

Bicycle Master Plan Public Hearing Draft Work Session #4

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DESCRIPTION

The public comment period for the Bicycle Master Plan Public Hearing Draft was from December 21, 2017 to February 1, 2018. On January 25, 2018, the Planning Board conducted a public hearing on the draft plan. The March 8, 2018 work session is anticipated to cover the following issues that were identified during the public comment period:

- Issue 1: Park Trails in the Bicycle Master Plan
- Issue 2: Dual Bikeways
- Issue 3: The Bicycle Master Plan Relies Too Heavily on Sidepaths
- Issue 4: Flexibility in Bikeway Implementation
- Issue 5: Bikeway Recommendations on Roads that are Already Low-Stress
- Issue 6: Bikeway Recommendations on Utility Corridors
- Issue 7: Bikeway Recommendation on MD 355 Bikeway in Shady Grove and Derwood
- Issue 8: Bikeway Recommendation between Bethesda and Friendship Heights
- Issue 9: Bikeway Recommendation on Stratford Road
- Issue 10: Bikeway Recommendation on Batchellors Forest Road
- Issue 11: Bikeway Recommendation on East-West Highway between Bethesda and Beach Drive
- Issue 12: Bikeway Recommendation between Capital Crescent Trail and the C&O Canal Towpath
- Issue 13: Bikeway Recommendation on Fernwood Road
- Issue 14: Bikeway Recommendation on Colesville Road between Georgia Avenue and Fenton Street
- Issue 15: Bikeway Recommendation on Capitol View Avenue
- Issue 16: Bikeway Recommendation on US 29 Ramp and Prosperity Drive
- Issue 17: Bikeway Recommendation on Jones Mill Road
- Issue 18: Connections to C&O Canal Trail
- Issue 19: Bikeway Recommendation on Georgia Avenue
- Issue 20: Designate Corridor Cities Transitway Trail as a Breezeway Corridor
- Issue 21: Consistency with the Veirs Mill Road Corridor Master Plan
- Issue 22: Consistency with County Projects – Leland Street Separated Bike Lanes

Planning Board Commissioners are asked to bring their copy of the Bicycle Master Plan Public Hearing Draft and Appendix, which was included with the January 25, 2018 staff report. They are also asked to bring Attachment A to the staff report from the February 15, 2018 worksession, which includes all written comments on the Bicycle Master Plan.

Attachment B contains a summary of about 320 bikeway comments. Many of these comments are addressed in this staff report. Those comments that Planning Staff consider to be a minor issue are not included in the staff report and are identified in the “In Staff Report?” column as “No.” Planning Board Commissioners are requested to bring to the attention of staff any of these minor bikeway comments that they would like to discuss.

Issue 1: Park Trails in the Bicycle Master Plan

In 1998, the Planning Board approved and adopted the Countywide Park Trails Plan, which for the first-time distinguished park trails from other bikeways. The Countywide Park Trails Plan was last comprehensively amended by the Planning Board in 2016. Throughout the planning process for the Bicycle Master Plan, staff has received comments that the Bicycle Master Plan should include both hard surface and natural surface park trails. (Comments 157, 159, 160, 245, 250, 251, 252, 256, 257, 279, 282, 286, 288, 289, 321, 322, 388, 405)

Staff has generally responded to these comments as follows:

- **Natural Surface Trails:** It is not appropriate to include natural surface park trails in the Bicycle Master Plan. While many natural surface trails are used for bicycle transportation, they are designed and constructed for sustainable, natural resource-based recreation. The Montgomery County Planning Board approved and adopted the 2016 Countywide Park Trails Plan, which includes recommendations for regionally-significant natural surface park trails. One of the plan’s goals is to accommodate all user types (hikers, bikers, equestrians) on natural surface park trails to the maximum extent feasible.
- **Hard Surface Trails:** It is not appropriate, and would be duplicative, to include all hard surface park trails in the Bicycle Master Plan. M-NCPPC Montgomery County Department of Parks recognizes that many hard surface park trails are used for bicycle transportation. Bicyclists regularly use many park trails, particularly down-county, and therefore the Bicycle Master Plan includes stream valley trails as a bikeway type¹. Decisions about stream valley park trails are primarily governed by the 2016 Countywide Park Trails Plan, as well as other operational policies of M-NCPPC Montgomery Parks.

Staff Response: Staff recommends excluding natural surface and hard surface trails from the Bicycle Master Plan, with the exception of the Rock Creek Trail, Sligo Creek Trail, Capital Crescent Trail and Matthew Henson Trail, which are heavily used for transportation.

¹ Four stream valley trails are recognized in the Bicycle Master Plan: Rock Creek Trail, Sligo Creek Trail, Capital Crescent Trail and Matthew Henson Trail.

Issue 2: Dual Bikeways

MoBike testified that the plan should include more “dual bikeways,” which include both a separated bikeway (such as a sidepath) and an unseparated bikeway (such as conventional bike lanes and bikeable shoulders) to address the needs of bicyclists who prefer to ride in the road. (Comments #155 and 156). MoBike recommends “dual bikeways” on about 15 roads. (Comments #214, 230, 231, 232, 308, 215, 337, 345, 357, 358, 362)

Staff Response: While staff agrees that unseparated bikeways (conventional bike lanes and bikeable shoulders) are beneficial to bicyclists who prefer to ride in the road, as a general rule they should not be added to the Bicycle Master Plan because doing so could make it more difficult to implement a recommended low-stress, separated bikeway on the same road. If during implementation of the separated bikeway it is found to be feasible to preserve or install new bikeable shoulders or bike lanes, we believe there is sufficient language in the plan to enable MCDOT to so.

Issue 3: The Bicycle Master Plan Relies Too Heavily on Sidepaths

The Washington Area Bicyclist Association (WABA) commented that the plan relies too heavily on sidepaths. They stated that if sidepaths are built to existing standards they will not be attractive to many bicyclists and that the Montgomery County Department of Transportation (MCDOT) needs to implement sidepaths to the standards recommended in plan. To alleviate this concern, they stated that the plan should recommend separated bike lanes in more locations.

Staff Response: Staff believes that the decision to construct separated bike lanes or sidepaths should be based on the amount of pedestrian and bicycle activity that is expected in the area, not based on out-of-date construction standards that can change. While a perfect standard for determining where sidepaths and separated bike lanes should be constructed does not exist, our determination is based on zoning, proximity to rail stations and professional judgment (see page 64 of the draft plan).

- Separated bike lanes (separated space for bicycling and walking) are needed in areas with high levels of activity, including areas that are zoned Commercial-Residential (CR), Life Sciences Center (LSC) or their floating zone equivalents, or that are located within 0.5 miles of a rail station. Areas that are zoned R-10, R-20, R-30 (multifamily residential zones) and RT (townhouse zones) are considered higher activity areas if they are adjacent to properties that are zoned CR, LSC or floating zones, or are near rail stations.
- Sidepaths are acceptable in all other areas of the county.

WABA supports converting some of the recommended sidepaths in the plan to separated bike lanes because they believe they are constructed to a higher standard than sidepaths. While this is true if the separated bike lane is constructed in the road, as with the Spring Street / Cedar Street separated bike lanes, based on existing standards they are unlikely to be constructed differently from sidepaths when they are built outside of the road.

Since the main issue of concern is the quality of sidepath construction, the focus should be on improving sidepath quality, not on constructing separated bike lanes, which are likely to cost more than sidepaths. Pages 121 – 122 of the plan recommends that Montgomery County improve its sidepath and trail design standards. MCDOT will be revising their road design standards over the coming months and sidepath quality will be an important issue to be addressed.

Issue 4: Flexibility in Bikeway Implementation

During the review of the Bicycle Master Plan Working Draft on December 7, 2017, Chair Anderson requested language that provides flexibility in implementing bikeways if the state-of-the-practice in bikeway planning changes.

Staff Response: Staff recommends incorporating this comment into page 64, first paragraph:

"A countywide master plan cannot anticipate all opportunities to implement bikeways that might arise. A bikeway segment not identified in the plan may be implemented if it advances the goals of the plan. The following table provides default bikeway recommendations for streets where the Bicycle Master Plan does not recommend a bikeway. Additionally, while the bikeway recommendations in this plan recommend the state-of-the practice, they can be upgraded as the state-of-the-practice changes."

Issue 5: Bikeway Recommendations on Roads that are Already Low-Stress

David Helms recommended striped bikeways (buffered bike lanes, conventional bike lanes or advisory bike lanes) on over 30 roads that are already considered to be very low-stress. (Comments #235, 237 – 244, 246, 248, 253 – 255, 266, 269, 274, 275, 277, 278, 280, 281, 285, 292, 293, 296, 324 – 326, 365, 370)

Staff Response: As a general rule, the Bicycle Master Plan does not recommend bikeways on roads that are considered to be very low-stress. These roads may be appropriate for signed bike routes, which could be installed by MCDOT without a master plan recommendation.

Issue 6: Bikeway Recommendations on Utility Corridors

The use of utility corridors as bikeways has attracted a lot of interest in the County over the years, as they can provide long trails separated from traffic. They were most recently considered as part of the 2005 Countywide Bikeways Functional Master Plan, but ultimately rejected because utility companies were not in support of bikeways along their rights-of-way. The use of utility corridors for trails has seen a resurgence of interest in recent years, a condition of the recent PEPCO-Exelon merger was that the utility company would design and permit the construction of a pilot trail along the corridor between the Germantown Soccerplex and Montgomery Mall.

The Bicycle Master Plan recommends four trails on utility corridors:

- Utility Corridor #1: This trail was conditioned as part of the PEPCO-Exelon merger. It is part of the Germantown – Grosvenor Breezeway and connects the Germantown Soccerplex to Montgomery Mall.
- Utility Corridor #2: This trail is part of the Germantown – Burtonsville Breezeway and travels in a crescent across Montgomery County on an electrical corridor.
- Utility Corridor #3: This trail connects Bowie Mill Road to Cherry Valley Drive in Olney via an electrical corridor.
- Utility Corridor #4: This trail connects Georgia Avenue to Heartwood Drive in Olney via a natural gas corridor. It exists in part as it parallels Headwaters Drive in Olney.

There were several recommendations to extend each of the above trails and to add a bikeway on one new utility corridor.

Staff Response: Staff has had no opportunity to travel along most of the utility corridors that are recommended to be added to the Bicycle Master Plan because many of them are inaccessible except on foot and based on a review of topography, many will be challenging to implement due to steep slopes. However, we recommend adding the following corridors to the plan, which will enable the County to study the feasibility of constructing trails on these corridors:

- Extend Utility Corridor #1 to the C&O Canal Towpath near Dickerson: This trail would provide substantial value as it would connect Germantown to the C&O Canal Towpath. (Comments #372)
- Extend Utility Corridor #4 south to Muncaster Mill Road: This is a short extension of Utility Corridor #4 that was identified by Planning staff. (Comments #413)

Staff does not support trails on the following utility corridors:

- Extend Utility Corridor #1 to Westlake Drive: The original concept for the PEPCO-Exelon trail was to travel along the utility corridor from Germantown to Westlake Drive near Montgomery Mall. An advisory group staff from M-NCPPC and MCDOT recommended against routing the trail along the utility corridor between Tuckerman Lane and Westlake Drive due to the steep slopes in this area and to instead route the trail along Tuckerman Lane and Westlake Drive. Staff continues to support this approach. (Comments #356)
- Extend Utility Corridor #2 to River Road / C&O Canal Towpath: While this trail would provide substantial value as a connection between Germantown and the C&O Canal Towpath, it would travel on a utility corridor through the Muddy Branch Stream Valley Park and the Blockhouse Point Conservation Park. Because of the potential impacts to water quality, the Countywide Park Trails Plan recommends natural surface trails in this location (Comments #373).
- Extend Utility Corridor #3 north to the Germantown – Burtonsville Breezeway: Planning staff believe this trail is unnecessary because it would duplicate the proposed MD 108 sidepath and would create a midblock crossing. (Comments #346)
- Extend Utility Corridor #4 north to the Germantown – Burtonsville Breezeway: Staff does not support extending Utility Corridor #4 to the Germantown-Burtonsville Breezeway as it would

duplicate the Georgia Ave to Gold Mine Road bikeway. Instead, we recommend extending the Gold Mine Road bikeway to the Germantown - Burtonsville Breezeway. A portion of this bikeway is included in the design of the Gold Mine Rd bridge replacement project. (Comments #347)

- Connect Damascus to Clarksburg Town Center via an electric corridor: Staff does not support a bikeway on this corridor because the proposed Ridge Rd (MD 27) sidepath would provide similar connectivity but would also provide connectivity to the adjacent neighborhoods and Cedar Grove Elementary School. (Comments #258, 259)

Issue 7: Bikeway Recommendation on MD 355 Bikeway in Shady Grove and Derwood

The boundary with the City of Rockville alternates along Frederick Road between Shady Grove Road and College Parkway, but in general, the parcels on the west side of the road are under the jurisdiction of the City of Rockville and the parcels on the east side of the road are under the jurisdiction of Montgomery County. The bikeway recommendations on Frederick Road in the Bicycle Master Plan are largely on the east side of the road between Shady Grove Road and College Parkway and alternate between two-way separated bike lanes and sidepaths as follows:

- Shady Grove Road to Ridgemont Road: sidepath for 0.4 miles
- Ridgemont Road to Paramount Drive: two-way separated bike lanes for 0.6 miles
- Paramount Drive to East Gude Drive: sidepath for 0.5 miles

The City of Rockville's Bikeway Master Plan recommends two-way separated bike lanes roughly between Shady Grove Road and Manatee Street. While the plan does not specify the side of the street, since the City controls the parcels on the west side, their recommendation would only pertain to the west side.

Councilmember Julie Palakovich-Carr from the City of Rockville testified that the Bicycle Master Plan recommendation between Shady Grove Road and College Parkway is inconsistent with the City of Rockville bikeway. (Comment #262)

Staff Response: We do not believe there is an inconsistency between the Bicycle Master Plan and the City of Rockville's Bikeway Master Plan, since the Bicycle Master Plan recommendation is on the east side of Frederick Road and the City of Rockville's recommendation is likely intended for the west side of Frederick Road. We have reached out to City staff to confirm our assumption and have not heard back. We will update our recommendation if needed after confirming with City staff.

Issue 8: Bikeway Recommendation between Bethesda and Friendship Heights

Connecting the Bethesda CBD and the Friendship Heights CBD was an important consideration for the Bicycle Master Plan due to the very high potential demand between these major activity centers. The preliminary bikeway recommendations for the Bicycle Master Plan included two bikeways connecting the CBDs:

1. Stratford Road / Warwick Place Neighborhood Greenway: The preliminary bikeway recommendations included a neighborhood greenway along Stratford Road and Warwick Place,

with a new bridge over Little Falls Branch and a trail through William Tyler Page Park. The bikeway was removed at the request of the Village of Friendship Heights, which opposed the connection through William Tyler Page Park and the Village of Drummond, which opposed the bikeway because they were concerned that the connection between Hunt Avenue and Drummond Avenue was too narrow and could not be widened without impacts to the adjacent residential properties.



Neighborhood connector between Hunt Avenue and Drummond Avenue

2. Wisconsin Avenue Sidepath (East Side): The remaining bikeway connection is a sidepath on the east side of Wisconsin Avenue. While this bikeway currently exists for much of Wisconsin Avenue between Bradley Lane and Hesketh Street, it is narrow, difficult to access, and will require many bicyclists to make additional crossings of Wisconsin Avenue. As a result, many bicyclists will continue to travel along Stratford Road and Warwick Place, bicycle on the sidewalk on the west side of Wisconsin Avenue or not make the trip by bicycle.

MoBike and Ross Filice recommend a neighborhood greenway connecting the Bethesda CBD and the Friendship Heights CBD via Stratford Road and Warwick Place (Comments #178 – 181). The Village of Friendship Heights, Village of Drummond and the Chevy Chase West Civic Association have previously opposed this bikeway. Relevant pages of the plan are the Bethesda – Chevy Chase (East) map on page 236 and the Friendship Heights CBD map on page 268.

Staff Response: While staff believes a bikeway along Stratford Road and Warwick Place connecting the Bethesda CBD and the Friendship Heights CBD would be a very important addition to the bicycling network, we stand by our recommendation to exclude it from the Bicycle Master Plan due to opposition from the Village of Friendship Heights and the Village of Drummond. As an alternative, a sidepath could

be considered on the west side of Wisconsin Avenue between Bradley Blvd and Dorset Avenue, though it will be very challenging to construct in some locations and has not been considered by the public.

Issue 9: Bikeway Recommendation on Stratford Road

The Chevy Chase West Neighborhood Association requests that the map on page 232 be amended to show that the Norwood Trail does not officially extend to the south on Stratford Road and that bicyclists should instead travel through Norwood Park to the Capital Crescent Trail or to Wisconsin Avenue (Comment #177).

Staff Response: The map on page 232 of the plan does not accurately show the connection envisioned by staff. Staff recommends extending the trail to Norwood Drive and removing the arrow.

Issue 10: Bikeway Recommendation on Batchellors Forest Road

Rustic Roads are roads in the Agricultural Reserve or rural parts of Montgomery County that exemplify the rural and agricultural character of the area. They are preserved under the Rustic Roads Program, which provides a system for evaluating, protecting and enhancing these scenic roadways. In 2005, the Olney Master Plan designated Batchellors Forest Road as a Rustic Road at the request of the residents who sought to retain the character of the road.

The Bicycle Master Plan recommends a bikeway connecting Georgia Ave / Olney Manor Recreational Park to Batchellors Forest Local Park / Farquhar Middle School. As shown in the image below, it would take a somewhat circuitous route to avoid as much of the rustic road as possible, starting as a trail at Olney Manor Recreational Park, heading northeast to Emory Church Road, heading east on Emory Church Road as a sidepath, traveling southeast on a newly constructed trail through the Trotter's Glen subdivision to Batchellors Forest Road and then heading north on Batchellors Forest Road past Farquhar Middle School.



MCDOT commented that “any facilities proposed along Rustic Roads (or any like variant) cannot be implemented as long as the streets retain the Rustic classifications. Identify any such streets, note that they are advisory only should Rustic status be removed, and exclude the facility's mileage from the total tally (for ease of estimating costs for the Fiscal Impact Statement).” (Comment #351). Janice Snee, Meg Pease-Fye and Andy Smith wrote in support of the bikeway along Batchellors Forest Road (Comment #352). The Rustic Roads Advisory Committee believes that a paved sidepath could have negative impacts to the character of Batchellors Forest Road and instead recommends a natural surface trail (Comment # 353).

Staff Response: Staff believes that the appropriate type of bikeway on Batchellors Forest Road is a sidepath and that this bikeway is needed to provide access to Olney Manor Recreational Park, Batchellors Forest Local Park and Farquhar Middle School, among other locations. However, staff also recognizes that current policy does not permit sidepaths to be constructed along Batchellors Forest Road, thus to implement the sidepath, either the Rustic Road policy needs to be changed or the Rustic Road designation needs to be removed from this road. Since it is beyond the scope of the Bicycle Master Plan to weigh in on Rustic Roads policy or designation, staff recommends adding a note to the Batchellors Forest Road recommendation that says: "This bikeway recommendation is advisory only until the Rustic Road designation is removed or the Rustic Roads policy changes."

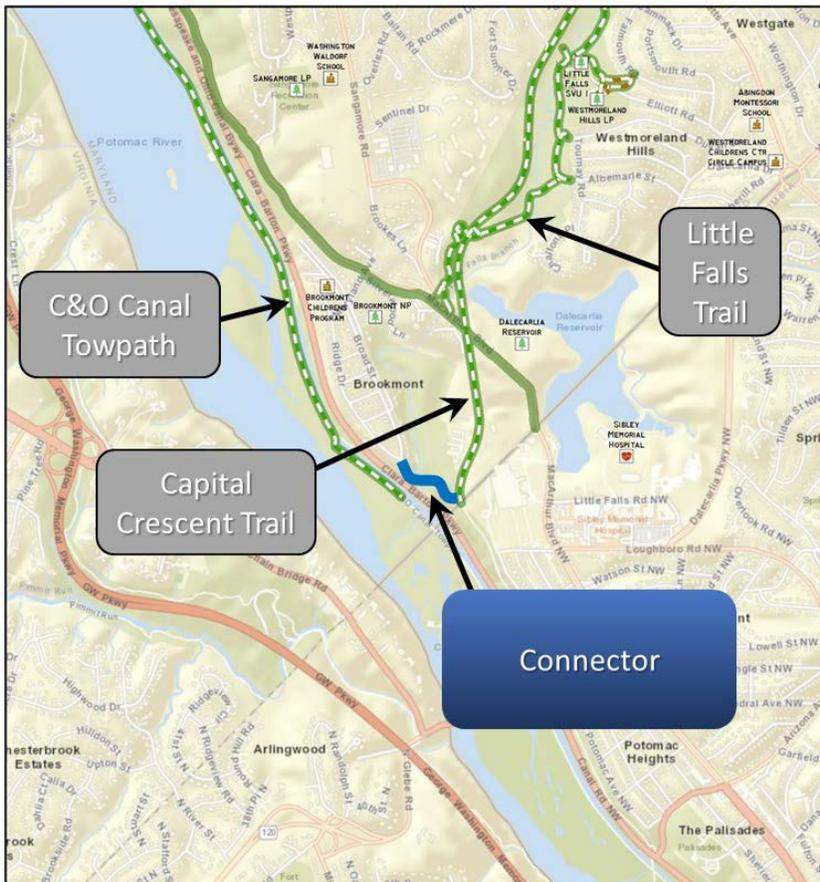
Issue 11: Bikeway Recommendation on East-West Highway between Bethesda and Beach Drive

WABA recommends providing a separated bikeway on East-West Highway from Downtown Bethesda to Beach Drive (Comment #188). The relevant pages of the map are the Bethesda – Chevy Chase (East) map on page 236 and the Chevy Chase Lake map on page 248.

Staff Response: Adding a separated bikeway on East West Highway between Wisconsin Ave and Beach Drive will be challenging and costly. The Capital Crescent Trail is under construction and will serve many of the same users that would benefit from a bikeway on East-West Highway.

Issue 12: Bikeway Recommendation between Capital Crescent Trail and the C&O Canal Towpath

MCDOT recommends connecting the Capital Crescent Trail and the C&O Canal Towpath near the border with the District of Columbia by providing a short trail between the Capital Crescent Trail and the Broad Street in the Brookmont community (Comment #204). Bicyclists would then use an existing connection between Broad Street and the C&O Canal Towpath. Relevant pages of the plan are the Bethesda – Chevy Chase (West) map on page 242.



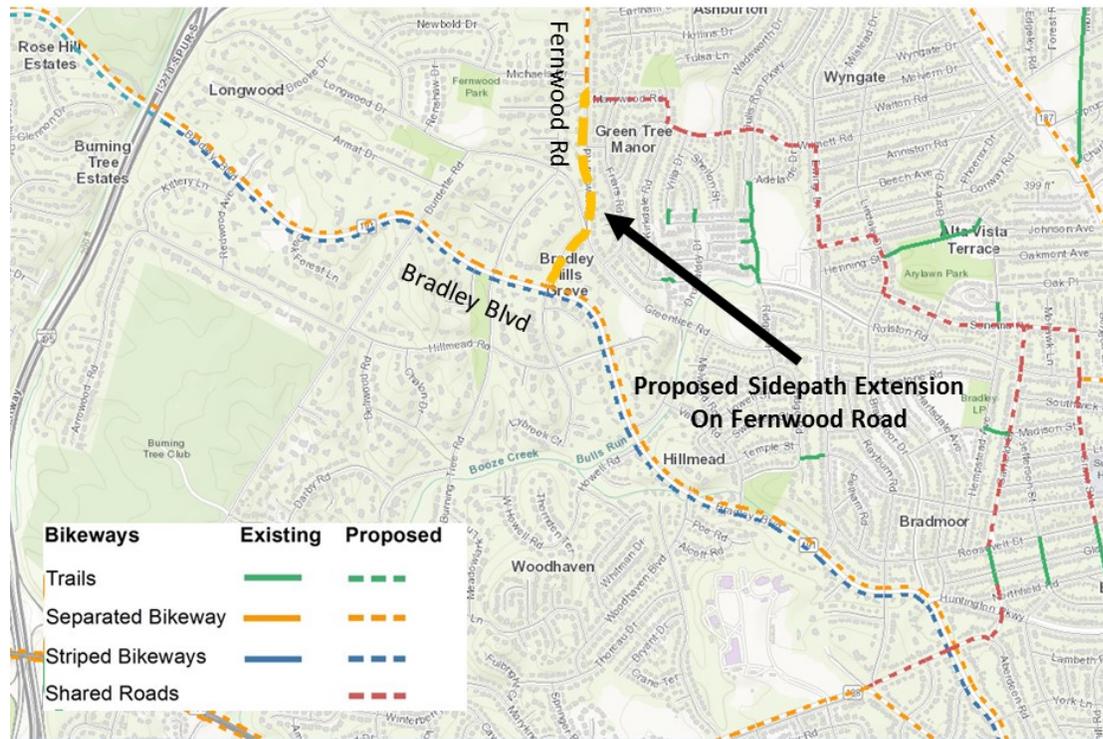
Staff Response: Staff recommends recognizing MCDOT's proposed trail between Broad Street and the Capital Crescent Trail but qualifying the recommendation to say that “The implementation of this proposal is contingent upon evaluation of potential impacts to park land. Further, it will be subject to

the avoid, minimize, mitigate and compensate policy adopted by the Planning Board in the 2017 Parks, Recreation and Open Space (PROS) plan”.

Issue 13: Bikeway Recommendation on Fernwood Road

MCDOT commented that an extension of the Fernwood Road sidepath to Bradley Blvd should be considered. (Comment #206). Relevant pages of the plan are the Bethesda – Chevy Chase (West) map on page 242.

Staff Response: Staff recommends extending the Fernwood Road sidepath to Bradley Blvd.



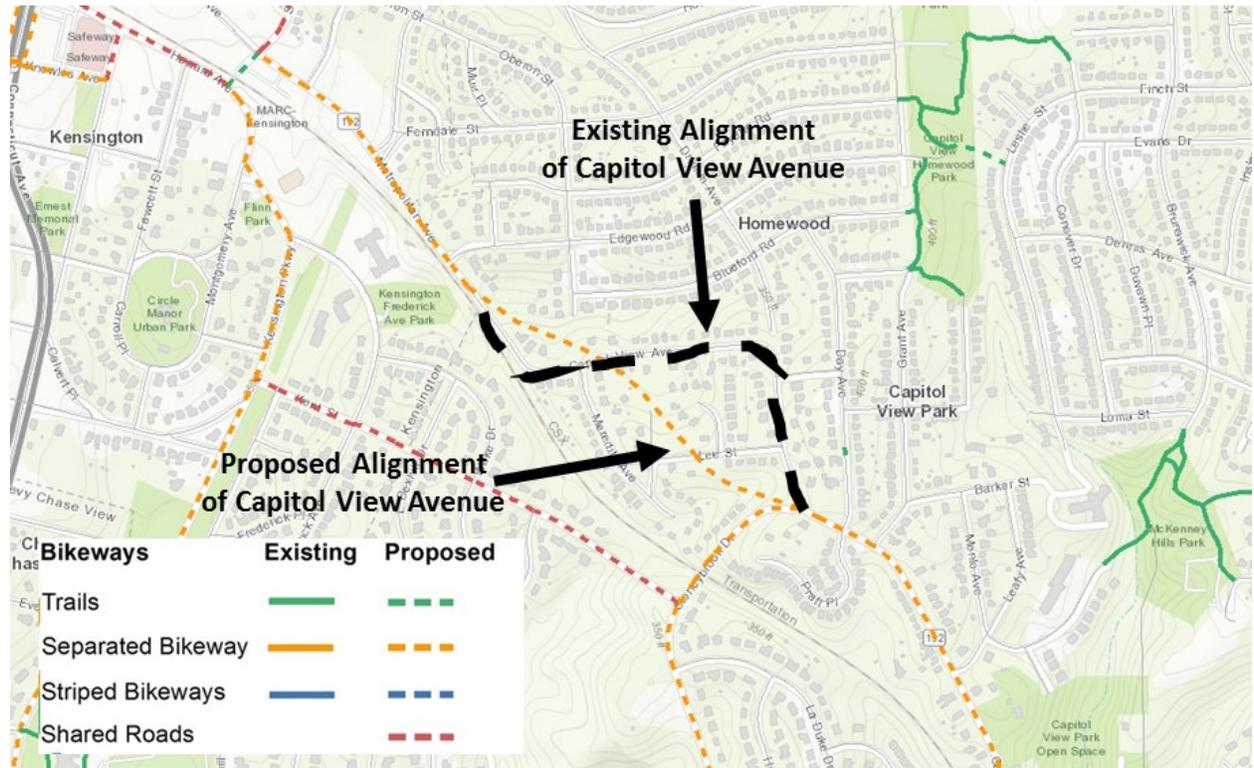
Issue 14: Bikeway Recommendation on Colesville Road between Georgia Avenue and Fenton Street

Zach Weinstein recommended separated bike lanes on Colesville Road between Georgia Avenue and Fenton Street (Comment #382). The relevant section of the plan is the Silver Spring CBD map on page 340.

Staff Response: While staff agrees that separated bike lanes are beneficial on Colesville Road between Georgia Avenue and Fenton Street, there is insufficient space to implement the bikeway without removing traffic lanes and / or narrowing the sidewalks.

Issue 15: Bikeway Recommendation on Capitol View Avenue

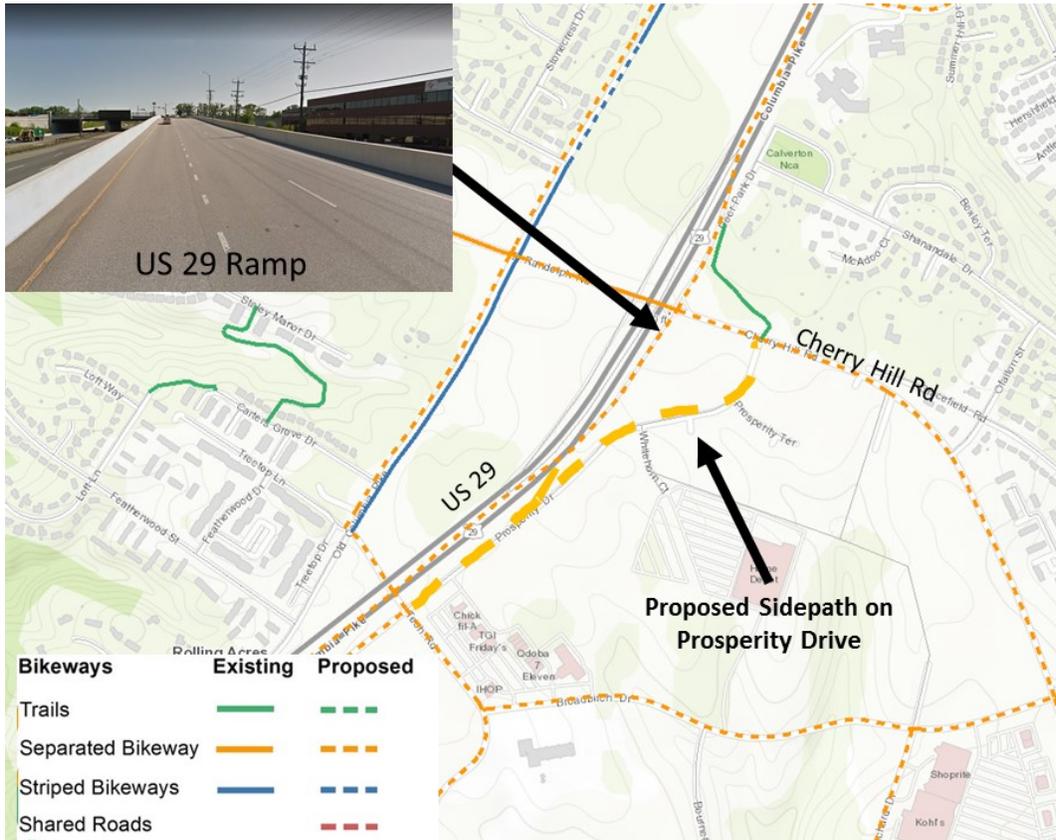
Ulla Buchholz of the Capitol View Avenue Neighborhood Association commented that the proposed bikeway on Capitol View Avenue should follow the existing road alignment, not the alignment in the 1982 Capitol View Sector Plan, which is infeasible (Comment #329). The relevant section of the plan is the Kensington - Wheaton map on page 292.



Staff Response: The 1982 Capitol View Sector Plan recommends straightening Capitol View Avenue. The proposed sidepath follows the master-planned alignment of the road. Staff believes that the sidepath should continue to be located along the master-planned alignment of the road. A future update to the 1982 Capitol View Sector Plan would likely consider whether to retain the master-planned alignment of Capitol View Avenue. If the master-planned alignment is modified, the bikeway would need to be modified as well.

Issue 16: Bikeway Recommendation on US 29 Ramp and Prosperity Drive

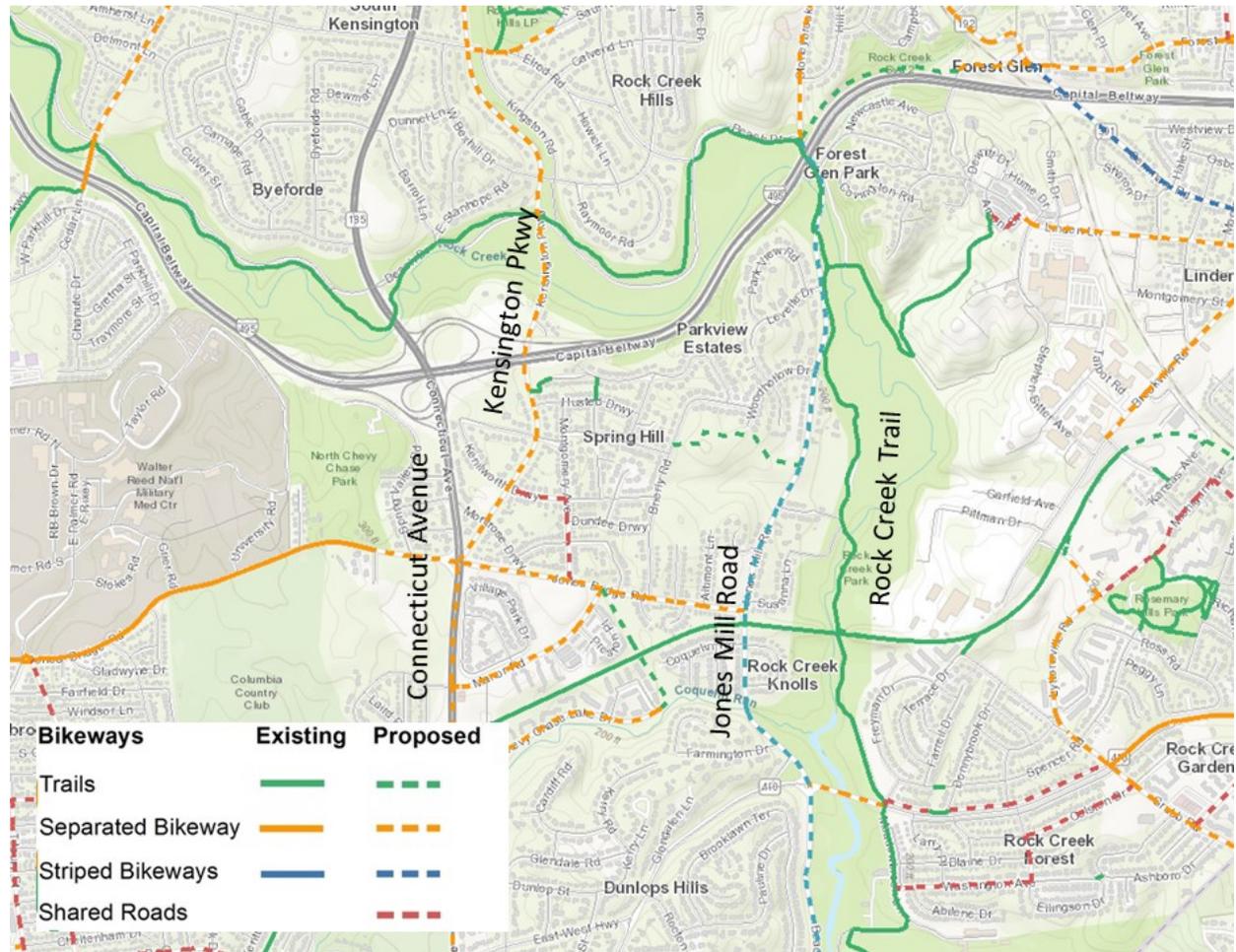
The Bicycle Master Plan recommends a sidepath on the east side of the US 29 northbound ramp to Cherry Hill Road (see White Oak map on page 364 of the plan). This will be costly and difficult to implement. This bikeway should be replaced by a sidepath on the west side of Prosperity Drive, which connects to an existing trail on the north side of Cherry Hill Road.



Issue 17: Bikeway Recommendation on Jones Mill Road

MCDOT questioned why Jones Mill Road is recommended to have “bikeable shoulders,” which are not a low-stress bikeway (Comment #217). The relevant section of the plan is the Bethesda – Chevy Chase (East) map on page 236 and the Chevy Chase Lake map on page 248.

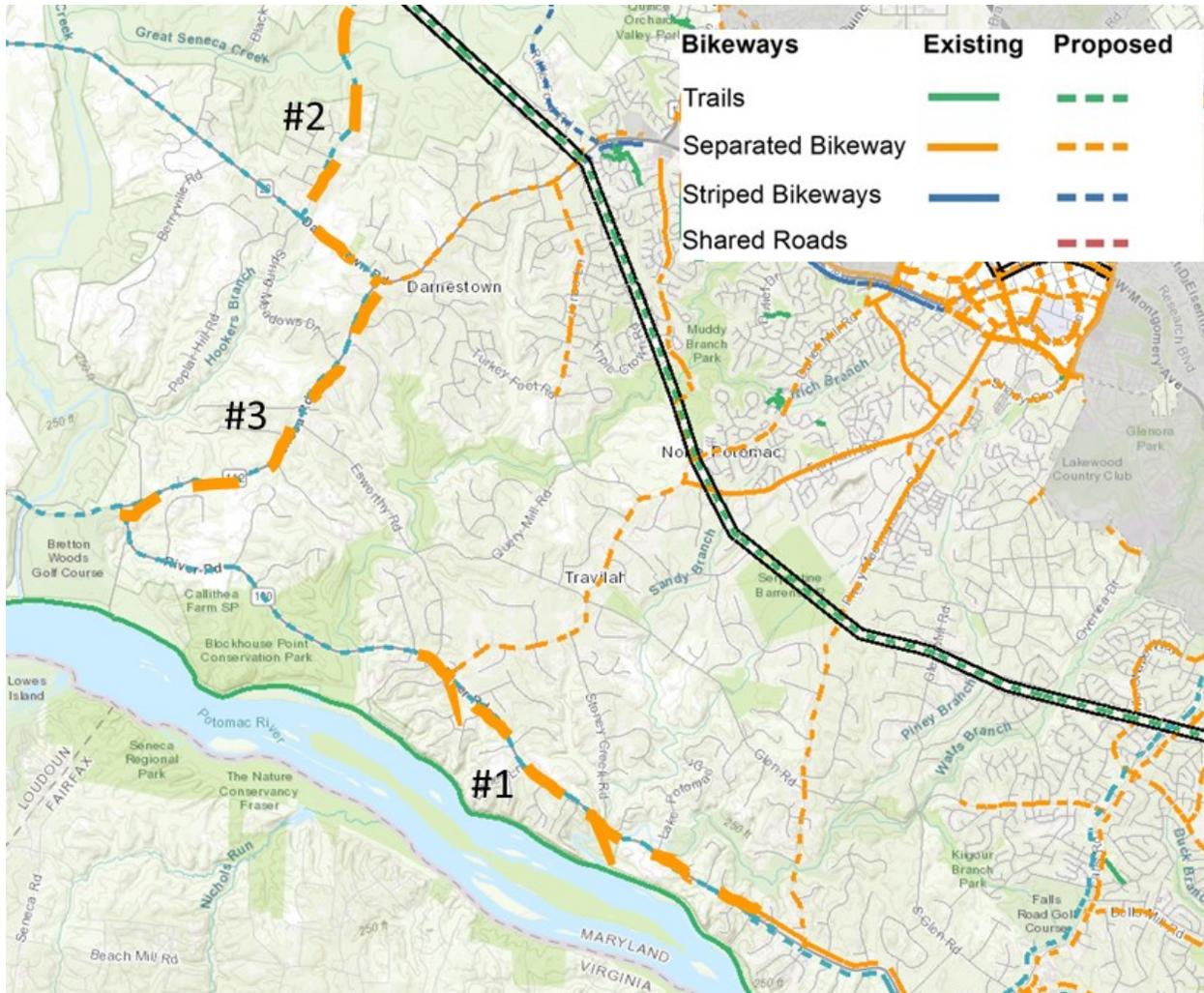
Staff Response: Staff did not recommend a low-stress bikeway on Jones Mill Road because it is a very constrained environment, is heavily used by bicyclists who prefer to ride in the road and there are parallel low-stress bikeways, including the Rock Creek Trail and the proposed separated bikeways along Kensington Parkway and Connecticut Avenue.



Issue 18: Connections to C&O Canal Trail

Joe Allen stated that the plan includes insufficient connectivity to C&O Canal Towpath. He recommends:

1. Extending the River Road sidepath to Pennyfield Lock Road.
2. Extending the sidepath on Germantown Road and Darnestown Road connecting the Germantown - Burtonsville Breezeway to Seneca Road.
3. Adding a sidepath on Seneca Road and River Road connecting Darnestown Road to Violettes Lock Road (Comment #374).



Staff Response: Staff recommends extending the sidepath on River Road to Seneca Road (#1 above). We disagree with adding sidepaths on Germantown Road, Darnestown Road and Seneca Road, as these would substantially change the rural character of these roads and the demand is likely to be low.

Issue 19: Bikeway Recommendation on Georgia Avenue

Zach Weinstein commented that separated bike lanes are needed on Georgia Avenue in Downtown Silver Spring (Comment #383). The relevant section of the plan is the Silver Spring CBD map on page 340.

Staff Response: While separated bike lanes would be very beneficial on Georgia Avenue, there are many constraints in the right-of-way (such as lay-bys, bus shelters and planters) and full dedication to the master-planned right-of-way will take a very long time. Alternative bikeways are proposed on parallel streets on both sides of Georgia Avenue. Separated bike lanes on 2nd Avenue are likely to be constructed in 2018 and separated bike lanes on Fenton Street are under consideration by MCDOT. That said, the master-planned right-of-way is wide enough to enable implementation of two-way separated bike lanes outside of the curb and there is nothing in the plan that would prevent MCDOT from implementing separated bike lanes on Georgia Avenue after more dedication occurs. We therefore support adding two-way separated bike lanes on the east side of Georgia Avenue.

Issue 20: Designate Corridor Cities Transitway Trail as a Breezeway Corridor

Jack Cochrane of MoBike questions why the Corridor Cities Transitway Trail was not identified as a Breezeway (Comment #314). The relevant section of the plan is the Germantown West map on page 282.

Staff Response: The Corridor Cities Transitway Trail was not recommended to be part of the Breezeway Network because nearby parallel roads are already designated as part of the Breezeway Network, including MD 355 and Great Seneca Highway. It is unlikely that Phase 2 of the Corridor Cities Transitway will be constructed in the next 20 years, so designating the Corridor Cities Transitway Trail as part of the Breezeway Network could be considered in the future.

Issue 21: Consistency with the Veirs Mill Road Corridor Master Plan

There are several inconsistencies between the Bicycle Master Plan Public Hearing Draft and the Veirs Mill Road Corridor Master Plan Working Draft. They fall into two categories: bikeway recommendations on existing roads and bikeway recommendations on proposed roads. Staff recommends resolving the inconsistencies on existing roads by making the following changes to the Bicycle Master Plan:

- On the south side of Veirs Mill Road, provide continuous two-way separated bike lanes from Montrose Parkway East / Parkland Drive to the Wheaton CBD, except between Newport Mill Road and Pendleton Drive where a sidepath is recommended due to limited right-of-way. The Bicycle Master Plan currently recommends a mix of sidepaths and two-way separated bike lanes on the south side of Veirs Mill Road, with separated bike lanes proposed along commercial frontage and sidepaths proposed everywhere else.
- Extend the sidepath on north side of Veirs Mill Road from Parkland Drive to the City of Rockville.
- Add a sidepath on the east side of Havard Street between Veirs Mill Road and Colie Drive.

The Veirs Mill Road Corridor Master Plan is recommending bikeways on several proposed new streets and these should be considered as part of that plan.

Issue 22: Consistency with County Projects – Leland Street Separated Bike Lanes

MCDOT is moving forward with two-way separated bike lanes on the east side of Woodmont Avenue south of Montgomery Lane. Woodmont Avenue becomes Leland Street at Wisconsin Avenue (see map on page 232 of the plan). To align with the Woodmont Avenue bikeway project, the one-way separated bike lanes proposed on Leland Street between Wisconsin Avenue and 46th Street should be changed to two-way separated bike lanes on the north side of Leland Street.



ATTACHMENTS

Attachment A – Public Testimony

Attachment B – Matrix of Responses to Public Testimony for Non-Bikeway Comments