

Attachment D - MOBIKE Comments, Staff Responses

Worksession #2 – Countywide Bikeways Functional Master Plan

#	MOBIKE Comment	Staff Response	Recommendation
	BETHESDA/NORTH BETHESDA/ POTOMAC/CHEVY CHASE		
1	Designate parallel signed shared roadway to Old Georgetown Road along Luxmanor Lane/Road	Agree. This route would form part of an important connection between Rockville and North Bethesda, and Rock Springs Office Park. It is recommended in the North Bethesda-Garrett Park Master Plan.	This route will be added to the plan as SR-X.
2	Continue planned shared use path along MD 355 between Tilden Lane and Tuckerman Lane	Disagree. This route was deleted from the 1992 North Bethesda-Garrett Park Master Plan. In addition, the North Bethesda Trail serves as a suitable parallel route between these roads.	
3	Connect west end of Strathmore Lane to the North Bethesda Trail and to Tuckerman Lane	Disagree. Bicyclists will be able to access Tuckerman Lane (and thus also the North Bethesda Trail) from Strathmore Avenue via the metro station connector path through the American Speech and Hearing Association (ASHA) and Strathmore Hall properties. Access to Tuckerman Lane from Strathmore also will be possible through the Parkside community (see item #49).	
4	Consider bike lanes for Grosvenor Lane and remove traffic calming measures.	Disagree. Signed shared roadway is a carryover recommendation from the North Bethesda-Garrett Park Master Plan. Inadequate pavement width and right-of-way exist for bike lanes.	
5	Consider connecting Grosvenor Lane with Democracy Boulevard with a shared use path along Old Georgetown Road	Agree. A path along Old Georgetown Road in front of Wildwood Shopping Center is desirable connecting Cheshire Drive with Democracy Boulevard.	Add a new shared use path between Cheshire Drive and Democracy Boulevard as SP-X.
6	Ensure that Fernwood Road/Greentree Road connect to Bradley Boulevard	Agree. This is a short, but important connection between Bradley Boulevard and bikeways leading to Rock Spring Office Park and NIH	The connection will be added to the description for BL-4.

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7	Consider bike lanes for Rock Spring Drive and Rockledge Drive; consider removing on-street parking	Agree on-road accommodation is needed. As part of the North Bethesda Transportation Management District, on-road accommodation through the Rock Spring Office Park is important to encourage bicycle commuting. Insufficient pavement widths exist along these roads for bike lanes, but bikeable shoulders could be achieved by reducing lane widths. With the exception of Fernwood between Democracy Boulevard and Rock Spring Drive, on-street parking is not permitted.	Identify both Rock Spring Drive and Rockledge Drive as signed shared roadways (SR-X and SR-X). Descriptions of these bikeways in Table 2-2 will highlight desirability of reducing lane widths to 11 feet to create bikeable shoulders along the curb. This plan further recommends no on-street parking for these roads in order to ensure bikeability in the future.
8	Extend bike lanes along Westlake Drive to Democracy Boulevard	Westlake Drive features 8-foot sidewalks on both sides. As a result, there is insufficient right of way or pavement width to accommodate bike lanes. However, this short segment forms part of a connection to both Cabin John Regional Park and Rock Spring Office Park.	Identify the segment of Westlake Drive between Westlake Terrace and Democracy Boulevard as an existing countywide bikeway (SP-X)
9	Consider bicycle accommodation for Arlington Boulevard	Disagree. Due to insufficient pavement width and right-of-way, as well as streetscape design concepts proposed for this road as part of the Bethesda CBD Sector Plan, bicycle accommodation is not feasible. Cordell Avenue, Norfolk Avenue and Exeter Road form a reasonable alternative to Arlington Boulevard.	
10	Consider connecting Exeter Road and Bradley Boulevard via Clarendon Drive or parallel route	Disagree. Glenbrook Road is the connection through this neighborhood identified in this plan and serves as a suitable north-south route. Clarendon Drive is not a "vital connection", per page 17 of the plan. Defer to future local planning efforts.	
11	Consider Massachusetts Avenue for signed shared roadway designation	Agree. Massachusetts Avenue provides a direct connection to the Capital Crescent Trail and to D.C. D.C. is recommending a bikeway along its portion of the road in its bicycle master plan update. Bike lanes would be desirable, and sufficient right of way exists for bike lanes should the road be widened in the future.	Identify Massachusetts Avenue for bike lanes between Goldboro Road and the D.C. line. Assign it as BL-X.

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12	Consider Democracy Boulevard between Gainsborough Road and Falls Road as a dual bikeway (adding signed shared roadway)	Agree. Bikeable shoulders currently exist along Democracy Boulevard between Gainsborough Road and Falls Road.	Change classification for this stretch of Democracy Boulevard to dual bikeway (shared use path, signed shared roadway) and assign it a new number, DB-X.
13	Consider bikeable shoulders for Glen Road and South Glen Road	Disagree. This plan does not recommend any design changes to roads designated as rustic roads. These roads also do not provide “vital connections” per page 17 of the plan. Defer to future local planning efforts.	
14	Consider dual bikeway designation for Falls Road (adding signed shared roadway)	Agree. Falls Road is currently a popular on-road bicycling route and this plan should recognize it. SHA and the County should provide bikeable shoulders as part of any roadway improvements in the future. Community planning staff support this recommendation.	Change to dual bikeway, shared use path and shared roadway, as DB-X.
15	Consider dual bikeway designation for Piney Meetinghouse Road (adding signed shared roadway)	Agree. Bikeable shoulders should be provided as part of any roadway improvements in the future. This road forms part of a connection to Shady Grove Metrorail station via Shady Grove Road.	Change to dual bikeway, shared use path and shared roadway, as DB-X
16	Consider adding bike lanes to Travilah Road, south of Duffel Mill Road	Disagree. There is insufficient right of way for both a shared use path and bike lanes. Since this path serves as a park trail connector (in lieu of the path in Muddy Branch), it is highly desirable. Bike lanes would be the next best option should it be determined that a shared use path cannot be built.	Add language to discussion about desirability of bike lanes should shared use path not be feasible.
17	For Bradley Lane, consider adding shoulders instead of wide curb lanes	Agree. Bike lanes should be provided if and when this road is widened per the 1990 Bethesda-Chevy Chase Master Plan.	Retain signed shared roadway recommendation. Add language to discussion regarding provision of bike lanes if/when road is widened. In last sentence of discussion, add “and/or bikeable shoulders.”
18	Consider Shephard Street, Winnett Road and Chestnut Street as a possible connection between Rock Creek Trail and Bradley Lane	Disagree. While this is a suitable connection to the District portion of the Rock Creek Trail, SR-5 offers a direct connection to Rock Creek Trail from Brookville Road (MD 186). Another link to Rock Creek Trail does not constitute a “vital connection” per page 17 of the plan. Defer to future local planning efforts.	

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19	Investigate Western Avenue as a signed shared roadway	Western Avenue is a District of Columbia road. There is insufficient right of way to widen the travel lanes to accommodate signed shared roadway. The District of Columbia DOT staff support the shared use path recommendation in the plan.	
20	Bradley Boulevard, table recommends dual bikeway (shared use path/bike lanes) while map shows shared use path/signed shared roadway	The map is correct, shared use path and signed shared roadway.	The table will be changed to match the map.
21	Wilson Lane, mention service road where applicable	Disagree. Unless they are located along both sides of a highway or road (Connecticut Avenue in Aspen Hill), this plan does not endorse use of service roads as bikeways. The service road along Wilson is located on one side only.	
22	Greentree Road is only moderate priority, but Fernwood Road should be a high priority	Disagree. Both are high priorities. Greentree Road connects to NIH and the North Bethesda Trail, while Fernwood Road connects to Rock Spring Office Park.	
23	North Bethesda Trail – NIH connector, describe proposed route in more detail	Agree. SP-3 refers to the use of sidewalks along Old Georgetown Road to connect North Bethesda Trail to the path along the southern edge of the NIH campus, which leads to a path through Battery Lane Park and Norfolk Avenue. The section along Old Georgetown Road is needed to help link the North Bethesda Trail to downtown Bethesda.	Details of the route will be added to the bikeway description
24	Jones Bridge Road, Jones Mill Road, Beach Drive, Woodbine Street and Brookville Road all should be high priority as the only alternative to Connecticut Avenue	Agree. With exception of Jones Bridge Road, all roads are identified as high priorities in the plan.	
25	Note one-way configuration for Exeter Road, Woodmont Avenue, etc.	Agree. Several roads proposed for bikeways near Bethesda are one-way. Due to low traffic volumes, these roads may still be suitable for two-way bike traffic if signed and striped appropriately.	One-way roads proposed for bikeways will be highlighted in the plan.
26	Note on-road bicycle suitability along Battery Lane is questionable given right-of-way	Agree. On-road suitability for Battery Lane is not optimal, but it provides a critical connection.	The bikeway description will note that this section of Battery Lane would be substandard.
27	Elm Street, Bethesda Avenue should be moderate priority	Disagree. Bikeway facilities in the Bethesda CBD are all high priority because they are tied to the CBD staging plan.	

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28	Knowles Avenue and Strathmore Avenue need more than just signage; mention shared use path on south side of Strathmore Avenue near Beach Drive	Agree. The short shared use path connector between Beach Drive and Weymouth Avenue are part of the Beach Drive-Grosvenor Metro Station connector (see comment 49).	The description for SR-18 will recommend wide outside lane or bikeable shoulders.
29	Jones Mill Road needs more than just signage, road needs to be widened	Agree. Ample right of way exists to widen Jones Mill Road. Should the road be widened, bikeable shoulders or at least 15' curb lanes would be desirable.	Desirability of wider travel lanes will be added to the bikeway description.
30	Rock Springs Connector, moderate priority is listed, but path is almost complete	No comment.	
SILVER SPRING/TAKOMA PARK			
31	Consider Seminary Road as a signed shared roadway alternative to Forest Glen Road	Agree. This road would provide an important connection between Forest Glen Road and Bike Route 12 in the North and West Silver Spring Master Plan that is proposed to be added to this plan (see comment 36).	Add Seminary Road, from Forest Glen Road to 2 nd Avenue as a new signed shared roadway (SR-X). Add text to the bikeway description about bicycle accommodation as part of the Seminary Avenue/2 nd Avenue intersection improvement recommended on page 57 of the North and West Silver Spring Master Plan.
32	Consider signed shared roadway routes through Walter Reed to Linden Lane	Disagree. Public access is restricted through Walter Reed due to security concerns. Therefore, a bikeway through the property is not desirable.	
33	Consider Grubb Road as a signed shared roadway	This road does not qualify as a "vital connection" per page 17 of the plan. This is a local bikeway planning issue. Defer to future local planning efforts.	
34	Consider Dale Drive as a signed shared roadway	This road does not qualify as a "vital connection" per page 17 of the plan. This is a local bikeway planning issue. Defer to future local planning efforts.	

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35	Consider identifying a more direct route between Forest Glen Road and downtown Silver Spring along or parallel to Georgia Avenue. Include new Forest Glen pedestrian bridge as part of route.	Agree. Bike Route 12 in the North and West Silver Spring Master Plan would provide this connection. This bikeway qualifies as a countywide bikeway; it provides connectivity to both the Forest Glen Metrorail station and the Silver Spring CBD.	Bike Route 12 in the North and West Silver Spring Master Plan will be added as a countywide bikeway.
36	Spring Street/Cedar Street should be signed shared roadway from 16 th Street to Wayne Avenue	This route is identified in the Silver Spring CBD plan and serves as an important local bikeway. It does not qualify as a countywide bikeway.	
37	Provide an on-road connection between downtown Silver Spring and the City of Takoma Park, perhaps along Fenton Street and Philadelphia Avenue	Fenton Street was explored as a bikeway as part of the 2000 Silver Spring CBD plan. The plan decided not to identify this route as a bikeway and instead recommended an alternative connection along neighborhood streets. This route remains the County's preferred route to connect south Silver Spring with the CBD. Philadelphia Avenue was not considered for a bikeway as part of the 2000 East Silver Spring Master Plan	
38	Consider Sligo Avenue and Park Valley Road as a connection between Sligo Creek Trail and downtown Silver Spring	This route would not provide a vital connection. The Wayne Avenue Green Trail serves as the primary connector between Sligo Creek Trail/Parkway and the Silver Spring CBD in this area of the County. Defer to future local planning efforts.	
39	Consider connecting Spring Street to Sligo Creek Trail via Alton Parkway, Dale Drive, Harvey Road and Edgevale Road	This route is recommended in the Silver Spring CBD plan, but the route is steep, difficult to navigate and requires crossing Dale Drive at a location where site distances are poor. The new Sligo Creek Trail – Silver Spring connector (SR-15) has gentler grades, offers a Dale Drive crossing with better visibility and sight distances, and is easier to navigate. Bike Routes 11 (Woodland Drive) and 14 (Columbia Boulevard) in the North and West Silver Spring Master Plan also offer a connection between Sligo Creek Trail and downtown Silver Spring; therefore, SR-15 will change to reflect these already approved routes.	Identify bike routes 11 and 14 in the North and West Silver Spring Master Plan as the Sligo Creek Trail – Silver Spring Metrorail connector (SR-15) as the preferred route to Spring Street. Remove Crosby Road and Woodside Parkway as recommended bikeways.

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40	Consider Lorain Avenue as a possible signed shared roadway connecting Forest Glen Road with US29.	Brunett Avenue is intended to function as the primary connection between Forest Glen Road and University Boulevard and the US29 Corridor via North Four Corners Park and Southwood Avenue, which is the southern terminus for proposed sidewalks along US29 up to Lockwood Drive. These sidewalks are part of SR-31.	
41	Consider adding a northeast-southwest bikeway connecting the Sligo Avenue/Georgia Avenue intersection with the D.C. line possibly along Newell Street	This bikeway does not provide a vital connection to a countywide destination and thus is not part of the Countywide network. However, bike route 7 in the Silver Spring CBD plan recommends such a route.	
42	Consider 16 th Street for some type of bikeway	Disagree. Second Avenue functions as the best route to travel to/from the CBD from this area of Silver Spring. The 16 th Street bikeway does not provide a vital connection to a countywide destination. Defer to future local planning efforts.	
43	Investigate a way to cross Northwest Branch at Franklin Avenue and Oakview Drive	Disagree. This is a park trail or park trail connector issue, which are not addressed in this plan.	
KENSINGTON/WHEATON			
44	Provide consistent designation along length of Forest Glen Road; it alternates between shared use path and signed shared roadway	The east portion of Forest Glen Road serves as an important connector between Sligo Creek Trail and the Forest Glen Metrorail station and is recommended in the Forest Glen Sector Plan. The portion east of Sligo Creek Parkway is suitable for on-road bicycling; an off-road path is not desirable. The portion of Forest Glen Road between Seminary Avenue and the Metrorail station is very narrow and cannot accommodate off-road bicycling, hence the signed shared roadway recommendation.	
45	Consider designating Plyers Mill Road as a signed shared roadway to its terminus at Rock Creek Park and identifying the related park trail connector to the Rock Creek Trail	Agree. This is an important connection between countywide destinations and is identified in the Kensington-Wheaton Master Plan.	Change the western limit of SR-24 to Rock Creek Park.

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#	MOBIKE Comment	Staff Response	Recommendation
46	Consider connecting Pliers Mill Road (SR-24) with the Sligo Creek Trail via Glenhaven Drive, Gridley Lane, Inwood Avenue and Dennis Avenue	Agree that a connection between Pliers Mill Road and Sligo Creek Trail is needed. Staff recommends extending SR-24 to Amherst Avenue (part of SR-20) which gets bicyclists to Dennis Avenue. The Kensington-Wheaton Master Plan recommends a bikeway along Dennis Avenue connecting to Sligo Creek Trail and Parkway. Staff recommends that the portion of Dennis Avenue between Sligo Creek Trail and University Boulevard also be recommended for a signed shared roadway.	Extend the eastern limits of SR-24 to Amherst Avenue. Add Dennis Avenue between Georgia Avenue and University Boulevard as a new signed shared roadway.
47	Consider Dewey Road as a signed shared roadway alternative to the Rock Creek Trail	Disagree. Does not provide a vital connection per page 17 of the plan. Defer to future local planning efforts.	
48	Consider Cedar Lane and Summit Avenue for signed shared roadway or bike lanes, providing a connection between Bethesda and Kensington.	Agree. These roads would provide an important connection between countywide destinations. These roads are identified as bike routes in the Kensington-Wheaton Master Plan.	Add Cedar Lane/Summit Avenue between Beach Drive and Pliers Mill Road as a new signed shared roadway (SR-X).
49	Show more connections in downtown Kensington; consider Summit Avenue between Knowles and Pliers Mill Road as a signed shared roadway; consider Armory Road between Howard Avenue and Knowles Avenue as a signed shared roadway	See comment on item above. Armory Road does not provide a vital connection and is a locally-oriented bikeway.	
MIDCOUNTY			
50	Consider on-road accommodation for Bel Pre Road between Layhill Road and Georgia Avenue	Disagree. There is insufficient pavement width and right-of-way for on-road accommodation along this portion of Bel Pre Road	
51	Identify Good Hope Road as a signed shared roadway to provide a more direct connection between Briggs Chaney Road and Bonifant Road	Agree. This road is suitable for on-road bicycling and the bikeway would facilitate better east-west connectivity in this area of the County. It provides an important connection between countywide bikeways.	Add Good Hope Road between New Hampshire Avenue and Briggs Chaney Road as a signed shared roadway and assigned it as SR-X
ROCKVILLE AND VICINITY			

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52	Consider designating Kenilworth Avenue, Weymouth Avenue and Montrose Avenue in the Parkside community as a signed shared roadway, providing connection to Grosvenor Metro station. Consider formalizing the pathway connection between the Parkside and the Town of Garrett Park portions of Kenilworth Avenue	Agree that an on-road connection to Grosvenor Metro Station is needed. The route suggested is satisfactory, but staff suggests an alternative route = Strathmore Avenue to Weymouth Street to Montrose Avenue to Tuckerman Lane to Metro station. This route uses an existing pedestrian path connection between the Town of Garrett Park and the Parkside community.	Add Weymouth Street and Montrose Avenue as signed shared roadways (SR-X) connecting Strathmore Avenue and Tuckerman Lane.
53	Consider connection between White Flint Mall and Rock Creek Trail	Agree. White Flint Mall and the North Bethesda Town Center are important destinations in this area. Access to these destinations from Rock Creek Trail is important. The North Bethesda-Garrett Park Master Plan recommends a signed shared roadway along Flanders Avenue, Orleans Way and Rokeby Avenue (through White Flint Local Park).	Add a new bikeway called the Rock Creek-White Flint Mail connector along these roads as SR-X
54	Consider connecting Parklawn Drive and the Rock Creek Trail via Gaynor Road, Rocking Horse Road and Boiling Brook Parkway	Disagree. The bike lanes along Randolph Road (BL- X) are intended to connect the Rock Creek Trail and Parklawn Drive and beyond the MD 355.	
55	Provide signed shared roadway along Southlawn Drive and coordinate with City of Rockville to ensure planned shared use paths along Avery Road and Southlawn Drive connect.	Disagree. The City of Rockville is including only the portion of Avery Road between MD 28 and Mark Twain School as a bikeway. Neither the County nor the City intends to extend the connection to Southlawn.	
56	Show existing bike lanes along MD 28 in Darnestown	Agree. The State Highway Administration has implemented bike lanes along most of MD 28 between Quince Orchard Road and Black Road Road	The map will show the existing bike lanes.
57	Show existing shared use path on Key West Avenue	Agree. This path provides an important connection to the path along Gude Drive.	Add Key West Avenue between MD28 and Gude Drive as an existing shared use path (SP-X)
GAITHERSBURG AND VICINITY			
58	Consider signed shared roadway for Watkins Mill Road	Disagree. The City of Gaithersburg does not support signed shared roadway for this road.	
59	Consider bikes lanes or signed shared roadway for Montgomery Village Avenue	Disagree. Goshen Road provides a suitable on-road alternative. Montgomery Village Avenue is not a "vital connection" per page 17 of the plan. Defer to future local planning efforts.	

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60	Consider signed shared roadway for Snouffer School Road/Wightman Road	Disagree. While this route would enhance connectivity in this area of the County, it does not provide a "vital connection" as prescribed on page 17 of the plan. Defer to future local planning efforts.	
61	Consider on-road accommodation for Goshen Road	Agree. Wide curb lanes are being included in the current Goshen Road project (part of CIP 509337) between Odenhal Avenue and Warfield Road.	The portion of Goshen Road between MidCounty Highway and Warfield Road will be identified as a dual bikeway, DB-X. SP-61 will be deleted from the plan. The City of Gaithersburg's bike plan will provide a bikeway connection from MidCounty Highway into the city.
62	Consider an east-west route for northern Montgomery Village perhaps along Apple Ridge Road, Wightman Road and East Village Avenue	Disagree. While these routes would enhance connectivity in this area of the County, they do not provide "vital connections" as prescribed on page 17 of the plan. These routes should be evaluated as part of the Gaithersburg Vicinity Master Plan update currently underway.	
63	Consider Centerway Drive as a signed shared roadway	Disagree. While this route would enhance connectivity in this area of the County, it does not provide a "vital connection" as prescribed on page 17 of the plan. Defer to future local planning efforts.	
64	Investigate using Pepco right-of-way that parallels Watkins Mill Road for a shared use path connection	Per comments provided for Worksession #1, PEPCO rights-of-way have been evaluated for pathways as part of other planning efforts and found to be unsuitable.	
65	Consider Game Preserve Road as an "as-is" signed shared roadway	Disagree. While Game Preserve Road provides a rare crossing of I-270, it is not suitable as a bikeway. The road is narrow and hilly and features only one lane in some locations.	
66	Consider bike lanes or signed shared roadway for Muddy Branch Road in addition to the proposed shared use path	Agree. Bike lanes are now recommended for this road per comments from the City of Gaithersburg Bicycle and Pedestrian subcommittee. Adequate right of way exists for bike lanes when the road is widened or resurfaced.	Muddy Branch Road will be highlighted in the plan as a new dual bikeway (DB-X)
67	Consider Railroad Street, Oakmont Avenue and Crabbs Branch Way as a key connection between Gaithersburg and points south	The City of Gaithersburg is exploring this connection as part of its bicycle master plan update.	

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68	Fieldcrest Road may already feature shoulders	This road is recommended for bike lanes in the recently adopted Upper Rock Creek Master Plan and recognized as a countywide bikeway (BL-31).	
GERMANTOWN/CLARKSBURG			
69	Consider signed shared roadway for West Old Baltimore Road and Newcut Road as a key on-road east-west connection	Agree. These roads are yet unbuilt and should be constructed to accommodate on-road bicycling to enhance connectivity to the Clarksburg Town Center and to the Corridor Cities Transitway. The roads are already recommended to include a shared use path (SP-73).	Change SP-73 to a dual bikeway, shared use path and signed shared roadway (DB-X)
70	Consider signed shared roadway for Germantown Road (MD 118) between Frederick Road (MD 355) and Clopper Road (MD 117)	Agree. On-road bikeway accommodation in this part of the County is lacking. As part of SHA's policy to accommodate on-road bicycling as part of all future roadway improvement projects, this road should feature at least wide (15') outside lanes	Change SP-67 to a dual bikeway, shared use path and signed shared roadway.
71	Also consider on-road accommodation for Germantown Road east of Frederick Road (MD 355)	Disagree. Inconsistent and inadequate right of way along this portion of the road makes dual bikeway designation problematic. The shared use path along this portion of the road connects with the shared use path proposed for Watkins Mill Road.	
72	All new roads in Clarksburg and Germantown should be planned and built with dual bikeways	Agree. All new roads in the County built by developers should be constructed to accommodate on-road bicycling.	Include a policy statement in the implementation chapter recommending that all new roads constructed by developers as part of subdivision should include on-road bicycle facilities – bike lanes, wide outside curb lanes or bikeable shoulders.
AGRICULTURAL CRESCENT			

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73	Consider an east-west on-road bikeway either along Sundown Road, Brink Road and West Old Baltimore Road or along Fieldcrest Road, MD108, Brookville Road and Brighton Dam Road	Agree that this part of the County lacks sufficient east-west connectivity. Identifying these roads as part of the countywide bikeway network will enhance bicycle access between Laytonsville and the I-270 Corridor. Ensuring bicycle connectivity between satellite communities and the rest of the bikeway network is a major goal of this plan.	Identify Sundown Road, Brink Road, and West Old Baltimore Road as a collective new signed shared roadway (SR-X)