this being called out on this page?
149		MCDOT	DO	Policy	CC	B.36	Guidance #3 - Reads like a requirement rather than a guideline. Use of "may only" is synonymous with "shall"; consider using "should".
150		MCDOT	DO	Policy	CC	B.45	Consider referencing the Executive Regulations related to traffic restrictions: when and where they can be used.
151	*	MCDOT	DO	Policy	AB, CC	C.15	Repeating a comment from the Working Draft: We strongly urge that information relating to transit (e.g. floating bus stops) be included. We appreciate MNCPPC's concurrence with the importance of this issue, and believe that the suggested Bicycle Facility Design Toolkit (also including bikeways across interstates & transitions between 2-way and 1-way bikeways, and we would also include light rail interactions) could be useful. However, we feel that at least some recognition of floating bus stops (and/or other treatments) should be included in this plan, and that doing so would very much fit with the plan's approach to sharing a number of Best Practices.
152		MCDOT	DO	Policy	CC	C.47	Conventional bike lanes (and dual-bikeways) might still have a need alongside sidepaths (see comment on p108-109)
153		MCDOT	DO	Policy	AB	Appx I	It may be helpful to provide maps (similar to the maps shown for each geographic area in the main plan document) for each individual Breezeway.
154	*	MCDOT	DO	Policy	AB	General	For estimating costs as part of the Fiscal Impact Statement, please confirm whether it is possible to acquire the following info: 1) An enumerated listing of crossings identified for grade separation (and note whether these include ramp crossings, or if they're all assumed to be signalized, or somewhere in between) 2) Is it possible to generate a tally of how many green/yellow/blue line junctions there are, for purposes of estimating how many Protected Intersections may be anticipated? 3) Is it possible to generate a tally of how many total signals would be impacted? We have GIS layers of signals, if those are needed.

January 25, 2018

Mr. David Anspacher, AICP
Bicycle Master Plan Project Manager
Functional Planning and Programming Division
Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring MD 20910

Dear Mr. Anspacher:

Thank you for providing the Maryland Department of Transportation State Highway Administration (MDOT SHA) the opportunity to comment on the Montgomery County Planning Department's December 2016 Montgomery County Bicycle Master Plan public hearing draft. The MDOT SHA looks forward to continuing its partnership with the Maryland-National Capital Park and Planning Commission and the Montgomery County Planning Department in developing and implementing bicycling improvements in the County. The MDOT SHA submits the following comments:

General Comments:

- Please note MDOT SHA's design and implementation of bicycle facilities on and/or adjacent to MDOT SHA roadways is guided by the January 2015 *Bicycle Policy and Design Guidelines*. The Maryland Task Force to Study Bicycle Safety on Maryland Highways has recommended that MDOT SHA revise this document.
- Any road included in the National Highway System, of which many MDOT SHA and local roads in Montgomery County are component facilities, must remain compliant with the transportation performance measure processes, goals, and targets called for in MAP-21 and the FAST Act. Emphasizing pedestrian and bicycle improvements at the "expense" of vehicular mobility may lead to a situation where compliance is called into question.
- This draft plan specifies a variety of bicycle facility treatments on and/or adjacent to MDOT SHA roadways. Please note that per the Annotated Code of Maryland §8-630, local jurisdictions assume responsibility for facility maintenance within State rights-of-way, but outside of the general roadway travel lanes, e.g., a separated shared-use path or protected bicycle lanes. This statute also would apply to protected intersections.

- The MDOT SHA remains concerned that many proposed treatments, e.g., breezeway concepts and midblock road diets at trail crossings, in this draft plan may necessitate roadway capacity reductions. The MDOT SHA does, though, acknowledge that the scale of this plan means individual traffic studies analyzing such capacity reductions likely are unfeasible at this planning stage. Nonetheless, any capacity reduction to MDOT SHA roadways will need to be supported by appropriate traffic operations studies at the time improvements are proposed to advance.
- As noted in this draft plan, intersection design is beyond the scope of a master plan. Nonetheless, future modifications to intersections should not result in failing levels of service on MDOT SHA roadways and will need to be supported by appropriate traffic operations studies at the time improvements are proposed to advance.
- As noted in this draft plan, crossings at interchange ramps are a safety concern and, signalized crossings or grade-separated crossings are preferred as countermeasures. The MDOT SHA acknowledges grade-separation is preferable, although potentially not feasible due to cost. The MDOT SHA notes that grade-separation also may be applicable in locations with high-volume uncontrolled movements, e.g., channelized right turns.
- Bicycle signals have been granted an interim approval as a treatment in the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD) and MDOT SHA has established policies for the review and approval of bicycle signals.
- Green paint pavement markings are not included as approved treatments in the MdMUTCD. This "experimental" treatment is not prohibited, but so long as it is not included in the MdMUTCD, MDOT SHA must approve its use on a case-by-case basis.
- MdMUTCD §2B.13 notes that "on state highways and other arterial and major highways, including all through streets, if a speed limit other than one specified in §21-801.1-(b) of the Maryland Vehicle Law [(MVL)]," 30 mph, "is established, such a speed limit shall be established based on an engineering and traffic investigation as prescribed by §§21-802 and 21-803 of the MVL." §2B.13 continues, stating that "speed limits are usually best set in the 85th to 90th percentile range to correctly reflect the maximum safe speed. It is usually at this level that the minimum accident experience occurs." The MDOT SHA acknowledges many in the transportation industry and advocacy community now are reconsidering these traditional practices. However, such practices do remain MDOT SHA policy at this time. Any recommendation to reduce speed limits should be supported by appropriate engineering and traffic studies indicating why the speed limit should be set using a practice other than that included in the MdMUTCD.
- The MDOT SHA supports this draft plan's goal to consolidate driveways, especially those along MDOT SHA roadways.

- The MDOT SHA recommends special consideration be given to the transitions necessary from one side of an intersection to another when the recommended bicycle facility varies from one side to the other, especially at those locations where two-way facilities transition to or from one-way facilities. If, for example, the Montgomery County Department of Transportation or a developer constructs a small segment of a longer master planned bicycle facility, how will this plan consider the transition from an upgraded, "higher"-classified facility to a "lower"-classified facility or to no facility at all?
- The MDOT SHA recommends this plan consider how implementation of substantial linear bicycle facilities will be phased. Specifically, how and what will this plan specify developers construct as part of traffic mitigation and/or conditioned improvements, especially when continuing or connecting bicycle facilities may not be addressed for many years?
- The MDOT SHA recommends the plan not include recommendations to construct two-way separated bicycle lane facilities on both sides of a roadway. The MDOT SHA has questions over the level of demand to support such an investment and the potential feasibility due to the amount of right-of-way that may need to be acquired and other competing roadway and development uses for the same right-of-way.

Thank you again for the opportunity to comment on the Montgomery County Bicycle Master Plan public hearing draft. If you have questions, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668, toll free 1-888-204-4828, or via email at mbaker4@sha.state.md.us.

Sincerely,

Tara Penders

Tara Penders
Assistant Chief
Regional and Intermodal Planning Division

cc: Mr. Matt Baker, Regional Planner, MDOT SHA

Comments from Municipalities

Mayor and Council of Rockville

Montgomery County Bicycle Master Plan Public Hearing Testimony

January 25, 2018

Good evening Chairman Anderson and Planning Board Commissioners. I'm Julie Palakovich Carr and I serve on the Rockville City Council. I am testifying tonight on behalf of the Mayor and Council of Rockville. We request that my testimony be included in the public record.

Last April, the Mayor and Council adopted substantial revisions to the City's Bikeway Master Plan. Our new plan includes 21.9 miles of new dedicated bikeway facilities and 19.1 miles of new shared roadway designations in the City of Rockville within the next ten years. This is a substantial increase from the current 34.3 miles of separated bikeway facilities and 33.5 miles of shared roadway designations throughout the city. Fully implemented, the City's plan should help to provide a safe, practical, and efficient bikeway network that is connected with commercial, cultural, recreational, residential, and employment destinations throughout Rockville. This is a goal that we heard broad support for from our Bike Advisory Committee and from the community.

Of course, Rockville is not an island. People who live in Rockville commute elsewhere in the County or to DC for work, school, and shopping. There should be good connections between City and County bike infrastructure. In that regard, we are pleased to see that nearly 20 of the proposed bikeway facilities in the County's Bicycle Master Plan will cross jurisdictional lines and connect to existing bikeways within Rockville or facilities proposed in the City's recently adopted plan.

Our review of the bikeway recommendations proposed by the County focused on evaluating consistency and connectivity of facilities proposed by the County and the City.

One of the major differences is on Frederick Road (MD355). Specifically, the County's Master Plan recommends off-the-road sidepaths for three segments of Frederick Road, between Shady Grove Road and College Parkway, while the City's Bikeway Master Plan recommends a separated, two-way bike lane (cycle track) to be located in the roadway. We encourage further coordination between the County and City as these facilities are planned.

We have also noted several instances where the facility types proposed in County's and City's plans are not consistent because the County is proposing higher level bikeways than the City. In these cases, we support further coordination between the County and the City to ensure that the facilities are both consistent and compatible. The areas identified include Seven Locks Road, Blackwell Road, Falls Chapel Way, Key West Avenue, Norbeck Road, Southlawn Lane, Chapman Avenue, Research Boulevard, and Twinbrook Parkway.

In conclusion, we are very supportive of the County's Bicycle Master Plan and of its goal to create an accessible, comfortable, safe, and connected bicycle network, and to make bicycling a viable transportation option that improves our quality of life. We look forward to continued coordination with the Planning Board and Montgomery County in support of mutual goals that benefit our communities. Thank you for the opportunity to share our perspective.

Email

FW: Montgomery Cou...

Email

From	mcp-crm-tracker@mncppc-mc.org
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	FW: Montgomery County Bicycle Master Plan Comments
Date Sent	**Date Received** 1/26/2018 12:31 PM

From: Anspacher, David
Sent: Friday, January 26, 2018 11:57 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: FW: Montgomery County Bicycle Master Plan Comments

From: Oleg Kotov [mailto:okotov@rockvillemd.gov]
Sent: Friday, January 26, 2018 11:32 AM
To: Anspacher, David <david.anspacher@montgomeryplanning.org>
Subject: Montgomery County Bicycle Master Plan Comments

Hi David,

Just FYI, Council-Member Palakovich-Carr presented and submitted the City's official comments on the BMP at tonight's public hearing. Her comments were higher-level, but suggested further coordination between the County and City on several proposed bikeways to make sure that there consistency between our plans.

I looked at about 20 of the proposed bikeway facilities that will cross jurisdictional lines and connect to existing bikeways within the City or facilities proposed in our recently adopted Rockville's Bikeway Master Plan. I mostly focused on evaluating consistency (facility type) and connectivity of these "cross-jurisdictional" bikeways proposed in County's and City's Bikeway Master Plans. Basically, the County has drafted a great plan (and for the most part, County's and City's bikeway recommendations are consistent) and we strongly support it.

I have noted several instances where the facility types proposed in County's plans don't exactly match up with the City's because the County is proposing higher level bikeways. For example, you're proposing a sidepath, while we're proposing shared roadways or bike lanes. In these cases, we will

support further coordination between the County and the City to ensure that the facilities are both consistent and compatible. What that really means is that Rockville will need to upgrade our bikeway facility types to match yours.

Attached is a more detailed list of comments that will provide more information regarding the City's testimony. Please let me know if you have any questions or perhaps would like to meet to discuss.

Thanks,

Oleg Kotov, AICP
Senior Transportation Planner
Department of Public Works
City of Rockville
111 Maryland Avenue
Rockville, MD 20850
240-314-8527
okotov@rockvillemd.gov

Attachments

File Name	File Size (Bytes)
County BMP Review.pdf	39,891

1 - 1 of 1 (0 selected) Page 1

REVIEW OF MONTGOMERY COUNTY'S DRAFT BICYCLE MASTER PLAN

City of Rockville staff has reviewed the bikeway recommendations proposed in Montgomery County's Bicycle Master Plan. The following report details all of the proposed bikeways that cross into or connect to the City of Rockville. The mains focus of staff's review was to evaluate consistency and connectivity of facilities proposed in County's and City's Bikeway Master Plans. Please note that for this review, staff considered the County's "Sidepath" classification as an equivalent to the "Shared-Use Path" classification identified in the City's Bikeway Master Plan. Please note that for ease of use, County's Bicycle Master Plan recommendationsthat are consistent with the City's Master Plan recommendations are highlighted in Green. County's recommendations that are not consistent with the

COUNTY BICYCLE MASTER PLAN RECOMMENDATIONS					CITY OF ROCKVILLE COMMENTS
BIKEWAY	**FROM**	**TO**	**FACILITY TYPE**	**BIKEWAY TYPE**	**COMMENTS**
Blackwell Rd	Darnestown Rd	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)	The County's Bicycle Master Plan recommends separated bike lanes on Blackwell Road, between Medical Center Drive and Shady Grove Road. The City's Bikeway Master Plan recommends a Shared Roadway designation for Blackwell Road, between Shady Grove Road and Fallsgrove Drive. While the current roadway section of Blackwell Road (within City limits) does not provide enough width to accommodate bike lanes, the City might continue monitoring bicycle and parking activity in the area and consider replacing parking lane(s) with bicycle lanes, if warranted by conditions.
Chapman Ave	City of Rockville	Bou Ave	Separated Bikeway	Sidepath (West Side)	The City's Bikeway Master Plan currently recommends Bike Lanes for Chapman Ave from Halpine Road to City of Rockville limits. The City might consider updating that recommendation to instead replace the existing ~200' segment of narrow, inadequate sidewalk on the west side of Chapman, between Twinbrook Pkwy and City limits, with a wider sidepath. This will provide a consistent sidepath facility along Chapman from Bou Ave to Twinbrook Pkwy
Falls Chapel Way	Falls Rd	Falls Rd	Separated Bikeway	Sidepath (West Side)	The County's Bicycle Master Plan recommends a sidepath on the west side of Falls Chapel Way, west of Falls Road (City limits). East of Falls Road, Dunster Road is currently designated as a Shared Roadway and no facility upgrades are recommended in the City's Bikeway Master Plan. The City might explore the feasibility of constructing a sidepath on the north side of Dunster Road (between Falls Road and Stratton Drive) to provide a consistent, off-the-street connection to Ritchie Park Elementary School.
Frederick Rd	Shady Grove Rd	City of Rockville	Separated Bikeway	Sidepath (Both Sides)	The County's Bicycle Master Plan recommends sidepaths on both sides of Frederick Road (MD 355) between Shady Grove Rd and City of Rockville. This recommendation is not consistent with the City's Bikeway Master Plan, which recommends a separated two-way bike lane (cycle track) for this segment of Frederick Road, and will need to be coordinated by the two jurisdictions.
Frederick Rd	City of Rockville	Ridgemont Ave	Separated Bikeway	Sidepath (East Side)	The County's Bicycle Master Plan recommends a sidepath on the east side of Frederick Road (MD 355) between City of Rockville and Ridgemont Ave. This recommendation is not consistent with the City's Bikeway Master Plan, which recommends a separated two-way bike lane (cycle track) for this segment of Frederick Road, and will need to be coordinated by the two jurisdictions.
Frederick Rd	College Pkwy	Paramount Dr	Separated Bikeway	Sidepath (East Side)	The County's Bicycle Master Plan recommends a sidepath on the east side of Frederick Road (MD 355) between College Pkwy and Paramount Dr. This recommendation is not consistent with the City's Bikeway Master Plan, which recommends a separated two-way bike lane (cycle track) for this segment of Frederick Road, and will need to be coordinated by the two jurisdictions.

Glen Mill Rd	Veirs Dr	Valley Dr	Separated Bikeway	Sidepath (East Side)	The County's Bicycle Master Plan recommends a sidepath on the east side of Glen Mill Road, from Valley Drive to Veirs Road. This sidepath will provide a connection to the bikeway facilities (shared use path/bikeable shoulder) recommended for Veirs Drive in the City's Bikeway Master Plan. Does the County have any plans to extend the sidepath farther west on Glen Mill and perhaps Cavanaugh Drive to connect to the bikeway on Shady Grove Road?
Key West Ave	City of Rockville	Darnestown Rd	Separated Bikeway	Sidepath (South Side)	The County's Bicycle Master Plan recommends a sidepath on the south side of eastbound Key West Ave (MD 28) between Darnestown Road and Shady Grove Road (City limits). Continuing eastbound on MD 28 (W Montgomery Ave), the City's Bikeway Master Plan recommends a bike lane (between Shady Grove Road and W Gude Drive) on the south side of the street. To maintain consistency and create better separation between cyclists and vehicles, the City might consider exploring opportunities to upgrade its recommendation from bike lane to a sidepath.
Norbeck Rd	City of Rockville	Baltimore Rd	Separated Bikeway	Sidepath (North Side)	The County's Bicycle Master Plan recommends a sidepath on the north side of Norbeck Road (MD 28) from Baltimore Road to City limits. The City should coordinate with the County and investigate opportunities for extending this sidepath to connect with the existing shared use path at Avery Road. This would provide an important and completely separated connection between the Millennium Trail and the Rock Creek Trail.
Research Blvd	Omega Dr	Shady Grove Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)	The County's Bicycle Master Plan recommends separated two-way bike lanes on Research Blvd, from Omega Drive to Shady Grove Road (City limits). Continuing south on Research Blvd, the City's Bikeway Master Plan recommends a shared use path between Shady Grove Road (City limits) and W Gude Drive. While the proposed facilities are different, cyclists should be able to transition between them across the intersection of Shady Grove and Research and connect to the Millennium Trail.
Seven Locks Road	City of Rockville	Bradley Blvd	Separated Bikeway/ Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders	The County's Bicycle Master Plan recommends Bikeable Shoulders on Seven Locks Road, from City of Rockville limits to Bradley Blvd. However, Seven Locks has only two 11'-12' travel lanes (and no shoulders) in each direction along the segment between Montrose Road and City of Rockville limits. Is the County considering lane removal or road diet/widening on this segment of Seven Locks? If so, the City might need to consider a similar treatment for the connecting segment of Seven Locks, from City limits to Wootton Parkway (currently recommended as a Shared Roadway in City's Bikeway Master Plan).
Southlawn Ln	Rock Creek Trail	E Gude Dr	Separated Bikeway	Sidepath (Side TBD)	The County's Bicycle Master Plan recommends a sidepath (side TBD) on Southlawn Lane from Rock Creek Trail to E Gude Drive. The City's Bikeway Master Plan only recommends a shared roadway on Southlawn Lane, continuing south toward the Town Center, from E Gude Drive to N Horners Lane. While possibly unfeasible, the City should continue exploring opportunities to upgrade the shared roadway to a side (shared-use) path to provide a consistent bikeway.
Twinbrook Pkwy	City of Rockville	Halpine Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)	The County's Bicycle Master Plan recommends separated bike lanes for Twinbrook Pkwy, between Veirs Mill Road and the bridge over the CSX rail line. As a part of Rockville's ongoing 2040 Master Plan process, the City might consider proposing policies to include upgraded ped/bike facilities during the future bridge maintenance/refurbishment projects. This would address the current bikeway facility gap on Twinbrook Pkwy between Chapman and County/City line.

Veirs Mill Rd	Twinbrook Pkwy	Matthew Henson Trail	Separated Bikeway	Sidepath (South Side)	The County's Bicycle Master Plan recommends a separated bike lane on the north side of Veirs Mill Road, between Twinbrook Pkwy and Parkland Drive. This recommendation is consistent with the City's Bikeway Master Plan recommendation for a shared use path on the north side of the connecting segment of Veirs Mill Road, between Bradley Ave and Twinbrook Pkwy.
Darnestown Rd	Key West Ave	W Montgomery Ave	Separated Bikeway	Sidepath (Both Sides)	The County's Bicycle Master Plan recommends a sidepath for the south side of Darnestown Road (MD28), between Shady Grove Road and City limits. This new sidepath will replace an existing narrow sidewalk and connect to the Millennium Trail.
Falls Rd	Dunster Rd	River Rd	Separated Bikeway/ Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders	The County's Bicycle Master Plan recommends a sidepath on the east side of Falls Road, south of City limits. This recommendation is consistent with the City's Bikeway Master Plan recommendation for a shared-use path on east side of Falls Road, from Dunster Road to City limits. The shared-use path is currently under construction between Dunster Road and Kimblewick Road. The remaining connection between Kimblewick Road and City limits (Counyt's proposed sidepath) will be constructed through recently awarded 2017 Mobility Enhancement Grant.
Frederick Rd	Ridgemont Ave	Paramount Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)	The County's Bicycle Master Plan recommends separated two-way bike lanes on Frederick Road (MD 355) between Paramount Drive and Ridgemont Ave. This recommendation is consistent with the City's Bikeway Master Plan.
Rockville Pike	City of Rockville	Towne Rd	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)	The County's Bicycle Master Plan recommends separated two-way bike lanes on both sides of Rockville Pike (MD 355) south of city limits. This recommendation is consistent with the City's Bikeway Master Plan as well as the Rockville Pike Neighborhood Plan.
Scott Drive	Carriage Ct	Wescott Pl	Separated Bikeway	Sidepath (North Side)	The County's Bicycle Master Plan recommends a sidepath on the north side of Scott Drive (on the County-owned section along Robert Frost Middle School). This is consistent with the with the City's Bikeway Master Plan recommendation for a shared-use path on the north side of Scott Drive and Veirs Drive (farther to the west). The City of Rockville anticipates that planning and design of proposed bikeways on Scott Drive and Veirs Drive to begin in Fiscal Year 2019. City staff will reach out to counterparts at the County for coordination in the near future.

City of Takoma Park, Maryland
Housing and Community Development Department

Memorandum

To: David Anspacher
From: Christopher Johansson
Date: February 1, 2018
Subject: **Comments - Bicycle Master Plan**

SUMMARY

There is much to commend about the Master Plan. The Plan's goals are comprehensive and ambitious; yet, the metrics used to evaluate how each objective is progressing are clear. As a whole, we are excited and pleased by the measures outlined in the draft Master Plan (the Plan).

There are three key issues that impact Takoma Park and merit concern: the Takoma/Langley Crossroads Bicycle Pedestrian Priority Area (BiPPA), the low level of bicycling connectivity to Takoma Park public schools, and the dearth of Takoma Park bikeways designated as Tier 1 (highest priority).

There are two BiPPA areas within Takoma Park: Flower-Piney Branch and Takoma/Langley Crossroads. The draft Master Plan states "priorities focus on increasing bicycling in the county as quickly as possible, by focusing initial efforts on constructing networks of bikeways in places that the Montgomery County Council has designated as Bicycle Pedestrian Priority Areas." Yet neither of the Takoma Park BiPPA areas are listed as Tier One (highest priority); they are designated as Tier 2. Tier 1 areas are to be completed within five years, while Tier 2 projects are to be completed within 10 years.

The ten-year period is inappropriate for both Takoma/Langley Crossroads and Flower-Piney Branch because each of the two BiPPA areas will have a Purple Line station completed in half that time. Objective 1.3 of the Plan is to increase the percentage of people who access a transit station by bicycle. Many of the 19 BiPPA areas are Tier 1 with objective 1.3 used to justify that designation. The Takoma Park BiPPA areas meet that same criteria, yet are included among the lower priority Tier 2.

Objective 2.3 of the Plan (public school connectivity to the existing and future bicycle network) is an area of concern. Takoma Park elementary school has an estimated connectivity of 16% in 2018, with a target of 19% in 2033. The county average percentage of dwelling units within one mile of elementary schools that are connected to the schools on a very low-stress bicycling network is 26% in 2018, with a target of 29% in 2033. The goal for Takoma Park schools should be higher than a three percent increase over the next 15 years.

The prioritization methodology is also an area that merits attention. While there are several Tier 2 bikeways that are located within Takoma Park (the City), there are no Tier 1 bikeways within, or abutting, the Takoma Park city line. Tier 2 projects are to be finished within ten years of approval of the Bicycle Master Plan. Tier 1 projects are to be completed within five years. In some cases, the five-year difference is significant for the City.

CONTEXT AND BACKGROUND

The plan focuses on four key goals

1) Increasing bicycling rates in Montgomery County,
2) Creating a highly-connected, convenient and low-stress bicycling network,
3) Providing equal access to low-stress bicycling for all members of the community, and
4) Improving the safety of bicycling.

Low-stress Bikeways

This plan recommends an extensive **network of low-stress bikeways** in Montgomery County. At the public hearing, many criticized the importance placed on the "low-stress" concept, as well as the Master Plan's definition of the term. It is not clear what is a "low-stress" bikeway and how does it differ from "moderate-stress" bicycling.

Breezeway Network

The Master Plan introduces a new concept, the Breezeway Network, which it recommends and describes as a "high-capacity network of arterial bikeways between major activity centers, enabling bicyclists to travel with fewer delays, and where all users – including slower moving bicyclists and pedestrians – can safely and comfortably coexist".

Metropolitan Branch and University Blvd Breezeways

There are two Breezeways that are relevant to Takoma Park: the Metropolitan Branch Trail Breezeway and the University Blvd Breezeway.

The University Breezeway creates two-way separated bike lanes on both the west and east sides of the boulevard. It will run from Piney Branch along University, past Carroll Ave, and continue until University enters Prince George's County.

The Metropolitan Branch Trail Breezeway is an off-street trail that runs southeast from downtown Silver Spring, enters Takoma Park, and terminates at the DC border.

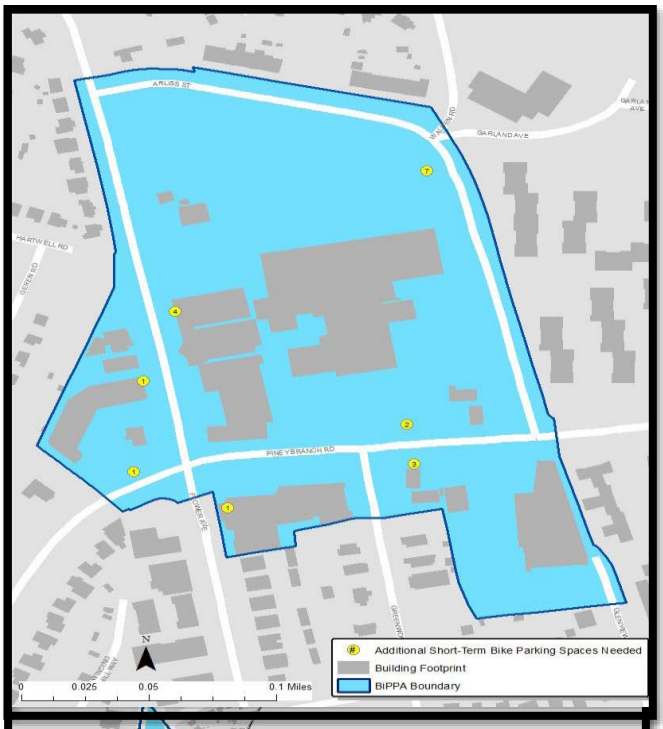
Bicycle Pedestrian Priority Areas (BiPPA)

The priorities focus on increasing bicycling in the county as quickly as possible, by focusing initial efforts on constructing networks of bikeways in places that the Montgomery County Council has designated as **Bicycle Pedestrian Priority Areas (BiPPA)** and completing connections between major activity centers. This program is dedicated to the design and construction of bicycle and pedestrian capital improvements in the county's Bicycle-Pedestrian Priority Areas identified in master plans. BiPPA boundaries were chosen because they define areas in which the enhancement of the bicycle (and pedestrian) network is a priority. The 19 BiPPA areas that were selected for this study include many of the County's commercial centers (Bethesda CBD, Silver Spring CBD) and areas that have recently undergone, or are currently experiencing, an updated area master plan.

There are Two BiPPA areas within Takoma Park: Flower-Piney Branch and Takoma/Langley Crossroads.

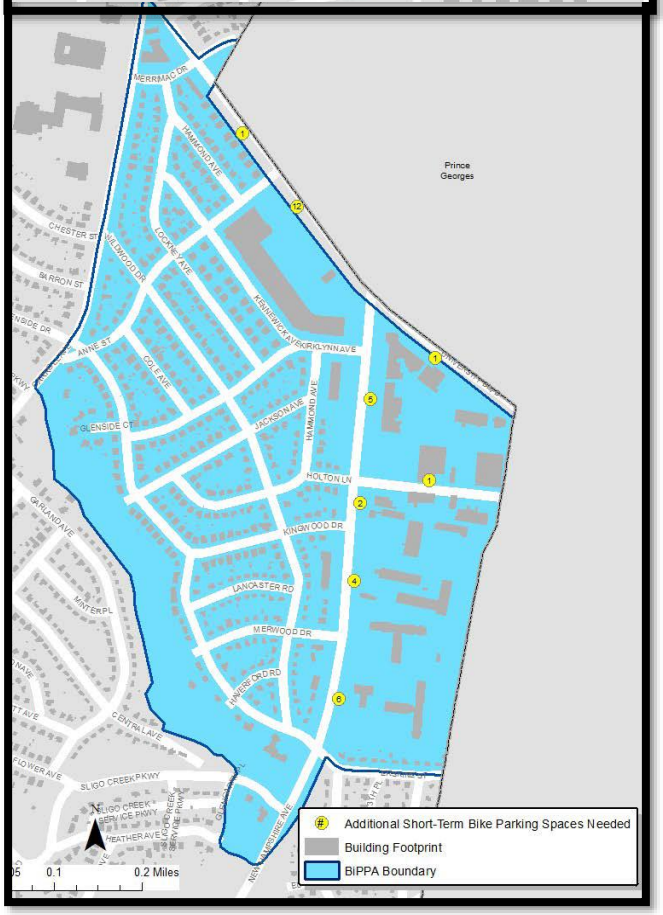
Flower-Piney Branch

The Flower-Piney Branch BiPPA contains the shopping center located at the intersection of Flower Avenue and Piney Branch Road. The site is occupied by a grocery store, a gas station and a handful of restaurants and other small shops, and is surrounded by low to mid-density residential housing. A future Purple Line station is planned on Arliss Street.



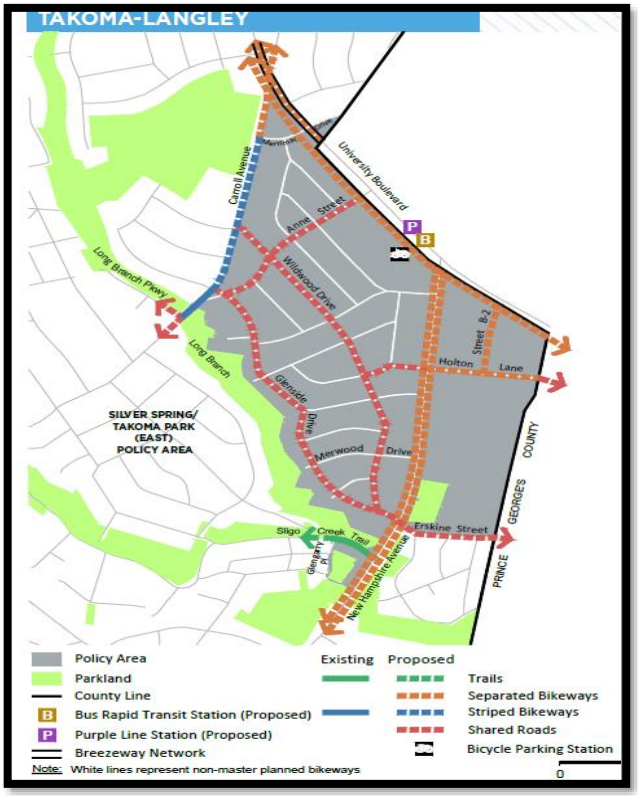
Takoma/Langley Crossroads

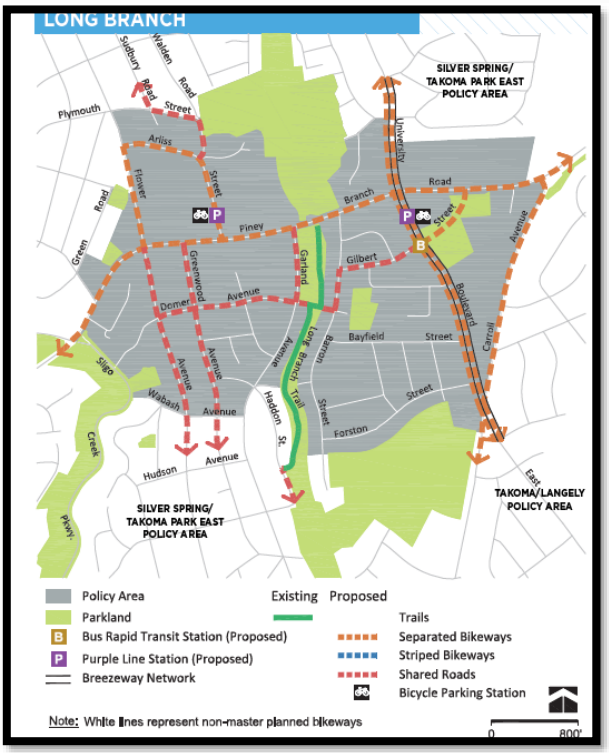
The Takoma/Langley Crossroads BiPPA largely occupies the southwest quadrant at the intersection of New Hampshire Ave and University Blvd. The Takoma Langley Transit Center has recently opened and the future Purple Line Station is expected to be completed by 2022. Both are pedestrian-generating projects that are expected to dramatically increase bicycle activity; especially, once the light-rail station is open and in use.



Policy Areas

There are three Policy Areas that are within, and adjacent to, Takoma Park: Silver Spring-Takoma Park (East), Long Branch and Takoma-Langley.





CHARTS (Source: County Bicycle Master Plan)

Percentage of dwelling units within 2 miles of each Red Line station that are connected to the transit station on a low-stress bicycling network.

Red Line Station	**2018**	**Target for 2033**
Takoma	27%	40%
Average for County Red Line Stations	10%	37%

Percentage of transit boardings during peak period where the transportation mode of access is bicycle for the Red Line.

Red Line Stations	**2018**
Takoma	3.30%
Average for County Red Line Stations	1.60%

Percentage of potential bicycle trips that will be made on a low-stress bicycling network by Area.

Policy Areas	**2018**	**Target for 2033**
Long Branch	28%	50%
Silver Spring/Takoma Park	31%	50%
Takoma/Langley	56%	70%
Average (all policy areas)	17%	35%

Percentage of dwelling units within 2 miles of each Purple Line station that are connected to the transit station on a low-stress bicycling network.

Purple Line Station	**2018**	**Target for 2028**
Long Branch	0%	37%
Takoma/Langley	0%	39%
Average for County Purple Line Stations	4%	37%

Percentage of dwelling units within one mile of schools that are connected to the schools on a very low-stress bicycling network.

Public School Connectivity	**2018**	**Target for 2033**
Takoma Park Elementary School	16%	19%
Average County Public Elementary Schools	26%	29%

SECTION 5 OF THE VILLAGE OF CHEVY CHASE

January 24, 2018

Mr. Casey Anderson
Chair, Montgomery County Planning Board
8787 Georgia Avenue, 2nd Floor
Silver Spring, Maryland 20910

Dear Chairman Anderson:

We are writing in response to the Bicycle Master Plan. After receiving a written copy of the Public Hearing Draft of the plan, we were surprised to see that portions of two Section 5 municipal streets, Glendale Road and Woodbine Street, are included as shared roads.

Section 5 is very supportive of Montgomery County's efforts to create a safe biking network, but we notified planning staff in writing, as well as in previous discussions, that Section 5 did not consent to using Glendale or Woodbine in the plan. Both streets see extremely heavy cut-through traffic daily, especially during the morning and evening commutes. The volume of cars and the speed in which they travel make both these roads dangerous. In addition, the basic configuration of the streets is not conducive to being labeled a shared roadway. In particular, Woodbine Street is very narrow in width and includes dedicated parking on one side. Because of this, at many times the road functions as a one-way lane. While Glendale Road is slightly wider, parking is allowed on both sides of the street which narrows it considerably when cars park opposite each other. Section 5 cannot endorse either road being advertised as a safe bike route.

The planning staff indicated the possibility of a safety study being done by the County. We expressed a willingness to consider the inclusion of the roads if a study was conducted and if, after reviewing the study, we agreed on both the merits of the study and the methods used to calm traffic. We made clear that the study would need to be completed and reviewed and approved by Section 5 before we would consider agreeing to the use of the roads. This information may not have been fully communicated to the Planning Board by the planning staff.

We know and sympathize with the County's dilemma as there are no ideal options for a biking route, but we cannot sanction a route that we have reason to believe has significant safety concerns.

Sincerely,

Christopher Richardson
Chairman, Section 5 of the Village of Chevy Chase

Public Hearing on Montgomery County Bicycle Master Plan
Testimony from Cecily Baskir, Councilmember, Town of Chevy Chase
January 25, 2018

Good evening. My name is Cecily Baskir. I am a member of the Town of Chevy Chase Council, and I speak tonight on behalf of the Town.

First, I would like to express the Town's support for the overall vision and goals of the Bicycle Master Plan. We applaud the effort to develop the Plan, and we agree that encouraging safe bicycling throughout the County is vitally important, particularly as a tool to reduce anticipated motor vehicle traffic as the County pursues new development opportunities. Among other things, we support the Plan's goal of seeking the authority to lower the posted speed limit in some places, including to 10 to 15 mph on shared roads in residential neighborhoods.

In our Town, we are searching and will continue to search for appropriate ways to safely accommodate bicycles, motor vehicles, and pedestrians on and along our residential streets. We are concerned, however, about the designation in the Public Hearing Draft Plan of certain municipal streets in the Town as neighborhood greenways, and we request that the Planning Board remove those designations from the Plan. We understand that Chevy Chase Section Five and Section Three have made similar requests based on similar concerns.

We are particularly concerned about the designation of an east-west neighborhood greenway along Rosemary Street, Stanford Street, East Avenue, and Leland Street. That route carries relatively heavy motor vehicle traffic through the Town, and it is not feasible to divert that motor vehicle traffic onto other, parallel streets in the Town, as the Plan envisions in the "typical application" context for a neighborhood greenway.

The route also poses significant safety concerns. First, it passes by Chevy Chase Elementary School, which attracts school bus as well as car traffic. In addition, the topography of Stanford Street between Oakridge Avenue and East Avenue limits visibility from both directions, and parked cars and construction vehicles on that block often create traffic back-ups both ways on the hill. East Avenue itself is narrow, functioning - like many other Town streets - as a one-lane road due to parking along one side. And the intersection at Leland Street and East Avenue is already the subject of safety concerns in the Town; just as an example, within the last few weeks, one of my neighbors was involved in a motor-vehicle collision there.

We also note that the Public Hearing Draft Plan does not designate any neighborhood greenways through Section Three of Chevy Chase, directly to the east of the Town. Thus, as it is currently proposed, the east-west neighborhood greenway through the Town simply ends abruptly at Connecticut Avenue, with no connections to any other bikeways or shared roads. It therefore does not promote the Plan's connectivity goals.

I do want to assure the Planning Board that the Town of Chevy Chase is paying and will continue to pay close attention to multimodal safety and traffic issues in our Town and will work to make improvements as necessary and feasible. We appreciate the toolkit and other materials provided in the draft Plan and Appendix and will make use of them in our Town as we deem appropriate. But at this time we cannot endorse the designations of our Town's streets as neighborhood greenways, and in light of our concerns we hope that the Planning Board will remove them. I also note that County action on any municipal streets in our Town would require the explicit consent of our Town Council, and nothing in my testimony should be construed as the Town's endorsement of or consent to any such action at this time.

Town of Washington Grove Maryland 20880

The Town of Washington Grove
P. O. Box 216
300 Grove Avenue
Washington Grove, MD 20880

voice: 301-926-22566
email: washgrove@comcast.net

January 25, 2018

Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Chairman Anderson and Board members,

I'm writing (and expect to be before you in person) as a Councilman of the Town of Washington Grove. The Town requests that the Board approve a higher priority than presently assigned in the Draft *for connecting the Shady Grove Metro with Washington Grove and points north.*

Historically, the Town of Washington Grove has long urged the County to create a safer and more direct bicycle and pedestrian route between the Town and its neighboring communities and the Shady Grove Metro. At present bicycle and walking access is indirect and perilous via heavily industrialized Oakmont Avenue to Shady Grove Road and Crabbs Branch Way.

In the mid-1990s, Washington Grove acted to provide for one option for an improved connection by incorporating a bikeway right-of-way into the annexation and development of Brown Street Station.

Montgomery County's interest in a connection was emphasized by the inclusion of bikeway recommendations in the present 2007 Shady Grove Metro Sector Master Plan. These included several options for completing the connection, two of which would involve short segments from Crabbs Branch Way to Washington Grove.

The 2017 Shady Grove Sector Plan Monitoring Report reiterates this recommendation. The Advisory Committee for this Plan, of which I am a member, has provided written comments urging the Board to recognize and increase the priority for completing this recommendation.

As for Washington Grove, our present Master Plan includes as Section 3.4:

> Walkway/Bicycle Connection
> The Shady Grove Sector Plan calls for a shared use walkway/bikeway path connection between Amity Drive and the Town. Such a path will provide Town residents with improved walking and biking options for access to the Shady Grove Metro Station and nearby services.
>
> > Recommendation: Support bike/pedestrian access from Washington Grove to the Shady Grove Metro Station. The Town should define the optimal location and coordinate with the County for a shared-use path in keeping with the history and

character of the Town.

In pursuit of this goal, the Planning Commission of Washington Grove has recently requested in a letter that the County (DOT I believe) perform a detailed study of the best route for a paved trail from the Town to the Shady Grove Metro Station as preparation to building such a trail.

This Bikeways Master Plan recognizes two Bikeway segments originally proposed in the Shady Grove Master Plan. They are listed on p261 with Tier 3 priority in the Derwood Policy area of the Draft (named as the Piedmont Crossing LP Trail). *Tier 3 priority quite simply fails to recognize the importance of completing a safe a direct Bikeway and multi-use route - to the County, to Washington Grove, and also to the City of Gaithersburg.*

To the County, because it will facilitate bike use to and from the Metro from the North, and also for recreational access of the 6000 residents planned in transit-oriented Metro development, which is in mid-development with 2000 residential units approved. And important because this segment improves and completes a critical piece for the connectivity within the County's Bikeway network.

To the Town of Washington Grove, to provide the long contemplated safe and direct access to the Metro, and to existing and planned retail businesses in the Metro area.

To the City of Gaithersburg bringing finally, a safe and direct connection to the Metro, which is a critical piece in linking the City's bikeways with the regional bikeways in this Plan.

The Town Council and Mayor of Washington Grove urge you to assign Tier 2 priority for segments in the Plan that would complete Bikeway access from the Shady Grove Metro north to Washington Grove and Gaithersburg

Thank you.

John G. Compton
Town Council
Washington Grove


THE BICYCLE MASTER PLAN
PROPOSED BICYCLE NETWORK
Washington Grove
Washington Grove LP
Piedmont Crossing LP
MARC Washington Grove
MD 355/Rockville Pike
Shady Grove Rd
Crabbs Branch

Testimony of Melanie White, Mayor, Village of Friendship Heights

County Bicycle Master Plan Public Hearing

January 25, 2018

Good evening, I am Melanie White, Mayor of the Village of Friendship Heights. I am testifying on behalf of the Friendship Heights Village Council, the elected governing body of the Village. Our community is an urban oasis of nearly 4,700 residents, all of whom live in high-rise buildings. While our population spans all age groups, according to the latest Census the Village houses the second largest concentration of people older than 65 in Montgomery County. Although we take pride in being a walkable community, the fact that we have a lot of elderly pedestrians creates constant safety challenges.

We have had several discussions about the draft Bicycle Master Plan during our monthly Village Council meetings, including a presentation from Project Manager David Anspacher last summer.

As a special tax district, the Village maintains control of the rights-of-way on our streets. We have several public safety concerns with regard to the bicycle plan recommendations:

- Separated bikeways are proposed for South Park Avenue and Friendship Boulevard, both roads within the Village's jurisdiction. With the proliferation of garbage trucks, delivery and other commercial vehicles occupying the curb lane on a daily basis to serve our high-rise buildings, and with the number of elderly pedestrians trying to cross our streets, separated bikeways would be unsafe and impractical.

- The proposed bikeway on Willard Avenue is problematic. While Willard is a County road, many of our residents live in high-rise buildings on the north side of Willard, with garage entrances and exits on the street. We had sent photos to Mr. Anspacher showing the frequent trucks and commercial vehicles on this side of Willard, which, combined with the steady flow of vehicular traffic, would make a bike lane particularly dangerous. It is not clear from the map if the bike lane would be on the north or south side of Willard, or on both sides.

- There is a proposed separated bikeway on Somerset Terrace connecting to Friendship Boulevard through a gated entrance, which we had objected to previously. Somerset Terrace is a private road under the control of the Somerset House Management Association. The intersection of Somerset Terrace and Friendship Boulevard has been closed to through traffic for many years under a longstanding agreement between the County, the Village and the Somerset House properties. Allowing bicycles through the closed intersection could provide a rationale for opening up the intersection to vehicular traffic in the future, thereby jeopardizing an arrangement that has worked very well in practice. I'd also note that all three Somerset House Condominium Associations are on record as opposing any bikeway through this gated entrance.

Thank you very much for your consideration of our position.

Comments from County Committees

PEDESTRIAN, BICYCLE AND TRAFFIC SAFETY ADVISORY COMMITTEE

January 30, 2018

For Consideration by the Montgomery County Planning Department:

The Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC) supports the Montgomery County Bicycle Master Plan, and commends the Montgomery County Planning Department for developing this ambitious and positive vision for Montgomery County bicycle facilities. We thank the Planning Department for including the PBTSAC in the discussions surrounding the plan, including representation to the Bicycle Master Plan Community Advisory Group.

The draft Bicycle Master Plan (BMP) represents a comprehensive and thorough effort, which provided ample opportunity for community input through creative online tools, community meetings and effective outreach and marketing materials.

In particular the PBTSAC appreciates the BMP's emphasis on making bicycle riding more accessible and safe for all county residents, by stressing the importance of a low-stress bicycle network and connectivity.

The plan includes great attention to detail, regarding both recommended actions and specific metrics, which provide accountability and offer a way to track results and measure success We hope the County will dedicate sufficient funds to fully implement the plan in an expedited fashion. We also hope that this plan is fully considered when the County engages in development decisions and alteration of existing roadways and other structures.

The PBTSAC offers a couple specific comments:

- In the "Defining the Vision" section, we note that some of the Objectives are (as of yet) undefined. We recommend further definition surrounding these objectives.

- In the "Achieving the Vision" section (on p. 37), the plan estimates that 7% of bicyclists are "strong and fearless," 5% are "enthused and confident", 51% are "interested but concerned" and 37% are "no way, no how". Based on a cursory review of the literature, we have found that the"strong and fearless" group seems to generally represent between 1-2% of bicyclists. This raises questions about the population that was used to derive the estimate cited in the plan. Did it include Strava users or members of bicyclist

advocacy groups and not the general population? We would urge that you check these percentages against other studies.

From a broader perspective, the PBTSAC agrees with the statement in the plan that "the plan is a key element in Montgomery County's Vision Zero Action Plan to eliminate traffic-related facilities and serious injuries by 2030." The Montgomery County Bicycle Master Plan can serve as a critical tool in support of the County's new Two-Year Vision Zero Plan, as well as the Ten-Year Vision Zero Plan which will soon be developed. The PBTSAC hopes to continue dialogue with the Planning Department and contributors to the BMP, to ensure that this work is leveraged and integrated as stakeholders consider how we can achieve the goal of zero fatalities.

The Two-Year Vision Zero Plan calls for the development of a Pedestrian Master Plan. We look forward to a similarly careful, thorough and dedicated effort to develop a Pedestrian Master Plan that similarly focuses on improved pedestrian access, connectivity, and safety. We also hope that the Planning Department can leverage best practices learned while developing the BMP.

We look forward to providing the Montgomery County Planning Department with an opportunity to brief the PBTSAC about the BMP, and to engage in further dialogue surrounding the BMP and other ongoing planning efforts.

Very sincerely,

Kristy Daphnis
Chair
Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee

RUSTIC ROADS ADVISORY COMMITTEE

January 24, 2018

Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Public Hearing comments on the Bicycle Master Plan
Sidepath recommendation, Batchellors Forest Road, rustic

Dear Chairman Anderson and Planning Board Commissioners,

The Rustic Roads Program was created in 1993 "to preserve as rustic roads those historic and scenic roadways that reflect the agricultural character and rural origins of the County." Our committee is tasked with overseeing these roads, including reviewing and commenting on master plans, policies and programs that may affect the roads. There are currently 98 rustic and exceptional rustic roads in Montgomery County.

The Bicycle Master Plan Public Hearing Draft identifies **Batchellors Forest Road**, **a rustic road**, as having a **"very low" traffic stress level** for both existing and proposed conditions, and **proposes to add a separated bikeway, a sidepath,** between Trotters Glen and Farquhar Middle School.

This is not a new proposal. In 2015, after many hours, meetings, site visits, and an MCDOT study, our committee recommended that a natural surface trail be installed in this location. Since this proposal is being brought up again as part of the Bicycle Master Plan, some background may be useful.

- In 2005, with the adoption of the Olney Master Plan, Batchellors Forest Road was added to the Rustic Roads Program at the request of the residents who sought to retain the character of this historic and scenic road.
- All rustic roads must meet certain criteria in order for them to be designated. Among other requirements, they must be found to be safe, narrow, low volume roads located in areas where the land use goals and zoning are compatible with a rural/rustic character.
- Sidewalks do not exist on this road today because the zoning does not generally support the county's standards for their installation (this is true for almost all locations with rustic roads).
- MCDOT examined the area and brought their findings to our committee. Locating a paved path in this location will require the loss of many large trees along the road, adding retaining walls, moving utilities, installing a mid-block crossing and acquiring right-of-way. If the cost for using and maintaining pervious pavement is not within the project's budget, stormwater management facilities would also be anticipated.
- We were not provided engineering drawings that would allow us to fully understand the impact to the rustic road, but the impacts that have been described by MCDOT appear to be significant. The impacts of a paved trail in this location might endanger the road's continued inclusion in the Rustic Roads Program.

255 Rockville Pike, 2nd Floor • Rockville, Maryland 20850-4166 • 240/777-6300, 240/777-6256 TTY

Our committee strongly supports safety on the rustic roads, including the ability of children to walk to school. Along Batchellors Forest Road to the north of Farquhar Middle School, we supported a natural surface trail within the right-of-way, connecting the new homes to the park and school, which your predecessors and MCDOT approved as part of a site plan. During site visits arranged by the community to this location south of the school, we were advised that a natural surface trail would be a viable alternative to a paved path, and would eliminate tree removal, utility relocations, and the need for retaining walls and stormwater facilities.

After receiving extensive input and long deliberation, our committee agreed that a paved sidepath could have negative impacts to the character of Batchellors Forest Road, a rustic road, which a natural surface trail would not. Therefore, **we recommend that a natural surface trail be provided in the location shown in the Draft Bicycle Master Plan**, rather than the sidepath currently shown, for the Farquhar Middle School students to allow safe walking and biking to school.

Thank you for providing our committee the opportunity to comment on the Bicycle Master Plan Public Hearing Draft. If you have any questions, you may reach our committee through our staff coordinator, Michael Knapp, at Michael.Knapp@montgomerycountymd.gov or 240-777-6335.

Respectfully,
Rustic Roads Advisory Committee

Robert J. Tworkowski, Chair

Committee Members:Todd Greenstone, Thomas Hartsock, Christopher Marston, Sarah Navid, Jane Thompson, Laura Van Etten

Cc: Isiah Leggett, County Executive
Council President Hans Riemer
Council Vice President Nancy Navarro
Councilmember Roger Berliner
Councilmember Marc Elrich
Councilmember Nancy Floreen
Councilmember Tom Hucker
Councilmember Sidney Katz
Councilmember Leventhal
Councilmember Craig Rice
Al Roshdieh, Director, MCDOT
Glenn Orlin, Deputy Council Administrator
David Anspacher, M-NCPPC project manager
Leslie Saville, M-NCPPC representative, RRAC

SHADY GROVE
ADVISORY COMMITTEE

Pam Lindstrom (Chair), 421 Gaither Street, Gaithersburg, MD 20877, Pamela.lindstrom@gmail.com

January 29, 2018

To: Montgomery County Planning Board

Subject: Draft Bikeways Master Plan (BMP)

Bikeway and trail recommendations in the Shady Grove Sector Plan (SGSP) must be completed to achieve the sector plan's goals of:

- connecting the high density residential/office development around the Metro station to the wider network of bikeways, and
- enabling residents of surrounding communities to travel to Metro without bringing a car.

One relatively short bikeway segment is missing to create safe and direct access between the Metro Station area and the network to the north via Crabbs Branch Way, which includes connections to the Town of Washington Grove, central Gaithersburg and the trail and bikeway systems beyond.

We urge the Planning Board to increase the priority for constructing this segment to Tier1 in the BMP.

The *2006 Shady Grove Sector Plan* lists 7 objectives for improvements in the Shady Grove Technology Corridor (p. 69), one of which is: "Improve pedestrian and bicycle access to Metro and between the communities bordering the corridor." The SGSP goes on to make this specific recommendation (p. 96): "Extend the bike route along Crabbs Branch Way through the proposed development at Casey at Mill Creek to connect with Washington Grove's bikeway system (see Proposed Bikeways)." Possibilities for this connection are listed in the Bikeway Network proposed (p. 76): that "a Shared Use Path Class I provide connection to the Town of Washington Grove via a proposed park trail on Casey at Mill Creek property."

The draft Bikeways Master Plan recognizes two Bikeway segments to accomplish this recommendation in the SGSP. They are listed on p. 261 in the Derwood Policy area of the Draft BMP, as the Piedmont Crossing LP Trail. with Tier 3 priority. *Tier 3 priority quite simply fails to recognize the importance of completing this safe, direct Bikeway (and multi-use route) to the County, to Washington Grove, and to the City of Gaithersburg.*

We look forward to seeing this bikeway not just planned, but built and in use!

Sincerely,

Pamela Lindstrom, Chair

Comments from Organizations

American Heart Association | American Stroke Association

life is why™

Testimony of the American Heart Association
Gerod Blue, Director of Government Relations
Montgomery County Bicycle Master Plan
Montgomery County Planning Board
January 25, 2018

Chairman Anderson and commissioners of the Montgomery County Planning Board, the American Heart Association appreciates the opportunity to present our comments in support of and to strengthen the proposed Montgomery County Bicycle Master Plan. My name is Gerod Blue, Government Relations Director at the American Heart Association.

The American Heart Association's mission is to build healthier lives free of cardiovascular disease and stroke. As you know, community design is an important factor in residents' ability to be physically active, achieve a healthy weight, and reduce their risk for heart disease. We applaud the Commission for actively engaging all members of the community in the planning process and seeking input from a broad array of voices. This is yet another example of the County's longstanding national leadership in public health promotion.

The American Heart Association supports the Plan's goals of:

- Recommending an extensive network of low-stress bikeways to promote safety
- Increasing bicycling rates in Montgomery County, which will promote public health
- Improving the safety of bicycling
- Creating a strategic outreach program to engage the community

The Plan's objectives are critical in a sprawling region where residents, regardless of geography or income, may require bicycling for both recreation and transportation. The Bicycle Master Plan must ensure that all residents, regardless of where they live can safely bike in their communities and increase their transportation options. Integrating health considerations within community design and planning will help foster more active and accessible communities for all residents of the county. Montgomery County has been a national leader in innovative public health promotion for decades, and this is another opportunity to do so.

The American Heart Association is pleased that the Plan includes a key goal of providing equal access to low-stress bicycling for all members of the community. AHA recommends inserting language throughout the Plan that ensures all projects will accommodate and prioritize low- and moderate-income residents and communities. This is essential for both the health and transportation needs of thousands of our neighbors. These new bikeways and trails will connect residential communities to places that

residents both want to and need to go in the County, including transit stations, employment centers, health care, and other destinations.

Beyond creating a safe, accessible bicycling infrastructure for all, the Master Bicycle Plan is a critical step in moving the needle on creating a healthier county and decreasing health disparities. The County has long been a national leader in promoting health for all, but more can be done:

- Over 1,200 Montgomery County residents died from heart disease in 2016[i]
- Almost 300 residents died from stroke in 2016[i]
- 53% of adults in Montgomery County are overweight or obese[ii]
- 20% of teens in Montgomery County are overweight or obese [ii]
    - 30% of Latino teens and 26% of African American teens are overweight or obese, compared to only 12% of white teens
- 47% of adults and 17% of teens do not regularly engage in Physical Activity [ii]

These stark disparities reinforce the American Heart Association's emphasis on addressing the social determinants of health as key priority for building healthier communities. Prioritizing projects in low and moderate-income communities, connecting those residents to necessary services, and doing so in a safe, healthy way, should be an essential component of the final Plan. The draft Plan stresses the importance of creating low-stress bikeways to connect residential communities to other places in Montgomery County. It should be made clear that this essential aspect of the Plan will also provide options for more residents to gain access to healthier food options and places to be physically active.

The Bicycle Master Plan is strategic and should stress how this Plan will continue the County's efforts of building healthier lives while creating a more equitable system that can accessed and enjoyed by all residents, regardless of their geography or financial circumstances. We hope that low- and moderate-income communities will be prioritized throughout implementation to ensure greater health equity and safe access to all places in the County. We also strongly encourage the County Council to adequately fund the recommended projects so that all residents of our County can safely bike and walk for both transportation and to take steps to improve their heart health.

The American Health Association thanks you for the opportunity to comment on the plan. If you should have any questions, please contact me at gerod.blue@heart.org or 703-248-1724.

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[i] https://health.maryland.gov/vsa/Documents/2016_Annual_Report.pdf

[ii] http://www.healthymontgomery.org/index.php?module=Indicators&controller=index&action=view&indicatorId=56&localeId=1259

Email

Bike Master Plan

Email

From karroper@aol.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bike Master Plan

Date Sent **Date Received** 1/27/2018 3:44 PM

Testimony from Fenton Village, Inc. to be included in the record open until February 1, 2018

January 25, 2018 - Item #9 Bicycle Master Plan

Dear Chair Anderson and Commisioners:

Fenton Village, Inc. is objecting to the proposed dedicated bike lane on Fenton South of Wayne. The community and the businesses have been advocating for removing the bumpouts on Fenton in order to return the lane that was rmoved from Fenton Street which was used for deliveries to the businesses, buses and bikes.

Currently, there is NO space for delivery trucks on Fenton, so these trucks are using the side streets and attempting to turn onto Grove Street instead of backing onto Fenton - a challenging proposition, esp for large tractor trailers which service the restaurants on Fenton Street. These large trucks are prohibited from using Grove Street because they are too large to make the 90 degree turns on and off of Grove. Their attempts to use Grove are resulting in sewsawing back and forth, hitting vehicles and knocking down fences on Grove.

The buses are equally challenged by the bumpouts. If they pull entirely into the right lane, they cannot pull out easily because the bumpouts are blocking their forward movement. So, the buses partially stick out into the only through lane on Fenton Street blocking the street to through traffic.

The proposal to remove the current parking lane for a dedicated bike lane will do more than eliminate much needed short term parking for our businesses. It will eliminate any solution to the delivery trucks needed by the businesses and continue the practice of buses blocking the one through lane of Fenton Street. Without deliveries, businesses cannot function.

While we understand and support initiatives to encourage alternative transportation, such as bikes, there are places in older urban areas, where there just isn't enough right of way to allow for a dedicated lane for bikes only. Approaching the issues as a simple exchange - parking for a bike lane - misses the impact and purpose of the urban area, which mixes businesses, housing, pedestrians, as well as bikes,buses delivery trucks and other vehicles.

We have been waiting for the results of a study of Fenton Street which was conducted last year by DOT which will analyze these competing issue. According to Matt Johnson the results are not yet available. It is premature of the Planning Board to include this part of the route in the Master Plan before DOT has decided if it is even feasible to dedicate an entire lane to bikes in such a confined space with competing needs.

We urge the Board to remove Fenton Street south of Wayne from the Bike Master Plan and allow DOT to find a solution for deliveries, buses, parking, pedestrians and bikes.

Sincerely
Karen Roper
Director of Development
Fenton Village, Inc.

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Bike Master Plan

Email

From karroper@aol.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bike Master Plan

Date Sent **Date Received** 1/31/2018 3:22 PM

Addition to Fenton Village, Inc. Testimony

Bike Master Plan Item #8 January 25, 2018

Attached are pictures of pages 203 & 204 of the book Walkable Cities by Jeff Speck.

It explains, why it is NOT desirable to have a dedicated bike lane on a Main retail street, like Fenton between Wayne and Sligo Ave. Putting a through bike (movement) between the stores and the cars discourages customers. He recommends that bikes and cars mix to keep the desired interaction of customers and stores in this kind of environment where the traffic is 30 mph or less.

Please consider this part of our testimony objecting to the dedicated bike lane on Fenton between Wayne Ave and Sligo Ave.

Thank you
Karen Roper
Fenton Village, Inc.

Attachments

File Name	File Size (Bytes)
WalkableCities 2JeffSpeckp.204.jpg	2,636,142
walkablecities.jpg	1,636,356

1 - 2 of 2 (0 selected) Page 1

D.C. planning czar Harriet Tregoning, a master communicator, shrewdly refers to streets with this much pavement as having "extra lanes."

The final question to ask is whether a bike lane is in keeping with the nature of the street. While carving bike lanes out of existing retail Main Streets can sometimes make sense, they should not be allowed to replace curbside parking, nor can they be allowed to create an impediment between cars and shops. For this reason, separated paths rarely belong in a retail environment. All those stripes and posts may send a message of sustainable transportation, but it is still a message of motion, not of the stasis appropriate to a Main Street. The design objective for this type of street should be to create an environment of such

Greater Colesville Citizens Association
PO Box 4087
Colesville, MD 20914
January 25, 2017

Montgomery County Planning Board
Attn: Casey Anderson, Chair
8787 Georgia Ave
Silver Spring MD 20910

December 2017 Draft Bicycle Master Plan

Dear Chairman Anderson:

The Greater Colesville Citizens Association supports improved mobility for all modes of travel: roads, pedestrian, transit and bicycles. We agree with the four goals identified on page 19 of the draft Bicycle Master Plan (BMP), but the objectives are just targets without any rationale for why they might be achievable. We think many of the objectives are just pipe dreams. The objectives need to state what actions are going to be taken toward achieving them. For example, does anyone think that 5% of the students are going to bike to school? The school boundaries are far too large and choice programs would preclude that from happening.

The draft plan gives priority to bicycles over all other modes and actually degrades roads and transit, the two modes that provide mobility for most people. There are so many issues with the proposed plan, it is hard to know where to begin. Let's start with the criteria found in the Montgomery County Road Design and Construction Code, in Section 49-25, which we think also applies to bikes. That code says that each facility must maximize the choice, safety, convenience, and mobility of all users. It also says that the design and construction must respect and maintain the particular character of the community where located and minimize stormwater runoff and otherwise preserve the natural environment. Section 49-29 states that bikeways and walkways need not be constructed if they would reduce public safety, not be feasible, or the cost would be disproportionate to their proposed use. The proposed bike plan destroys the character of many communities, substantially increases safety issues related to vehicles, and is very costly for the benefit only a few bikers. In addition, the changes would substantially increase the amount of stormwater runoff, which is already a problem in many areas, and undermines the natural environment by rebuilding bridges that have not been allowed for at least three decades due to environmental considerations. The two overarching problems with the plan is the proposal to build 15-21 feet wide bike lanes by taking existing travel lanes from vehicles and taking people's properties. The result will be vehicle gridlock and substantial reduction in the quality of life. We note that the 2005 BMP prohibits such actions.

The problems with the plan are so widespread that it would take an extensive amount of effort to identify them all. We will however, identify the problem categories and give a few examples of where they occur, focusing on Eastern Montgomery County.

1. **Excessive Cost**. It will cost many billions to build all the proposed bikeways. The improvements identified on pages 74 and 75 for the Breezeway network call for the replacement or at least expansion of many bridges. Each bridge will cost multiple millions. The figure on page 23 indicates that about 0.5% of the residents use bikes to commute to work. It doesn't identify numbers by area

of the county but it is safe to assume that nearly all of these are in urban areas. That suggests it is cost prohibitive in rural and suburban areas because there would be so few people biking to work.

Let's provide several cost examples. First, the replacement bridge for Old Columbia Pike is slated to cost $12 million for two lanes. Adding a 21 foot wide bikeway would likely double the cost, compared to just building a 22 foot wide road. Second, the four grade-separated interchanges on US29 cost an average of around $100M each. Most proposed bikeways are sidepaths which require a 10 foot wide pavement (16 feet for breezeways) and another five foot buffer. DOT estimated the construction cost of a sidepath is $350 per linear foot (ie $1.9M per mile), not including design, right-of-way, and utility costs. Even if the county didn't need to purchase much of the land, which it does, the county would need to move many utility poles. For years, DOT has provided a rule-of-thumb cost to move each pole at $100K. Third, the White Oak Local Area Transportation Improvement Program (LATIP) includes $38.2M to build eight bike sidepaths. The distances of these sidepaths are short:

- Industrial Parkway is 0.4 miles from US29 to where it currently stops at Site II: $8.4M
- Tech Road is 0.4 miles from US29 to Industrial Parkway: $2.7M
- New Hampshire Ave is 1.0 miles from Lockwood Rd to the beltway: $6.6M
- Powder Mill Rd is 0.7 miles from New Hampshire Ave to the county line: $3.4M
- US29 is 0.3 miles from Lockwood to Northwest Branch: $2.2M

The above sample of short bikeways suggests that the cost is very high. If the breezeway network, as the most expensive proposal, were eliminated, the cost would still be very high. Recent county budgets allocate less than $1M per year to bikeways. As observed the last time the council increased the tax rate, the citizens would surely oppose a tax rate increase for almost any reason and thus getting a significant budget allocation for bikeways is highly unlikely.

The plan suggests that developers will pay the bulk of the cost. That statement ignores that fact that the county is largely built out and therefore no development will occur along a large percentage of the proposed bikeways. This is especially true where residential property exists, which is the case outside the urban areas. Also, adding more cost onto the development will just force more developers to develop outside the county, thus impacting economic development and eroding the tax base. The recently approved Subdivision Staging Policy places a major cost penalty for any development outside of CBD and Metro Station Policy Areas (red policy areas), so getting bikeways elsewhere will be problematic.

2. No Space without removing lanes or taking land/properties. For many of the sidepaths, the necessary 15 feet (21 for breezeways) does not exist. Several examples:

a. <u>US29 between Lorain Ave and Northwest Branch</u>. The BMP proposes a sidepath on the east side. One side of US29 has a deep drainage area and the other side has a high and steep hill. It was very costly not too many years ago to build a high retaining wall to be able to install a sidewalk. To build the proposed bikeways would require substantial cutting back the bank and building a retaining wall.

b. <u>US29 through the Burnt Mills</u>. The BMP calls for sidepaths on both sides (42 feet or almost four road lanes). This would impact the proposed BRT station there. The west side has a high retaining wall in front of the office buildings. The existing sidewalk takes up all available space

by the gas station, 29 Mart and auto body shop. (Actually there is not enough room for a four-foot sidewalk by the auto body shop.)

c. New Hampshire Ave between Lockwood Dr to beltway. The BMP proposes a sidepath on each side from Lockwood Dr to Northwest Dr/Michelson Rd. This would require the taking of gas stations on each side, the McDonalds and part of the parking in the retail center on the west side. From Northwest Dr to Ruppert Rd, it would require the taking of the frontage road; a better solution would be to just have bikes use that road. From Ruppert Rd to Overlook Dr, it would impact the use of the fire station, require the taking of the Hillandale Park Office Building, and would require the taking of property from many residences. From Overlook Dr to Powder Mill, there is no space for bike lanes on either side since the sidewalk and retail parking take all the space. It would impact BRT platforms in Hillandale. The bridge under the beltway would need to be widened to accommodate 15 feet for a sidepath; today there is a narrow sidewalk. Utility poles would need to be relocated for much of this distance.

d. Colesville Commercial Area. The BMP proposes a sidepath on New Hampshire Ave, Wolf Dr, and Randolph Rd. Most of the commercial buildings are too close to the road without taking either the building or enough parking that the business is not viable. On E Randolph Road between New Hampshire and Fairland Rd, the BMP indicates a side path exists. A sidewalk and a grass buffer do exist but its width is much less the 15 feet. We agree that it satisfies the little walking or biking demand in that area. We think that existing sidewalks in many places are adequate to meet demand and should continue to be used without modification. Colesville should also be deleted as a Bike Priority Area for these reasons.

e. E. Randolph Road from Paint Branch to Fairland Road. When this road was widened some three decades ago to five lanes, great pains were taken to be able to acquire enough land to add two thru-lanes, a center left-turn lane and four foot sidewalks. As a result, there is no space over much of this road section for a 21 foot sidepath as proposed in the BMP. This limitation is probably the reason why a bikeway was not included in the 2005 BMP for this segment.

3. **Neighborhood Greenways.** A greenway is proposed in Colesville along Kara Lane, Autumn Dr, and Eldrid Dr. The plan is not clear what action is proposed but it appears that the intent is to close the road to vehicles except for those who live there. That action would severely impact the neighborhood since Autumn Dr and Kara Lane are the only safe exit onto New Hampshire Ave southbound. It also provides access to the post office, bank and drug store on Wolf Dr. A sidepath is proposed on Wolf Dr, but it would require taking at least the bank drive-thru. These are residential roads and adult bikers can safely ride them without taking any action. Children would continue to use existing sidewalks.

4. **Not consistent with Council decisions.** The White Oak Local Area Transportation Improvement Plan (LATIP) includes eight bikeways. The Council decided that because of cost shared-use paths (essentially a sidepath) would be used rather than separated bike lanes, which operate in the road. The only exception is when the separated bike lane can be built more cost effectively. The BMP is recommending what the council decided against in a number of spots, including Industrial Parkway, Tech Road, Broadbirch Rd, Plum Orchard Rd, and Cherry Hill Rd.

5. **Bikeway Already Exists.** The BMP proposes adding a bikeway on roads where one already exists. Accordingly, the plan needs to be corrected.

a. Cherry Hill Rd**.** The BMP calls for a separated bike path on south side of Cherry Hill Rd from Grace Field (western entrance) to the county line. A sidepath already exists on the north side. The WOSG MP identified it as existing and the BMP recommendation is contrary to the council LATIP decision.
b. Broadbirch Dr. The BMP indicates a separated bikeway doesn't exist on Broadbirch Dr, but it already exists.
c. Gracefield Rd between Plum Orchard Rd and Calverton Blvd. The BMP indicates that a sidepath does not exist on the west side but it does exist. In addition, this road is so lightly used, that bikers could just use the road.
d. Calverton Blvd. The BMP proposes a sidepath on the south side but separated bike lanes already exist on both sides.
e. Briggs Chaney Rd**.** The BMP proposes a sidepath on both sides from Old Columbia Pike to the county Line. It indicates the south path exists from US29 to the ICC. There is not enough demand to justify a sidepath on the north side, and therefore the sidewalk that already exists could be used. The nature of the development changes south of the ICC to single family lots. In that section a wide shoulder exists and that should be used by the rare biker who might use it.
f. Greencastle Rd**.** The BMP proposes a sidepath on the west side and conventional bike lanes as well from US29 in an easterly direction for the length of five houses. A sidepath already exists on the west (south) side. On the west side of US29, it proposes the same configuration. A sidepath exists along part of this and a wide shoulder exists on the south side along the remainder that road; it should be marked as a bike lane.
g. Old Columbia Pike. The BMP proposes a sidepath on the west side and stripped bikeway from Tolson Pl to Tech Rd. A sidewalk exists the entire length on one side or the other and often on both sides. A stripped bikeway already exists for this road on both sides except for a few small areas near major intersections.

6. **Bikeway Not Needed or Justified**. A sidepath is proposed on Cannon Road on the south side. There is no need for this since sidewalks exist on both sides and children use them to bike and many people use them for walking. The few children who bike to school use the sidewalks. Older teens and adults just ride on the road. Cannon Road doesn't satisfy five of the typical applications for a sidepath: it is 2 lanes, not 3+ lanes; it has a posted speed limit of 25mph, not 30+ mph; parking turnover is not frequent; it is not a truck route; and the average daily traffic volume does not exceed 6000. It is a route for school buses to reach Cannon Road Elementary School and Ride On bus (only during rush periods.) Installing the sidepath would mean removal of an entire row of trees and increase stormwater runoff.

7. **Colesville Bicycle Pedestrian Priority Areas (BPPA)**. We noticed that the Colesville commercial area is included as a BPPA. We were surprised by that classification and recommend it be deleted. The other BPPAs are larger and much more active with retail, business and typically have high density residential development. Colesville is primarily a retail area that serves local needs and doesn't have the size or range of uses to be a viable BPPA. It Is not even included in Appendix B. It consists of two short segments on New Hampshire Ave and Randolph Road. It covers several hundred feet along Wolf Dr on either side of New Hampshire Ave. As indicated in paragraph 2d above, there is no space to include bike lanes in this area without severely impacting traffic, the existing businesses and the community as a whole.

Alternative more cost-effective approach. A better approach to providing bikeways is to not attempt to provide dedicated bikeways along major roads like US29, New Hampshire Ave and Randolph Road, since there will be limited ability to widen them. The bikeways should be placed in urban areas along arterial and business streets. Bikes should use BRT vehicles along major roads; BRT vehicles are being designed to carry bikes.

A master plan provides a commitment from the county to the public about what will be provided. Since many proposals in the BMP are so obviously not achievable, we recommend the plan be rejected back to staff to substantially revise. The Breezeway network should be eliminated. The plan should propose bikeways in urban areas. Widening of major roads should not be proposed, but instead the BRT network and sidewalks should be assumed to interconnect urban areas. The existing urban road code criteria must remain and apply to bikeways.

Sincerely

Daniel L. Wilhelm
GCCA President

Email

Bicycle Master Plan Co...

Email

From gchlewicki@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bicycle Master Plan Comments

Date Sent **Date Received** 1/26/2018 1:32 PM

I am writing on behalf of the Kemp Mill Civic Association as the transportation committee chair. I would like to invited M-NCPPC to meet with our community to discuss the Bicycle Master Plan in a little more detail as it relates to issues in our community.

As you might be aware, our community in Kemp Mill has a vibrant bicycling population. We are surrounded by three parks (Sligo Creek, Wheaton Regional, and Northwest Branch) that make recreational cycling very popular. We also have a lot of community members that cycle to work. This includes short distances to places such as Wheaton, White Oak, and Glenmont as well as longer distances such as Bethesda, Rockville, Silver Spring, and DC. I was even told that one person used to cycle into Virginia for work from Kemp Mill.

So I think in general, our community will be pretty excited about this ambitious master plan and will have lots of input. But I also think there will be many questions.

Some questions could include:

1) Has there been coordination with adjacent municipalities? In particular with DC and Prince George's County. Our community would have particular interest in bicycle commuting options to downtown DC and College Park.

2) The master plan sets a goal of eliminating serious injuries and fatalities to cyclists. While this is obviously a worthwhile goal, the way this is applied can have significant tradeoff for operations of all modes (bike, ped, transit, vehicle) and safety for other modes. So how does this goal for safety specifically to cyclists balance with operations and safety of other modes?

3) Level of stress is not clearly defined in the document. Can you please define this a little better? And perhaps can you also differentiate if the scale of level of stress might be different in various contexts?

4) Level of stress does not always mean the safest design. For example, we are discovering in Florida that two-way separated cycle paths are creating a lot of cycling crashes at driveways and intersections because drivers are not anticipating the cyclists from the opposite direction of vehicular traffic. A second example is within residential streets where many cyclists ride on the sidewalk instead of the street because it feels safer, but it is less safe when crossing driveways from either direction because the cyclists aren't anticipated. So how is level of stress being balanced with level of safety?

5) It is exciting to see proposed bicycle breezeways along the major arterials surrounding Kemp Mill such as University, Veirs Mill, Randolph, and Georgia. But there may be some concerns regarding the details as each of these arterials are in constrained locations. Could we see more details of what is being envisioned along these specific arterials.

6) The proposed master planned bicycle network surrounding Kemp Mill is very sparse compared to the rest of the county even though we have high volumes of cycling. The bike route connecting Sligo Creek to Wheaton Regional is missing. The

trails within Wheaton Regional are also missing. Would M-NCPPC consider new bicycle links to connect Kemp Mill better? Some examples might be having a bike facility along Lamberton to connect Sligo Creek to Northwest Branch with a connection to White Oak and extending a bike trail at the northern end of Kemp Mill Road to the ICC Trail. There may also be opportunities for internal links within Kemp Mill that we would possibly like for consideration.

7) There is some concern in making the 'protected intersection" the preferred treatment for all intersections. In an urban environment, protected intersections are generally, but not always great. In a suburban environment, there are potentially more operational and safety tradeoffs with other modes that may not make the protected intersection as ideal. In a rural environment, a protected intersection may rarely make sense. I think it is very appropriate to have every intersection consider using the protected intersection, or elements of it, for the chosen intersection design (in the spirit of an Intersection Control Evaluation, ICE, process that FHWA is promoting). But every intersection type should be evaluated on the location's context. Would you be willing to discuss this?

8) Another huge element that is not addressed in the master plan is with maintenance. For example, the county offered separate bike lanes along part of Kemp Mill Road recently and the community rejected it, because there was fear that the separated bike lanes wouldn't be maintained. What is the strategy for the county to maintain these upgraded bicycle facilities? How quickly will they be cleared when there is snow? Will these facilities be pretreated for ice? Will they be cleared when garbage and leaves enter the facility? How will this be funded?

9) The master plan appears to be completing a bicycle network based mainly on the existing road network and a few trails. But it doesn't provide enough opportunities for bicyclists to get a short cut that vehicles can't get (by cutting through parks for example). It also requires riding on many different classifications of bikeways for most origin-destination trips. Are there ways to have more O-D trips that use mainly trails and breezeways?

10) Would you consider bicycle parking facilities and possibly bicycle ridesharing facilities within Kemp Mill?

Thank you for reading these questions. We hope we can meet with you in person at a community meeting that we can arrange. Please let us know if you are interested and if so what dates and times might work for you.

Thanks in advance,

Gil Chlewicki, PE
Kemp Mill Civic Association Transportation Chair
Transportation Research Board Intersection Joint Subcommittee Co-Chair
301.395.9971
www.ats-american.com

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
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COMMENTS ON THE PUBLIC HEARING DRAFT OF THE BICYCLE MASTER PLAN

Jack Cochrane
Chair, Montgomery Bicycle Advocates (MoBike)
Feb. 1, 2018

GENERAL RECOMMENDATIONS

The new Bicycle Master Plan is a bold and ambitious template for a comprehensive network of high quality bikeways that will allow cyclists to reach every corner in the county. The plan provides more facilities for an under-served group – the so-called interested but concerned cyclists – in the form of low-stress facilities where cyclists are more separated from car traffic. The plan takes a scientific approach to bikeway evaluation and demand analysis, and emphasizes level of stress as a fundamental metric. The plan reflects the immense talents and energy of the planning staff involved.

Here I offer a more tempered and nuanced critique of the plan than I was able to do in verbal testimony before the Planning Board on January 25th – testimony that may have come across as too critical. I don't seek to undermine the plan's vision but rather to augment it by retaining some additional facilities tailored to faster, more confident cyclists. I'm gratified that planning staff has already incorporated several of my suggested changes into the plan.

I am recommending fairly specific changes and additions to the plan text for your convenience, rather than making broad suggestions. But I'll summarize first.

First, I would like to see additional acknowledgement in the document that the needs of fast and confident cyclists are important, and that facilities traditionally provided for them (like conventional bike lanes and shoulders) have value. Such a message is important for planners, engineers and the public to hear. It's more than just lip service. Rhetorical support for these facilities in the plan could result in better local plans and better-informed design decisions moving forward, as well as avoid the needless, sometimes accidental, loss of street elements like shoulders during roadway upgrades by uninformed engineers. The plan indeed calls for some conventional bike lanes and shoulders intended to serve these types of riders, but the plan offers little philosophical support for these facilities.

Second, I would like to see a modest number of additional routes explicitly planned to have a combination of on-road and separated facilities, a.k.a. dual bikeways. Some roads in the plan have already been reclassified based on my comments, which I appreciate. In the spirit of moderation I've asked for very few new striped bikeways or shoulders, instead asking more for the retention or completion of bike lanes and shoulders that are already built, still leaving the vast majority of miles in the plan as separated or low-stress bikeways.

I appreciate that establishing a revolutionary new dogma may require glossing over some tangential, albeit worthy messages at the highest level. Therefore I applaud the vision statement and goals in the plan as written.

A paragraph like the following one expresses my concerns rather succinctly. It comes from Alta Planning & Design's blog article titled "Understanding the 'Four Types of Cyclists'" posted on Aug. 10, 2017 (http://tinyurl.com/ycta2tdo). Alta Planning & Design has impeccable credentials in the field of bicycle and pedestrian planning.

> "Bikeways are often considered safer if they involve little, if any, interaction between people bicycling and people driving or if greater degrees of physical separation are placed between a bikeway and a travel lane with heavy traffic volumes and/or high motor speeds. However, some experienced bicyclists may appreciate a more well-connected bikeway network that allows them to enter, exit, and re-enter the bikeway freely and can find separated bikeways to be slow and cumbersome to navigate. To address these trade-offs, we utilize a Bicycle Level of Traffic Stress (LTS) analysis, which relies on four generalized bicyclist typologies." [emphasis added]

Notably, this cites the "Four Types of Cyclists" paradigm to make a case for consideration of unseparated facilities, not against them.

I've described the weaknesses of separated bikeways so often that I'll just summarize them here. Shared use paths and/or protected bike lanes can: 1) be more cumbersome and slower than the roadway, 2) have more pedestrian conflicts, 3) be less safe at higher speeds, 4) make it harder to get around obstacles, and 4) ultimately still have stressful intersections.

I ask that language acknowledging the needs of confident cyclists be inserted into the plan's "Intro" section (p. 9). The Intro as written contains this eloquent statement:

> "On busy roads, bicyclists will have dedicated space separated from traffic. On residential streets, they will be able to comfortably share the road. Between activity centers, people will be able to travel comfortably and efficiently on a 'breezeway network,' where faster moving bicyclists are able to travel with fewer delays, and where all users – including slower moving bicyclists and pedestrians – can safely and comfortably coexist."

I urge the addition of this line to follow those words:

> "…The network will be augmented by unseparated bikeways that allow particularly efficient travel by confident cyclists, for both transportation and recreation."

You can change "network" to "facilities", or change "unseparated" to "less separated", or remove the clause about transportation and recreation, to suit your tastes.

I'm all for the breezeway network. It's an innovative approach, establishing a coherent, organized system of quality routes, and it will encourage designers to follow better standards. Unfortunately the breezeway network isn't quite as efficient as it needs to be to fulfill its goal of speedy travel, given practical considerations. Off-road portions will also be a fundamentally different experience for road riders averse to riding on sidepaths, if preferences matter at all. The county's popular tradition of road cycling would falter without an adequate number of on-road routes, and not just in rural areas. The plan calls bicycling "an amenity for achieving a higher quality of life", so the plan's goals aren't purely utilitarian. Preferences matter. But even judged on utilitarian grounds, fast unseparated bike facilities like striped bike lanes and shoulders are superior for many riders.

In any case, it's good to tout the breezeway concept even if it's not entirely feasible, provided we also have text in the plan that emphasizes the need for some additional, *even faster* on-road facilities – as I recommend in these comments.

The Four Types of Cyclists

The percentages for the "Four Types of Cyclists" typology on p. 37 come from a particular study which, while scientifically valuable, relies on a poll of the 50 largest metropolitan areas in the U.S. – a sample that may not be representative of progressive Montgomery County. Another study by one of the authors polled only the Portland, OR metropolitan area. It came up with numbers showing 9% rather than 5% of the general population in the "enthused and confident" group. Local attitudes make a difference, and I can personally attest that I feel more confident in Montgomery County than I did on similar streets in areas with less appreciation for bicycling in Pennsylvania and Florida. My point is that these numbers aren't the same everywhere, yet the plan cites the national numbers as definitive. The "enthused and "confident" number is even higher in some other locations according to polls cited by the Alta blog article.

Another point is that when you dive deeper into the poll numbers, you see that to be in the "enthused and confident" category, a respondent must be "very comfortable" on a road with 30-35 mph speeds and striped bike lanes. If you enlarge the category to include riders who are "somewhat comfortable" on such a facility, the "enthused and confident" number increases from 5% to 14% in the nationwide study. Meanwhile, over a third of the "interested but concerned" group says they would not feel comfortable at all in protected bike lanes, the very facility type we're building for them. Some in the "interested but concerned" group even say they'd be uncomfortable on quiet residential streets. Only a third of the "interested but concerned" group says they'd be "very comfortable" in protected bike lanes. By the time you parse the details, you end up with far fewer than 50% of the public likely to feel safe in protected bike lanes, at least initially. Some will become more comfortable as they ride more, but some riders will move up to the "enthused and confident" group as well. Respondents

were put into the "strong and fearless" group even if they said they're only "somewhat comfortable" on the fastest road they were asked about – a busy four-lane major road where speeds are 35-40 mph without bike lanes. Conceivably they would be uncomfortable on a faster road or one with only two lanes. They're not totally fearless, and may be more comfortable in bike lanes on the fastest streets.

If you eliminate the distinction between "very" and "somewhat", leaving just "comfortable" or "uncomfortable", you can end up with almost 20% of the public comfortable in conventional bike lanes on major streets and 25% comfortable in protected bike lanes – and that's excluding the "strong and fearless" riders. And that's in the national study. Yes, I can manipulate statistics too.

It's worth noting that 5% of Montgomery County still constitutes some 40,000 adults.

I am not arguing for fewer protected facilities. But the statistics as presented are slanted to imply that there aren't enough "enthused and confident " riders to matter. That's harmful, even it's done in service of a noble cause.

I would make these specific changes to the section on cyclist types:

- Use the Portland study's numbers, including 9% for "enthused and confident" in the graphic. Yes, it's just for one region, but it's Portland, and given the misleading effect of citing these percentages without underlying facts, this is only fair. In fact some studies put the figure at 10% or higher. As a bonus, the Portland study classifies more people as "interested but concerned" than the national study does – 56% rather than 51%.
- The plan states: *"Those [people] who tolerate a low level of traffic stress are comfortable on residential streets, trails and major highways/arterial roads with bikeways that are separated from traffic. These interested but concerned bicyclists account for about 51 percent of the population and include children."* This should be corrected, since as I said, people who tolerate these facility types comprise only a *subset* of the "interested but concerned" riders. Also, none of the categories include children, because the studies didn't poll them.
- Regarding "strong and fearless" riders, the plan says: *"Those who tolerate a high level of traffic stress are comfortable bicycling on most streets, including major highways."* Replace "major highways" with "major roadways" or something similar, because the public tends to think of high speed limited access highways when they hear the planning-speak term "major highway".

More on Trip and Cyclist Types

Page 38 iterates the types of trips supported by the low stress network, with one bullet per trip type. But the list is about low stress trips, which aren't likely to be on rural shoulders as

described (which typically aren't low stress), but rather on trails, minor streets, etc. So the mention of shoulders might be more appropriate outside the list.

In fact, just after this list would be a good place to start discussing the accommodations for confident riders. I recommend a few paragraphs like the following (if you don't mind me plagiarizing Alta). It can be reworded, but you get the idea…

> "Some confident cyclists prefer bike accommodations that support even faster, more efficient travel between destinations. They are willing to sacrifice some separation from traffic in order to maintain continuously higher speeds, avoid pedestrian conflicts, bypass obstacles, and maintain right-of-way at intersections. They may want to enter, exit, and re-enter the bikeway freely, and they can find separated bikeways cumbersome to navigate. Many separated bikeways may be inappropriate for the speeds they travel. Such riders often prefer accommodations that are moderate in stress but not high stress, including striped bike lanes, bikeable shoulders and non-residential shared roadways. In addition, many recreational riders prefer riding in such facilities, especially outside urban centers and in parks.
>
> "Therefore this plan provides the following guidance: *Where space is available and does not substantially detract from the default bikeway, bike lanes or bikeable shoulders can be added in addition to the default bikeway.* This may include on-street parallel parking areas as well.
>
> "Moreover, before taking away existing shoulders or parking lanes, road designers and future planners should be cognizant that cyclists often ride in these spaces, even if they are not specifically identified as bikeways in this plan.
>
> "In addition, this plan specifically recommends several roads as having two bike facility types – both a separated bikeway (like a path) and un-separated bikeway (like shoulders). These are typically roads that have existing shoulders or bike lanes frequently used by cyclists."

An excerpt of this text could be placed on p. 38 and then the entire text inserted later on, perhaps in the General Bikeway Applications section. The italicized quote is a repetition of the existing footnote in the General Bikeway Applications table, which would also remain.

Breezeway Network

The Breezeway Network introduction (p. 66) is just a tad too inclusive of "high speed" cyclists, stealing whatever thunder is left from unseparated bikeways. Even the Capital Crescent Trail has a 15 mph speed limit. Where it says "*prioritize higher speed bicycle travel between major activity centers*", change "higher speed" to "more rapid". The text says "*As a suburban jurisdiction with densifying but still widely spaced activity centers, Montgomery County is the*

perfect candidate for this network because it can enable people to travel quickly and efficiently between distant activity centers…" say instead "*As a suburban jurisdiction with densifying but still widely spaced activity centers, Montgomery County is the perfect candidate for this network, which supports efficient travel over long distances*".

That said, the breezeways are a great idea. They're an improvement over the "spine routes" concept. Here are some other changes to make in the breezeway section:

- I would move "grade separation" to the top of the list of crossing treatments – it's certainly the best.
- The ICC Breezeway could include Midcounty Highway and its unbuilt extensions north and south, linking the ICC to Clarksburg (as paths).
- The Montrose Parkway Breezeway could include the Matthew Henson Trail all the way to the ICC.
- It's unclear how Arcola Ave. fits into the Georgia Ave. South Breezeway.
- The PEPCO corridor from Cabin John Park to Germantown may not qualify as a breezeway, given its undulating grade and surrounding low density – though it will be an immensely popular recreation trail.
- The Germantown-Grosvenor breezeway should also not count on Tuckerman Lane as a connection.
- I've been involved extensively in analyzing ICC Trail options, and I can say that a dedicated grade-separated trail crossing of Rt. 29 at the ICC is absolutely not feasible. The master-planned alignment – which I believe still goes through Upper Paint Branch Park – would have to cross Rt. 29 via Fairland Rd or Briggs Chaney Rd. (Nees Lane to Briggs Chaney is by far the better option, assuming the trail runs through the park).

Bikeway Facility Classifications

In the section on bikeway facility classifications, I would make these changes:

- For "bikeable shoulders" (p. 56), remove the benefit that states "intended primarily for recreational bicyclists", which sounds more like a limitation than a benefit. Also, many shoulders (or parking lanes) are not in rural areas.
- For the different protected bike lanes varieties, two "considerations" that should be added in some form are:
    - Likelihood of pedestrian encroachment, in particular when the barrier is parked cars or the facility is at sidewalk level adjacent to the sidewalk.
    - Ability to get around obstacles like leaf piles, strollers, pedestrians, etc. when the barrier is impervious to cyclists and the bikeway is not at the same level as the sidewalk. Bollards are better.
- The photo of advisory bike lanes (p. 54) depicts cyclists riding in the door zone, where they could be struck by a suddenly opened car door. The document should use a photo of intelligently designed advisory bike lanes – ones that "advise" cyclists to stay out of the door zone.

Appendices

For Appendix C, Section 4, " Are Separated Bike Lanes a Replacement For Dual Bikeways?".

- Portions of River Road are retained as a dual bikeways in the plan, so remove this example.

ROUTE BY ROUTE COMMENTS

General Guidance

Parking shoulders – I accept the plan's approach that many suburban primary roads or minor arterials with "shoulders" (typically parking areas) used by cyclists don't need to explicitly be identified in the plan as dual bikeways or shoulder bikeways (Gainsborough Rd for example). This is partly covered by the footnote in the General Bikeway Applications table (p. 65) and in any case, it would be impractical for the county to take away all these shoulders.

Nuance on "qualified dual bikeways" – Where existing shoulders (or bike lanes) get frequent use, comprise parts of longer road routes, etc. but a separated bikeway (usually a path) is a "must have", I still want the plan to call for both facilities, with a note saying the path is higher priority. I call these "qualified dual bikeways". They are often connectors to rural areas or link distant centers. I know this isn't the plan's approach currently, but it's really equivalent. It's more likely to ensure that designers try to preserve the shoulders when adding a path or making intersection improvements. I'm trying hard to ensure no loss of existing shoulders on these important routes, while acknowledging the need for low stress facilities.

Trails shown in the plan – I don't know why Parks only wanted four trails shown on this plan, but some other hard surface trails are important to show, including:

- North Branch Trail/Upper Rock Creek Trail
- Lake Frank/Lake Needwood trails
- East Gude Drive-Lake Needwood connector trail
- Northwest Branch Trail
- Muddy Branch Trail

Bethesda CBD

Wisconsin Ave from Bradley to Nottingham Dr – Widen the sidewalk on the west side of Wisconsin for this block to help get riders from downtown Bethesda to Nottingham Drive so they can easily get to the Stratford/Warwick greenway (or whatever you want to call it). See below.

Bethesda-CC (East)

Lincoln Street Path from Grant to Old Georgetown – Just FYI, Suburban Hospital is amenable to signing a cut-thru on their property when their project is done, allowing cyclists to ride directly from the Lincoln/OGR intersection to Lincoln/Grant, but they're offering no guarantees.

Old Georgetown Rd from Greentree to Southwick – Widen the sidewalk on the WEST side to a full path in order to connect the Bethesda Trolley Trail to the Grant St greenway (in lieu of the Suburban Hospital cut-thru). Cyclists would cross OGR at Greentree, turn left onto this path, then turn right onto Southwick and continue to Grant. This is also in lieu of the plan's proposed path along Greentree, which is not feasible. MOREOVER there's a bikeshare station along this sidewalk. Widening the sidewalk would not be difficult.

Greentree Rd from Old Georgetown to Grant – Adding a path here is not feasible. As I said, OGR and Southwick are the substitute. You might declare Southwick a shared street bikeway to make this clear.

Old Georgetown Rd from Lincoln to McKinley – Widen the sidewalk on the EAST side to full path width to provide a quick connection from the BTT to McKinley and thus Grant St. The need is lessened if the Greentree/Southwick connection above is provided, but it's still logical. It's actually quite feasible if the third northbound lane of OGR begins north of McKinley instead of south of it.

Old Georgetown Rd from Lincoln to Battery Lane – Better yet, widen the sidewalk on the EAST side to full path width for this entire segment for better connectivity to McKinley, Grant, Park Lane, the CCT, (via Maple Ridge), Battery Lane, etc. It's also a BTT alternate, since the BTT is narrow and crowded on the NIH grounds. Richard Hoye is championing this, and SHA may already be on board.

Glenbrook Road (south of Bradley Blvd) – This should be identified as a dual bikeway, because it's already a shared roadway southbound and has a contraflow bike lane northbound. Just describe whatever this is: https://goo.gl/maps/EqLfxXBVVB72 . No road changes are needed except possibly filling a gap in the shoulder – I can't recall exactly. The path would be built on the west side.

Little Falls Parkway between the CCT and Glenbrook Rd – As I said in my previous round of comments, this should be planned as a shared roadway (shoulders) as well as a separated facility. You asked why both? It's an odd situation that requires some thought, but there's a LOT of existing pavement to work with, so the shoulders basically come for free, but it could be organized a little better. Bikeable shoulders are needed to match the rest of Little Falls, which gets a ton of use by moderately confident cyclists. But a separated bikeway is needed for CCT users wanting a low-stress connection between the CCT and neighborhoods along Bradley Blvd. This should be a path or two-way protected bike lane on the west side. In reality the southbound half of the protected bike lane and the southbound shoulder could be one and the same if it's done right, but that's a design detail. There's lots of room to make it work.

Little Falls Parkway south of the CCT – I said specify it as shared roadway in my last round of comments because I didn't realize we could specify bikeable shoulders. So please plan it as bikeable shoulders, because the shoulders get frequent use already. The CCT is the parallel alternative for interested but concerned cyclists.

Massachusetts Ave from Goldsboro Rd to Sangamore Rd – A path would really be suboptimal here due to driveways, and road cyclists can go quite fast downhill. It seems like "interested but concerned" riders could manage in the shoulder or use the sidewalk, or take another route entirely. The stress level is not bad until you get to Sangamore. Probably no one wants to pay for a path anyway. I would really make this a dual bikeway.

Stanford, Rosemary, Raymond streets – These should be part of the Wisconsin-Connecticut Neighborhood Greenway or Brookville-Beach Neighborhood Greenway, which otherwise don't connect to each other. Also Stanford is misspelled "Standford" in the table.

Kensington Parkway south of Beach Drive – This is another street with limited space that's difficult to master plan without more study, so facility type should be TBD. The new plan is contradictory, since the map says shared roadway, but the table says a shared use path north of Husted and protected bike lanes south of Husted. South of Husted, adding almost any bikeway would have impacts on the neighborhood. North of Husted, the best solution is one-way protected bike lanes, conventional bike lanes or shoulders – but please not just a shared use path or two-way PBLs, since this is traditionally an on-road route (and I fear I'm betraying my fellow road cyclists by saying protected bike lanes are okay). There are no easy answers from Husted south, but getting to Inverness is essential since that's an alternate route to Jones Bridge and Manor Rd. South of Inverness, it's not quite as critical.

Kensington Parkway north of Beach Drive – Were priority shared lanes going to be the recommendation, as hinted by your response to my previous comment on this road? If not, would advisory bike lanes work, or is traffic too heavy?

Vinton Park Connector – I say again, this path is of critical importance for access to Friendship Heights. It should be upgraded or at least acknowledged. Linking it to the Westbard Ave trail would be a bonus but would require a bridge.

Grafton St at Wisconsin Ave – Possibly improve this two-way cut-thru for bikes, since it's one-way "in" (eastbound) for cars and narrow.

Norwood Neighborhood Connector (Chevy Chase Dr to Norwood Dr) – Needs to be shown on both the Bethesda CBD and Bethesda East maps, and it's split across tables which is a little confusing. While useful, this cut-thru is very narrow to be a major bike route. What's needed is a wide path on the west side of Wisconsin from Bradley to at least Nottingham, and a good path from the west end of Nottingham to the Norwood/Stratford intersection. Then cyclists can get on the Stratford/Warwick Greenway.

Stratford/Warwick Greenway (or whatever you want to call it) – What happened to this? It was in the previous plan draft and is important. These streets connect Norwood to Dorset and to the Vinton Park Connector to Friendship Heights at the south end. The cut-thru path from Hunt to Drummond is usable but should be made more bike-friendly is possible.

Bethesda-CC (West)

Fernwood Road (Democracy Blvd to Marywood) – This might become a project very soon based on urgings of myself and the Fernwood community. Try not to predetermine the design now. The draft plan calls for a shared use path on the east side here, but it's a primary street that has numerous driveways, relatively slow speeds and traffic calming. Better solutions than just a path are possible. There's more flexibility north of I-495 where either protected bike lanes or a dual bikeway (path + shoulders) would work with some extra pavement. South of I-495 and on the overpass, protected bike

lanes that allow pedestrian use might work as an innovation. Or try a hybrid solution, like a shared use path on the east side and a shoulder on the west side. Hard to figure all this out in a master plan. ALSO… make this Tier 1 priority. Poor WSSC restriping in the past few months has really brought this to a head.

River Road west of Westbard – Dave Anspacher's response to my request for a dual bikeway was "I'm okay with adding a second recommendation to this road, but we should state that it is either bike lanes or bikeable shoulders." Please say path + bike lanes. They're already marked as bike lanes. Also call for the path, which can be built if cost is reasonable. Touring/training cyclists ride to Potomac on this route, and even the strong and fearless probably don't want to take the lane here.

Silver Spring-Takoma Park (East)

Ellsworth Dr between Cedar and Fenton – Here the plan calls for two-way protected bike lanes on one side of the street, but the Ellsworth segments surrounding it are shared roadway or contraflow bike lane, so won't this require needless switching from one side of the street to the other?

Silver Spring-Takoma Park (West)

Brookville Road in Silver Spring – The proposed path on the east side from Stewart Ave to Seminary Rd is a good thought, but please add a note saying it may be implemented as a two-way protected bike lane from Stewart to Warren if deemed optimal, because there is a huge amount of pavement width (for trucks AND bikes), very few parking spaces, and *little space for a path*. I'm asking DOT for these protected bike lanes ASAP since this is the official GBT detour.

Cloverly

Bonifant Rd – I'll reiterate what I said last year. Robust sidepathing is needed, but where to put it is the question. Either say the side (north or south) is TBD or say the path should be on the south side from Notley to Pebblestone and on the north side from Pebblestone to the ICC trail, in order to avoid driveways, provide access to the ICC trail, and cross Bonifant at a signal (Pebblestone). Whether or where to build the rest of the path west of the ICC should be TBD, depending on ICC trail analysis that's probably not in the scope of this plan.

Norbeck Rd (Layhill Rd to New Hampshire Ave) – Shoulders are worth explicitly requiring here due to the semi-rural character and role in the network. The plan was updated to note shoulders east of New Hampshire but still doesn't note them west of New Hampshire. The dual facility *already exists* here, and the recommended second path (on the other side of the street) seems lower priority, except between Norwood and Layhill (in front of Northwest Branch Regional Park).

Briggs Chaney Road – This merits a dual bikeway (shoulders + path) if at all possible. It's part of a fast on-road connection between distant centers and has rural cycling implications.

Norwood Road – Qualified dual bikeway. Provides rural access and has existing shoulders, so the plan should recommend keeping the shoulders as well as adding a path. The path may be identified as higher priority.

Fairland Road - Qualified dual bikeway. Has fairly important existing shoulders, so the plan should recommend keeping the shoulders as well as adding a path. The path may be identified as higher priority (qualified dual bikeway).

Fairland-Colesville

Fairland Park Trails – (Repeating this comment from the previous comment round…) Can we ride through Fairland Regional Park (south of Gunpowder Golf Club) from Greencastle Rd to Old Gunpowder Rd (i.e. is it paved)? This looks like a logical east/west connection to P.G. County, and it's shown as a trail in Google Maps. Also, the plan maps issued for review last year seem to show a north-south trail in the same park (from Greencastle Rd to Bentley Park Dr) which would be useful if/when built.

Potomac

Falls Road (River Road to Dunster) – Adding both shoulders and a path to Falls Road between Dunster and River Road would be all but impossible. DOT was even having trouble just adding a path. Call for either bikeable shoulders or a path, not both.

Democracy Blvd (west of Seven Locks Rd) – The bikeway identified in the table (shoulders + path) is correct but the map is wrong.

PEPCO Trail – I'll just reiterate my point that this should start at Westlake Drive. Don't give up just because some committee made a judgement in 2017. Since when was guaranteed feasibility required in this plan?

Westlake Drive – The bikeway table says bikeable shoulders + path under "bikeway type" column but just a path under "facility type" column and on the map. Dual facility already exists north of Westlake Terrace. Path would be built on the EAST side south of Westlake Terrace (and shoulders added) according to signed agreement with Montgomery Mall.

Bells Mill Road (Gainsborough Rd to Falls Rd) – Qualified dual bikeway. The nice existing shoulders in this section allow it to serve as a bypass of the high stress part of Democracy Blvd and it's another gateway to rural routes. The plan should strongly recommend keeping the shoulders as well as adding a path. The path may be identified as higher priority (qualified dual bikeway). But east of Gainsborough, only a path needs to be recommended (shoulders will likely remain anyway).

Tuckerman Lane (Old Georgetown Rd to Falls Rd) – I'll go into detail because this exemplifies the issue of preserving shoulders that are popular with road cyclists. DOT has NOT picked a design yet. This is a summary of my input to DOT on that project:

Tuckerman Lane between Old Georgetown Road and Falls Road is very popular with road cyclists, whether for transportation or recreation. That's because its shoulders allow for fast and safe cycling over a considerable distance. There are no other east-west road routes crossing I-270/I-495 between Rockville and Bethesda that are as suitable for road riders. Tuckerman serves an important transportation function for riders who are willing to ride somewhat longer distances to work and other destinations. But it's equally important for fast recreational cyclists, and notably it’s a gateway route from the east to Potomac routes which in turn lead to the rural west. So Tuckerman has an existing

constituency of road cyclists who use it frequently. It's important to retain a network of on-road biking routes conducive for fast cycling in a way that paths and protected bike lanes simply are not.

Tuckerman can be thought of as two separate segments. East of Westlake Drive (to Old Georgetown Road), it is more like a park road, with relatively few homes or at-grade crossings along it. But west of Westlake Drive, it has Cabin John Park, the Cabin John shopping center, a high school, a middle school, and many homes with driveways. The need for local bike connectivity is much higher west of Westlake Drive.

I recommended a few alternative solutions for DOT's Tuckerman Lane bike improvement project, all of them dual facilities to avoid forcing road cyclists onto paths or protected bike lanes, which can be cumbersome and limiting for these cyclists. All my solutions called for a shared use path on one side of the street and, west of Cabin John Park, a sidewalk on the other side as well. While it is possible to add conventional bike lanes, the easiest of my solutions would leave the road pretty mostly unchanged (cars can park in the shoulders but it's not onerous for cyclists) as well as provide the path (and sidewalk). This is similar to one of DOT's alternatives. As its so-called short term solution, DOT could add a sidewalk or path west of Westlake Drive on just the north side only, since school students (including my kids) often walk along Tuckerman. Another consideration is the need to link the PEPCO Trail at Tuckerman to Cabin John Park. A sidepath seems most compatible with this goal, as it would be more comfortable for children and families than protected bike lanes.

Parking is allowed in the shoulders in several places, so cyclists would be sharing the shoulders with parked cars, as they do today. The shoulders become turn lanes at the intersections but confident cyclists can manage easily enough.

North Potomac

Dufief Mill Rd – Qualified dual bikeway. Nice existing shoulders make this a good rural biking connection. Plan should recommend keeping existing shoulders as well as a path, though path can be higher priority.

Germantown (East)

Rd/MD 118/Watkins Mill Rd (MD 355 to Stedwick Rd) – Qualified dual bikeway. Important Gaithersburg-Germantown link and occasional rural connector. Plan should probably recommend shoulders as well as the path, though path is higher priority. This is not a critical dual bikeway however.

Germantown (West)

Corridor Cities Transitway Trail – Is this not going to be a quality trail that could be identified as a breezeway?

Schaeffer Rd (Clopper Rd to Richter Farm Rd) – Qualified dual bikeway (path higher priority) if not an actual full dual bikeway. Important rural connector. Plan should recommend keeping existing shoulders as well as adding a path.

R&D Village

Key West Ave – The MD 28 dual bikeway (thank you) should be noted as starting at the intersection of Key West Ave and Shady Grove Road, not at the Darnestown Rd/Key West split. This segment currently exists.

Derwood

Midcounty Highway – Shouldn't this be part of the ICC breezeway, since Midcounty Highway will ultimately run from the ICC to Clarksburg?

Kensington-Wheaton

Knowles Ave (Beach to Summit) – Explicitly recommend shoulders, as the earlier draft did. This is a road biking route from Beach Drive to Kensington (Plyers Mill path is the off-road alternative). But if a path is still needed, put it on the north side and leave the uphill shoulder as a climbing lane on the south side of the roadway. FYI, the road runs east-west, not north-south. Cyclists can use the travel lane downhill.

Plyers Mill Road Path (Plyers Mill Rd to Beach Drive) – This important connector is not shown on the plan map.

Plyers Mill Road (Georgia to Amherst) – If Plyers Mill west of Georgia is a separated bikeway, this segment probably should be too, due to traffic volume and turning movements.

Sligo Creek Trail – I still don't see the segment extending to Wheaton Regional Park on the map. The Kensington/Wheaton map is rather small and cluttered.

Sierra Club Testimony to Montgomery County Planning Board

Bicycle Master Plan – Public Hearing Draft

January 25, 2018

Good evening. I'm Tina Slater, new Transportation Chair for the Montgomery County Group of Sierra Club. "Transportation is the second largest source of greenhouse gas emissions in the County after buildings," according to our Department of General Services. Sierra Club advocates for cleaner transportation by promoting transit, bicycling, and walking --- And this Bicycle Master Plan is a big "piece of the puzzle."

Green Transportation

Bicycles are truly "green machines" – they don't consume fossil fuels or produce air pollution. Bikes are a cleaner form transportation than cars, buses or trains. And bikes cut down the number of vehicles on the road and cut down on congestion, per the Federal Highway Administration.

This Bicycle Plan encourages people of all ages to use bikes because there will **be safe and comfortable routes** throughout the county. *(The Planning Department won a national award for its bicycle "stress map".)*

This Plan signals a cultural shift in how we get around: it's for all ages, for daily needs, we can travel by bike for work, shopping, school, transit and for recreation. Biking can be a *normal* mode of transportation, moving us towards a county that is far less car-dependent. Bike lanes will increase ridership, which is an effective method to combat climate change.

Network Aspect

The Plan prioritizes the "network" aspect -- because 75% of our roads are low-stress and "ready", but they are divided/surrounded by high speed/high volume roads. The Bike Network will connect people to commuting trails like the Metropolitan Branch Trail or Capital Crescent Trail.

The potential to shift non-work trips to biking or walking is much greater --- per MWCOG, 75% of all trips are non-work trips – e.g., schools, shopping, libraries, and recreation facilities. There is great potential for this plan to push our county into one that is far less car-dependent.

The bicycle network supports health, cleaner environment, and is a **very** cost-effective travel mode (think low-income households and youth) leading to a higher quality of life. Biking could lower health care costs. Biking to work is vastly cheaper than car or transit. And we have bike-share and dockless bikes, which further lowers the cost. Fewer cars on the road = less congestion and less pollution.

Like the idea of "Breezeway" networks between major activity centers – e.g. Beth/SS, Beth/Rockville, SS/Wheaton – where pedestrians, slower bikes and commuting bikers can safely co-exist.

Bang for the Buck

You can build a lot of bike infrastructure for a fraction of the cost of building/expanding roadways – and one-fourth of the 1200 mile bicycle network currently exists. The plan notes that Yes – we do

need much more bike parking near Metro, future transit stops (Purple Line), businesses, and multifamily dwellings.

Follow-Through

Measuring Progress toward goals is an important. The Biennial Monitoring Report will measure progress towards vision [too often we set lofty goals, but have insufficient follow-through]. The goal is to become a world class bicycling community. Example of goal: Today fewer than 1% of commuter trips are by bike. In 25 years we can be at 8%. We have many opportunities: Today 1.4% of students bike to school (asking MCPS to start collecting baseline data). And this plan is a key element in the County's Vision Zero Action Plan.

About Policies – the plan integrates biking into decision-making at all levels and counts on elected officials, department heads, staff, advocacy groups and citizens. Sierra Club will be here to push this plan forward.

Tina Slater, Sierra Club Montgomery
Transportation Chair
301-585-5038

SOMERSET HOUSE CONDOMINIUM ASSOCIATION, INC.
5600 Wisconsin Avenue
Chevy Chase, Maryland 20815

SOMERSET HOUSE II CONDOMINIUM ASSOCIATION, INC.
5610 Wisconsin Avenue
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PARC SOMERSET CONDOMINUIM ASSOCIATION, INC.
5630 Wisconsin Avenue
Chevy Chase, Maryland 20815

January 22, 2018

Montgomery County Planning Board
Attn: Mr. David Anspacher, Supervisor
8787 Georgia Ave.
Silver Spring, MD 20910

Re: Bicycle Master Plan Working Draft - Testimony of the Somerset House Condominium Community for the Public Hearing Scheduled for January 25, 2018

Dear Mr. Anspacher and Members of the Planning Board:

We are writing on behalf of the Boards of Directors of Somerset House Condominium Association, Inc. ("Somerset House I"), Somerset House II Condominium Association, Inc. ("Somerset House II"), and Parc Somerset Condominium Association (Parc Somerset), in opposition to a provision in the Bicycle Master Plan Working Draft (the "Draft Bicycle Plan") that would create a bicycle path in the Friendship Heights business district along a private street designated Somerset Terrace.

Somerset House I includes approximately 158 condominium units, Somerset House II includes approximately 149 condominium units, and Parc Somerset includes approximately 101 units in Chevy Chase, MD. These buildings were constructed in 1988, 1990, and 1999 respectively, and occupy approximately 18 acres on the west side of Wisconsin Avenue ("the Somerset House Community").

The Somerset House Community owns and maintains Somerset Terrace, which runs west from Wisconsin Avenue opposite Saks Fifth Avenue and continues past The Hills Plaza to a gatehouse at the entrance to the private Somerset House Community. Just beyond the gatehouse is Friendship Boulevard, which is owned and maintained by the special taxing area known as Village of Friendship Heights, and which runs south to Willard Avenue through that jurisdiction.

As a threshold matter, we note that the recommended Transportation Network in the 1998 Friendship Heights Sector Plan shows a bike path on Somerset Terrace limited to "Local Residential Use Only" (p. xxiv), and classifies the street as "Private" with "Somerset House Condo Assn." its "Responsible

Agency" (p. 89). Thus, any proposal to include Somerset Terrace in a County-wide bicycle network open to any and all non-resident bicyclists would be contrary to the applicable sector plan for the Friendship Heights area. For the public safety reasons discussed below, moreover, existing pedestrian and vehicular traffic along and across Somerset Terrace make it wholly inappropriate for use as a County bike path.

One of the most desirable features of the Somerset House Community is its walkability south on Wisconsin Avenue to the nearby Friendship Heights business district, with its many retail stores and restaurants, three large medical office facilities, and the Friendship Heights METRO station. Most of our residents are senior citizens, many of whom have significant mobility and other physical disabilities, and all of whom must cross Somerset Terrace to reach these destinations.

The sidewalks along the west side of Wisconsin Avenue are also a busy pedestrian path to these destinations for residents of the single-family communities to the north of the Somerset House Community (e.g., the Town of Somerset, Drummond, Chevy Chase West and Chevy Chase Terrace). This pedestrian traffic must also cross Somerset Terrace to reach the Friendship Heights business district.

There are also significant numbers of individuals employed by our three condominium buildings as well as by the owners of the 400+ units within those buildings. Many of these employees walk to and from the Somerset House Community and the Friendship Heights METRO station, thus adding to the heavy volumes of pedestrian traffic along and across Somerset Terrace.

Moreover, numerous commercial vehicles, including moving vans, trash trucks, delivery trucks, repair, maintenance and construction trucks, taxis, as well as vehicles driven by health care providers and household employees, use Somerset Terrace on a daily basis to reach our three Somerset House buildings. With over 400 units in our condominium community, there is a constant flow of commercial and private vehicles on this road headed to or from one of our buildings.

In addition to this local traffic, many commuters and other non-residents of the Somerset House Community use the portion of Somerset Terrace between Wisconsin Avenue and The Hills Plaza to cut through the Village of Friendship Heights to reduce the number of traffic lights they would otherwise encounter on Wisconsin Avenue. Although both a speed bump and a safety walkway have been installed on Somerset Terrace just west of Wisconsin Avenue, this cut-through traffic presents significant and constant dangers to our owners, their guests, their household employees, and the employees at the three Somerset House buildings.

Given the heavy existing volumes of pedestrian and vehicular traffic on Somerset Terrace, the Somerset House Community is extremely concerned that the creation of a bicycle path on this private road would substantially increase the risk of accidents and result in injuries to both pedestrians and drivers, particularly among those of our residents who are elderly or disabled. Somerset Terrace simply cannot handle the level of commuter and recreational bicycle traffic that would be generated by the Draft Bicycle Plan.

As a general matter, the Somerset House community supports the health, environmental and recreational benefits associated with bicycling, as well as the efficiencies and convenience achieved

by bicycling in urban areas. However, the 2005 County Comprehensive Bikeways Master Plan at page 8 includes in its major goals (1) making bicycling safer and more convenient for Montgomery County's residents and workforce, and (2) minimizing conflicts between bicyclists and pedestrians and between bicycles and motor vehicles. Creating a bikeway through Somerset Terrace from Wisconsin Avenue to Friendship Boulevard would clearly violate these safety goals, and put both the residents of Somerset House and bicyclists literally at risk of life and limb.

In sum, please be aware for the reasons discussed above that the Somerset House Community will not consent to opening Somerset Terrace for access as a bike path from Wisconsin Avenue to Friendship Boulevard. We therefore request that the location of the proposed bicycle path in the Draft Bicycle Plan be modified to exclude any portion of Somerset Terrace or other private roads within the Somerset House Community. Also, please consider this letter as evidence of the position of Somerset House I, Somerset House II, and Parc Somerset in lieu of live testimony on our part at the public hearing scheduled for January 25, 2018. If we can provide you with any further information, please do not hesitate to contact us.

Sincerely,

Somerset House Condominium Association, Inc.

By_____

Somerset House II Condominium Association, Inc.

By_____

Parc Somerset Condominium Association, Inc.

By_____
Director

WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

January 24, 2018

Mr. Casey Anderson

Montgomery County Bike Master Plan Testimony - Planning Board Hearing 1/25/18

My name is Peter Gray and I am on the Board of Directors and am the Chairperson of the Advocacy Committee of the Washington Area Bicyclist Association. On behalf of WABA's 1,500 members and 5,000 supporters in Montgomery County, I want to commend the Planning Board staff for drafting a world-class Master Plan. The plan lays out a comprehensive, low stress bike network that links county residents to urban centers, transit stations, schools, and other destinations. It recommends hundreds of miles of new trails, protected bike lanes and neighborhood bikeways as well as dozens of new programs, policies and design guidelines. It is as ambitious as it is thorough. If implemented, it will make our county a national leader in making roads safe and accessible for people who bike.

The draft Master Plan classifies all of the roads in the county, including state highways, by level of stress for cyclists and then recommends types of facilities that will allow cyclists to ride safely, and in many instances, ride separately from car traffic. The draft Plan designates such safer routes for residents to make the majority of trips which are three miles or less to work, shopping and transit. The Plan also recommends routes for new Bike Breezeways that will make it safe for cyclists to reach major activity centers in the County, both in north/south and east/west directions. Most importantly, the Plan creates a network of low-stress bike routes county-wide, to ensure safety, connectivity, and reliability for people on bikes..

Another of the Plan's strengths is a significant increase in the amount of bike parking, critically important in light of the introduction of dockless bike share systems. The parking recommendations include new, secure bike stations that will allow bicyclists to access Metro and other locations and also have safe and secure parking options at those destinations.

We are also pleased to see that the Plan sets out a prioritization plan for implementation, which focuses first on currently planned Bicycle Pedestrian Priority Areas or BPPAs and then sets out ranked tiers of bikeway projects to be constructed over successive periods of time. The Plan also sets out useful suggestions as to monitoring the progress of Plan implementation including ample opportunity for public input into that process.

I do want to point out a few areas in which the Plan should be improved.

The Plan relies too heavily on sidepaths for separated bikeways on major roads. If built to the standards used for most existing sidepaths, new sidepaths will not be an attractive option for many users. It is vital that MCDOT adheres to the design guidelines in the draft Plan, To alleviate this concern, the Plan should recommend protected on-street bike lanes instead, wherever possible.

The Plan also falls short in the area of access to county schools by bike. The Plan instructs the schools to provide parking for bikes, but in over half the elementary and middle schools full buildout of the Plan will not increase the percentage of students who can bike to school. While some schools will see a slight increase in low-stress bike access, too many will remain inaccessible. The same is true for 8 of 21 high schools and 13 of 30 County Recreation Centers. The Plan must do better, especially for school age children in the county. (See Appendix A, pgs 21-29)

Additional recommendations:

As noted above, the improvement under the plan for most students in the county is insufficient, with Objective 2.3 showing only modest improvement on access to a low stress bike network, with an increase from 26% to 30% for elementary schools, 11%-20% for middle schools and 6%-15% for high schools (pg 26). The improvements for Parks and Recreation Centers under Objective 2.4 (pg 26), will not significantly increase protected connections to these community resources.

The plan should include the following protected bike lane opportunities that are currently committed:

1. Dale Drive (p.352) in Silver Spring should have protected bike lanes between Georgia Avenue and Piney Branch Road, not just to Woodland Drive.
2. Carroll Ave - where possible, protected or buffered lanes are more appropriate for the level of stress.
3. Silver Spring CBD (p. 340) - there is a gap in the separated bike facility from Georgia to Fenton on Colesville, which connects to many businesses on that block. In addition, it would connect to the proposed separated lanes on Fenton.
4. East-West Highway (p. 248) - this road needs a separated bikeway from downtown Bethesda to Beach Drive.
5. Sidepaths - given the heavy reliance on this type of facility, the Plan should include facilities on both sides of roads that have more than two lanes of car traffic in each direction to avoid forcing cyclists and pedestrians to make crossings of busy roads. There is a higher chance of driver-bicyclist conflict at crossings when the bicyclist is forced to use the path on the side against traffic. Drivers turning onto the larger road often do not look towards the bicyclist when traffic is coming towards both driver and cyclist. This is the norm on divided highways when drivers make right turns on red without looking for bicyclists. A few examples of these roads in Germantown are Germantown Road (Rt 118) in Town Center and Germantown West; Great Seneca Highway (Rt 119) in Germantown West; and Middlebrook Road in Germantown West.
6. With regards to the Bike Breezeways, the Germantown Town Center map shows a Breezeway that goes down Aircraft Drive, then down Germantown Road to

Wisteria Drive, but it stops there. There should be a connection to the Great Seneca Highway Breezeway on the Germantown West map.

7. The Plan should add a Breezeway that connects Germantown East with Germantown West. The main barrier to cross-town traffic is I-270. Even with the bike plan recommendations, bicyclists still have to negotiate at-grade crossings over the on- and off-ramps of the highway. A grade-separated Breezeway that would facilitate cross-town travel and go over or under I-270 to connect Century Boulevard with Seneca Meadows Parkway would be a big improvement.
8. Likewise, a Breezeway, or at least a grade-separated crossing, is needed in R&D Village to provide a better crossing of I-270 on Shady Grove Road.
9. Ednor Rd, from Norwood Rd to New Hampshire Ave should be a separated bikeway, not bikeable shoulders, as is currently listed in the Draft Plan. Part of this separated bikeway already exists along Ednor Rd and on connecting segments adjacent to Ednor (such as New Hampshire Ave, Layhill Rd).
10. Lastly, I wanted to note the inclusion of a new Public School Bicycle Education program (p.93) that is critical to transforming the culture around bicycling by getting children to learn how to ride and how to ride safely.

A plan is only as good as the political will to fund it and see it implemented. Thus, we are eager to see a calculation of costs for implementation. It is possible that the cost of constructing only the prioritized bikeway projects will cost more than $2 billion over the 25-year Plan period. These costs must be pinned down and then the County Executive and Council need to commit to allocating the funds necessary to make this Plan actually become a reality. We urge the county to commit $100 million per year to realize the true promise of this Plan.

Thank you for the hard work and visionary thinking that has gone into creating this Bicycle Master Plan. We look forward to working with the county to make it a reality.

Thank you,

Peter Gray
Advocacy Board Chair
Board of Directors
Washington Area Bicyclist Association

January 31, 2018

Casey Anderson
Planning Board Chair
M-NCPPC 8787 Georgia Ave
Silver Spring, MD 20910

Re: Additional Comments on Montgomery County Draft Bicycle Master Plan

Chair Anderson and Members of the Planning Board,

After hearing the testimony given at the January 25, 2018 hearing, I want to add a few additional comments on behalf of the Washington Area Bicyclist Association (WABA) and its members and supporters in Montgomery County.

The Neighborhood Greenway concept is an important and proven tool for extending the reach of the proposed low-stress bicycle network. WABA enthusiastically supports the creation of neighborhood greenways as ideally suited to narrow, low traffic neighborhood streets in certain parts of the County, such as East Silver Spring, and the Town of Chevy Chase. Greenways are ideal for streets that serve well as bicycle connectors, making those streets even less stressful for bicyclists of all ages. Neighborhood Greenways are also great places to walk and play without limiting auto access for residents. WABA fully supports the implementation of this type of facility in the locations suggested in the Draft Plan.

WABA also wants to emphasize its support for the use of protected bike lanes wherever possible. Such facilities offer traffic calming, shorten crossing distances for pedestrians, get bikes off of sidewalks, and make interactions between drivers and bicyclists more predictable, especially at intersections. To address concerns about truck deliveries, the Planning Board should incorporate guidance relating to loading zones to the Master Plan's Facility Design Toolkit. Overall, the Plan should retain its emphasis on such separated and protected bike facilities.

Thank you,

Peter Gray
Advocacy Board Chair
Board of Directors
Washington Area Bicyclist Association

Comments from Individuals

Email

Bicycle Master Plan

Email

From Joan Barron

To <MCP-Chair MCP-Chair>; Clyde Dmonte; David Anspacher; david.anspacher@montgomeryplanning.org; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc vsyeutter@verizon.net

Subject Bicycle Master Plan

Date Sent **Date Received** 1/17/2018 12:39 PM

Good Afternoon,

I have a couple of quick comments regarding the Bicycle Plan specifically as it relates to Chevy Chase West and what appears on the preliminary map. We appreciate the fact that Stratford Road was eliminated from the plan for several reasons. However we would like the map to show that Stratford is not an unofficial continuation of the Bike Trail and that folks should travel down the park to the Capital Crescent Trail or out to Wisconsin Avenue. In addition, there is another tiny green line on the map at one corner of Chevy Chase Blvd that indicts a "trail" to Little Falls Park and the CCT. The Board should know that there is access there but it is a set of stairs and not suitable for bicycles.

Thanks much

Joan Barron
Co-President Chevy Chase West Neighborhood Association

Attachments

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Email

Re: Bike Master Plan

Email

From paul@basken.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc advocacy@waba.org; David Anspacher; david.anspacher@montgomeryplanning.org; greg@waba.org

Subject Re: Bike Master Plan

Date Sent **Date Received** 1/25/2018 10:04 AM

Dear Montgomery Planners... Thanks for organizing tonight's meeting, and I support the plan in part...

A key element seems to be the Breezeway Concept... This looks very good, except incomplete -- any place where a bicyclist is expected to travel on what you regard as a "shared road" is a non-starter. Just look at the "shared road" that has been painted on Connecticut Avenue north of the Beltway. It's utterly insane to believe anyone other than the most foolhardy bicyclist would actually bike on that road -- with fast-moving cars in the same lane and no protection -- and everyone knows it, and pretending otherwise is just fantasy. This idea of "sharing" only means "sharing" if every single car driver agrees to "share," which in the real world where I live simply does not happen... If this report is just another attempt to perpetuate that fantasy, I want no part of it.

Perhaps you should begin with the fundamental understanding that our road network is funded by all taxpayers, regardless of their preferred mode or modes of transit... Then perhaps you could explain why any of those roads are built in a way that leaves no safe space for modes other than a motorized vehicle, especially roads with 4, 6, or even 8 lanes of taxpayer-funded pavement, every single one of those lanes devoted to motorized transit, and absolutely none of those lanes dedicated to non-motorized transit... From that real-world perspective, this report reads like a plea for table scraps, instead of what it should be, which is a fundamental demand for equity for all taxpayers, not just those who prefer a permanent reliance on motorized transit...

And, once again, this report perpetuates the fantasy that some three-fourths of the roads in the county are already "low-stress" for bicyclists.... This is, of course, an utterly ridiculous and plainly dangerous thing to be saying, especially by people who claim a position of authority... No road on which a bicyclist is provided no other option than to ride in the same lane as motorized vehicles many many times its weight and speed is a "low-stress" road... Any report that fails to grasp that simple basic fact can't possibly be taking us in a direction that will lead all county residents to consider a bicycle as a safe commuting option, and for that reason, this report stands as a counterproductive attempt to depict a false reality and false solutions.

Thanks, Paul Basken, Brooklawn Terrace, Chevy Chase, MD (202-210-3071)

On Wed, Jan 24, 2018 at 11:37 AM, Garrett Hennigan, WABA Advocacy <waba@waba.org> wrote:

Email

Draft Bicycle Master Pl...

Email

From jcbokow@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Draft Bicycle Master Plan Question

Date Sent **Date Received** 1/1/2018 8:00 PM

I was just directed to this document online and went to my own neighborhood, Four Corners (in Silver Spring, where Route 29 and University Blvd. cross). I was astonished by several items.

1. **First, the map shows a planned "separated bikeway" on Route 29 from Burtonsville to Lorain Avenue. Are you aware that the County is also planning a Bus Rapid Transit dedicated lane down this same street? Your map indicates the bike lane will be put on the east side of the street, but there isn't even room for the BRT there!**
2. **Second, your map shows existing separated bikeways on Route 29 between University Blvd. and the on-ramp to the Beltway, and also on University heading east from Route 29 to Williamsburg Drive. Yet neither of these "separate bikeways" exist! Go take a look for yourself; they aren't there.**

Are you coordinating with the MCDOT at all?
Jacquelyn Bokow
10603 Cavalier Drive, Silver Spring, MD 20901

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Anspacher, David

From: Ulla Buchholz <u_bu@ymail.com>
Sent: Wednesday, January 24, 2018 8:30 PM
To: Anspacher, David
Subject: Capitol View Ave - outdated sector plan

Dear David Anspacher,

I realize that my comment is coming at the last minute before tomorrow's meeting. I live in Capitol View Park. We are delighted to see that the bicycle master plan is suggesting a separate bike lane on the west side of Capitol View Ave (CVA). It would be wonderful and important to improve this road for bicyclists! So many of us use CVA for commuting, and to get to Rock Creek park.

However - I just noticed that the bicycle master planners have used the Capitol View Park sector plan from 1982 for their planning. This plan was created decades ago, and it suggested straightening CVA. This would have changed the character of the historic neighborhood, and would have destroyed houses (including historic houses, I believe). The plan was never realized, and since then, additional houses have been built in the path of the proposed new route of CVA. The straightening of CVA is not being considered any more at the present time. The Capitol View Neighborhood Association (CVPCA) is working on getting the master plan changed to reflect the reality of CVA.

In the past, planners have been reluctant to improve CVA in its present location, pointing to the plan from 1982 to relocate CVA. But some improvements have been achieved recently - a new sidewalk was build in 2017 at the corner of Stoneybrook/CVA. We hope that CVA in the current location can be further improved to accommodate more pedestrian and bicycle traffic and safety. CVA has a lot of bicycle traffic, and I would characterize it as a high-stress road - commuters, trying to pass bicyclists on a narrow + hilly + winding road.

CVPCA would very much welcome a bike lane along CVA. Could you review the plans, and do miracles with the existing location of CVA? The CVPCA neighborhood association would be happy to meet with you if you would be interested to hear from bicycling neighbors.

Kind regards,
Ulla Buchholz
301-681 0130
Secretary, CVPCA

Email

Bicycle Master Plan - T...

Email

From	wcrist10407@yahoo.com
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bicycle Master Plan - Testimony for January 25, 2018 hearing
Date Sent	**Date Received** 1/24/2018 6:19 PM

Specific topic – Bikeway designations for Montrose Avenue, Weymouth Street, and Kenilworth Avenue within Parkside Condominium, North Bethesda

Dear Chairman and Members of the Planning Board:

My name is Wayne Crist. I am a 24-year resident of Parkside Condominium in North Bethesda near Grosvenor-Strathmore Metro Station. I am also a frequent cyclist in this area and I appreciate having so many good bikeways and bike paths so close by. And I look forward to the bikeway additions and improvements shown in the master plan. Yet in this case, I am asking for a master plan bikeway designation to be *removed* from the plan.

My comments here concern the bikeway designation in the Master Plan assigned to the streets within Parkside Condominium, namely Montrose Avenue, Weymouth Street, and Kenilworth Avenue. The designation of those three streets in the Master Plan has two major problems. The first problem is that the designations themselves are inconsistent and confusing so that's it's not clear whether there are two contradictory designations or simply two names for the same thing, nor is it clear which streets are meant to be designated by which names. The second and by far more significant problem, however, is that the street right-of-way for each of the streets in question is too narrow to allow either designation as a route for bicycles.

First, the problem of designation. The biking designation used in the textual master plan and assigned to some or all of our streets is "Sidepath," but the term used on the published map is "Separated Bikeways." The master plan text distinguishes between those terms and I am assuming that the term "Sidepath" is the correct official term here. In addition, the map and textual plan between them do not make it entirely clear exactly which streets have this designation. On the one hand, the map shows most of Montrose, all of Kenilworth, and most of Weymouth within Parkside as "separated bikeways," but on the other hand, the textual plan mentions "sidepath" to refer, in different parts of the plan, to varying portions of Montrose, sometimes including Kenilworth and Weymouth and sometimes not including them.

Second, the problem of the street right-of-way. The streets within Parkside have a 60-foot right-of-way, according to David Anspacher of the Montgomery County Planning Department, with whom I corresponded last week. In our correspondence, Mr. Anspacher explained that the "sidepath" designation for our streets was assigned on the "(incorrect) understanding that the master planned right-of-way is 70 feet, when in fact it is 60 feet." (Underlining within quotes here and below is mine.)

He went on to say, "To implement the bikeway the master planned right-of-way would need to increase to 70 feet. So, the Bicycle Master Plan could either recommend expanding the right-of-way to 70 feet or remove the recommendation from the plan." In a follow-up phone call, Mr. Anspacher stated that an increase in the right-of-way would likely not happen under present circumstances. My intention here is to explain why any such expansion of the right-of-way should not even be considered.

Parkside Condominium consists of 954 garden-style units in 102 buildings on 69 acres wedged among Rock Creek Park on the southeast, Garrett Park on the northeast, Stoneybrook and Strathmore Park on the northwest, and Tuckerman Lane and Grosvenor Metro on the west. We have one vehicular entrance and exit on Tuckerman Lane. (Kenilworth Avenue and Weymouth Street are blocked to vehicular through-traffic at their northern ends connecting with Garrett Park.) All of our tree-lined streets have a narrow two-lane roadway with on-street parking on both sides, along with a number of hidden parking lot entrances on both sides. The on-street parking is heavily used, especially in the section of Montrose Avenue between the entrance at Tuckerman Lane and the first intersection with Weymouth Street. The only crosswalks in this busy section are at the entrance and at Weymouth Street. There is a heavily used footpath to Metro that starts one-third of the way from the entrance with no nearby crosswalk on Montrose. The streets are hilly and curving with bad sight-lines for pedestrians and for drivers exiting the parking lots. The roadway is so narrow that a driver must be extra careful when a Ride-On bus or a delivery truck passes in the opposite lane. Such larger vehicles often cross the center line on our streets, and many vehicles tend to exceed the 25 mph speed limit, especially going down the hills. (We are working with the county transportation department to possibly install traffic calming measures for our streets.)

Increasing the right-of-way for streets in Parkside would be expensive because private land would have to be taken. An expansion of the right-of-way and the addition of a sidepath would likely involve the loss of many trees, much lawn area, and a portion of the existing private off-street parking spaces. In one area, it would also likely involve the excavation of a portion of a hill (with trees on it) to fit a wide-enough bikeway into the space. Such a destructive plan is simply not acceptable. (Please note also that if the designated bikeway extends on Weymouth Street into Garrett Park, the Garrett Park portion of Weymouth has no sidewalks and the right-of-way appears to be even narrower than the Parkside portion, making a sidepath even more problematic there.)

Given that the sidepath designation is not possible under current circumstances with the 60-foot right-of-way, and that the widening of the right-of-way would be expensive and destructive, I ask now that the "sidepath" or "separated bikeway" designation be removed from all of Parkside's streets in the master plan.

(One final technical note about the Bicycle Master Plan Network Map: The map shows a green area on the west side of Kenilworth Avenue in Parkside labeled "Garret Estates Park" *[sic]*. In addition to the misspelling of "Garrett," the green area includes Parkside buildings which are not a part of "Garret Estates Park." I don't know exactly what area actually has such a designation, but I don't think any of Parkside property should be included within it.)

Thank you.

Wayne Crist

10407 Montrose Avenue #1
Bethesda MD 20814

Attachments

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Email

I support the Bike Master Plan

Email

From Paul Daisey

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject I support the Bike Master Plan

Date Sent **Date Received** 1/25/2018 1:14 PM

As a lifetime Montgomery County resident, former bicycle commuter and member of the Citizens Advisory Committee on the new Bike Master Plan, I am writing you to support its approval and implementation to make bicycling accessible, safe, and popular throughout the county. The proposed network, policies and programs are ambitious, but also justified by meticulous analysis of the barriers that keep people from biking today.

As a board member of the Greater Colesville Citizens Association, I do not agree with Dan Wilhelm's comments on the bike master plan, do not think they represent the views of Colesville bicyclists, and recommend that you take the source from "no way now how" non-bicyclists into account.

I applaud the plan's vision and ask that you give it your full support!

Thank you

Paul Daisey
13910 Overton Lane
Silver Spring, MD 20904

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LINOWES AND BLOCHER LLP
ATTORNEYS AT LAW

January 30, 2018

C. Robert Dalrymple
bdalrymple@linowes-law.com
301.961.5208

By Email
The Honorable Casey Anderson, Chair
and Members of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Written Testimony for the December 2017 Public Hearing Draft (the "Draft Plan") of the Montgomery County Bicycle Master Plan (the "Bicycle Master Plan") – Request for Clarification of Allowable Impact Tax Credits for the Provision of Separated Bicycle Facilities

Dear Chairman Anderson and Members of the Planning Board:

On behalf of the Land Use/Zoning practice group at Linowes and Blocher LLP, we offer these comments to one specific issue that is critical to implementation of the goals and objectives of the Bicycle Master Plan. We support the Draft Plan's goal of creating a highly-connected, convenient and low-stress bicycling network in Montgomery County, as this will provide an alternative transportation option to the single-occupancy vehicle and enhance the quality of life in the County, create additional economic development opportunities, and support the land use visions embraced by various master plans.

While we support the goals and objectives of the Bicycle Master Plan, we have identified an inconsistency relative to the Draft Plan's recommendations on funding mechanisms for implementing separated bikeway facilities through the development approval process. Pages 135-138 of the Draft Plan provide an overview of the costs and burdens imposed upon development projects that relate to funding or construction of separated bikeways. In particular, the Draft Plan notes that in certain instances "the developer must pay a pro rata share[1] of the proposed bikeway or protected intersections construction cost to an appropriate capital improvements project," and that "the applicant's financial contribution to the future construction of the bikeway or protected intersections can be ***credited toward the applicable***

[1] The Draft Plan recommends that the amount of such pro rata contribution is to be determined based upon a concept plan (30 percent engineering design/horizontal alignment) for the proposed bikeway or protected intersection along the project's right-of-way frontage.

development impact taxes, pursuant to the Montgomery County Code." (Draft Plan, p. 136, a copy of this reference is attached) (Emphasis provided).

We fully agree with the Draft Plan's recognition that financial contributions towards a separated bicycle facility are an allowable credit against the Development Impact Tax for Transportation Improvements ("Impact Tax") under the Montgomery County Code (the "Code"). As outlined in greater detail below, the Code (along with the legislative history from the 2016-2020 Subdivision Staging Policy (the "SSP") and associated Impact Tax Bill No. 37-16) support that financial contributions (or construction costs related thereto) for separated bicycle facilities are an allowable Impact Tax credit in all instances.

However, it is our understanding that the Montgomery County Department of Transportation ("MCDOT") has recently determined that it will not certify Impact Tax credits for a developer's financial contribution (or construction costs) towards a separated bikeway facility project unless such project results in the widening of the existing roadway. In many policy areas of the County (particularly in Metro Station Policy Areas), existing roadways will not and simply cannot be widened to accommodate separated bicycle facilities. As a result, it does not appear at this time that MCDOT will certify Impact Tax credits for these important financial contributions towards separated bicycle facilities in these policy areas. We recommend that this inconsistency be reconciled through the Bicycle Master Plan process, and that it be very clearly reiterated that any financial contribution toward a separated bicycle facility (or protected intersection) is an allowable credit against the Impact Tax.

During the County Council's adoption of the SSP and Bill No. 37-16 in late 2016, Section 52-50 of the Code was modified to reflect that Impact Tax funds may be used for protected bike lanes used primarily for transportation (in addition to the existing provision of funds for hiker-biker trails). (*See* Lines 246-47 of Bill 37-16). In general terms, any financial contribution towards an identified improvement that is an eligible use of Impact Tax revenue is also eligible to be claimed as a credit by a development project against the applicable Impact Tax due, as long as the improvement creates additional capacity. In connection with the addition of protected bicycle lanes to the list of eligible uses of Impact Tax revenue, the County Council also modified the definition of "additional capacity" in Section 52-39[2] of the Code to include any "transportation improvement that ***implements or improves*** transit, pedestrian and ***bike facilities or access to non-auto modes of travel.***" (Lines 5-10 of Bill 37-16) (Emphasis provided). It is clear that providing a financial contribution to a separated bicycle facility implements and improves bike facilities as well as access to non-auto modes of travel (e.g.,

[2] Section 52-47(b) of the Code ties the definition of "additional capacity" and the eligible uses of Impact Tax funds together by providing that "a property owner ***must receive a credit for constructing or contributing*** to an improvement of the type listed in Section 52-50 if the improvement reduces traffic demand or provides additional transportation capacity ...." (Emphasis provided). Separated or protected bicycle facilities are an improvement type listed in Section 52-50 of the Code.

transit) in Metro Station Policy Areas. Thus, the County Council's adoption of Bill 37-16 (with the policy discussions of the SSP in the background) clearly provides that a financial contribution towards a protected bicycle facility project qualifies for an Impact Tax credit irrespective of whether the roadway is being widened or a lane is being added to the roadway for the protected bike lanes.

The addition of separated bicycle facilities (and the related change to the definition of "additional capacity") was adopted by the County Council at the recommendation of the Montgomery County Planning Board. More specifically, the County Council's November 1, 2016 worksession packet for Bill 37-16 states that "Council staff understands that the Planning Board's intent was to allow for protected bike lanes (i.e., cycle tracks) to be an eligible expense. Protected bike lanes serve the same bicycle transportation purposes as hiker-biker trails and regular bike lanes, both of which are eligible expenses." (Pages 13-14 of the worksession packet are attached for your reference). Significantly, the worksession packet (in reference to Impact Tax uses and credits) states that "the uses to which transportation impact taxes can be put are … codified in §52-50," and notes that "an important point to remember is that, generally speaking, whatever is identified as an eligible use of impact tax revenue can also legitimately be claimed as an eligible credit by development." (Page 13 of the worksession packet). Thus, by identifying separated bicycle facilities as an eligible use of Impact Tax revenue, it was quite clear that the County Council intended that financial contributions toward these bikeways may be claimed as an Impact Tax credit.

Given the significance placed upon the funding of separated bicycle facilities as a part of the development review process (in coordination with other public and private funding sources through the CIP or otherwise), we urge the Planning Board to resolve this apparent inconsistency between the Code and MCDOT's recent interpretation thereof. Significantly, the current language included in the implementation provisions of the Draft Plan correctly states that an "applicant's financial contribution to the future construction of the bikeway or protected intersections can be ***credited toward the applicable development impact taxes, pursuant to the Montgomery County Code***," which is entirely consistent with the recent changes made to the Code during the County Council's adoption of the SSP and Bill 37-16. (Emphasis provided). Therefore, we recommend that the Planning Board reiterate its position via the Bicycle Master Plan (similar to its recommendation for Bill 37-16) that the Code allow for Impact Tax credits for providing financial contributions (or a developer's construction costs) toward protected bike lanes (i.e., a cycle track or separated bicycle facility) irrespective of whether the separated bicycle lanes involves the widening of an existing roadway. Clarification of this policy is imperative to ensuring that the funding for bicycle infrastructure is proportionately shared through a variety of public and private sources, and consistent with the existing County law.

Thank you for consideration of these comments, and we look forward to continuing to work with all stakeholders in the implementation of the Bicycle Master Plan and specific separated bicycle facilities identified in other area master plans.

Very truly yours,

LINOWES AND BLOCHER LLP

Linowes and Blocher Land Use/Zoning
Practice Group

By: C. Robert Dalrymple

cc: Members of the Planning Board
Members of the County Council
Ms. Gwen Wright, Planning Director
Mr. David Anspacher, Project Manager
Ms. Pam Dunn, Functional Planning and Policy
Mr. Matthew Folden, Planner Coordinator
Ms. Katie Mencarini, Senior Planner
Dr. Glenn Orlin, Deputy Council Administrator
Ms. Rebecca Torma, MCDOT Development Review Manager
Mr. Mike Smith, Development Ombudsman

**L&B 6758588v2/09000.0001

designers should revisit the corridor to determine whether it becomes feasible to implement a low-stress bikeway along the road because additional right-of-way is available, fewer lanes are needed or some other reason.

Extensive public outreach is needed during project implementation as well as early coordination with project stakeholders, such as the Maryland State Highway Administration and Maryland-National Capital Park and Planning Commission.

Facility Planning Process

Facility planning for transportation projects, including bikeways, serves as the transition between the master plan and a stand-alone project within the county's Capital Improvements Program (CIP).

During the first phase of facility planning, the Montgomery County Department of Transportation (MCDOT) performs a rigorous investigation into critical project elements, including purpose and need, usage forecasts, traffic impacts, community impacts, public participation, cost estimates and sources of funding.

Based on these factors, MCDOT determines if the project has the merits to advance to the second phase when 35 percent construction plans are developed. The plans should show the specific alignment and detailed features of the project so property and environmental impacts and costs can be more accurately assessed. MCDOT then submits the project for a "mandatory referral" review by the Montgomery County Planning Board, which provides advisory comments on the project. Public testimony is considering during the mandatory referral hearing.

Once the Planning Board review is completed, the County Council and County Executive hold project-specific public hearings to determine whether the proposed facility has the merits to advance in the capital improvements program as a fully funded stand-alone project and begin final design and construction. Public testimony is considered during these hearings.

Implementation Through Development Approvals

Like many jurisdictions, Montgomery County supplements its capital projects by requiring the construction of bikeways through the development approval process. Developers are required to construct bicycle facilities within and along the frontage of their projects, as required by applicable master plans and local law. This private construction can result in substantial contributions to the bicycling network, such as long segments of on-road bikeways adjacent to larger-scale development projects. Other advantages to requiring developers to implement bicycle network improvements as part of their development projects include:

1. Reducing costs for Montgomery County by requiring construction by the private sector.
2. Encouraging the construction of bicycle facilities when adjoining properties that have frontage along the same master-plan bikeway redevelop.
3. Reducing future impacts to the community resulting from separate construction projects.
4. Avoiding the difficulty of constructing a bikeway in the public right-of-way, where a property owner perceives the space to be privately owned.

For smaller development projects, constructing incremental bicycling improvements at the time of development is desirable as long as it does not result in unsafe conditions. In cases where the Planning Department and MCDOT staff determine that the project is unsafe, the developer must pay a *pro rata* share of the proposed bikeway or protected intersections construction costs to an appropriate capital improvements project. To determine the amount of the contribution, the developer must prepare a concept plan (30 percent engineering design / horizontal alignment) for the proposed bikeway or protected intersection for approval by MCDOT on county roads and MDOT / SHA on state roads.[8] The applicant's financial contribution to the future construction of the bikeway or protected intersections can be credited toward the applicable development impact taxes, pursuant to the Montgomery County Code.

In addition, where staff determines that construction of a bikeway or protected intersection at the time of development is not desirable, the developer must facilitate future implementation of the bikeway or protected intersection by dedicating land or establishing other necessary easements to accommodate the future bikeway or protected intersection and ensuring that utilities, stormwater management facilities, streetscape improvements, landscaping and other features do not conflict with the future implementation of the permanent bikeway. For on-road striped bikeways, the developer must also pave shoulders that will be delineated with pavement markings. **If the minimum right-of-way recommended in a master plan is insufficient to accommodate the bicycle improvement, additional dedication or easements will be required to implement the bicycle improvement.** The small area infrastructure plans, described above, will help facilitate this process and limit conflicts between proposed bicycle facilities and new development.

The Bicycle Master Plan recommends many types of bicycle facilities throughout Montgomery County (see Appendix B). Where the plan recommends the following bikeways within a proposed private development or along a development's frontage on a public-right-of-way, the development must conform to the following standards, as applicable.

Trails

- Construct all trails internal to the project.
- Construct all trails along the project's right-of-way frontage.

Separated Bikeways

- Construct all separated bikeways (separated bike lanes and sidepaths) internal to the project.
- Construct all sidepaths along the project's right-of-way frontage.
- Upgrade all existing, interim separated bike lanes to permanent separated bike lanes, as discussed in the Bikeways Design Standards section of this plan.
- Construct new permanent separated bike lanes along the project's right-of-way frontage where there are logical end points for the bikeway, such as intersections, intersecting bikeways, pedestrian connections or other locations to be determined by the Montgomery County Department of Transportation.
- Lay the groundwork for future implementation (see sidebar below) of separated bike lanes along the project's right-of-way frontage where there are not logical end points for the bikeway, as determined by the Montgomery County Planning Board. In this case, the developer must make a financial contribution to make up for the difference in cost between laying the groundwork for future implementation of the bikeway and full implementation of the bikeway. This financial contribution will be used by the Montgomery County Department of Transportation to implement bikeway projects within the vicinity of the right-of-way frontage of the development project.

8 The Montgomery County Department of Transportation and the Maryland State Highway Administration make the final decision in the design and implementation of bikeways through the development review process and capital improvements program.

Striped Bikeways

- Construct all bikeways internal to the project.
- Widen pavement to provide space for striped bikeways.
- Construct new striped bikeways along the project's right-of-way frontage where there are logical termini for the bikeway, such as intersections, intersecting bikeways, pedestrian connections or other locations to be determined by the Montgomery County Department of Transportation.
- Lay the groundwork for future implementation (see sidebar below) of striped bikeways along the project's right-of-way frontage where there are not logical termini for the bikeway, as determined by the Montgomery County Department of Transportation.

Bikeable Shoulders

- Construct all bikeable shoulders along the project's right-of-way frontage.

Shared Roads

- Construct all bikeways internal to the project.
- Construct all bikeways along the project's right-of-way frontage in consultation with the Montgomery County Department of Transportation.

Protected Intersections

- Dedicate right-of-way and implement protected intersection improvements at all portions of the intersection on the project's right-of-way frontage where at least one street is recommended to have a sidepath, separated bike lane, buffered bike lane or conventional bike lane.

Laying the Groundwork for Future Implementation of Bikeways

The Montgomery County Planning Department and Department of Transportation may determine that it is not desirable to require a developer to fully implement a master-planned bikeway or protected intersection on the property's right-of-way frontage because there are no logical end points to do so. In this case the developer will be required to enable the future implementation of the bikeway or protected intersection by dedicating land to the future bikeway or establishing easements where the future bikeway or protected intersection will go. In addition, the developer will ensure utilities, streetscape improvements and landscaping do not conflict with the future construction of the bikeway or protected intersection. Utilities and major streetscape elements, such as trees, will be located in such a way as to avoid the need for removal and reconstruction when the bicycle facility is implemented. For striped bikeways, this preparation includes paving shoulders that will be later marked with bike lanes. The prioritized small area infrastructure plans described above will help facilitate this process and limit conflicts between proposed bicycle facilities and new development.

Additional Requirements

A countywide plan such as the Bicycle Master Plan cannot anticipate all opportunities to implement bikeways that might arise. To ensure adequate bicycle facilities throughout the county, all developers must conform to the following standards:

- Developers with projects on non-master planned streets must implement the general bikeway application on page 65.
- When a development project has frontage on a street paralleling a major highway or arterial road and there is a gap in the street grid parallel to the major highway or arterial road, the developer must extend the street grid to the extent possible.
- Developers constructing dead-end streets must link these streets with trails to the extent possible.
- The sidepath and separated bike lane recommendations in this plan often recommend the side of the road where the bikeway is envisioned and whether separated bike lanes are envisioned to be one-way or two-way. For those bikeways that are listed as "Side TBD" in the bikeway table, the side of the road and the bikeway configuration will be determined by the Montgomery County Department of Transportation and Planning Department staff during a small area sketch plan study, a facility planning study or the development review process, whichever comes first.

Implementation Through Public Facility Projects

While the capital improvements program and the development approval process are the major mechanisms for implementing bikeways, other county projects offer the ability to realize these projects. Schools, libraries, recreation centers and other public facilities are important destinations that can benefit from and contribute to bicycling in Montgomery County. While it is preferable that master-planned bikeways are implemented as part of these county projects, at a minimum, the right-of-way for the bikeway must be provided to accommodate future improvements to infrastructure, streetscapes and bike facilities within the dedicated space.

All county public facility projects must ensure that utilities, streetscape improvements and landscaping do not conflict with the future implementation of the bikeway network. As with development approvals, utilities and major streetscape elements, such as trees, must be located in such a way as to avoid the need for removal and reconstruction when a bicycle facility is later implemented.

Public facility projects must also consider how people access and circulate on bicycles within the site. This accommodation not only includes the provision of very low stress bikeways that are appropriate for people of all ages and bicycling abilities, but also secure bicycle storage for people using the public facility.

AGENDA ITEM #7
November 1, 2016
Worksession 2

MEMORANDUM

October 31, 2016

TO: County Council

FROM: Glenn Orlin, Deputy Council Administrator
Robert Drummer, Senior Legislative Attorney

SUBJECT: **Worksession 2**–resolution to adopt the 2016-2020 Subdivision Staging Policy (SSP);
Bill 37-16, Taxation – Development Impact Tax – Transportation and Public School Improvement – Amendments;
Resolution to establish Development Impact Tax rates for transportation and public school improvements

Please bring the SSP Report and Appendix to this worksession.

I. SSP TRANSPORTATION TEST

1. Background. The SSP (and its predecessor, the Annual Growth Policy, or AGP) has included a transportation school test since the Council first established the AGP in 1986.[1] In the beginning, and during most of the years since, there has been both a policy area review test that examined whether transportation was adequate, on average, over the entire policy area, and a local area test, which examined the congestion level at intersections proximate to the development being tested. The tests have always measured adequacy at a point in the future, when it was believed that an approved subdivision would materialize into actual housing units and buildings generating traffic. Congestion standards were changed one way or another almost every time the Council updated the Growth Policy. From the 1980s until the early part of this century, if a development "failed" either the Policy Area Transportation Review (PATR) or Local Area Transportation Review (LATR), it was usually up to the developer to build capacity or reduce demand, by building or widening roads, adding turn lanes at intersections, running bus shuttles, etc., so that the future congestion level would be no worse with the development than if the development never happened.

As time went on, developers found it increasingly difficult to borrow large amounts of funds from banks and other lending institutions to build projects or fund traffic mitigation programs. In the late 1990s the Council experimented with a "pay-and-go" regime, under which developers would pay to

[1] Prior to the AGP the Planning Board, since the late 1970s, had administered a transportation test for subdivisions under its Comprehensive Planning Policies Report (CPPR).

(e) The development impact tax [will] funds, in part, the improvements necessary to increase the transportation system capacity, thereby allowing development to proceed. Development impact taxes [will be] are used exclusively for impact transportation improvements.

(f) In order to assure that the necessary impact transportation improvements are constructed in a timely manner, the County [intends to] assures the availability of funds sufficient to construct the impact transportation improvements.

(g) The County retains the power to determine the types of impact transportation improvements to be funded by development impact taxes[; to estimate the cost of such improvements; to establish the proper timing of construction of the improvements so as to meet APFO policy area transportation adequacy standards where they apply; to determine when changes, if any, may be necessary in the County CIP;] and to do all things necessary and proper to effectuate the purpose and intent of this Article.

(h) The County intends to further the public purpose of ensuring that an adequate transportation system is available in support of new development.

[(i) The County's findings are based on the adopted or approved plans, planning reports, capital improvements programs identified in this Article, and specific studies conducted by the Department of Transportation and its consultants.]

[(j)] (i) The County intends to impose development impact taxes until the County has attained build-out as defined by the General Plan.

2. Uses and credits. The uses to which transportation impact taxes can be put are in §52-58. An important point to remember is that, generally speaking, whatever is identified as an eligible use of impact tax revenue can also legitimately be claimed as an eligible credit by a development. (The credit provisions are in §52-55.) The eligible uses of impact taxes are:

Sec. 52-50. Use of impact tax funds.
Impact tax funds may be used for any:
(a) new road, widening of an existing road, or total reconstruction of all or part of an existing road required as part of widening of an existing road, that adds highway or intersection capacity or improves transit service or bicycle commuting, such as bus lanes or bike lanes;
(b) new or expanded transit center or park-and-ride lot,
(c) bus added to the Ride-On bus fleet, but not a replacement bus;
(d) new bus shelter, but not a replacement bus shelter;
(e) hiker-biker trail used primarily for transportation;
(f) bicycle locker that holds at least 8 bicycles;
(g) bikesharing station (including bicycles) approved by the Department of Transportation;
(h) sidewalk connector to a major activity center or along an arterial or major highway; or
(i) the operating expenses of any transit or trip reduction program.

During the three decades transportation impact taxes have been imposed, about $93.5 million has been collected, and nearly all of it used to fund road improvements. Road improvement funding also dominates the $50.6 million of impact tax funds programmed in FYs17-22. Not surprisingly, most of the credits that have been granted over the years were also for road improvements.

Planning Board recommendations. The Bill recommends two revisions to the use section. Subsection (e) would be amended to read: "hiker-biker trail and other bike facility used primarily for transportation." The Department of Transportation (DOT) is concerned about the added phrase:

> The Executive Regulation associated with Transportation Impact Taxes and Impact Tax Credits includes specific criteria for hiker-biker trails used primarily for transportation. The proposed language is overly vague and will lead to confusion and misinterpretation in reviewing and certifying impact tax credits (©50).

Council staff understands that the Planning Board's intent was to allow for protected bike lanes (i.e., cycle tracks) to be an eligible expense. Protected bike lanes serve the same bicycle transportation purpose as hiker-biker trails and regular bike lanes, both of which are eligible expenses. **GO Committee *(and Council staff)* recommendation (3-0): Amend subsection (e) to read "hiker-biker trail and protected bike lanes used primarily for transportation."**

The other change would be to subsection (h). It would read "sidewalk connector to or within a major activity center or along an arterial or major highway." However, DOT notes:

> While using impact taxes as a potential funding source for all CIP sidewalk projects if desirable, we do not believe that issuing tax credits for any sidewalk built as part of certain developments is in keeping with the underlying philosophy of granting transportation impact tax credits for what county would have otherwise built. Also, a sidewalk within an activity center is more of a local amenity as opposed to providing connectivity to the overall transportation network. Sidewalks are a fundamental requirement of new development construction, and including this provision will increase the amount of credits provided and will decrease the revenues collected from impact taxes (©50).

GO Committee *(and Council staff)* recommendation (3-0): Amend subsection (h) to read "sidewalk connector within a public right-of-way to or within a major activity center or along an arterial or major highway."

Light rail and BRT. Cynthia Bar testified that the list of eligible impact tax uses—and, therefore, eligible credits—be extended to include a "new or expanded public transportation facility, including light rail and bus rapid transit facilities" (©51-53). Her point is that impact tax uses and credits related to transit should not be limited to transit centers, bus shelters, and Ride On buses.

There is only one light rail line in the County's master plan: the Purple Line, which is a State project. The purpose of the transportation impact tax is to fund capacity-adding transportation facilities that are the *County's responsibility* to construct.[8] While the County has programmed about $46.5 million to the State project, this comprises only about 2% of the total cost, and there is no subset of the Purple Line that is explicitly funded by this 2%. Also, none of the $46.5 million programmed are impact tax funds.

The County's master-planned bus rapid transit (BRT) lines are primarily in State rights-of-way[9]. However, it appears clear that these will be the County's responsibility to construct; while the State did provide $10 million for the initial phase of planning for the MD 355 and US 29 BRT lines a few years ago, it recently turned down the County's request for funding part of the preliminary design of the MD 355 BRT. So, while constructing new State roads and widening them are not eligible impact tax expenses, the Council should consider BRT—whether in State right-of-way or not—as eligible expenses.

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[8] Or, in Gaithersburg and Rockville, capacity-adding transportation facilities that are either the County's or the municipality's responsibility to construct.

[9] The major exceptions are the Corridor Cities Transitway, the Randolph Road BRT, the North Bethesda Transitway, and potentially a portion of the MD 355 North BRT.

Email

Bicycle Master Plan

Email

From	george0407@hotmail.com
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bicycle Master Plan
Date Sent	**Date Received** 1/24/2018 8:17 PM

MCP Chairperson:

As a resident of Montgomery County my entire life, I love this community and generally support its growth and vibrancy. My wife and I live on Autumn Drive in the Valencia subdivision of Colesville, just east of New Hampshire Avenue, and just south of E. Randolph Road.

I have seen a draft of the proposed Bicycle Master Plan. I am neither in favor nor opposed to it as long as: (1) pedestrian safety, and (2) adequate on-street parking is maintained. Most homeowners on my street, Autumn Drive, have children or grandchildren. Most also have multiple cars. Our street has carports (no garages) for a single car, which means any additional car(s) must be parked on the street. Autumn Drive is 3 cars wide, so it barely accommodates a parked car on each side and a path in the middle for one car at a time to pass through. I'm not sure how a bike lane could be workable under this situation.

The situation is even more chronic because some of the homes are currently occupied by multiple families who have 3-4-5 vehicles. Others own utility trucks which they park on Autumn Drive. They are wide bodied, and partially obstruct sight lines.

I remain open minded on this, and could get behind the plan but only if neighborhood safety and sufficient parking is maintained.

Thanks for the opportunity to provide comment. I look forward to your thoughtful consideration of my concerns.

George Deegan
12919 Autumn Drive

Anspacher, David

From: Jenny Sue Dailey <jennysuedailey@aol.com>
Sent: Thursday, January 25, 2018 1:35 PM
To: Anderson, Casey
Cc: Anspacher, David
Subject: Master Plan for Bikeways

Dear Chairman Anderson and Commissioners,

I am unable to attend the hearing tonight but wanted to call your attention to an item that is probably not on the agenda for discussion this evening but is part of the bikeway system.
I am referring to the Trail Crossing on Little Falls Parkway where a tragic accident occurred last year. At the CCCFH meeting last May or June we were told by.a County representative and a member of the Bethesda police that there would be a study of a safer more permanent solution and a hearing in the Fall. The unsightly poles that were quickly installed were only temporary and would be removed. Instead we now have striping, signage, and poles that have created confusion and traffic back-ups and additional traffic on our neighborhood streets by drivers trying to avoid the traffic back ups.

This does not appear to be part of the discussion for tonight since the study is not complete and there has been no public hearing. However, the Master Plan shows a bike path from that crossing extending North towards Bradley. It does not show a bike path going South from the crossing to the traffic light. If my reading of the map is correct (and I cannot claim 100% accuracy with my eyes) I suggest both bike lanes should be part of the study along with the crossing. The current situation is unacceptable because the traffic that is backed up during rush hours is having a serious impact upon our residential streets. I realize the temporary solutions now in place did not intend for this to happen to our neighborhoods.

Although I am speaking as an individual and not on behalf of the Kenwood Citizens Association I am certain the community would be willing to support a final solution that would be fair to all users of the Trail and Parkway.
No doubt the best solution to the crossing will require funding and this might be an area where we could all work together and with the County Council to secure adequate funding.
I am hopeful that the Board will provide guidance to David and other Staff members involved to reach out to me and other community members to help in securing a result that will be satisfactory and fair to both the Trail users and drivers.

I do want to thank David for his thoughtful and sensitive approach to the needs of the communities where there have been issues. As you all probably know the area has a good communication network and I have been informed of his help in other communities.. That help has been appreciated.

Thank you for your attention to the crossing issue and your consideration to include the two additional bike lines as part of the ongoing study. We would be happy to be helpful in working with you to resolve the current problem.

Best wishes,
Jenny Sue Dunner
5315 Dorset Avenue
Chevy Chase, Md. 20815
301-657-3568

Sent from my iPad

Email

Central county bicycle...

Email

From j54ay@icloud.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc baraimondo@me.com; chacha4498@yahoo.com; emelbee_mlb@yahoo.com; johncompton@me.com; lizeverhart9@gmail.com; woodherb@gmail.com

Subject Central county bicycle connection from Washington Grove to Shady Grove Metro

Date Sent **Date Received** 1/23/2018 10:30 AM

To the Chair, Montgomery County Planning Board,

As requested for the Montgomery County Planning Board public hearing on the Bicycle Master Plan on January 25, 2018, I write to support the creation of a mutli-use trail that will connect Shady Grove to Washington Grove and beyond.

The Town of Washington Grove (the Town) Planning Commission has requested that Montgomery County perform a detailed study of the best route for a paved trail from the Town to the Shady Grove Metro Station as preparation to building such a trail. The creation of a paved trail is in keeping with the recommendations of the 2017 Montgomery County Master Bicycle Plan, the Town's Master Plan, and the current Shady Grove Sector Plan Monitoring Report. We are encouraged to have learned recently that a paved trail has been included in the County's Capital Improvement Plan. We ask the county to make the trail a priority, as this short trail will greatly enhance movement by bicycle in the center of the county.

Due to the presence to the northeast and north of I-370 and 200 (Intercounty Connector), it is currently difficult and potentially dangerous to reach the Metro from either the Town, as well as the City of Gaithersburg and the Walnut Hill and Emory Grove neighborhoods by other than motorized vehicle. An obvious route would be on Crabbs Branch Way, which runs directly from the Metro beneath I-370 and then dead-ends less than 200 yards from the Town. A hard surface trail connecting the Town to Shady Grove Metro via Crabbs Branch Way will have numerous benefits for the Town and surrounding communities beyond providing non-vehicular access to the subway:

1) Bus connections. Not only would a trail provide access to the subway, but it would also link to the extensive system of 21 Ride-on and MTA buses from Shady Grove Metro.

2) Access by bicycle on lightly traveled roads to King Farm, Montgomery College Rockville Campus, and central Rockville.

3) Connections to dozens of miles of other paved trails, including:

- Needwood Road which connects to the Rock Creek trail running deep into the District and to the ICC trial, which is planned to reach Prince Georges County.

- Access at Gude Drive to the Carl Henn Millennium Trail which circles Rockville and connects to Shady Grove Medical Center and the Universities at Shady Grove.

These trails and their numerous spurs are part of a concerted effort by Montgomery County over the last decade or more to make bicycling a viable form of transportation for county residents. This effort is in keeping with a national effort to connect existing bits and pieces of trails into large networks of comfortable and safe places to ride. The new Montgomery County Bicycle Master Plan is built on these goals.

4) Better access to retail. For example, a short connecting trail from Brown St in Washington Grove to Crabbs Branch Way would place the Grove Shopping Center at Crabbs Branch and Shady Grove Road a mile or less from much of the Town.

Current stores/entities and restaurants include a Giant, three restaurants, and child care. However, this shopping center is expected to have extensive renewal due to the high density residential development between it and the Metro. In addition, 40,000 square feet of retail space is being built at Westside between the Metro and Shady Grove Road. Such improved access could be especially important for persons with limited mobility.

5) Counterbalance the negative environmental effects that have occurred in recent years. The southern outskirts of Town (Oakmont Ave, the rail corridor, Roberts Oxygen, and the Montgomery County highway service center) are industrial and less than inviting. A bike trail would help humanize this environment.

6) Traffic calming in the Town. The presence of cars speeding through town has long been a safety concern. Bicyclists on town streets, especially during commuting hours, will slow and even deter speeders from cutting through town. Observance of the 15 mph speed limits within the town would be more likely.

7) Future improved connections to Gaithersburg. For years, the City of Gaithersburg has wanted to connect Old Town to the Metro by bike. Once the connection of the Town to Metro is in place, then the City would have a stronger motivation to develop trails in and around Old Town and points to the east, north and west.

According to the proposed county bicycle network atlas, the short trail from Crabbs Branch Way to the Town receives a low priority (tier 3). It should receive a higher priority due to the population and commercial densities on either side of the route, the connections to public transportation, recreational opportunities, the safe approaches to the potential trail that would require minimal or no improvements, and the lack of other routes.

As part of this discussion, I suggest a significant correction to the bicycle stress map. The map shows Crabbs Branch Way as High Stress, which is quite misleading. Traffic is light to moderate, visibility is excellent, and there are 8 foot wide sidewalks along much of the road. As a cyclist, I find it lower stress than the provided low stress example of Muddy Branch Road.

Yours truly,

James Everhart
Washington Grove, MD

Attachments

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Email

Bicycle Master Plan comm...

Email

From Ross Filice

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bicycle Master Plan comments

Date Sent **Date Received** 1/8/2018 6:47 PM

Hi -

First, I commend Montgomery County on working toward creating a safe and viable bike network.

I specifically have comments about the area around Bethesda and Chevy Chase West. I'm a resident of Chevy Chase West and live near Norwood Park and I think it's great that there is a plan for a connecting trail from Norwood and Stratford to Bradley and Strathmore - this will provide a nice connection to Bethesda.

I would suggest continuing this connection south down Stratford Road through to Warwick Place down to Falstone Ave and then creating an actual bike trail from Vinton Park to Park Ave and then to Willard Ave where you have other proposed separated bike lanes. This would create a nice and very comfortable throughway to Friendship Heights and then beyond to DC and AU Park.

I think some in our neighborhood have opposed this - for reasons that aren't completely clear to me. Some have pointed to the bike path on the sidewalk on the east side of Wisconsin Ave - but I'll say in my experience that that, while an improvement, is not a particularly bike or child friendly bike route. First - it's hard to get to - if you were to come down the proposed trail to Norwood Drive you can't access the Wisconsin Avenue bike path because even if you were willing to cross six lanes of traffic with your kids in tow the sidewalk is blocked at that intersection. Second - on much of that path you are biking right next to high speed arterial traffic which is not safe for children.

Using the Capital Crescent trail is another option - but it doesn't connect well to Friendship Heights or AU Park - you really only have Dorset Ave as an option - and then you are stuck going back to Wisconsin Avenue again. River Road is also not an optimal bike route for those other than advanced adult cyclists.

Having a complete north/south path from Bethesda along Stratford/Warwick and through to Willard would be a really nice and welcome throughway for bikers and pedestrians.

thanks much,
Ross Filice
Chevy Chase West

Attachments

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GLOBAL LIFESCI DEVELOPMENT CORPORATION

11900 Tech Road, Silver Spring, MD 20904
O: 301-622-0100; M: 410-935-2599; E: jonathan@percontee.com

January 25, 2018

VIA HAND DELIVERY
Casey Anderson, Planning Board Chair
Commissioners of the Planning Board
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **BICYCLE MASTER PLAN (January 25, 2018 Hearing – ITEM #9)**

Dear Chair Anderson and Commissioners of the Planning Board:

My name is Jonathan Genn and I am testifying on behalf of Global LifeSci Development Corporation to provide a very brief observation, a very brief cautionary note, and what I hope would be a simple solution.

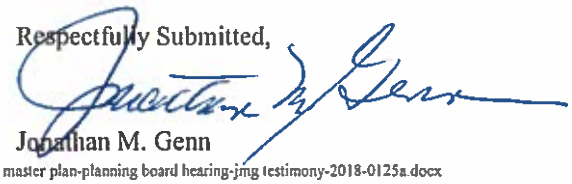
Brief Observation. Staff should be commended for all the extraordinary amount of time and effort that clearly went into putting together the Staff's report. Indeed, Staff's exhaustive report can be a useful encyclopedic reference guide on the aspirational ways in which bicycle mobility could be incorporated into each particular opportunity.

Brief Cautionary Note. We should be cautious, however, about analyzing bicycle mobility in isolation of all the other potentially competing uses within the County's rights-of-way and all the other competing County policy objectives (such as affordable living opportunities, quality of building and site design, economic development, fiscal and financial viability, and the other public benefits and quality-of-life attributes the County seeks).

A Potential Simple Solution (at least how it relates to new development and redevelopment projects). The good news is that the Planning Board already has an effective process through which the competing uses within the rights-of-way, and the competing County policy objectives, can all be evaluated in a holistic manner, and on a case-by-case basis (taking into consideration each project's unique set of challenges and opportunities); namely, through the Public Benefit Point system (with 6 major categories and over 30 subcategories of public benefits). How high on the aspirational scale of bicycle mobility infrastructure a particular project proposes can simply be a function of how many Public Benefit Points that project would receive for that bicycle subcategory. Just as the Public Benefit Point system is adaptable, dynamic, and flexible on a case-by-case basis relating to other public benefit issues and policies (such as MPDUs, Exceptional Design, etc., etc.), so too can the Public Benefit Point system be used as an adaptable, dynamic, and flexible process to determine, on a case-by-case basis, how aspirational our bicycle mobility infrastructure can be for a particular project (given its unique set of challenges and opportunities).

I thus respectfully suggest that this is how Staff's excellent encyclopedic reference guide should be used --- namely, as a guide with a menu of aspirational options --- and not as an overly-prescriptive, static, and rigid regulatory requirement. Thank you for your time and consideration.

Respectfully Submitted,



Jonathan M. Genn

gldc-bicycle master plan-planning board hearing-jmg testimony-2018-0125a.docx

Email

I support the Bike Master Plan

Email

From Rita Gerharz

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject I support the Bike Master Plan

Date Sent **Date Received** 1/26/2018 8:59 AM

I am an avid bicyclist and I promote biking as a means of recreation and transportation for children. As a Montgomery County resident, I am proud and grateful to see the rigorous work and bold vision applied to creating the new Bike Master Plan. The plan is a commitment to making bicycling accessible, safe, and enormously popular throughout the county. The proposed network, policies and programs are ambitious, but also justified by meticulous analysis of the barriers that keep people from biking today.

I applaud the plan's vision and ask that you give it your full support! However, I also ask that you get input from actual bicyclists in the area and bicycling groups to make sure the plan is feasible. The MacArthur Blvd bike trail is insufficient and the supposed bike lanes are only 18" wide.

Thank you

Rita Gerharz
16 Webb Road
Cabin John, MD 20818

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

In consideration of a...

Email

From	spierron@his.com
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	ieraskin@earthlink.net; john.nellis@gmail.com
Subject	In consideration of a Wilson Lane, Bethesda MD Bike Lane
Date Sent	**Date Received** 12/20/2017 12:15 PM

Hello,

We are 5516 Wilson Lane, directly across the new white poles that have been installed at Hampden Lane. Since they've been installed we've seen many a close call as people swerve away from these poles into the oncoming lane of traffic. Also, as a heavily-used crosswalk is at this junction these poles are an added distraction as drivers see them, attention diverted as they process what they mean, before they see a pedestrian entering the crosswalk. As a car approaches from downtown Bethesda, the eye sees the poles and follows the line as it curves down around Hampden Lane, not straight ahead to pedestrians in the crosswalk at the further corner.

As this crosswalk is a primary access from the Greenwich Forest community to the community preschool on Honeywell plus the bus stop on Wilson towards Bethesda Metro, this new safety precaution seems to have a negative impact on the safety of those pedestrians, often caretakers with strollers. In short, it may have looked good on paper but I do not agree that the public safety team adequately reviewed the use patterns and priorities of this corner before proceeding.

Over the years we've watched, with great concern, how treacherous Wilson Lane can be for pedestrian traffic, particularly children. By adding cyclists, the next most vulnerable users of the road, we would demand a more in-depth study of how those not in a vehicle take precedence over those behind the wheel before proceeding with any plans for a bike lane. Until you address current safety issues on Wilson Lane, which will continue to grow as density increases in downtown Bethesda, encouraging additional use from a new population would not be in the public's best interest.

Thank you,

Suzanne Gilmore
5516 Wilson Lane

----- Original Message -----
From: "John Nellis" <john.nellis@gmail.com>
To: ieraskin@earthlink.net
Cc: "Edgemoor List Serve Address" <edgemoor@googlegroups.com>
Sent: Wednesday, December 20, 2017 9:47:10 AM
Subject: Re: [EC-Net: 1763] Fwd: Wilson Lane, Bethesda MD Bike Lane

I am a keen cyclist and supporter of dedicated bike lanes, but I think Mr. Raskin has it right in this instance: Wilson Lane is too narrow & congested to support safely a bike lane.
John Nellis
7109 Denton Rd.

Sent from my iPhone

On Dec 19, 2017, at 5:23 PM, Ira Raskin < ieraskin@earthlink.net > wrote:

Hi! I have included my comments about a proposed bike path along Wilson Lane. I would encourage my Edgemoor neighbors to share their concerns or ideas with Montgomery County planning in this issue.

Sent from my iPhone

Begin forwarded message:

From: Ira Raskin < ieraskin@earthlink.net >
Date: December 18, 2017 at 11:53:33 AM EST
To: mcp-chair@mncppc.org
Cc: jojopuppyfish@yahoo.com , miriamraskin@earthlink.net
Subject: Wilson Lane, Bethesda MD Bike Lane

I understand that Wilson Lane is being considered for bike lane access. This would not be

Email

bike master plan

Email

From mcp-crm-tracker@mncppc-mc.org

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject bike master plan

Date Sent **Date Received** 1/30/2018 10:57 AM

From: Anspacher, David
Sent: Tuesday, January 30, 2018 7:03 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: FW: bike master plan

From: Robert Goodill [mailto:rgoodill@tortigallas.com]
Sent: Wednesday, January 03, 2018 6:41 PM
To: Anspacher, David <david.anspacher@montgomeryplanning.org>
Subject: bike master plan

David,

I will offer my comment regarding the MOCO bikeway master plan. When bikeways are to be provided in urban centers, or future urban nodes, and are to be located on both sides of the roadway, they would be more context oriented (and friendly) if they would be one-way each side, rather than two-way each side. Or they could be two-way one side. Two-way each side is excessive in these locations and prevent the very character of urban node that is intended by the masterplan. I am specifically referencing New Hampshire Ave in Hillandale, and Industrial Blvd., and FDA Blvd. in Viva White Oak.

Sincerely,

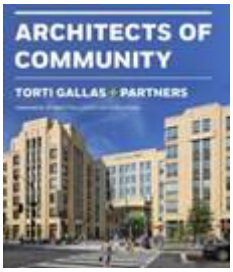
Rob

Robert Goodill, APA
Principal

Torti Gallas + Partners
Architects of a Better World

1300 Spring Street, 4th Floor | Silver Spring, Maryland 20910
301.588.4800 x 2278 | 301.650.2255 fax
Visit our new site TortiGallas.com

From Vendome Press



Attachments

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image002.jpg	5,295

1 - 1 of 1 (0 selected) Page 1

appropriate for safety concerns.

Wilson Lane is an East-West State Highway running from MacArthur Blvd to Arlington Rd. Although speed is set by signage (30 mph) and speed cameras (between Bradley and River Rd), I believe average speed exceeds posted limits, especially as East bound vehicles are approaching or leaving the vicinity of the traffic light on Arlington Rd. The collision rate is likely above average at the nearby vicinity of Wilson Lane and Exeter. When you add to this mix vehicle and frequent inattention to pedestrian crossing lanes, the danger is compounded by the proposed addition of fast moving bicycle traffic that often ignores official signage or traffic lights.

I suggest that Wilson Lane is too narrow to safely add dedicated bicycle lanes or to ignore the potential danger to both drivers, riders, and pedestrians (including school children).

Thank you for the opportunity to comment on Montgomery County plans for bicycle use of Wilson Lane.

Ira E Raskin
5120 Wilson Lane
Bethesda MD 20814

Sent from my iPhone

--
You received this message because you are subscribed to the Google Groups "EC-Net: Edgemoor (Bethesda, MD) Citizens Network" group.
To unsubscribe from this group and stop receiving emails from it, send an email to Edgemoor+unsubscribe@googlegroups.com .
To post to this group, send email to Edgemoor@googlegroups.com .
Visit this group at https://groups.google.com/group/Edgemoor **.**
For more options, visit https://groups.google.com/d/optout **.**

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	

Email

I support the Bike Master Plan

Email

From richard@nerdsmakemedia.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject I support the Bike Master Plan

Date Sent **Date Received** 1/25/2018 11:15 AM

As a Montgomery County resident, I am happy about the new Bike Master Plan. The proposed ideas help confront problems that keep more people from biking.

I bike commute to Capitol Hill 8 miles from East Silver Spring 80-90% of the time, and I think we have some catching up to do with the District; with lanes but also with lighting. When I cross the Maryland line the streets become darker. Please address these problems for the future.

Thank you

Richard Hall
716 Chesapeake Avenue
Silver Spring, MD 20910

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Public Hearing Input:...

Email

From david.helms570@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc david.helms570@gmail.com; growingeastcounty@gmail.com

Subject Public Hearing Input: Master Bike Plan Comments from Growing East County (Sebastian Smoot) and Potomac Pedalers (David Helms)

Date Sent **Date Received** 1/25/2018 5:25 PM

RE: Public Hearing Input - Master Bike Plan Comments

Dear Mr. Anderson,

We are supportive of the county's efforts to make our communities multi-modal, in particular Bicycle Master Plan recommendations. Thank you to you and your staff for developing this comprehensive plan.

Myself and Mr. Smoot have previously provided the attached input to Mr. Anspacher and Councilmember Hucker (District 5). While several of our changes where accepted and implemented, many were not.

The following are areas for improvement we strongly believe will strengthen the plan:

1. Better integration with Trails Plan, including current and planned trail plan bicycle infrastructure (hardscape and natural) as well as identifying targeted trails linking communities to services.

2. Better integration with Vision Zero Plan, balancing capacity building with safety, especially in terms of resource prioritization.

3. More network focused to build continuous and effective links supporting between communities, services, transportation and schools.

4. More neighborhood focused with more attention to intersection safety. Proposed bicycle infrastructure is overly focused on numbered state highways and does not leverage neighborhood bikeway.

5. Enhanced focus on community equity, regionally and demographically to achieve similar level of services and safety. Include metrics that quantify and track equity achievement.

Very Respectfully,

David Helms (Potomac Pedalers)
224 Whitmoor Terrace
Silver Spring, Maryland 20901
cell: 301-466-5561

Sebastian Smoot (Growing East County)

--
@davidhelms570

Attachments

File Name	File Size (Bytes)
Bicycle Master Plan - East MoCo Recommendations 25JA...	1,500,066
East MoCo Bicycle Master Plan Recommendations 25JAN...	133,488

1 - 2 of 2 (0 selected) Page 1

Growing East County

Celebrating and advocating for MoCo's fastest-growing region

TO: Casey Anderson, Chair, Montgomery County Planning Board
FROM: Growing East County and Potomac Pedalers
SUBJECT: Montgomery County Bicycle Master - East Montgomery County Recommendations
Version: January 25, 2018

GrowingEastCounty and the Potomac Pedalers have teamed to use our local knowledge as residents of East Montgomery County to provide the Montgomery County Planning Board with suggested enhancements to the December 2017 update of the Bicycle Master Plan. Our Bikeway recommendations complement backbone routes in the current plan, adding neighborhood routes, connecting communities, and strengthening access to key Bikeways resulting in a safe and efficient multi-modal transportation network in East Montgomery County. Our recommendations take into account regional demographic changes and expected infrastructure projects planned for our region in the next 10 years.

Our recommended Montgomery County Bicycle Master Plan Recommendations are catalogued in the following media:

- East MoCo Bikeway Segment Google Map
- East MoCo Bikeway Network Topology Map
- Network Segment Metadata Sheet

Our Community

East MoCo includes about 50 square miles: 10 miles from Rocky Gorge Reservoir to the north to the I495 beltway to the south, and 5 miles east to west, with Prince George's County on the southeast and northeast, and just east of Wheaton southwest corner and the northwest corner at the intersection of New Hampshire (MD650) and Ednor Road. East MoCo is the home of about 110,000 citizens which is approximately 10% of MoCo's population and square area. For employment, SHA traffic count data indicated most of the residents in East MoCo commute out of the region into Silver Spring, Bethesda, Rockville and eastward into Prince George's County.

The county knows how to plan and build walkable and bikeable communities, Bethesda and Silver Spring are shining examples. Unfortunately, progress to transform East MoCo into a series of high quality of life destination communities is lagging behind the rest of the county as

we have scant built bicycle infrastructure and no connected trails resulting in isolated communities.

State of Bicycle Commuting in East MoCo

While survey data shows increasing bicycle commuting in larger cities, for example, District of Columbia has 16% bicycle commuters, East MoCo lags far behind our urban cousins, with about a paltry 0.2% attempting to bike commute (from 2016 East MoCo Census PUMA data). By comparison in our county, Rockville has a modest, but growing, 0.8% of residents choosing to bicycle commute, four times greater than East MoCo. DC's success offers East MoCo a target to strive for contingent targeted investments in infrastructure.

In addition to infrastructure limitations, there appears to be demographic adoption rates to bicycling which must be considered. For example, African-Americans are less likely to bike commute than Hispanics and Whites (3:1), and women are less likely to bike commute than men (2:1) (SOTC, 2016, Table 9). Of course, African-Americans are often systematically underserved in terms of bicycle infrastructure in their communities which limit adoption of a bicycle as a transportation mode. African-Americans comprise about 17% of Montgomery County citizens, while East MoCo includes over 35% of the residents (Figure 1. Census PUMA, 2016) identified themselves as African-American.

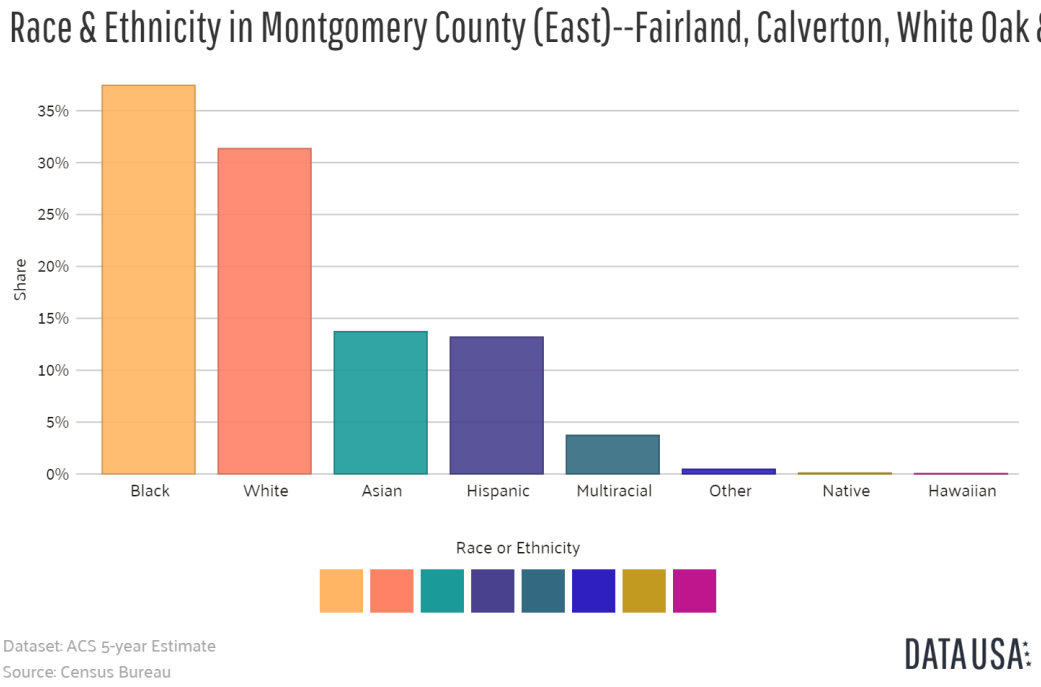


Figure 1. Census Public Use Microdata Area (PUMA) for Eastern Montgomery County (Fairland, Calverton, White Oak, and Burtonsville), graphics provided by DataUSA.

Range of of Bicycle Mobility in East MoCo

Figure 2 shows a three-mile radius around primary employment, commerce, recreation destinations in East MoCo. Per Census surveys, average bicycle commute time is 20-30 minutes. Average commute time for car drivers living in East MoCo to their job is about 38 minutes (29.4 minutes in Rockville). For most bicyclist commuters, their distance traveled to work is 3-5 miles (SOTC, 2016, Table 14). A few hearty long-range bicycle commuters will travel up to 15 miles with a commute time of about 60-75 minutes. However for most East MoCo residents, bicycle commuters with distances greater than 3-5 miles will likely combine the ride with BRT or METRO to access destinations outside of East MoCo.

The bottom line is we have reasonable bikeable distances to East MoCo education, commercial, work and transit destinations, thus ***when*** high quality level of service bicycle infrastructure is built, we will see significant adoption of bicycle commuting as a transit choice.

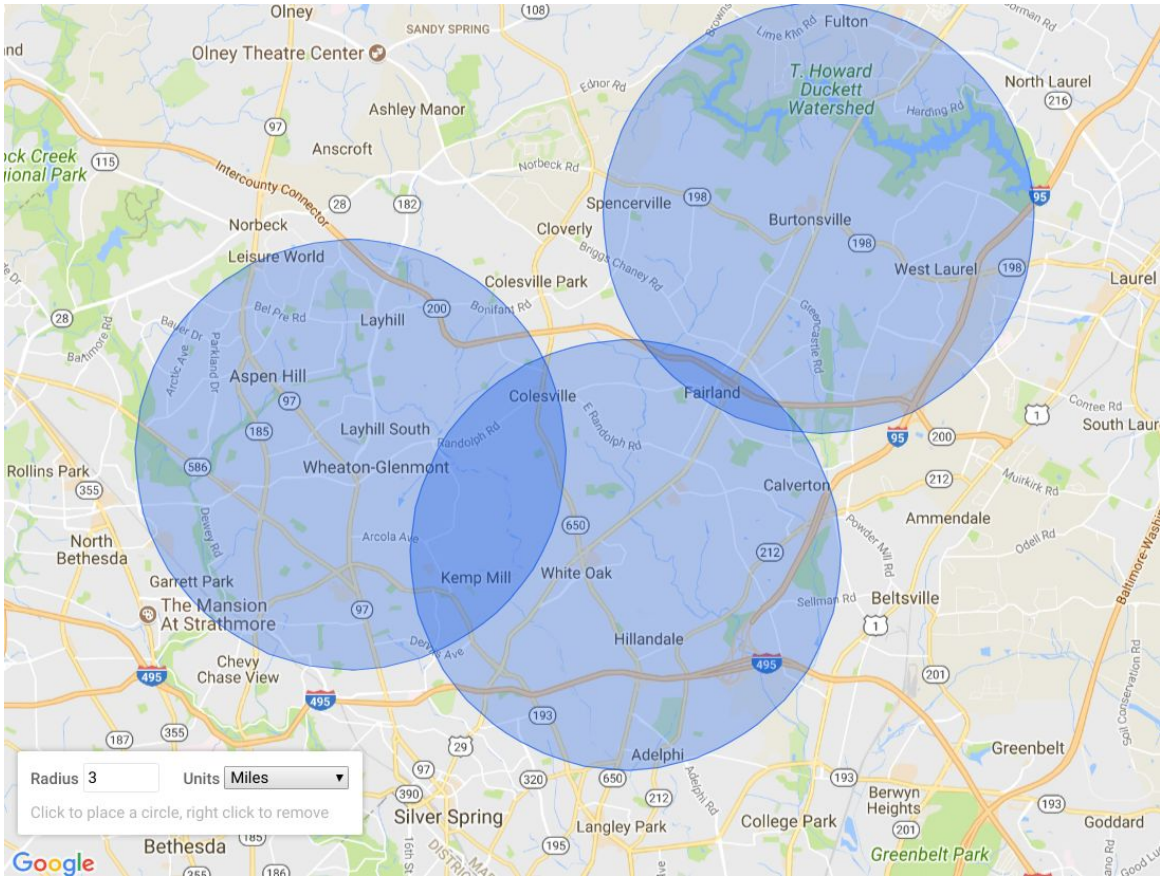


Figure 2. East MoCo Bicycle Commute 3 mile radius around Primary Employment, Commerce, Recreation Destinations

Barriers to Multi-Modal Mobility

The goal of achieving walkable, bikeable communities is challenged in East MoCo as a consequence of numerous heavily traveled highways (US29, ICC, MD650, MD198) which have become impenetrable barriers to safe non-motorized mobility. “No go” non-county lands (White Oak FDA and Adelphi Lab, WSSC Rocky Gorge, EXELON-PEPCO Power Line Right of Way (ROW)) further limit connected community options. Finally, years of design-by-auto has resulted in a patchwork of commercial sprawl and housing developments which are inaccessible or limit non-motorized transportation.

East MoCo is blessed with ample natural resources which have the potential for enriching our quality of life if developed and managed effectively including Rocky Gorge, Paint Branch Creek basin, Northwest Branch Creek, and Fairland Park/Little Paint Branch. Unfortunately, these assets are left undeveloped for recreation and are barriers to our mobility.

Anticipating Service Needs

We considered the build-out of community master plans to formulate our recommended extensions to the Bicycle Master Plan. Building appropriate bicycle infrastructure will contribute to the success of these projects.

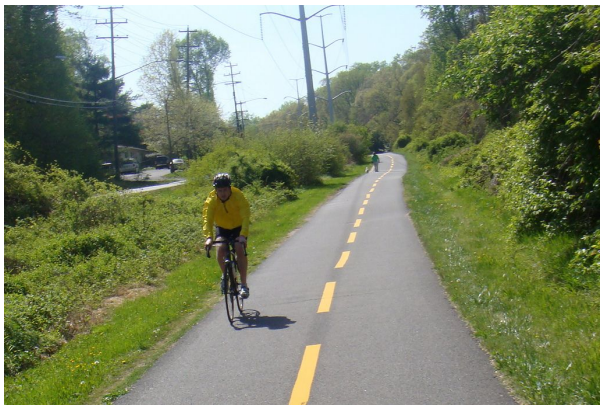
Focal points for organizing the East MoCo Bicycle Network include:

1. White Oak Science Gateway (WOSG), Viva White Oak, Food and Drug Administration (FDA): These workcenters are anticipated to bring thousands of new jobs and additional housing in the land between Cherry Hill, US29, and New Hampshire Ave/MD650
2. Burtonsville Crossroads, Burtonsville Enterprise Zone, SHA MD198 Re-configuration: Great opportunity for improving bicycle infrastructure allow for bicycle transportation to/from the revitalized Burtonsville main street.
3. Bus Rapid Transit (BRT) along US29 from Burtonsville to Silver Spring: The US29 BRT will transform bicycle infrastructure in East MoCo from severely fragmented where movement is limited to consolidated enabling safe and efficient bicycle travel. The US29 BRT will become the “spine’ of East MoCo bicycle mobility from which to build upon.

Bicycle Network Organized by Destinations with Multi-Modal Corridors

East MoCo Bicycle Network should be structured to support the safe and efficient movement from our homes to primary community destinations. Recommend extensions to the Bicycle Master Plan will connect our communities to the following destinations:

1. Employment Areas:
    a. Silver Spring via planned US29 BRT from central/northern and eastern East MoCo
    b. Silver Spring and District of Columbia via Red Line METRO stations at Glenmont and Wheaton using bicycle infrastructure from southwest and northwest East MoCo
    c. Fairland/White Oak Science Gateway from US29 BRT from central/northern and eastern East MoCo, also from Silver Spring and College Park.
2. Main Street Commerce Centers: Regional Bikeways were identified to support the following destinations
    a. Fairland
    b. White Oak
    c. Calverton
    d. Colesville
    e. Cloverly
    f. Burtonsville
3. Schools: Neighborhood Bikeways were identified to enable kids' to safely bike to their local school
    a. 15 Elementary Schools
    b. 4 Middle Schools
    c. 3 High Schools
4. Recreation: Build Neighborhood Bikeways and Trail Connectors which complement M-NCPPC Trails plan
    a. Paint Branch Stream Valley Park
    b. Northwest Branch Park
    c. MLK Park
    d. M-NCPPC Fairland Park
    e. EXELON-PEPCO ROW Trail

EXELON-PEPCO ROW **View from OCP West**	**WO&D Trail** **Built Along Power Transmission Lines**
	

Keys for a Safe and Efficient East MoCo Bicycle Network

Relative to the rest of Montgomery County, our region is substantially underserved in terms of bicycle infrastructure. With the added presence of numerous physical barriers, these limitations translates to very low adoption of bicycle as a mode of transportation despite relative proximity of residential communities to employment areas. The good news is several infrastructure initiatives are in their planning stages which will improve the situation. However, we must make additional targeted bicycle infrastructure investments to enable safe and efficient multi-modal transportation. These investments are summarized:

- Build Neighborhood Connections: Provide trail connectors on critical points crossing the Upper Paint Branch and Little Paint Branch Stream Valleys
- Provide access to US29 BRT and METRO Stations (Glenmont, Forest Glen and Silver Spring):
    - Build the Old Columbia Pike Bikeway north of Stewart Road
    - Build the US29 Bikeway South of Stewart Road, include grade separated crossing as identified
- Implement the Parks Trails Plan, include environmentally responsible green space connections to liberate isolated neighborhoods:
    - Extend the Paint Branch Trail:
        - From Fairland to Briggs Chaney
        - From MLK to Old Columbia Pike
    - Build Northwest Branch Stream Valley trail connections, Springbrook and Quint Acres crossings
- Build Strategic Partnerships: Given the patchwork of Federal, State, Commission (WSSC) and private lands that divide East MoCo, a complete Bicycle Network can only be achieved by building durable partnerships expanded trails, which include:
    - Build trail on FDA land outside the Perimeter Road Fence between Lockwood and White Oak Science Gateway
    - Build a trail on EXELON-PEPCO RIght-of-Way north and parallel to MD198
    - Build a trail on WSSC access road on south side of Rocky Gorge between Ednor Road and US29

Figure 3. Neighborhood connectors, such as this recently-built one in Cloverly, provide opportunities for multi-modal transportation in previously automobile-dependent communities.

Figures 4. and 5. provide thumbnails of detailed graphical depictions of our recommended bicycle infrastructure to be included in the Montgomery County Bicycle Master Plan. We encourage your team to review the detailed recommendations that we have catalogued in the following media:

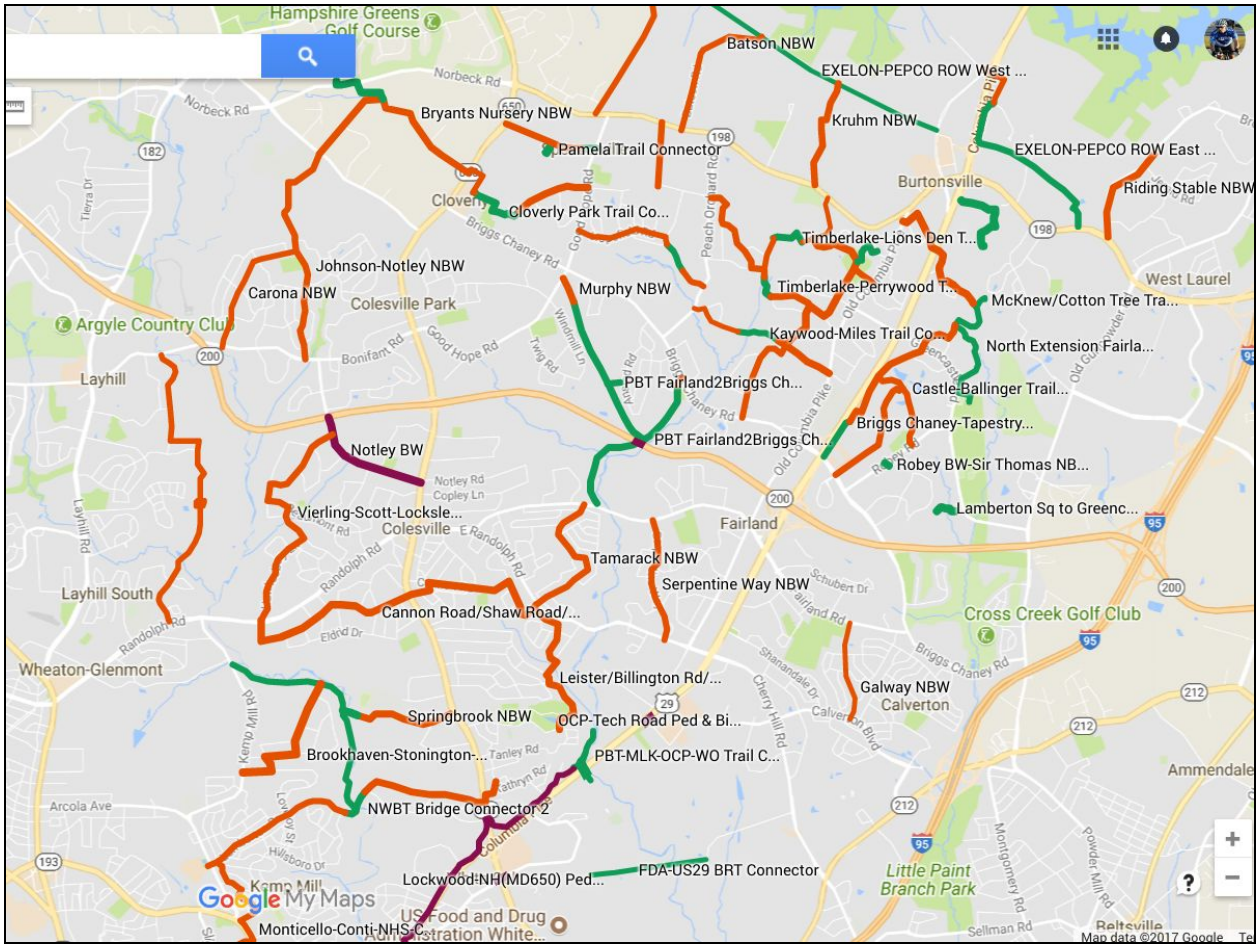
- East MoCo Bikeway Segment Google Map
- East MoCo Bikeway Network Topology Map
- Network Segment Metadata Sheet

We appreciate your team's efforts at enhancing mobility in East County. We would be happy to arrange a face-to-face meeting with your team to discuss the details of our recommendations.

Very Respectfully,

SS and DH

Figure 4. East County Bike Plan Neighborhood Bikeway Suggestions



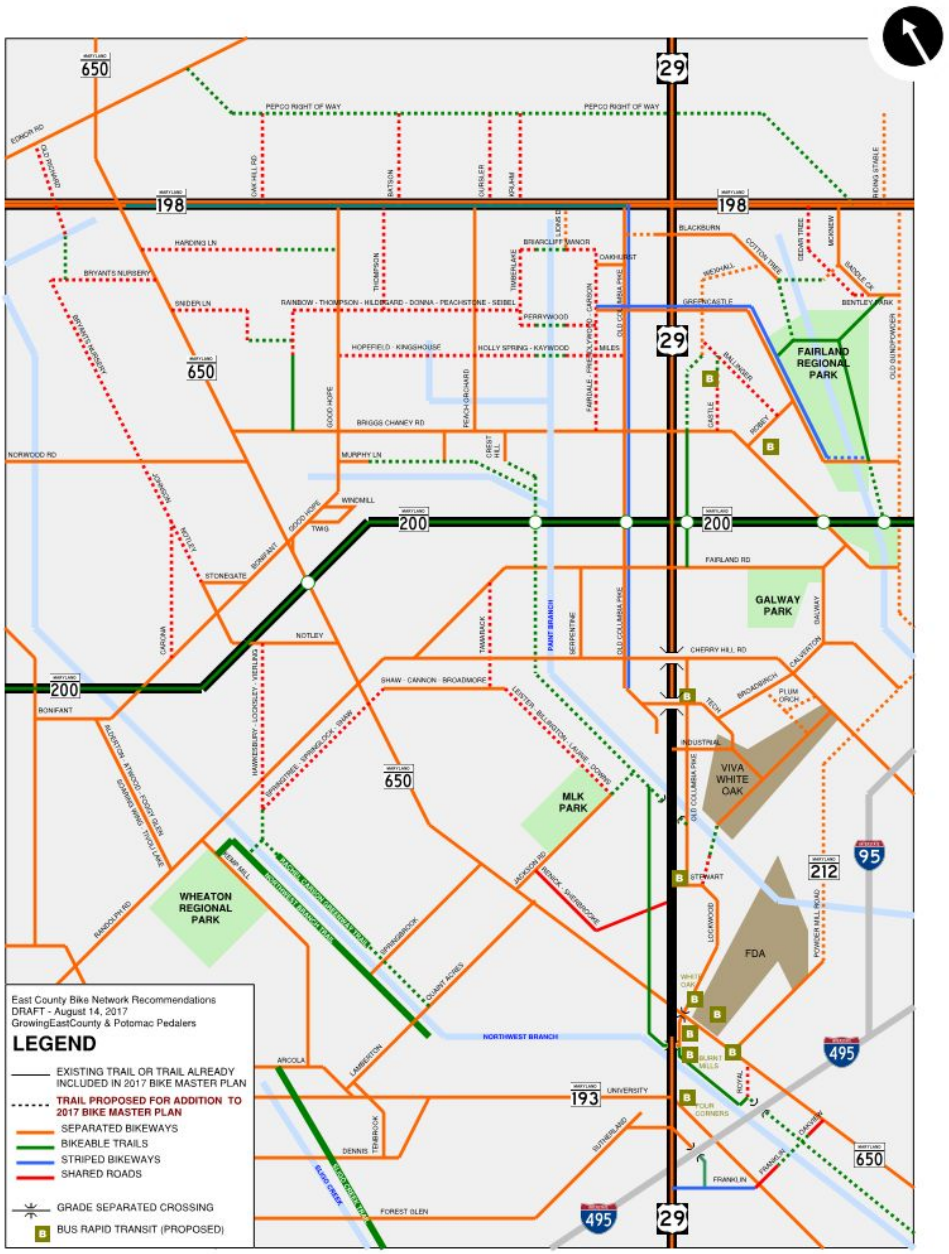
View the full map on Google Maps at https://goo.gl/wrNRkA.

Orange Bike Infrastructure = Neighborhood Greenways with Enhanced Crossings at High Risk Intersections

Purple Bike Infrastrastructure = Separated Bicycle Paths and Trails.

Green Bike Infrastructure = Natural Surface or Paved Bicycle and Walking Trails on M-NCPPC, State, or other land

Figure 5. Complete Buildout of East MoCo Bicycle Network Topology



View the full size map at https://goo.gl/pA2UjB.

Appendix A. Ancillary Data

1. Adjacent County Bicycle Master Plans:
    a. Prince George's County (November 2009)
    b. Howard County (2015)
    c. Frederick County (2013)
2. Montgomery County Department of Parks - Countywide Parks and Trails Plan Amendment, Work Session #3 Edtion (2016)
3. Montgomery County Vision Zero Plan (MoCo draft, July 2017)
4. Montgomery County DOT Bus Rapid Transit (BRT) Plans
5. Montgomery County Bicycle and Pedestrian Priority Areas (MoCo, 2015)
6. State of Maryland Department of Natural Resources (DNR) - Trail Atlas
7. Washington Suburban Sanitary Commission (WSSC) - Patuxent Reservoirs Water Supply Protection Buffer Property: Current Conditions and Potential Enhancements - Description of Trails and Access Points (2012)
8. State of Maryland Scenic Byways and Traffic Volume Maps
    a. Maryland Scenic Byways Resource Protection GIS Viewer
    b. MDOT/SHA Byways Program
    c. MDOT/SHA Montgomery County Traffic Volume Map
9. Montgomery County Current Bikeway Infrastructure
10. Montgomery County Bicycle Level of Traffic Stress (LTS) Map
11. Strava Bicycle "Heat Map" (2015)
12. Exelon/PEPCO Power Line Right-of-Ways within Montgomery County
    a. Montgomery Council letter to Maryland Public Service Commission to "strongly consider the recreational use of trails on utility rights-of-way as a condition of approval of the sale of Pepco to Exelon." January 22, 2015
    b. PEPCO, Exelon and Montgomery County power line trails, WashCycle Blog, February 11, 2015
13. East Montgomery County Demographic Profile:
    a. Fairland, Calverton, White Oak, and Burtonsville U.S. Census PUMA data, 2016
14. East Montgomery County Plans
    a. Burtonsville Crossroads (MoCo, 2012)
    b. MD 28 / MD 198 Corridor Improvement Study (SHA, 2017)
    c. Viva White Oak (Percontee, 2017)
    d. White Oak Science Gateway Plan (2014)
    e. White Oak Master Plan (MoCo, 1997)
    f. Fairland Master Plan (1997)
15. Bike Commuter Adoption Surveys
    a. Surprising stats: How many people bike to work around DC and more, 2017, WTOP
    b. National Capital Region State of the Commute (SOTC), 2016, Commuter Connections, Transportation Planning Board, MWCOG

c. Trends and Determinants of Cycling in the Washington, DC Region, Buehler, et al, 2009.
d. Census Bureau Reports Reports 3.1 percent of Workers Commute by Bike in Washington, D.C., US Census, 2014.
e. Census Public Use Microdata Area (PUMA) for Eastern Montgomery County (Fairland, Calverton, White Oak, and Burtonsville), 2016. graphics provided by DataUSA.

16. Bikeway Infrastructure as Metro Map
    a. See a subway map… of bike lanes and trails in our region. Greater, Greater Washington, February 2017
    b. What If Bike Paths Looked Like Subway Maps? CityLab, February 2017

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
Alderton-Trivoli Lake NBW	Bonifant BW	Randolph BW	1	Neighborhood	3	BW-BW	New housing development provides great low stress north-south NBW connecting Bonifant BW, Henson Trail and Randolph BW and Kennedy HS.
Amina-Dustin NBW	EXELON-PEPCO ROW East Trail	Old Columbia Pike BW	1	Neighborhood	3	Trail-BW	Connects northeast MoCo, Riding Stable NBW to east, EXELON-PEPCO West Trail to west, and Old Columbia PIke BW to south on low stress alternative Bike Network to Spencerville BW. Provides access to Fairland ES, McKnew Park and Failrland Rec Center, Burtonsville Crossing commercial services, and OCP BRT Station.
Ballinger NBW	Robey BW	Wexhall NBW	1	Neighborhood	3	NBW-BW	Connects Robey BW to Wexhall NBW as part of E MoCo NBW network.
Batson NBW	Spencerville BW	EXELON-PEPCO ROW West Trail	2	Neighborhood	3	Trail-BW	Connects northeast MoCo, Riding Stable NBW to east, EXELON-PEPCO West Trail to north, and Spencerville BW to south on low stress alternative Bike Network to Spencerville BW. Provides access to Burtonsville Park, Maydale Nature Center, , Spencerville Adventist Academy, Spencerville Park, Briggs Chaney MS, Burtonsville Crossing commercial services, and OCP BRT Station.
Briarcliff Manor Way NBW	Miles-Friendlywood-Carson-Oakhurst NBW	Lions Den NBW	2	Neighborhood	3	NBW-NBW	Connects Timberlake-Lions Den Trail Connector to west and Miles-Friendlywood-Carson-Oakhurst NBW to east, and Spencerville BW and Kruhm NBW to north as part of low stress east-west alternative to Spencerville BW. Provides access to Banneker MS as well as Praisner LIbrary and Rec Center, and commercial services in Burtonsville.
Briggs Chaney-Tapestry Trail Connector	Briggs Chaney BW	Wexhall NBW	2	Trail	1a	BW-NBW	Extend existing bike & ped path from Briggs Chaney to Tapestry and Wexhall NBW. This trail will connect isolated neighborhoods east of US29 to Briggs Chaney BW and ICC BW to the south and Paint Branch HS to the west.
Brookhaven-Stonington-Hermleigh NBW	NWBT	Kemp Mill BW	2	Neighborhood	3	Trail-BW	Provides bridge from Springbrook to west/south bank NWB Trail, great opportunity to connect points east (Renick, Old Columbia, Lockwood/FDA) with points west (Kemp Mill, Glenallen/Glenmont, Wheaton)
Bryans Nursery NBW-Norbeck BW-Old Orchard NBW Trail Connector	Bryans Nursery NBW	Norbeck BW	1	Trail	1a	NBW-BW	Connect Bryants Nursery Road to Norbeck Rd (MD28) and Old Orchard NBW. Enables low stress access to multiple bikeways in network to the south, east, northeast, southwest and north. Must require ROW or acquisistion of private land.
Bryants Nursery NBW	New Hampshire BW	Norwood BW	2	Neighborhood	3	BW-BW	Connects the Northeast MoCo bike network from east through Rainbow then to OCP and Burtonsville and to the west to Norwood BW, Blake HS, and Johnson NBW to Notley BW and ICC BW, also proposed trail bridge to Norbeck BW and Old Orchard NBW
Cannon Road/Shaw Road/Springloch Dr/Springtree Dr NBW	Randolph BW	E Randolph BW	2	Neighborhood	3	BW-BW	Designate to Cannon Road/Shaw Road/Springloch Dr/Springtree Dr NBW to connect Tamarack Road and East Randolph to east and Randolph to west. This is [currently, per Strava heat map] a low stress east-west alternative bike route to Fairland/E Randolph Rd.
Carona NBW	Notley NBW	Bonifant BW	2	Neighborhood	3	NBW-BW	Currently a high use route per Strava, connects points north including Blake HS to Bonifant BW, ICC BW, Henson Trail, and Kemp Mill BW
Castle NBW	Briggs Chaney BW	Ballinger NBW	1	Neighborhood	3	NBW-BW	Castle is part of northeast MoCo (east of US29) bike network which connects multiple otherwise communities whichare currently isolated lacking bike infrastructure.
Castle-Ballinger Trail Connector	Castle NBW	Ballinger NBW	1	Trail	1a	NBW-NBW	Connects Castle NBW to Ballinger NBW as to form east MoCo bike network
Cloverly Park Trail Connector	Rainbow NBW	Gallaudet NBW	1	Neighborhood	3	NBW-NBW	Connects neighborhood parks and commercial facilities to neighborhoods, key bike facility connecting East MoCo east-west bike network. which extends west to Brants Nursey NBW and east to Greencastle BW.
Cotton Tree Lane/Blackburn/Tolson NBW	N-FRP Trail	Old Columbia Pike BW	1	Neighborhood	3	Trail-BW	Cotton Tree Lane/Blackburn/Tolson will connect Burtonsville, Priasner Rec Center west, to North Extension Fairland Regional Park south, and McKnee neighborhood east (via bridge). Note: Blackburn Road is [currently] designated bike infrastructure (but not on this plan).
Crest Hill NBW	Briggs Chaney BW	PBT-N(north)	1	Neighborhood	3	BW-Trail	Connects Briggs Chaney BW. tonorth extension of North Pait Branch Trail.

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
Ednor Road BW Inter-County Connector	New Hampshire BW	Howard County	1	Bikeway	4		Howard County Bike Master Plan identified Ednor Road / Browns Bridge Road as an inter-county Bikeway. MoCo should also meet HoCo to complete the Bikeway. See Table 3. Recommended Bikeway Connections to Surrounding Jurisdictions Link: https://bikehoward.files.wordpress.com/2012/06/bike-howard-final1.pdf. Provides access to Browns Bridge Rec Center, EXELON-PEPCO ROW West Trail, points south in MoCo, and Howard County.
EXELON-PEPCO ROW East Trail	Spencerville BW	Amina-Dustin NBW	1	Trail	1a	BW-NBW	Connects northeast MoCo, Riding Stable NBW to east, EXELON-PEPCO West Trail to west, and Old Columbia PIke BW to south on low stress alternatve Bike Network to Spencerville BW. Provides access to Fairland ES, McKnew Park and Failrland Rec Center, Burtonsville Crossing commercial services, and OCP BRT Station. M-NCPPC (Casey Anderson) support for power line ROW trails http: //montgomerycountymd.granicus.com/MetaViewer.php?view_id=6&event_id=1707&meta_id=75537
EXELON-PEPCO ROW West Trail	Old Columbia Pike BW	Ednor BW	1	Trail	1a	BW-BW	Connects northeast MoCo, Old Columbia Pike BW nd Riding Stable NBW to east, Ednor Inter-County BW to west, and Spencerville BW to south on low stress alternatve Bike Network to Spencerville BW. Provides access to Browns Bridge Rec Center, Spencerville Park, Briggs Chaney MS, Burtonsville Crossing commercial services, and OCP BRT Station. M-NCPPC (Casey Anderson) support for power line ROW trails http://montgomerycountymd.granicus.com/MetaViewer.php?view_id=6&event_id=1707&meta_id=75537
Fairdale NBW	Miles NBW	Briggs Chaney BW	1	Neighborhood	3	NBW-BW	Connects Briggs Chaney BW to south, and Miles-Friendlywood-Carson-Oakhurst NBW to north as part of low stress north-south alternative to Old Columbia Pike BW. Provides access to Fairland ES, Banneker MS, and Paint Branch HS as well as Praisner LIbrary and Rec Center and Columbia Local Park.
FDA-US29 BRT Connector	FDA BW	Lockwood BW	1	Trail	1a	BW-BW	Work with FDA to connect Cherry Hill/FDA Blvd and Lockwood/Stewart (US29 BRT) using Perimeter Rd and December Rd. This would be a safe and efficient connector route for east MoCo abd feed into the US29 BRT stations.
Gallaudet NBW	Cloverly Park Trail Connector	New Hampshire BW	2	Neighborhood	3	Trail-BW	Connects Rainbow NBW to east, and New Hampshire BW and Bryants Nursey NBW to west, on Neighborhood Bikeway Norwood/Good Hope/Rainbow/Donna/Seibel/Timberlake/Perrywood/Greencastle on safe/low stress east-west alternative to Spencerville and Briggs Chaney BWs for the communities of NE MoCo. Provides service to locally Briggs Chaney MS, Cloverly ES, Cloverly Park, and Cloveryly commercial services.
Galway NBW	Fairland BW	Calverton BW	2	Neighborhood	3	BW-BW	Galway Drive [currently, per Strava heat map] is highly used by bikes for Galway ES and Park, Swim Center. Galway is low stress connection between Fairland Road to Calverton Blvd. Please designate for bike infrastructure in master plan.
Harding NBW	Harding-Good Hope Trail Connector	New Hampshire BW	2	Neighborhood	3	Trail-BW	Connect Harding Lane to proposed Bikeway on Good Hope Road through negotiated right-of-way south side of Round Oak Missionary Baptist Church. This will provide a safe/low stress east-west alternative Harding/Good Hope/Rainbow/Donna/Seibel/Timerlake/Perrywood /Greencastle] to Spencerville or Briggs Chaney Roads for the communities of NE MoCo.
Harding-Good Hope Trail Connector	Harding NBW	Good Hope BW	1	Neighborhood	3	NBW-BW	Connect Harding Lane to proposed Bikeway on Good Hope Road through negotiated right-of-way south side of Round Oak Missionary Baptist Church. This will provide a safe/low stress east-west alternative Harding/Good Hope/Rainbow/Donna/Seibel/Timerlake/Perrywood /Greencastle] to Spencerville or Briggs Chaney Roads for the communities of NE MoCo.
Hildegard-Peachstone-Seibel NBW	Peach Orchard BW	Timberlake NBW	2	Neighborhood	3	NBW-BW	Connects Rainbow Road to proposed Bikeway on Good Hope Road will provide a safe/low stress east-west alternative through Norwood/Good Hope/Rainbow/Donna/Seibel/Timberlake/Perrywood/Greencastle to Spencerville and Briggs Chaney BWs, Provides access to Banneker MS as well as Praisner LIbrary and Rec Center, and commercial services in Burtonsville.
Holly Spring-Kaywood NBW	Peach Orchard BW	Kaywood-Miles Trail Connector	2	Neighborhood	3	NBW-Trail	Connects Good Hope BW to west, Kings House Trail Connector and Old Columbia Pike BW to east, and Mayfield Nature Center and Briggs Chaney BW to south as part of low stress east-west alternative to Briggs Chaney BW.

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
Hopefield-Kings House NBW	Good Hope BW	Kings House Trail Connector	2	Neighborhood	3	Trail-BW	Connects Good Hope BW to west, Kings House Trail Connector and Old Columbia Pike BW to east, and Mayfield Nature Center and Briggs Chaney BW to south as part of low stress east-west alternative to Briggs Chaney BW.
Johnson-Notley NBW	Norbeck BW	Bonifant BW	1	Neighborhood	3	BW-BW	Connects multiple BWs and schools (Blake HS, Stonegate ES) and Stonegrate Park.
Kaywood-Miles Trail Connector	Holly Spring-Kaywood NBW	Miles NBW	1	Trail	1a	NBW-NBW	Connects Good Hope BW to west, Kings House Trail Connector and Old Columbia Pike BW to east, and Mayfield Nature Center and Briggs Chaney BW to south as part of low stress east-west alternative to Briggs Chaney BW. Provides access to Fairland ES, Banneker MS, and Paint Branch HS.
Kings House NBW	Kings House Trail Connector	Peach Orchard BW	2	Neighborhood	3	Trail-BW	Connects Good Hope BW to west, Kings House Trail Connector and Old Columbia Pike BW to east, and Mayfield Nature Center and Briggs Chaney BW to south as part of low stress east-west alternative to Briggs Chaney BW. Provides service to Briggs CHaney MS and Maydale Nature Center.
Kings House Trail Connector	Hopefield-Kings House NBW	Peach Orchard BW	1	Trail	1a	NBW-BW	Connects Good Hope BW to west, Kings House Trail Connector and Old Columbia Pike BW to east, and Mayfield Nature Center and Briggs Chaney BW to south as part of low stress east-west alternative to Briggs Chaney BW. Provides service to Briggs CHaney MS and Maydale Nature Center.
Kruhm NBW	Spencerville BW	EXELON-PEPCO ROW West Trail	2	Neighborhood	3	Trail-BW	Connects northeast MoCo, Riding Stable NBW to east, EXELON-PEPCO West Trail to north, and Spencerville BW to south on low stress alternative Bike Network to Spencerville BW. Provides access to Fairland ES and Banneker MS as well as Praisner Library and Rec Center, Burtonsville Crossing commercial services, and OCP BRT Station.
Lamberton NBW	Arcola	NWBT	2	Neighborhood	3	Trail-BW	Connects Arcola to NWBT (and points west and south) and Quaint Acres to New Hampshire BW
Lamberton Sq NBW-Greencastle Ridge NBW	Lamberton Square NBW	Greencastle Ridge NBW	2	Trail	1a	NBW-NBW	Connects local neighborhood to Fairland rec Center.
Leister/Billington Rd/Laurie/Montclaire/Downs NBW	E Randolph BW	Jackson BW	1	Neighborhood	3	Trail-BW	Designate Leister Dr/Billington Rd/Laurie Dr/Montclaire Dr/Downs Dr in bike plan to connect Tamarack Road/East Randolph Rd Bikeway to MLK Park/Jackson Rd Bikeway and to Old Columbia Pike/White Oak too east. This is [currently, per Strava heat map] a low stress north-south neighborhood bike route.
Lions Den NBW	Timberlake-Lions Den Trail Connector	Spencerville BW	2	Neighborhood	3	Trail-BW	Connects Timberlake-Lions Den Trail Connector to west and Briarcliff Manor Way NBW to east, and Spencerville BW and Kruhm NBW to north as part of low stress east-west alternative to Spencerville BW. Provides access to Banneker MS as well as Praisner LIbrary and Rec Center, and commercial services in Burtonsville.
Lockwood-NH(MD650) Ped & Bike Bridge	Lockwood BW	Lockwood BW	1	Bridge	1a	BW-BW	Lockwood Dr./New Hampshire Ave (MD650) Ped&Bike bridge is critical for safe and efficient access to BRT White Oak Transit Center as all pedestrian & bikes as this intersection will be required to cross at this point. Grade separation will also allow unimpeded travel on MD650 for motorists. AADT at this point on MD650 is 60,000.
US29-Lockwood BW Ped & Bike Bridge	Lockwood BW	US29 BW	1	Bridge	1a	BW-BW	US29/Lockwood Dr. Ped&Bike bridge is critical for safe and efficient access to BRT Burnt Mills Station from south/north US29. Grade separation will also allow unimpeded travel on US29 for motorists. AADT at this point on US29 is 65,000.
McKnew/Cotton Tree Trail Bridge	N-FRP Trail	Sparrow House/McKnee NBW	1	Bridge	1a	NBW-NBW	Connects Cotton Tree (points west and south) to McKnew neighborhood. Provides safe access to Praisner Rec Center and Fairland Region Park as part of east MoCo bike network.
Miles NBW	Kaywood-Miles Trail Connector	Old Columbia Pike BW	1	Neighborhood	3	Trail-BW	Connects Good Hope BW to west and Old Columbia Pike BW to east, and Briggs Chaney BW to south as part of low stress east-west alternative to Briggs Chaney BW. Provides access to Fairland ES, Banneker MS, and Paint Branch HS.
Miles-Friendlywood-Carson-Oakhurst NBW	Fairdale NBW	Oakhurst-Praisner-Briarcliff Manor Trail Connector	1	Neighborhood	3	NBW-Trail	Connects Briggs Chaney BW to south, and Miles-Friendlywood-Carson-Oakhurst NBW to north as part of low stress north-south alternative to Old Columbia Pike BW. Provides access to Fairland ES, Banneker MS, and Paint Branch HS as well as Praisner LIbrary and Rec Center.

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
Monticello-Conti-NHS-Caddington-Gabel-Tenbrook NBW	Lamberton	Dennis BW	2	Neighborhood	3	NBW-BW	Connects NWBT through Conti Place to Caddington Ave around Northwood High to Tenbrook and Dennis on low stress streets to keep bicyclists off high stress University and Arcola. This will connect Kemp Mill (Lamberton) to Sligo Parkway (and points west and south) via Gabel and Tenbrook Drive.
Murphy NBW	Good Hope BW	PBT-N(west)	1	Neighborhood	3	BW-Trail	Connects Good Hope BW to west extension of northern Paint Branch Trail
North Extension Fairland Regional Park Trail (N-FRPT)	Cotton Tree/Blackburn NBW	Greencastle BW	1	Trail	1a	NBW-BW	Connect Cotton Tree Lane to Fairland Park/Little Paint Branch trails, will link Blackburn Road/Spencerville to north/west and Greencastle/Old Gunpowder to south/east. Note: Blackburn Road is [currently] designated bike infrastructure (but not on this plan). This is low stress alternative into Burtonsville.
Notley BW	New Hampshire BW	ICC BW	1	Bikeway	3	BW-BW	Connects ICC BW and Bonifant BW to north/west and New Hampshire BW to east. Local service to Colesville Manor Neighborhood Park.
NWBT Bridge Connector 2	Quanit Acres	Lamberton	1	Trail	1a	Trail-BW	Connects Lamberton to west to Arcola BW and Quaint Acres east to New Hampshire BW and NWBT to Kemp Mill BW to north
NWBT-West Trail	NWBT Bridge Connector 2	Kemp Mill BW	1	Trail	1a	BW-Trail	Northwest Branch Trail (NWBT) is current a MoCo bike trail. Western section from Kemp Mill BW to Lamberton Drive should be brought up to packed natural surface similar to western Georgetown Branch Trail conditions.
NWBT-West Trail to Springbrook Dr Bridge Connector	NWBT	Springbrook	2	Trail	1a	Trail-BW	Provide bridge from Springbrook to west/south bank NWB Trail will connect points east (Renick, Old Columbia, Lockwood/FDA) with points west (Kemp Mill, Glenallen/Glenmont, Wheaton). Referenced in 2016 Countywide Park Trails Plan: E-03 Northwest Branch Trail - E-18 Springbrook
NWBT-WO-FDA Trail I495 Overpass Connector	Devere NBW	E Light NBW	1	Bridge	1a	NBW-NBW	There is no safe way to transit across I495 between Burnett Ave and Rhode Island Ave (Riggs and Cherry Hill are extremely dangerous). Bike Plan suggest an overpass between Indian Springs YMCA and Montgomery Blair HS which is great. An overpass/bridge should be considered from E Light (inside beltway) to Royal Rd (to FDA campus) splitting eastward to Powder Mill Drive.
NWBT-WO-FDA Trail I495 Underpass Connector	Northwest Branch Trail	Devere NBW	1	Trail	1a	Trail-NBW	There is no safe way to transit across I495 between Burnett Ave and Rhode Island Ave (Riggs and Cherry Hill are extremely dangerous). Bike Plan suggest an overpass between Indian Springs YMCA and Montgomery Blair HS which is great. If a hard trail under the I495 bridge at Northwest Branch Creek cannot be built between Oakview and and Devere Dr.
Oak Hill NBW	Spencerville BW	EXELON-PEPCO ROW West Trail	2	Neighborhood	3	Trail-BW	Connects northeast MoCo, Riding Stable NBW to east, EXELON-PEPCO West Trail to north, and Spencerville BW to south on low stress alternative Bike Network to Spencerville BW. Provides access to Browns Bridge Rec Center, Spencerville Park, Briggs Chaney MS, Burtonsville Crossing commercial services, and OCP BRT Station.
Oakhurst NBW	Miles-Friendlywood-Carson-Oakhurst NBW	Old Columbia Pike BW	1	Neighborhood	3	BW-NBW	Connects Briggs Chaney BW to south, and MIles-Friendlywood-Carson-Oakhurst NBW to west, and Old Columbia Pike BW to east as part of low stress north-south alternative to Old Columbia Pike BW. Provides access to Banneker MS, and Paint Branch HS as well as Praisner LIbrary and Rec Center.
Oakhurst-Praisner-Briarcliff Manor Trail Connector	Miles-Friendlywood-Carson-Oakhurst NBW	Briarcliff Manor Way NBW	2	Trail	1a	NBW-NBW	Connects Miles-Friendlywood-Carson-Oakhurst NBW to south and Briarcliff Manor Way NBW to north as part of low stress north-south alternative to Old Columbia Pike BW. Provides access to Banneker MS, and Paint Branch HS as well as Praisner LIbrary and Rec Center, and commercial services in Burtonsville.
OCP-Tech Road Ped & Bike US29 Bridge	Old Columbia Pike BW	Industrial BW	1	Bridge	1a	BW-BW	OCP-Tech Road Ped&Bike bridge is critical for safe and efficient access to Tech/Industrial Rd BRT Station as all pedestrian & bikes routed from west side to east side. Grade separation will also allow unimpeded travel on US29 for motorists. AADT at this point on US29 is 65,000.
Pamela Trail Connector	Rainbow NBW	Harding NBW	2	Neighborhood	3	NBW-NBW	Connect Harding BW to Rainbow BW through negotiated right-of-way. This will provide a safe/low stress east-west alternative Harding/Good Hope/Rainbow/Donna/Seibel/Timerlake/Perrywood /Greencastle] to Spencerville or Briggs Chaney Roads for the communities of NE MoCo.

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
PBT Fairland2Briggs Chaney (West) Trail Extension	Murphy NBW	Fairland BW	1	Trail	1a	Trail-BW	The existing trail running through Valley Mill Park from Randolph Road to Fairland Road along Paint Branch stream should be continued up to the ICC and north to Briggs Chaney Road. This short addition would connect major bike ways and parks from Maydale to Martin Luther King Park to Fairland Regional Park straddling PGCO and MOCO. complete trail to ICC building off existing hard surface trails. As noted in 2016 Countywide Park Trails Plan: E-04 Paint Branch Trail - E-04.01 North Extension: Fairland Rd to Briggs Chaney Rd - E-04.02 Main stem: Fairland Rd to Martin Luther King Jr. Recreational Park - E-04.03 South Extension: Martin Luther King Jr. Recreational Park to Old Columbia Pike
PBT Fairland2Briggs Chaney Trail Extension-Bart/Ansted Spur	PBT-ICC Trail	Briggs Chaney BW	1	Trail	1a	Trail-BW	The existing trail running through Valley Mill Park from Randolph Road to Fairland Road along Paint Branch stream should be continued up to the ICC and north to Briggs Chaney Road. This short addition would connect major bike ways and parks from Maydale to Martin Luther King Park to Fairland Regional Park straddling PGCO and MOCO. complete trail to ICC building off existing hard surface trails. As noted in 2016 Countywide Park Trails Plan: E-04 Paint Branch Trail - E-04.01 North Extension: Fairland Rd to Briggs Chaney Rd - E-04.02 Main stem: Fairland Rd to Martin Luther King Jr. Recreational Park - E-04.03 South Extension: Martin Luther King Jr. Recreational Park to Old Columbia Pike
PBT Fairland2Briggs Chaney Trail Extension-Crest Hill Spur	PBT-ICC Trail	Briggs Chaney BW	1	Trail	1a	Trail-BW	The existing trail running through Valley Mill Park from Randolph Road to Fairland Road along Paint Branch stream should be continued up to the ICC and north to Briggs Chaney Road. This short addition would connect major bike ways and parks from Maydale to Martin Luther King Park to Fairland Regional Park straddling PGCO and MOCO. complete trail to ICC building off existing hard surface trails. As noted in 2016 Countywide Park Trails Plan: E-04 Paint Branch Trail - E-04.01 North Extension: Fairland Rd to Briggs Chaney Rd - E-04.02 Main stem: Fairland Rd to Martin Luther King Jr. Recreational Park - E-04.03 South Extension: Martin Luther King Jr. Recreational Park to Old Columbia Pike
PBT-Menlee-Milestone-Stewart Bikeway Connector	Stewart BW	Paint Branch Trail	1	Bikeway	3	Trail-BW	Menlee Drive/Milestone Drive connector from Paint Branch Trail to Stewart Lane will provide efficient access to White Oak Transit Center via Stewart Ln and Old Columbia Pike.
PBT-MLB-OCP-WO Underpass US29	Paint Branch Trail	Old Columbia Pike BW	1	Trail	1a	Trail-BW	Paint Branch Trail southern extension from MLK Park will follow topographic contour under US29. Trail underpass is critical for connecting Paint Branch Trail with Old Columbia Pike bikeway which is a cornerstone for building a functional bikeway network in East MoCo.
PBT-MLK-OCP-WO Trail Connector	Jackson NBW	Old Columbia Pike BW	1	Trail	1a	NBW-BW	Connect existing trail south of Martin Luther King Park from Jackson Road to Paint Branch Stream and following valley downstream, under Rt 29, and connecting with Old Columbia Pike on the south side of Rt 29. Trail build-out is identified in MoCo 2016 Countywide Park Trails Plan: E-03 Northwest Branch Trail - E-03.01 US Rte. 29 to Wheaton Regional Link E-11 Jackson Road, EB-9 E-18 Springbrook Drive.
PBT-Menlee Trail Connector	PBT-MLK-OCP-WO Trail Connector	PBT-Menlee-Milestone-Stewart Bikeway Connector	1	NBW	3	NBW-Trail	Spur to Menlee Dr/Milestone US29 crossing from connect exiting trail below Martin Luther King Park from Jackson Road to Paint Branch Stream and following valley downstream, under Rt 29, and connecting with Old Columbia Pike on the south side of Rt 29,. referenced in 2016 Countywide Park Trails Plan: E-03 Northwest Branch Trail - E-03.01 US Rte. 29 to Wheaton Regional Link E-11 Jackson Road, EB-9 E-18 Springbrook Drive
Perrywood NBW	Timberlake-Perrywood Trail Connector	Miles-Friendlywood-Carson-Oakhurst NBW	2	NBW	3	NBW-Trail	Connects Briggs Chaney BW to south, and MIles-Friendlywood-Carson-Oakhurst NBW to north as part of low stress north-south alternative to Old Columbia Pike BW. Provides access to Fairland ES, Banneker MS, and Paint Branch HS as well as Praisner LIbrary and Rec Center.
Quaint Acres NBW	NWBT	New Hampshire BW	1	Neighborhood	3	Trail-BW	Strongly urge Bike Master Plan to build a hiker/biker trail bridge across Northwest Branch Creek from Quaint Acres Drive to Lamberton Drive. The NW Branch Creek is major barrier for mobility to/from Wheaton and Glenmont to/from New Hampshire/White Oak/FDA and east MoCo.

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
Rainbow NBW	Cloverly Park Trail Connector	Good Hope BW	1	Neighborhood	3	Trail-BW	Connects Rainbow NBW to east, and New Hampshire BW and Bryants Nursey NBW to west, on Neighborhood Bikeway Norwood/Good Hope/Rainbow/Donna/Seibel/Timberlake/Perrywood/Greencastle on safe/low stress east-west alternative to Spencerville and Briggs Chaney BWs for the communities of NE MoCo. Provides serviceto Briggs Chaney MS, Cloverly ES, Cloverly Park, Spencerville Park.
Riding Stable NBW Inter-County Connector	Prince Georges County	Spencerville BW	1	NBW	3	BW-NBW	Link Amina Drive to Riding Stable Road on new trail using US29 (east) ROW and EXELON-PEPCO ROW. This will provide low stress connection between Brooklyn Bridge Road in PG and Old Columbia Road bikeway. Brooklyn Bridge is a Prince Georges Bikeway connecting Burtonsville to Laurel, Link Amina Drive to Riding Stable Road on new trail using US29 (east) ROW and PEPCO ROW. http://md-mncppc.civicplus.com/DocumentCenter/View/1696
Robey BW-Sir Thomas NBW Trail Connector	Robey BW	Sir Thomas NBW	2	Trail	1a	BW-NBW	Connects local neighborhood to Bikeway network more efficiently and safety.
Serpentine Way NBW	Fairland BW	E Randolph BW	2	Neighborhood	3	BW-BW	Serpentine Way [currently, per Strava heat map] is highly used by bikes for neighborhood access. Serpentine Way is moderate stress connection between Fairland Road to East Randolph Road.
Springbrook NBW	NWBT Bridge	New Hampshire BW	2	Neighborhood	3	Trail-BW	Designate Springbrook Drive as Neighborhood Bikeway for accessing NWB Trail to connect points east (Renick, Old Columbia, Lockwood/FDA) with points west (Kemp Mill, Glenallen/Glenmont, Wheaton). Springbrook is referenced in 2016 Countywide Park Trails Plan: E-03 Northwest Branch Trail - E-18 Springbrook Drive.
Tamarack NBW	Fairland BW	E Randolph BW	2	Neighborhood	3	BW-BW	Tamarack Road [currently, per Strava heat map] is highly used by bikes for neighborhood schools & rec facilities. Tamarack Road is low stress connection between Fairland Road to East Randolph Road. Please designate for bike infrastructure in master plan.
Thompson NBW	Spencerville BW	Rainbow NBW	1	Neighborhood	3	BW-NBW	Connects EXELON-PEPCO West Trail and Spencerville BW to north and Rainbow NBW to south on low stress alternative Bike Network to Spencerville BW. Provides access to Burtonsville Park, Maydale Nature Center, Spencerville Adventist Academy, Spencerville Park, Briggs Chaney MS, Burtonsville Crossing commercial services, and OCP BRT Station.
Timberlake NBW	Timberlake-Lions Den Trail Connector	Hildegard-Peachstone-Seibel NBW	2	Neighborhood	3	NBW-Trail	Connects Rainbow Road and New Hamppshire BW to proposed Neighborhood Bikeway on Norwood/Good Hope/Rainbow/Donna/Seibel/Timberlake/Perrywood/Greencastle on a safe/low stress east-west alternative to Spencerville BW for the communities of NE MoCo. Provides access to Banneker MS as well as Praisner LIbrary and Rec Center, and commercial services in Burtonsville.
Timberlake-Lions Den Trail Connector	Timberlake NBW	Lions Den NBW	1	Trail	1a	NBW-NBW	Connects Timberlake NBW to west and Briarcliff Manor Way NBW to east, and Lions Den NBW and Spencerville BW to north as part of low stress east-west alternative to Spencerville BW. Provides access to Banneker MS as well as Praisner LIbrary and Rec Center, and commercial services in Burtonsville.
Timberlake-Perrywood Trail Connector	Hildegard-Peachstone-Seibel NBW	Perrywood NBW	1	Trail	1a	NBW-NBW	Connects Rainbow Road to proposed Neighborhood Bikeway on Norwood/Good Hope/Rainbow/Donna/Seibel/Timberlake/Perrywood/Greencastle providing a safe/low stress east-west alternative to Spencerville and Briggs Chaney BWs. Provides access to Fairland ES, Banneker MS, and Paint Branch HS as well as Praisner LIbrary and Rec Center.
US29 Bikeway Milestone-Hillwood Extension	Stewart BW	Lockwood BW	1	Bikeway	2	BW-BW	Bike Master Plan has gap in bikeway from Paint Branch Trail to Hillwood Drive BRT Station. This leaves communities north of US29, particularly those using New Hampshire/MD650 and PBT bikeways without safe and efficient access to East MoCo bikeway network. HAWK PHB is suggested at Milestone Dr crossing at MD650.
US29-Red Cedar Trail Connector	Red Cedar NBW	US29 BW	1	Trail	1a	BW-NBW	Connects isoldated neighborhood to Burtonsonville PO, Burtonsville commercial services and OCP BW to west and Fairland Rec Park to south through Blackburn NBW, and EXELON-PEPCO ROW Trail to north.

Bikeway Segment Name	Start	End	Priority	Bikeway Type: Local, Neighborhood, Trail, Bikeway, Bridge	Bikeway Level of Service: 1a-trail hard, 1b-trail natural, 2-separated, 3-striped, 4-sholder	Network Contributions	Notes
Vierling-Scott-Locksley-Hawkesbury NBW	Notley BW	Randolph BW	2	Neighborhood	3	BW-BW	Connects ICC BW through Notley to north and Randolph BW to south. Supports Westover ES as NBW and Sherwood Forest Park.
Wexhall NBW	N-FRP Trail	US29 BW	1	Neighborhood	3	NBW-Trail	Connects Briggs Chaney BW and Robey BW to south to Greencastle BW and North Extension of Fairland Regional Park Trail to Blackburn as part of east MoCo bike network.

Email

MoCo Bicycle Master P...

Email

From greenjamie1@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject MoCo Bicycle Master Plan comments

Date Sent **Date Received** 1/30/2018 9:59 AM

Please my comments and the corresponding illustrative images attached.
1. the bicycle map indicates that the path from Pleasant View park that connects College View Drive to Upton Drive is existing. This is not accurate. There is a sidewalk connect with two sets of stairs in this location which is not appropriate for bikes. In addition, due to the grade change, this location is not appropriate for a future bike path.
2. I recommend adding a new bike path from the terminus of Kenton Drive, through the western portion of Pleasant View park to the public parking lot at the end of Upton Drive. Then the shared road path could be extended along Upton to the parking lot. In addition, i recommend adding a bike path within the park to connect the new path to the existing path. The most logical location is along the fence line to the east of the park.
3. There is significant erosion issues where the public parking lot at the end of Upton Dr. meets Pleasant View park. This could be alleviated with the installation of a new bike path that would be very popular.
4. Any consideration for adding bike infrastructure in Wheaton should equally consider widening the existing sidewalks or adding them where they do not exist. The existing pedestrian infrastructure in the neighborhood is extremely deficient for the walkable urban neighborhood that it could be.
5. Grandview Ave is not a high speed street and may not need a fully separated bike path.
6. Though not part of this master planning process, please pass along the suggestion to add at least one, if not more, mid-block crossings on Viers Mill between University Blvd and Newport Mill Rd. The distance between signalized crossings is half a mile and this causes a lot of jay walking putting pedestrians and drivers at risk.
7. Please add a sidewalk on the western side of Viers Mill from University Blvd to Newport Mill and beyond.
Thank you for your time,
Jamie Herr
11401 Kenton Drive
Silver Spring, MD 20902

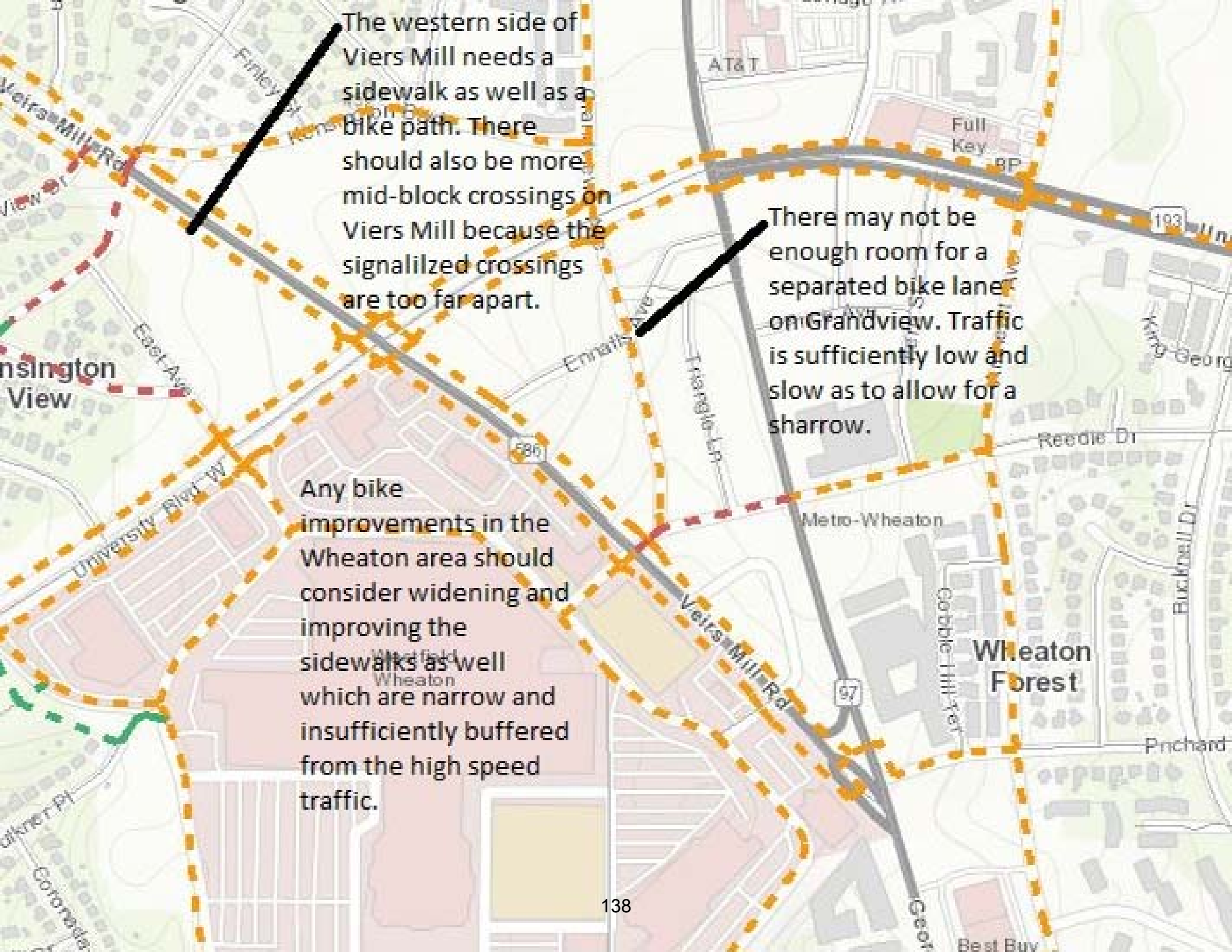
--
In all things of nature, there is something marvelous.
Aristotle

Attachments

File Name	File Size (Bytes)
Pleasantview park bikepath.JPG	214,308
Wheaton.JPG	171,468

1 - 2 of 2 (0 selected) Page 1


Add a new bike path connection from the terminus of Kenton Drive to the parking lot at the end of Upton Drive.
403 ft*
Pleasant View Park
Connect this new path to the existing path along the existing park fence.
This new bike path should also addess significant erosion issues from the park into the parking lot.
Remove this connection. Grade is too steep.
KENTON DR
NORRIS DR
SCHOOLHOUSE CIR
VEIRS MILL RD
586
ESTONA DR
COLLEGE VIEW DR
UPTON DR
MIDVALE RD
HILLSDALE DR
11398
11314
11307
11298
2847
2898
3098
3018
420ft


The western side of Viers Mill needs a sidewalk as well as a bike path. There should also be more mid-block crossings on Viers Mill because the signalilzed crossings are too far apart.
There may not be enough room for a separated bike lane on Grandview. Traffic is sufficiently low and slow as to allow for a sharrow.
Any bike improvements in the Wheaton area should consider widening and improving the sidewalks as well which are narrow and insufficiently buffered from the high speed traffic.
Viers Mill Rd
Veirs Mill Rd
Emraly Ave
Triangle Ln
Grandview Ave
Reedie Dr
Metro-Wheaton
Wheaton Forest
Cobble Hill Ter
Pinehard
Full Key
AT&T
East Ave
University Blvd W
Wheaton
Best Buy
586
97
193

Email

Bicycle Master Plan Pu...

Email

From	fatrob@starpower.net
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bicycle Master Plan Public Hearing
Date Sent	**Date Received** 1/25/2018 3:48 PM

Montgomery Country needs a transportation system that is truly balanced and addresses the needs of the majority of the people not just a tiny fraction of a percent of the population.

Montgomery County Government's Park and Planning pro-bicycle / anti-car policies are hurting the quality of life for those who live in Silver Spring. This sort of thing was tried before and it failed miserably in places like Playa del Rey, California.

< https://www.youtube.com/watch?v=hUuHivkQ-4o>

Replacing car lanes with bike lanes and mistiming traffic lights in order to jam traffic combined with the fact that there is not a single intersection in downtown Silver Spring where a motorist can legally make a right turn on a red light are signs of a transportation policy that is out of balance. No right turn on red signs have even been put up at intersections where left turn signals are in use and the right turn could safely be made with out endangering anything or anybody.

These out of balance policies are deliberately hindering car traffic and are working to build a gridlocked traffic system in downtown Silver Spring that spills over in to our residential areas. Gridlocking Silver Spring does not promote safety. In fact gridlocking Silver Spring is unsafe, counterproductive, frustrating, as well as bad for the people, bad for the environment and bad for business.

Very truly yours,

Robert J. Hoffer
1400 Highland Dr
Silver Spring, Md

Email

Bike plan comments

Email

From mary.cullen@nih.gov

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bike plan comments

Date Sent **Date Received** 1/24/2018 2:25 PM

Hi,
I am an employee at NIH. I live in the White Flint area and bike to work down the trolley trail.
Your new bikeplan is amazing and I hope it comes to fruition.
However, while the trolley trail is wonderful and its' a great idea to have dedicated bikelanes, it is also important to have traffic control where the bike lanes/trolley trail cross major thoroughfares. For instance, crossing Tuckerman Lane is a nightmare. Traffic is going very fast. I know it's posted at 40, but believe me people are going faster than that and they don't slow down at all for the yellow flashing lights. If you could either post slower speeds with speed cameras or install red flashing lights it might help. This should be done at all major crossings. I really feel that someone is going to be very badly hurt one day at the Tuckerman crossing.
So, if you could incorporate this type of approach into your bike plan, I think it would go a long way to ensure safety.

Thank you,
Mary Jane Cullen

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

bicycle master plan su...

Email

From joan.x.johnson@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject bicycle master plan support

Date Sent **Date Received** 1/24/2018 9:46 PM

I'm writing to express my support for the bicycle master plan.
I'd like to see sufficient funding of the plan so that lower priority items are completed in the near future. In particular, the connectors leading into the isolated (by biking standards) White Oak area should be prioritized and funded. The 495 crossing on New Hampshire has a great plan, but low priority, as does crossing the North West Branch on US29/Columbia Pike. Alternatives to these crossings are several miles away as the crow flies and quite stressful for most bicyclists.
The plans for bike routes within the White Oak area should help launch a bike-friendly new development. and I appreciate the thought that went into this on the bike master plan.
Please make biking safer and more popular by approving this plan, funding the development of the routes, particularly in the Eastern part of the county, and congratulating the planners on a fantastic job!

Regards,
Joan Johnson
Montgomery County resident and bike commuter

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Comments on Bicycle...

Email

From	mkeltz@hotmail.com
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Comments on Bicycle Master Plan
Date Sent	**Date Received** 1/24/2018 12:33 PM

January 24, 2018

It was my understanding that a bike trail would be built alongside the ICC (MD 200) toll road. As the current map now shows, there are bits and pieces that have been built. This is not what was promised to the public. This would have been a great connector for exercise, jobs and seeing the county. But the current mishmash of trails is almost lost among the twists and turns. The relative flatness of the ICC would and still can be great exercise trail for county residents who do not enjoy riding alongside rushing traffic. Combining the ICC trails instead of going off-trail through neighborhoods can produce varying degrees of terrain, which can be difficult. As a down county resident, the maps clearly show a lack of trails that are close and separated from traffic.

Thank you,
Melanie Keltz
Colesville

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Bicycle Masterplan Co...

Email

From	scott@knu.design
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bicycle Masterplan Comments
Date Sent	**Date Received** 1/14/2018 4:52 PM

Thank you for undertaking the task of a masterplan for the bicycle network. I live in Boyds; my comments are focused here.

A general comment: the masterplan map shows considerable bikeways, etc. proposed in the suburban and urban areas of the county (can we afford all that or is there a prioritization that will occur later?), and has extremely limited indications of efforts in the Agricultural Reserve and other less developed areas. This may be because many roads in those areas are now lovely bicycling experiences that require no infrastructure changes. However, as traffic in the major arteries ahs been increasing over the decades, there are ancillary traffic increases (in both quantity and speed) on these rural roads, which if not protected can easily tip into the danger zone given the narrow, winding character of some of the roads. As an example, West Old Baltimore Road is of two minds: a delightful experience to the west of Route 121, versus a harrowing experience to the east – due to road conditions and traffic volumes. Please coordinate with the rural & rustic roads program and identify our most precious bikeways (such as Peach Tree Road, Whites Store Road), then create a bicycling preservation designation that 1) prevents these roads from being widened to ruin their scenic value and 2) create signage and pavement striping to alert motorists and inform cyclists that this is a Bikes-First corridor.

More specific comments:

1. There are several roads that one must ride on in order to get somewhere else but that are quite dangerous yet no improvements or even signage/safety striping are shown. These include Barnesville Road and Comus Road and Old Hundred Road.
2. The proposed trail paralleling the track from Boyds to Bucklodge Road is a great idea. It will help link the throngs of humanity with the bicycling nirvana of the ag reserve. However, it ends in a not-so great location that doesn't really give one many more

options. Please extend it to the Monocacy River in Dickerson (tying into the C&O canal)!

3. Show how the above trail can connect off-road to South Germantown Regional Park so it ties into the trail proposed along the powerlines down through North Potomac, and then extend both Travilah Road and Piney meetinghouse Road's sidepaths all the way to the C&O canal so that you create a joy of a huge loop.
4. There is a separated bikeway shown paralleling but a couple hundred yards south of West Old Baltimore Road passing through what is now a farm – perhaps anticipating future development - but it would be good to connect this along Cabin Branch creek to the bikeways that lead into the new development north of WOB Road.
5. We like the old Comsat building. Don't demolish it for a bikeway – ride around it!

Thanks again,

Scott Knudson, AIA, LEED AP BD+C
Knu Design, LLC
www.knu.design
240.372.0185
20505 Top Ridge Drive
Boyds, MD 20841

Attachments

File Name	File Size (Bytes)
image003.jpg	732

1 - 1 of 1 (0 selected) Page 1

Email

Bicycle Master Plan

Email

From	maya.ian99@yahoo.com
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bicycle Master Plan
Date Sent	**Date Received** 1/25/2018 12:16 PM

Re: The Montgomery County Planning Board's public hearing on the draft Bicycle Master Plan is this Thursday, January 25, 9 pm, at Planning Department headquarters (8787 Georgia Avenue, Silver Spring).

I am not able to attend the meeting in person but am very concerned about the dangerous conditions for biking in Bethesda, Md. The side walks are too narrow and crowded. The traffic is too congested to allow safe conditions for riding bikes on the roads.

Your map is wrong. There is no separated bikeway along Wisconsin Avenue between Friendship heights and Bethesda. Wisconsin Avenue is a dangerous place for bike riding. There is a narrow sidewalk for pedestrians and congested, aggressive traffic on the road. There is no space for biking. People either have to bike in the right hand lane with the cars, or on the narrow sidewalk where it is unsafe for both the bike riders and pedestrians.

My son and his group of friends happily rode their bikes to Westland Middle School safely on the Capital Crescent trail. When he moved on to high school, he tried to ride his bike to BCC high school from our neighborhood which is just south of Bradley Blvd. and Wisconsin Avenue. This is a short ride but there is no through route other than Wisconsin Avenue. Because the traffic is very aggressive, my son had no option other than to ride carefully on the sidewalks.

One afternoon he was riding home on the sidewalk along Wisconsin Ave. and moved onto the grass to make room for a pedestrian. His tire went into a rut in the ground, got stuck, and caused him to tip into the road and get hit in the head by a car. There were tire tread marks on his torn and crushed

face. Fortunately his helmet protected his brain. However, his face was seriously injured with fractures to his nose and eyes and torn skin and muscles that still have scars 2 years later. His teeth and jaws are crooked and I will have to spend $7k or more on orthodontics. Since then I drive him to BCC and add to the already over crowded morning rush hour. Sometimes it takes 15 minutes to go 1 mile on East-west highway and Wisconsin Avenue.

Bethesda is supposedly bike friendly, but the county government up to this point has consistently favored the developers and allowed them to encroach on sidewalks and skimp on public spaces. This has created unsafe conditions for bike riders. I own two bikes. I love biking and commuted on the Capital Crescent trail for several years. I now commute on the red line and wish I could bike the one mile to the metro station. But it is not safe so I end up driving and parking. The county needs to make safe bike trails that are separate from cars.

I hope the county invests in safe, adequate bike trails in Bethesda Md. There are hundreds (perhaps even thousands) of people like me who would prefer to bike rather than drive.

Maya Larson
4804 Morgan Dr.
Chevy Chase MD 20815

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Bicycle Master Plan Co...

Email

From dleggett@rcn.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bicycle Master Plan Comment

Date Sent **Date Received** 1/3/2018 5:47 PM

I strongly support the vision set out in Montgomery County Bicycle Master Plan.

I have lived in Montgomery County for nearly 26 years. Over that time I have lived in several areas of the county, ridden a bicycle on roads and trails in much of the county, and driven a car in all areas of the county. I looked over the Proposed Bicycle Network Map in general and in detail in areas I know well. This is an escellent plan and appears to reflect a great deal of thought about what is needed to make Montgomery County facilities much more effective and safe for persons on bicycle.

The 25 year time frame for adding 329 miles and no time frame for the remaining 539 miles is lame and disappointing. I urge Montgomery County to set an aggressive time frame to accomplish build-out of the facilities in this master plan. Frankly, nearly all of the proposed facilities could be used now. I encourage commitment to a time frame such as 10 years to add 329 miles and 25 years to add 539 miles .

This excellent and ambitious facilities plan needs a bold commitment to an ambitious time frame and to the funding necessary to make it real in less than one generation. This would truly be a display of leadership.

Sincerely,
Daniel Leggett
24240 Peach Tree Road
Clarksburg, MD 20871

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

We applaud Montgomery County Planning Department's efforts to create a usable bike network throughout Montgomery County and support most of the proposals that enhance the concept that "streets don't just belong to cars anymore." Moreover, the draft is well written and easily understood, especially in the area of implementing the vision. In that section, Montgomery County Planning Department explains that it is "important to identify bikeway network priorities because funding for implementation is limited. . . . Also there is a need to prioritize the missing gaps in the existing low-stress bicycling network and low-cost bikeways, such as Neighborhood Greenways, which will funnel bicyclists to the BPPAs (Bicycle Pedestrian Priority Areas) . . . To meet the aggressive timeframe for implementing Tier 1 Bikeway projects, Montgomery County will need to program additional funds for the BPPA program and create a new Neighborhood Greenway program." (Bicycle Master Plan Public Hearing Draft: "Implementing the Vision," page 144-145)

This submission is in support of the creation of the Neighborhood Greenway Program, and more specifically in support of the Wayne Ave – Fenton St Neighborhood Greenway ("Wayne/Fenton Greenway") and the Silver Spring Ave Neighborhood Greenway ("SSAve Greenway"). Also, this submission outlines reasons the Separated Bike Lane facility along Fenton St, south of Wayne Ave to King St ("S. Fenton Bike Lanes") should NOT be constructed. Most importantly, in the alternative, it is imperative that no funding be allotted for the construction of S. Fenton Bike Lanes until the Wayne/Fenton Greenway and SSAve Greenway are completed with installed traffic calming bicycle-friendly and pedestrian-friendly design features to address cut-thru commuter and commercial traffic. In so doing, our Silver Spring Park neighborhood roadways, particularly Grove Street (a roadway included in the Wayne/Fenton Greenway), are once again walkable and bikeable.

It is imperative that the Wayne/Fenton Greenway not be left out of the equation when implementing the Tier 1 Bikeway Projects, especially in relation to the proposal to construct the S. Fenton Bike Lanes. Many residents in Silver Spring Park do not support the S. Fenton Bike Lanes because we believe: **1)** if S. Fenton Bike Lanes are constructed by eliminating Fenton "street parking," customers will park on neighborhood roadways, decreasing available parking for residents; **2)** since Fenton St is a heavily used bus route, traffic will back up behind stopped commercial buses causing traffic to peel off onto our neighborhood roadways, in particular Grove St, a 24 foot wide neighborhood roadway that runs parallel to Fenton St, but is not in the Silver Spring CBD ; and **3)** there will be increased large delivery truck traffic along Grove St due to the lack of loading zones along Fenton St. Both the Wayne/Fenton Greenway and the SSAve Greenway are used by many bicyclists in Silver Spring Park, including young riders who attend East Silver Spring Elementary School, located on Silver Spring Ave just blocks from Grove St.

It has been said that increased customer parkers, increased commuter traffic and excessive truck traffic along our neighborhood roadways are not a Montgomery County Planning problem, but rather an

enforcement problem. We disagree. We suggest that Montgomery County Planning and Montgomery County Department of Transportation have an obligation under the Montgomery County, MD "Road Code" to maintain the character of our neighborhoods:

> "Each transportation facility in the County must be planned and designed to respect and maintain the particular character of the community where it is located."
> (Mont. Co. Code 1965, § 103-8; 2007 L.M.C., ch. 8, § 1; 2007 L.M.C., ch. 8, § 1.)[Expedited Bill No 33-12](see Attachment 1)

When Fenton St was narrowed over 10 years ago, Montgomery County did not maintain the character of the Silver Spring Park neighborhood because the lane reductions and neck-downs (bulb-outs) diverted traffic onto residential roadways that intersect and are parallel to Fenton St., to the detriment of our neighborhood. In a March 16, 2001 letter to Chief Administrative Officer Bruce Romer, Sally L. Sternbach wrote on behalf of the Silver Spring Citizens Regional Advisory Board (SSCRD):

> "[T]he Silver Spring Citizens Regional Advisory Board (SSCRAB) spent considerable time at our March 12 Board meeting on the administration's handling of the Fenton Street Village Streetscaping project and roadway modifications. The discussion was in response to the administration's decision to proceed with the bulb-outs and narrow, 3-lane configuration despite the Board's unanimous opposition outlined in a letter to Ms. Davison dated February 15, 2001. The general sense was that there was at best purposeful obfuscation, that government units went through the motions of citizen notification and solicitation of input without ever taking it seriously, and that legitimate requests by the Board for evaluation of the proposed approach based on data were blatantly ignored. . . . Citizens have documented, with photographs, and written many letters about the problems created by the narrow lanes. They have received at best and "it's not as bad as you think" reply."

It is now time for Montgomery County, through its planning department and transportation department to acknowledge facts that were previously blatantly ignored over ten years ago, listen to citizens' comments and seriously consider the negative impacts a S. Fenton Bike Lane facility will have on the Silver Spring Park neighborhood, chiefly Grove St - the unwanted commuter and commercial corridor for Silver Spring CBD. If Montgomery Planning does not take seriously our legitimate requests, its' action will substantiate that Montgomery County Planning Department, Montgomery County Department of Transportation and the Montgomery County Council is biased against Silver Spring Park's residents and has an established unwritten policy to use our neighborhood roadways to accommodate all overflow traffic from the Silver Spring CBD instead of protecting us from it.

GROVE STREET & SILVER SPRING AVE

Grove St, a 24 ft wide neighborhood roadway not in the Silver Spring CBD, runs parallel to Fenton St, has no sidewalks on most of it (although it is heavily used by pedestrian), has parking on much of its East side, is a

designated bike route of over 20 year, and is constantly used by bicyclists and pedestrians. Grove St was a quiet neighborhood roadway where many school children walked comfortably within the roadway to get to school. A number of years ago Fenton St was narrowed (over the objections of residents and every community group in East Silver Spring) in order to widen the sidewalks and create street parking for the Fenton Street Village businesses (See Attachment 2). In a February 12, 2002 ESSCA letter to the US Dept. of Housing and Urban Development, the following indicates the possible results of such an undertaking, but it accurately describes the current conditions on Grove Street as a result of Fenton's narrowing :

> "The lane reductions and neckdowns will likely divert traffic onto residential portions of streets that intersect and are parallel to Fenton St., to the detriment of adjoining neighborhoods. Moreover, the resulting increase in travel time on Fenton St. may induce frustrated drivers to drive more aggressively, creating greater risk of injury to occupants of other vehicles and to pedestrians."

Grove St is now the unwanted commuter and commercial corridor for Silver Spring CBD. Grove St was not always congested. Up until 2005 Grove St was a quiet neighborhood roadway, used by many pedestrians, especially elementary school children WALKING IN the roadway to get to East Silver Spring Elementary School just blocks from Grove. After Fenton St was narrowed, commuters who would normally use Fenton St began using Grove instead when traffic backed-up on Fenton. Consequently, aggressive commuter traffic has increased exponentially on Grove St and Silver Spring Ave. At the following link, one can experience 4:30pm - 6:30pm week-day cut-thru commuter traffic along this 24 ft wide roadway (the camera angle shows Silver Spring Ave - a 50 ft wide roadway - running from the lower left corner to upper right corner of the screen (East to West) and intersecting with Grove St running from lower right corner to the upper left corner of the screen (South to North)(remember, there are no sidewalks on Grove at this intersection): https://www.youtube.com/watch?v=TyA1kMlXjCM .

The video substantiates the following facts: 1) a great majority of the commuters speed East on Silver Spring Ave, barely stop at the stop sign and then turn left (North) onto Grove; 2) a significant number of commuters turn onto Grove from Sligo Ave and speed North on Grove as evidenced by commuters going through the intersection on Grove (South to North); and 3) a significant number of commuters drive South on Grove St to cut-thru to Sligo Ave. It is clear that the commuters traveling North on Grove are attempting to get to Wayne Ave / Colesville Rd / Georgia Ave by circumventing the major arterials which are meant to accommodate such traffic (see also, https://www.youtube.com/watch?v=p6r78klkBaA and https://www.youtube.com/watch?v=lSQLIiK8SNk).

The increased traffic is not caused by those living in the neighborhood, but rather caused by commuters trying to circumvent clogged intersection along Fenton St and Georgia Ave. Moreover, many of the

commuters drive aggressively, barely stopping at the stop signs in order to "beat" others through the intersection and to be the first around the parked cars along Grove. Throughout the day, when traffic is a bit lighter, drivers speed from one stop sign to the next. Such aggressive driving cannot be tolerated on a roadways used extensively by pedestrians and bicyclist. Grove St is a "Shared use roadway . . . designated as a preferred route for bicycle use by . . . informational signs." Since Fenton St is a heavily used bus route, if S. Fenton Bike Lanes are constructed, traffic will back up behind stopped buses causing traffic to peel off onto our neighborhood roadways, especially Grove St, thus increasing even more unwanted cut-thru traffic through our neighborhood.

Additionally, if "street parking" is eliminated from Fenton St to construct the S. Fenton Bike Lanes it will force more unwanted large delivery trucks, including 18 wheelers on neighborhood roadways adjacent to Fenton St because these trucks use the "street parking" area along Fenton St for deliveries. Since Fenton was narrowed, the neighborhood has experienced a significant uptick of large delivery trucks using Grove St throughout the day, even though there is signage at every neighborhood roadway that intersects Fenton St, as well as along Grove St, stating NO THRU TRUCKS OR BUSES OVER 7000 GVW. Recently, new "NO THRU TRUCK SIGNS" were installed, but the trucks continue to ignore even the new signs. An example of a delivery trucks ignoring the new signs can be seen at the following links: http://www.youtube.com/watch?v=Wy0-AezqNec ; http://www.youtube.com/watch?v=RwPenu1B-A0 ; https://www.youtube.com/watch?v=otjuo0qXGaQ

Consequently, we know commuter traffic and delivery truck traffic are a bad as we think - it has negatively impacted the quality of our neighborhood and quite enjoyment of residents' properties, as well as degraded the safety of pedestrians and bicyclists along Grove St. Montgomery County Planning and Montgomery County Department of Transportation need to fix the problem by implementing the Wayne/Fenton Greenway and SSAve Greenway with traffic calming designs. If this is NOT done, and especially NOT done prior to considering S. Fenton Bike Lanes, further degradation of our neighborhood will occur.

Respectfully submitted by:

Stevan Lieberman
Debora McCormick
800 Silver Spring Ave, Silver Spring, MD 20910

Attachment 1

Article 3. Road Design and Construction Code
Chapter 49. Streets and Roads
§ 49-25. Purpose and short title
This Article is intended to guide the planning, design, and construction of transportation facilities in the public right-of-way. Each transportation facility in the County must be planned and designed to:
(a) maximize the choice, safety, convenience, and mobility of all users [regardless of age, ability, or mode of transportation],
(b) respect and maintain the particular character of the community where it is located, and
(c) minimize stormwater runoff and otherwise preserve the natural environment.

This Article may be cited as the "Montgomery County Road Design and Construction Code." (Mont. Co. Code 1965, § 103-8; 2007 L.M.C., ch. 8, § 1; 2007 L.M.C., ch. 8, § 1.)[Expedited Bill No 33-12]

§ 49-26. Definitions
In this Chapter, except where specified otherwise, the following words and phrases have the meanings indicated:
Bikeway: any area expressly intended for bicycle travel, including any:
(a) Shared use path: A paved path 8' - 12' wide [[8' – 12']that is typically 10 feet wide but can vary between 8 feet and 14 feet] designated for bicycles and pedestrians that is separated from motorized traffic by a curb, barrier, or landscape panel.
(b) Bike lane: A portion of a roadway designated by striping, signing, or pavement markings for the preferential or exclusive use of bicycles, and on which through-travel by motor vehicles is not allowed.
(c) Shared use roadway: A roadway open to both bicycle and motor vehicle travel and which is designated as a preferred route for bicycle use by warning or informational signs.

Construction and constructed include "reconstruction" and "reconstructed" but not "maintenance," and include grading, installation of drainage structures, paving, curbs and gutters, curb returns, sidewalks, bikeways, driveway entrances, guardrails, retaining walls, sodding, and planting.

(Mont. Co. Code 1965, § 103-9; 1973 L.M.C., ch. 25, § 8; 1974 L.M.C., ch. 35, § 1; 1992 L.M.C., ch. 5, § 1; 1996 L.M.C., ch. 4, § 1; 2000 L.M.C., ch. 23, § 1; 2007 L.M.C., ch. 8, § 1; 2008 L.M.C., ch. 5, § 1.) [Expedited Bill No 33-12]

Attachement 2

MONTGOMERY COUNTY COUNCIL

Derick Berlage
Councilmember - District 5

MEMORANDUM

July 17, 1998

TO: Elizabeth Davison, Department of Housing and Community Affairs

FROM: Derick P. Berlage, Councilmember

SUBJECT: Fenton Street

I have received a letter addressed to you from the East Silver Spring Citizens Association (ESSCA) regarding a DHCA proposal to narrow the width of the traffic lanes at the Fenton Street intersections between Silver Spring Avenue and Bonifant Street. I agree with the ESSCA that this proposal would cause more problems than it will solve. It would significantly slow traffic at these intersections, and consequently, would divert traffic into adjoining neighborhoods.

Please reject this proposal, in accordance with the wishes of those who it would affect. Thank you for your help.

98corr/spg/correspo/fentonst.doc

100 Maryland Avenue, 6th Floor ▪ Rockville, Maryland 20850
(301) 217-7967 ▪ FAX: (301) 217-7989 ▪ TTY 301/217-6505 ▪ e-mail: berlage@co.mo.md.us

MONTGOMERY COUNTY COUNCIL

Derick Berlage
Councilmember - District 5

MEMORANDUM

March 1, 2001

TO: Elizabeth Davison, Director
Department of Housing and Community Affairs

FROM: Derick P. Berlage, Councilmember

SUBJECT: Fenton Street Streetscaping and "Bulb-Outs"

The Department of Housing and Community Affairs has been very effective in your efforts with regard to the Fenton Street Streetscaping project and roadway modifications. These changes will go a long way in the revitalization of the Fenton Street corridor. However, I am concerned about the proposed intersection bulb-outs that are planned for Fenton Street.

The bulb-outs have been painted onto Fenton Street during what I will refer to as a "pilot program" for this major change. During the pilot program period, it has been noted that buses and trucks have breached the center turning lanes while making a turn in order to avoid cars parked along the street.

You have heard from the Silver Spring Regional Advisory Board, the East Silver Spring Citizens Assocation and the Washington Area Bicyclists Association along with many area residents who are in opposition of the proposed bulb-outs.

I would urge you to reconsider the bulb-out plan which provides for narrow travel lanes, a center turn lane, narrow parking lanes and questionable turning radiuses for large vehicles at intersections. Fenton Street is a major gateway of Silver Spring. We should provide a project that promotes a harmonious environment to vehicular traffic, pedestrians, bicyclists and the business community.

cc: Sally Sternbach, Chair, SSRAB
Francine Meyer, Co-Chair, SSRAB Transportation Committee
Bob Colvin, President, East Silver Spring Citizens Association
William Hussmann, Chairman, Planning Board

100 Maryland Avenue, 6th Floor • Rockville, Maryland 20850
(240) 777-7967 • FAX: (240) 777-7989 • TDD 240/777-7914 • e-mail: berlage@co.mo.md.us

SILVER SPRING CITIZENS ADVISORY BOARD

March 16, 2001

Mr. Bruce Romer
Chief Administrative Officer
Executive Offices
101 Monroe Street, 2nd floor
Rockville, Maryland 20850

Dear Mr. Romer:

I am writing on behalf of the Silver Spring Citizens Regional Advisory Board (SSCRAB) which spent considerable time at our March 12 Board meeting on the administration's handling of the Fenton Street Village Streetscaping project and roadway modifications. The discussion was in response to the administration's decision to proceed with the bulb-outs and narrow, 3-lane configuration despite the Board's unanimous opposition outlined in a letter to Ms. Davison dated February 15, 2001. The general sense was that there was at best purposeful obfuscation, that government units went through the motions of citizen notification and solicitation of input without ever taking it seriously, and that legitimate requests by the Board for evaluation of the proposed approach based on data were blatantly ignored. By a significant margin, the Board passed the following motion (a few members felt a stronger resolution was appropriate):

> The Silver Spring Citizens Regional Advisory Board remains opposed to the use of bulb-outs, narrow travel lanes and a dedicated turn lane on Fenton Street. We believe that this 3-lane configuration is dangerous for drivers, pedestrians, those getting into and out of parked cars and bicyclists. If the County nevertheless proceeds with this implementation, then we request an evaluation of the approach one-year after it is implemented. We would like to know who (which agency) will provide the evaluation and the precise criteria that will be used to evaluate the configuration. We suggest that the results be presented at a SSCRAB Transportation Committee meeting with sufficient notice so that we can invite citizens and affected business people.

The SSCRAB would appreciate a written response to the resolution that includes the requested details.

For the record I believe it is important to detail at least a few of the reasons for the anger felt by Board members over the government's handling of this process:

- The SSCRAB Transportation Committee proceeded carefully and slowly, giving the proposed government approach the benefit of the doubt. The project was first formally presented in a meeting on January 12, 2000. From the beginning Committee members expressed concern about the bulb-outs and narrow travel lanes.

- We asked that they be painted in to allow time for affected businesses and residents to experience the proposed changes and evaluate them. We believed that was the government's intent in acceding to our request. Rather, we were told on Monday evening that bulb-outs are "automatic on a green street" (Scott Reilly at March 12, Board meeting). Apparently, it was only a placating move.

- The SSCRAB asked for an analysis of the new configuration (Gillen memo of August 3, 2000 and for the Transportation Committee meeting of January 24, 2001). No data was ever provided. Rather, we were told that the traffic "appeared to be slower with fewer lane changes" (Scott Wainwright at 1/24/2001 Transportation Committee meeting).

- Citizens have documented, with photographs, and written many letters about the problems created by the narrow lanes. They have received at best an "it's not as bad as you think" reply.

We understand that DHCA is embarrassed about appearing to equivocate on the design plans yet one more time and that preliminary inquiries into the possibility of a HUD waiver were not encouraging. We can do nothing about DHCA's embarrassment. Because of DHCA's effort to accommodate competing interests, the project has had an interesting history. However, the community input has never varied; it has been consistently opposed to the bulb-outs and narrow lanes. No one wants the County to lose $1M, and we, therefore, offered to support a HUD waiver request; that offer was spurned. The Board will continue to operate under the assumption that we are useful as more than a rubber stamp mechanism; we hope we are not soon proven wrong.

In closing, the Board wishes to acknowledge and very much appreciates the improvement in the sidewalk design and the amenities that have been provided to date. We look forward to the extension of those improvements in Phases III and IV.

Sincerely,

Sally L. Sternbach

Sally L. Sternbach

SLS:vl

cc:
Douglas Duncan, County Executive
Derick Berlage, County Councilmember
Elizabeth Davison, Director Department of Housing and Community Affairs
Albert Genetti, Director, Department of Public Works and Transportation
William Hussmann, Chairman, Planning Board
Gary Stith, Director, Silver Spring Regional Center

EAST SILVER SPRING CITIZENS ASSOCIATION, INC.

SILVER SPRING, MARYLAND

February 12, 2002

Mr. Ronald Herbert
CPD Director
U.S. Department of Housing
and Urban Development (HUD)
820 First St., N.E. (4th Floor) (Rm 450)
Washington, D.C. 20002

Dear Mr. Herbert:

The East Silver Spring Citizens Association (ESSCA) wants to bring to your attention a project in the Fenton Street Village area in downtown Silver Spring, that the Department of Housing and Community Affairs (DHCA) in Montgomery County, Maryland is undertaking with the help of money — a Community Development Block Grant (CDBG) — from HUD. The county has changed Fenton St. from four 11-foot wide lanes to a five-lane configuration — it has reduced travel lanes on the 8100-8400 blocks of Fenton St. from four to two, (each 11 ft. wide) with a center left-turn-only lane 8 feet wide, and two 7-foot wide parking lanes on each side. The county also installed Washington-style globe street lighting along 8200 & 8300 blocks of Fenton St., but these dim lights provide inadequate lighting for pedestrians. Now the county plans to narrow Fenton Street's roadway width at intersections with "neckdowns" (or sidewalk "bulb-outs") that supposedly will make it easier for pedestrians to cross. Also, the county plans to eliminate a channelized right-turn lane that allows vehicles to turn from southbound Fenton St. onto westbound Burlington Ave.

But contrary to HUD's requirements,[1] the changes that were made and are being made to Fenton St. have virtually no support from nearby communities in Silver Spring.

Lack of community support, plenty of opposition

In order to receive funds for projects such as the Fenton St. neckdowns, a county must demonstrate to HUD that the project has the support of residents of the nearby

[1] See, e.g., 24 C.F.R. 91; 24 C.F.R. 570.

communities.[2] While there has been, as the county claims, "broad support" for the Fenton Street Village project "in the overall", there appears to be no support for, and in fact nothing but opposition to, the Fenton St. lane restripings and neckdowns. For example, after the restriping of Fenton St., over 100 people signed letters asking that the street be changed back.

While ESSCA knows of no significant support for this project, a number of citizens and representatives has come forth to express their opposition. Specifically, the county has received objections from several people or groups:

* ESSCA: our executive board unanimously opposed this plan, and our members voted unanimously at our September 1999 meeting to oppose narrowing Fenton St.

* Silver Spring Citizens Regional Advisory Board (SSCRAB): Sally L. Sternbach of SSCRAB wrote to the county's chief administrative officer on March 16, 2001 expressing SSCRAB's "unanimous opposition" to the Fenton St. neckdowns and lane reconfiguration program. The Board had asked the county to proceed with a trial re-striping of Fenton St. It also asked the county to report back to the Board with an analysis of the new configuration, but the county never provided any data to the Board. As a result, Ms. Sternbach expressed "the anger felt by Board members over the [county] government's handling of this process."

* County Councilmember Derick Berlage: Mr. Berlage represents most of Silver Spring, including Fenton Street Village and East Silver Spring. In a March 1, 2001 memorandum to DHCA Director Elizabeth Davison, Mr. Berlage said he was "concerned about the p[repast intersection bulb-outs." Mr. Berlage noted widespread opposition to the neckdown/bulb-out plan and said, "I would urge you to reconsider the bulb-out plan which provides for narrow travel lanes, a center turn lane, narrow parking lanes and questionable turning radiuses for large vehicles at intersections."

* Washington Area Bicyclist Association (WABA): stated in a letter dated Feb. 15, 2000 to DHCA that the reconfigured Fenton St. "has no traffic lanes wide enough for shared use by cyclists and motor vehicles. Cyclists would be forced to ride near the center of the traffic lanes to avoid being 'doored' by parked cars or being dangerously squeezed by cars trying to pass on the left."

DHCA, in its citizen participation plan, says that it "continues to encourage the involvement of county residents in all stages of the planning, implementation, and evaluation process. . . .

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[2] "A grant under section 5306 of this title may be made only if the grantee certifies that it is following a detailed citizen participation plan which (A) provides for and encourages citizen participation; . . . [and] (D) provides for public hearings to obtain citizen views and to respond to proposals and questions at all stages of the community development program . . . ." 42 U.S.C. § 5304(a)(3) (1999) [emphasis added].

[T]he process of soliciting public input is ongoing, driven not by time constraints but by the county's commitment to be responsive and accountable to its residents."

Changes reduce traffic capacity, introduce hazards

ESSCA notes that the trial reconfiguration of Fenton St. has added more traffic congestion to our community. For example, northbound traffic at the intersection of Fenton and Wayne Ave. often backs up below Bonifant St. This happens because the left turn lane from northbound Fenton is only one half-block long, thus left-turning traffic blocks through traffic. The original dual-lane configuration allowed both left-turning and through traffic to use Fenton Street's entire block-length. These back-ups on Fenton encourage drivers to cut though via our neighborhood streets.

With the old, 4-lane configuration, as vehicles prepared to turn left at one of these intersections, they waited for oncoming traffic to clear and for any pedestrians to clear the intersection; drivers behind those vehicles who wanted to continue straight or turn right could use the curb lane to go around the left-turning vehicle. Narrowing the intersections, however, will create problems by forcing those vehicles that want to turn right or go straight to line up and wait behind the left-turning ones. Lining up will also occur at the narrowed intersections as drivers who turn right wait for pedestrians to cross. Drivers will have to wait through several traffic light cycles to pass through these intersections. This resulting inefficiency of traffic flow, which can be now seen on eastbound Sligo Ave. at the intersection with Fenton, will become the norm along Fenton St. as well.

In addition, the county's proposal to remove the channelized right turn lane from southbound Fenton St. to Burlington Ave. will, ESSCA believes, also impede traffic flow. The Board wants to use this lane for expansion of a park, yet the amount of land that will be added to the park from elimination of this lane is negligible. About two years ago, residents, businesses, and other affected people wrote letters to the county opposing the elimination of this long-standing turn lane. Without the lane, motorists will be sitting in a line of traffic waiting for a green light.

The lane reductions and neckdowns will likely divert traffic onto residential portions of the streets that intersect and are parallel to Fenton St., to the detriment of adjoining neighborhoods. Moreover, the resulting increase in travel time on Fenton St. may induce frustrated drivers to drive more aggressively, creating greater risk of injury to occupants of other vehicles and to pedestrians.

The 5-lane configuration resulting from the striping changes has made Fenton St. less safe for use by all types of vehicles.

Bicycles

With the narrow 5-lane configuration, parked cars on Fenton St. will be much closer to the

through travel lane. Opening of parked vehicles' doors will force bicyclists well into the main travel lane and expose bicyclists to greater risk of crashes with moving and parked vehicles.

Automobiles

The parking lanes on Fenton St. are too narrow for safe use. A driver of a 6-foot wide car who managed to park just two inches from the curb could not open the door more than about ten inches without having the car door edge jutting into the through lane. With that little a clearance, it would be impossible for most people to get out of a parked car safely. Opening the door further into the traffic stream poses greater risk, but most people have to do that to get out off their cars. A wider vehicle, such as a sport utility vehicle, increases the danger that an exiting driver will be struck by a moving car.

Buses and large trucks

According to Montgomery County's Ride-On bus system, bus width for its smaller buses is 8 feet (9 feet with both mirrors). Newer buses ordered by Ride-On are about 9 feet wide — perhaps 10 feet or more with the mirrors. We were also told that Metrobuses are approximately 9 feet wide. Many large trucks, including the tractor-trailers that make deliveries to businesses such as Safeway, are 8 feet wide or more. When these vehicles make a left turn (e.g. Ride-On bus #20 from southbound Fenton to eastbound Thayer Ave), they more than fill these left-turn lanes.

Another problem occurs on Fenton St. when trucks pull in front of businesses or when buses pull over to let passengers on and off. Even if a bus or truck can pull in parallel to the curb, it will stick out at least a foot into the one through lane. If buses or trucks need to angle in to the curb, they will protrude much more into the travel lane. Also, bus stops that are now near intersections may have to be relocated to mid-block sites, because buses won't have enough room to maneuver around curbs at the "necked down" intersections.

County undermines HUD's intent

Both before and after this lane reduction, citizens and businesses expressed their objections. Notwithstanding this opposition, the county persists in its determination to make changes to Fenton St. without community support. By doing so, the county acts in a way that undermines HUD's obvious intent to ensure that local governments undertake only those CDBG-funded projects that have some measurable public support.

Use money for more worthwhile projects

The county's insistence on making undesired changes to Fenton St. also reduces the amount of money available for more widely-supported and useful projects in Silver Spring. Several other public works projects deserve more consideration, such as improving vehicle egress from the Silver Spring Public Library.

We urge you to direct DHCA to admit that it lacks community support for its changes to Fenton St. We also ask that HUD withhold funding for any effort by DHCA to install the neckdowns or make permanent the 5-lane configuration on Fenton St. Thank you for your consideration on this matter.

Name (signed)	Name (printed)	Address (printed)
Bob Colvin	BOB COLVIN	841 GIST AVE SILVER SPRING MD 20910
Russell J. Slew	RUSSELL S. SHAW	411 THAYER PL. SILVER SPRING MD 20910
Nancy Gurganus	NANCY H. GURGANUS	8112 CARROLL LA. SIL. SPR MD 20910
Lloyd Clark	LLOYD CLARK	8107 CARROLL LN SIL. SPR. MD 20910
Elizabeth R. King	Elizabeth R. King	8403 Wartford Ave " "
Betsy Taylor	Betsy Taylor	8214 Cedar St, Silver Spring, MD 20910
Dale Barnhard	Dale Barnhard	709 Gist Ave S S MD 20910
Elisabeth Kraft	(Elisabeth. E. R. Kraft)	120 Dale Dr. Silver Spring MD 20910

Email

Bike Master Plan

Email

From	paul.loebach@fda.hhs.gov
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bike Master Plan
Date Sent	**Date Received** 1/24/2018 12:57 PM

As a Montgomery County resident and avid cyclist, I ride to work at least once per week. I ride much more when the weather is warmer. my commute from Aspen Hill, down Georgia Ave, across east on Randolph Rd then south again on New Hampshire Ave to the FDA at White Oak.

This ride is treacherous, to say the least. Riding in the street is subject to distracted or even purposely discourteous drivers. Riding on the sidewalks, when there are sidewalks, requires avoiding such obstacles as other pedestrians, sign poles, telephone poles, trash and recycling bins, mail boxes and various other impediments.

The Bike Master Plan will help create a safe riding environment for all cyclists and encourage more people to use the bicycle as a reasonable alternative to driving a car.

I applaud the plan's vision and ask that you give it your full support!

Thank you

Paul Loebach
13828 Dowlais Dr
Rockville, MD 20853

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	

Hello David,

I've been looking over your draft master plan and it's hard to imagine how much work must have been put into it. Congratulations!

Looking at the maps, I did have a couple of questions. Why isn't the hard survey trail along the northewst branch that continues the PG county trail and ends short of the belteay on your map? Also, was there any discussion of forming a bikeway through wheaton regional that would extend the sligo creek trail throgh the park and exit through the main park entrance on Glenallen?

I appreciate your answering these questions. I, myself, am just mostly interested in improving my commutes and I understand that you must have much broader goals. - Don Malec

Attachments

File Name	File Size (Bytes)
image001.jpg	2,007

1 - 1 of 1 (0 selected) Page 1

Email

Update of Bike master...

Email

From josephmcclane@yahoo.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Update of Bike master plan

Date Sent **Date Received** 1/22/2018 7:40 PM

Please update your bike master plan to reflect the fact that the hiker/biker trail between Fisher Lane and Viers Mill is completed and that the extension of this trail that would directly connect it with the Rock Creek trail is being planned.

Thank you,

Joe McClane
President
Cambridge Walk II HOA

Attachments

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No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Bicycle Master Plan co...

Email

From mcnamarajf@yahoo.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bicycle Master Plan comment

Date Sent **Date Received** 1/12/2018 2:56 PM

It's a great plan and I commend all involved. Only problem is who's NOT involved: Apparently others who build and maintain bike paths in the county, like the city of Rockville (Carl Henn Trail), or the the National Park Service (for the Rock Creek bikeway) or the MD SHA, for the ICC bikeway. I realize it's not within your power to convene them, but an effort is needed to get them to the table, or drawing board, as well.

Thank you,

John McNamara
7301 Oskaloosa Dr
Derwood, MD 20855

240-899-8640

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Bicycle Master Plan Co...

Email

From pmeyer19@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bicycle Master Plan Comments

Date Sent **Date Received** 1/2/2018 9:39 AM

I live in South Silver Spring and the Bicycle Master Plan looks incredible. This is going to make me more likely to stay in Montgomery County long-term. Please do not make any changes to your plans, especially to the plans for Fenton. Separated lanes on Fenton will really help the businesses on Fenton and would make me more likely to patronize them.

Sincerely,

Paul Meyer
-Sliver Spring

Attachments

File Name	File Size (Bytes)
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0 - 0 of 0 (0 selected)	Page 1

Email

Bicycle Master Plan Co...

Email

From	mcp-crm-tracker@mncppc-mc.org
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bicycle Master Plan Comments
Date Sent	**Date Received** 2/1/2018 1:50 PM

-----Original Message-----
From: Migdall, Alan L Dr. [mailto:alan_migdall@yahoo.com]
Sent: Thursday, February 01, 2018 11:37 AM
To: MCP-CR <mcp-cr@mncppc-mc.org>
Cc: Anspacher, David <david.anspacher@montgomeryplanning.org>
Subject: Bicycle Master Plan Comments
Importance: High

Dear Planning Board,

It is clear that the purpose of this Master Plan is to encourage low stress bicycle accommodation in our transportation network. That is a laudable goal and one I support. There is though, an aspect that causes me some concern. We all know that while Master plans are intended to provide a guide to future development and excellent development, at that, putting a facility in a master plan, does not mean that it will happen. I am particularly aware of that fact in my more than than 3 decades of bicycle advocacy in the County. My concern is that the Plan, can be interpreted, or misinterpreted, as a veto for bicycle accommodations. To explain how this happens in practice I will relate an example that actually happened. I had been advocating for a bike facility along a road leading to a site with many employees. The existing Master Plan called for a side path, part of which was installed but the path could not be continued along one section due to lack of right of way. So I suggested that in that situation, the route connectivity could be completed with an on-road bike lane. As there appeared to be on-road space for that and the cost, being just paint, would be low, that seemed a workable commonsense solution. Unfortunately, I was told by the Director of Montgomery County Dept. of Transportation that because the Plan called for a side path, he was forbidden to switch to another option even if it was the only way to achieve the

connectivity intended by the plan. That was clearly a misreading of the Plan by the Director of MCDOT, but it highlights the need for some clear language to be included in the Plan that can be pointed to, that unequivocally states that while the treatments listed in this plan are preferred, it is the connectivity that is the paramount principle and that nothing therein should be construed as forbidding another type of facility when the preferred is not feasible or not feasible in the foreseeable future.

I will note that when the previous plan was approved by the County Council, they passed a Resolution that stated "if during the design of a bikeway, the specific route or type is found to entail costs or impacts disproportion to its benefits, then an alternative route or type that serves the same general purpose and need may be built and would be consistent with this plan." That, or similar language is needed to prevent the plan from, on occasion, being an impediment to bike accommodations rather than encouraging such facilities. Furthermore, in an acknowledgment that a Master Plan, whose update rate is less than once every ten years, cannot foresee all links that might be needed, the resolution went on to say that a bikeway segment not identified in the Plan may be implemented if it offers significant benefit to the plan and its goals.

I strongly encourage that this, or similar wording be included in the Plan to make these points clearly.

Sincerely,

Alan Migdall
11736 Owens Glen Way
Gaithersburg, MD 20878

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Re: Wilson Lane, Bethe...

Email

From neiprhendl@aol.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Re: Wilson Lane, Bethesda MD Bike Lane

Date Sent **Date Received** 12/20/2017 1:31 PM

And I forgot to mention that I agree. I live on Hampden Lane, work out of my house, and travel on Wilson Lane multiple times throughout the day at all hours. I am also a cyclist.
It would be much better to encourage cyclists to use neighborhood streets than to try to create a dedicated bike lane on Wilson, which is far too narrow to accommodate a bike lane.
Thanks for soliciting our comments.
Deborah Neipris Hendler

On Dec 20, 2017, at 12:21 PM, MCP-Chair** <mcp-chair@mncppc-mc.org> **wrote:
Good afternoon,

This confirms receipt of your comments for distribution to the Planning Board and staff.

Thank you,

Catherine Coello, Administrative Assistant
The Maryland-National Park and Planning Commission
Montgomery County Chair's Office
8787 Georgia Ave. Silver Spring, MD 20910
Main: 301-495-4605 | Direct: 301-495-4608 | Fax: 301-495-1320
www.MontgomeryPlanningBoard.org

From: Deborah Neipris Hendler [mailto:neiprhendl@aol.com]
Sent: Wednesday, December 20, 2017 11:41 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: ieraskin@earthlink.net
Subject: Fwd: Wilson Lane, Bethesda MD Bike Lane

From: John Nellis <john.nellis@gmail.com>
Subject: Re: [EC-Net: 1763] Fwd: Wilson Lane, Bethesda MD Bike Lane
Date: December 20, 2017 at 9:47:10 AM EST
To: ieraskin@earthlink.net
Cc: Edgemoor List Serve Address <edgemoor@googlegroups.com>
Reply-To: john.nellis@gmail.com

I am a keen cyclist and supporter of dedicated bike lanes, but I think Mr. Raskin has it right in this instance: Wilson Lane is too narrow & congested to support safely a bike lane.
John Nellis
7109 Denton Rd.

Sent from my iPhone

On Dec 19, 2017, at 5:23 PM, Ira Raskin <ieraskin@earthlink.net> wrote:

> Hi! I have included my comments about a proposed bike path along Wilson Lane. I would encourage my Edgemoor neighbors to share their concerns or ideas with Montgomery County planning in this issue.
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Ira Raskin <ieraskin@earthlink.net>
> > **Date:** December 18, 2017 at 11:53:33 AM EST
> > **To:** mcp-chair@mncppc.org
> > **Cc:** jojopuppyfish@yahoo.com, miriamraskin@earthlink.net
> > **Subject: Wilson Lane, Bethesda MD Bike Lane**
> >
> > I understand that Wilson Lane is being considered for bike lane access. This would not be appropriate for safety concerns.
> >
> > Wilson Lane is an East-West State Highway running from MacArthur Blvd to Arlington Rd. Although speed is set by signage (30 mph) and speed cameras (between Bradley and River Rd), I believe average speed exceeds posted limits, especially as East bound vehicles are approaching or leaving the vicinity of the traffic light on Arlington Rd. The collision rate is likely above average at the nearby vicinity of Wilson Lane and Exeter. When you add to this mix vehicle and frequent inattention to pedestrian crossing lanes, the danger is compounded by the proposed addition of fast moving bicycle traffic that often ignores official signage or traffic lights.
> >
> > I suggest that Wilson Lane is too narrow to safely add dedicated bicycle lanes or to ignore the potential danger to both drivers, riders, and pedestrians (including school children).
> >
> > Thank you for the opportunity to comment on Montgomery County plans for bicycle use of Wilson Lane.
> >
> > Ira E Raskin

5120 Wilson Lane
Bethesda MD 20814

Sent from my iPhone

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

I support the Bike Master Plan

Email

From alain_norman@yahoo.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject I support the Bike Master Plan

Date Sent **Date Received** 1/26/2018 10:58 AM

As a Montgomery County resident, I am proud and grateful to see the rigorous work and bold vision applied to creating the new Bike Master Plan. The plan is a commitment to making bicycling accessible, safe, and enormously popular throughout the county. The proposed network, policies and programs are ambitious,
but also justified by meticulous analysis of the barriers that keep people from biking today.

I applaud the plan's vision and ask that you give it your full support!

Thank you.

PS: I would add to the plan the following, please: A protected bike lane on Dale Drive (route 391), to connect the "separated pathways" that will intersect Dale at Wayne Ave, and Linden Lane (Seminary Road). Thank you!

Alain Norman
Dale Drive
Silver Spring, MD 20910

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Comments – J.R. Nuckols, 10916 Wickshire Way, Rockville, MD
RE: MONTGOMERY COUNTY BICYCLE MASTER PLAN | PUBLIC HEARING DRAFT | DECEMBER 2017

Overall, the plan is very thorough and ambitious. It will provide a great deal of connectivity between existing bikeways in Montgomery County. I guess I was most struck by the preponderance of dashed (i.e. planned) paths. A good question for you to include and suggest is timeline and priority. At the rate paths are being constructed, what is the expected year of full build-out? Hopefully this public hearing process will result in prioritizing their construction so that in each area paths that will facilitate bicycle safety, access to open space and retail, and safe/enjoyable connectivity between residential areas and these amenities can receive the highest priorities. Likewise, bikeways that get people to off road paths such as the Rock Creek Trail, the Capital Crescent Trial, and large open spaces such as Rock Creek greenway and National Park, etc. should be a high priority and completed asap. It always warms my heart to see little tykes on their own bikes pedaling with other family members along these relatively safe pathways in environments somewhat protected from direct exposure to vehicle exhaust and other environmental contaminants.

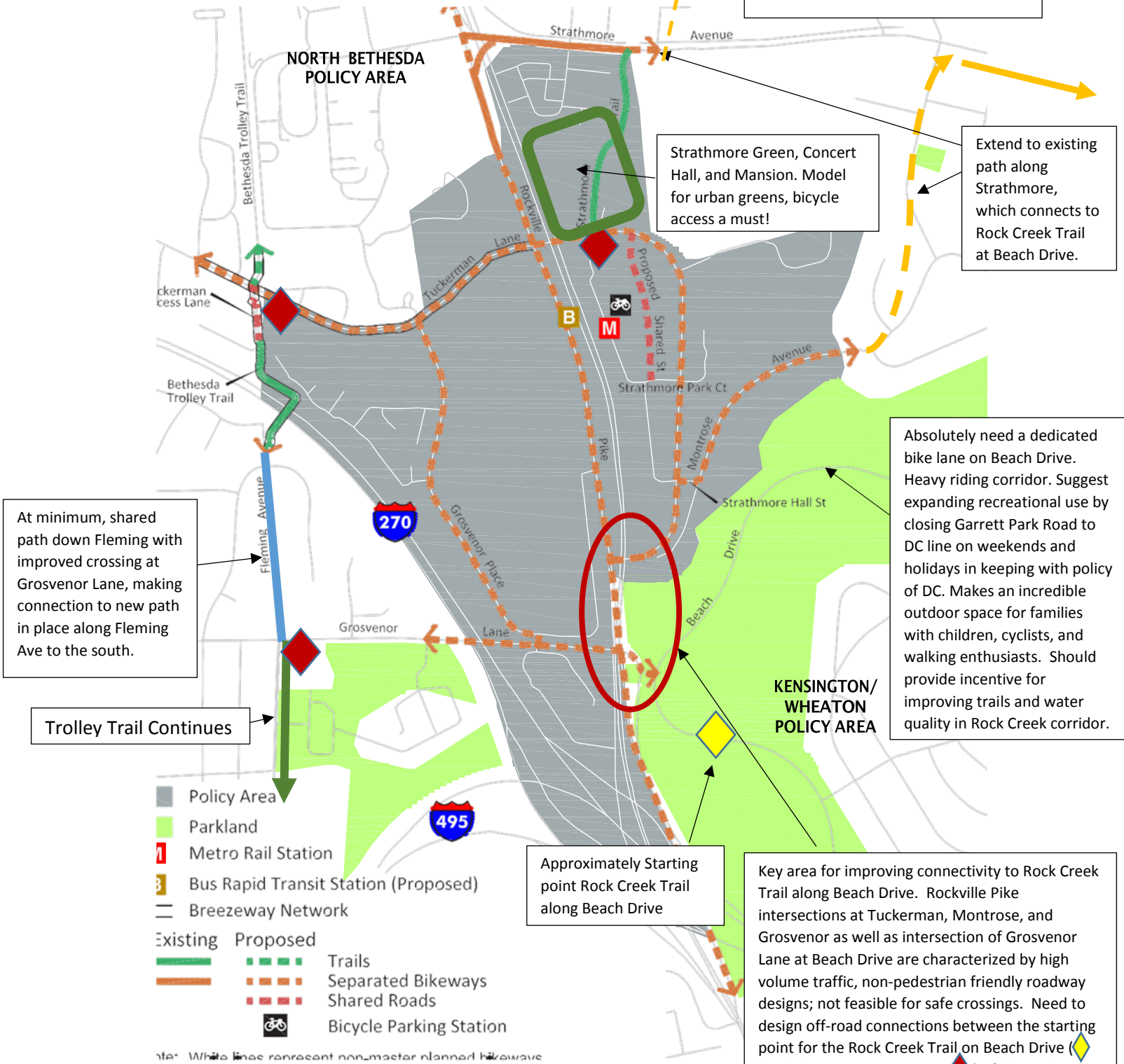
Attached please find my specific recommendations for improving the plan towards the above goals in the Grosvenor Planning Area (P. 290) in the report.

I live in this area, and use my bicycle for commuting, shopping, and recreation. I know it well, and would be happy to meet with planning or engineering personnel to discuss and demonstrate how the improvements I suggest could be designed and constructed. I hold degrees in civil engineering, and have a good understanding of infrastructure planning.

Thank you,

J.R. Nuckols, PhD
Emeritus Professor of Environmental Health Sciences, Colorado State University, Fort Collins CO
Associate Affiliate Faculty, Colorado Water Center, Colorado State University, Fort Collins, CO
Principal, JRN Environmental Health Sciences, Ltd. North Bethesda, Maryland, USA
Ph 970.218.4757
Fx 301.560.8589
Email: jnuckols@colostate.edu

Comments – J.R. Nuckols, 10916 Wickshire Way, Rockville, MD



Email

Bike Plan hearing com...

Email

From Dave Nuttycombe

To <MCP-Chair MCP-Chair>; Clyde Dmonte; David Anspacher; david.anspacher@montgomeryplanning.org; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bike Plan hearing comment

Date Sent **Date Received** 1/4/2018 10:49 PM

I am writing about the upcoming meeting regarding the Montgomery County Bike Plan. I hope to attend, but if not my concerns are regarding the recent incursion of dockless bikes.

While I'm generally in favor of bicycling and improving safety and availability, the sudden profusion of so many untethered bikes has created a mess of abandoned vehicles. Several ofo bikes have been lying at the end of my block, Wayne Ave and Manchester Rd in Silver Spring, for two weeks. I contacted the company and nothing has been done.

Seems like the companies didn't entirely think through their business plan. I never see docked Bikeshare equipment lying in someone's yard or deep in Rock Creek Park.

The county needs to insist that ofo, Limebike, Mobike, and any other companies granted approval to do business here maintain a higher standard of care in monitoring where their product winds up. And the abandonment issue really pales in comparison to the issue of rows of dockless bikes (some fallen over) blocking access for people with disabilities, as I've seen around the Silver Spring Metro station.

Thank you for your time.

DN

Dave Nuttycombe
"Specializing in Everything"
nuttycombe.com/blog/
301-565-0664 (h)
301-651-6340 (c)

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Bike plan - Olney

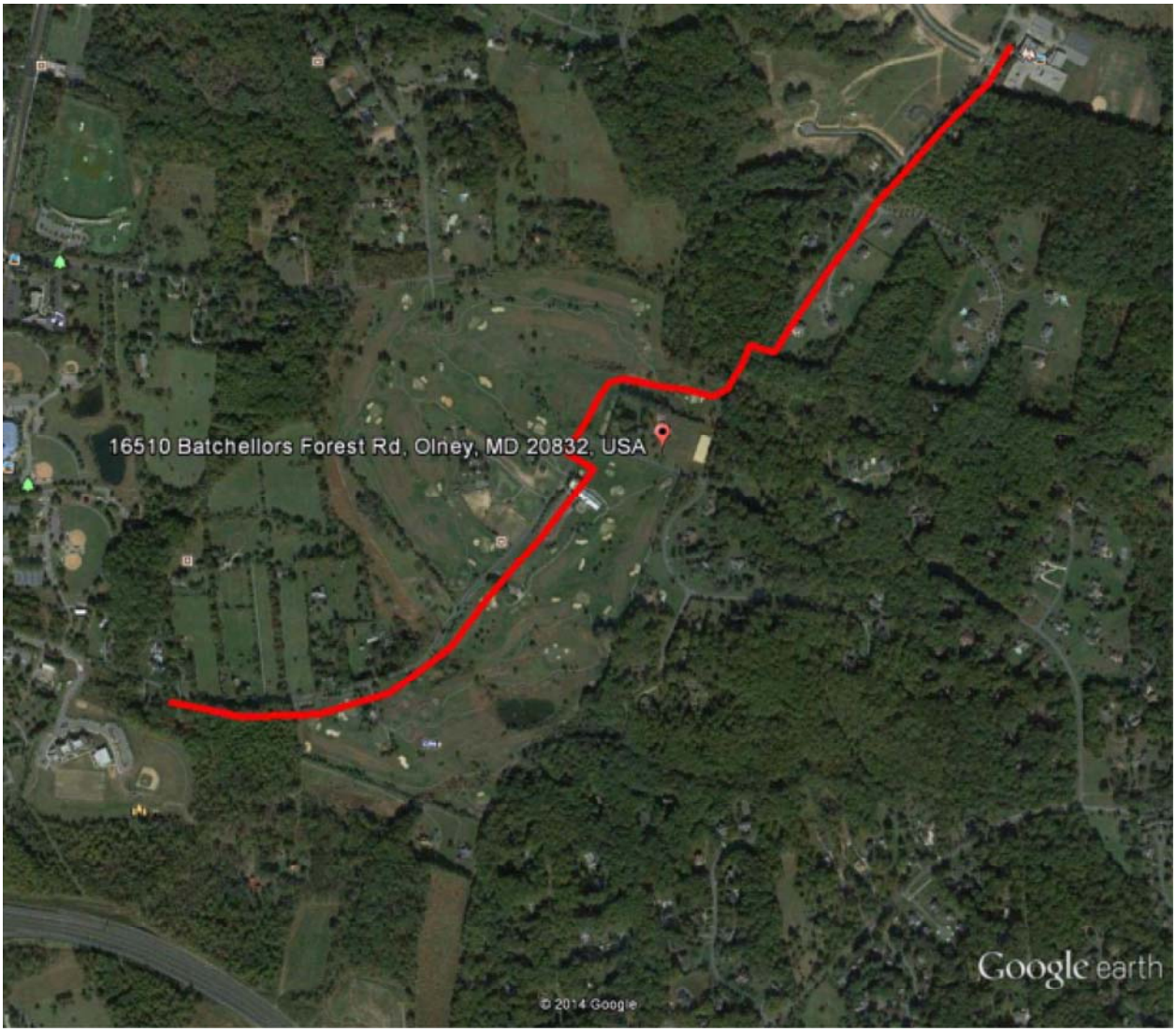
Email

From	Meg Pease-Fye
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	David Anspacher; david.anspacher@montgomeryplanning.org; Janice Snee; Janice Snee
Subject	Bike plan - Olney
Date Sent	**Date Received** 1/25/2018 3:12 PM

Good afternoon

I am writing in SUPPORT of a bike path on Batchellors Forest Road in Olney.

There are 3 schools (Washington Christian Academy, Farquhar Middle School and Our Lady of Good Counsel) and (now) 2 parks (Olney Manor Park and new "land swapped" "future park" adjacent to FMS) just on BFR alone – and having such a path would give kids and families a safe way to bike/walk to school or play with their friends at the park – BFR could continue to be a gem in the community by allowing folks to enjoy the natural beauty, neat habitats, and wildlife along BFR but keep the kids from competing for road with other vehicles. Such a bike path would safely and beautifully link many Olney communities to schools and parks, the proposed Muncaster Mill bikeway, and the ICC bikeway.



BFR is a County-designated as a rustic rural road and is very narrow at many places with limited site lines (you may consult with Mr. McNichol of your speed camera task force – I tried to get BFR as a designated speed camera corridor, but he indicated that there are few areas along the road with suitable site lines). Although it is a lovely road to walk or bike on, many people feel it is much too dangerous, particularly at the bottom of Batchellors Run (where the hiker/biker trail that Toll Brothers created terminates in their Trotters Glen property). Rustic Roads Advisory Committee and MCDOT seem to believe that sharing this road with cars, bikes and pedestrians is safe, but I cannot emphasize enough that this is a fallacy. The County has seen fit to put the 3 schools on the road in additional to 2 reasonably new developments (Batchellors Estates and Trotters Glen), effectively quadrupling the number of homes on the road, which has significantly increased the number of cars using the road.

Olney's Southeast Rural Olney Civic Association (SEROCA) has obtained permission from Hollow Tree Farm's HoA to build on their right-of-way. See below, but the rough idea is to link the Olney Manor Park travel down Emory Church Road, connect to Toll's hiker/biker trail and take it to where it (currently) ends (at the most dangerous part of the road, the bottom of Batchellors Run). This is already in-place. What can be done is to widen the culvert to cross Batchellors Run, build on Hollow Tree Farms HoA right of way, cross BFR further up the hill (with much better site lines). The County would need to get permission from 1 private landowner and Norbeck Farms HoA, then obtain permission from another private landowner (who has already indicated they support this path). Once

this section is constructed, there would be a link to the "new" park next to Farquhar Middle School, to OLGCHS along Old Vic, Batchellors Estates, and to all subdivisions accessible along Rt 108.

This bike trail just makes good sense and would be a great boon to Olney. With the national push to link communities by trail (www.railstotrails.com), now is a great time for Montgomery County to lead the way and set the example. Further, since Amazon is considering a new Montgomery County campus, folks from Seattle are accustomed to walkable communities and having a network of trails in-place would be an added selling point.

Meg Pease-Fye

16740 Batchellors Forest Road, Olney

Attachments

File Name	File Size (Bytes)
image001.png	894,570

1 - 1 of 1 (0 selected) Page 1

1010 Cannon Rd
Silver Spring, MD, 20904

Jan 16, 2018

Planning Headquarters
8787 Georgia Ave, 2nd Floor
Silver Spring, MD

I have looked at the draft bicycle plans and while I think it would be good for cycling in Montgomery co unty, I do not think is practical. I also think it misses a much less expensive option that would be more useful to recreational cyclist. Montgomery County is blessed with intact streams and woods along the 100 year flood plain. The foot/bicycle path along Sligo Creek is one such example. While such paths are not as good for commuting, they are so much nicer for recreation.

I have looked at my immediate area and made a map showing a possible example of such paths.

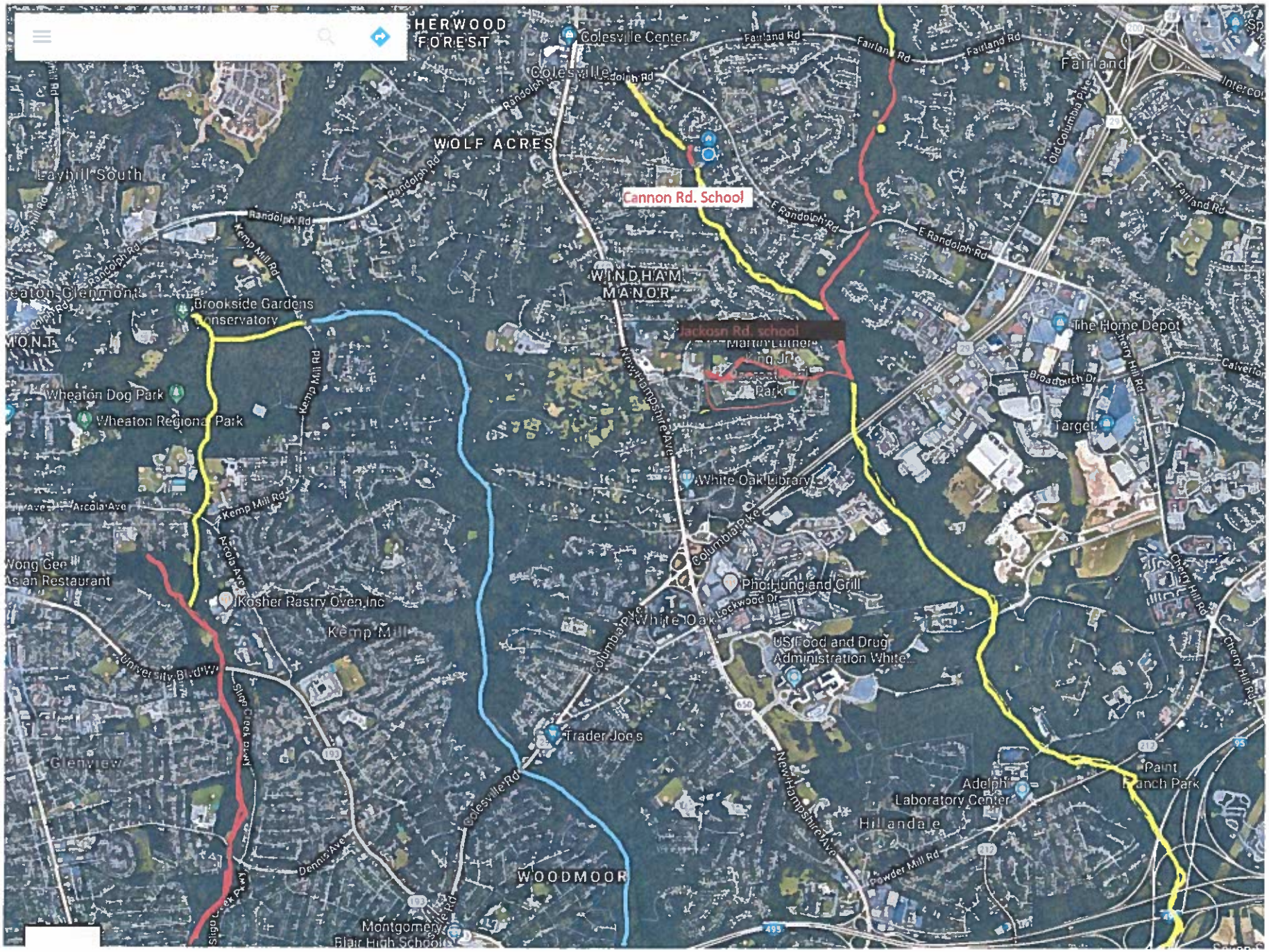
RED lines show existing paved paths
Yellow lines show new paths.
The Blue line show existing unpaved paths.

The paths would serve Cannon Road School and Jackson Road school (which would use existing road for short distance and paved path in Martin Luther King Park. The White Oak library could be reached using some local streets. This is not an extensive list, just what I could do in an hour.

Thank you for your consideration

Robert A Peters

Dr. Robert A. Peters
(301- 384- 4410


Cannon Rd. School
Jackosn Rd. school
Colesville Center
Colesville
WOLF ACRES
WINDHAM MANOR
WOODMOOR
Fairland
Randolph Rd
E Randolph Rd
Fairland Rd
Kemp Mill Rd
New Hampshire Ave
Columbia Pike
Brookside Gardens Conservatory
Wheaton Dog Park
Wheaton Regional Park
White Oak Library
Pho Hung and Grill
Kosher Pastry Oven Inc
Kemp Mill
Glenview
Trader Joe's
Target
The Home Depot
Adelphi Laboratory Center
Hillandale
Montgomery Blair High School
Paint Branch Park
Cherry Hill Rd
Lockwood Dr
Powder Mill Rd
Dennis Ave
Sligo Creek Pkwy
Arcola Ave

To: Montgomery County Planning Board, mcp-chair@mncppc.org

From: Barbara Raimondo, Resident, Town of Washington Grove

Re: Bicycle Master Plan Public Hearing

Date: January 30, 2018

As you consider the Bicycle Master plan I urge you to support the development of a shared use path that will connect Brown Street in Washington Grove with Crabbs Branch Way in Derwood. Please place this connection in the Tier 1 category.

The end of Brown Street is located very close to Crabbs Branch Way – approximately 200 yards away - but it is separated by impassable woods. Building a shared used path on this site will provide direct access to the Grove shopping center, the new offices and retail establishments being built at Westside, the Shady Grove Metro station, and the existing network of sidewalks, bike routes, and shared use paths leading to countless destinations.

Providing a shared use path in this location will optimize investments already made. For example, recently a path was put in along Needwood Road near Rock Creek Regional Park, which also connects with the ICC shared use path. Prior to this, bicyclists had to ride on a steep, dangerous curve on the road (there is no shoulder). Having the protected path makes bicycling to the ICC path and the Rock Creek path from Washington Grove (and beyond) a realistic and safe option. And of course these paths connect with many other paths and routes.

The 2009 Washington Grove Master Plan (Section 3.4) calls for connection by bikeway/walkway ("multiuse") to provide access to the SG Metro and nearby services:

> 3.4 Walkway/Bikeway Connection
> The Shady Grove Sector Plan calls for a shared use walkway/bikeway path connection between Amity Drive and the Town. Such a path will provide Town residents with improved walking and biking options for access to the Shady Grove Metro Station and nearby services.
>
> Recommendation:
> Support bike/pedestrian access from Washington Grove to the Shady Grove Metro Station. The Town should define the optimal location and coordinate with the County for a shared-use path in keeping with the history and character of the Town.

Since this is already a goal of Washington Grove, making it happen should be relatively simple. And connecting Brown Street and Crabbs Branch Way would provide the shortest route to achieve this goal. It would also benefit individuals coming from Gaithersburg and beyond.

As an avid runner and bicyclist and someone who would like to leave her car at home, I urge you to make this connection a top priority.

Thank you for your consideration.

Very truly yours,

Barbara Raimondo
414 Center Street #466
Washington Grove, MD

Email

Wilson Lane, Bethesda...

Email

From ieraskin@earthlink.net

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc jojopuppyfish@yahoo.com; miriamraskin@earthlink.net

Subject Wilson Lane, Bethesda MD Bike Lane

Date Sent **Date Received** 12/18/2017 11:54 AM

I understand that Wilson Lane is being considered for bike lane access. This would not be appropriate for safety concerns.

Wilson Lane is an East-West State Highway running from MacArthur Blvd to Arlington Rd. Although speed is set by signage (30 mph) and speed cameras (between Bradley and River Rd), I believe average speed exceeds posted limits, especially as East bound vehicles are approaching or leaving the vicinity of the traffic light on Arlington Rd. The collision rate is likely above average at the nearby vicinity of Wilson Lane and Exeter. When you add to this mix vehicle and frequent inattention to pedestrian crossing lanes, the danger is compounded by the proposed addition of fast moving bicycle traffic that often ignores official signage or traffic lights.

I suggest that Wilson Lane is too narrow to safely add dedicated bicycle lanes or to ignore the potential danger to both drivers, riders, and pedestrians (including school children).

Thank you for the opportunity to comment on Montgomery County plans for bicycle use of Wilson Lane.

Ira E Raskin
5120 Wilson Lane
Bethesda MD 20814

Sent from my iPhone

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	

Email

Fwd: REMINDER: Publi...

Email

From mreed2002us@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Fwd: REMINDER: Public Hearing for Bicycle Master Plan Public Hearing Draft

Date Sent **Date Received** 1/3/2018 7:22 PM

I will be unable to attend the public hearing on January 25, but wanted to pass along my comments. The Proposed Bicycle Master Plan shows an existing Capital Crescent Trail from Silver Spring to Bethesda, but in fact that trail has been closed for Purple Line construction. And the separated bike lane shown on Jones Bridge Road from Spring Valley Road to Connecticut Avenue does NOT exist. The only way to cross East-West from Silver Spring to Bethesda is along heavily travelled roads for the most part. Please develop a solution to this issue.
Thank you,

Martin Reed
9526 Ament Street
Silver Spring, MD 20910
301-587-0939

---------- Forwarded message ----------
From: **The Montgomery County Planning Department (M-NCPPC)** <david.anspacher@montgomeryplanning.org>
Date: Wed, Jan 3, 2018 at 3:32 PM
Subject: REMINDER: Public Hearing for Bicycle Master Plan Public Hearing Draft
To: mreed2002us@gmail.com

Having trouble viewing this email? Click here

Like

Email

Bicycle Master Plan

Email

From EFRAINR@iadb.org

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bicycle Master Plan

Date Sent **Date Received** 1/10/2018 12:54 PM

Thanks for the Master Plan
For us, the cyclist commuters, this plan will save our lives.

Efrain Rueda

(I was hit by a car on June 29th 2015 while commuting at 7:30 am on river road close to the intersection with Seven Locks)

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Comments on Bicycle...

Email

From jcolemans@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc peter@waba.org

Subject Comments on Bicycle Master Plan December 2017 draft

Date Sent **Date Received** 1/20/2018 12:03 PM

Hi. I'd like to offer several comments on the December 2017 draft of the Bicycle Master Plan. I want to start off by saying how much I appreciate the effort that the county has put into developing this plan, and I especially appreciate the planning staff's outreach efforts.

In general, I'd like to see sidepaths on both sides of the road when the road has more than two lanes in each direction, is divided, or the speed limit is over 35 mph. When paths are limited to only one side, cyclists are forced to cross the busy streets more often. These crossings are higher stress, especially across multiple travel lanes, and even with signaled crossings. Also, there is a higher chance of driver-cyclist conflict at crossings when the cyclist is forced to use the path on the side against traffic. Drivers turning onto the larger road often do not look towards the cyclist when traffic is coming towards both driver and cyclist. This the norm on divided highways when drivers perform right on red without looking downstream for cyclists. A few examples of these roads in Germantown are:
Germantown Road (Rt 118) in Town Center and Germantown West
Great Seneca Highway (Rt 119) in Germantown West
Middlebrook Road in Germantown West

I really like the concept of the Bicycle Breezeways. This sounds like the next best thing to having dedicated Bicycle Superhighways like they are building in Denmark and Germany. The plan maps are inconsistent, though. The Germantown Town Center map shows a Breezeway that goes down Aircraft Drive, then down Germantown Road to Wisteria Drive, but it stops there. I do not see a connection to the Great Seneca Highway Breezeway on the Germantown West map.

One Breezeway that I think is missing is one that connects Germantown East with Germantown West. The main barrier to cross-town traffic is I-270. Even with the bike plan recommendations, cyclists still have to negotiate at-grade crossings over the on- and off-ramps of the highway. I would like to see a grade-separated Breezeway that would facilitate cross-town travel. I can imagine a path that goes over or under I-270 to connect Century Boulevard with Seneca Meadows Parkway.

Likewise, a Breezeway, or at least a grade-separated crossing, is needed in R&D Village to provide a better crossing of I-270 on Shady Grove Road. Gude Drive is an option, but with the increased density of everything in this sector, it make sense to improve the connection along Shady Grove.

Thanks.

John Smith

19311 Liberty Mill Road

Gemantown, MD 20874

Email

Bike plan - Olney

Email

From	mcp-crm-tracker@mncppc-mc.org
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Bike plan - Olney
Date Sent	**Date Received** 1/30/2018 10:32 AM

From: Anspacher, David
Sent: Saturday, January 27, 2018 1:07 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Fwd: Bike plan - Olney

David Anspacher
Montgomery County Planning Department

Begin forwarded message:

> **From: Andrew Smith <andycmith@gmail.com>**
> **Date: January 27, 2018 at 11:47:48 AM EST**
> **To: chair@mncppc.org, david.anspacher@montgomeryplanning.org**
> **Subject: Bike plan - Olney**
>
> **Hi,**
>
> **I am writing to also support the proposed draft Master Plan of Bikeways Off Road trail on Batchellors Forest Road. The proposed extension of the multi-use trail will provide an important safe connection to school, park, theater, shopping etc. The road is already used by bikers and pedestrians in spite of the dangers. A safe off road path would allow for significantly more clean, healthy travel. Please support the Batchellors Forest Road Trail.**

Best Regards,

Andy Smith
17102 Old Vic Blvd., Olney

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Re: Bike plan - Olney

Email

From	Janice Snee
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org; Meg Pease-Fye; Meg Pease-Fye
Cc	David Anspacher; david.anspacher@montgomeryplanning.org
Subject	Re: Bike plan - Olney
Date Sent	**Date Received** 1/25/2018 3:33 PM

Good afternoon - I am writing to also support the proposed draft Master Plan of Bikeways Off Road trail on Batchellors Forest Road as an extension of the existing Hiker-Biker path on the Toll development, which ends abruptly at Batchellors Forest in a stream valley with very poor line of sight for oncoming traffic from both directions. Videos were taken in 2015 (links below) which if watched very carefully, show a child on a bicycle and stood at that location, trying to navigate onto the road. The proposed extension of the off road trail safely addresses this issue, in addition to providing community, school, park, and other bike trail connections. Your support of the Batchellors Forest Road Off Road Trail as an extension of the existing Hiker-Biker trail would be immensely welcomed.
https://www.youtube.com/watch?v=7b_-Kj1i2Es
https://www.youtube.com/watch?v=0NeoPNJYoEo

Sincerely,

Janice Snee
Resident (and President, South East Rural Olney Civic Association)

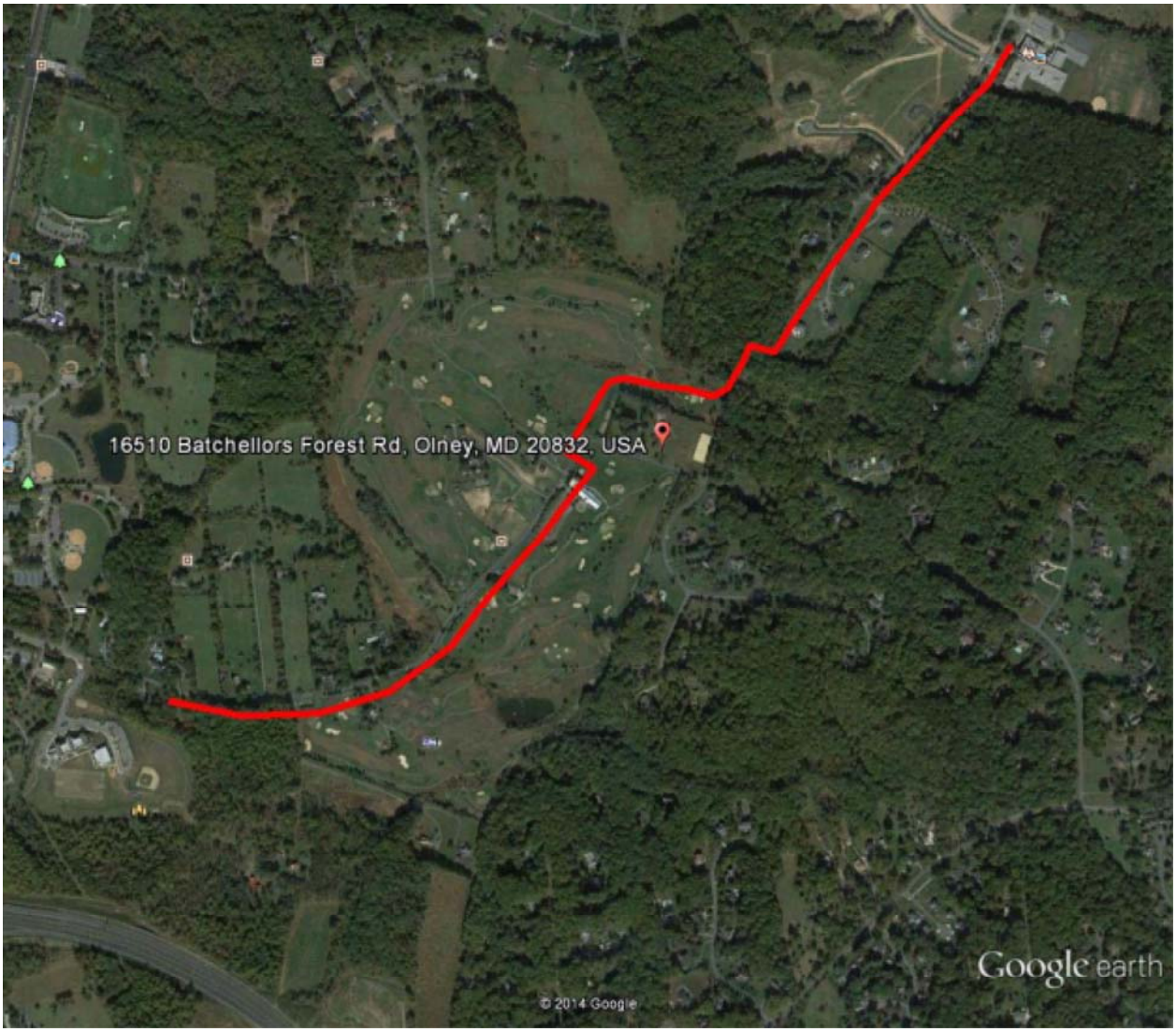
-----Original Message-----
From: Pease-Fye, Meg <Meg.PeaseFye@fda.hhs.gov>
To: mcp-chair <mcp-chair@mncppc.org>
Cc: Anspacher, David <david.anspacher@montgomeryplanning.org>; jfother978 <jfother978@aol.com>
Sent: Thu, Jan 25, 2018 3:11 pm
Subject: Bike plan - Olney

Good afternoon

I am writing in SUPPORT of a bike path on Batchellors Forest Road in Olney.

There are 3 schools (Washington Christian Academy, Farquhar Middle School and Our Lady of Good Counsel) and (now) 2 parks (Olney Manor Park and new "land swapped" "future park" adjacent to FMS) just on BFR alone – and having such a path would give kids and families a safe way to bike/walk to school or play with their friends at the park – BFR could continue to be a gem in the community by

allowing folks to enjoy the natural beauty, neat habitats, and wildlife along BFR but keep the kids from competing for road with other vehicles. Such a bike path would safely and beautifully link many Olney communities to schools and parks, the proposed Muncaster Mill bikeway, and the ICC bikeway.



BFR is a County-designated as a rustic rural road and is very narrow at many places with limited site lines (you may consult with Mr. McNichol of your speed camera task force – I tried to get BFR as a designated speed camera corridor, but he indicated that there are few areas along the road with suitable site lines). Although it is a lovely road to walk or bike on, many people feel it is much too dangerous, particularly at the bottom of Batchellors Run (where the hiker/biker trail that Toll Brothers created terminates in their Trotters Glen property). Rustic Roads Advisory Committee and MCDOT seem to believe that sharing this road with cars, bikes and pedestrians is safe, but I cannot emphasize enough that this is a fallacy. The County has seen fit to put the 3 schools on the road in additional to 2 reasonably new developments (Batchellors Estates and Trotters Glen), effectively quadrupling the number of homes on the road, which has significantly increased the number of cars using the road.

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already in-place. What can be done is to widen the culvert to cross Batchellors Run, build on Hollow Tree Farms HoA right of way, cross BFR further up the hill (with much better site lines). The County would need to get permission from 1 private landowner and Norbeck Farms HoA, then obtain permission from another private landowner (who has already indicated they support this path). Once this section is constructed, there would be a link to the "new" park next to Farquhar Middle School, to OLGCHS along Old Vic, Batchellors Estates, and to all subdivisions accessible along Rt 108.

This bike trail just makes good sense and would be a great boon to Olney. With the national push to link communities by trail (www.railstotrails.com), now is a great time for Montgomery County to lead the way and set the example. Further, since Amazon is considering a new Montgomery County campus, folks from Seattle are accustomed to walkable communities and having a network of trails in-place would be an added selling point.

Meg Pease-Fye

16740 Batchellors Forest Road, Olney

Attachments

File Name	File Size (Bytes)
image001.png	894,570

1 - 1 of 1 (0 selected) Page 1

Email

MoCo Draft Bike Mast...

Email

From sobel.lee@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org; sobel.lee@gmail.com

Cc

Subject MoCo Draft Bike Master Plan - Connecticut Ave COMMENT

Date Sent **Date Received** 12/15/2017 11:58 AM

To whom it may concern,

I am submitting two comments.

I think the plan is thoughtfully devised, congratulations on the effort.

The stretch of Connecticut Avenue from Rock Creek Park/495 to Chevy Chase Circle is an extremely dangerous bike condition. It is an auto sewer, that degrades property values that front the road. It is also the straightest and most direct road for accessing existing bike trails, County amenities, East-West Highway, Chevy Chase, and access into DC.

The County's proposed three-part corrective bike path in this area is too circuitous, offers indirect pathways, adds travel distance, and inserts young and old bikers into neighborhoods that are extremely hilly for a comfortable and enjoyable bike ride, whether for recreation or destinational purposes.

The County's proposal for this section of Connecticut Avenue is insufficient. The County must realize the logical bikability along Connecticut Avenue but has gone out of its way to offer an unsatisfactory solution to maintain the auto-dominant character at the expense of bikes.

COMMENT NUMBER 1. Implement a continuous bike lane on Connecticut Avenue from Chevy Chase Circle to Rock Creek Park/Beech Drive (and beyond). There is plenty of curb space available.

COMMENT NUMBER 2. Implement at continuous bike lane on East West Highway from Connecticut Avenue to Wisconsin Avenue.

Thank you,
Lee Sobel
Rockville, MD

Attachments

File Name	File Size (Bytes)

Email

Bike paths

Email

From gladjohn@verizon.net

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bike paths

Date Sent **Date Received** 1/20/2018 11:02 AM

Sir/Madam:

I see that you are seeking public comment re the master bike path plan. I live near one of the existing paths (Edson Ln in North Bethesda), so I frequently walk where I can observe activity on the bike paths. More like inactivity. All that money spent, disruption to the public, and reduced parking spaces along the streets, yet so few people actually use the paths for biking. It seems even worse on Nebel Street, where both sides of the street have been converted to pike paths. I am yet to see one bike using those paths on Nebel!

Perhaps I am just observing at the wrong time of day, but I cannot help but feel that the bike paths have been dictated by a small number of influential residents who may personally benefit from the paths - at great cost to the rest of us! I am reminded of an effort at my condo to "enhance" our small exercise room. It turned out that the expansion drive was solely the work of one individual who wanted to beef up the condo room so that he could then drop his costly membership in a fitness club. A survey revealed that only half a dozen or so residents actually used the fitness room on most days.

Many people may say in surveys that they will (or might) use the paths, but in reality few do. A waste of taxpayer money and a loss of parking of spaces.

J.A. Steiner
114120 Strand Dr #316
North Bethesda MD 20852
301-468-9320

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
0 - 0 of 0 (0 selected)	Page 1

Email

Fwd: Draft Bicycle Mas...

Email

From	bargben@aol.com
To	<MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org
Cc	
Subject	Fwd: Draft Bicycle Master Plan
Date Sent	**Date Received** 1/30/2018 12:24 PM

From: bargben@aol.com
To: www.mcp-chair@mncppc.org
Cc: jmansfield@friendshipheightsmd.gov
Sent: 1/30/2018 12:15:32 PM Eastern Standard Time
Subject: Draft Bicycle Master Plan

Chairman Casey Anderson
The Montgomery County Planning Board

This is to communicate my views on the proposed Planning Department Bicycle Master Plan, in particular with respect to the proposal to include a separated street lane network within the Village of Friendship Heights.

The Village of Friendship Heights was established by the State of Maryland in 1914 as a Special Taxing District. The community was authorized broad powers including opening, improving, widening, and maintaining streets, roads, lanes, and sidewalks within its boundaries. In subsequent years, the Village was granted additional powers (subject to County Council approval) to adopt speed regulations and for other purposes. (I know these authorities well as a former elected member of the Village Council.) the Village of Friendship Heights pays for its infrastructure projects with local taxes from residents and property owners within the Village.

The Bicycle Network Plan" outlined in the 1998 Sector Plan, does not recognize the Village's unique authorities. The current Draft Bicycle Master Plan identifies implementation actions and specifies particular design and other requirements. This raises the question whether the County proposes to pay for these actions or whether it assumes the Village will bear the cost from its local tax base.

From my perspective the duly constituted Village of Friendship Heights has to "OK" the Planning Board's proposal to use our streets for dedicated bicycle lanes. Aside from this fact, however, there is another serious reason why the Bicycle Master Plan should not be imposed within the Village of Friendship Heights, and that is safety.

The plan stresses that cyclists should be "comfortable and safe" while riding to various destinations in the Friendship Heights CBD and elsewhere. I contend that the first safety objective should be the safety of pedestrians, who traverse the streets within the Village of Friendship Heights. The Village is home to numerous Seniors, many of whom walk to various locations within the Village and the greater CBD. Crossing the streets now can be quite dangerous and would become worse if the Plan for the Village of Friendship Heights is adopted.

The intersections of South Park Avenue and Friendship Blvd. and of South Park Avenue and The Hills Plaza are examples of dangerous crossing locations now because of cut-through traffic. These two locations are controlled with *STOP* signs and special signs for pedestrians, which for the most part are ignored by motorists. Adding cyclists to the mix will worsen this problem.

These specific locations are very enticing for motorists because the main entrances and exits for the Village are traffic signal controlled. Motorists regularly cut-through the Village just because of the traffic signals, which makes it easier and faster to move to and from Wisconsin Avenue and Willard Avenue and from Friendship Blvd. and South Park Avenue. Village streets have become de facto bypass routes for a major State arterial and a County thoroughfare.

Some years ago, as President of the now defunct Friendship Heights Village Civic Association, we conducted a survey of traffic at The Hills Plaza and South Park Avenue. At that time, we counted 145 cut-through vehicles crossing the intersection during a 15 minute period in the morning and 57 vehicles cutting-through during a 5 minute period in the afternoon. Some of the cut-through traffic could be eliminated if motorists had a dedicated Northbound left turn signal on Wisconsin (MD 355) at Willard, However, the Maryland State Highway Administration refused our proposal for such relief.

The mix of bicycles with dump trucks,trailers, moving vans, construction vehicles, trash trucks, delivery trucks along with passenger vehicles will increase pedestrian conflicts as well as cause bicycle accidents.

I urge the Planning Board and staff to reconsider it Plan to impose dedicated, separated bicycle street lanes within the Village of Friendship Heights.

Please include these views in the public hearing record.

Barbara G. Tauben
4450 South Park Avenue
Chevy Chase, Maryland 20815

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
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Email

I support the Bike Master Plan

Email

From Cawade67@gmail.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject I support the Bike Master Plan

Date Sent **Date Received** 1/25/2018 5:26 AM

As a Montgomery County resident, I am proud and grateful to see the rigorous work and bold vision applied to creating the new Bike Master Plan. The plan is a commitment to making bicycling accessible, safe, and enormously popular throughout the county. The proposed network, policies and programs are ambitious, but also justified by meticulous analysis of the barriers that keep people from biking today.

I would also strongly encourage the council to examine additional bike commuter lanes for the large majority of residents who commute into D.C. Connecticut Ave and Wisconsin are both roads that would greatly benefit from having shared lanes and signs and improved bikeable shoulders.

I applaud the plan's vision and ask that you give it your full support!

Thank you

Chris Wade
Connecticut
Kensington, MD 20895

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
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Email

Bike on the stareets

Email

From sdwarner@verizon.net

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject Bike on the stareets

Date Sent **Date Received** 1/20/2018 9:05 AM

I hope bike lanes will be included for Georgia Avenue....there are few crossings between Seminary Road/ Place and Wheaton...also bicycle accomodations for Grandview Avenue as weel as safe crossing of Connecticut Avenue in Kensington between Baltimore Street and University Blvd/ Perry Street, Glenallan Aenue near Brookside Gardens/ in and aroung Wheaton Regional Park which itself should have ahard surface trail to the Shorfield/ Orebaugh area to/ from Glenallan....lastly more bicycle accomodationd along Capitol View Avenue.

Steve Warner
sdwarner@verizon.net

Attachments

File Name	File Size (Bytes)
No Attachment records are available in this view.	
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Anspacher, David

From: Winter, Marc-Henri <Marc-Henri.Winter@fda.hhs.gov>
Sent: Wednesday, January 24, 2018 6:46 PM
To: Anspacher, David
Subject: Draft Bike Master Plan

Dear David,

I hope it's not too late to offer a couple of comments/questions on the proposed Bike Master Plan.

I noticed that Google Maps identified a cyclable part of the Northwest Branch trail from the County line (PG County) up to (almost) the beltway, with a connector to Oakview drive (near Roscoe Nix Elementary School).
This trail section does not appear on the Silver Spring-Takoma Park (East) map (page 344 of the Draft Master Plan).
I am wondering if this is an omission on bike the master plan or if the information on Google Maps is somewhat inaccurate as I am not personally familiar with that area.

As you know, the FDA's bike commuter club is interested in any option that enable to avoid – at least partially – having to use the main high stress roads surrounding the White Oak campus…
Another wish I would like to express is to evaluate the possibility for any option for a safe bike way crossing Northwest Branch other than on the main roads between the high stress Colesville road and Randolph road would be fantastic.

Finally, we discussed briefly today at our club meeting about the propose separate bikeway along the northern limit of the FDA campus (along Perimeter road). We were wondering if the proposal to create this trail on or outside the Federal land. Can you clarify that?

Thank you (and your team) a lot for all the hard work. This proposed bike master plan is a huge achievement. I hope it will be approved and implemented.

Marc-Henri Winter
MDSAP Assessment Program Manager

CDRH
Office of Compliance / Division of International Compliance Operations
U.S. Food and Drug Administration
Tel: 301-796-6097
Marc-Henri.Winter@fda.hhs.gov

Email

bike paths

Email

From NaomiYount@Westat.com

To <MCP-Chair MCP-Chair>; Clyde Dmonte; MCP-Chair #; mcp-chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org

Cc

Subject bike paths

Date Sent **Date Received** 1/23/2018 4:16 PM

Hello,

I am writing to support a bike path along Jones Lane in North Potomac/Gaithersburg.

Thank you!
Naomi
Falconbridge Terrace

Attachments

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No Attachment records are available in this view.	
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General Support via Email Form Letter

Aaron Ferster
Abigail Rome
Adam Kriesberg
Alan Davis
Alan Mairson
Alison Ehrlich
Allan Coukell
Andrew Flesch
Andrew Ingersoll
Anneke Vandenbrork
Ari Gerstle
Ari Reeves
Arthur Kaupe
Ashish Gupta
Ashlea Gray
Ashley Taylor
Austin St John
Barbara Mazer
Barry Alpher
Becca Knox
Brian Doherty
Brian Doherty
Brian Gross
Calman Prussin
Candy Perque Herlihy
Carolyn Wilson
Charles Goldman
Chip Schwartz
Chris Crecelius
Christine Dibble
Christine Dub
Christopher Bowerman
Christopher Dame
Christopher Feehely
Cindy Denchfield
Claudia Seelig
Daniel Alhadeff
Daniel Eichner
Daniel Mifflin
Daniel Peck
Darryl Terry
Dave Beaudet
Dave Meyer
David Benack
David Brooks
David Churchill
David Engle
David Hausner
David Merkin
David Webber
David Weigert
Dean Ziegel
Dinara Sagatova
Dorigen Hofmann
Dorothy Britt
Edward Kelly
Elizabeth Rogers
Emily Kasmar
Eric Reinhold
Eric Shuping
Ethan Sonnichsen
Fernando Perez-Cardenas
Frauke Harnischfeger
Fred Smoak
George Caston
Gerri Legum
Glen Worrell
Greg LeRoy
Gunther Birznieks
Helen Chabot
Iain Gold
jack ruback
James Andrews
James Andrews
James Hill
James Zwiebel
Jan Bove
Jan Woynarowski
Jeff Gustafson
Jessie Wilson
Jill Greenberg
Jing Zhang
Joanne Harron
John Dennis
John Smith
John Smith
John Telesco
John Tiernan
John Tonetti
John Whitty
Jonah Murdock
Jono Sirovatka
Joseph Clapper
Joseph Gootenberg
Julie Clarke
Karen Hatwell
Kathleen Barry
Kathleen McGarrity
Katie Lupo
Kelli Sakalousky
Ken Simler
Kent Husted
Kerry Grace Rice
Kevin Brick
Kristen Goldberg
Laura Reinhold
Lauren Supina
Laurie Welch
Les Russell
Lew Barker
Lynda DeWitt
Marc Gordon
Marc-Henri Winter
Mario Mansilla
Mark Flugge
Mark Obrinsky
Martin Gellert
Matthew Sinkiat
Maurizio Guadagni
Melanie Keltz
Melvin Ventura
Micah Brachman
Michael Bailey
Michael Caruso
Michael Dobbs
Michael Drayne
Michael Kamuiru
Michael Stein
Michael Stoto
Michelle Holshue
Midge Bonzon
Mike Stoll

General Support via Email Form Letter

Mirsada Gudic
Nancy Breen
Nathan Carrick
Nathaniel Conroy
Nathaniel Smith
Neil Gregory
Neil Weare
Pam Hepp
Paul Hance
Paul Loebach
Paul Sherno
Pedro Carvalho
Pedro Martinez
Peter Gray
Peter Janssens
Peter Tsai
Philip Coyne
Regina Spallone
Renee Rothl
Reuben Snipper
Richard Neimand
Richard Speidel
Richard Williams
Ricky Albores
Robert Shaw
Robert Youker
Roger Coleman
Roger Masse
Samuel Kotler
Sarah Newman
Sean Leary
Sebastian Smoot
Shannon Shea
Sharon Alexander
Simon Bor
Simon Hiltebeitel
Simone Fary
Stephanie Wenick
Stephen Ashurst
Stephen Ollis
Steve Friedman
Stphen Neabore
Susan Murray
Susan Pologruto
Terrence Sanchez
Tom Gleason
Utpal Vasavada
Veronica Falconieri
Vivien Yeh
Vivien Yeh
Weidong Wang
Wendy Aaronson
William Crump
Yoseph Abera
Zachary Skigen