

**Master Plan of Highways and Transitways Public Hearing Draft
Comments Received by Testimony (transcript in preparation and will
be posted for Worksession 2)**

No.	Name	Representing
1	Mayor Jeffrey Slavin	Town of Somerset
2	Elizabeth Hurwit	Somerset Ad Hoc Traffic Committee
3	Jerry Garson	Seven Locks Civic Association
4	Jon Lourie	Woodside Park Civic Association
5	Corinne Hart	Dale Drive Safety Coalition
6	Charles Tilford	Self Coalition for Transportation Alternatives to Mid-County Highway
7	Margaret Shoap	to Mid-County Highway
8	Mr Weller	Self
9	Paul Goldman	Action Committee for Transit
10	Erin Johansson	Seven Oaks-Evanswood Civic Association
11	Ann Smith	Self
12	Dan Wilhelm	Greater Colesville Citizens Association
13	David Barron	Kenwood Park Citizens Association
14	Mac Steele	Self

Master Plan of Highways and Transitways Public Hearing Draft Comments Received by Mail/E-Mail

No.	Name	Representing
1	Rosalind Grigsby	City of Takoma Park
2	Arco Sen	Carrol County Departmen of Planning
3	Christopher Johansson	Seven Oaks Evanswood Civic Association
4	Dan Wilhelm	Greater Colesville Citizens Association
5	Emily Ellenbogen	Capital Vier Park Citizens Association
6	Michael L Denger	Chevy Chase Village
7	Gilbert Chlewwicki	Kemp Mill Civic Association
8	Julian Mansfield	Village of Friendship Heights
9	Melissa Daston	West Laurel Civic Association
10	Corinne Hart	Dale Drive Safety Coalition
11	Dale Drive Safety Petition Signatures (107)	Dale Drive Safety Coalition
12	Charles and Jill Vest	Dale Drive Area Resident
13	Emma Whelan	Dale Drive Area Resident
14	Evan Wentworth	Dale Drive Area Resident
15	Allan Berger	Dale Drive Area Resident
16	Rhea Cohn	Dale Drive Area Resident
17	Herbert Alleman	Dale Drive Area Resident
18	George F. Zipf	Dale Drive Area Resident
19	Eva Brown and Jeff Medeiros	Dale Drive Area Resident
20	Kenneth Jeruchim	Dale Drive Area Resident
21	Marian Dirda	Dale Drive Area Resident
22	Jaclyn & John Martin	Dale Drive Area Resident
23	Tanner wray	Dale Drive Area Resident
24	Alain Norman	Dale Drive Area Resident
25	Jean Cavanaugh	resident in support of Dale Drive and Wayne Avenue reclassification
26	Ruth P Kelly	Dale Drive Area Resident
27	Julie Englund	Dale Drive Area Resident

City of Takoma Park, Maryland

Office of the City Manager

Tel: (301) 891-7230

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email: SuzanneL@takomaparkmd.gov



7500 Maple Avenue
Takoma Park, MD 20912
www.takomaparkmd.gov

Suzanne R. Ludlow, City Manager

To: Montgomery County Planning Board

Date: February 22, 2018

Re: City of Takoma Park Comments on the Technical Update to the Master Plan of Highways and Transitways, Public Hearing Draft, January 2018

M-NCPPC is updating its Master Plan of Highways and Transitways (MPOHT), which was first created in 1931, and last done comprehensively in 1955. The purpose of the Plan is to give M-NCPPC responsibility over master plan improvements and investments in the region's roadways. The Plan includes location, character, grade and extent, number of lanes, target speeds, divided/undivided designation, transit and HOV rules, pedestrian and bicycle accommodations, and right-of-way widths.

Reasons for the plan update include conforming to the Montgomery County Code Chapter 46, which incorporated the 2008 Context Sensitive Design Standards and 2014 Complete Streets Policy & Standard; addressing Inconsistencies and correcting them; enhancing tools to facilitate public understanding and use of the MPOHT; and enabling continuous updates to the MPOHT website. The update will:

- Reclassify 92 road segments to correct inconsistencies;
- Establish new road classifications and set target speeds based on classification and road code area type (urban, suburban, rural).
- Expand the number of Urban Road Areas (5 new ones to be added). These include central business districts, town centers, transit nodes/centers, Metro station policy areas within high-density commercial and residential developments.
- Revise the Bicycle & Pedestrian Priority Area (BPPA) Mapbook to show Public Transit Facilities including master plan public transitways, Metro Stations and MARC stations (instead of MPOHT);
- Show the location of BPPA's within Montgomery County;

Only roads identified for major transportation investments are included in the MPOHT. Twelve types of roads are classified, each with its own design standards based on classification and type, master plan right-of-way, level of access control, curbed vs. shoulder, intersection spacing, maximum target speed, traffic calming and spacing (speed hump) standards, through traffic restrictions, provision of pedestrian facilities, and provision of bicycle facilities. Excluded from the plan are principal secondary streets,

secondary residential streets, tertiary residential streets, private roads, alleys, unclassified roads, and streets within municipalities with independent planning authority.

Impact on Takoma Park

Several proposed changes in the proposed update of the MPOHT would impact the City of Takoma Park.

1. Streets within the Takoma/Langley Crossroads Sector Plan will become Urban Road Areas due to planned surrounding land use, road geometry, curb cuts, posted speed limits, and existing/planned transit service (Purple Line and T/LC Transit Center). The change in classification will make the urban road boundaries consistent with the T/LC Sector Plan's urban character including zoning. Urban Road Areas will have a 25 mph targeted speed limit to conform with the 2014 Complete Streets policy (ensure the safety and convenience of users—bicyclists, pedestrians, transit, along with drivers, commercial vehicles and freight haulers as well as emergency service vehicles).

COMMENT: Changing the classification of roads within the T/LC Sector Plan to Urban Road areas and slowing their speed will ensure greater pedestrian and bicyclist safety when the area is redeveloped to pedestrian-oriented, high-density mixed use.

2. Three streets within the T/LC Sector Plan are proposed to become numbered business streets (they are currently unnumbered):
 - a. Anne St from Kennewick Ave to University Blvd to be classified Business #B-4
 - b. Hammond Ave from Holton Ln to Kennewick Ave to be classified Business #B-5
 - c. Kennewick Ave from Anne St to New Hampshire Ave to be classified Business #B-6

One of the goals of the Technical Update is to ensure that the numbering/identifications of unnumbered streets from older plans are numbered so there is consistency.

COMMENT: Numbering portions of three streets in the new T/LC Urban Road Area so that they're consistent with others in the updated MPOHT will ensure that the T/LC Sector Plan is consistent. It will not impact the T/LC Sector Plan's function or implementation.

3. Removing a portion of Sligo Creek Parkway from Glengarry Pl to New Hampshire Ave from the MPOHT is proposed as part of a plan to remove all park roads in the Montgomery County Master Plan from Highway candidacy.

COMMENT: A number of roads were incorrectly added to the MPOHT that are outside of the intent and jurisdiction of the plan, and don't serve a useful functional purpose. These include roads such as Sligo Creek Parkway that run through and service Montgomery Park properties, restrict heavy trucks and are used for general purpose traffic. It's sensible to remove park roads from the MPOHT that lack long-term plans for widening or altering their right-of-way. Takoma Park will benefit from the change that preserves Sligo Creek Parkway for local use.

**Lynda Eisenberg
Acting Director
Department of Planning**

410-386-5145, fax 410-386-2836
Toll-free 1-888-302-8978
MD Relay service 7-1-1/800-735-2258



Carroll County Government
225 North Center Street
Westminster, Maryland 21157
email: ccplanning@ccg.carr.org

January 19, 2018

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

Re: Comments on the Technical Update to the Master Plan of Highways and Transitways

Dear Ms. Wright:

Thank you for providing the Carroll County Department of Planning the opportunity to review the Technical Update to the Master Plan of Highways and Transitways. We have read and reviewed the Technical Update to the Master Plan to see if there was anything that may conflict with Carroll County plans for the area. We compared the information presented in your plan to our 2014 Carroll County Master Plan and other County functional plans as applicable. The comparison included the following factors listed below:

- Current and future land use
- Planned major streets, transit stops and planned routes and bicycle/pedestrian facilities
- Community facilities including, but not limited to, greenways and pedestrian facilities, schools, libraries, parks, water and sewer services, and/or public safety facilities
- Agricultural land preservation
- Historic sites and districts

We have read and reviewed the purpose of the Technical Update to the Master Plan of Highways and Transitways. It is our understanding that the purpose of the Technical Update is to provide a comprehensive summary of all significant existing and planned highway and transitway facilities within Montgomery County and acts as a guide for making transportation investments within the context of a long-range vision.

After an extensive review, we do not have any additional comments or concerns regarding this plan. The plan does not present anything that would conflict with Carroll County plans or impact its environs.

We wish Montgomery County the best with this transportation planning effort.

A handwritten signature in black ink that reads "Arco Sen". The signature is written in a cursive style and is positioned above a horizontal line.

Arco Sen, Comprehensive Planning Technician
Department of Planning
cc: Lynda Eisenberg, Acting Director

DEPARTMENT OF PLANNING
Planning for success in Carroll County

February 14, 2018
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Comments submitted via email to: mcp-chair@mncppc.org

Dear Members of the Planning Board,

We write as property owners, parents, pedestrians, bike riders and neighbors of Wayne Avenue and Dale Drive to share both our support and concern for the proposed classification changes in the draft Master Plan of Highways and Transitways. As members of Seven Oaks-Evanswood Civic Association and Park Hills Civic Association, we are deeply impacted by the Board's decision regarding the proposed changes to these streets and urge your consideration of these comments.

First, we support the down classification of Dale Drive from Arterial to Minor Arterial. This change recognizes that the street is primarily residential, lined with single family homes and pedestrian access to two schools. We hope that this change leads to continued attention to pedestrian safety improvements along this road. Unfortunately, while Wayne Avenue has many of the same attributes as Dale, the proposed "upgrade" to the Arterial classification on Wayne between Sligo Creek and Manchester fails to reflect its residential character. We support the reclassification of Wayne as a Minor Arterial road between Cedar and Manchester Place.

Regarding the Wayne Avenue designation, there are inaccurate assumptions made by those who drafted this plan. The definition for an arterial road included in the document (page 25) is "a road meant primarily for through movement of vehicles at a moderate speed, although some access to abutting property is expected." This is problematic in a number of ways as it applies to Wayne Avenue. First, the stretch of Wayne between Cedar and Sligo Creek is not a road that is primarily meant for the movement of vehicles, as it is lined with single family homes and includes an elementary school and middle school. The speed limit is 25 mph, and most transportation experts would not consider this a "moderate speed." Additionally, this entire stretch of Wayne (with the exception of the schools) is accessing abutting residential homes. Clearly the adjective "some access to abutting property" is simply not accurate in the case of Wayne Avenue.

On page 25 of the document, Bradley Boulevard is cited as an example of the Arterial Road classification. Although parts of Bradley Blvd (MD 191) include homes, a large part of it is clearly an artery for the primary movement of vehicles. The two mile stretch Bradley Blvd from Goldsboro Road to Connecticut Avenue has few similarities to Wayne

Avenue. There are large sections of Bradley with four lanes, a concrete divider and no homes on either side.



Figure 1. Section of Map 35, MPOH Interactive Map Book

Once Wayne crosses Sligo Creek Parkway, as seen in Figure 1. above, the road is classified as a Primary Residential with Planned Light Rail. After Wayne crosses Sligo Creek and heads towards Flower Ave, there are no single family homes or schools—there are only apartment buildings. Yet this segment is given a lower classification than the segment of Wayne that is lined with homes. This strikes us as an uninformed and inconsistent application of definitions. The entire segment of Wayne between Cedar and Manchester should be recognized as a residential street.

Our segment of Wayne Avenue is the only section in the County that is designated as Arterial with Planned Light Rail that is entirely residential. And yet members of SOECA and Park Hills have for years engaged members of this Planning Board, planning and transportation department staff, state and even federal officials with our serious concerns about pedestrian safety along Wayne Avenue, especially given proposed changes due to the Purple Line. Last year, the County DOT acknowledged our concerns and reduced the speed limit on Wayne to 25 mph. What do the dozens of families who live and walk along Wayne Avenue between Cedar and Sligo have to do to get the County to acknowledge that we live on a residential street?

We ask that you reclassify Wayne to a Minor Arterial road and work with us to make the street safe for all users. This classification is more suitable since this type of road is meant “nearly equally for the through movement of vehicles access to abutting

properties.” A much stronger argument can be made for Wayne Ave to be a Minor Arterial road than to classify it as Arterial.

Thank you for considering our comments and we welcome further discussion.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Johansson". The signature is fluid and cursive, with the first name being the most prominent.

Christopher Johansson, member and Land Use Committee Chair, Seven Oaks Evanswood Civic Association (SOECA)

Erin Johansson, SOECA member, Purple Line CATS rep, Wayne Ave Working Group

Michael Bufalini, member and President, SOECA

Mike Kirby, member and Vice-President, SOECA

Chris Richardson, member and President, Park Hills Civic Association

Alan Bowser, member and Vice-President, Park Hills Civic Association

Jean Cavanaugh, member and Traffic Committee Chair, SOECA, Wayne Ave Working Group

Mac Steele, SOECA member, Wayne Ave Working Group

CC: Tom Hucker, Montgomery County Councilmember

Greater Colesville Citizens Association

PO Box 4087

Colesville, MD 20914

Feb 15, 2018

Montgomery County Planning Board

Attn: Casey Anderson, Chair

8787 Georgia Ave

Silver Spring MD 20910

December 2017 Draft Master Plan of Highways and Transitways

Dear Chairman Anderson:

The Greater Colesville Citizens Association supports the effort to address road classification inconsistencies that have accumulated over time in area master plans. However, the plan is not clear in a number of areas and has addressed only some of the inconsistencies. Our comments focus on eastern Montgomery County – as defined by the White Oak Science Gateway, Fairland, White Oak, Cloverly and Burtonsville Master Plans.

The draft plan is not clear concerning the relationship of this master plan to the other master plans. This master plan relates to roads and only contains a few isolated items related to Bikeways and Transit. As such it needs to be clear that it doesn't replace the Bicycle Master Plan or Transit Master Plan. Page 16 indicates that this master plan includes the location of transitways within the ROW. The 2014 plan clearly states that the locations it identifies are a starting point in the design studies. This master plan cannot remove that stipulation. Also, it doesn't replace transit recommendations in area master plans made since 2014 when the Transit Master Plan was approved and adopted. For example, there are BRT recommendations in the White Oak Science Gateway Master Plan that this draft plan doesn't address. Rather this plan addresses only roads and the title and introduction needs to state that.

This plan needs to clearly state those existing master plans which this plan is superseding. Table 2 fails to include the 1997 Fairland Master Plan and it needs to be added.

Page 20 states the entire White Oak Science Gateway Master Plan is included in the urban area road code. That is not correct. The existing single family areas are excluded.

Table 5 deals with speed humps. Today there are only two categories of speed humps (Type 1 and 3). We recommend not designating the type of speed hump in the master plan, but rather let DOT determine the best type on a case by case. We just completed the process for getting speed humps on Shaw Ave and Springloch Rd (both secondary roads) and selected Type 3, because it is a major access point for emergency vehicles and we expect to have Ride On vehicles operating on it when BRT becomes operational on New Hampshire Ave.

Table 9 proposes changes from Arterial to Minor Arterial. This Table included Greencastle Road, which we support but, the number of planned lanes needs to be reduced to three in keeping with the definition. It is presently two thru lanes and a middle turn lane. We don't expect it will ever need two more lanes, especially with BRT and improved local bus coming. We agree with the other changes in Eastern Montgomery County (Lockwood, Musgrove, and Stewart).

Table 10 identifies possible classification changes from primary residential to minor arterial. We recommend several changes at this time. First, we recommend that Greencastle be made minor arterial

from US29 to Old Columbia Pike to be consistent with the classification on the other side of US29. There are few houses on this segment so almost all the traffic is through and accordingly doesn't meet the criteria for primary residential. We also recommend that Old Columbia Pike between Randolph Rd and MD198 be designated as minor arterial as it carries primarily through traffic (does not meet the criteria for a primary classification) because of the three schools, library, recreation center, multiple churches, multiple businesses and many side streets. It is also a major bus route and fire vehicle dispatch route.

Table 11 proposes a number of roads be classified as primary residential. Cannon Road is currently classified primary residential road but to access New Hampshire Ave safely, drivers must use Kara Lane and Wolf Drive, both secondary roads. We ask that they be upgraded to primary residential in order to achieve the same level of maintenance as Cannon Rd, especially snow removal. County Code 49-31 indicates a Secondary Residential Street is a road meant to provide access between a residential development with fewer than 200 dwelling units and one or more higher-classification roads. Kara and Wolf provide access for 400 to 500 households to New Hampshire Ave and therefore need to be classified Primary Residential.

In a similar matter to Kara, Broadmore Road from Cannon Road to Tamarack Road and Tamarack Road to East Randolph Road need to be classified Primary Residential since these streets provide access to East Randolph. Shaw Avenue west of New Hampshire Avenue to Springloch Road and then to Springtree Road, and Springtree Road should be designated primary residential since this segment provides connections to New Hampshire Ave and Randolph Road for 400-500 houses.

Table 12 proposes changes to correct inconsistencies. We agree with the following corrections: Castle Blvd, ICC, and Tech Road (west of US29). We also recommend that FDA Blvd be changed from business to arterial to be consistent with Tech Rd (east of US29) and Industrial Parkway, which together form the spine through Viva White Oak. The Viva White Oak sketch plan has driveways going into business streets, not this road. It is also a major entrance to the Federal Research Center (FRC) and FDA. This change needs to be made in Appendix B as well.

There are number of errors in Appendix B dealing with urban roads. First the arterial section of Tech Rd arterial is four lanes, not two. Second, Old Columbia south of Industrial Parkway is two lanes and the section over the Paint Branch is closed. To be consistent with posted signs, Old Columbia stops at Tech Rd not industrial Parkway. This table fails to show which roads are proposed for arterial and minor arterial.

Appendix B also indicates that the speed limit on Road Code Urban Area (RCUA) roads be reduced to 25 mph. We disagree with that proposal for a number of reasons. First, some of the roads listed are not in the RCUA. Second, reducing speed will reduce road capacity and just increase congestion. Cherry Hill Road is posted at 40 mph. It is on the boundary of the WOSG MP and thus not part of the RCUA. This road only has a small number of driveways and thus a 40 mph is the correct speed. Powder Mill Road is posted at 35 mph and is not part of the RCUA except for a few hundred feet at New Hampshire Ave. Lockwood Drive 400 feet west of New Hampshire Ave to US29 has a posted speed of 30 mph and is not part of the RCUA. FDA Blvd and Industrial Parkway are posted at 35 mph and Tech Road south of Broadbirch are posted at 30 mph. While within the RCUA, the posted speed for these three roads is appropriate considering they largely serve through traffic. The Viva White Oak sketch plan has no driveways, only other roads, entering into FDA Blvd and Industrial Blvd.


Sincerely


Daniel L. Wilhelm,
GCCA President







Email

Response to Technical Up...

Email

From  Emily Ellenbogen

To  Stephen Aldrich

Cc  <MCP-Chair MCP-Chair>;  carobert59@live.com;  Clyde Dmonte;  MCP-Chair #;  mcp-chair@mncppc-mc.org;  MCP-Chair@mncppc-mc.org

Subject Response to Technical Update to the MPOHT: Capitol View Ave.

Date Sent **Date Received** 2/21/2018 11:41 PM

Dear Mr. Aldrich,

I am writing on behalf of the Capitol View Park Citizens Association (CVPCA) and the citizens of Capitol View Park to applaud the decision to allow Capitol View Ave. to retain the classification of Primary Residential Street and not be reclassified as Minor Arterial (Table 10). The sections of Capitol View Ave from Forest Glen Road to Beechbank and to the intersection with Stoneybrook Ave (and the section from Stoneybrook Ave to Meredith Ave) are within the Capitol View Park Historic District. Capitol View Park is a residential area, and Capitol View Ave. is lined with residences very close to the road. Many of these residences are classified as historic. In 2017, a one-block stretch of sidewalk was installed along Capitol View Ave., an improvement which emphasizes the residential character of Capitol View Ave. The Capitol View Park neighborhood community has been concerned with safety along Capitol View Ave. and has been working with the District 2 Precinct, MCDOT and MD DOT to determine traffic calming measures and ensure pedestrian safety. We are also pursuing crosswalks on Capitol View Ave. at Praire Ave. and Day Ave, and at the intersection with Virginia Ave.

However, we would like to request that the revised Master Plan of Highways and Transitways remove the "Capitol View Ave. Relocated" segment from the Plan. This relocation has been proposed in the Capitol View & Vicinity Sector Plan from 1982, but the county will not at this point ever implement this change. We have been told by MNCPPC representatives that property values have made implementation of the plan from 1982 too expensive with respect to purchasing the property required to straighten the road. In addition, having this obsolete 1982 Sector Plan on the books is used as a reason for not implementing potential traffic calming measures---since the 1982 Sector Plan calls for the road to ultimately be straightened, no point in investing in the current road. Please modify the transitway plan to remove "Capitol View Ave. Relocated" so our community can work with the county and state to move forward with additional pedestrian and automotive safety and traffic calming measures.

In addition to our comment above regarding the Master Plan of Highways and Transitways, the Capitol View Park Citizens Association would like to request that the Capitol View & Vicinity Sector Plan from 1982 be updated to reflect the present route of Capitol View Avenue.

Sincerely,

Emily Ellenbogen

CVPCA



February 9, 2018

Mr. Casey Anderson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland, 20910
VIA ELECTRONIC MAIL & U.S. MAIL

**RE: Public Hearing on Proposed Changes to Montgomery County's
Master Plan of Highways & Transitways**

Dear Chairman Anderson:

I am writing to you again on behalf of Chevy Chase Village, a municipality located at the southern edge of Montgomery County. We write in support of the Public Hearing Draft of the Master Plan of Highways & Transitways.

As we stated in our prior letter dated October 16, 2017, Grafton Street is a roadway within our incorporated municipal boundaries, and it is, therefore, under Chevy Chase Village's sole control. Montgomery County has no discretion or oversight of this roadway which is fully maintained by our municipality at our municipal taxpayers' expense. We appreciate that the Planning Staff has acknowledged this and that Grafton Street has been removed from the plan's scope.

Additionally, we support the Planning Staff's removal of its originally proposed reclassification of Brookville Road. As has been well-documented in the Public Hearing draft, significant objection was submitted from various local residents and municipalities regarding the initial proposal to classify Brookville Road as a "minor arterial".

As we previously outlined, Brookville Road, located between East West Highway and Western Avenue (the State line at the District of Columbia), is a narrow, two-lane roadway surrounded along its length by single family homes (except for a single-block area of historic neighborhood retail establishments). Brookville Road runs parallel with and to the east of Connecticut Avenue. As noted in the traffic studies performed by the county for the Chevy Chase Lake and Bethesda Downtown Sector Plans, traffic in this portion of the county is increasing and backups are worsening. The intersection at East West Highway and Connecticut Avenue was cited as a "failing intersection" under both studies. As a direct result, the use of Brookville Road as a *bypass* has increased.

CHEVY CHASE VILLAGE
5906 Connecticut Avenue
Chevy Chase, Maryland 20815
Phone (301) 654-7300
Fax (301) 907-9721
ccv@montgomerycountymd.gov
www.chevychasevillagemd.gov

BOARD OF MANAGERS

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LEGAL COUNSEL
SUELLEN M. FERGUSON

Brookville Road was originally used as a dirt country road, with the abutting homes built very close to the edge of the roadway. Owing to the narrow lanes, the limited right-of-way beyond the paved surface of the roadway, the immediately adjacent homes, and the narrow abutting sidewalks, the State Highway Administration has instituted a large truck restriction along the full length of Brookville Road.

We do appreciate, however, that the Planning Staff's original recommendations were based upon the current usage of the roadway, which has highlighted the need for Montgomery County and State Highway Administration officials to work together to address the traffic backups at the intersection of Connecticut Avenue and East West Highway so that traffic can be redirected to these main roadways which were built and designed to accommodate larger volumes of traffic. We believe that acknowledging and accepting the current use of Brookville Road as a through street is not only mis-guided, it is unsafe and an effort should be made to address the underlying cause for this increase in traffic rather than embracing it.

Lastly, and consistent with our position that non-Montgomery County controlled roadways should not be included within this plan, we continue to support removal of Western Avenue from the MPOHT's scope as Western Avenue is fully located within the District of Columbia.

Thank you for your continued consideration of our concerns.

Sincerely,



Michael L. Denger
Chair, Chevy Chase Village Board of Managers

cc: Chevy Chase Village Board of Managers
Mr. Stephen Aldrich, Project Manager, Montgomery Planning Staff





MLD: sd-c

Email

Master Plan of Highways ...

Email

From  gchlewicki@gmail.com

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

Cc

Subject Master Plan of Highways and Transitways

Date Sent **Date Received** 2/1/2018 4:44 PM

I am writing as the transportation committee chairman of the Kemp Mill Civic Association (KMCA) in regards to the Master Plan of Highways and Transitways.

We have some major concerns that this Master Plan is based on the latest Kemp Mill Master Plan (KMMP) that was completed in 2001. The KMMP is very outdated and inaccurate on many levels. For example, we are experiencing recurring congestion (LOS F) issues in both the AM and PM peak hours, while the KMMP claims that operations are projected to be at a LOS C in the next 20 years. There are also inaccuracies/ommissions in regards to pedestrian, bicycle, and transit issues in the current KMMP.

For this reason, we are requesting that Arcola Avenue and Kemp Mill Road not get downgraded at this time from an arterial to minor arterial. We believe that both Arcola Ave and Kemp Mill Road need a full transportation study with strong public outreach with shared goals from both the county and local community.

Until a full study is conducted, we believe it is premature to downgrade these roadways. A downgrade might limit the possible options we have for roadway improvements. We also would want to fully understand all the ramifications of a possible downgrade, both positive and negative. At the end of this study, we may be open to supporting a classification downgrade, but we can't support a downgrade at this moment.

As an FYI, the KMCA is currently putting together an internal "Purpose and Need" document that identifies the many transportation issues we have in our community for all modes: vehicles, pedestrians, cyclists, and transit. We are looking at operations, safety, and livability for each mode. We hope this document will help lead to not just a better updated KMMP, but also real improvement projects within our community,

We invite you to set up a meeting with us at the KMCA to begin a discussion on transportation issues within our community that will hopefully improve this major county master plan, revise the KMMP, and start the process for a significant transportation improvement project along Kemp Mill Road and Arcola Ave.

Thank you,

Gil Chlewicki, PE
KMCA Transportation Committee Chair
301.395.9971


Attachments






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

Draft Update to Master Pl...

Email

From  jmansfield@friendshipheightsmd.gov

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

Cc  Stephen Aldrich

Subject Draft Update to Master Plan of Highways

Date Sent **Date Received** 2/6/2018 1:24 PM

Dear Chairman Anderson and Planning Board Members:

I am writing concerning the draft technical update to the master plan of highways and transitways. The draft plan identifies North Park Avenue in the Village of Friendship Heights as an arterial road. Per my conversation with Stephen Aldrich, Project Manager, North Park should have been classified as a business street, consistent with similar adjoining roads (South Park Avenue and Friendship Boulevard) in our jurisdiction. Please make sure North Park is correctly classified as a business road in the process of reviewing the plan.

Thanks very much for your assistance,

Julian Mansfield
Village Manager
Village of Friendship Heights

Attachments

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Page 1	

Email

Comments on draft mas...

Email

From

 mdaston@gmail.com

To

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

Cc

Subject

Comments on draft master highway plan

Date Sent

Date Received

1/19/2018 4:39 PM

What the document does not address is the disposition of OLD 29 in Burtonsville from Dustin Road to Route 198. When the updated Route 29 was completed this section of Route 29 became a small connector road between Dustin Road to Route 198 but remained a 2-lane to 5-lane Road.

It would make sense to return this road to a smaller 2 lane, including turns, road to allow the creation of the urban area scheduled for Burtonsville. When the shopping center on the east side gets redeveloped, it will be a combination of housing and stores but it will be isolated from the West side due to this enormous and unnecessary pavement. It makes sense environmentally, pedestrian wise, and usage wise to remove large sections of the pavement and return it to grass.

v/r

Melissa Daston
16102 Goodman Court
Laurel MD 20707
West Laurel Civic Assn


Attachments






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





Email

Comments in support of ...

Email

From  hart.corinne@gmail.com

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

Cc  alain_norman@yahoo.com;  daledrivesafety@gmail.com;  jenglund@verizon.net;  penelope.taylor@gmail.com

Subject Comments in support of Dale Drive Reclassification as Minor Arterial

Date Sent **Date Received** 2/21/2018 10:15 PM

Dear Mr. Anderson,

Thank you for the opportunity to testify at the Planning Board's recent hearing on the update to the Master Plan of Highways and Transitways. To supplement my testimony and add to the official written record, I am submitting the written version of my testimony, the names of the over 100 residents who have signed onto the Dale Drive safety petition, and the results from a recent online survey that nearly 80 residents filled out clearly demonstrating a widespread feeling of danger on Dale Drive between Georgia and Colesville.

Thank you in advance for your consideration.

Best,
Corinne Hart
Co-Chair, Dale Drive Safety Coalition

 Survey Result Charts from Dale Drive Safety Pet...

Attachments

File Name	File Size (Bytes)
Dale Drive Safety Petition - Montgomery County Resident...	116,979
Testimony on Dale Drive Reclassification-4.pdf	58,644

1 - 2 of 2 (0 selected) Page 1

Testimony by Corinne Hart at Planning Board Hearing on Update to the Master Plan of Highways and Transitways on Behalf of Dale Drive Safety Coalition

February 15, 2018

Good evening, Mr. Anderson and Planning Board Members.

Thank you for this opportunity to provide input on the proposed Technical Update to the Master Plan of Highways and Transitways.

My name is Corinne Hart and I live on Dale Drive in Silver Spring.

On behalf of the over one hundred Montgomery County residents who have signed the Dale Drive Safety Petition and the Dale Drive Safety Coalition, I am testifying tonight to convey our strong support of the Planning Department's recommendation that Dale Drive, in its entirety from Georgia Avenue to Piney Branch, be reclassified as a minor arterial road.

The Dale Drive Safety Coalition is a group of Montgomery County residents working to ensure the safety of all pedestrians, bicyclists, and motorists using Dale Drive.

We commend the Planning Department for their work to update the Master Plan to correct technical inconsistencies. Currently, everyone who lives on and uses Dale Drive is being negatively impacted by the erroneous classification of Dale Drive as an arterial road.

Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the Master Plan is as a minor arterial road.

As you are aware, an arterial road is likely divided with no traffic calming, has up to four lanes, only has some access to abutting property, and is meant primarily for through movement at a moderate speed. Dale Drive does not meet this definition.

We are particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted.

On the portion between Georgia Avenue and Colesville Road, there were eleven accidents in 2017. These were serious accidents - airbags were deployed, cars towed, and people were hospitalized. The majority of these accidents involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. Additional traffic calming is urgently needed.

The safety issues on Dale between Georgia and Colesville will be exacerbated if the classification error is not fixed. Montgomery County road code requires the Department of Transportation to consider installing traffic calming and bicycle- and pedestrian-friendly design features on any minor arterial road.

Arterial roads do not have this same requirement, which means that resident requests to increase the safety of this entirely residential road could be met with resistance, further prolonging the dangerous situation on the road.

If Dale Drive were to remain an arterial road, it could result in the speed limit being raised and the road being widened. This would be extremely detrimental to the safety and wellbeing of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road.

On a personal note, I am a new mother and I frequently walk along Dale with my infant daughter. I constantly feel like our safety is at risk and that we are going to be hit by a speeding car.

I am not the only one. In a recent survey of residents, people have said:

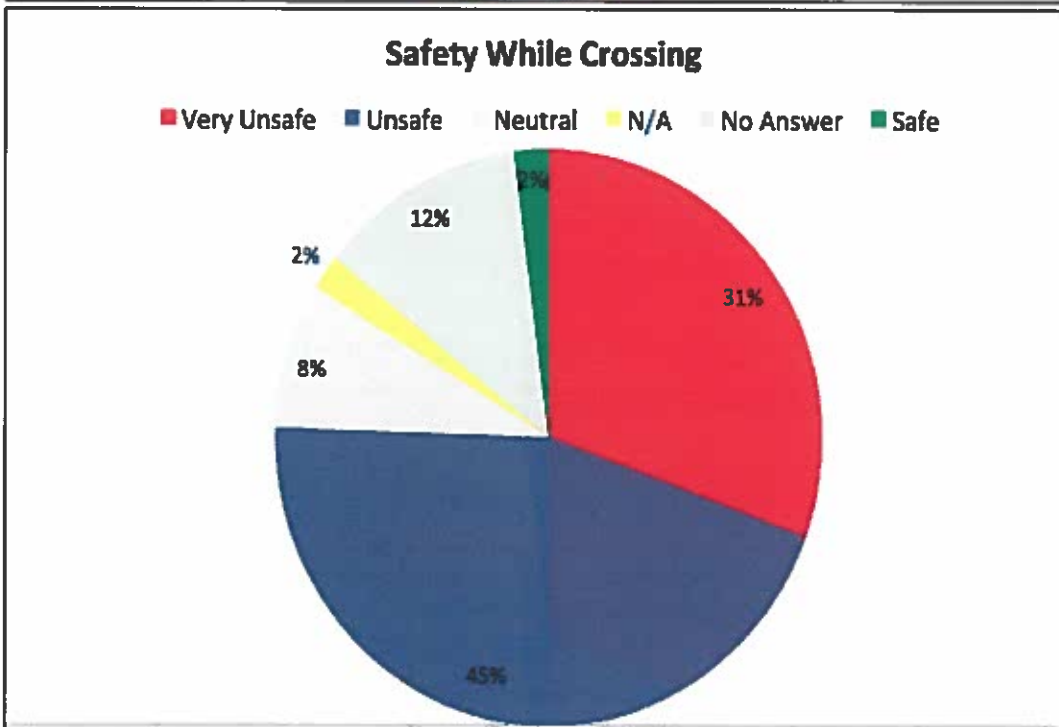
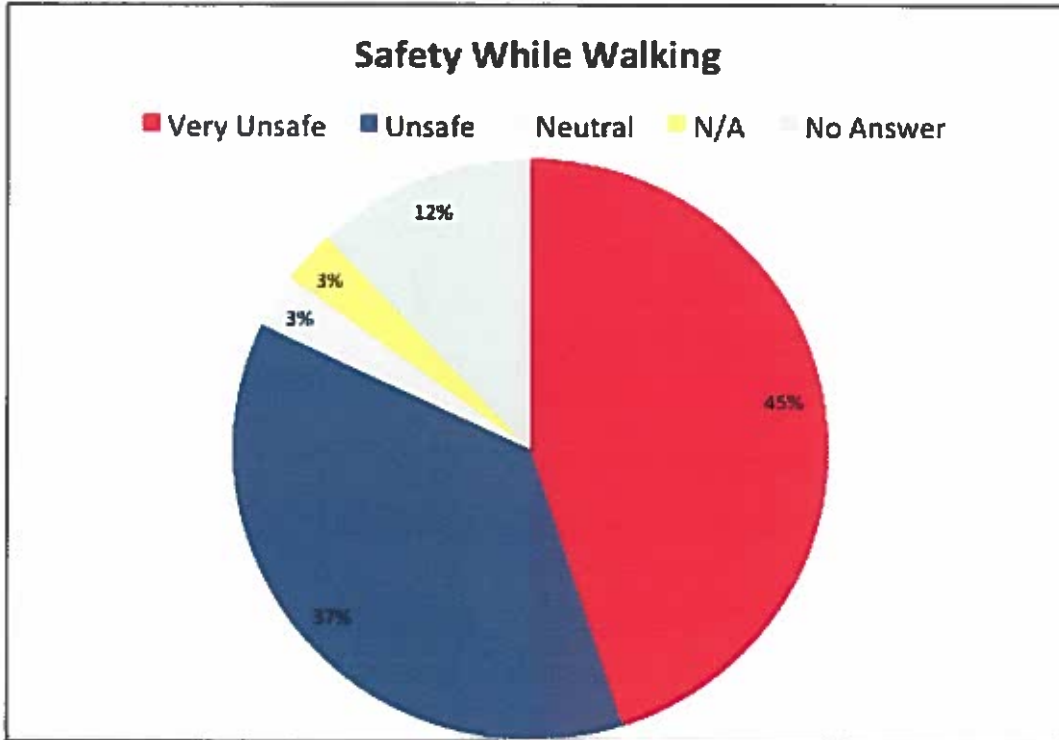
- "I am so afraid to cross Dale Drive with my children"
- "I am terrified because cars speed down Dale"
- "I am afraid someone is going to get killed"

This road is dangerous for pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers. By properly classifying it as a minor arterial road, the Planning Board is taking an important step to ensure the safety of everyone who uses Dale Drive.

Thank you.

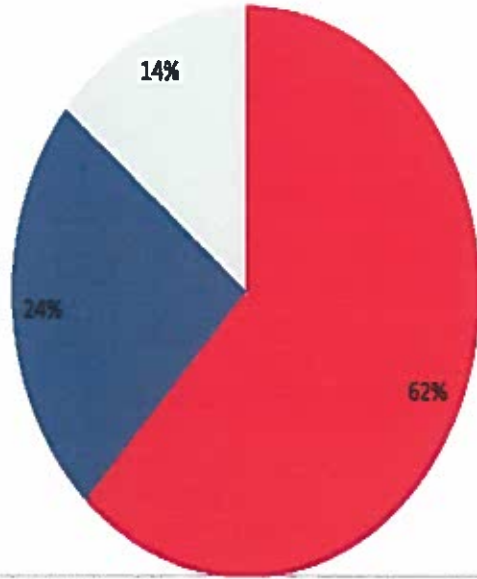
Survey Results Chars from Dale Drive Safety Petition -1.xlsx

Note: If category is not included on the chart, such as "safe" or "very safe" or "not often," etc, it is because there were no answers in those categories



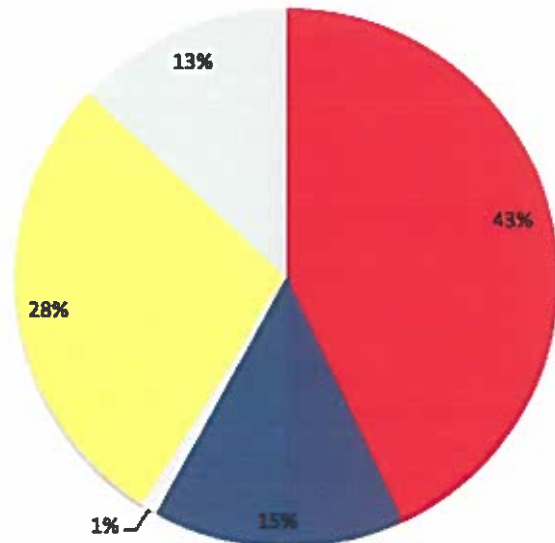
Speeding/Reckless Driving

Very Often Often No Answer



Safety While Biking

Very Unsafe Unsafe Neutral N/A No Answer



Dale Drive Safety Petition Signatures

Names and Addresses of Montgomery County Residents Who Have Signed the Following Petition:

We urge Montgomery County to address safety and traffic issues on this road to ensure the safety of all people living on and using Dale Drive between Colesville Road and Georgia Avenue, especially pedestrians and bicyclists.

The signers of this petition call for immediate action by Montgomery County to address our concerns by implementing traffic calming measures, increasing enforcement, reclassifying Dale as a minor arterial, and allocating funding for Dale improvements in the FY19 Capital Improvement Program.

	Address (Dale unless otherwise noted)	Name
1	1008 Woodside Parkway	Christine Morgan
2	6509 Eastern Avenue, Takoma Park, 20912	Chai Shenoy
3	1314 Dale Drive	Jeffrey Settle
4	9409 Russell Road	Bradley Kistler
5	9414 Crosby Road	Elvera Wolverton
6	1103 Dale Drive	Karl Debus-Lopez
7	1212 Dale Drive	Evan Wentworth
8	9512 Clement Rd	Emily Butera

9	1321 Midwood Place	Shannon Kenny
10	9340 Harvey Rd	Krzysztof Niski
11	9607 Sutherland Rd	Jay Elvove
12	1318 Dale Drive	Travis Hall
13	1214 Noyes	Michaela Johnson
14	1302 Midwood Place	Allan Berger
15	1400 Crestridge	Libby Adelman
16	1710 Corwin	Emily Bleimund
17	9511 Pine Oak	Suzanne Tolford
18	1234 Noyes	Jeremy Good
19	1004 S. Mansion	Thomas Holmes
20	9207 Worth Ave	Jean Cavanaugh
21	1401 Dale Drive	Penelope Taylor
22	809 Dale Drive	Elise Pressma

23	8844 Woodland	Patrick Thornton
24	9224 Kingsbury Drive	Jonathan Bernstein
25	1301 Dale Drive	Carolyn Conlan
26	1314 Dale Drive	Jill Settle
27	1209 Dale Drive	Elizabeth Narsavage
28	9109 Fairview Rd	Maida Schifter
29	1103 Dale Drive	Tanner Wray
30	1304 Dale Drive	Dianne Tencer
31	1518 Dale Drive	Giles Cooke
32	1518 Dale Drive	Diane Cooke
33	1118 Woodside Parkway	Roy Lykes
34	9117 Fairview	Karla Kramer
35	9514 Clement	Bart V. del Cimmuto
36	1015 Woodside Pkwy	Laura Klein

37	9516 Midwood	Lois Trojan
38	1404 Dale Drive	Marjorie Taylor
39	1220 Dale Drive	Brenda Freeman
40	1514 Dale Drive	Eva Brown-Mederios
41	1306 Dale drive	Brian Fitzgerald
42	1220 Noyes	Kate Van Waes
43	1411 Crestridge	Catherine Wakelyn
44	9409 Russell Road	Jacqueline Kistler
45	1400 Dale drive	Kenny Jeruchim
46	1532 Red Oak	Nicole Grant
47	1213 Dale Drive	Meghan Converse
48	9200 Highland	Zorba Leslie
49	9220 Watson	Frank Brown
50	1515 Dale Drive	Steven Raab

51	1611 Dale Drive	Jay Peterson
52	1200 Woodside Parkway	Marian Dirda
53	9205 Harvey Rd	Loetta Vann
54	1307 Dale Drive	Carol Petrie
55	1230 Dale Drive	Sioux Thompson
56	1324 Dale Drive	Bruce Seeman
57	1503 Dale Drive	Ginger Rollins
58	1200 Burton	Karthik Vaidyanathan
59	1225 Noyes	Bee Ditzler
60	1309 Midwood	Alan Kogan
61	1230 Dale Drive	Betsy Gressler
62	1318 Dale Drive	Gretchen Hall
63	1100 Highland	Chris Lao-Scott
64	1717 Luzerne	Amy Dunaway

65	1007 Dale Drive	Lanita Whitehurst
66	1008 Dale Drive	Jaclyn Martin
67	1208 Dale Drive	Beth Pickering
68	1212 Dale Drive	Corinne Hart
69	1225 Dale Drive	Brendan Moroney
70	1306 Dale Drive	Julie Englund
71	1401 Dale Drive	Alain Norman
72	1412 Dale Drive	Maria Grazia Cavallini
73	1026 Woodside Pkwy	Beatrice Camino Hope
74	1210 Woodside Parkway	Lisa Otterstrom
75	1213 Dale Drive	Raymond Boone
76	1219 Clement Place	Emma Whelan
77	1304 Highland	Rachel Cornwell
78	1506 Live Oak	Kirsten Byerts

79	1510 Red Oak	Ruth Pritchard-Kelly
80	712 Dale Drive	Charles Vest
81	806 Dale Drive	Joyce Bosc
82	9228 woodland dr	Patrick Thomas
83	9402 CROSBY ROAD	Herbert Alleman
84	9500 Crosby Road	Rebecca Howland
85	1006 Dale Drive	Semret Gebyeridon
86	1505 Dale Drive	Helen Wasserman
87	1109 Dale Drive	Jane Holmes
88	917 Dale Drive	Mehrengiz Beiraghdar
89	1010 Dale Drive	Angela Flanagan
90	1305 Dale Drive	Annie Huson
91	1312 Dale Drive	Lynn Green
92	1312 Dale Drive	Lois Green


93	1322 Dale Drive	Elizabeth Wiftschen
94	1325 Dale Drive	Lance Siegall
95	1519 Dale Drive	Gwendolyn Whitt
96	1519 Dale Drive	Phillip Whitt
97	10905 Bucknell Drive, Wheaton, MD	Elizabeth Mugo
98	1500 Grace Church Str.	Ela Wunderli
99	1506 Grace Church Rd	Lynne Perri
100	9316 Greyrock Road	Katie Joselow
101	1713 Black Oak Lane	Mary Vasse
102	9314 Crosby Road	Sarah Ingram
103	1523 Live Oak Drive	Elizabeth Case
104	9520 Clement Road	Janet Willen
105	1705 White Oak Drive	Marian Callahan
106	1714 Luzerne Avenue	Earl Dotter






107	1515 Red Oak Drive	Sue Powell
-----	--------------------	------------

Email

Reclassification of Dale D...

Email

From  cvest712@gmail.com

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

Cc

Subject Reclassification of Dale Drive to Minor Arterial and Safety Measures

Date Sent **Date Received** 2/14/2018 11:21 AM

Dear Planning Board Members:

I would like to discuss the imperative of making Dale Drive in Silver Spring a safe street to travel, which at present it is not. Increased traffic volume and excessive speeding by motorists have made this residential street, on which we have resided for 42 years, extremely unsafe for residents, pedestrians, and even cyclists. This was brought into stark focus in March of 2016, when my car was smashed into by a speeding motorist as I was attempting to exit my driveway! The collision was hard enough to bend the frame and cause an \$8,000 repair! Amazingly I was uninjured, but easily could have been. Our front yard and that of our neighbors have been traversed by out-of-control vehicles on at least three occasions. Emergency near misses at the Pershing Drive intersection occur frequently where visibility is poor. In one case a pedestrian was struck in front of our home. We are also located a block and a half from two schools, with children traveling on the street. Increasing traffic volume and decreasing patience behind the wheel have resulted in our street becoming a cut through and ever more dangerous.

Through the concerted efforts of a previous president of our neighborhood civic association, Dale Drive was able to have some pedestrian landing platforms installed. Unfortunately they seem to often serve only as slight and momentary impediments to motorists. A comprehensive effort, to include a lower speed limit, speed and wreckless driving enforcement and some additional traffic control devices are what are called for here. Reclassifying Dale Drive is a necessary first step to making this roadway safe and community-friendly. I and my Dale Drive neighbors look to you to make these efforts possible.

Thank you.

Charles and Jill Vest
712 Dale Drive

Attachments


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No Attachment records are available in this view.	
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Page 1


Email

Dale Drive, Silver Spring

Email

From  emma_whelan@yahoo.com

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

Cc  daledrivesafety@gmail.com

Subject Dale Drive, Silver Spring

Date Sent

Date Received

2/10/2018 10:03 PM

Dear Mr. Anderson,

I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.

As a Montgomery County resident who uses Dale Drive, I am particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted. On the portion between Georgia Avenue and Colesville Road, there were eleven accidents in 2017 and additional traffic calming is urgently needed. The majority of these accidents involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. If Dale Drive were to remain an arterial road, it could result in the speed limit being raised and the road being widened. This would be extremely detrimental to the safety and wellbeing of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road.


Nearly one hundred Montgomery County residents have signed the Dale Drive Safety Petition urging the County to fund and implement robust traffic calming measures and reclassify Dale Drive as a minor arterial road. I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update and reclassify Dale Drive as a minor arterial road in order to enable and improve vehicular, pedestrian, and bicyclist safety, as well as enhance the overall quality of life in our residential neighborhood.






Thank you for your attention and efforts to correct inconsistencies in the MPOHT through this Technical Update.


Email

Dale Drive Classification

Email

From  wentworthevan@gmail.com

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

Cc  daledrivesafety@gmail.com

Subject Dale Drive Classification

Date Sent **Date Received** 2/11/2018 3:30 PM

Dear
Mr. Anderson,

I
moved to Montgomery County in August of last year with my wife and young daughter. We currently live at 1212 Dale Drive.

I
am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on

February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.

I am particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted. It could result in the speed limit being raised and the road being widened. This would be extremely detrimental to the safety and well-being of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road.

Nearly one hundred Montgomery County residents have signed the Dale Drive Safety Petition urging the County to fund and implement robust traffic calming measures and reclassify Dale Drive as a minor arterial road. I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update and reclassify Dale Drive as a minor arterial road in order to enable and improve vehicular, pedestrian, and bicyclist safety, as well as enhance the overall quality of life in our residential neighborhood.

Thank you for your attention and efforts to correct inconsistencies in the MPOHT through this Technical Update.

Sincerely,

Email

DALE DRIVE SHOULD BE ...

Email

From allansberger@aol.com

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

Cc

Subject DALE DRIVE SHOULD BE A MINOR ARTERIAL ROAD

Date Sent **Date Received** 2/11/2018 4:59 PM

Dear Mr. Anderson,

This note concerns the technical update to the Master Plan for consideration at the Feb 25 public hearing.

I URGE YOU STRONGLY TO SUPPORT RECLASSIFYING DALE DRIVE AS A MINOR ARTERIAL ROAD.

I have lived in Woodside Forest for over 50 years. One of my adult male neighbors was struck by a speeding car on Dale Drive as he walked from Midwood Rd. to Sniders grocery and was killed. Another neighbor, a girl of 5 living on Midwood Rd. and Dale Drive, was struck by a speeder while playing on the shoulder of the Road.

Dale Drive needs LESS traffic; speed bumps; warning signs;; and enforcement. Designation as a MINOR arterial is vital.

Respectfully,
 ALLAN S. BERGER,MD
 1302 Midwood Place
 Silver Spring, Md.
 20910-1645
 allansberger@aol.com


Attachments






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

Dale Drive

Email

From  rcohn163@gmail.com

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

Cc

Subject Dale Drive

Date Sent **Date Received** 2/11/2018 7:33 PM

Dear Mr. Anderson,

I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.

As a Montgomery County resident who uses Dale Drive, I am particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted, especially pedestrians. On the portion between Georgia Avenue and Colesville Road, there were eleven accidents in 2017 and additional traffic calming is urgently needed. The majority of these accidents involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. If Dale Drive were to remain an arterial road, it could result in the speed limit being raised and the road being widened. This would be extremely detrimental to the safety and wellbeing of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road.

I live near the intersection of Dale and Columbia Blvd and cars come streaming down the hill toward Georgia making it very dangerous for cars turning into Woodside Forest and pedestrians, including school children waiting for buses.

Thank you for your attention and efforts to correct inconsistencies in the MPOHT through this Technical Update.

--
 Rhea Cohn
 rcohn163@gmail.com

Attachments


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



Email

To Mr. Casey Anderson fr...

Email

From  namella@rcn.com

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

Cc  daledrivesafety@gmail.com;  namella@rcn.com

Subject To Mr. Casey Anderson from Mr. Herbert J. Alleman RE: The Planning Board's Consideration

Date Sent **Date Received** 2/12/2018 12:54 PM

Dear Mr. Anderson,
I am a citizen who lives in Woodside Forest to the north of Dale Drive.

I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.

As a Montgomery County resident who uses Dale Drive, I am particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted. On the portion between Georgia Avenue and Colesville Road, there were eleven accidents in 2017 and additional traffic calming is urgently needed. The majority of these accidents involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. If Dale Drive were to remain an arterial road, it could result in the speed limit being raised and the road being widened. This would be extremely detrimental to the safety and wellbeing of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road.

Nearly one hundred Montgomery County residents have signed the Dale Drive Safety Petition urging the County to fund and implement robust traffic calming measures and reclassify Dale Drive as a minor arterial road. I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update and reclassify Dale Drive as a minor arterial road in order to enable and improve vehicular, pedestrian, and bicyclist safety, as well as enhance the overall quality of life in our residential neighborhood.


Thank you for your attention and efforts to correct inconsistencies in the MPOHT through this Technical Update.






Sincerely,
S/ Herbert J. Alleman
9402 Crosby Road
...


Email

Please classify Dale Drive ...

Email

From  georgezipf@gmail.com

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

Cc  daledrivesafety@gmail.com

Subject Please classify Dale Drive as a minor arterial

Date Sent **Date Received** 2/12/2018 5:49 PM

Dear Mr. Anderson,

I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.

As a Montgomery County resident who uses Dale Drive, I am particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted. On the portion between Georgia Avenue and Colesville Road, there were eleven accidents in 2017 and additional traffic calming is urgently needed. The majority of these accidents involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. If Dale Drive were to remain an arterial road, it could result in the speed limit being raised and the road being widened. This would be extremely detrimental to the safety and wellbeing of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road.


On a personal note, my wife used to take the #3 Ride-On Bus as part of her regular commute. Now that this route has been dis-continued, my wife walks home from the bus-stop of Dale and Colesville to our home on Clement Road. When it is dark or foggy, this is actually a very dangerous walk. And there are no sidewalks to make this walk safer, either. I believe there are other residents who would use the sidewalk too. For example, many people would walk to Mrs. K's if there were a sidewalk, but drive as there isn't.






Nearly one hundred Montgomery County residents have signed the Dale Drive Safety Petition urging the County to fund and implement robust traffic calming measures and reclassify Dale Drive as a minor arterial road. I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update and reclassify Dale Drive as a minor arterial road in order to enable and improve vehicular, pedestrian, and bicyclist safety, as well as enhance the overall quality of life in our residential neighborhood.



Email

Dale Drive's Reclassificati...

Email

From  ebrown909@gmail.com

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

Cc  daledrivesafety@gmail.com;  jmedeiros513@gmail.com

Subject Dale Drive's Reclassification as a Minor Arterial

Date Sent **Date Received** 2/12/2018 6:00 PM

Dear Mr. Anderson,

I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road, as it is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It also has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive is most accurately classified as a minor arterial road in the MPOHT.

As a Montgomery County residents who live on Dale Drive, we are particularly concerned that if Dale Drive remains classified as an arterial road, the safety of everyone who uses the road will continue to be negatively impacted, to include those of us who must pull out of and into it on a daily basis. Several accidents have taken place on the portion between GA Avenue and Colesville Road in the last year and even more near-misses have taken place due to the number of drivers who speed recklessly through this area.

If Dale Drive were to remain an arterial road, it could result in the speed limit being raised and the road being widened. This would be even more detrimental to the safety and well-being of all pedestrians, bicyclists, residents pulling in and out of their driveways, and other law-abiding drivers who use the road. I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update and reclassify Dale Drive as a minor arterial road in order to enable and improve the safety of all those who use it, as well as enhance the overall quality of life in our residential neighborhood.

Thank you for your attention and efforts to correct inconsistencies in the MPOHT through this Technical Update.


Sincerely,






Eva Brown and Jeff Medeiros
Dale Drive Residents

Attachments

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

Email**Dale Drive Reclassification****Email**

From  kjeruchim@gmail.com

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

Cc

Subject Dale Drive Reclassification

Date Sent **Date Received** 2/13/2018 12:46 AM

Dear Mr. Anderson,

I

am writing to strongly support the Planning Board's consideration during the February

15, 2018 public hearing to reclassify Dale Drive as a minor arterial road in the Technical Update to the Master Plan. I am a Montgomery

County resident, and live on Dale Drive (at the intersection with Crosby Road, halfway between Georgia Avenue and Colesville Road).

I am supporting this reclassification for reasons of safety and to make sure that the neighborhoods surrounding Dale Drive remain places that

families can live. I have several small children, and we are concerned about the constant speeding on the road. I have personally witnessed several car accidents near my home, and I am worried that keeping Dale Drive as a major road will lead to

further property damage as well as injury. The corner outside my house also serves as a school bus stop and it is imperative that the road does not become any more busy. On the contrary, I hope that the county can take steps to reduce traffic flow as soon as possible.

The minor arterial road classification is consistent with the completely residential nature of the neighborhood between Georgia Avenue and Colesville

Road, and the many crosswalks and pedestrians and cyclists who use these crosswalks.

If

Dale Drive were to remain an arterial road, I am concerned that Dale Drive traffic and speeding would become even worse.

Thank

you for your help in making our neighborhood a safe and pleasant place to live with the appropriate classification for Dale Drive.


Sincerely,






Kenneth Jeruchim



Email

Fwd: Dale Drive traffic

Email

From  hart.corinne@gmail.com

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

Cc  daledrivesafety@gmail.com;  mariandirda@gmail.com

Subject Fwd: Dale Drive traffic

Date Sent **Date Received** 2/13/2018 7:05 AM

Dear Mr. Anderson,
Please see the message from Ms. Dirda below.

----- Forwarded message -----

From: Marian Dirda <mariandirda@gmail.com>
Date: Mon, Feb 12, 2018 at 9:10 AM
Subject: Dale Drive traffic
To: hart.corinne@gmail.com


Dear Mr. Anderson,






I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes. One of its main purposes is to provide access to abutting residential property. It already has crosswalks and traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.


As a local Montgomery County resident who uses Dale Drive for driving to the grocery store and walking to enter nearby Sligo Creek Park, I think traffic on the road is too intense and too fast. I need to walk along Dale to reach the park, but do so as quickly as possible because drivers veer off the winding road as they speed along. Merging onto Dale from cross streets is terrifying because the sight lines are limited and traffic moves too fast. Finally, my children used a school bus stop just over the crest of a hill at the corner of Dale and Watson and I always prayed that drivers would see the stopped bus in time to avoid a crash.

Dale Drive is an old, hilly, curving road that cannot support speedy, arterial traffic. It really is a local road on which people – and children – live. Yet it is increasingly used a cut-through by commuters and burdened by traffic from the urbanisation of Silver Spring.

Email**Dale Dr. reclassification****Email**

From  jackie.jmdesigns@gmail.com

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

Cc  daledrivesafety@gmail.com

Subject Dale Dr. reclassification

Date Sent **Date Received** 2/13/2018 11:46 AM

Dear Mr. Anderson,

I live on Dale Drive between Watson Rd and Colesville Rd. My driveway is on Dale Dr. I have biked and walked on Dale Dr. I see the traffic at all times of the day on Dale Dr. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. Dale Drive is a two-lane, undivided road that is lined almost entirely by residential homes.

People who exit our driveway do not like to back toward Dale Dr. The traffic moves too fast and with cars cresting the hill going toward Colesville Rd., the sight line is very short. Recently, an accident occurred at Watson Rd. and Dale Dr. because it's hard to see fast moving vehicles cresting that hill.

Having biked and walked along Dale, I can attest to the unsafe conditions. There are no to very small shoulders along parts of Dale Dr. Added to that are parked vehicles obstructing pedestrian and bicycling traffic for much of the way. Few people bike or walk along Dale because it's dangerous. Slowing down vehicular traffic would help a lot.

Cars traveling along Dale from Georgia Ave. frequently speed toward Colesville Rd. to make the green light. If they are going in the opposite direction, they speed to make up for perceived lost time after waiting at the light at Colesville going toward Georgia Ave.

Crosswalks have been marked, but without pedestrian islands, more signage and other traffic calming tools, drivers pay little attention to the delineated crosswalk sites. Adding to the danger for pedestrians is the hilly character of Dale Dr. It's hard to see beyond the crest of the hills.

Therefore, I am writing to submit an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018. I strongly support the reclassification of Dale Drive in its entirety as a minor arterial road. One of the road's main purpose is to provide access to abutting residential property. It also has crosswalks and some traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road.

Nearly one hundred Montgomery County residents have signed the Dale Drive Safety Petition urging the County to fund and implement robust traffic calming measures and reclassify Dale Drive as a minor arterial road. I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update and reclassify Dale Drive as a minor arterial road..

Thank you for your attention and efforts to correct inconsistencies in the MPOHT through this Technical Update.

Sincerely,

Jaclyn & John Martin
1008 Dale Dr.

Attachments

From: Tanner Wray [mailto:tannerwray@comcast.net]
Sent: Tuesday, February 13, 2018 8:31 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Cc: alain_norman@yahoo.com; Wray, Tanner <twray@alum.mit.edu>
Subject: Dale Drive as a Minor Arterial --- Please Ensure This Classification

Dear Mr. Anderson,

I write in support of the proposal to designate Dale Drive a "minor arterial" roadway. I hope that this email and attachments will be considered to be an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018.

In addition to rationalizing the status of Dale Drive, ensuring that Dale Drive is properly designated as a "minor arterial" road is crucial for the safety of children, pedestrians, bicyclists, and motorists using Dale Drive.

As you are probably aware, Dale Drive is a purely residential, undivided road, at the heart of the Woodside Forest and Woodside Park communities. Yet, along the particularly hilly and winding stretch of Dale between Colesville Road and Georgia Avenue, residents and others are continuously put in danger by speeding drivers and the lack of sufficient safety measures. Indeed, there were at least eleven (11) accidents in approximately the last year. (See, e.g., the photos in the attached presentation.)

It is also noteworthy that Dale Drive between Colesville Road and Wayne Avenue has already benefited from a good deal of traffic-calming measures. Such characteristics demonstrate that Dale Drive's most accurate classification in the MPOHT is as a minor arterial road. Moreover, ensuring that Dale Drive is classified as a minor arterial road would guarantee consistent and fair treatment for the whole length of the drive.

By upholding the designation of Dale as a minor arterial, you would also give Woodside communities the hope that the safety of residents - and those passing through on Dale - can be improved by measures such as putting pedestrian refuge islands in otherwise unprotected crosswalks; by better signage as to the current 30 mph speed limit, and/or its lowering to 25 mph; and by improving -- and by better demarcation of -- the shoulders of Dale; etc...

Finally, please note that some one hundred Montgomery County residents have signed the Dale Drive Safety Petition urging the County to fund and implement robust traffic calming measures and to have Dale Drive classified as a minor arterial road. Moreover, many people in the neighborhood feel that Dale is "unsafe" or "very unsafe."

For all of the above reasons, I strongly urge the Planning Department and the Montgomery County Council to approve and finalize this Technical Update, reclassifying Dale Drive as a minor arterial road in order to enable and improve vehicular, pedestrian, and bicyclist safety, as well as to enhance the overall quality of life in our residential neighborhood.

Thanks for your attention and your efforts to correct inconsistencies in the MPOHT through this Technical Update.

Please advise if I can be of further assistance.

Best regards,

Tanner Wray

1103 Dale Drive

Dear Mr. Anderson,

I write in support of the proposal to designate Dale Drive a "minor arterial" roadway. I hope that this email and attachments will be considered to be an official comment for the Planning Board's consideration during the public hearing on the Planning Department's Technical Update to the Master Plan of Highways and Transitways (MPOHT) on February 15, 2018.

In addition to rationalizing the status of Dale Drive, ensuring that Dale Drive is properly designated as a "minor arterial" road is crucial for the safety of children, pedestrians, bicyclists, and motorists using Dale Drive.

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Thanks for your attention and your efforts to correct inconsistencies in the MPOHT through this Technical Update.

Please advise if I can be of further assistance.

Best regards,

Alain Norman
Founder and Co-Chair, Dale Drive Safety Coalition

<https://www.facebook.com/groups/377108109346139/?ref=bookmarks>

1401 Dale Drive

Safety on Dale Drive

Immediately address safety and traffic issues on Dale Drive to ensure safety of all people using Dale Drive, especially pedestrians and bicyclists.



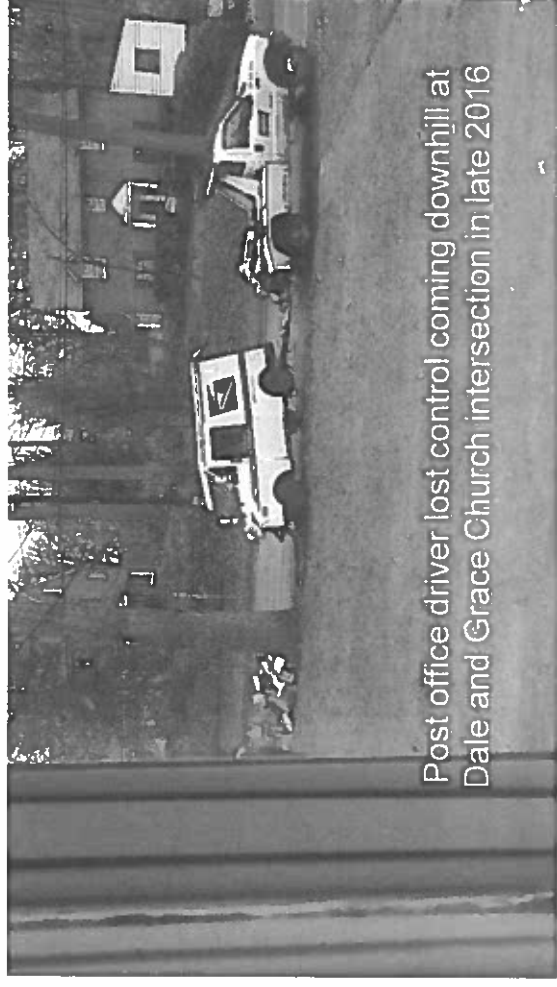
Skid marks of car that drove onto resident's lawn on Dale and Grace Church. Occurred in Dec 2017.



Pedestrian safety sign on side of road hit by car. Nov 2017.

The Problem

- Dale Drive between Georgia Ave. and Colesville Rd. is dangerous for everyone who uses the road - pedestrians are especially at risk
- Lack of adequate infrastructure and signage to protect pedestrians and bicyclists
- Road is winding and hilly with no sidewalks, no stop signs, no bike path
- Shoulder is very narrow, nonexistent in some sections, and completely impassable due to natural overgrowth and structural deterioration
- Cars pose a serious, persistent danger to pedestrians and bicyclists crossing or traveling along Dale.
 - Speeding well beyond the posted 30 mph limit
 - Frequent reckless driving, including cars passing into oncoming traffic
 - Cars rarely yield for pedestrians in crosswalks.



Post office driver lost control coming downhill at Dale and Grace Church intersection in late 2016

Safety and Well-Being of Residents

- Residents frequently walk or bike to nearby churches, parks, playgrounds, a synagogue, daycare, and multiple local businesses.
 - They cannot access these community institutions safely.
- Children waiting along Dale to board school buses are in danger.
- The problem will worsen with ongoing DTSS development.
- Quality of life is reduced when due to fear, either real or perceived, residents feel their safety is at risk and do not take advantage of nearby community amenities.
- Residents forced to use their cars for local, walkable trips contributing to traffic volume, congestion and negative environmental impacts.
- In a recent survey, Woodside Park residents agreed that pedestrian safety and speeding were major traffic concerns impacting the community.

Crashes and Citations

- 11 accidents on Dale in 2017
 - 4 accidents on Dale between Wayne and Colesville where comprehensive traffic calming exists
 - This total doesn't include near misses, smaller unreported accidents
- Most accidents involve cars hitting fixed objects on the side of the road (signs, parked cars) - highest risk accident type for pedestrians and bicyclists.
 - These were serious accidents - airbags deployed, cars towed, people injured
- More enforcement is needed:
 - Only a few speeding citations issued in 2017
 - Mobile speed cameras have rarely been deployed
 - When tickets were given in past years, cars have been going over 50 mph and passing into oncoming traffic
 - Between March 2008 and November 2009, 1,209 speeding citations were issued. 87 tickets were issued in one day alone.

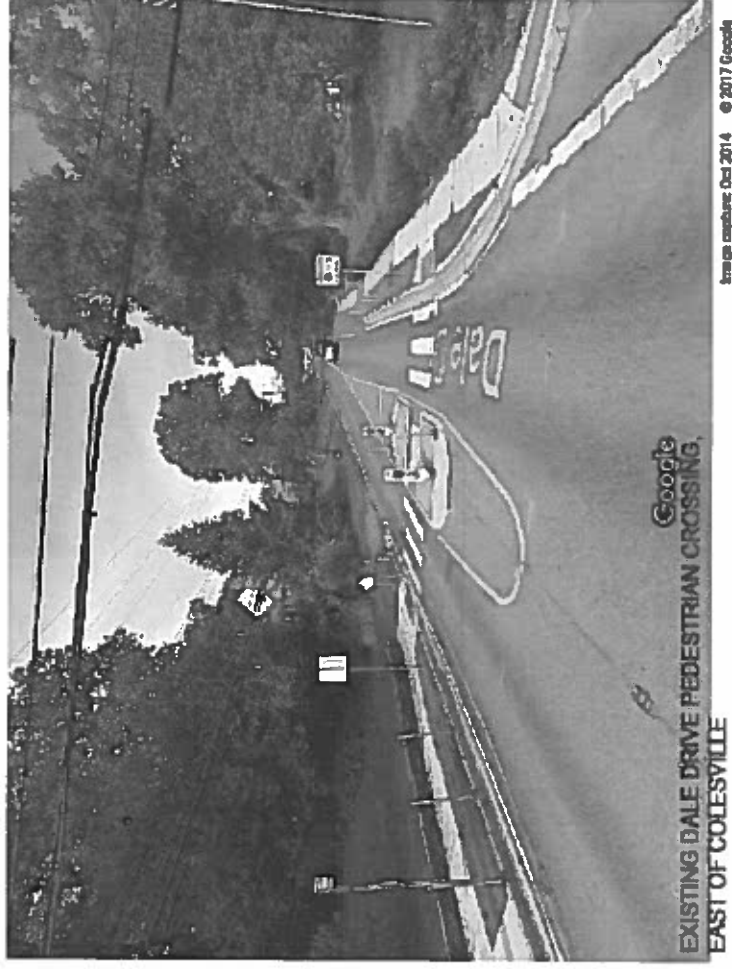


Car crashes into large truck in Alton Parkway crosswalk during morning commute hours . Nov 2017

Our Request

- Implement a comprehensive plan that addresses the range of safety issues and results in:
 1. Reduction of traffic speeds
 2. Increased safety for pedestrians crossing Dale Drive
 3. Increased safety of pedestrians and bicyclists along Dale Drive
 4. Increased safety of motorists, including residents pulling in and out of their driveways
- While the plan is being developed, implement common-sense solutions immediately.

Google Maps 801 Dale Dr



Immediate Interventions

The County should implement short-term solutions to immediately alleviate safety risks while the comprehensive plan is developed. These should include (but are not limited to):

1. Construct pedestrian refuge islands at existing crosswalks
2. Post additional photo enforced signs
3. Frequently deploy DOT's Speed Monitoring Awareness Radar Trailer units
4. Frequently deploy speed cameras (locations already approved)
5. Update the Master Plan to accurately classify Dale as a minor arterial
6. Repave and clear natural overgrowth/debris on both shoulders
7. Post signs in the middle of each unprotected crosswalk
8. Install plastic reflecting poles and trapezoidal reflecting delineators along the shoulder
9. Paint speed limits and warnings about upcoming curves and crosswalks on the road
10. Repaint shoulder lines

A Comprehensive Strategy

- If a traffic study is necessary, start it no later than March 2018.
 - Share timeline and process with residents so they can monitor progress and ensure accountability
 - Allow residents to provide qualitative data
- Develop and implement a comprehensive strategy that addresses safety and traffic issues on an ongoing and permanent basis.
 - Recommended interventions should make Dale a “complete street” as much as possible
- Lower the speed limit to 25mph
 - Speed limit on Dale is not specified in Master Plan so it is permitted to reduce it
 - **Speed matters** - peds hit at 40mph have 83% chance of being killed (vs. ~45% chance of being killed at 30mph).
- Restore funding for improvements of Dale in the new Capital Improvement Plan (CIP) budget.
 - Previously included in January 2014’s CIP #509337 for FY15-16
- Increase enforcement of all existing traffic laws through frequent and ongoing deployment of mobile cameras, police dept messaging unit, and police presence.

History of Past Efforts

Residents have been asking the County to address safety and traffic issues on Dale Drive for over twenty years. While some measures have been implemented, they are not adequate to ensure safety of all people using the road.

Our Efforts:

- Requested County support numerous times (at least 15 separate times in 2017)
- Informed County officials of safety risks (shared photos and crash data).
 - Received many written responses, but promises of action have gone unmet.
- Sent formal requests to County officials (dating back to 2008):
 - In 2018, the Woodside Park Civic Association (WPCA) sent letters to:
 - MCDOT regarding pedestrian islands and traffic study
 - 3rd District Police Dept regarding enforcement
 - In 2017, the Dale Drive Safety Coalition sent letter to County urging action .
- Formed the Dale Drive Safety Coalition (DDSC), with membership of residents from Woodside communities
- Conducted research so that residents are well-informed of neighbors' past efforts and understand available data and county processes.
- Tracking a detailed account of all resident requests
- Continuing to mobilize neighbors: plans include circulating petition, canvassing neighborhood, creating DDSC website, testifying at public forums.

County's Commitment to Vision Zero

Completing the Dale Drive traffic project will help Vision Zero meet its goals.

- County Council resolution to adopt Vision Zero identifies road safety as a top public safety issue in the County.
- We commend the County's previous efforts to address road safety issues.
- Vision Zero action plan calls for pedestrians and bicyclist to engage in safe walking and biking behavior, but Dale Drive infrastructure **does not allow** residents to do this.
 - NO safe place to walk or bike.
 - Crosswalks UNPROTECTED
- Vision Zero calls for safe, viable alternatives to using cars for local trips - this option **does not exist** for residents on Dale Drive.
- Children using Dale Drive **do not** have a safe walking route to school or bus stops.
- "Three E" approach (Engineering, Education, Enforcement) is not adequately implemented on Dale Drive.

Next Steps and Requests to the Council

- Support reclassification of Dale as minor arterial in update to the Master Plan
- Restore funding in current CIP for Dale project
 - Help us find out why it was removed from CIP and why Dale project was never completed
- Urge MCDOT and Police to prioritize completing the Dale project
 - Request that MCDOT, Police, and Planning Commission share with residents past data collected
 - Monitor progress of MCDOT and Police Dept and ensure residents are informed and can provide input on regular basis
- Include completion of Dale project in Vision Zero activities
- Connect us to other key decision makers to garner support (i.e. County Executive staff)

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

February 13, 2018

Re: Technical Update to the Master Plan of Highways and Transitways. Dale Dr + Wayne Ave should be minor arterials

Dear Chair Anderson and Planning Board Commissioners,

I am writing to **support** the Planning staff's recommendation proposed in the Technical Update to the Master Plan of Highways and Transitways that **Dale Drive be downgraded in classification from Arterial to Minor Arterial** between Georgia Avenue and Piney Branch Rd. I support the goals of the Dale Drive Safety Coalition which recognize the heavy pedestrian, cyclist, and school children use. There are many single family home residences along Dale Drive, and those residents need to be able to get into and out of their property safely.

I also **support the reclassification of Wayne Avenue between Cedar Street and the Manchester Purple Line station from Arterial to Minor Arterial**. The staff did not recommend this change, but it is needed. This stretch of Wayne Ave. is completely residential in character. There are also two schools along this stretch with a combined student population of about 1,500 students (and growing) from age 5 to 13.

The Minor Arterial classification recognizes "access to abutting property is expected," and **allows for traffic calming measures**. I understand the number of lanes on Wayne Ave. are more than the typical minor arterial, but I think that should be accommodated in deference to the residential character and need for traffic calming. Wayne Ave. was classified as Minor Arterial in the 2013 Purple Line Functional Master Plan. We should have objected then.

Just for background, I am writing as an individual but previously served as the president of the Seven Oaks Evanswood Citizens Association, and am now the lead on the SOECA Traffic Committee. We surveyed the residents and identified Wayne Ave. and Dale Dr. as two of our most dangerous streets. I also serve on the Wayne Avenue Working Group for Purple Line Design which has been advocating for a "go slow zone" on Wayne for several years.

Thank you,
Jean Cavanaugh
9207 Worth Ave
Silver Spring, MD 20901

Email

Reclassification of Dale Dri...

Priority
Normal

Due

Status Reason
ReceivedOwner
 Area 1

Email

From  ruthpkelly@gmail.com

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

Cc  daledrivesafety@gmail.com

Subject Reclassification of Dale Drive to "minor arterial"

Date Sent	Direction	Incoming
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Dear Planning Commission -

I am writing to support the Planning Commission's intention to correct the classification of Dale Drive from "arterial" to "minor arterial", which I understand will be brought to a vote at your February 7th meeting, and is evidenced in this update to the Master Plan.

There is no question that Dale Drive more accurately fits into the category of a "minor arterial" road (defined as a "two-lane arterial meant nearly equally for through movement of vehicles and access to abutting property"). However, the "minor arterial" classification is fairly new, which is why Dale Drive did not have this designation before.

As Dale Drive fits the definition of "minor arterial" its current classification is inconsistent with the rest of the County and the Master Plan, thus the need to correct this inconsistency.

Dale Drive is the only road to our "Woodside Forest" neighborhood. Our neighborhood has no other egress to the major roads of Georgia Avenue and Colesville Road, and no other way to get to the downtown Silver Spring business district. We must use or cross Dale Drive for all our needs. It is crucial to our neighborhood to have Dale Drive correctly classified as "minor arterial," so that we can effect the safety and traffic calming measures needed so our residents can safely walk and bike along this windy, curving road that is lined completely by homes (no businesses).

Under the current misclassification as "arterial," the speed limit is too high for safely walking or biking to our homes, and we are not allowed to implement other traffic calming measures, such as pedestrian islands. Under the misclassification, Dale Drive - an impossibly windy, curvy road, lined on both sides only by houses - could be widened to four lanes. This would be insupportable.

I don't anticipate the re-classification of Dale Drive as "minor arterial" to be controversial, but I wanted your Commission to know you have the full support of our neighborhood for this action. Thank you for your attention to this action.

Kind regards,

Ruth Pritchard-Kelly
1510 Red Oak Drive
Silver Spring, MD 20910
301-563-6146
ruthpkelly@gmail.com

Regarding  Reclassification of Dale Drive to "minor arterial"

Duration

Email

Dale Drive Classification as...





Priority
Normal





Due

Status Reason
ReceivedOwner
 Area 1

Email

From  jenglund@verizon.net

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

Cc  alain_norman@yahoo.com;  daledrivesafety@gmail.com;  hart.corinne@gmail.com;  jenglund@verizon.net

Subject Dale Drive Classification as a Minor Arterial Road and Safety

Date Sent

Direction

Incoming

Dear Montgomery Planning Commission:

I am writing the Montgomery Planning Commission in support of the proposed reclassification of Dale Drive as a minor arterial road in the Master Plan and to add safety improvement to the road. .

As a 30-year resident of Dale Drive, I write to express my concerns about excessive speeding, aggressive driving on Dale Drive, and the lack of adequate traffic calming measures and speed enforcement which endanger pedestrians and pets, bicyclists, residents pulling in and out of their driveways, and other drivers using the road. I share the concerns Dale Drive Safety Coalition's and their recommendations for safety and traffic calming. Further I support the reclassification of Dale Drive as a minor arterial road which will enable further traffic calming measures to improve safety.

The speed and volume of traffic on Dale Drive has increased significantly in the past 5 years, particularly during morning and evening rush hour. Traffic volume and speed often restricts my ability to pull out of and into my driveway, and makes doing so a very dangerous maneuver to pull out safely with limited visibility due to the hilly and winding section of Dale and the speed of traffic cresting and descending hill. I am often required to wait a substantial period of time for a clearing in traffic and before being able to safely pull out into the on-coming lane to cross into the appropriate lane.

I fully support reclassifying Dale Drive as a minor arterial road for its entirety. Dale Drive between Colesville Road and Georgia Avenue is entirely residential and should be treated as such. This classification allows reducing the posted speed limit, important and needed traffic calming measures such as pedestrian island, curb extensions, and improved crosswalk signage and markings at all crossings on Dale. Importantly, the designation of Dale as a minor arterial road allows Dale to remain a two lane road which is essential to this residential neighborhood. And I urge and support any measures to enforce speed limits, such permanent speed cameras which will insure that measures

of traffic calming are monitored and have consequences for those violating the speed limit.

We live at the top of the crest of the hill between Midwood and Red Oak Streets. Crossing with our dogs at Red Oak to access Sligo Creek Park is very dangerous as it does not have a crosswalk and the often-speeding east-bound cars have a very short distance between cresting the hill and reaching Red Oak, frequently requiring us to run across the road. The crosswalk at Midwood—another entry point to Sligo Creek Park—is equally challenging as west-bound cars crest the hill and speed up on the short down-hill to the crosswalk. The crosswalk is poorly marked and a pedestrian has limited time to cross since cars at the top of the hill are not visible and once they crest the hill the speed to the crosswalk is very short.

These are just two examples of the problems for residents and pedestrians of the unsafe conditions and consequences of the lack of speed enforcement and traffic calming measures that make Dale Drive a danger to all that use it.

I strongly urge the Montgomery County Planning Commission to support these measures on behalf of all who use Dale Drive particularly the reclassification of Dale Drive as a minor arterial road to enable and improve vehicular, pedestrian, and bicycle safety and more generally the quality of life in our residential neighborhood.

Julie Englund

1306 Dale Drive
Silver Spring Julie Englund
1306 Dale Drive
Silver Spring, Maryland 20910
301-526-4317
jenglund@verizon.net

Regarding

 Dale Drive Classification as a Minor Arterial Road and Safety

Duration