



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

MCPB





Item No.


Date: 11/30/17

November 23, 2017

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Michael F. Riley, Director 
Mitra Pedoeem, Deputy Director 
Michael Ma, Chief, Park Development Division (PDD) 
Patricia McManus, Design Section Supervisor, (PDD) 

FROM: Aaron Feldman, Landscape Architect (PDD), 301-650-2887 

SUBJECT: Amendment to the Facility Plan for the North Branch Hiker Biker Trail

STAFF RECOMMENDATION

Approve modifications to the 2013 Facility Plan for the North Branch Hiker-Biker Trail, specifically:

- 1) Relocate the proposed trailhead and parking lot from Muncaster Mill Road to Meadowside Lane.
- 2) Relocate the proposed bridge from near the Meadowside Nature Center to just south of the Intercounty Connector (ICC).

PROJECT SUMMARY

In March of 2017, during the detailed design phase of the project, the Norbeck Manor Homeowners Association contacted staff with concerns about the proposed location of a trailhead and parking lot intended to serve the North Branch Trail. Staff attended a Homeowners Association meeting, reviewed the concerns, studied alternatives and presented them at a subsequent public meeting for feedback. In light of strong community support for relocating the trailhead and parking lot from the location shown in the approved 2013 Facility Plan, staff is returning to the Planning Board for approval of the new location and other minor modifications to the overall plan.

Existing Conditions

Located within both Rock Creek Regional Park and the North Branch Stream Valley Park, the North Branch Hiker-Biker Trail is a 2.2 mile-long segment of a continuous regional trail system that will eventually extend from the District of Columbia northward to Olney. The trail runs through a biodiversity area, best natural area and the Upper Rock Creek Special Protection Area. To minimize impacts to these sensitive natural resources, the majority of the trail alignment utilizes previously disturbed areas, including an abandoned park road, a WSSC sanitary sewer main alignment and a former residential property.

The southern terminus of the trail is an abandoned parking lot along the eastern edge of Lake Frank, where it connects to the Lakeside Trail. The North Branch Trail extends north from there, following the east bank of the North Branch of Rock Creek, all the way up to Muncaster Mill Road and the extension of the Emory Lane Bikeway, currently in design. Approximately 1,000 feet south of Muncaster Mill Road, a trail spur will cross the North Branch and connect to Meadowside Lane and the Muncaster Mill Road Bikeway. This project also includes a small segment of trail to connect to the ICC Bike Trail and the hard surface trail constructed as part of the Preserve at Rock Creek development.

Trailhead/Parking Lot Options

In response to the concerns identified by the Norbeck Manor Homeowners Association, staff studied alternative locations for the proposed trailhead and parking lot. Because of the physical, environmental, historic and regulatory constraints on the parkland on either side of Muncaster Mill Road, viable options for a trailhead and parking lot location are limited. Staff identified two possible locations for a trailhead and parking lot for the North Branch Hiker-Biker Trail:

- Option A: Install a trailhead and parking lot on the former residential site (now park property) along Muncaster Mill Road, just west of Emory Lane and Sweetbitch Drive. This option represents the approved Facility Plan location.
- Option B: Install a trailhead and parking lot along the east side of Meadowside Lane, just north of the Lathrop E. Smith Environmental Education Center.

Funding Sources

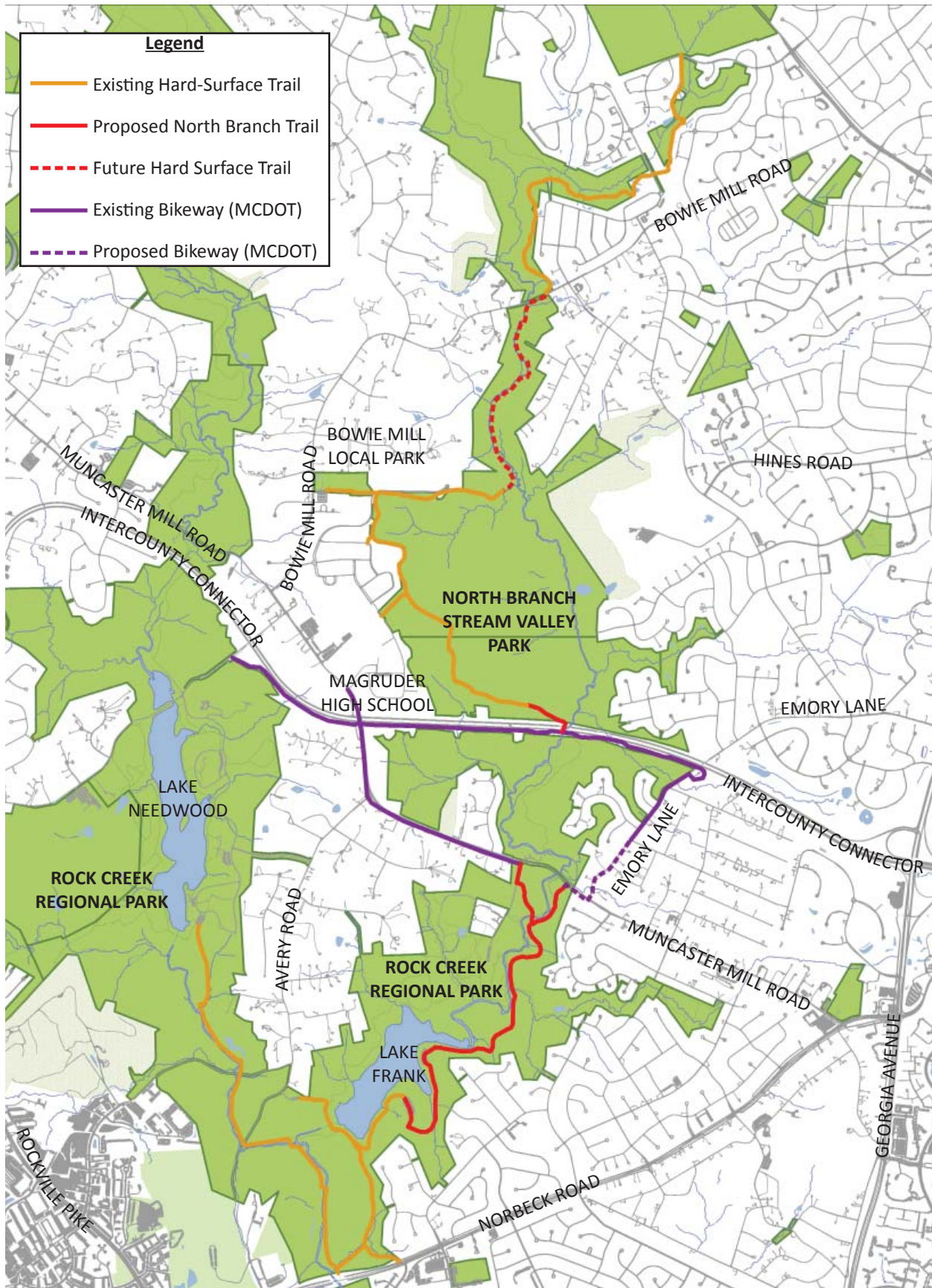
In July of 2015, the project obtained a \$2 million grant from the Federal Highway Administration's (FHWA) Transportation Alternatives Program (TAP) to complete design and construction of the trail. Although the project was accepted into the program based on the approved Facility Plan alignment, the TAP Executive Committee accepted the possible change in scope and schedule in July 2017.

Recommended Trailhead/Parking Lot Location

On 13 September, 2017, Parks staff presented the two trailhead/parking lot options at a public meeting attended by approximately 50 people. In addition to receiving public comment at the public meeting, an Open Town Hall topic was created on the Parks website, allowing residents to vote for their preferred trailhead and parking lot option and provide additional feedback. At the close of voting on 3 October, 2017, the topic received a total of 89 votes: 19 in favor of Option A (Muncaster Mill Road) and 70 in favor of Option B (Meadowside Lane).

Bridge Relocation

One component of the approved Facility Plan was a small bridge spanning the North Branch just east of the Meadowside Nature Center. The bridge would connect the North Branch Trail with the natural surface trails surrounding the Meadowside Nature Center. Since the 2013 Facility Plan, specific project priorities of the natural surface trails program have shifted to emphasize improved access to trails north of Muncaster Mill Road. In order to accommodate shifting priorities and provide better access to regional trails, staff is recommending that the proposed bridge be moved to a location just south of the ICC overpass. This location will allow for the creation of a new natural surface trail extending north to Bowie Mill Local Park.



The Upper Rock Creek Trail Corridor.

PROJECT BACKGROUND

Location & Context

The North Branch Trail extends through both Rock Creek Regional Park and the North Branch Stream Valley Park. Once built, the trail will close a significant gap in Montgomery County's hard surface trail network, connecting the northern and southern halves of the county, east of the I-270 corridor. The trail system through Lake Frank and the North Branch of Rock Creek has been recommended in multiple master plans dating as far back as the 1978 Master Plan of Bikeways.

The southern terminus of the trail is an abandoned parking lot along the eastern edge of Lake Frank, where it connects to the Lakeside Trail. The North Branch Trail extends north, following the east banks of Lake Frank and the North Branch of Rock Creek. The 2013 Facility Plan (Attachment A) shows the trail crossing the North Branch in two locations. A small bridge crosses the North Branch just east of the Meadowside Nature Center, providing trail users with access to the natural surface trails around Meadowside Nature Center and to the center itself. Second, a full-width bridge crosses the stream approximately 1,000 feet south of Muncaster Mill Road, leading to a spur that connects to Meadowside Lane and the Muncaster Mill Road Bikeway.

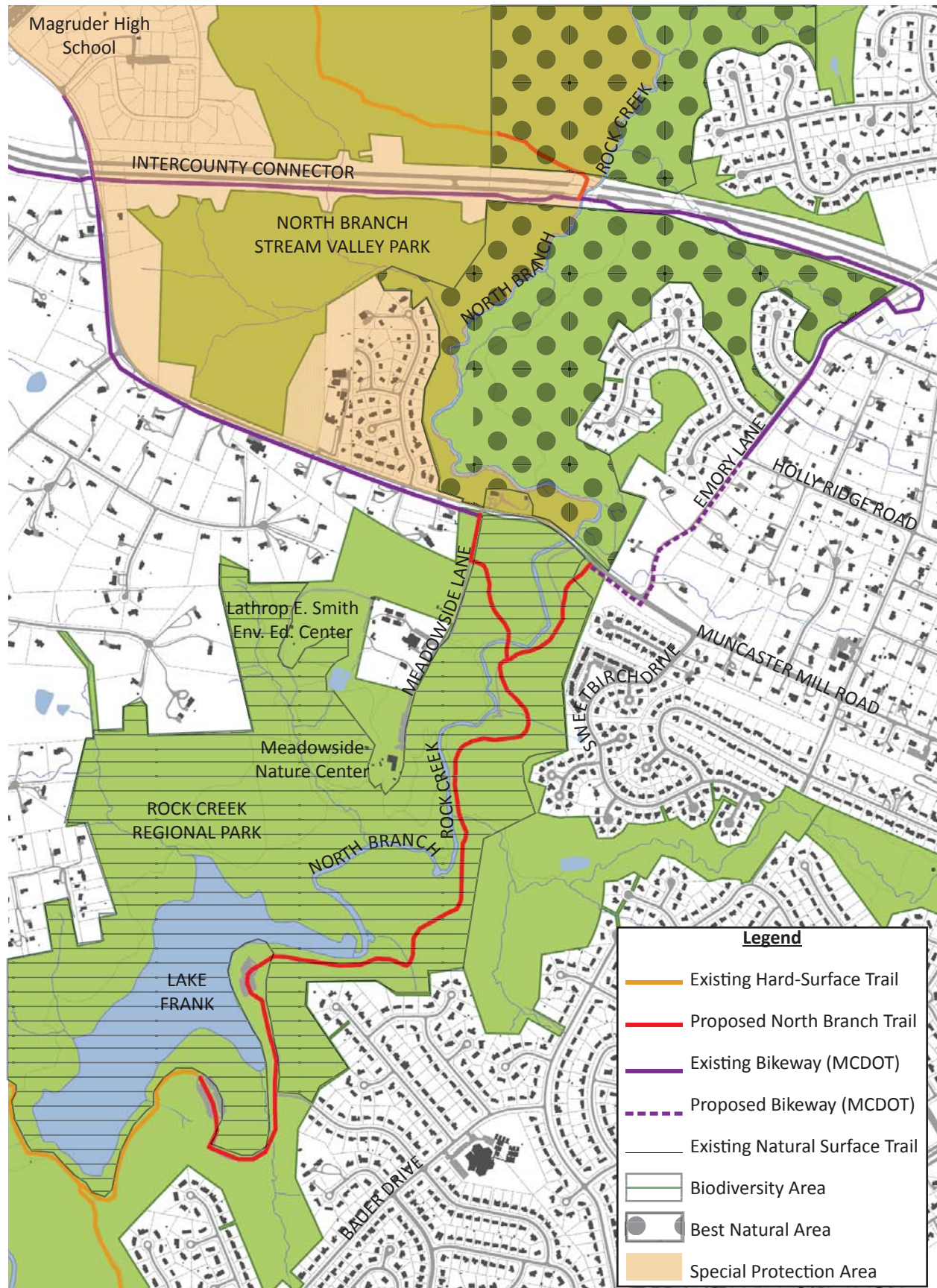
The main stem of the trail remains on the east side of the North Branch, terminating at a former residential property along Muncaster Mill Road, approximately 500 feet west of Emory Lane and 1,000 feet west of Sweetbitch Drive. The Facility Plan proposes to repurpose the driveway that remains on the former home site as the entrance to a trailhead and 20-car parking lot to serve the trail. Additionally, the Montgomery County Department of Transportation (MCDOT) is planning to extend the Emory Lane Bikeway across Muncaster Mill Road, connecting to the North Branch Trail.

This project also includes a small segment of hard surface trail just north of the Intercounty Connector (ICC). The trail will extend south from the ICC Bike Trail, looping beneath the ICC overpass of the North Branch and connecting to the hard surface trail constructed as part of the Preserve at Rock Creek development.

Existing Conditions and Proposed Trail Alignment

Nearly the entire North Branch stream corridor is located within a biodiversity area, best natural area or the Upper Rock Creek Special Protection Area. In order to preserve the natural resources in these areas, the Facility Plan proposes to utilize land disturbed by previous development. The southern terminus of the trail is at an abandoned parking lot on the east side of Lake Frank. Travelling north, the trail follows the alignment of a park access road that connects to a second parking lot at the northeastern edge of Lake Frank. The access road also connects to Trailway Drive and the surrounding neighborhood. These roads and parking lots have been closed to vehicles since the 1980s and are currently designated part of the Lakeside Trail system. They will be replaced by the new trail as part of this project.

The trail continues north, along the east side of the North Branch of Rock Creek, replacing the natural surface portion of the Lakeside Trail. Here, the trail is between eight and twelve feet wide, flanked by steep, heavily wooded slopes with views down into the North Branch stream valley. The existing trail is also used by the Washington Suburban Sanitary Commission (WSSC) as an access route to service a sanitary sewer main that runs parallel to the alignment. In early 2015, WSSC had to conduct emergency repairs to the sanitary sewer main, bringing several pieces of heavy equipment onto the trail. To provide access, WSSC installed a layer of crushed stone covering the trail alignment, where it remains today. Geotechnical testing confirmed that the stone laid by WSSC is suitable to be reused as a paving base for the proposed hard surface trail.



The North Branch Trail alignment and environmental constraints.



Existing, abandoned parking lot. The new asphalt in the lower left corner is the extent of the improved portion of the Lakeside Trail.



Natural surface trail/WSSC access route. Note the sanitary sewer manhole and marker on the left side of the trail. The North Branch is in the upper left of the photo.

Approximately midway between the northern tip of Lake Frank and Muncaster Mill Road, a tributary into the North Branch interrupts the existing natural surface trail and ends WSSC's maintenance access from the south. A boardwalk is proposed to cross this tributary and allow the North Branch Trail to continue north. North of the stream crossing, the proposed trail alignment deviates from the existing natural surface trail, following the sanitary sewer alignment instead. Just south of the trail shift, a small bridge is proposed to connect to the natural surface trails on the west side of the North Branch, replacing an existing stone crossing. The existing natural surface trail at this location is prone to frequent flooding and washouts from the North Branch overtopping its banks. The sanitary sewer alignment is several feet uphill and east of the existing trail. Using the sanitary sewer alignment will minimize the risk of the trail flooding while still making use of a previously disturbed area.

The second proposed bridge occurs approximately 1,000 feet south of Muncaster Mill Road, where a connector to the main trail crosses the North Branch, climbing out of the stream valley and connecting to Meadowside Lane. The main trail continues north along the east side of the North Branch, once again following the existing natural surface trail alignment uphill from the banks of the North Branch. Just south of Muncaster Mill Road, the proposed trail alignment climbs the densely wooded slope and emerges in a clearing created by a former residential property, where the house has long been removed. The proposed trail alignment ends at this clearing, where it will meet the future Emory Lane Bikeway extension, currently being planned by MCDOT. From the proposed trail's terminal points on Muncaster Mill Road and Meadowside Lane, trail users will be able to connect to the Emory Lane Bikeway and the Muncaster Mill Road Bikeway, respectively, to access the ICC Bike Trail and points beyond.

Also included in the project's scope is a small segment of trail to connect the ICC Bikeway to the hard surface trail adjacent to the Preserve at Rock Creek development. This trail alignment comes off the ICC Bikeway, loops underneath the bridge that carries the ICC over the North Branch and then turns north to connect to the existing hard surface trail. While the North Branch Trail stays on the west side of the North Branch, a small rock crossing connects to a natural surface trail that runs parallel to the east bank of the North Branch here. This portion of the alignment goes through a best natural area as well as the Upper Rock Creek Special Protection Area.

TRAILHEAD/PARKING LOT LOCATION

In February of 2017, members of the Norbeck Manor Homeowners Association, just to the east of the originally proposed parking lot location, contacted Montgomery County Councilmember Sidney Katz, seeking additional information about both the North Branch Trail project and the Emory Lane Bikeway extension project. On 23 March, 2017, Councilmember Katz and representatives from Montgomery Parks and MCDOT attended a meeting hosted by the Norbeck Manor Homeowners Association. Parks staff presented an overview of the North Branch Trail project, summarized the project's planning and public outreach process and explained the rationale behind the location of the proposed trailhead and parking lot. A representative from MCDOT described the Emory Lane Bikeway extension project.

Following the presentations, several community members in attendance voiced their opposition to the proposed location of the trailhead and parking lot, citing various perceived safety and security concerns. Along with concerns regarding traffic congestion and pedestrian safety, the common perception was that the parking lot could provide an opportunity for drug dealing and enable criminals to walk from the parking lot, through the adjacent forest and break into the homes adjacent to parkland, undetected. After the meeting, a letter was distributed to the public officials present, outlining the community's concerns and proposing alternative locations for the trailhead and parking lot (Attachment B).

Following the 23 March, 2017 Norbeck Manor Homeowners Association meeting, Parks staff studied alternative trailhead/parking lot locations and possible shifts in trail alignment. Although the entire trail alignment was studied for possible trailhead/parking lot locations during Facility Planning, this effort focused its attention on possible locations near Muncaster Mill Road. One of the requirements of TAP-funded projects is to provide connectivity to other trails and transportation opportunities, and the connection of the Rock Creek trails to ICC Bike Trail was a key feature of the project. Ultimately, any change to the location of the trailhead and parking lot would constitute a change in scope and would require approval from the Maryland State Highway Administration's Transportation Alternatives Executive Committee.

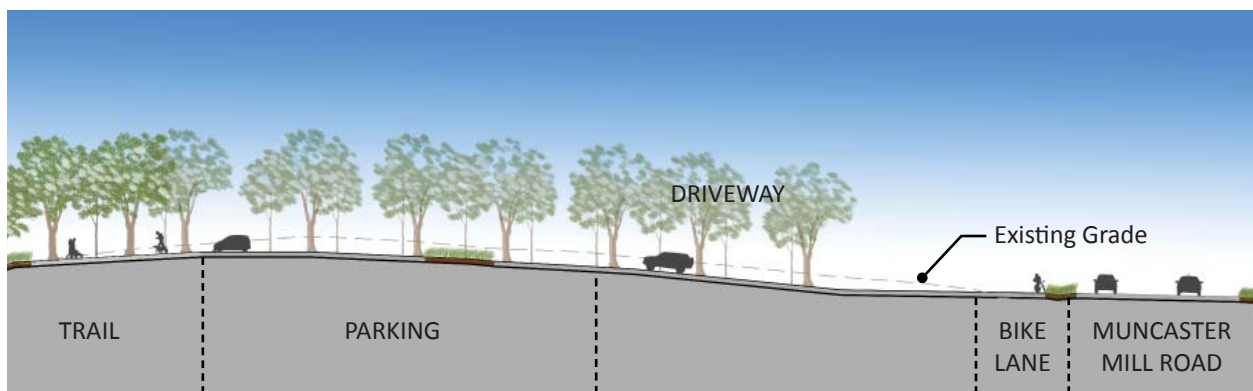
Option A: Muncaster Mill Road

Although not favored by members of the Norbeck Manor community, the trailhead and parking lot location proposed in the Facility Plan remains a viable alternative. Situated on a former residential property, approximately 500 feet west of Emory lane and approximately 1,000 feet west of Sweetbirch Drive, the trailhead and parking lot would be a resting place where the North Branch Trail meets the future extension of the Emory Lane Bikeway, currently being planned by MCDOT. Whether the trailhead and parking lot is ultimately placed here or not, the North Branch Trail alignment will still extend to this location, ensuring the connection to the Emory Lane Bikeway extension will occur. Because Muncaster Mill Road (Rt. 115) is a State Highway, the parking lot's driveway connection would need to be reviewed and approved by the SHA through a Utility Access Permit.

The house that once stood on this former residential property has long since been demolished, leaving only the remnants of a driveway onto Muncaster Mill Road and a clearing in the forest where the house once stood. The existing driveway would be improved to meet current requirements for an entry/exit drive into a parking lot. The parking lot itself would be constructed within the already-cleared area, allowing existing surrounding trees to be preserved. The topography in the area is fairly steep, necessitating a significant amount of grading and retaining walls to allow for adequate slopes in the parking area. Additionally, the property's frontage on Muncaster



Option A: Trailhead/parking lot off of Muncaster Mill Road just east of Sweet Birch Drive and Emory Lane.



Section through Parking Lot Option A.



Existing driveway entrance from Muncaster Mill Road.

Mill Road would be cleared of invasive plant species to open views between the parking lot and Muncaster Mill Road.

Despite the concerns expressed by the Norbeck Manor Homeowners Association over the proximity of the parking lot and trailhead to their community, a comparison of similarly situated trailheads reveals little impact to adjacent communities. The Layhill Road trailhead and parking lot for the Matthew Henson Trail opened in 2009. Crime data provided by Park Police revealed a total of five incidents occurred near the parking lot since the beginning of 2014 and none of them violent (Attachment C). In fact, anecdotal evidence from Park Police shows the addition of a hard surface trail near a neighborhood reduces the amount of crime in an area by activating previously underutilized spaces that would otherwise be visually isolated.



Matthew Henson Trailhead/Parking Lot at Layhill Road.

Option B: Meadowside Lane

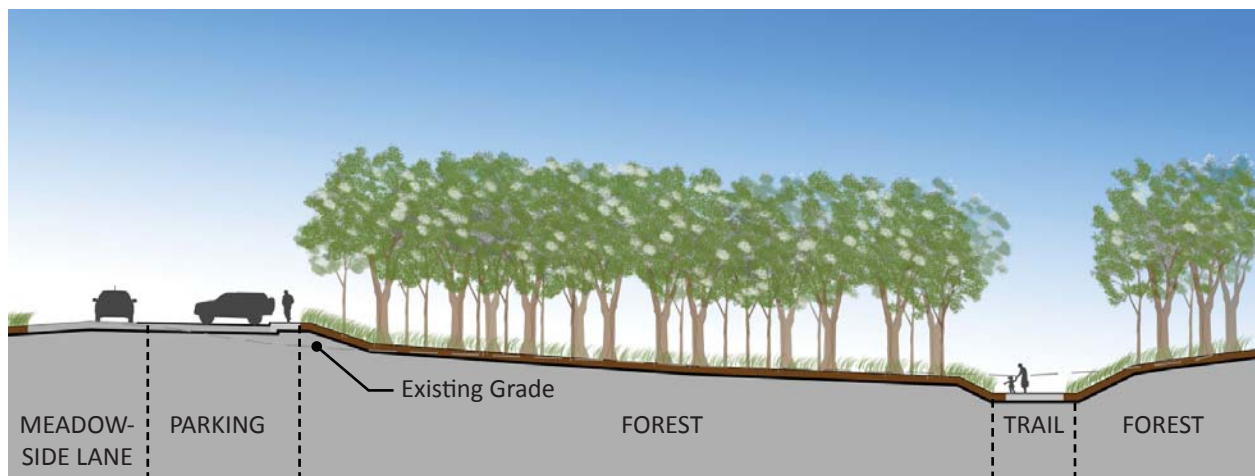
The Facility Plan did not propose a trailhead at the Meadowside Nature Center because that parking lot often exceeds capacity with nature center users alone. Additional parking along Meadowside Lane could serve the dual purpose of providing a trailhead location for the North Branch Trail and accommodating overflow parking for the Lathrop E. Smith Environmental Education Center and the Meadowside Nature Center. Located near the Meadowside Lane intersection with Muncaster Mill Road, the trailhead and parking lot would connect to the segment of the North Branch Trail that crosses the North Branch and ends at Meadowside Lane. This location would also provide convenient access to the Muncaster Mill Bikeway, which extends west along Muncaster Mill Road, ultimately connecting to the ICC Bike Trail.

The existing grades along the eastern edge of Meadowside Lane are relatively flat, requiring little modification to construct parking spaces and an accessible sidewalk connection to the trail. Beyond the limits of the proposed parking lot, however, the trail becomes quite steep as it descends approximately 60 feet into the North Branch stream valley. Although the proposed trail meets the Americans with Disabilities Act guidelines for trails, it is still quite steep, requiring a circuitous route with several landings. Additionally, the extents of the mapped forest around the North Branch extend all the way up to Meadowside Lane. Although no large trees would need to be removed here, the project's limits of disturbance would extend into the limits of the forest, impacting smaller trees and understory vegetation.

While this option locates the trailhead and parking lot farther away from most residences, it does have an impact on the visual character and setting of Meadowside Lane. Currently, the turn from Muncaster Mill Road onto Meadowside Lane marks a clear transition from a busy suburban right-of-way to a bucolic park road. The presence of parked cars and additional infrastructure would blur that transition, impacting the visitor's experience.



Option B: Trailhead/parking lot along Meadowside Lane near Muncaster Mill Road.



Section through Parking Lot Option B.



Looking north along Meadowside Lane. The proposed parking lot is dashed in.

Options Not Pursued

Additional alternatives proposed by the community included locating a parking lot on the north side of Muncaster Mill Road, bringing park users across the road with an above- or below-grade crossing. After careful consideration, staff concluded that building a parking lot or trail alignment on the north side of Muncaster Mill Road was not viable because of the many constraints on that property. In addition to being within the Upper Rock Creek Special Protection Area and a best natural area, a study of the site and relevant GIS layers reveals the land immediately north of Muncaster Mill Road contains floodplain, wetlands, a forest conservation easement, slopes greater than 25%, erodible soils and a line of utility poles immediately adjacent to the road that would need to be relocated. Furthermore, utilizing SHA's right-of-way for a shared use path is not viable because the bridge that currently crosses the North Branch is too narrow to accommodate the vehicle travel lanes, shoulder, buffer and trail widths required by the SHA.

Additionally, above- or below-grade crossings of Muncaster Mill Road come with several challenges. Besides falling well outside the current budget, constructing an above-grade crossing would impact the Muncaster Mill historic site, which sits just south of Muncaster Mill Road and just west of the North Branch. Although remnants of a gabion basket path allow dry passage beneath the Muncaster Mill Road bridge during base flow of the North Branch, the path is severely eroded and becomes inundated every time the waters of the North Branch rise during a storm.



Muncaster Mill Road bridge over the North Branch.



Gabion baskets line one side of the North Branch as it goes under Muncaster Mill Road.

Public Comment

Before returning to the community with trailhead and parking lot location alternatives, Parks staff wrote to SHA's Transportation Alternatives Executive Committee, seeking approval for potentially moving the trailhead and parking lot to a location different from what was shown on the original TAP grant application. In a letter dated 9 May, 2017, staff summarized the initial proposed condition, described the concerns raised by the community and outlined the possible alternatives and their impacts. On 14 July, 2017, the Executive Committee notified staff that they would accept the potential change to the project scope without endangering the project's funding commitments (Attachment D).

On 13 September, 2017, Parks staff hosted a community meeting at the Lathrop E. Smith Environmental Education Center to present the two concept alternatives and receive feedback on a preferred location. A representative from MCDOT was also on hand to provide a progress update of the Emory Lane Bikeway extension project and to answer questions regarding proposed

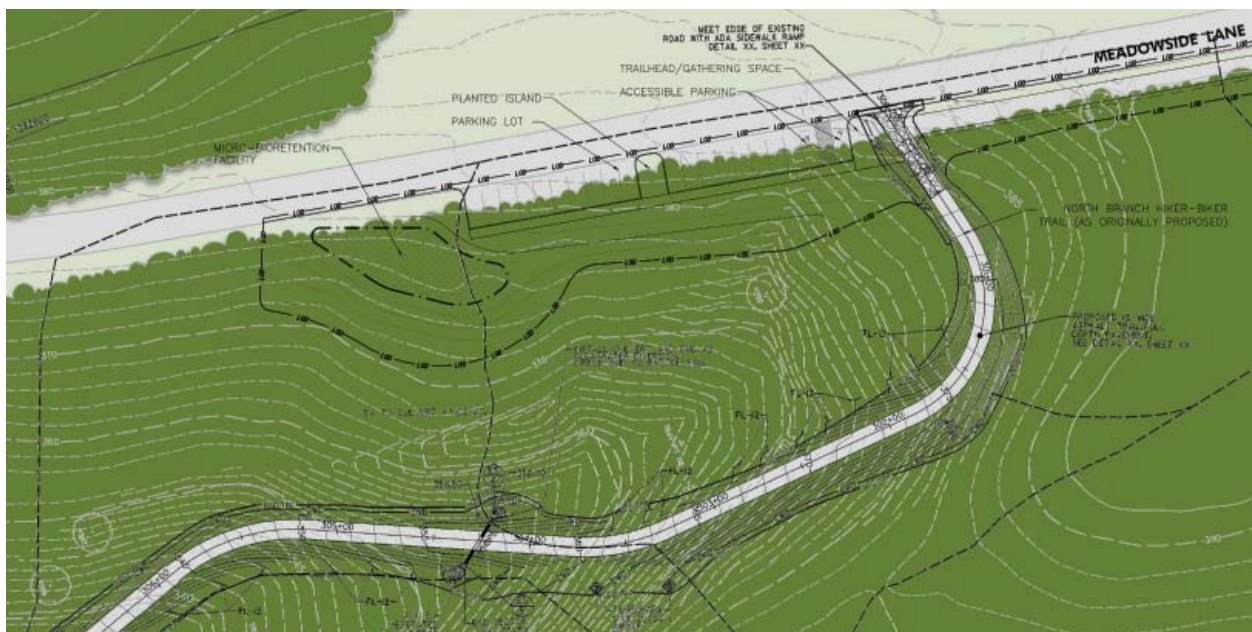
improvements to the intersection of Emory Lane and Muncaster Mill Road. The meeting was attended by approximately 50 people, and included residents of surrounding neighborhoods, members of the hiking and cycling communities, parks staff and a representative from Councilmember Katz's office. In addition to a question-and-answer session after the presentation, attendees were provided with comment cards where they could vote for their preferred option and provide written feedback to staff. The opinions stated during the question-and-answer session and on the comment cards showed overwhelming support for Option B (Attachment E).

Following the meeting, an Open Town Hall topic was created for the project on the Montgomery Parks website. Through the Open Town Hall forum, visitors could review the public meeting presentation, read descriptions of the two options and vote on their preference. Between 14 September and 3 October, 2017, the topic received 155 unique visitors and 89 total votes (Attachment F). The overwhelming majority of votes (70) were in favor of moving the trailhead and parking lot to Meadowside Lane (Option B).

Recommended Location

In light of substantial community support for Option B, Parks staff is recommending that the Planning Board approve the relocation of the proposed North Branch Trail trailhead and parking lot from Muncaster Mill Road to Meadowside Lane. Although Option B comes with several advantages over Option A, there are still some potential drawbacks worth consideration. Advantages:

- Grading is minimized and retaining walls eliminated (compared to Option A).
- Addition of impervious area is minimized (compared to Option A).
- Potential reduction in construction costs (compared to Option A).
- SHA Utility Access Permit is not necessary (Meadowside Lane is a park road).
- Additional parking can be made available to the Meadowside Nature Center and Lathrop E. Smith Environmental Education Center.



Recommended trailhead/parking lot location.

Disadvantages:

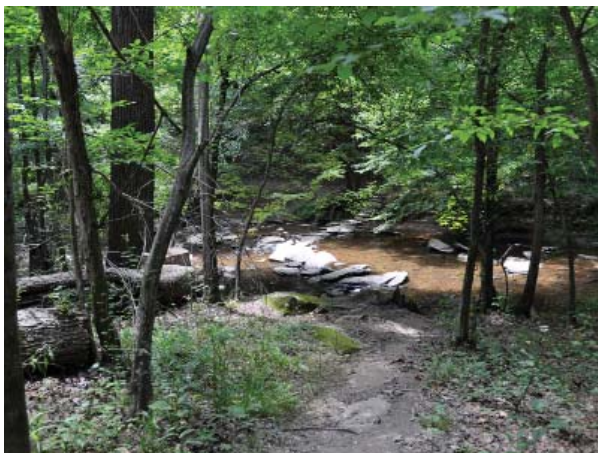
- Steeper trail grades from parking lot to main trail (compared to Muncaster Mill).
- Impacts to forest edge, including tree removals.
- Detriment to visual character of Meadowside Lane.
- Additional scope and fee for design consultant.
- Project schedule delay for additional survey and redesign of the trailhead and parking lot.

BRIDGE LOCATION

In a matter separate from the proposed parking lot and trailhead relocation, staff is seeking approval to move a six-foot wide bridge from the location proposed in the Facility Plan to a location better suited to meet current trail use patterns and to accommodate future trail planning efforts. The Facility Plan for the North Branch Trail calls for two bridge crossings of the North Branch between Lake Frank and Muncaster Mill Road. The first bridge crossing occurs roughly halfway between Muncaster Mill Road and the Meadowside Nature Center and provides a connection from the main trail directly to Meadowside Lane. This bridge is proposed to be a 12-foot wide crossing to accommodate hikers, bikers and small maintenance and emergency vehicles. No change is proposed for this crossing.

The second bridge crossing occurs approximately 1,000 feet south of the larger crossing, and links the North Branch Trail to the steep natural surface trails that lead to the Meadowside Nature Center. Staff is proposing to relocate this small bridge to a point along the North Branch Trail just south of where the ICC crosses over the North Branch. Currently, each location allows users to ford the stream via a rudimentary stone crossing. Staff proposes to maintain the existing stone crossing near the Meadowside Nature Center and replace the crossing just south of the ICC with a bridge.

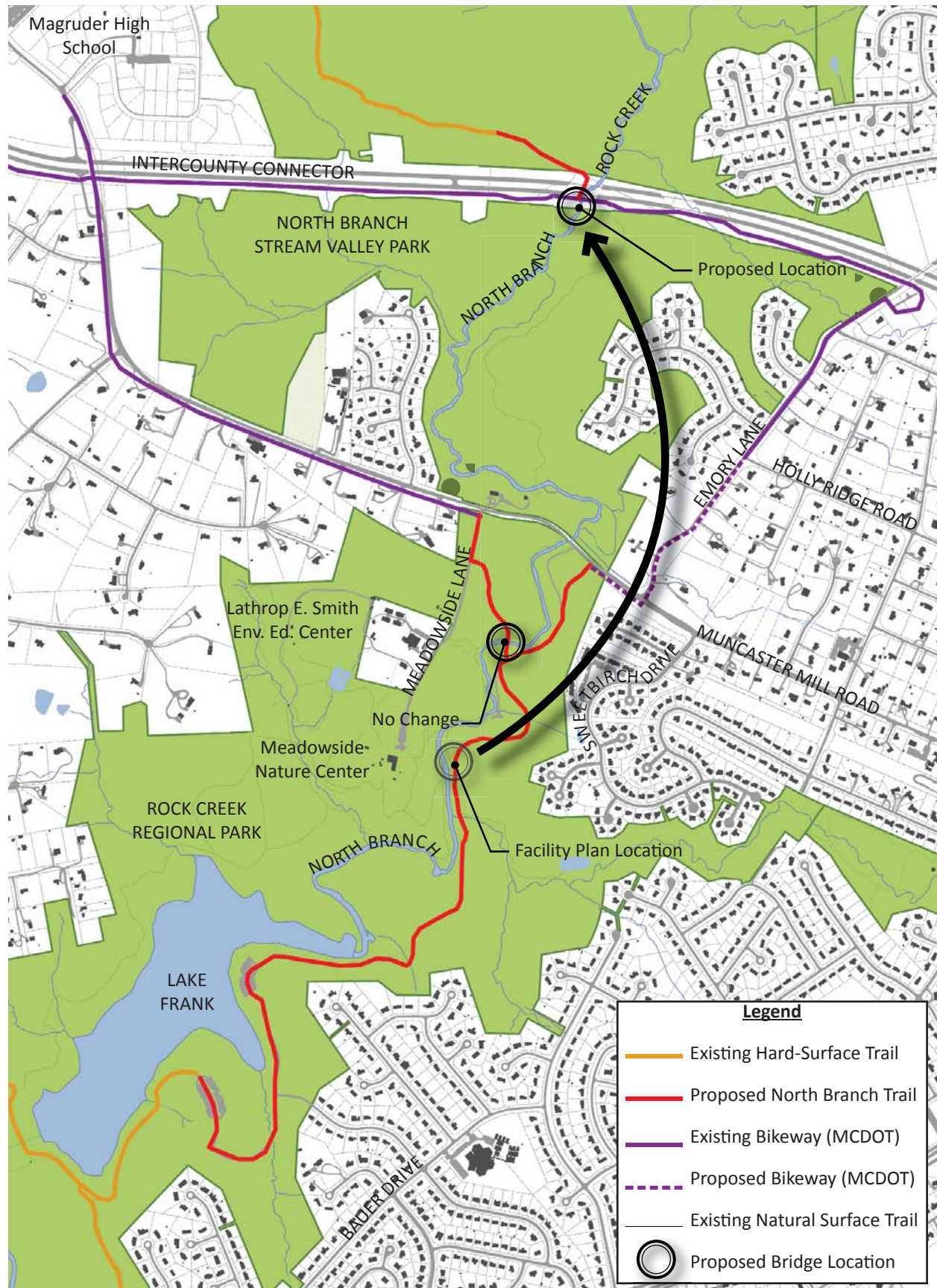
Parks currently maintains a natural surface trail from the Kengla House to the stream crossing just south of the ICC with plans to extend this trail north to Bowie Mill Road. A bridge just south of the ICC will facilitate the connection of the existing natural surface trail to the proposed trail with minimal impact to this environmentally sensitive area. Meanwhile, users will still be able to access the natural surface trails south of Meadowside Nature Center by using the stone crossing or the larger bridge that connects to Meadowside Lane, and then travelling south along Meadowside Lane.



Existing crossing near Meadowside Nature Center. This crossing would remain.



Existing crossing at the ICC. This crossing would be replaced by a bridge.



Proposed bridge locations along the North Branch Trail.

CONCLUSION

The North Branch Hiker Biker Trail is a critical segment of a continuous regional park trail system that will eventually extend from the District of Columbia northward to Olney. The modifications proposed herein improve the overall project by responding to the concerns of the trail's neighbors and by accommodating future trail planning efforts. Although points of access will be changed through these proposed modifications, the trail alignment itself remains intact, including connections to the Muncaster Mill Bikeway, the Emory Lane Bikeway Extension and trails farther north.

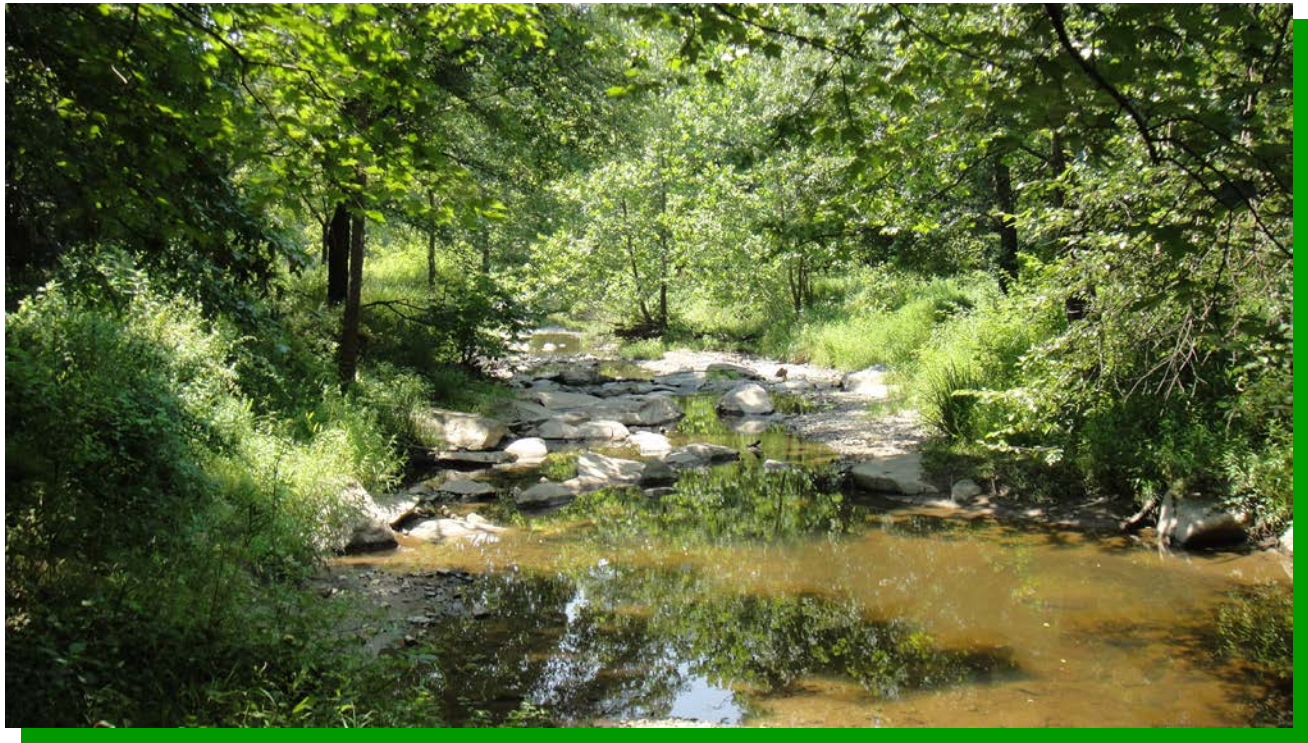
ATTACHMENTS

- A. 2013 Facility Plan Report (approved 27 June, 2013)
- B. Memorandum of Concerns and Objections of Norbeck Manor Subdivision Residents to North Branch Trail and Parking Lot Plans (23 March, 2017)
- C. Matthew Henson Trail police report data from 2014-2017
- D. TAP Scope Change Request (9 May, 2017) and response (14 July, 2017)
- E. Meeting notes, sign-in sheet and comment cards from public meeting (13 September, 2017)
- F. Open Town Hall forum results (14 September through 3 October, 2017)
- G. Letter of support from Councilmember Sidney Katz (7 November, 2017)

NORTH BRANCH TRAIL

Facility Plan Report

June 11, 2013



Prepared for:
**Maryland-National Capital
Park and Planning Commission**

North Branch Trail

Facility Plan Report

Prepared for:

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Attachment E: Community Meeting Minutes

Facility Plan

I. Project Description

A. Introduction

The North Branch Trail will be located within both the Rock Creek Regional Park and the North Branch Stream Valley Park Unit 4 and is 2.02 miles in length. This trail is one segment of a continuous regional park trail system that would extend from the District of Columbia northward to Olney. The hiker-biker trail system through Lake Frank and the North Branch of Rock Creek has been recommended in multiple master plans for many years, including the 1978 Master Plan of Bikeways, the 2005 Olney Master Plan, the 1985 and 2004 Upper Rock Creek Area Master Plan, the 1998 and 2008 Countywide Park Trails Plan, the 2000 Rock Creek Regional Park Master Plan and the 2008 Upper Rock Creek Trail Corridor Plan.

The south end of the trail will connect to the Lakeside trail located on the east side of Lake Frank within Rock Creek Regional Park and will include the removal of road pavement and parking lots. The trail will continue north to connect with Muncaster Mill Road and cross at the Emory Lane intersection. The trail will then utilize the Emory Lane Bikeway and the Inter County Connector (ICC) Bikeway (MD 200) to connect to a future trail that is being built by the developer of the Preserve at Rock Creek within the development. This trail is part of the approved site plan for the development.

B. Site Location

The southern end of the trail is located within the Rock Creek Regional Park (Figure 1). The park is split into two sections. The first is located along Rock Creek and Lake Needwood. The second section is along North Branch and Lake Frank. The Lake Needwood area is where most of the active recreational facilities are located. The Lake Frank area is less developed with natural surface trails, the Meadowside Nature Center and the Smith Center.

The northern end of the trail is located within the North Branch Stream Valley Park Unit 4. Most of the park is within the Special Protection Area (SPA) for the Rock Creek. It is also a best natural area. Presently, only natural surface trails are located in this area.

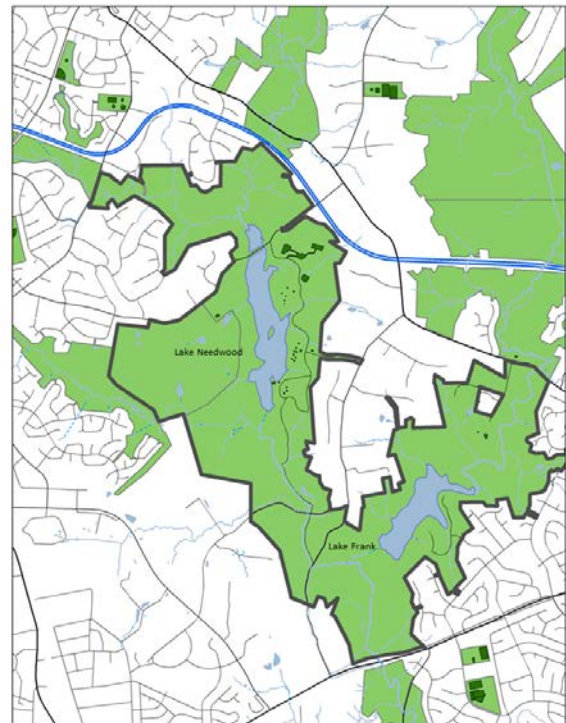


Figure 1 - Rock Creek Regional Park

C. Facility Planning Process

The facility planning process includes the following sequence of work:

1. Collect data, prepare site survey, and perform geotechnical investigations.
2. Analyze existing site conditions.
3. Prepare and obtain approval of Natural Resources Inventory/Forest Stand Delineation Summary Map.
4. Develop trail alignment.
5. Meet with the community to discuss trail alignment and connections.
6. Finalize the trail alignment.
7. Prepare water quality plan and obtain approval from the Department of Permitting Services and the Montgomery County Planning Board.
8. Prepare preliminary forest conservation plan submission.
9. Coordinate any outstanding issues with stakeholder groups and regulatory agencies.
10. Prepare facility plan report, cost estimate, and operating budget estimates.
11. Present facility plan recommendations and costs to the Montgomery County Planning Board for approval.

II. Program of Requirements

The following program of requirements was developed for the trail based on input received by the community, regulatory agencies, and staff:

1. A trailhead with parking off of Muncaster Mill Road;
2. A ten foot wide asphalt trail aligned to minimize environmental impacts;
3. Boardwalks, retaining walls and bridges to protect sensitive areas;
4. Vehicular access for maintenance and security patrols;
5. Pedestrian and bike connections to Trailway Drive, the Smith Environmental Center and the Meadowside Nature Center;
6. Safe road crossing of Muncaster Mill Road to the future Emory Lane bike path;
7. Park and trail signage, including kiosks;
8. Seating, bicycle racks, trash receptacles, and drinking fountain;
9. Naturalized, attractive plantings and reforestation areas as required;
10. Stormwater management facilities as required;
11. Trail design in compliance with M-NCPPC park design guidelines and standards, as well as other applicable guidelines and standards;
12. Trail design in compliance with Crime Prevention Through Environmental Design (CPTED) guidelines; and
13. Trail design to meet accessibility guidelines.

III. The Facility Plan

A. Existing Conditions

1. Surrounding Land Uses

Most of the area surrounding Rock Creek Regional Park and North Branch Stream Valley Unit #2 contains single family residential homes. Zoning of R 200 and RE 2 dominate. There is some planned development in the area. The largest is the Preserve at Rock Creek which is presently under construction. It is located to the west of the North Branch Stream Valley. The Preserve will contain an important link in the continuation of the North Branch Trail to Olney.

2. Existing Trails

Numerous existing paved and natural surface trails exist within the park, including hard surface trails (Rock Creek and Lakeside trail), WSSC access road, people's choice trails, and natural surface trails. A large number of pedestrian only natural surface trails are located around Meadowside Nature Center. Some of the existing trails are connected to bike trails outside the park in the south, west and north as well as smaller connections to adjacent residential areas around the park.

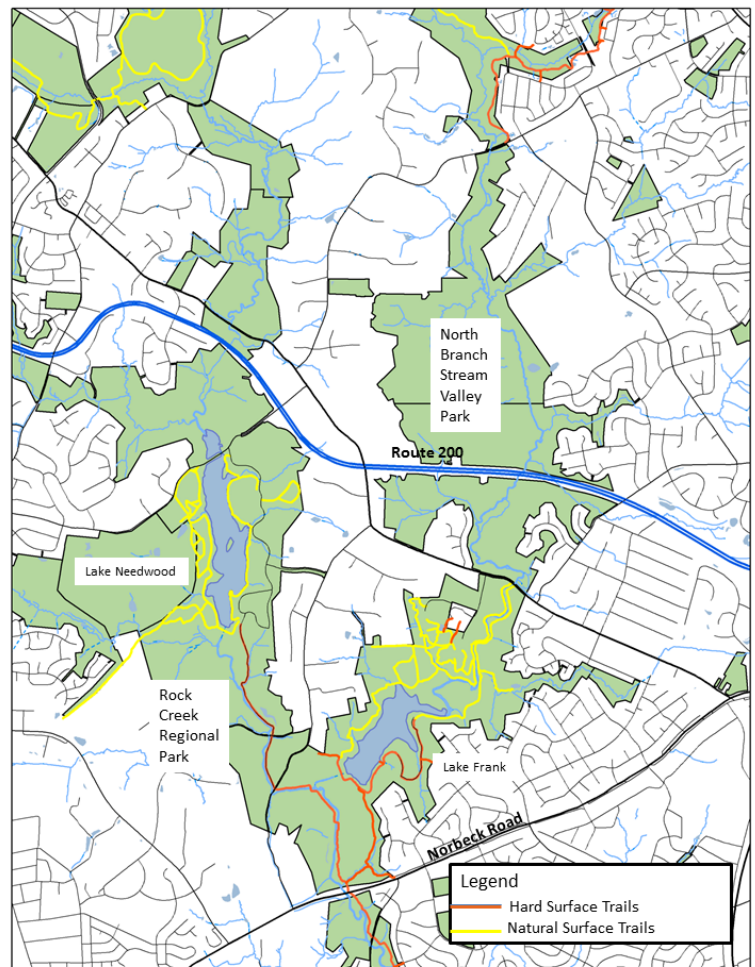
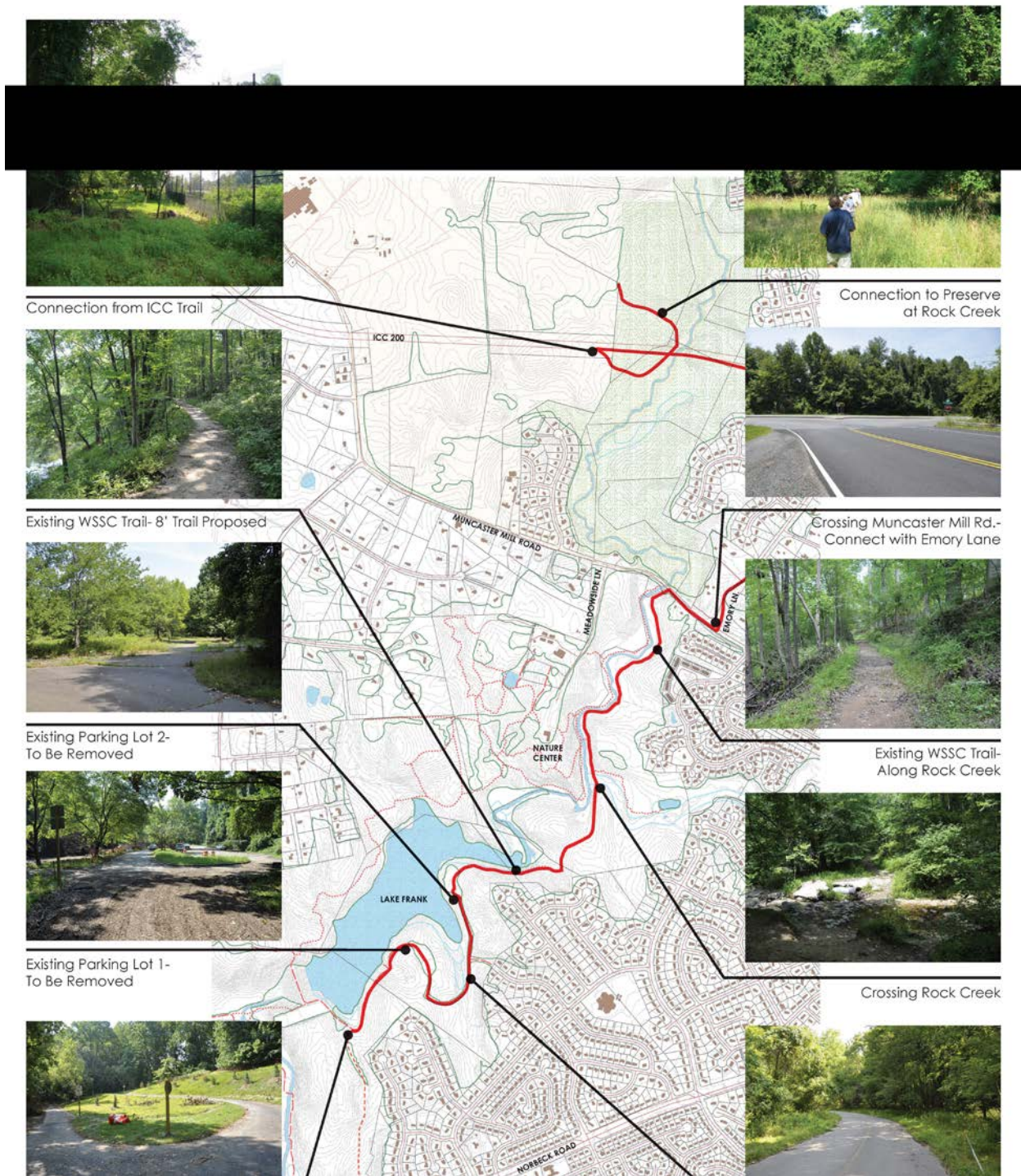


Figure 3 - North Branch Trail project site, existing conditions.



3. Project Site Conditions

Forested Habitats – The southern portion of the trail, from the southern parking lot to Muncaster Mill Road, runs through a section of Rock Creek Regional Park that is entirely wooded. Some areas along the trail have sufficient density of trees and diversity of understory layers to also be considered “forests” under the Forest Conservation Act. Tulip poplar (*Liriodendron tulipifera*) is the dominant canopy tree throughout the southern section of the trail. Various species such as red oak (*Quercus rubra*), hickories (*Carya* spp.), and American sycamores (*Platanus occidentalis*) were also common dominants in certain forest stands depending on landscape position and aspect. The northern portion of the project, from the ICC to the Preserve at Rock Creek runs through an area that was disturbed by the recent construction of the ICC and an area within the Rock Creek Special Protection Area (SPA) that had been previously farmed. While there are some large specimen trees in this area, large portions of this section of the project run through open grass or scrub habitats instead of mature forest.

Throughout the project corridor, a total of 420 significant and specimen tree candidates were identified. Of these, 167 significant tree candidates and 103 specimen tree candidates were identified within specific forest stand boundaries. There also are 15 trees greater than or equal to 75% of the County champion DBH as found in the 2011 Register of Champion Trees, Montgomery County, Maryland listing. The Preliminary FCP has been submitted and is currently under review. To mitigate for the removal of 16 specimen trees the final forest conservation plans will include planting of 49 trees 3” caliper. A total of 582 inches of DBH are being removed and replaced at a 25 percent amount. Therefore, an equivalent of 146 inches of tree caliper needs to be replanted. Although at this time there appears to be no regulatory reforestation requirement, the project includes tree planting in appropriate open areas along the trail.

Wetlands and Waters of the United States – There are a total of eight wetlands within the project study area; none of these were identified on the National Wetland Inventory Maps. They range in setting from along the shores of Lake Bernard Frank, along the banks of Rock Creek North Branch, within floodplains, up to palustrine pockets in upland areas. Six of the eight wetlands are forested, two are dominated by emergent vegetation. Most of the wetlands run parallel to the trail and will not be impacted during its construction. Minor impacts to one wetland near the connection with the ICC cannot be avoided

There are a total of six streams within the project study area. Rock Creek North Branch is the largest of these. The approximate average depth and width are 1 foot and 15 feet respectively. Much of the stream channel banks are well vegetated. The substrate of the stream channel generally consists of cobble and gravel with some large boulders. The remaining streams range in size from 3-12 inches deep and 3-15 feet wide. Most of the stream banks are moderately incised but well vegetated. The substrate of the streambeds generally consists of sand or gravel with some cobble and boulders. All of these streams will be crossed at least once, usually by replacing or keeping in place an existing culvert, though two new pedestrian bridges are proposed over Rock Creek North Branch and a boardwalk will be used cross one of the larger tributaries.

B. Design Considerations

1. Design Standards

The proposed trail section will consist of a 10 foot wide asphalt section with 2 foot grass shoulders. (See Figure 4) In environmentally sensitive areas, boardwalk supported by helical piles is proposed. Wooden boardwalks have had an issue with being slippery especially when wet. It is proposed for the first time, to explore the use of manufactured concrete boards instead of the traditional wood. This will decrease slipperiness and should extend the life of the boardwalk. Pre-engineered steel or fiberglass bridges with supports outside of the stream banks will be utilized for stream crossing.



Figure 4 – Typical Cross Section of 10' wide trail, including 2' shoulders on each side.

The trail will be designed in accordance with the M-NCPPC Trail Implementation Guide, Manual on Uniform Traffic Control Devices for Streets and Highways, Part 9 Traffic Controls for Bicycle Facilities, and the American Association of State Highway and Transportation Officials (AASHTO) “Guide for the Development of Bicycle Facilities”.

2. Environmental design

The majority of the trail is located within mature forest. A number of techniques will be utilized to protect the natural resources. A natural surface trail exists along most of the trail length. Part of this trail is also utilized by the Washington Suburban Sanitary Commission (WSSC) to access their facilities. Since an already cleared corridor exists, most of the trail is located along the

existing trail. In addition, a trail construction methodology previously developed for the Black Hill Trail will be utilized. These techniques include building the trail on the existing grade instead of cutting into the ground as traditionally done. This decreases the amount of tree roots that need to be cut. Boardwalks and retaining walls are also used to limit tree disturbance, especially on forested steep slopes. Also, the amount of stormwater facilities has been decreased by designing the trail so it sheet flows to the forest buffer. Otherwise, forest would need to be cleared to provide other types of facilities. Where cleared areas exist, micro-bioretenment is proposed.

3. Accessibility

A major consideration for trail design is selecting an alignment in compliance with the Americans Disabilities Act (ADA). The trail will be constructed to meet the ADA Final Accessibility Guidelines for Outdoor Developed Areas. The trail is designed to accommodate all abilities and skill levels by incorporating the following features into the trail design:

- Maximum Grade of 8.3% for Maximum Distance of 200 feet
- Maximum Grade of 5% for any distance
- ADA Compatible ramps at all roadway crossings, including detectable warning surfaces and parking lot accommodations including signage and striping.

4. Trail Amenities

Along the trail corridor signage will be used for directions, information, and interpretation which will be developed in the final design stage. The historic Muncaster Mill will be highlighted in the sign plan. Kiosks will also be located along the trail and will contain an overall trail map. Benches will also be provided along the trail. A drinking fountain and bicycle racks will be located at the trailhead near Muncaster Mill Road. This is also the location of a proposed 20 space parking lot.

C. Proposed Trail Layout

1. Trail Alignment

Evaluating and mapping the site's existing conditions and minimizing the natural resource impacts led to the development of the proposed trail alignment. The alignment utilizes previously disturbed areas, including the existing WSSC access road and a heavily traveled path on the east side of the Rock Creek, the ICC fill slopes, and an old farm road, as well as the opportunity to minimize an existing road width and removing two large parking lot areas. The Southern Section of the North Branch Trail starts at the Rock Creek Trail Connection near Lake Frank and terminates at Muncaster Mill Road. The Northern alignment of the North Branch Trail begins at the crossing at Muncaster Mill Road to continue along the east side of Emory Lane on the Emory Lane bikeway, then connects to an existing ICC bikeway to terminate at the start of the future trail being built as part of the Preserve at Rock Creek Development. The connection of the Southern and Northern sections will require a road crossing at Muncaster Mill Road. Figure 5 shows the overall proposed alignment and facility plan. Following that is a step by step photo documentation of the existing condition along the proposed alignment.

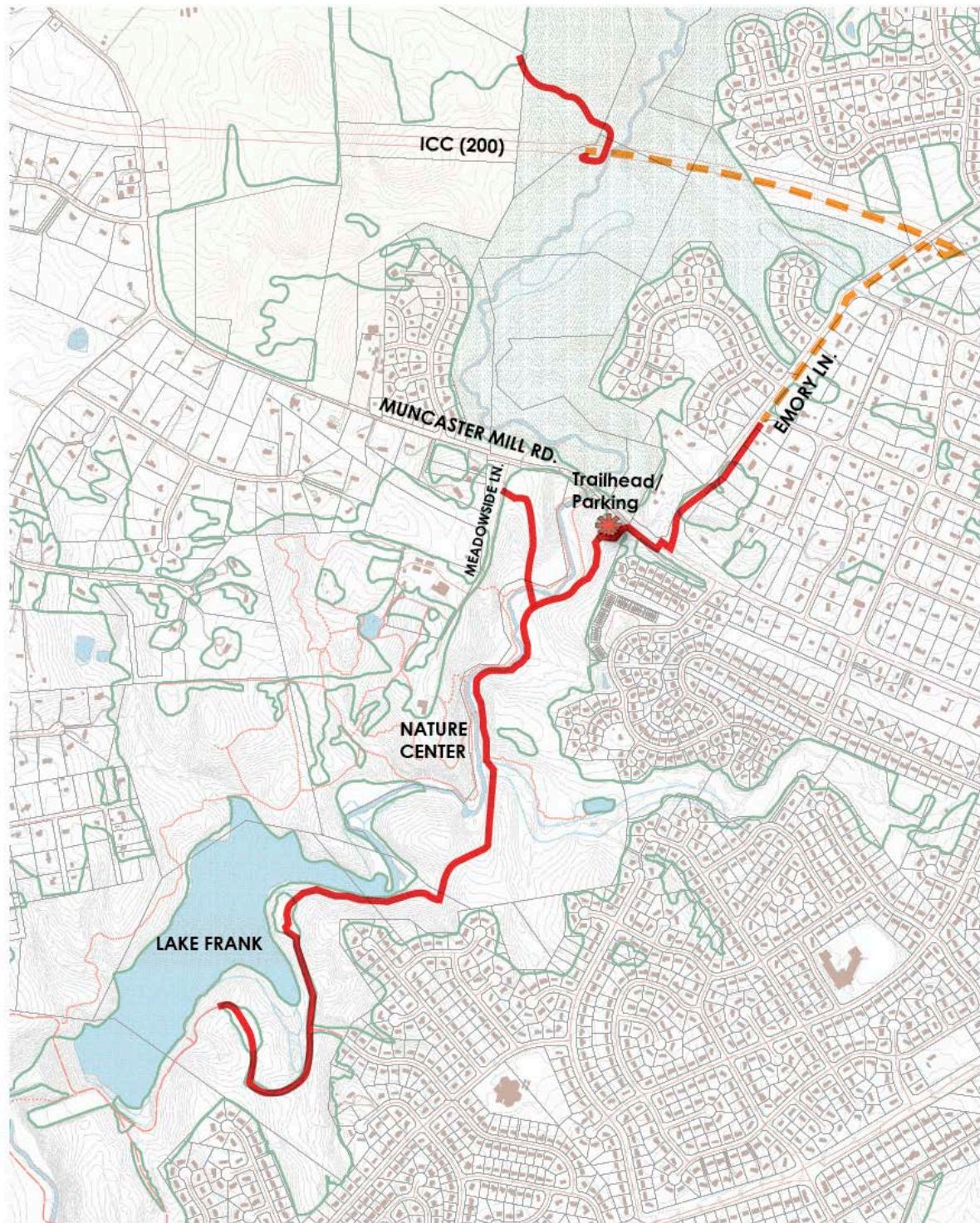


Figure 5 – Overall GIS map showing the proposed trail alignment, beginning at the parking lot and ending at the Preserve at Rock Creek

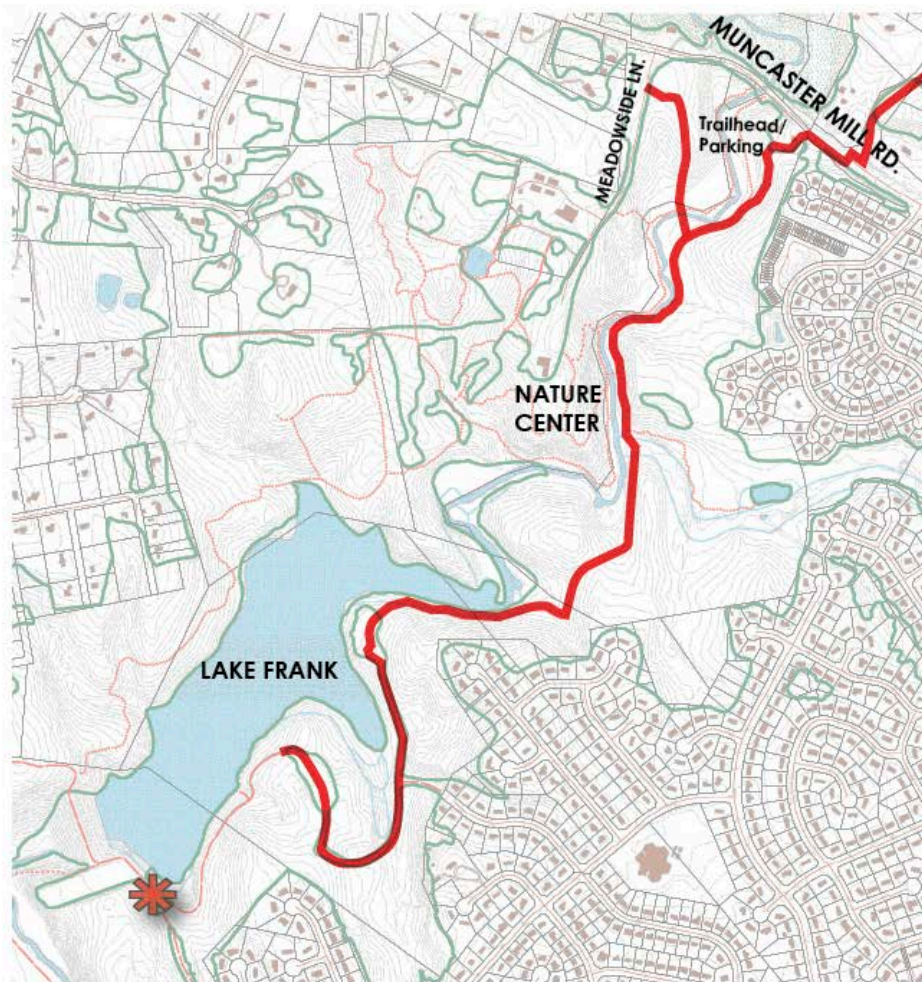


Figure 6 – (Above) GIS map highlighting location on the trail.
(Below) This portion will utilize the existing asphalt trail.

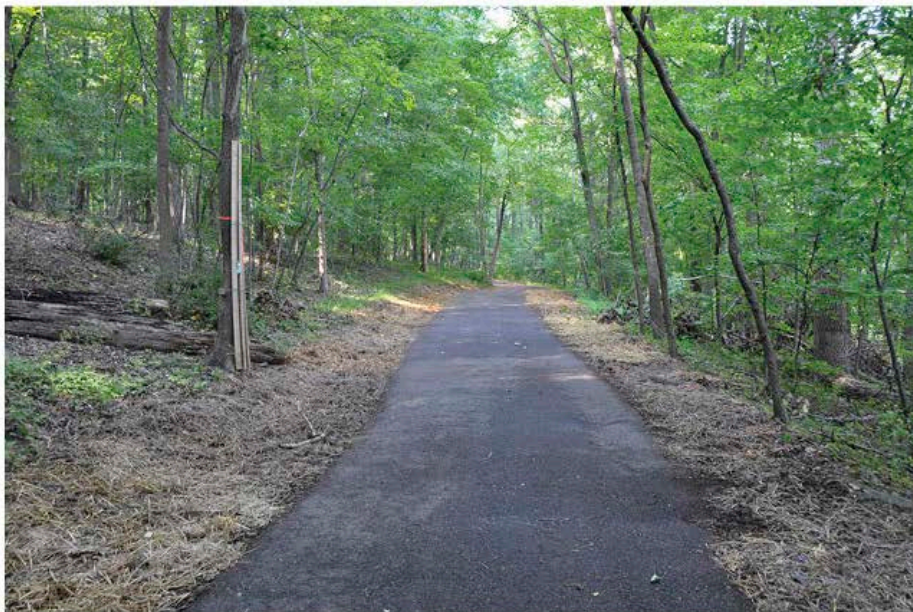
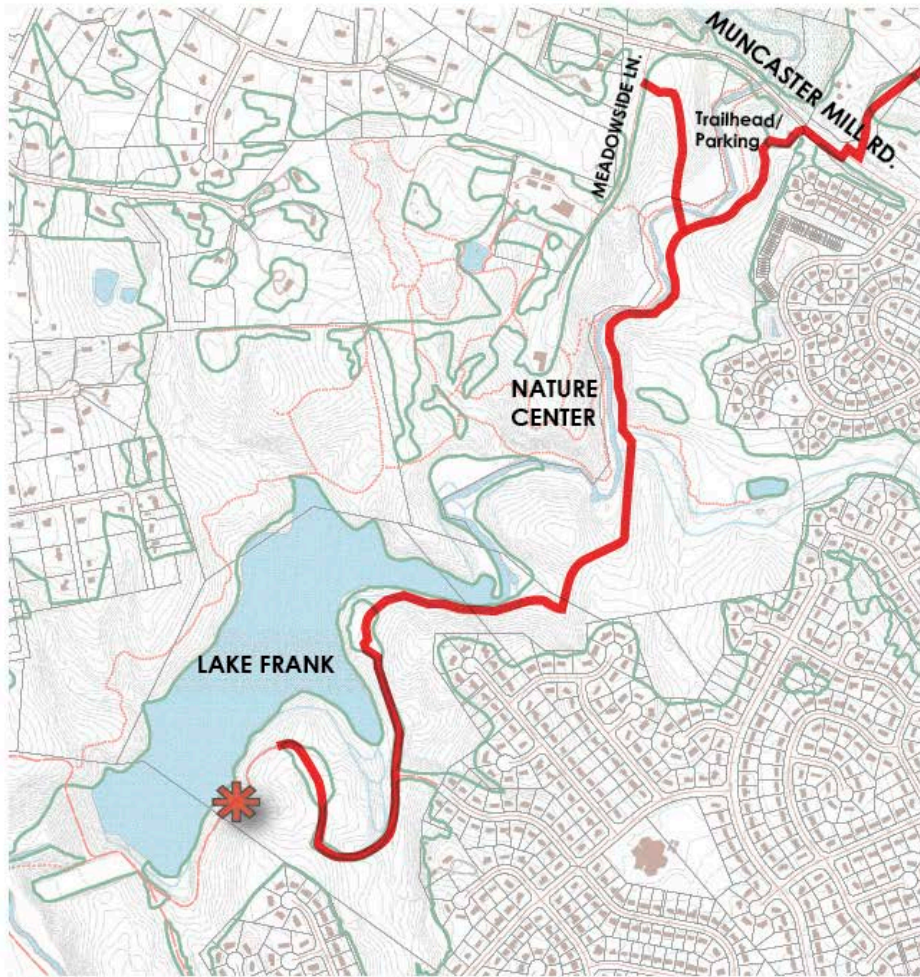


Figure 7 – This portion will utilize the existing asphalt trail.

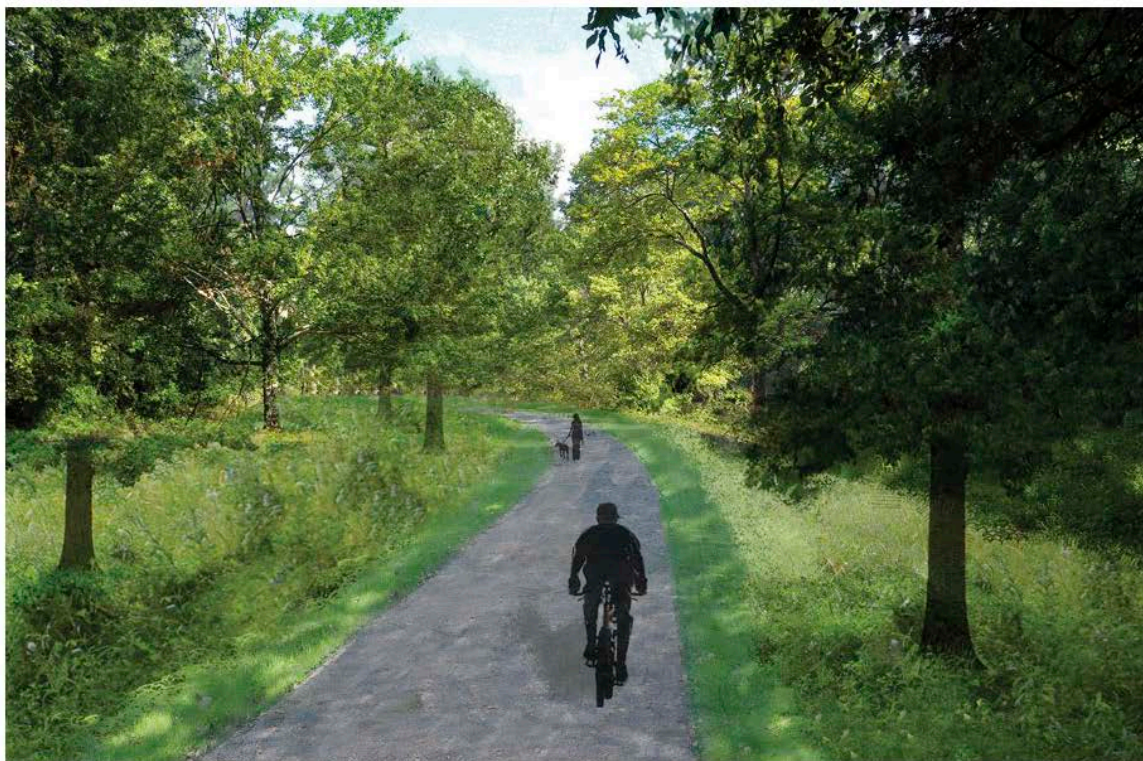


Figure 8 – Parking lots will be restored after construction as shown in the rendering of the trail through the parking lot.

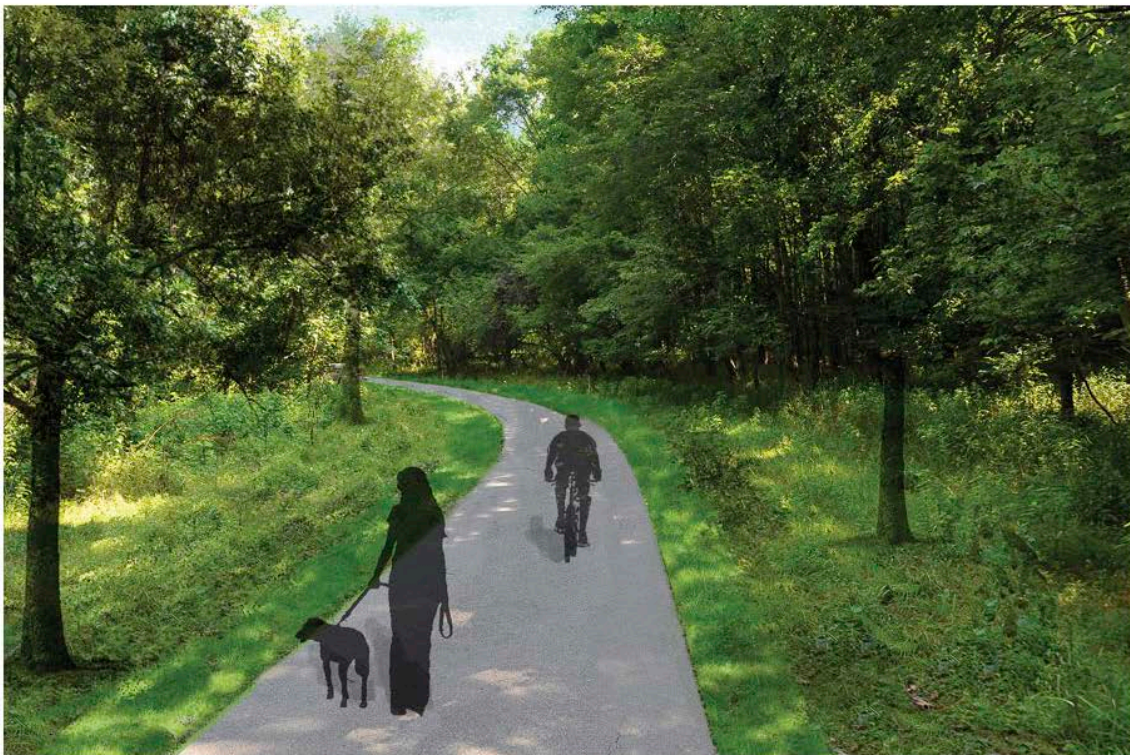


Figure 10 – Trail will use existing road. The road will be decreased to 10' and the area restored.

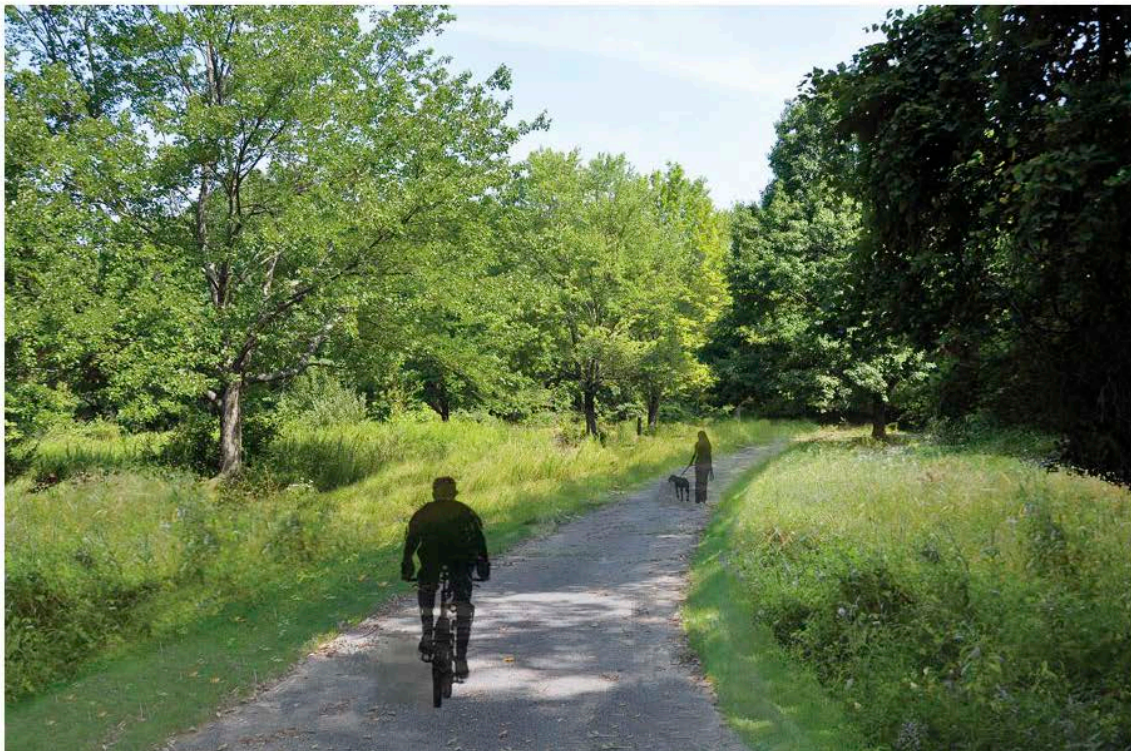
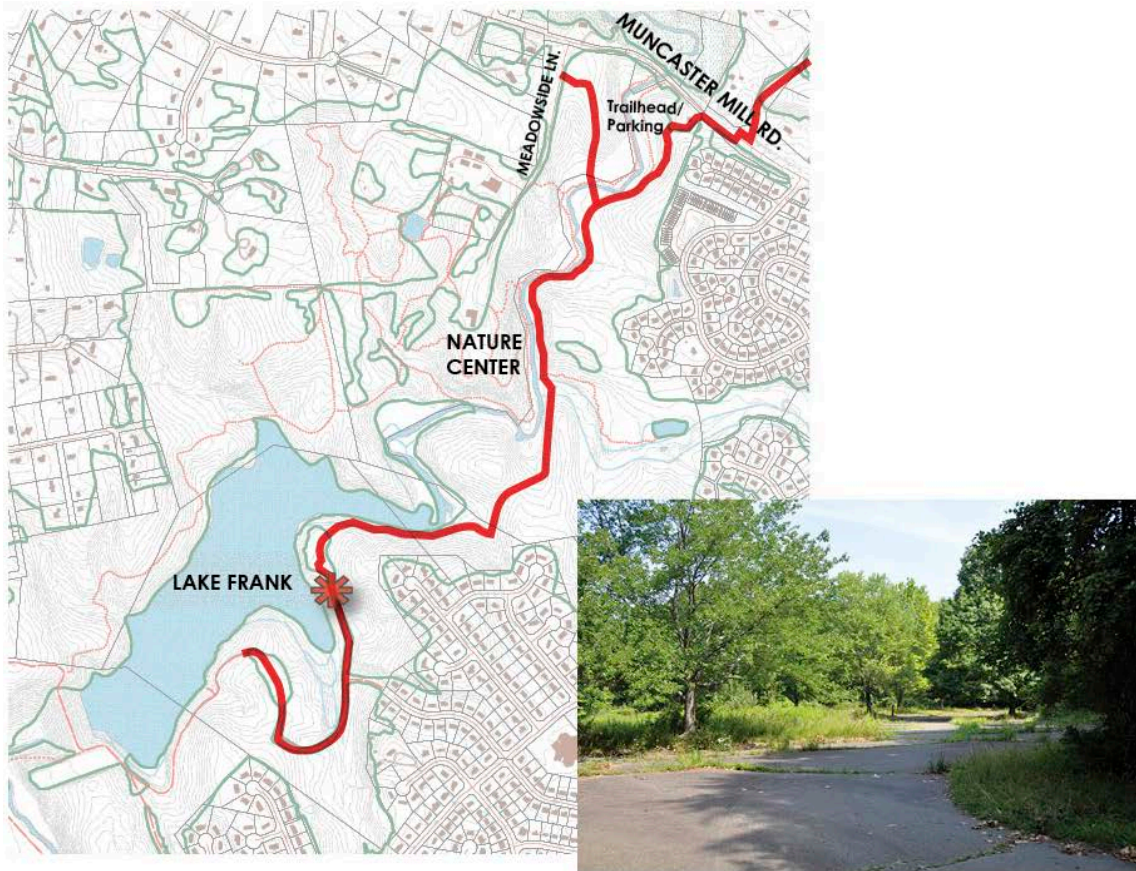


Figure 11 – Trail through the second parking lot.

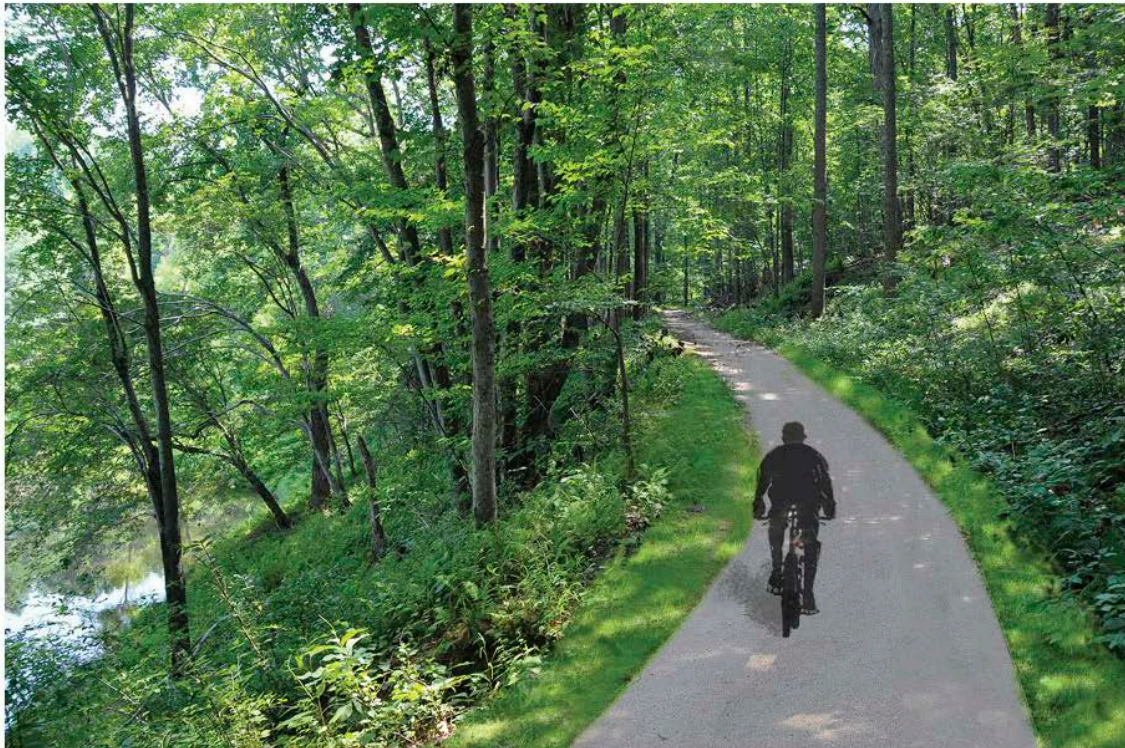


Figure 12 – Trail will utilize an existing shelf above Lake Frank. Steep slopes are found on both sides of the trail.

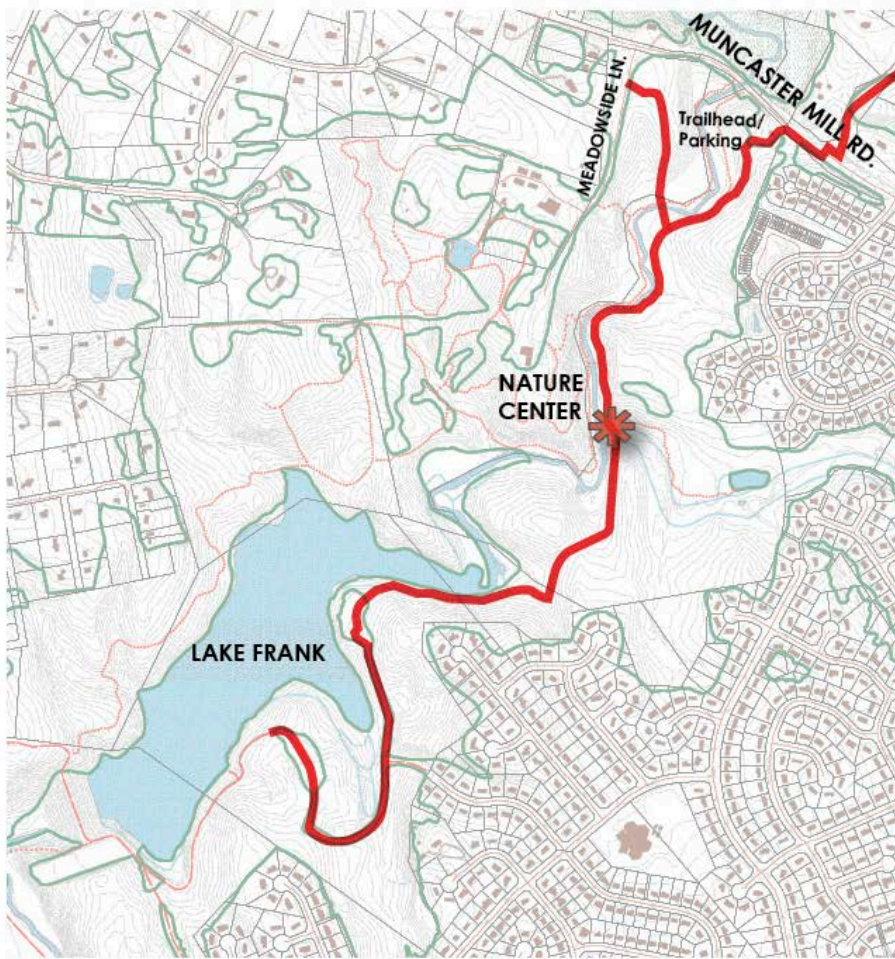


Figure 13 – Stream crossing of a tributary to the North Branch. Concrete and pipes will be removed and replaced with either a bridge or boardwalk.

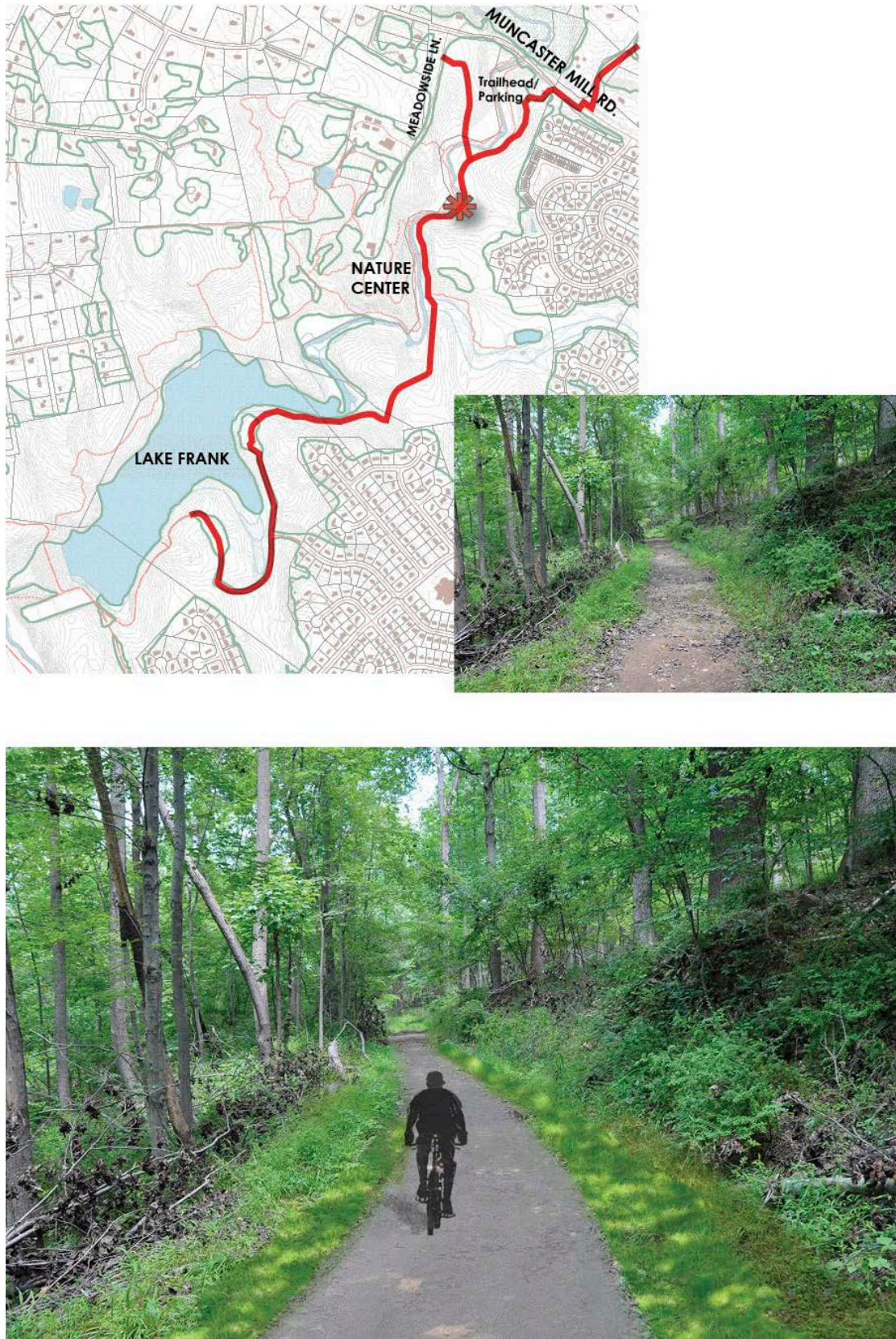


Figure 14 – Trail will use WSSC access road that runs next to the North Branch.

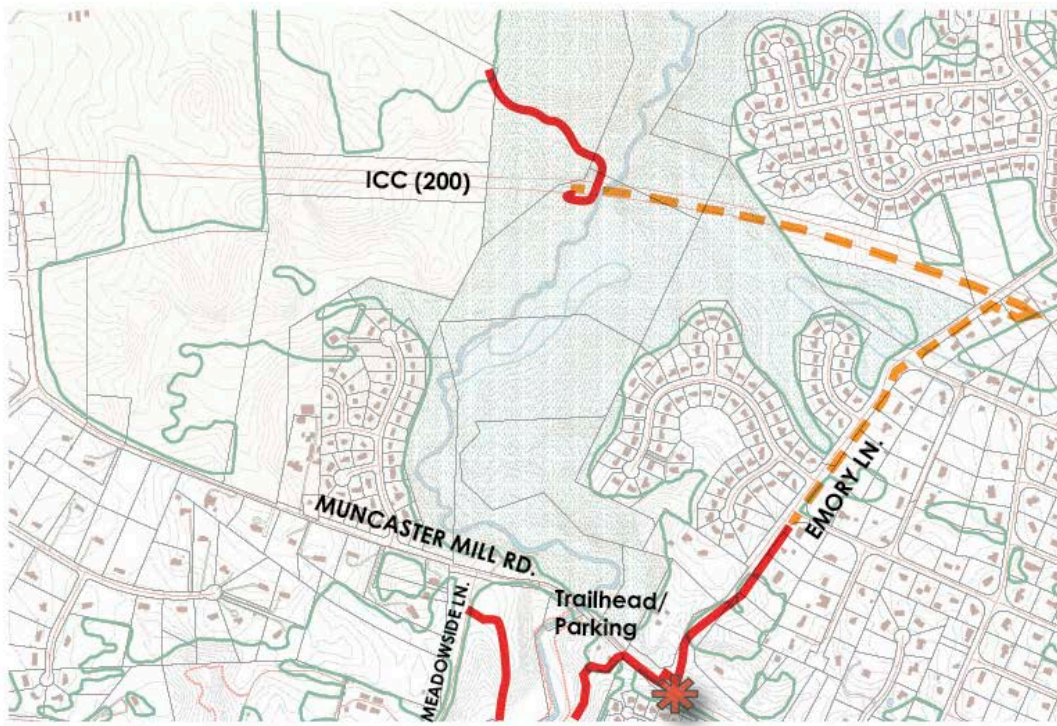
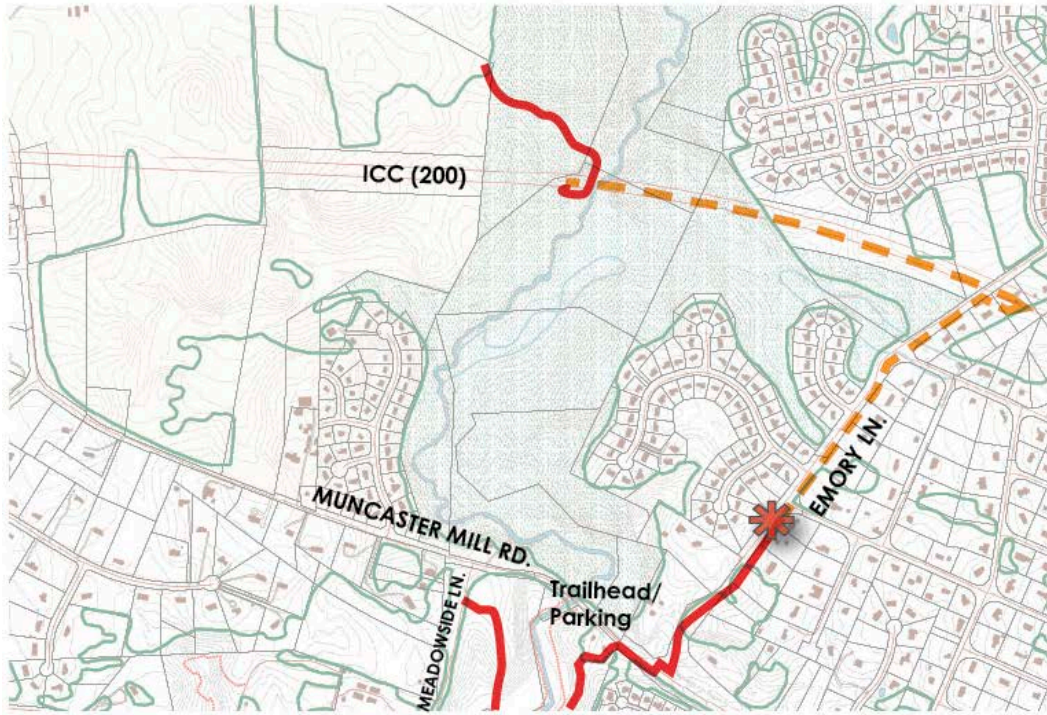
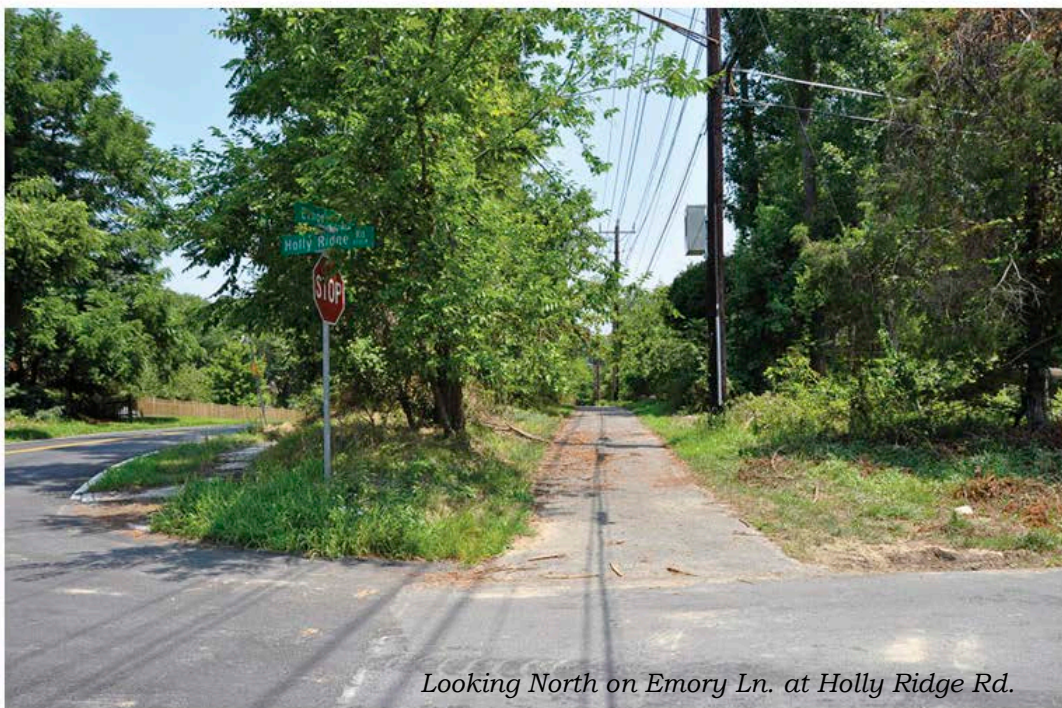
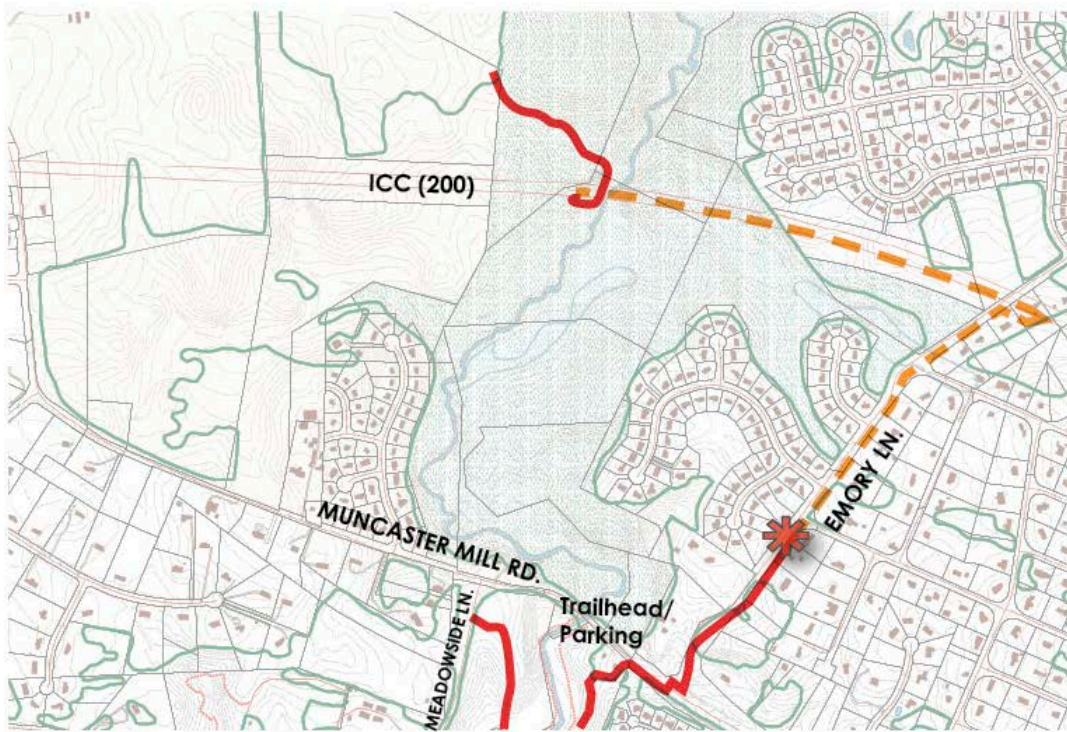


Figure 15 – Picture showing existing Muncaster Mill Road and Emory Lane Intersection. See Figure 25 for proposed trail crossing plan improvements.



Looking South on Emory Ln. at Holly Ridge Rd.

Figure 16 – Location of missing portion of the Emory Lane bikeway which runs from Muncaster Mill Road to Holly Ridge Road.



Looking North on Emory Ln. at Holly Ridge Rd.

Figure 17 – Existing Emory Lane bikeway.

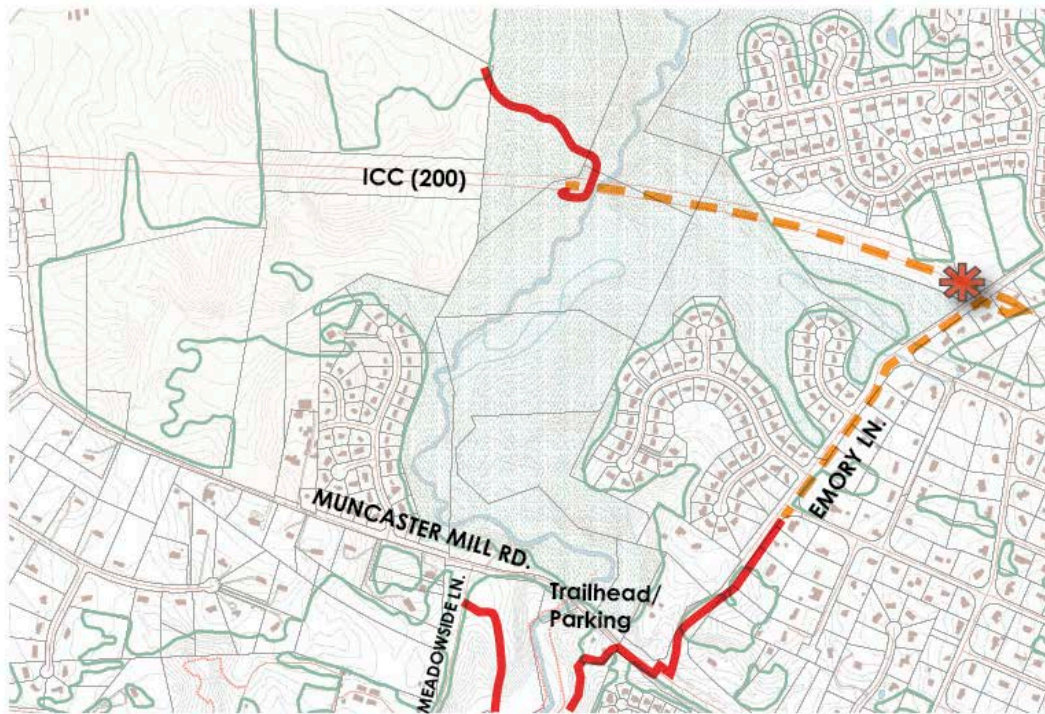


Figure 18 – Existing ICC trail connection.

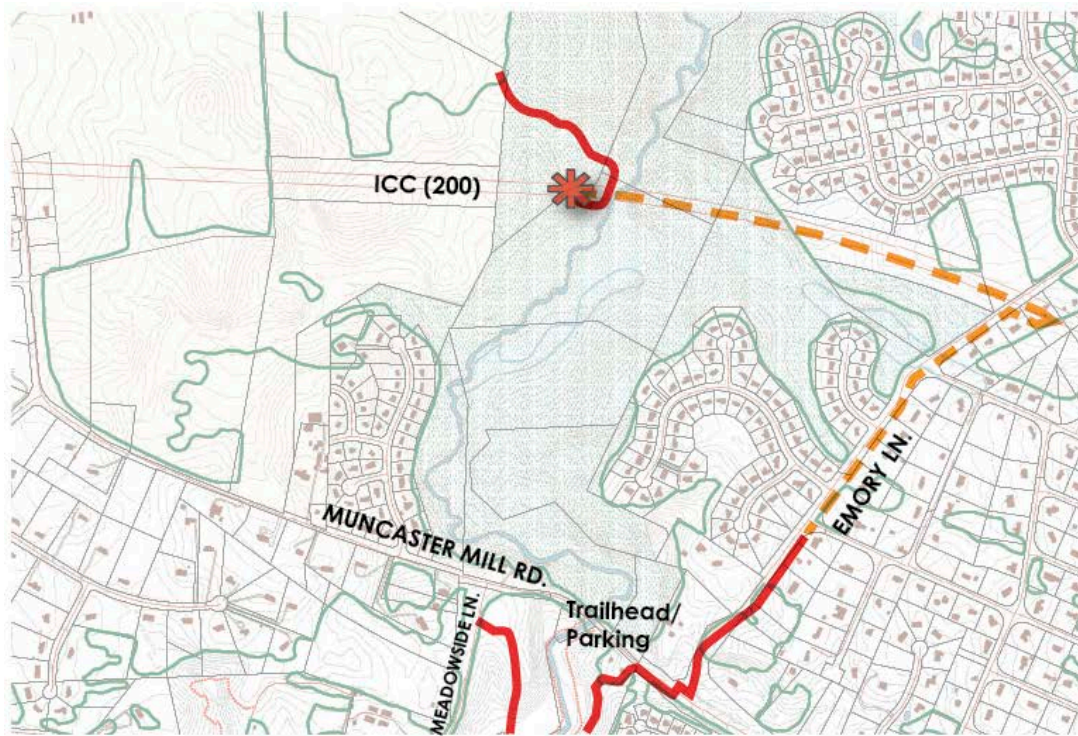


Figure 19 – Location of ramp from ICC bikeway to connect to trail at the Preserve at Rock Creek. Area was previously disturbed in the construction of the highway.

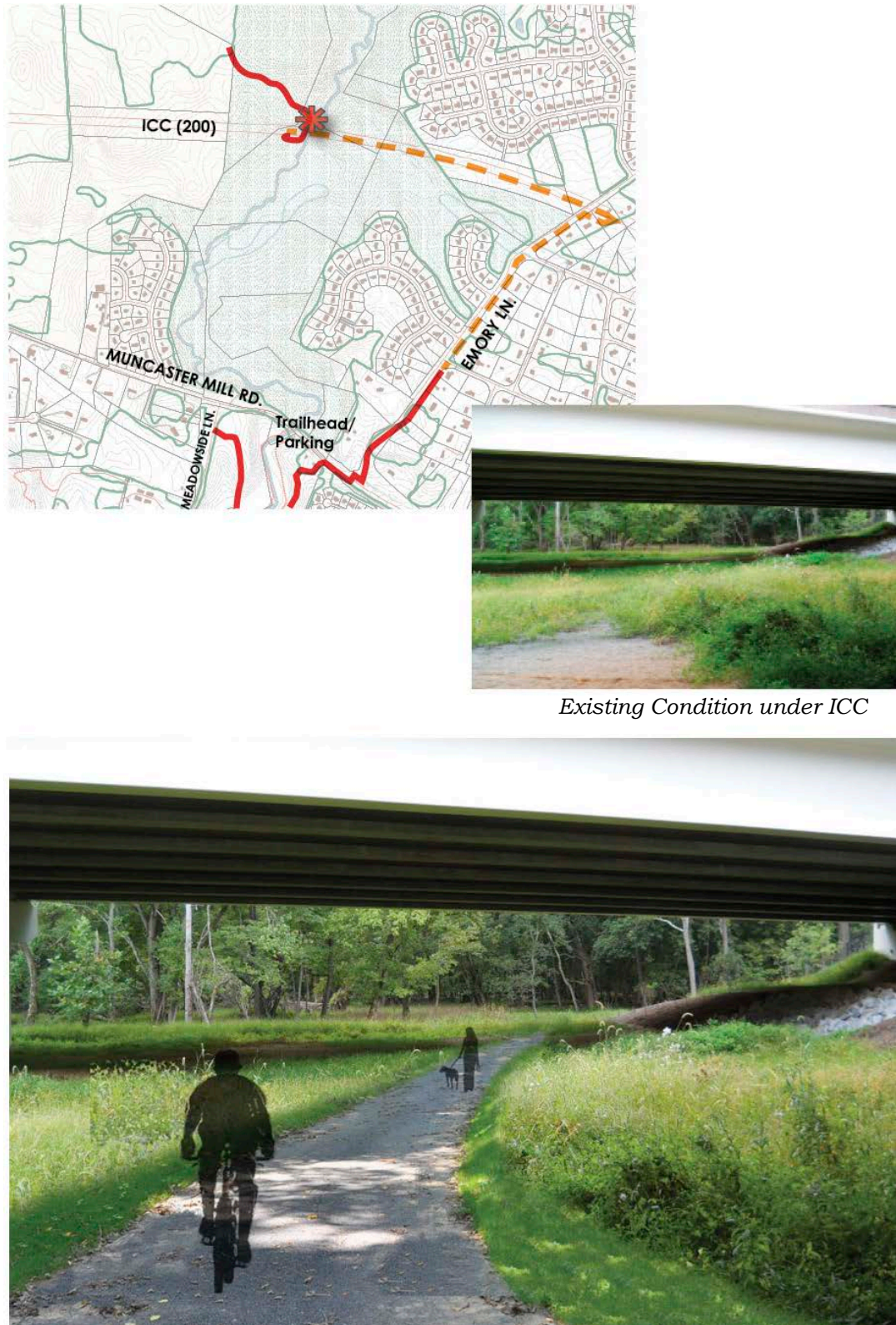


Figure 20 – Proposed connection under the ICC.

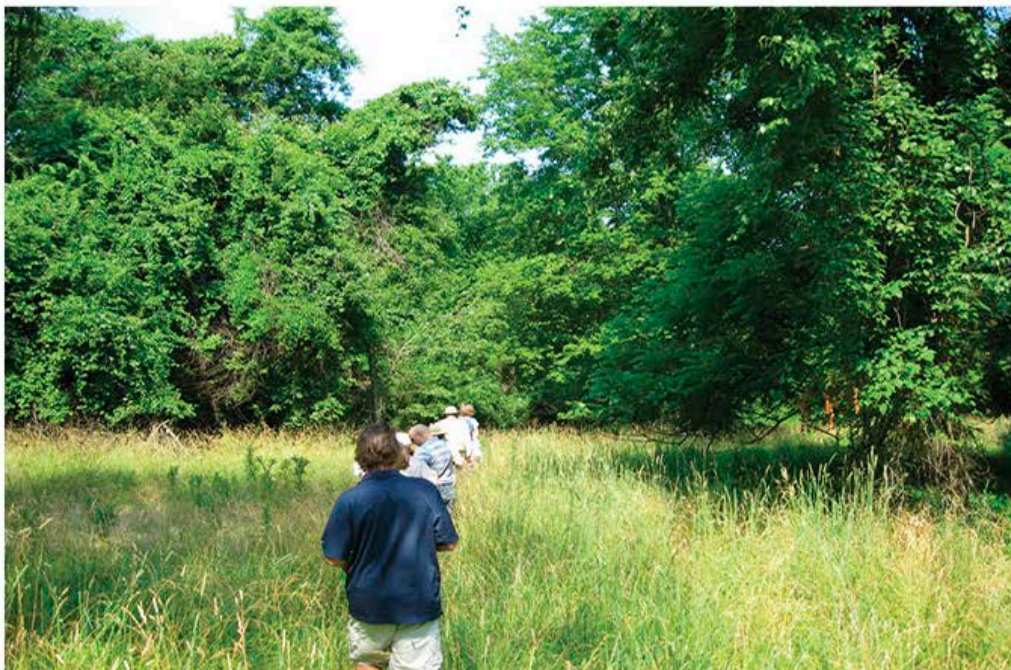
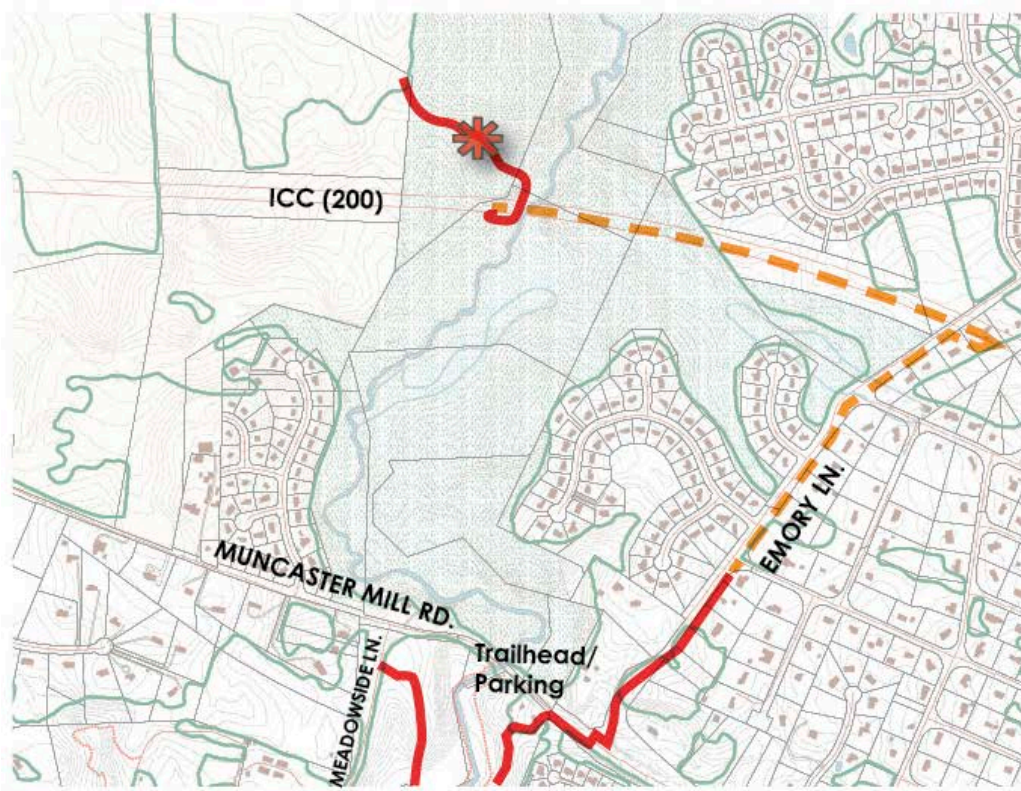


Figure 21 –Connection thorough meadow to Preserve at Rock Creek. Area was previously farmed.

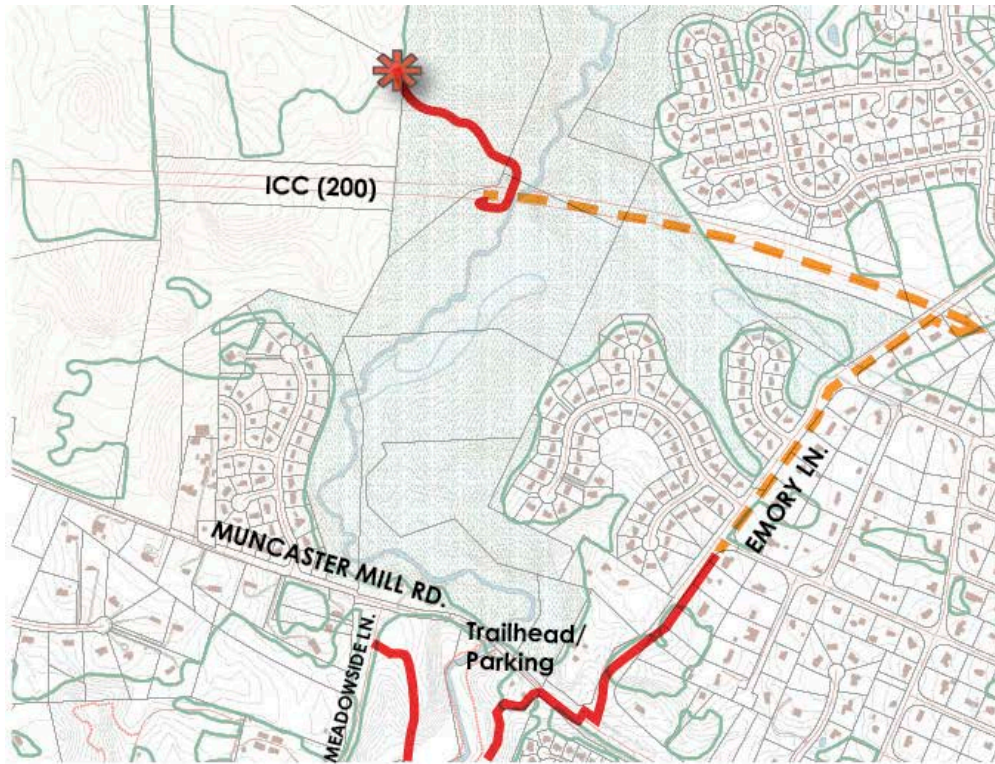


Figure 22 – Connection to the future Preserve at Rock Creek Trail which will become the North Branch Trail after dedication to M-NCPPC.

2. Alternate Trail Connection to Muncaster Mill Bikeway

It was determined that a connection to the bikeway along Muncaster Mill Road would be an important link in the trail and bikeway system. Three different options were studied:



Figure 23 – Map showing trail connections to the Muncaster Mill bikeway

Option 1 – The connector trail (shown in yellow) will travel east along the hillside next to Muncaster Mill Road. From there, a switchback will be required that runs through the wooded hillside down to the stream valley. It will cross North Branch on a bridge and meet with the trail on the east side. This option would cut into the existing hillside and be an extremely costly option including 640 lf of meandering boardwalk construction and tree removal and impacts for most of the alignment. This alignment was rejected because it required too much impact to the natural

environment including disturbing a steep forested slope. In addition, the use of switchbacks on boardwalks does not provide a good user experience and presents safety issues.

Option 2 – The connector trail (shown in red above) will connect to Meadowside Lane and travel south through an open meadow and drainage channel with minimal tree impacts. This area had been previous disturbed. After further refinement (shown in yellow below), this alignment was changed to cross North Branch further south thus decreasing the length of the trail. Trail users will use Meadowside Lane to connect to Muncaster Mill Road. In the future, a trail along Meadowside Lane may be warranted. Due to the low volume of traffic on the road, it was determined that it would not need to be built as part of this project.

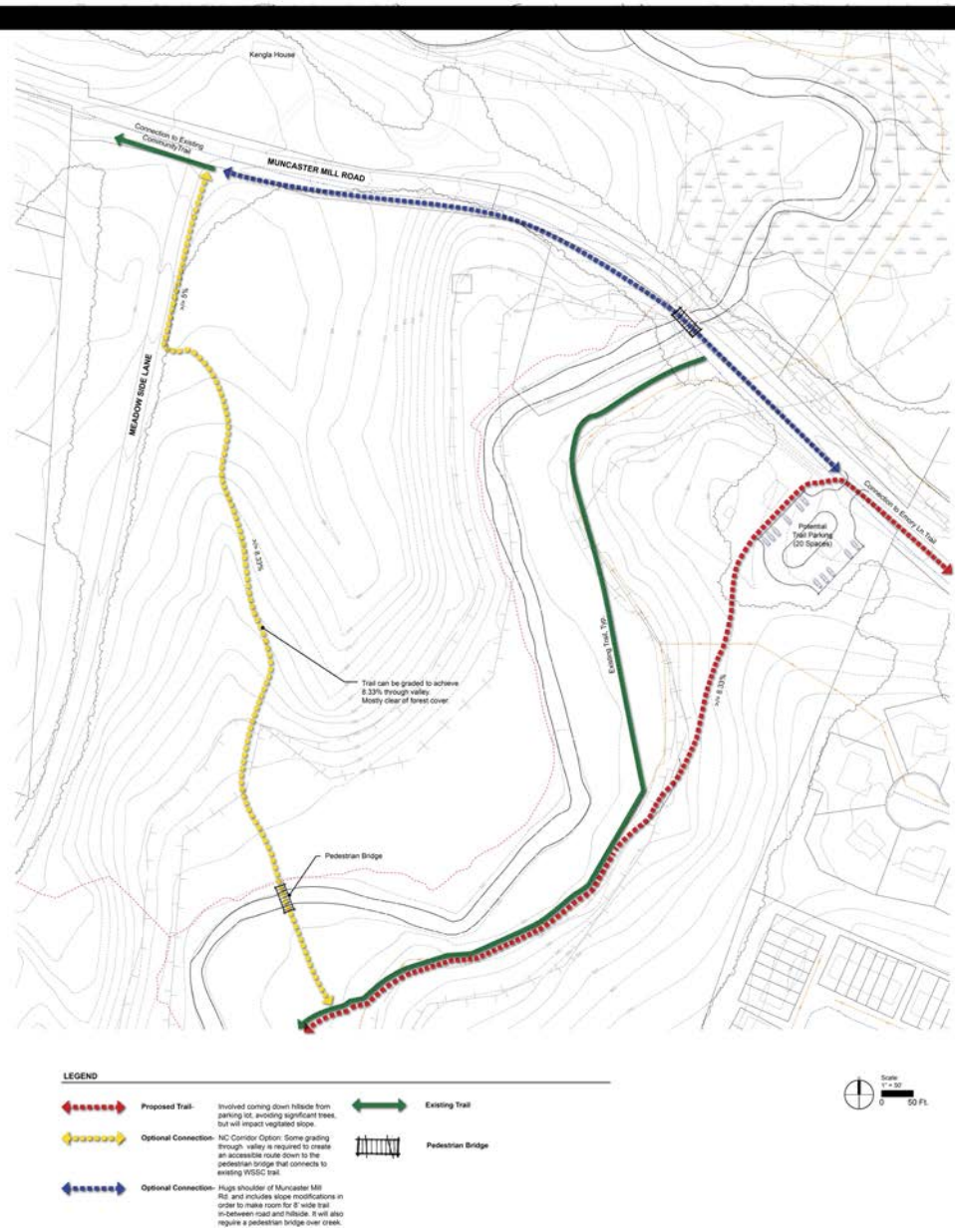


Figure 24 – Map showing preferred trail alignment option south of Muncaster Mill Road from Meadowside Lane

Option 3 - A connection along Muncaster Mill Road was also studied by the team, represented by the blue line on the map. This alignment would connect west to east along Muncaster Mill Road on the South side of the road. Near the intersection of Meadows Lane and Muncaster Mill Road the trail would be located between a steep hillside and an area where the road narrows with little to no shoulder and high speed traffic. Constructing the trail would require cutting back the hillside and removing a number of trees. In addition, the trail would also require an extremely costly bridge that would need to span the entire stream valley. This is in part due to the historic Muncaster Mill which is located immediately adjacent to Muncaster Mill Road. The bridge would be located above the mill site to limit impacts to the site. This option would be within the state right-of-way. This option could be constructed in the future as a Montgomery County Department of Transportation (DOT) project.

Option 2 was chosen as the staff preferred connection. It was also the option that the majority of the public preferred. It has a balance of cost and decreased environmental impact. It also provides a way for bicyclist to access Meadows Lane to reach the Nature and Smith Center.

3. Road Crossing

The alignment crosses one road, Muncaster Mill Road. This road is both owned and maintained by Maryland State Highway Administration (SHA). This crossing is the most significant safety issue along the trail.

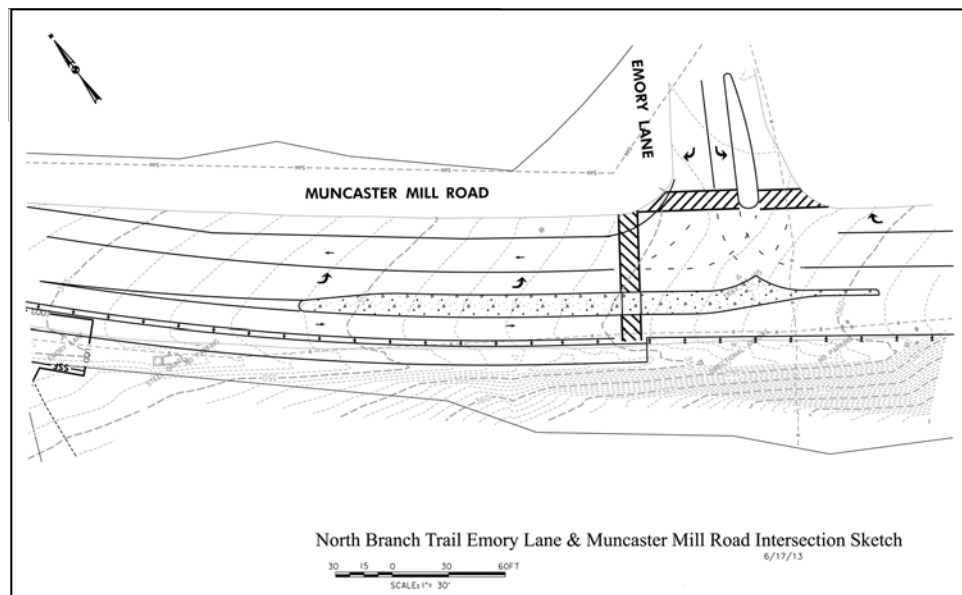


Figure 25 – Plan proposes to widen existing Florida T Median to create a channelized movements and crossing at intersection

Improvements will be necessary at this intersection to create a safe crossing for trail users to reach the Emory Lane portion of trail. The existing condition has a wide shoulder on the east bound side of the road. The facility planning team met with DOT and SHA to discuss the options for the crossing. This intersection does not have the vehicular or pedestrian traffic to warrant a signal. However, improvements proposed can provide a safe crossing for the trail users. Proposed is a

separated trail along the wide shoulder of Muncaster Mill Road, a refuge island 10' wide, and two landing areas at the west and east corners of Emory Lane. This intersection work would not be done until the rest of the Emory Lane bikeway is completed. The intersection improvements are included in the cost estimate. Discussions have occurred about cost sharing the intersection improvements between M-NCPPC, DOT, and SHA.

4. Stormwater Management Concept

A stormwater management concept plan was submitted in March 20, 2013 and is currently under review. The entire trail discharges to Upper Rock Creek and a portion of the trail is within M-NCPPC and FEMA floodplains. The proposed construction of the trail is largely at-grade with some segments utilizing boardwalk and bridges. The stormwater management proposed for this project is designed to provide environmental site design (ESD) non-structural, and microscale practices where space is available, and to minimize impacts and disturbance in all other areas. In some areas along the trail, no ESD practices are provided in order to minimize disturbance to wooded areas.

The proposed SWM features will include the following:

Non-rooftop disconnect: This feature is commonly applied to smaller or narrower impervious areas such as the trails on this project. A permeable, vegetated area equal to the minimum flow path length must be provided down grade of the impervious cover. In addition, disconnections should be on gradual slopes of ≤ 5 .

This practice will be used:

- In areas where an existing asphalt parking lot is to be removed with a 10' wide strip of the existing road remaining to serve as the trail. Reforestation will be provided in the areas where the asphalt has been removed.
- In two areas along the trail where the conditions meet the required constraints.

Sheet Flow to Conservation Areas: This feature can be applied where there is a greater than 50' wide average buffer with an average contributing overland slope of 5% or less from the trail to any concentrated storm drain flow paths, such as North Branch. The buffer should consist of an existing natural forest covered in leaf litter, forest understory, and mature trees.

This practice will be used:

- Along much of the trail length where the trail is constructed at grade, in fill or over existing dirt WSSC access road using geo-grid fill material. This method minimizes disturbance of the dense woods along much of the trail length.

Bioswale: This feature is a channel that provides conveyance, water quality treatment and flow attenuation of stormwater runoff. Pollutant removal is provided through vegetative filtering, sedimentation, biological uptake, and infiltration into the underlying soil media. The bioswale is planted with species that will tolerate a variety of moisture conditions.

This practice will be used:

- In an area where the existing road will be removed and the construction of the proposed trail will be in cut with retaining walls to meet ADA compliance.
- In areas where the trail is in cut or fill to provide ADA compliant access.

Raingarden: This feature is a shallow, excavated landscaped area that temporarily holds runoff. Raingardens typically consist of an absorbent, planted soil bed, a mulch layer and planting materials. The captured runoff temporarily ponds and slowly filters into the soil over 24 to 48 hours. Pollutant removal is provided through vegetative filtering, sedimentation, biological uptake, and infiltration into the underlying soil media.

This practice will be used:

- In a few places where the topography is flat and is previously cleared.

Boardwalk and Bridge Construction: This feature will be utilized over streams and in areas that are consistently wet in order to minimize impacts to sensitive or frequently flooded areas. No SWM practices are required in where boardwalk and bridge construction is used.



Figure 26 – Map showing trail head including 20 car parking lot.

5. Trail Head Parking and Site Amenities

A new parking lot with trail maps and bike racks will be proposed on an abandoned house site located off of Muncaster Mill Road. The parking lot will hold approximately 20 cars and will include ADA access to the proposed hiker/biker trail. A water fountain will be provided utilizing the existing waterline, signage will be proposed for information and orientation, and benches

North Branch Trail

placed for a new gathering place for the trail. Proposed amenities are included in the final cost estimate. The locations will be determined at final design. The parking lot will provide an important start of the trail especially until the Emory Lane connector is provided.

D. Community Outreach

The facility planning process for North Branch Hiker-Biker trail included a community meeting and follow-up comments and messages. The public meeting was held to gather community input. The meeting was held on September 19, 2011 at the Shady Grove Maintenance Yard. Staff introduced the project and described the facility planning process. The consultant team then presented existing site features and conditions through a photographic tour of the corridor and analysis of needs including connectors and parking lot.

A website was created to provide the community with updates on the project. The power point presented at the meeting was accessible from the website.

In addition at the request of the Greater Olney Civic Association (GOCA), staff presented the project at the April 9, 2013 monthly meeting at the Olney Community Room. The project was presented along with a citizen request for a connector to the terminus of the trail at the Preserve at Rock Creek Trail.

E. Recommendations

The preceding map shows the preferred trail alignment. The selected alternative maintains the “people’s choice” trails currently being used throughout the corridor, and utilizes construction techniques to that will help preserve the natural resources. Generally, the alignment follows existing paved roads that will be reduced to 10 foot trail widths, providing the trail user with the opportunity to enjoy the adjacent forest, stream and wetland communities in the area. Additionally, Sit Plans to a 30% completion level are included at the end of this report and a copy of the plan is on file at MNCPPC.



Figure 27 – Benches will be proposed along the trail.

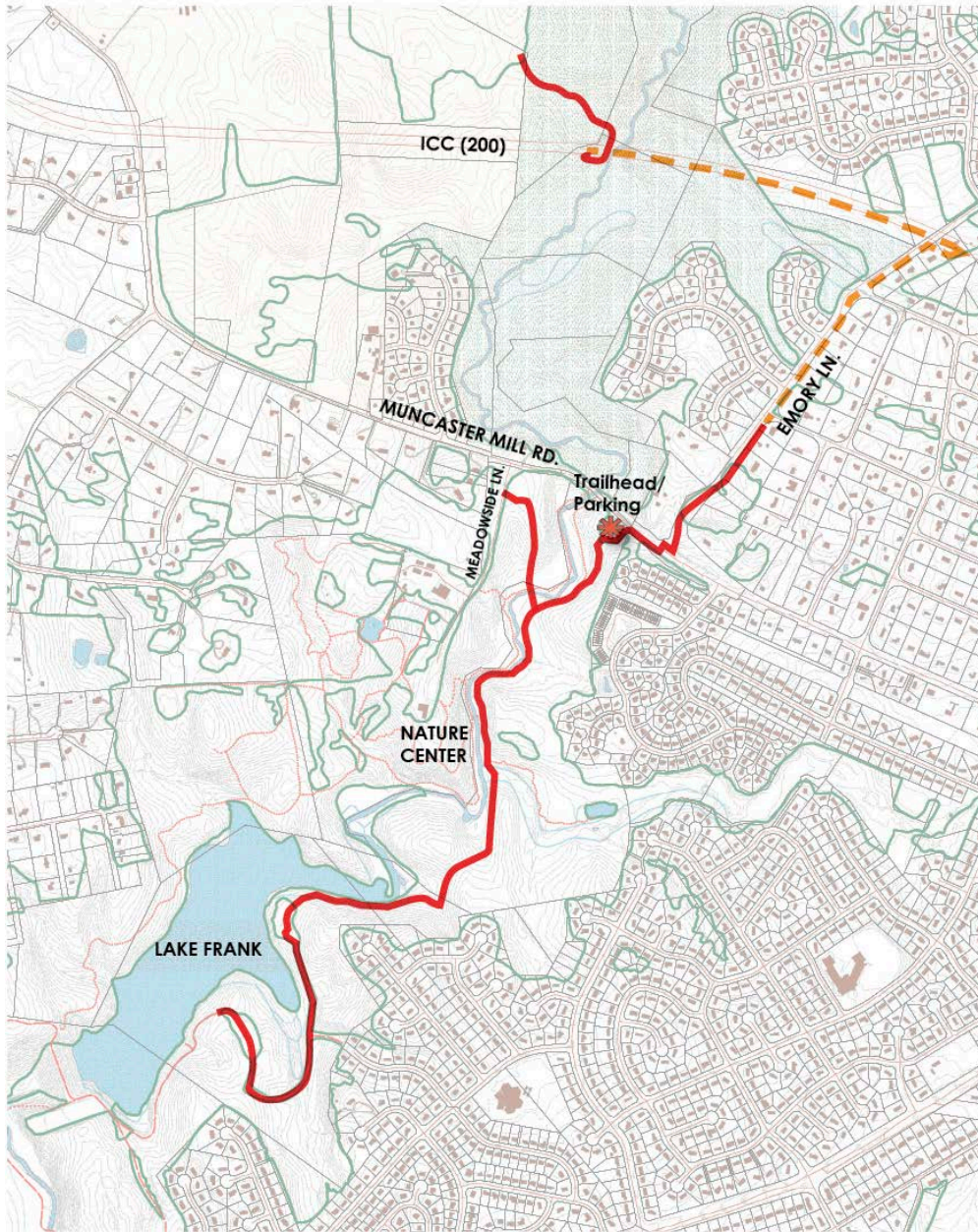


Figure 28 – GIS map showing entire proposed trail alignment.
The red dashed line is an existing trail connection by others.

F. Cost Estimate Summary

Item	Subtotal
Site Preparation and Demolition	\$460,000
Earthwork	\$175,000
Drainage, Stormwater Management & Erosion Control	\$250,000
Structures (Boardwalks, Bridges, Walls)	\$1,050,000
Paving	\$500,000
Site Furnishings, Signage & Fencing	\$240,000
Landscape & Tree Protection	\$300,000
Emory Lane & Muncaster Mill Crossing	\$200,000
Construction Subtotal	\$3,175,000
Construction Contingency (30% of Construction Subtotal)	\$952,500
Construction Management & Inspections (5% of Construction Total)	\$158,750
TOTAL PROJECT COST	\$4,286,250

IV. APPENDICES

Attachment A

30% SITE PLANS

Attachment B

CORRESPONDENCE

Attachment C

NRI / FSD REPORT AND PLAN

APPENDIX D

DNR_FS Response Letter/ DNR_WH Response Letter/ USDI Response Letter

APPENDIX E

Community Meeting Minutes

**MEMORANDUM OF CONCERNS AND OBJECTIONS OF NORBECK MANOR
SUBDIVISION RESIDENTS TO NORTH BRANCH TRAIL AND PARKING LOT PLANS**

TO: Maryland National Capital Park and Planning Commission ("MNCPPC")

FROM: Laurie Hanig, resident

DATE: March 23, 2017

SUBJECT: Summary of Norbeck Manor Subdivision safety and other objections to proposed plans for North Branch parking lot and trail project, and proposed win-win solution

CC: Councilmembers Katz, Erlich, Leventhal and Riemer; Lindsay Hoffman, Legislative Aide; Kwesi Woodroffe, Chief, SHA Access Management for District 3; Roger Manno, State Senate, District 19; Bonnie Cullison, State House of Delegates, District 19; Benjamin F. Kramer, State House of Delegates, District 1); Marice Morales, State House of Delegates, District 19

I. THE PROXIMITY AND CHARACTERISTICS OF THE PROPOSED PUBLIC PARKING LOT AND ADJACENT SECTION OF PROPOSED TRAIL TO OUR SUBDIVISION POSE A SIGNIFICANT RISK TO THE SAFETY AND SECURITY OF OUR HOMES AND THEIR OCCUPANTS.

II. THE PROPOSAL TO PLACE A PEDESTRIAN CROSSING AT THE EMORY LANE AND MUNCASTER MILL ROAD INTERSECTION AND A PUBLIC PARKING LOT ENTRANCE NEARBY ON AN ALREADY PROBLEMATIC SECTION OF MUNCASTER MILL ROAD WILL MAKE THIS SECTION OF ROAD MORE DANGEROUS FOR TRAIL USERS AND DRIVERS ALIKE, AS WELL AS SIGNIFICANTLY BURDENING AND COMPROMISING OUR ABILITY DURING MORNING AND EVENING RUSH HOURS TO GET IN AND OUT OF OUR SOLE ACCESS TO A MAJOR ROAD, BEING MUNCASTER MILL ROAD, AND TO GET OFF THAT ROAD ONTO NORBECK ROAD AND OUT TO GEORGIA AVENUE.

III. WE HAVE COME UP WITH A WIN-WIN ALTERNATIVE PLAN THAT WILL ACCOMPLISH MORE OF MNCPPC'S EXISTING AND LONG TERM GOALS AND OBJECTIVES THAN THE CURRENT PROPOSAL DOES, AND SOLVE ALL OF OUR COMMUNITY'S CONCERNS AS WELL.

- 1. MNCPPC completely failed to consider and apply the Crime Prevention Through Environmental Design (CPTED) guidelines that its June 2013 Staff Report for this**

project indicates are a required part of the design process, as the design creates new burglary and home invasion risks to the single family homes and townhouses that will be easily accessed from the proposed parking lot and adjoining section of trail.

The location of the proposed parking lot and immediately adjacent section of path turns an L-shaped section of common area into a serious blind spot that burglars and home invaders can exploit, to our detriment. The proposed parking lot and adjacent section of trail will be invisible from the rear of any of the homes in this corner of our subdivision due to narrow section of woods that will act as a screen, but be close enough to be an easy walk for burglars who park there to this L-shaped section of common area.

One leg of the L is a narrow strip of common area behind the line of townhouses parallel to the park boundary. All of these townhouses are built into a hill, so the common area in the rear is at basement level. Visibility of this narrow strip of common area from our main floor rear windows is fully or partially obstructed by our decks, which also cause the basement level to receive little natural light. We townhouse residents spend most of our waking hours on the main floor where our kitchens and living rooms are, which is at grade with the sidewalk and parking spaces, where there are street lights at night and people are coming and going from early morning until bed time. Burglars could easily walk unseen along the rear townhouse lot lines even in broad daylight.

The other line of townhouses perpendicular to the parkland boundary line, which do not have a basement level, have an even worse blind spot. They have a berm right next to their rear lot line which planted with mature and tall evergreens which completely blocks their view of the wider swath of common area they share with the single family homes on the west side of Waterfowl Lane. The location of the proposed parking lot and adjacent section of trail turns this invaluable privacy screen into a serious problem for them, as well as a disadvantage for the houses across from them, because the townhouse residents cannot see anyone breaking into their homes.

This corridor of common area perpendicular to the park boundary line is also at basement level for the single family homes across from this line of town houses. There is a significant risk that break-ins through a rear basement level window or sliding glass door of these single family homes, and the townhouses parallel to the park boundary, would not be heard by someone on the main or bedroom level floor, particularly if residents are watching TV or listening to music.

At night, this L-shaped section of common area is completely dark; there is absolutely no visibility because there are no street lights that reach these sections of common area.

The demographics of the townhouse residents are also relevant. Of 44 townhouses, 29 are occupied by only one person, and 27 of those single occupants are women. One of the two male single males is in his 80s and lives near the corner of the two lines of townhouses, next to two neighbors who are also in their 80s. The location of these three townhouses closest to the point where intruders will enter the common area makes these elderly residents highly vulnerable. Many of the single female occupants, moreover, are over 55, with about 4 in their 70s or 80s. We single female residents are easy targets, because burglars and home invaders have only one occupant that can be easily subdued or knocked out.

So far as my neighbor and I know, the single family homes on the west side of Waterfowl are mainly occupied by families, but there is at least one, and maybe a second, occupied only by a single woman. Given their size, however, these houses may be viewed as a richer source of valuable items that can be profitably fenced.

The CPTED Guidebook may be found here:

<http://www.popcenter.org/tools/cpted/PDFs/NCPC.pdf>

The first principle is natural surveillance: "The fundamental premise is that criminals do not wish to be observed. Surveillance or the placing of legitimate 'eyes on the street' increases the perceived risk to offenders. This may also increase the actual risk to offenders if those observing are willing to act when potentially threatening situations develop. So the primary aim of surveillance is not to keep intruders out (although it may have that effect) but rather, to keep intruders under observation." The proposed parking lot and adjoining section of trail allows burglars to enter from a direction that completely eliminates our "eyes on the street" - people who walk the sidewalks, drive the roads, and keep an eye out through their front windows for what takes place on the streets, parking areas and common areas visible from their front windows and as they are coming and going. No neighborhood watch program could possibly be effective to protect against or deter criminals coming in out of the woods from a secluded off-site parking lot that is screened by mature trees from the adjacent common area and backyards, which the townhouses have either a completely or partially obstructed view of from the main level where they spend most of their waking hours when they are at home.

The second principle is natural access control, which requires design to "make targets unattractive for criminals" and "limit the opportunity for crimes." The location of the parking lot and adjoining trail makes us an attractive and easy target and creates a new opportunity for easy commission of burglaries and home invasions by providing them with a means of access without being seen and without having to risk driving a vehicle that could be observed and noted into the neighborhood. From this time the homes in this subdivision were built and became occupied in 1988, the long swath of thick undergrowth and steep hilly and uneven terrain in the adjoining parkland was an adequate buffer that made us unattractive targets for criminals and was effective

in limiting opportunities for commission of crimes against us. The proposed parking lot and adjacent section of paved path will reverse that protection.

The third principle is called territorial reinforcement: "Territorial reinforcement can be seen to work when a space, by its clear legibility, transparency, and directness, discourages potential offenders because of users' familiarity with each other and the surroundings." The design gives offenders access from an unseen access point in the woods to single family home backyards and a section of common area adjoining homes and townhomes which is not lighted, not near sidewalks or streets, and cannot be monitored by residents watchfully going about their business.

The fourth principle is called maintenance and management, which applies to a characteristic this neighborhood already has: "territorial concern, social cohesion and a general sense of security can be reinforced through the development of the identity and image of a community." As previously noted, this quality is rendered useless by the location of the proposed parking lot and adjacent section of paved trail, but it is why we became involved in communicating our concerns as soon as we learned of this project's plans to negatively impact our community.

I visited Aspen Hill Park earlier this week, where there is a MNCPPC parking lot adjoining a residential neighborhood that is used to access the pedestrian overpass over Viers Mill Road or the trail that leads in the direction of Lake Needwood. This park and parking lot has existed for decades, and is accessed by turning off of Aspen Hill Road near the traffic light at Viers Mill onto Adrian Road. The entrance to this parking lot, and path from it leading to the overpass, can be seen by 6 or 7 houses, as well as from the street. This parking lot meets the first three CPTED principles, unlike the parking lot proposed next to our subdivision. Not living there, or knowing anyone who does, I have no idea how cohesive that neighborhood is. Another example of full compliance with these CPTED principles are the closed and unused MNCPPC parking lots at Lake Frank accessed off of Trailway Drive. The MNCPPC June 2013 staff report on this project appears to indicate that these parking lots remain closed merely because the residents living on Trailway Drive and nearby, who are members of the Manor Lake Civic Association, objected to the nuisance of traffic on Bauer Drive and that stub Trailway the connects to the park road to the parking lots.

The people who bought the houses on that stub of Trailway when they were first built in the late 1960s knew they were buying on a through road that connected to a park road (see plat 7923 approved in 1965, Manor Lake subdivision), and in a subdivision named for the amenity of the adjacent park's lake. Having looked at every plat for the Manor Lake subdivision, I can confirm that every non-through road terminates in a cul de sac, unlike the stub of Trailway on plat 7923. Nevertheless, and without any concerns about criminal activity or safety, this park

access was closed in the 1980s and has remained closed merely based on traffic nuisance complaints. Like the status quo for the past 29 years in our neighborhood, the trail and closed parking lots at Lake Frank are separated from the subdivision common boundary by a long swath of thick undergrowth and steep hilly and uneven terrain in the adjoining parkland, making the homes in the Manor Lake subdivision unattractive targets for criminals, and which effectively in limits opportunities for commission of crimes against them.

Based purely on complaints about the foreseeable traffic nuisance that the first buyers purchased with full knowledge of, MNCPPC has kept closed the most ADA accessible parking lot along the trail proposed to be extended to Muncaster Mill Road and is now complying with the demand of the Manor Lake Civic Association to completely remove that, as well as the other, parking lot. What the June 2013 staff report refers to as the "south lot" is at grade with the longest and flattest section of this trail. It appears that MNCPPC's capitulation to the Manor Lake Civic Association and residents of Trailway is at our expense.

Our far weightier concerns, including those set forth in section II.A and II.B below, should be accorded, at a minimum, the same respect and response that MNCPPC has, since the 1980s, accorded the mere nuisance complaints of the Manor Lake Civic Association and its Trailway Drive residents.

II.A. The MNCPPC proposal of an at grade crosswalk for trail users at the Emory Road intersection a short distance from Sweetbirch, this subdivision's single outlet onto a major road, along with at the addition of a parking lot entrance on Muncaster Mill Road a short distance away on the other side of Emory Lane, will unreasonably burden our community's ability to get in and out of our neighborhood and off of Muncaster Mill Road during morning and evening rush hours.

The traffic light at Norbeck Road and Muncaster Mill, which is one mile away from Sweetbirch, routinely backs the traffic up for a quarter to a half mile during morning and evening rush hours and requires numerous cycles of the traffic light in order to make it onto Norbeck Road. Due to a hill, it is impossible to see the half mile back up from Sweetbirch. Once a driver reaches a point where the back-up is visible, there is no through road where a right turn can be made as a detour. Residents who want to head west on Norbeck Road have the option of driving through the Flower Valley subdivision to one of their 4 or 5 outlets onto Norbeck, but Flower Valley has installed frequent speed bumps as a deterrent to use of their roads by our community to reach Norbeck Road. Those who need to reach Georgia Avenue are less fortunate. Emory Lane is the first road north (west?) of Norbeck which goes through to Georgia Avenue. Under

the current situation, it is difficult, but doable, to make a left turn on Muncaster Mill followed by a right on Emory, as an alternative to sitting out the Norbeck Road traffic light.

Any change to the Emory Road intersection which stops traffic during rush hour has a high probability of causing traffic to back up past Sweetbitch, which will make our left turn impossible, and in the other direction up the curved hill to and perhaps past Meadowside Lane as well. On those occasions when the traffic does not back up all the way to Meadowside Lane, people driving south (east?) on Muncaster Mill will encounter an unexpected stopped line of cars as they come around the downhill curve, and will have to slam on their brakes. It is easy to imagine drivers rounding that curve at full speed and crashing into the line of stopped cars they could not see until it was too late to stop. When the traffic moves again, it will be so continuous in both directions that no left out of Sweetbitch will be possible then either. This is all common sense, for those of us who have been using this section of Muncaster Mill Road for years. With people making lefts in and out of the proposed parking lot, this situation becomes even more hazardous.

II.B. Placing an at-grade crosswalk for trail users at Muncaster Mill and Emory is extremely dangerous for trail users, as well as drivers; in addition to the risks described above, the traffic on this hilly and curved stretch of Muncaster Mill Road travels fast, and there is a history of motor vehicle accidents at this intersection, including frequent collisions with deer and the traffic sign on the concrete curbing in the center at the Emory Lane intersection that are most likely not reported, do not result in police reports and are not contained in the traffic accident database.

To give the MNCPPC the benefit of the doubt, I assume that MNCPPC was unaware of this motor vehicle accident history, since it was not mentioned in the June 2013 staff report, and federal law prohibits State Transportation Departments (STDs) from disclosing the motor vehicle accident data sets that are maintained for safety purposes to allow STDs to determine where there were hazardous conditions that need to be rectified. Since MNCPPC is not an affiliated transportation agency, it would likely not be able to obtain the data set for this section of Muncaster Mill Road.

As you can see, there is a traffic sign in the concrete curbing in the center of Muncaster Mill Road at the Emory Lane intersection at each end of the concrete curbing. I frequently make a left out of Sweetbitch, and I have long lost track of the number of times the sign at the end of the concrete curb closest to Sweetbitch has been knocked down by vehicles and replaced by SHA. Since it is highly unlikely that drivers colliding with the sign, or with deer for that matter, would call the police to have a report filed (resulted in higher car insurance rates), these collisions would not likely be reflected in the motor vehicle accident data set for this section of

road. The park corridor on both sides of the road make this area a frequent year-round deer crossing.

As The Preserve At Rock Creek approaches full build-out and occupancy, the rush hour traffic and the collision problems are going to get worse, as it looks like it will be a large subdivision.

Subjecting unwitting trail users to an at grade crossing at a dangerous intersection with a continuing history of various types of collisions is, quite frankly, unconscionable, now that you know about it.

III.A. Eliminate the proposed parking lot, as well as the paved trail leading up to it from the new proposed bridge, and make the top of the new paved trail ending at Meadowside Lane the new trailhead.

There are already two parking lots on Meadowside Lane: one at the Smith Center in what appears to be reasonably close proximity to the end of the new paved trail, and another a short distance away at the Nature Center. There is also plenty of room along Meadowside Lane to add additional parking, and another parking lot at Kengla House across the street from Meadowside Lane on Muncaster Mill Road. Using available parking on Meadowside Lane and adding more if needed carries no impact on any residential neighborhoods. Since this is a developed area of the park, there are also no negative environmental impacts to using this available parking or adding more along this park road.

III.B. Build an overhead pedestrian bridge across Muncaster Mill Road near Meadowside Lane to MNCPPC property on the north side of Muncaster Mill Road.

We are not suggesting that an at-grade crossing of Muncaster Mill Road at Meadowside Lane is safe for trail users or drivers, although it may be safer than locating one at the Emory Lane intersection. I personally witnessed one rear end collision, when the car ahead of me rounded the uphill curve at a high speed and crashed into the last in a line of 2 or 3 cars stopped while the first one was waiting to make a left into Meadowside Lane. On another earlier occasion, when I was driving towards Meadowside Lane from Avery with my children in the car and was stopped while a car was waiting to make a left at Grist Mill Road, I was nearly rear-ended myself; fortunately, the driver at the last minute hit his brakes and ran off the road to the right.

A few months ago this winter, I believe there was another accident at Meadowside Lane, because the police closed the road at Emory, forcing everyone coming from the direction of Norbeck to either make a right on Emory or a u-turn.

Like the site where MNCPPC erected an overhead pedestrian bridge to cross Viers Mill Road near the traffic light at Aspen Hill Road, MNCPPC owns land on both sides of adequate width and depth to accommodate the piers and graduated slopes on both sides for a similar overhead crossing. The difference between the Viers Mill Road site and this one is that there was, and still is, a safe at-grade crossing at the Aspen Hill Road traffic light that has been in use for decades. That section of Viers Mill Road is dead flat and straight as an arrow, unlike Muncaster Mill Road. If the cost was deemed worthwhile there, then it is doubly worthwhile here where there is no safe option for an at-grade crossing.

When I walked over the Viers Mill pedestrian bridge earlier this week, I observed two women use the cross walk at the traffic light to get to the bus shelter on the park side of Viers Mill Road. Clearly, safety hazards had nothing to do with the underlying rationale for that pedestrian overpass, and weigh heavily in favor of employing that solution here.

A land records check confirmed that MNCPPC years ago purchased from the Kengla family the property across the road from Meadowside Lane, as well as adjoining land owned by others also fronting on Muncaster Mill Road south of the Kengla property all the way to the still privately owned lot on the northeast corner of the Emory Lane and Muncaster Mill Road intersection. Although the house, barn, circular driveway, parking lot and gently sloped short path to an existing bridge over the North Branch on the Kengla property are within the Special Protection Area, that should not be an impediment to our alternate proposal.

The face sheet to the draft construction plans made available to us for review establishes that the Special Protection area is only on the north side of the North Branch of the creek. The paved trails being constructed as part of this project to connect to the developer-built trails from The Preserve at Rock Creek are entirely within the Special Protection Area, and will be constructed on "disturbed" land formerly used for farming, according to your June 2013 staff report. Both buildings, the circular driveway, and the parking lot on the Kengla property are still in use, as is the short natural surface trail to the bridge over the creek. Recreational uses like hiking trails, moreover, are typically permitted within Special Protection Areas.

III.C. A trail can be designed and routed from the south side of the bridge and creek below the barn on the Kengla property to the southern boundary corner of MNCPPC property adjoining Muncaster Mill Road and the privately owned parcel on the corner of Muncaster Mill and Emory, where it will then run within the SHA right of way from where the privately owned parcel begins to the corner of Emory Lane and Muncaster Mill Road.

As noted, the south side of the North Branch Creek on this side of Muncaster Mill Road is not within the Special Protection Area and, from the area of the barn, it does not appear to have a dense stand of trees or much underbrush, unlike the route of the proposed paved path up the hill from the bridge to the proposed parking lot.

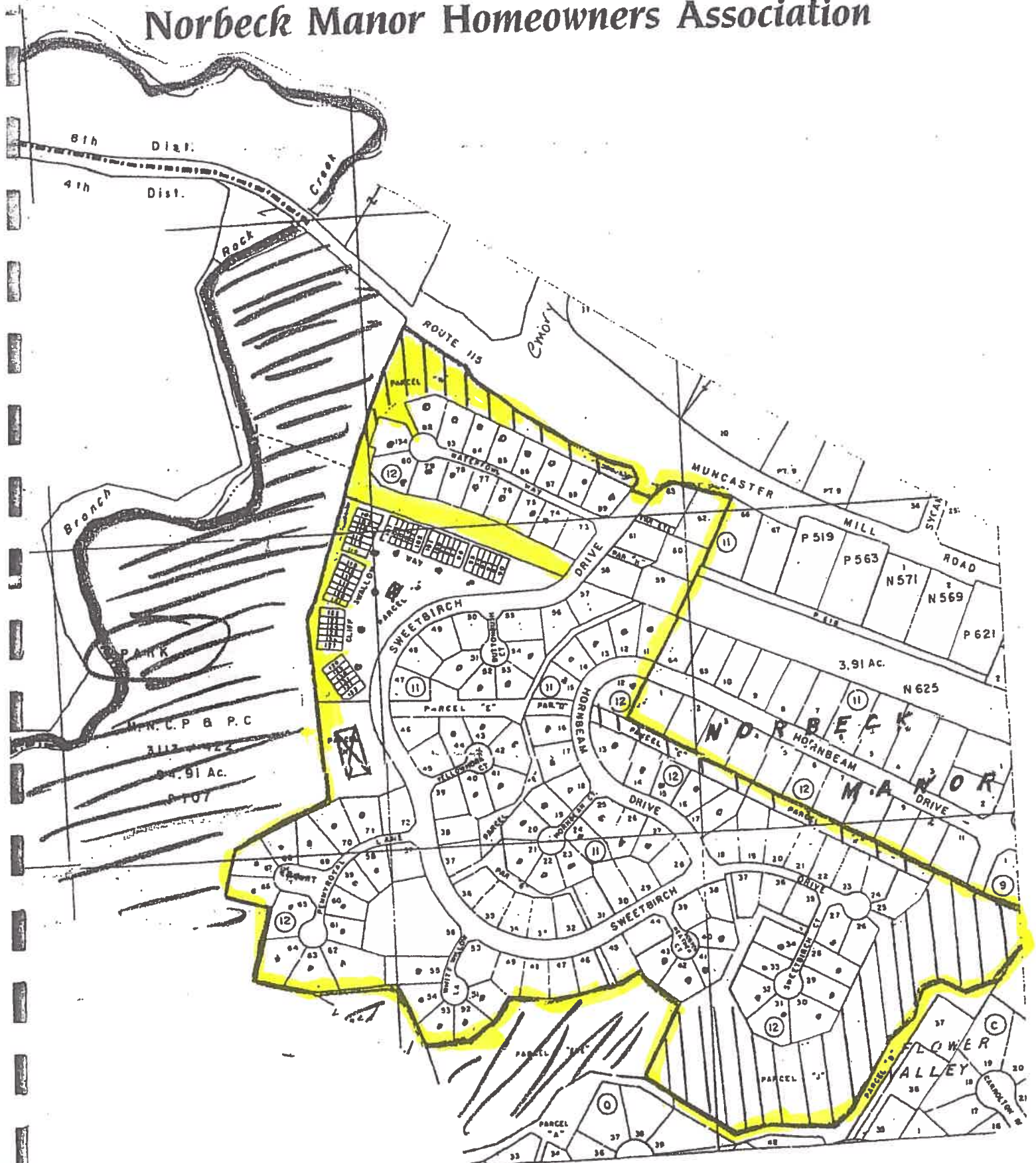
Summary of advantages of alternative proposal:

There are no acquisition costs for land or easements required by our proposal, and canceling the proposed parking lot and the paved path leading up to it from the proposed bridge closest to Muncaster Mill will free up funds to apply towards the pedestrian overpass and the alternate route from the Kengla house to the corner of Emory and Muncaster Mill.

Our proposal provides users with more options than the original MNCPPC proposal, in that there are two trailheads to choose from: (1) the one on Meadowside Lane which will serve as an eastern entry point to the section of trail past Lake Frank to the trailhead at the parking lot on Avery Road or to the Lake Frank connector to the hiker-biker trail between Lake Needwood and the Viers Mill Road overpass; and (2) an additional trailhead in the Kengla house parking lot providing access to both the existing natural surface trail along the creek in the North Branch stream valley, for which there is currently no good access point, and to the new trail connection to the Emory Road hiker biker path, which the MNCPPC June 2013 staff report states will be completed by Montgomery County. At the present time, presumably due to the lack of a good access point, there is no park trail map for the natural surface trail that goes up the North Branch stream Valley to Olney, and the access to it via the gravel path under the Muncaster Mill Road bridge has become less functional, because the 4 foot wide trail has been washed out to a width of about 1 ½ feet in one place.

Our alternative proposal addresses all of our neighborhood safety and rush hour concerns, provides an alternate location for a Muncaster Mill crossing, with a strong recommendation for a 100% safe overhead pedestrian crossing and accomplishes all of MNCPPC other goals for this project, as well as a new trailhead that will serve as the first good entry point to the natural surface trail up the North Branch stream valley to Olney, as well as the connection to the trail to be completed at the Emory Road intersection.

Norbeck Manor Homeowners Association



POST OFFICE BOX 12156 • SILVER SPRING, MARYLAND 20908

ATTACHMENT C

From: Pelicano, Rick
To: [Feldman, Aaron](#)
Subject: Fwd: Home Burglaries
Date: Monday, April 10, 2017 1:48:14 PM
Attachments: [pastedImage.png](#)
[pastedImage.png](#)
[pastedImage.png](#)

Sent from my Verizon 4G LTE smartphone

----- Original message -----

From: "Snyder, Michelle" <michelle.snyder@mncparkpolice.org>
Date: 4/10/17 1:42 PM (GMT-05:00)
To: "Pelicano, Rick" <rick.pelicano@mncparkpolice.org>
Subject: FW: Home Burglaries

This is what the County Crime Analyst sent me.

Also, she was able to only go back 2015-now (new system as of 2015).

See below.

Thanks,

Michelle

From: DeMuro, Margot [mailto:Margot.DeMuro@montgomerycountymd.gov]
Sent: Monday, April 10, 2017 1:35 PM
To: Snyder, Michelle <michelle.snyder@mncparkpolice.org>
Subject: Re: Home Burglaries

I looked at each of our Police Reporting Areas from the area around the park (some PRAs are a bit larger than others so incident proximity to the park itself varies, but are relatively in that area.

This data is from our official database and once I broke it up into different charts it did basically match what was in our unofficial database. If you need further details let me know

As I told you on the phone, you are going to need to pull each year from a different chart.

Use this for 2017 (YTD)

As of 2017/04/10 12:05:41

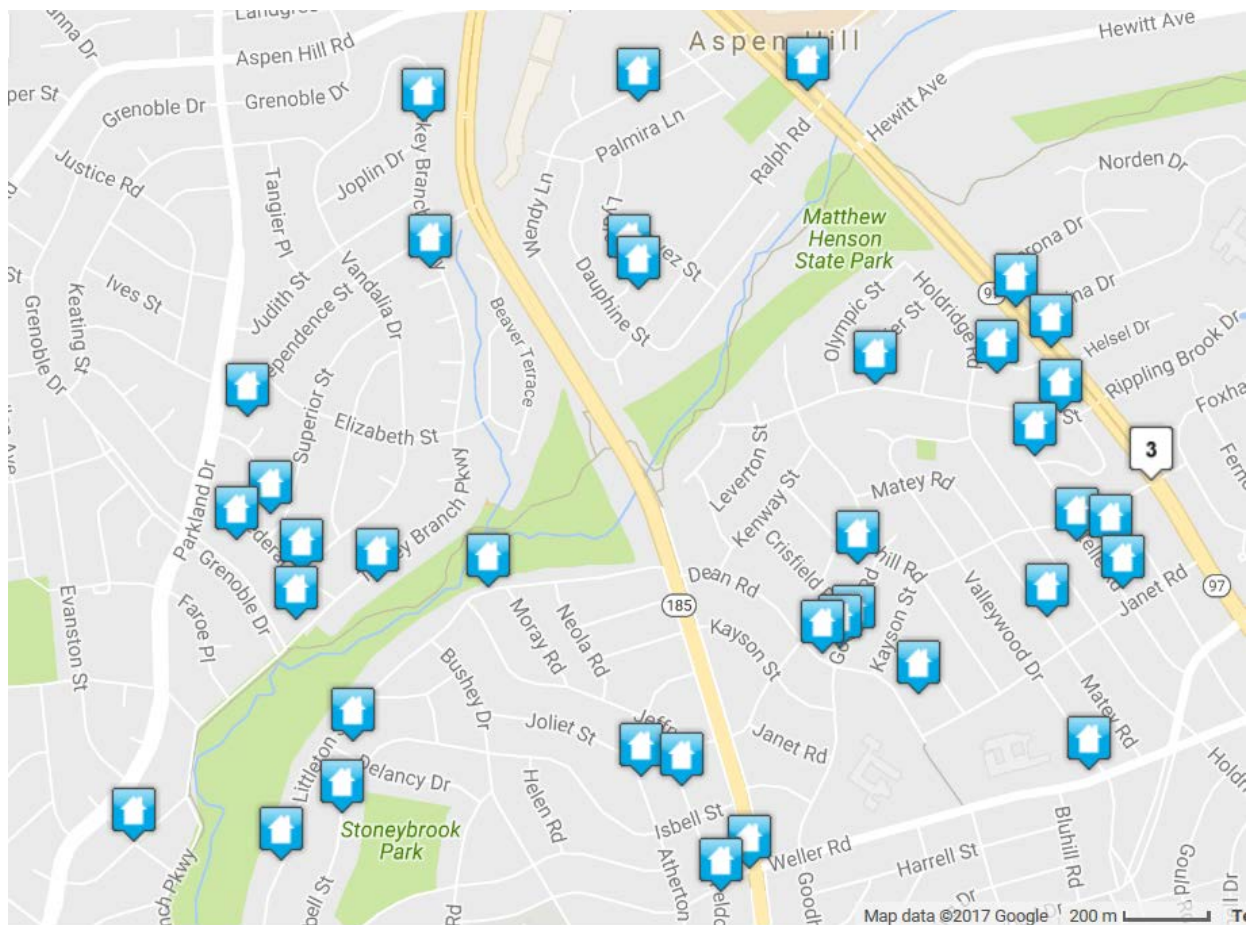
	2016 # of Incidents	2017 # of Incidents	% Diff	2016 Closure Rate	2017 Closure Rate
Rape	<u>2</u>	<u>1</u>	(50.0%)	50.0%	
Forcible	2	1	(50.0%)	50.0%	
Robbery	<u>3</u>	<u>3</u>	-	33.3%	66.7%
Non-Commercial	2	3	50.0%	50.0%	66.7%
Commercial	1	0	(100.0%)		-
Agg. Assault	<u>4</u>	<u>3</u>	(25.0%)	50.0%	33.3%
Burglary	<u>6</u>	<u>9</u>	50.0%	16.7%	
Residential	5	7	40.0%	20.0%	
Commercial	1	2	100.0%		
Larceny	<u>30</u>	<u>34</u>	13.3%	33.3%	26.5%
Shoplifting	6	11	83.3%	100.0%	72.7%
Veh Rltd Theft	14	16	14.3%	7.1%	
From Bldgs	7	4	(42.9%)	42.9%	25.0%
All Others	3	3	-		
Auto Theft	<u>5</u>	<u>2</u>	(60.0%)	60.0%	50.0%
Part I Total	50	52	4.0%	36.0%	25.0%

Use this chart for 2015 and 2016 (whole year)

As of 2017/04/10 12:05:41

	2015 # of Incidents	2016 # of Incidents	% Diff	2015 Closure Rate	2016 Closure Rate
Homicide	<u>0</u>	<u>1</u>	100.0%	-	100.0%
Rape	<u>7</u>	<u>6</u>	(14.3%)	71.4%	83.3%
Forcible	7	5	(28.6%)	71.4%	80.0%
Attempt - Force	0	1	100.0%	-	100.0%
Robbery	<u>8</u>	<u>17</u>	112.5%	25.0%	35.3%
Non-Commercial	8	15	87.5%	25.0%	40.0%
Commercial	0	2	100.0%	-	
Agg. Assault	<u>12</u>	<u>18</u>	50.0%	50.0%	33.3%
Burglary	<u>22</u>	<u>19</u>	(13.6%)	13.6%	15.8%
Residential	19	17	(10.5%)	10.5%	11.8%
Commercial	2	1	(50.0%)		
School	1	1	-	100.0%	100.0%
Larceny	<u>107</u>	<u>146</u>	36.4%	22.4%	37.7%
Shoplifting	23	49	113.0%	69.6%	93.9%
Veh Rltd Theft	23	50	117.4%		2.0%
From Bldgs	25	23	(8.0%)	20.0%	17.4%
All Others	36	24	(33.3%)	8.3%	16.7%
Auto Theft	<u>8</u>	<u>14</u>	75.0%		21.4%
Part I Total	164	221	34.8%	24.4%	35.7%

Also below is a map of where incidents occurred (since 2015) As seen on the map only a few are actually adjacent to the park, the rest are clustered in adjacent neighborhoods.



From: Snyder, Michelle <michelle.snyder@mncparkpolice.org>

Sent: Monday, April 10, 2017 1:12 PM

To: DeMuro, Margot

Subject: RE: stats needed

Thanks.

Thanks,

Michelle

From: DeMuro, Margot [<mailto:Margot.DeMuro@montgomerycountymd.gov>]

Sent: Monday, April 10, 2017 12:21 PM

To: Snyder, Michelle <michelle.snyder@mncparkpolice.org>; Lindsay, M. Angela <M.Lindsay@montgomerycountymd.gov>

Subject: Re: stats needed

will do, am running this now.

From: Snyder, Michelle <michelle.snyder@mncparkpolice.org>

Sent: Monday, April 10, 2017 12:05 PM

To: Lindsay, M. Angela; DeMuro, Margot

Subject: RE: stats needed

Thanks, our Captain needs for a meeting tomorrow morning.

Thanks,

Michelle

From: Lindsay, M. Angela [<mailto:M.Lindsay@montgomerycountymd.gov>]
Sent: Monday, April 10, 2017 12:00 PM
To: Snyder, Michelle <michelle.snyder@mncparkpolice.org>; DeMuro, Margot <Margot.DeMuro@montgomerycountymd.gov>
Subject: FW: stats needed

Forwarding to Margot at 4D, her district covers the area around the trail. She can pull out burglaries for smaller patrol areas (Police Reporting Areas) that contain or touch the trail and run you a list (Margot, use the Compstat Crime events basic printout).

Any problems, let me know!

From: Snyder, Michelle [<mailto:michelle.snyder@mncparkpolice.org>]
Sent: Monday, April 10, 2017 11:54 AM
To: Lindsay, M. Angela <M.Lindsay@montgomerycountymd.gov>
Subject: stats needed

I am looking for any stats you may have for Home Burglaries around Matthew Henson Trail for the last 2 years.

Is that something you can get me? Or who can I contact?

Thanks.

Thank you,

Michelle Snyder

Crime Analyst

M-NC Park Police

Montgomery County Division

301-929-2766

Date....	Incident.	LCR..	CRIME	Location.....
3/20/2015	15000221	2727	LITTERING AND DUMPING	REAR OF 12516 LITTLETON ST MATTHEW HENSON STATE PK
9/9/2016	16001155	2727	LITTERING AND DUMPING	TURKEY BR/BAYNE ST MATTHEW HENSON STATE PK UNIT 1
4/3/2016	16000368	2753	LITTERING AND DUMPING	MATTHEW HENSON PK UNIT 1 L09, 12301 VEIRS MILL RD
4/18/2016	16000459	2753	LITTERING AND DUMPING	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
11/7/2016	16001375	2882	VEHICLE IMPOUND	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
8/30/2016	16001103	2884	VEHICLE RECOVERED STOLEN	ACROSS FROM FALCON ST MATTHEW HENSON STATE PK UNIT
7/26/2016	16000947	2937	INURY	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
3/30/2015	15000248	2942	FOUND PROPERTY	TURKEY BRANCH/FALCON MATTHEW HENSON STATE PK UNIT
9/5/2015	15000982	2942	FOUND PROPERTY	EDGEBROOK/CHARLES MATTHEW HENSON STATE PK UNIT 1 L
8/29/2015	15000954	8144	POLICE INFO	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
7/3/2015	15000689	1428	GRAFFITI	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
1/10/2016	16000053	1428	GRAFFITI	STORM DRAINAGE POND MATTHEW HENSON STATE PK UNIT 2
11/21/2015	15001290	1712	INDECENT EXPOSURE	AREA OF CONN AV MATTHEW HENSON STATE PK UNIT 2 L11
12/25/2015	15001419	1712	INDECENT EXPOSURE	BRIDGE BY CONN MATTHEW HENSON STATE PK UNIT 2 L11,
3/5/2016	16000251	1712	INDECENT EXPOSURE	NO CONN MATTHEW HENSON STATE PK UNIT 2 L11, CONNEC
5/1/2015	15000378	1800	CDS	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
7/13/2015	15000733	1834	CDS	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
5/31/2016	16000660	1834	CDS	GEORGIA/CONNECTICUT MATTHEW HENSON UNIT #2 POND L1
3/30/2015	15000251	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
3/31/2015	15000256	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
5/2/2015	15000384	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
6/3/2015	15000538	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
1/22/2015	15000058	2217	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
12/25/2015	15001420	2217	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
11/8/2015	15001242	2753	LITTERING AND DUMPING	13203 DAUPHINE MATTHEW HENSON STATE PK UNIT 2 L11,
8/24/2016	16001081	2753	LITTERING AND DUMPING	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
4/5/2016	16000380	2783	WANTED PERSON	SB CONNECTICUT/DEAN MATTHEW HENSON STATE PK UNIT 2
10/26/2016	16001333	2891	TRAFFIC	GEORGIA/HESEL MATTHEW HENSON STATE PK UNIT 2 L11,
4/10/2016	16000403	2937	INJURY	1.7MM MAY STREET MATTHEW HENSON STATE PK UNIT 2 L1

5/29/2015 15000520 2942 FOUND PROP
7/27/2015 15000793 2942 FOUND PROP
3/22/2016 16000322 2942 FOUND PROP
3/31/2017 17000344 2942 FOUND PROP

MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
MAY ST/MUNSEY MATTHEW HENSON STATE PK UNIT 2 L11,
12729 ROBINDALE RD MATTHEW HENSON STATE PK UNIT 2

11/13/2015 15001252 0347 ROBBERY STRONG ARM

TOP GAZEBO LOT MATTHEW HENSON STATE PK UNIT 3 L19,

7/10/2015 15000720 1832 CDS

MIDDLEBRIDGE/LAYHILL MATTHEW HENSON STATE PK UNIT

4/16/2015 15000310 1834 CDS

BACK LOT MATTHEW HENSON STATE PK UNIT 3 L19, GEORG

10/14/2015 15001161 1834 CDS

LAYHILL/QUEENSGUARD MATTHEW HENSON STATE PK UNIT 3

4/17/2015 15000311 2217 ALCOHOL

MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV

5/2/2015 15000382 2727 LITTERING/DUMPING

MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV

6/5/2015 15000544 2727 LITTERING/DUMPING

14 DECKMAN CT MATTHEW HENSON STATE PK UNIT 3 L19,

5/28/2015 15000516 2783 WANTED PERSON

LAYHILL MATTHEW HENSON STATE PK UNIT 3 L19, GEORGI

10/28/2016 16001351 2800 TRAFFIC

HEWITT IFO MATTHEW HENSON STATE PK UNIT 3 L19, GEO

1/28/2017 17000107 2812 DUI

S GEORGIA/ASPEN HILL MATTHEW HENSON STATE PK UNIT

10/3/2016 16001244 2937 INJURY

MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV

11/20/2015 15001286 2945 PROP DAMAGE

MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV

7/13/2016 16000884 8144 POLICE INFO

MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV

1/25/2015 15000060 1418 VANDALISM

ALDERTON MATTHEW HENSON STATE PK UNIT 4 L20, LAYHI

4/25/2016 16000484 3150 TRAPPING W/O PERMISSION

IAO 2000 SULLIVAN LANE MATTHEW HENSON STATE PK UNI

PAGE 1

Date....	Incident.	LCR..	CRIME	Location.....
12/21/2014	14002917	1428	GRAFFITI	BTW PLAZA AND ROSEBUD DR MATTHEW HENSON STATE PK U
9/29/2014	14001270	1834	CDS	VEIRS MILL/PARKLAND MATTHEW HENSON STATE PK UNIT 1
9/30/2014	14001276	1864	CDS	LITTLETON/DELANCEY MATTHEW HENSON STATE PK UNIT 1
5/25/2014	14000620	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
6/8/2014	14000703	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
5/4/2014	14000504	2217	ALCOHOL	MATTHEW HENSON STATE PK UNIT 1 L09, 12301 VEIRS MI
9/13/2014	14001191	2891	TRAFFIC	VEIRS MILL/PARKLAND MATTHEW HENSON STATE PK UNIT 1
7/8/2014	14000845	8114	TRANSPORT MENTAL EVAL	INTERSECTION GRENOBLE/TURKEY BRANCH MATTHEW HENSON
3/24/2014	14000304	1428	GRAFFITI	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
1/31/2014	14000099	1834	CDS	12600 TURKEY BRANCH MATTHEW HENSON STATE PK UNIT 2
9/30/2014	14001274	2216	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
3/31/2014	14000330	2217	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
8/19/2014	14001074	2217	ALCOHOL	MATTHEW HENSON STATE PK UNIT 2 L11, CONNECTICUT EN
3/26/2014	14000311	2612	SUICIDE	UNDER CONNECTICUT AVE MATTHEW HENSON STATE PK UNIT
4/8/2014	14000381	2891	TRAFFIC	INDEPENDENCE/CONN MATTHEW HENSON STATE PK UNIT 2 L
10/14/2014	14001343	2891	TRAFFIC	CONNECTICUT/ASPEN HILL MATTHEW HENSON STATE PK UNI
6/18/2014	14000755	1712	INDECENT EXPOSURE	AREA RIPPLING BROOK DRIVE MATTHEW HENSON STATE PK
7/28/2014	14000955	1834	CDS	MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV
2/16/2014	14000144	1864	CDS	MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV
6/25/2014	14000784	2217	ALCOHOL	MATTHEW HENSON STATE PK UNIT 3 L19, GEORGIA AV
2/17/2014	14000146	2891	TRAFFIC	GA/HEWITT MATTHEW HENSON STATE PK UNIT 3 L19, GEOR
6/3/2014	14000669	2891	TRAFFIC	13008 LAYHILL RD MATTHEW HENSON STATE PK UNIT 3 L1
9/15/2014	14001199	2891	TRAFFIC	GEORGIA/HEWITT MATTHEW HENSON STATE PK UNIT 3 L19,
9/20/2014	14001224	2891	TRAFFIC	SB GEORGIA HEWITT MATTHEW HENSON STATE PK UNIT 3 L
4/6/2014	14000376	2942	FOUND PROP	LAYHILL/RIPPLING BROOK MATTHEW HENSON STATE PK UNI
4/10/2014	14000392	2942	FOUND PROP	NEAR STORM MANAGEMENT POND LAYHILL/MIDDLEVALE MATT

5/20/2014 14000589 0616 THEFT OF BICYCLE

7/15/2014 14000875 1834 CDS

2/11/2014 14000130 2891 TRAFFIC

2/12/2014 14000133 2891 TRAFFIC

BETWEEN SULLIVAN AND LAYHILL MATTHEW HENSON STATE

LAYHILL RD/QUEENSQUARD MATTHEW HENSON STATE PK UNI

LAYHILL PRIOR TO THE ICC MATTHEW HENSON STATE PK U

LAYHILL MATTHEW HENSON STATE PK UNIT 4 L20, LAYHIL

From: Pelicano, Rick
To: [Feldman, Aaron](#)
Subject: RE: matthew henson
Date: Monday, April 10, 2017 1:56:42 PM

Just the normal things we see on our trails. And BTW check out the County Police crimes, no reason to relate any residential crimes to our trail.

R

Sent from my Verizon 4G LTE smartphone

----- Original message -----

From: "Feldman, Aaron" <aaron.feldman@montgomeryparks.org>
Date: 4/10/17 1:52 PM (GMT-05:00)
To: "Pelicano, Rick" <rick.pelicano@mncparkpolice.org>
Subject: RE: matthew henson

Thanks, Rick. Doesn't look like a whole lot of activity in that area.

Aaron

Aaron Feldman | M-NCPPC | 301.650.2887

From: Pelicano, Rick
Sent: Monday, April 10, 2017 1:49 PM
To: Feldman, Aaron <aaron.feldman@montgomeryparks.org>
Subject: Fwd: matthew henson

Sent from my Verizon 4G LTE smartphone

----- Original message -----

From: "Snyder, Michelle" <michelle.snyder@mncparkpolice.org>
Date: 4/10/17 12:08 PM (GMT-05:00)
To: "Pelicano, Rick" <rick.pelicano@mncparkpolice.org>
Subject: matthew henson

Here are the crimes in order for Matthew Henson Trail 1 -4.

I ran the numbers from 01/01/15 – today.

Is this ok?

I have the county crime analyst running home burglaries in that area too.

Thank you,

Michelle Snyder
Crime Analyst
M-NC Park Police
Montgomery County Division
301-929-2766



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

9 May, 2017

Ms. Christy D. Bernal
Transportation Alternatives Program Manager
Maryland State Highway Administration
Office of Planning and Preliminary Engineering
Regional and Intermodal Planning Division
707 North Calvert Street, Mail Stop C-502
Baltimore, Maryland 21202

RE: North Branch Hiker-Biker Trail
Request for Change to Transportation Alternatives Program Scope

Dear Ms. Bernal –

The purpose of this letter is to formally request a change in scope to the North Branch Hiker-Biker Trail, which was accepted into the Transportation Alternatives Program for FY 2016. The North Branch Hiker-Biker Trail is a proposed 2.2-mile hard surface trail segment that will provide an important link between the existing Rock Creek Trail System and trail systems in the northeastern portion of Montgomery County, specifically the Route 200, Muncaster Mill and Emory Lane bikeways. Once all planned segments of the North Branch Trail are complete, the trail will provide a continuous hiker-biker connection between the town of Olney and Washington DC. A map of the entire proposed trail segment (per the Transportation Alternatives Program application) is included as Attachment A. The change in scope being requested is to remove a pedestrian-only bridge to the Meadowside Nature Center and to relocate the trailhead and parking lot at Muncaster Mill Road.

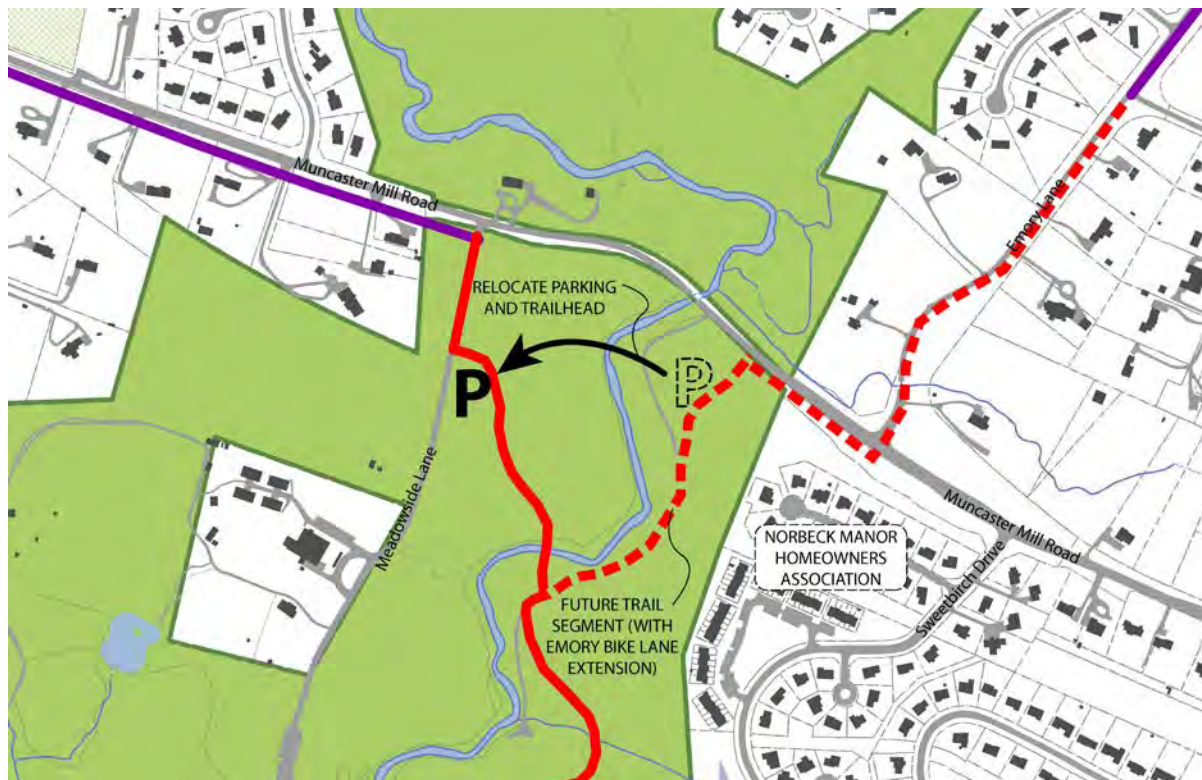
The project scope description from M-NCPPC Montgomery Parks' TAP application reads as follows:

“The project includes the construction of a 2.2-mile-long, 10 ft. wide asphalt trail and includes 12 ft. wide hiker-biker bridges and boardwalks, as well as one 5 ft. wide pedestrian bridge to provide access to Meadowside Nature Center and The Smith Environmental Center. A trailhead of 20 parking spaces (with 2 ADA spaces) will be built off of Muncaster Mill Road and will include benches, an informational kiosk, bike racks, drinking fountain and trash receptacles.”

The proposed five-foot wide pedestrian bridge occurs approximately midway along the proposed trail alignment (See Attachment B) and crosses over the North Branch of Rock Creek to connect to a network of natural surface trails that are utilized by the nearby Meadowside Nature Center. The natural surface trails traverse highly variable terrain and environmentally sensitive areas, and M-NCPPC Montgomery Parks has no intention of improving the trails that connect to the pedestrian bridge beyond the natural surface condition they are currently in. As such, this bridge connection does not constitute an appropriate connection to another mode of transit and therefore does not qualify for inclusion in the Transportation Alternatives Program. We propose to remove this bridge from the scope of the Transportation Alternatives Program project and construct it as a separate project, distinct from the scope of the project receiving Transportation Alternatives funding.

Attachment C (also shown below) provides an enlargement of the overall project map to show the location of the trailhead and parking lot as proposed in the TAP application. Attachment D is a plan sheet from the

project's preliminary Type, Size & Location (TS&L) submission showing the proposed trailhead, parking lot and trail connection. The Montgomery County Department of Transportation is currently in the preliminary planning phases of the Emory Lane Bikeway extension, to which the North Branch Hiker Biker Trail will ultimately connect. Once the extension is complete, the Emory Lane Bikeway will run the entire length of Emory Lane, crossing over to the south side of Muncaster Mill Road and connecting with the North Branch Hiker Biker Trail. That work is scheduled to begin in FY 2019, at the earliest.



The change in scope being requested is to eliminate the proposed trailhead and parking lot at Muncaster Mill Road, along with approximately 1,000 linear feet of proposed trail from Muncaster Mill Road south to the proposed bridge that will cross the North Branch of Rock Creek. In its place, a trailhead and parking lot would be constructed along Meadowside Lane. A new trail would extend from this proposed parking lot, along the east side of Meadowside Lane to Muncaster Mill Road, where it would connect with the Muncaster Mill Bikeway. Attachment E shows the proposed parking lot along Meadowside Lane and the trail connection to Muncaster Mill Road. Once the Emory Lane Bikeway extension is complete, a future construction project would link it to the North Branch Trail along the east side of the stream as originally planned.

This request for a change in scope is in response to concerns raised by the Norbeck Manor Homeowners Association, a community just to the east of the originally proposed parking lot location. In February, 2017 a group of homeowners contacted Montgomery County Councilmember Sidney Katz, seeking additional information about both the North Branch Trail project and the Emory Lane Bikeway extension project. On 23 March, 2017, Councilmember Katz and representatives from Montgomery Parks and the Montgomery County Department of Transportation attended a meeting hosted by the Norbeck Manor Homeowners Association. Parks staff presented an overview of the North Branch Trail project, summarized the project's planning and public outreach process and explained the rationale behind the location of the proposed trailhead and parking lot. A representative from the Montgomery County Department of Transportation described the Emory Lane Bikeway extension project.

Following the presentations, several community members in attendance voiced their opposition to the proposed location of the parking lot, citing various perceived safety and security concerns. Along with concerns regarding traffic, the common perception stated at the meeting was that the parking lot could enable criminals to walk from the parking lot, through the adjacent forest and break into the homes that align the trail undetected. After the meeting, a letter was distributed to the public officials present, outlining the community's concerns and proposing alternate locations for the trailhead and parking lot. That letter is included as Attachment F.

In response to the concerns presented by the Norbeck Manor Homeowners Association, Parks staff investigated several potential alternative locations for the trailhead and parking lot, and determined the location along Meadowside Lane to be viable. Before returning to the community, however, Parks staff is seeking to understand the full implications of this change in scope, including its impacts to the funding provided through the Transportation Alternatives Program.

We look forward to a response from the Transportation Alternatives Executive Committee. I would be happy to answer any additional questions the committee may have regarding this requested change in scope or the overall project; please feel to contact me at aaron.feldman@montgomeryparks.org or 301-650-2887.

Regards,

A handwritten signature in blue ink, appearing to read 'A. Feldman', with a stylized flourish at the end.

Aaron Feldman
Landscape Architect
M-NCPPC Montgomery Parks

Enclosure (5)

CC: Victor Barreira, Transportation Engineer, Maryland State Highway Administration
Britney Jackson, Transportation Alternatives Assistant, Maryland State Highway Administration
Lindsay Hoffman, Legislative Senior Aide, Office of Councilmember Sidney Katz
Councilmember Sidney Katz, Montgomery County Council
Michael F. Riley, Director of Parks, M-NCPPC Montgomery Parks

From: Christy Bernal
To: [Feldman, Aaron](#)
Cc: [Bentley, Katelyn](#); [Mitchell, Emily](#); [Susan Solo](#); [McManus, Patricia](#); [Paniati, Kimberly](#); [Britney Jackson](#)
Subject: RE: North Branch Hiker Biker Trail - Progress Report, July 2017
Date: Friday, July 14, 2017 6:26:22 PM

Aaron,

I apologize for the delay during the review of the request for the scope change. We have reviewed the new project scope and will accept the proposed change.

Please let me know if you have any questions.

Thank you,

Christy

Christy D. Bernal
Transportation Alternatives Program Manager
Maryland State Highway Administration
Office of Planning and Preliminary Engineering
Regional and Intermodal Planning Division
707 N. Calvert Street, Mail Stop C-502
Baltimore, MD 21202
Office: (410) 545-5659
Email: cbernal@sha.state.md.us

From: Britney Jackson
Sent: Wednesday, July 05, 2017 9:06 AM
To: Feldman, Aaron <aaron.feldman@montgomeryparks.org>; Christy Bernal <CBernal@sha.state.md.us>; Susan Solo <SSolo@sha.state.md.us>
Cc: Bentley, Katelyn <Katelyn.Bentley@montgomeryparks.org>; Mitchell, Emily <Emily.Mitchell@montgomeryparks.org>; McManus, Patricia <patricia.mcmanus@montgomeryparks.org>; Paniati, Kimberly <Kimberly.Paniati@montgomeryparks.org>
Subject: RE: North Branch Hiker Biker Trail - Progress Report, July 2017

Good Morning, Aaron,

I'm writing to confirm that this update was received and the information has been added to our internal database where we track project progress.

At this time the scope change is still under review, but we will keep you updated as new information becomes available.

As always, please feel free to contact us with additional questions or concerns regarding your project

or the program.

Thank you,

Britney Jackson

BJackson3@sha.state.md.us

Transportation Alternatives (TA) Assistant

Maryland State Highway Administration

Office of Planning and Preliminary Engineering

Regional and Intermodal Planning Division

707 North Calvert Street, Mail Stop C-502

Baltimore, MD 21202

(410) 545-8042

From: Feldman, Aaron [<mailto:aaron.feldman@montgomeryparks.org>]

Sent: Wednesday, July 05, 2017 7:22 AM

To: Britney Jackson <BJackson3@sha.state.md.us>; Christy Bernal <CBernal@sha.state.md.us>; Susan Solo <SSolo@sha.state.md.us>

Cc: Bentley, Katelyn <Katelyn.Bentley@montgomeryparks.org>; Mitchell, Emily <Emily.Mitchell@montgomeryparks.org>; McManus, Patricia <patricia.mcmanus@montgomeryparks.org>; Paniati, Kimberly <Kimberly.Paniati@montgomeryparks.org>

Subject: RE: North Branch Hiker Biker Trail - Progress Report, July 2017

Good Morning, All –

Below, please find the July, 2017 progress report for the North Branch Hiker Biker Trail. Please do not hesitate to contact me if you have any questions.

Recently Completed

- Change order to consultant was executed to revise alignment of bridge/boardwalk at WSSC facilities.
- Received response from MDTA regarding coordination of connection to ICC bike trail. MDTA will review drawings concurrent with TS&L resubmission and issue a right of entry permit accordingly. An MOU also needs to be drafted for maintenance of the portion of the trail on MDTA property.

-

In Process

- Consultant is adjusting trail alignment and location of bridge/boardwalk crossing to avoid WSSC conflict.
- Parks is preparing a draft of the maintenance MOU to send to MDTA.

-

Upcoming

- Additional geotechnical work at bridge/boardwalk realignment location is scheduled for 6 and 7 July.
- Consultant to prepare Forest Conservation Plan for submission to Montgomery County

Planning Department.

- Consultant to prepare TS&L resubmission once bridge/boardwalk crossing adjustment has been made.

-

Questions/Issues for SHA

- Please keep us updated on the process of the scope change request as new information becomes available.

Thanks,
Aaron

Aaron Feldman

Landscape Architect | Park Development | Montgomery County Parks
Maryland-National Capital Park and Planning Commission
9500 Brunett Avenue | Silver Spring | Maryland | 20901
telephone 301.650.2887 | fax 301.585.1921
www.montgomeryparks.org

Staff Attendance: Aaron Feldman, Trish McManus, Grace Yick, Michael Nardolilli, Doug Ludwig, Michael Ma, Alex Girr-Borayo, Yi Shen (Representative for Councilmember Katz), Pat Shepherd (MC-DOT)

Summary review of project:

- Project will provide a paved trail connection between the Lakeside Trail in Rock Creek Park and the ICC Bikeway.
- Facility Planning began in 2011
- Detailed Design started in 2013
- Montgomery Parks was awarded \$2 million through FHWA's Transportation Alternatives Program in 2015.
- Following up March 2017 meeting in response to Norbeck Manor HOA concerns about trailhead/parking lot location and Emory Lane Bikeway extension proposal to cross Muncaster Mill Road.

The following comments were discussed:

- Meeting is to seek feedback on trailhead and parking lot location alternatives for the North Branch Trail and update community on the upcoming Emory Lane Bikeway extension project.
- Transportation Alternatives Program (TAP) executive committee will allow change in parking lot location without endangering TAP funding.
- Norbeck Manor HOA and community members expressed support for trail project, but had concerns with criminal activity and additional traffic if parking lot was constructed at Muncaster Mill Road location.
- Concerns for vehicle access and pedestrian safety with crossing at Muncaster Mill Road and Emory Lane were noted by attendees.
- An accessible trailhead with parking is included in the project to comply with the Americans with Disabilities Act and was approved as part of the program by the Montgomery County Planning Board in 2013 and as part of the FHWA grant approval.
- Public will be able to comment and vote on their preferred trailhead location via comment cards distributed at the meeting and on the web-based Montgomery Parks Open Town Hall Forum. Commentary can be logged into Open Town Hall through October 3, 2017.
- Alternative parking lot locations were reviewed, and Parks staff determined that it would be feasible to locate parking spaces along Meadowside Lane.
- Parking lot location selection will not impact overall trail alignment; trail will still connect to both the Emory Lane Bikeway extension and to the Muncaster Mill Bikeway via Meadowside Lane.

OPTION A – Muncaster Mill Road Location

- Plan will feature 20 parking spaces on a former home site along Muncaster Mill Road.
- Users would connect to the ICC Bikeway from the trailhead/parking lot via the Emory Lane Bikeway extension.
- Requires a lot of grading to improve area for parking access and trail head.

- Minimal tree removal is required because the site was previously developed as a residential property.

OPTION B – Meadowside Lane Location

- Plan features 15 parking spaces along Meadowside Lane.
- Minimal grading required for parking.
- Forest impacts and tree removals are necessary as part of this alternative.
- The connection to the main trail is steeper in this location.
- Alternative would need to be approved by the Planning Board and would require a change order from the design consultant, resulting in a delay of approximately nine months.

Additional comments:

- Both options come with positive and negatives. Public input will be primary factor in staff recommendation to the Planning Board, as both options are acceptable to staff in meeting the project requirements.
- Trail alignment and connectivity will not be impacted with the selection of either option.
- Project will be reviewed by the Montgomery County Planning Board which will delay work for up to 9 months.
- Existing abandoned parking lots at south end of trail will be removed and naturalized under both alternatives, which has been requested and is of concern to Manor Lake residents.
- Overall concern of impacts of trailhead at Muncaster Mill Road to residents in Norbeck Manor neighborhood was expressed, including concerns for crime, increased traffic that would affect residents leaving their neighborhood from Sweetbirch Drive, and the safety of pedestrians crossing Muncaster Mill Road at Emory Lane.
- There was a question why the Muncaster Mill Bikeway was not connected on the south side of the road for the short distance between the bikeway terminus at Meadowside Lane and the proposed trailhead. There was discussion that the road bridge is not wide enough to support a trail, and the trail is not feasible without impacting the historic remains of the Muncaster Mill. This is one of the reasons for the trail connection from Meadowside Lane over the Rock Creek to the main trail which will continue to connect to Olney.
- There was a question why the trail could not cross Muncaster Mill Road at Meadowside Lane and continue on the north side of the road to Emory Lane. Staff commented on multiple physical constraints of locating a trail on that side of the road, including steep grades, trees, utility poles, environmental issues including wetlands and stream, the narrow existing road bridge that does not support a trail, and the lack of public property on that side of the road.
- There was a comment that the trailhead location at Meadowside Lane was preferred as it would only impact three homes versus more homes at the Muncaster Mill Road location.
- Most of the comments at the meeting supported the Meadowside Lane location, as it would have fewer impacts to residential homes and traffic in Norbeck Manor.
- There was a comment that there would be better police supervision of a parking lot on Muncaster Mill Road than Meadowside Lane, and that location would likely be safer.
- There was a question regarding crime statistics near Magruder High School. Staff did not have information about that area.
- Community members living near the Preserve at Rock Creek expressed support to learn that this trail project would connect their community to the ICC bikeway and points further south.

- There was a request as to when the staff report to the Planning Board would be available. Staff responded that the public would be notified of the date once it has been determined, and the staff report would be posted on the Planning Board website.
- Both parking lot locations are on high points, so flooding is not a concern.
- Option B would likely be less expensive to construct but requires additional design fees.
- Review of crime reports in proposed areas and impact to community; Matthew Henson Trail parking lot at Layhill Road has shown minimal criminal activity since construction. Similar situation to Muncaster Mill parking lot.
- There was a question as to whether the trail design is considering concerns about impacts to natural resources. Natural Resources staff within the Parks Department has been included on the design team to ensure the best alignment and development practices for the project.
- Bike racks will be installed at the trailhead.
- There was a question whether there would be street lights for the trailhead parking lot. Staff responded that they were not in the plan, but we would look into this.
- There was a question why we are not expanding the Smith Center parking lot, and staff response that this is not park property.
- Restrooms are not proposed along this portion of the trail. There are restrooms available at Meadowside Nature Center.
- There was a question about the alignment of the trail and how it would connect to the ICC bikeway.

Emory Lane Bike Extension- Montgomery County Department of Transportation

Extension would connect North Branch Trail to the ICC Trail, using the Emory Lane Bikeway.

Emory Lane Bikeway extension is still in preliminary phases of design; a full public outreach process will be conducted by MCDOT during the design process for that effort. This project will complete the short gap of trail and bikeway that will remain once the North Branch Trail project is built.

DOT surveyed Muncaster Mill Road, and determined that there is ample space to provide the shared use path on the south side of the road:

- Current roadway
- 5' shoulder
- 9' grass or vegetative buffer
- 10' bike trail

DOT will coordinate a Spring 2018 public meeting to receive feedback on the design and will simultaneously receive comments from the State. The plans are expected to be completed in 2019 with construction of the Muncaster Mill extension expected to start in Summer 2020.

Welcome! Please sign in.

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

NAME	ADDRESS	E-MAIL
Gloria Fozal	4924 Waterfowl Way	gloriafo@verizon.net
Nancy Hall	16408 EQUUSORIAN LA D2rwood	
Dale Hall	"	dhall820@gmail.com
Lauren Zolkiewicz	5360 Mill View Ct Denwood	laurenkzolk@gmail.com
Carol Abrahams	4929 Waterfowl Way, R'ville 20853	cabrah1000@verizon.net
Tracey Miller	4925 Waterfowl Way	traceymail17@gmail.com
John Abrahams	4929 Waterfowl Way	jabrah1000@gmail.com
Jenny Johnson	15680 Cliff Swallow way	johnson20853@yahoo.com
Laurel Kinnis	15618 Cliff Swallow Way	Kodiskeeper@gmail.com
Kathleen Ambach	15606 Cliff Swallow way	Kathleen.ambach@yahoo.com
Pam Welch	15602 CLIFF SWALLOW WAY	welchpamela@usa.com
Thomas Young	14820 BAULER Dr. Rock	tpy101@hotmail.com
John Collich	5329 Trailway Dr. Rockville	JohnCollich@comcast.net
Karl Schmidt	16805 George Washington Dr, Rockville	theschmidt20 msn.com
Francisco Mendoza	17609 Toboggan Lane	Paco_mendoza@hotmail.com

Welcome! Please sign in.

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

NAME	ADDRESS	E-MAIL
Lois Schreiber	15652 Cliff Swallow Way	lbs2909@aol.com
Gary Goltkiewicz	16236 Gust Mill Dr	garygoltkiewicz@gmail.com
Jorgan Chalmers	4869 Sweetbush Dr.	
Dave Levy	4113 Sandcastle Ln	
Francis Filiatreau	5215 Mancaster Mill Rd	
Patricia Naylor-Lawson	4909 Sweetbush Drive Rockville, MD 20853	Patricia.lawson @pqcps.org
Scott Wilson	2204 Norbeck Rd. SSMD 20906	RUMFOLIE@MAC.COM
Monte Fisher	12783 Ardenus Ave, Rockville	monte@lufefishw.com
PAT SHEPHERD	Montg. County Dept. of Transp	patricia.shepherd@montgomery countymd.gov
Eve Fernandes	4839 Hornbeam Dr.	evef@comcast.net
Alexander Fedotowicz	14407 Pecan Dr.	Wlad13@yahoo.com
John Francis Scheck	7 HEARTWOOD TERRACE Rockville MD 20855	JohnC.Pruitt@RockCreek.org
LORRAINE KOREK.	14832 LAKE TERR - 20853	LoryLorye@aol.com
Meena Hiremath	4704 Hornbeam Drive Rockville, MD 20853	robmeena@yahoo.com
Ellen Rohr	16208 Gust Mill Dr Rock 20855	vahrsv@outlook.com

Welcome! Please sign in.

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

NAME	ADDRESS	E-MAIL
Devan Johnson	4704 horn beam Dr	devan.johnson17
Ellen Schmidt	16805 George Washington Dr	TPK
David Graves	4632 W Sunflower dr.	gailgraves@gh@yahoo.com
Nikolaus Johnson	15109 Emory LN	Nikolaus.a.johnson@gmail.com
Kagga Leone	14120 Barkwood	Ohmus@vho.com
Eliza Smith	7 Heartwood Terrace ²⁰⁸⁵⁵ Rockville	Family@macseck.com
Viola Pedonover	14407 Pecan Dr	widol3@yoloo.ca
Jeff Bahr	16208 Grist Mill Dr. Rockville MD ²⁰⁸⁵⁵	bahrs@outlook.com
Yi Shen	100 MD ave. Rockville, MD	yi.shen@montgomerycountymd.gov
Judy Davis	^{Rockville} 15632 Cliff Swallow Way ²⁰⁸⁵³	judith.davis@comcast.net
Kristi Jacobs	6012 Willow Hill Lane 20855	Kristi.jacobs@gmail.com
Patricia Horton	4913 Waterfowl Way 20853	hpathorton@aol.com

Welcome! Please sign in.

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

[illegible]

Welcome! Please sign in.

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

[illegible]

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

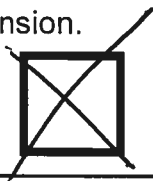
Visit www.montgomeryparks.org/projects/public-input/
and click on the North Branch Hiker-Biker Trail link

or

Fill out this card and leave it at the sign-in table

Option A: Parking lot off Muncaster Mill Road.

Just west of Emory Lane and Sweetbirch Drive.
The trailhead would connect to the future Emory
Lane Bikeway Extension.



Option B: Parking spaces on Meadowside Lane.

Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

Thank you for your commitment to
Hiker-Biker trails in Montgomery County
I'm excited for the completion of the
North Branch Trail, and expect to be a
regular user.

Please submit your comments before 3 October 2017

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

Visit www.montgomeryparks.org/projects/public-input/
and click on the North Branch Hiker-Biker Trail link

or

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Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

Please submit your comments before 3 October, 2017.

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

Visit www.montgomeryparks.org/projects/public-input/
and click on the North Branch Hiker-Biker Trail link

or

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Option B: Parking spaces on Meadowside Lane.

Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

I have significant concerns about the Option A: Easy access to the
Norbeck Manor in terms of burglaries, drug dealing

Please submit your comments before 3 October, 2017.

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

Visit www.montgomeryparks.org/projects/public-input/
and click on the North Branch Hiker-Biker Trail link

or

Fill out this card and leave it at the sign-in table

Option A: Parking lot off Muncaster Mill Road.

Just west of Emory Lane and Sweetbirch Drive.
The trailhead would connect to the future Emory
Lane Bikeway Extension.



Option B: Parking spaces on Meadowside Lane.

Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

Please do not build this parking lot.

Please submit your comments before 3 October, 2017.

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
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Lane Bikeway Extension.



Option B: Parking spaces on Meadowsides Lane.

Near the Lathrop E. Smith Environmental Education
Center and Meadowsides Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

*I am concerned about crime activity
with this parking lot. I live in
Meadowsides neighborhood & this lot is
so close to our neighborhood!*

Please submit your comments before 3 October, 2017.

Please give us your thoughts!

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Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

I have significant concerns about option A in terms security for the Norbeck major community. Burglaries and drug dealing are distinct possibilities we will be dangerously exposed to more people than we currently are. There is already parking at the Nature Center & it makes more sense to put additional space at this location.

Please submit your comments before 3 October 2017

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

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Additional Comments:

Thank you!

This option (B) makes more sense
and has more benefits: no criminal activity
near HOA homes, and Lot B could accommodate
overflow parking at Smith Center + Nature Center.

Please submit your comments before 3 October, 2017.

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

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Option B: Parking spaces on Meadowside Lane.

Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

Security is a big issue with Option A, not to mention the danger the traffic poses when trying to exit Sweetbirch. Meadowside Lane (Option B) already has parking which could provide any overflow parking spaces, if needed.

Please submit your comments before 3 October 2017

Please give us your thoughts!

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Community Meeting | 13 September, 2017

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Option B: Parking spaces on Meadowside Lane.

Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.



Additional Comments:

Option A creates serious risks of duplication of adjoining
subdivisions exacerbates drug problems by giving users a
place to congregate and will cause people to use Sweetbirch
as turnaround since ~~that~~ lot will be right-in, right-
out.

Please submit your comments before 3 October 2017

Please give us your thoughts!

NORTH BRANCH HIKER-BIKER TRAIL
Community Meeting | 13 September, 2017

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Near the Lathrop E. Smith Environmental Education
Center and Meadowside Nature Center. The trail-
head would connect to the Muncaster Mill Bikeway.

YES



Additional Comments:

This option will result in less disruption to residential housing areas. There will be less impact adversely of potential burglaries, drug dealing and other community concern. There will be less disruption for transportation access from Sweetbirch.

Please submit your comments before 3 October 2017.

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

All Positions sorted chronologically

As of October 10, 2017, 12:58 PM



Open Town Hall is not a certified voting system or ballot box. As with any public comment process, participation in Open Town Hall is voluntary. The positions in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

North Branch Hiker-Biker Trail Project Update

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As of October 10, 2017, 12:58 PM, this forum had:

Attendees: 153
All Positions: 89
Hours of Public Comment: 4.5

This topic started on September 14, 2017, 12:25 PM.

I prefer option A- Muncaster Mill Road		19
I prefer option B- Meadowside Lane		70
Total:		89

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North Branch Hiker-Biker Trail Project Update

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Name not shown inside Aspen Hill (registered)

October 3, 2017, 9:48 PM

I prefer option A

Trail could be extended to the existing parking lot in the Flower Valley Park on Hornbeam Dr., so that a new parking lot is not needed. Connecting trails could be added from the local community on Emory lane and Bitterroot way so that local residents could bike to the trail instead of having to drive to the parking lot.

Name not available (unclaimed)

October 3, 2017, 7:33 PM

I prefer option B

Name not available (unclaimed)

October 3, 2017, 3:55 PM

I prefer option B

Name not available (unclaimed)

October 3, 2017, 3:34 PM

I prefer option B

Name not available (unclaimed)

October 3, 2017, 3:15 PM

I prefer option B

Name not shown inside Olney (registered)

October 3, 2017, 2:34 PM

I prefer option A

Name not available (unclaimed)

October 3, 2017, 12:52 PM

I prefer option B

Name not available (unclaimed)

October 3, 2017, 11:54 AM

I prefer option B

Francis Filiatreau inside Olney (registered)

October 3, 2017, 8:57 AM

All Positions sorted chronologically

As of October 10, 2017, 12:58 PM

<http://www.peakdemocracy.com/5420>

Page 3 of 16

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option A

The problem with option B is a) more people will innocently cut through the school grounds, while classes are in session or in the summer when the facilities are rented out, thinking it's part of the park system. Admin is already not happy with the number of intruders. And b) getting in and out of that intersection is hard enough with out adding more traffic. At Option A, people can see the new stop light and work with it exiting.

Name not shown inside Aspen Hill (registered)

October 3, 2017, 5:20 AM

I prefer option A

Many of you have been conned into believing Option A is a "serious safety issue." The person who thinks there is a safety issue with Option A has other issues with the parking lot and is using "serious safety issues" to try to convince you to vote otherwise. Use your own logic: Option A is a dedicated parking lot away from the street, next to the trail head. Option B is along the street requiring people to cross the street to get to the trail head and potentially getting hit as we all know people fly up and down Muncaster mill road. It's a no brainer which one is safer and more convenient to the users. As she has mentioned at the town hall meeting, the real reason she wants you to Vote for Option B is that the parking lot is in the vicinity of her home and she has a delusional fantasy that thieves will park there at night and rob her home.

Name not shown inside Aspen Hill (registered)

October 2, 2017, 11:23 PM

I prefer option B

Barry Gallagher inside Aspen Hill (registered)

October 2, 2017, 11:07 PM

I prefer option B

Some of the option A supporters don't realize that Meadowside lane is a dead end parking lot road. They talk about crossing traffic but there is little traffic as the only thing on that road is the nature center which is not high volume. Further I don't like the concept of adding a second entrance on that curved section of Muncaster Mill, reuse the existing one at Meadowside.

patricia horton inside Aspen Hill (registered)

October 2, 2017, 9:36 PM

I prefer option B

I prefer option B. Patricia Horton

Name not shown inside Aspen Hill (registered)

October 2, 2017, 9:09 PM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option A

steve Crsini inside Olney (registered)

October 2, 2017, 8:44 PM

I prefer option B

Option C- no parking lot needed. Why is it not needed? Because there is already a large and underutilized parking lot 150 yards up Meadowside lane from the proposed site!!! Funny how you cut the map small just in order to not show that lot. Why are we even talking about this? Waste of taxpayer money. No lot needed!!! I had to select an option in order to post this. I chose B for no other reason.

Name not shown inside Upper Rock Creek (registered)

October 2, 2017, 8:23 PM

I prefer option B

Name not shown inside Aspen Hill (unverified)

October 2, 2017, 7:29 PM

I prefer option B

Name not available (unclaimed)

October 2, 2017, 7:04 PM

I prefer option B

Name not available (unclaimed)

October 2, 2017, 6:21 PM

I prefer option B

Name not available (unclaimed)

October 2, 2017, 6:19 PM

I prefer option B

Name not available (unclaimed)

October 2, 2017, 5:15 PM

I prefer option A

Name not available (unclaimed)

October 2, 2017, 4:44 PM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

There is no way to get in to the option A when there is traffic time. It's already long line in the Muncast mill rd.

Name not available (unclaimed)

October 2, 2017, 4:18 PM

I prefer option A

Name not available (unclaimed)

October 2, 2017, 4:05 PM

I prefer option A

Name not shown inside Aspen Hill (registered)

October 2, 2017, 3:56 PM

I prefer option B

I choose option B to protect our neighboring community of Meadowside.

Name not shown inside Aspen Hill (registered)

October 2, 2017, 3:56 PM

I prefer option B

Name not shown inside Aspen Hill (registered)

October 2, 2017, 3:30 PM

I prefer option B

Option B shows respect for the safety and security of the nearby neighborhoods due to its location along Meadowside Lane: which is regularly used by users of the Montgomery Public Schools outdoor education center, which runs overnight and late night programs year round; which street is also regularly used by people accessing the nature center for its programs or to hike the paths; which has night time lighting; and which is also used by MPS and park staff, including I presume Park Police as well as Park Rangers and maintenance staff for park as well as outdoor ed facilities. Option B is also a significant distance from any residences. Option A, on the other hand, is close to and alongside the Norbeck Manor/Meadowside property line where a number of residences back up to a narrow strip of common area, but the lot will NOT be visible from the backs of these homes due to a narrow buffer of mature trees, or from Muncaster Mill Road due to the lot's elevation above the road. Option A will have no security whatsoever, and will become a haven for drug use and dealing, as well as the perfect launching point for criminals who want a convenient parking spot for burglaries, robberies and muggings of Norbeck Manor/Meadowside residents and visitors.

Name not available (unclaimed)

October 1, 2017, 10:49 PM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

Name not shown inside Aspen Hill (registered)

October 1, 2017, 9:23 AM

I prefer option B

The area of road on Muncaster Mill Rd near Sweetbitch and Emory already gets traffic congestion during rush hour, and that area of road is curved, making it more dangerous and congested if cars are slowing down to park in the proposed lot.

The stretch of proposed area for Option B is straight road and is not near houses, so less congested during rush hour and less dangerous for cars to slow down to park

Name not shown inside North Bethesda (registered)

September 30, 2017, 7:46 PM

I prefer option B

Name not available (unclaimed)

September 29, 2017, 1:19 PM

I prefer option B

Name not shown inside North Bethesda (registered)

September 29, 2017, 10:26 AM

I prefer option B

To make another entrance on a busy and risky area of Muncaster Mill is unnecessary and dangerous. Makes much more sense to use an existing turnoff and utilize that area for the additional parking area.

BARTON BRANSTETTER inside Aspen Hill (registered)

September 28, 2017, 2:17 PM

I prefer option A

Name not available (unclaimed)

September 27, 2017, 10:14 AM

I prefer option A

Name not available (unclaimed)

September 26, 2017, 10:06 PM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

Name not shown inside Gaithersburg Vicinity (registered)

September 26, 2017, 4:50 PM

I prefer option A

As a family of hikers, good parking space enables us to get out together without worrying about space to park, crossing traffic, etc. We'd love to see a small lot in this area.

Janet Buyer inside Aspen Hill (registered)

September 25, 2017, 6:56 PM

I prefer option A

Name not available (unclaimed)

September 25, 2017, 12:41 PM

I prefer option A

Besides where the parking would be located, option A facilitates crossing from Emory to the North Branch Trail

Name not available (unclaimed)

September 25, 2017, 8:12 AM

I prefer option B

Name not available (unclaimed)

September 25, 2017, 6:43 AM

I prefer option A

Name not shown inside Germantown (registered)

September 24, 2017, 9:39 PM

I prefer option B

Name not available (unclaimed)

September 24, 2017, 8:43 PM

I prefer option B

Name not shown inside Fairland (unverified)

September 24, 2017, 7:40 PM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

Name not shown inside Aspen Hill (registered)

September 24, 2017, 1:22 PM

I prefer option B

Name not available (unclaimed)

September 24, 2017, 11:18 AM

I prefer option B

Name not shown inside Gaithersburg Vicinity (registered)

September 24, 2017, 11:14 AM

I prefer option B

I chose option B because this parking lot is less secluded and takes advantage of an already existing turn off. Adding another side street onto Muncaster Mill Rd is a dangerous idea.

Name not available (unclaimed)

September 24, 2017, 10:12 AM

I prefer option A

Jake Mullis inside Germantown (registered)

September 24, 2017, 9:52 AM

I prefer option B

Thanks for creating this trail and bringing more opportunity for outdoor recreation and mountain biking no to the county!

Jeff Truesdale inside Gaithersburg Vicinity (registered)

September 24, 2017, 9:47 AM

I prefer option B

Option B

Name not available (unclaimed)

September 24, 2017, 9:23 AM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

Zoltan Korossy inside Kensington/Wheaton (registered)

September 24, 2017, 9:08 AM

I prefer option B

Option B makes much more sense, having it set back from Muncaster Mill and further away from residential homes, thus the traffic impacting both of them less.

Name not available (unclaimed)

September 24, 2017, 8:59 AM

I prefer option B

Looks like there would be a lower impact on the creek widening a shoulder vs. carving out a new rectangular lot. Also, another entrance onto Muncaster Mill so close to Meadowside would further complicate the already difficult turn leaving Meadowside.

Name not shown inside Olney (registered)

September 24, 2017, 8:45 AM

I prefer option B

Russell Scott inside Upper Rock Creek (registered)

September 24, 2017, 8:22 AM

I prefer option A

It would seem like off road parking would be safer and would allow for people to off load bikes and equipment without being near passing vehicles.

Name not shown inside Olney (unverified)

September 20, 2017, 11:59 AM

I prefer option A

I don't care for the Meadowside lane option because Smith Center users will fill the parking lot for the trail on weekends. There seem to be large groups at the Smith Center on weekends (Church's ?) that fill the Smith Center lot. The Muncaster Mill Rd lot is a great location.

Carol Abrahams inside Aspen Hill (registered)

September 19, 2017, 10:14 PM

North Branch Hiker-Biker Trail Project Update

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I prefer option B

Option B Option B would put the lot further from the Norbeck Manor neighborhood and that lot would be proximate to far fewer homes, so it would create much less risk of about burglary and personal safety to local residents. The entrance on Meadows Lane would be far safer than Option A's entrance on Muncaster Mill Road at the bottom of a hill, and would cause much less traffic congestion. Also, according to MNCPPC, Option B would likely cost less than Option A as the site would not require extensive grading and construction of a new entrance.

Name not available (unclaimed)

September 19, 2017, 2:32 PM

I prefer option B

Patricia Gallagher inside Aspen Hill (registered)

September 19, 2017, 1:20 PM

I prefer option B

Patricia Gallagher - lives on nearby Sweetbirch Drive

Name not available (unclaimed)

September 19, 2017, 11:26 AM

I prefer option B

Name not shown inside Germantown (registered)

September 19, 2017, 11:25 AM

I prefer option B

I believe the traffic on Muncaster Mill Rd. cannot handle another intersection/traffic signal. The crossing near Emory needs to be pedestrian/bikes only, not cars. Preferably, people would cross UNDER Muncaster Mill rather than over.

frederick Dickson inside Aspen Hill (unverified)

September 19, 2017, 10:21 AM

I prefer option A

Rudy Mattern inside Aspen Hill (registered)

September 19, 2017, 9:21 AM

North Branch Hiker-Biker Trail Project Update

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I prefer option B

Option A would require having an entrance to the parking lot at the bottom of a dangerous curve (with limited visibility) on busy Muncaster Mill Rd. and would be directly across the street from a very dangerous intersection at Muncaster Mill Road and Emory Lane. Option B is the obvious choice to avoid accidents, and is a much safer location to enter and leave the parking area. The speed limit on Muncaster Mill Road is also higher than the speed limit on Meadowside Lane. I question the need for a parking lot at all, but if it is going to happen, Option B is the obvious choice. Thank you

Susan Higgins inside Aspen Hill (registered)

September 19, 2017, 9:05 AM

I prefer option B

If there must be a parking lot, I prefer Option B because it puts the parking lot farther away from homes and costs less. I really don't see a need for a lot at this location. It will just be a place to hang out for kids who want to use alcohol and drugs which we all know leads to higher crime. At least Option B puts the lot on the other side of the creek which "may" help reduce crime that is likely to occur from putting this parking lot near neighborhoods.

Name not shown inside Aspen Hill (registered)

September 19, 2017, 8:18 AM

I prefer option B

Name not shown inside Aspen Hill (registered)

September 19, 2017, 7:49 AM

I prefer option B

I think the entrance to Option A is unsafe. Having people turn into and out of a parking lot at the bottom of a hill just seems unnecessary when a parking lot is available on an existing side street. Don't waste our tax dollars.

Name not available (unclaimed)

September 19, 2017, 7:17 AM

I prefer option B

Name not available (unclaimed)

September 19, 2017, 12:12 AM

I prefer option B

Name not available (unclaimed)

September 18, 2017, 11:31 PM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

Dislike Option A because a parking lot will bring possible noise, theft, and illegal activities too close to the backyards on Waterfowl Way.

Option B is cheaper, less invasive, more practical, and away from Waterfowl Way.

Name not available (unclaimed)

September 18, 2017, 10:20 PM

I prefer option B

Name not available (unclaimed)

September 18, 2017, 10:15 PM

I prefer option B

Muncaster Mill Rd is already very busy road along with amory lane entrance. It's no brainer to have additional parking lot at Meadowside Lane

Sung Park inside Aspen Hill (registered)

September 18, 2017, 10:11 PM

I prefer option B

Daniel Umpa inside Aspen Hill (registered)

September 18, 2017, 9:58 PM

I prefer option B

Makes more sense to keep the parking lots near the other established parking, rather than put a lot near the residential area.

Name not shown inside Aspen Hill (registered)

September 18, 2017, 9:54 PM

I prefer option B

I live in Meadowside Development and prefer option B because it uses the already existing parking lot on Meadowside Lane and is further from the homes in Meadowside Development. Consequently, Option B would appear to be less likely to impact the heavy traffic in the area, would have less of an environmental footprint since it uses an already existing parking lot, and would be less visible to the homes in Meadowside Development. I also appreciate the opportunity to provide such feedback.

Patricia Steeg inside Aspen Hill (registered)

September 18, 2017, 9:52 PM

North Branch Hiker-Biker Trail Project Update

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I prefer option B

You already have a road and lot there, and it doesn't disturb the adjacent community.

Name not shown inside Aspen Hill (unverified)

September 18, 2017, 9:39 PM

I prefer option B

I strongly prefer Option B, Meadowside lane as it takes advantage of existing parking areas, keeps the new lot further away from homes which could be subjected to unruly behavior in the parking area late at night (as was experienced near Lake Frank parking) and is very responsive to the neighbors' stated concerns earlier this year. Thank you.

John Abrahams inside Aspen Hill (registered)

September 18, 2017, 10:49 AM

I prefer option B

I prefer the "B" option for several reasons. The first- and full disclosure reason- is that option "A" puts the parking lot closest to my house. Although I don't have major objections in principle, one reason we bought that location was to be able to look out the back windows and see something resembling a natural setting. A parking lot will be in very clear site from my window and my house similarly in view from the parking lot and trail. The second reason is that one trail leg is planned to go right onto Meadowside already. I would think Muncaster Mill traffic would be slightly less affected by using an already existing road. One last comment would be routing of the east portion of the trail. There is already a gravel road that follows the stream to Muncaster Mill just east of the bridge and on the opposite side of the stream from the Mill itself. If the parking lot of option "A" is eliminated, why not use this existing trail and avoid cutting through some hilly and rocky terrain plus cutting significant amounts of trees unnecessarily? This would mean a somewhat longer trail on Muncaster Mill to Emory but I would think it would cost less than cutting through since no parking lot and drive would be needed if option "B" was chosen.

Name not shown inside Aspen Hill (registered)

September 17, 2017, 8:47 PM

I prefer option B

I own a home in Meadowside, and I don't like Option A. Too close to the homes.

Name not shown inside Aspen Hill (registered)

September 17, 2017, 3:20 PM

I prefer option B

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

Have the parking lot along Meadowside Lane, by the Smith Center (Yes to Option B). Silly to add another dumb parking lot to a serene spot (No to Option A). And awful for the people on Waterfowl Way to have such a large public lot in their backyards. Plus, another car entrance going into Muncaster Mill Road in that little tenth of a mile seems way too busy and dangerous (already have Emory Lane & Sweetbirch Drive going into Muncaster Mill right there).

Damon Riley inside Upper Rock Creek (registered)

September 15, 2017, 7:36 PM

I prefer option B

Site A would be a blind corner of Muncaster Mill Rd, hazardous to SE bound traffic and users entering or exiting Site A.

Name not shown inside Aspen Hill (registered)

September 15, 2017, 3:55 PM

I prefer option B

Name not shown inside Aspen Hill (registered)

September 15, 2017, 3:27 PM

I prefer option B

I support option B. The impacts from option A include increased security exposure for the Meadowside neighborhood from people who are not really hikers, increased impact to exiting the Meadowside neighborhood, and option B just seems to make more sense. There is already an existing parking lot there, it is less "invasive" to the area, and already has an existing turn from Muncaster Mill. It just seems the logical choice.

Clark Forden inside Kensington/Wheaton (registered)

September 15, 2017, 2:08 PM

I prefer option B

Meadowside will have added security on an existing lane with its own traffic. Anticipated lower costs and minimal impact on the environment.

Name not available (unclaimed)

September 15, 2017, 1:29 PM

I prefer option B

Name not available (unclaimed)

September 15, 2017, 4:39 AM

North Branch Hiker-Biker Trail Project Update

The North Branch Hiker-Biker Trail Project has been updated with two preferred options for review. Help us select a location for the trail's trailhead and parking lot!

I prefer option B

Name not available (unclaimed)

September 14, 2017, 9:06 PM

I prefer option B

I agree with Monte Fisher inside Rockville

September 14, 2017, 3:07 PM

I prefer option B

The arguments against the A parking lot were mostly unsupported -- there is no evidence it would result in crime against local residents. However, in this case I think the B lot is objectively a better choice. It uses an existing Muncaster entrance, which is safer and simpler. (You will need a sign informing users that this is not parking for the Smith Center (not threatening sanctions, just informing).) And it will be cheaper.

Name not available (unclaimed)

September 14, 2017, 6:03 PM

I prefer option B

Michael Collyer inside Olney (registered)

September 14, 2017, 4:00 PM

I prefer option A

Monte Fisher inside Rockville (registered)

September 14, 2017, 3:07 PM

I prefer option B

The arguments against the A parking lot were mostly unsupported -- there is no evidence it would result in crime against local residents. However, in this case I think the B lot is objectively a better choice. It uses an existing Muncaster entrance, which is safer and simpler. (You will need a sign informing users that this is not parking for the Smith Center (not threatening sanctions, just informing).) And it will be cheaper.

Name not available (unclaimed)

September 14, 2017, 12:58 PM

I prefer option B



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

SIDNEY A. KATZ
COUNCILMEMBER - DISTRICT 3

November 6, 2017

Mr. Casey Anderson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Re: North Branch Hiker-Biker Trail Project

Dear Mr. Anderson, *CASEY*

Thank you for doing a survey of community preferences for the North Branch Trail and Emory Lane Bikeway Extension project. It is our understanding of the votes collected on the website and the comment cards collected at the meeting itself, the community was overwhelmingly in favor of moving the trailhead and parking lot to Meadowside Lane.

I commend Montgomery Park staff for listening to the constituents and modifying the plan to address the concerns. I support their recommendation to place the parking lot on Meadowside Lane.

Sincerely,

A handwritten signature in black ink, appearing to read "Sidney A. Katz".
Sidney A. Katz
Councilmember, District 3