

Appendix G

Correspondence

Please note that correspondence sent directly to the Planning Board, or not sent to Montgomery Parks, may not be included in this Appendix.

- July 10, 2018 Coalition for the Capital Crescent Trail Letter
 - August 7, 2018 Westmoreland Citizen Association Feedback
 - August 14, 2018 Citizens Coordinating Committee on Friendship Heights Letter
 - August 15, 2018 Kenwood Citizens Association Letter
 - August 15, 2018 Washington Area Bicyclists Association Letter
 - October 23, 2018 Kenwood Forest II Letter
 - November 14, 2018 Resident and Community Associations Letter
 - December 11, 2018 Washington Area Bicyclists Association Letter
 - December 12, 2018 Representative Doris Matsui Letter
 - April 26, 2019 Montgomery County Department of Transportation Letter
-
- Open Town Hall Log
 - Email Correspondence

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July 12, 2018

P.O. Box 30703
Bethesda, MD 20824

Andrew Tsai, Project Manager
Montgomery County Parks
9500 Burnett Avenue
Silver Spring, MD 20901
by e-mail only: Andrew.Tsai@MontgomeryParks.org

Re: Coalition for the Capital Crescent Trail Position Paper -
Little Falls Parkway and CCT Intersection Improvements

Dear Mr. Tsai:

The Coalition for the Capital Crescent Trail (CCCT) is a non-profit volunteer citizens' group established in 1987 to promote the first class development of the 11.2 mile Rail-to-Trail conversion from Georgetown, D.C. to Bethesda and Silver Spring, MD, for multi-purpose, recreational use. The transformation from Georgetown to Bethesda from a disused single-track rail line to a first-class trail has been an impressive example of cooperation between civic groups and governments. The trail is possibly the most used trail in the county, with 516,974 pedestrian trips (or 1,416/day) and 324,971 (or 890/day) cyclist trips identified by the trail counter at nearby downtown Bethesda for all of 2017.

CCCT applauds the county's interest in improving how the Capital Crescent Trail and Little Falls Parkway intersect and appreciates its solicitation of comments from the public as to how this can be best accomplished. Here is CCCT's position on how to improve this intersection:

Our position is based on the following criteria:

1. Safety for all trail users and motorists;
2. A permanent solution that takes into account the fact that use of the trail and of the Parkway will likely increase due to the growth of downtown Bethesda - including the new Marriott headquarters, Purple Line users, and development at Westbard - all a short distance from downtown Bethesda along the trail. We feel it is important to plan for such long-term growth;
3. The environmental impact of any trail/road development, including minimal impacts on the nearby stream valleys;
4. The cost of suitable options; and
5. Minimizing the impact upon neighboring communities and parkway users, including traffic flows and traffic times.

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Based on these criteria we believe that a bridge is the best long-term solution. It is the safest option because it eliminates any surface crossing of the Parkway by the Trail, thereby avoiding conflict between motorists and trail users. A bridge will best accommodate the increased usage of both the CCT and of Little Falls Parkway, as it will allow motorists to continue to use two lanes in each direction on Little Falls Parkway and eliminate any diversion for trail users. This further maximizes safety and minimizes delays for both motorists and trail users. Importantly, it also minimizes the impact of motor vehicles and bicyclists "detouring" into nearby residential areas as well as minimizing conflict with users of the Bethesda Pool. We think the marginal cost increase of a bridge over surface solutions may not be as great as feared when factoring in the savings of time and lessening of inconvenience. We prefer a bridge over a tunnel as a safer and probably less costly option. We therefore urge the County to take a close look at the costs and impacts (environmental, traffic and social) of a bridge.

We recognize, however, that such a permanent solution will take time to study and implement (it took many years to complete the bridge over River Road), and that a more immediate short-term remedy is needed in the interim. We believe that the best short-term solution to promote safety is to move the trail crossing of the Little Falls Parkway to the intersection of Arlington Road and the Parkway. We believe that this is the safest location for a surface crossing for all trail users and avoids situations where trail users either cross without a light or are tempted to avoid using a traffic light. It also requires the least diversion from the current trail path. Moreover, this alternative permits reopening the Parkway to two lanes in each direction and avoids an extra potential stop for motorists, thereby lessening motorists' temptation to travel through nearby residential neighborhoods. It also minimizes conflict with the users of the Bethesda Pool. We strongly believe that the rerouting of the trail should use a gradual curve on both sides of the Parkway (and avoid sharp 90 degree turns) and should widen the trail as it approaches the intersection from both sides so that there is adequate room for trail users to wait for the light to change. Consideration could also be given to separate bike and pedestrian lanes in this area. The details for the short-term recommendation are attached.

Respectfully submitted,



Ron Tripp, Chair,
Coalition for the Capital Crescent Trail

attachment - 1 page

cc: Andrew.Frank@MontgomeryParks.org

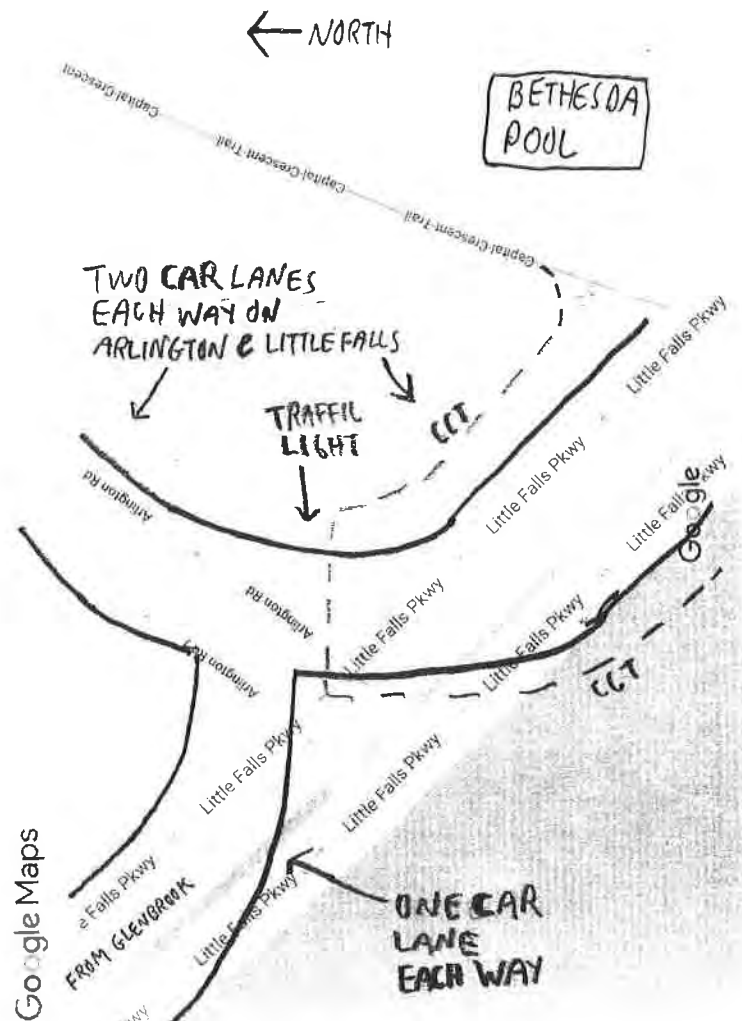
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Short-term Recommendation - Arlington Road/Little Falls Parkway Intersection

The intersection is dangerous for pedestrians and cyclists to cross because only a minority of cars drive straight at the intersection; instead, the majority of the traffic makes a right turn from Little Falls onto Arlington going into Bethesda, and turn left from Arlington onto Little Falls outbound from Bethesda. Thus, a trail user who must cross Little Falls at this intersection must compete with cars turning onto the path of the crosswalk. We do not favor an all-way red light, because of the temptation of trail users to cross with Little Falls with the green light, and the frustration of drivers who must wait even when no trail users are present.

We instead propose a modification of the intersection so that Arlington/Little Falls is reconfigured as a through street and Glenbrook/Little Falls as a feeder street (with one lane in each direction) intersecting at a 90 degree angle to Arlington/Little Falls. In so doing, the trail users would cross when Glenbrook/Little Falls cars have the green light. A sketch of the intersection is below. The reconfiguration is similar to the redesign of the Fairfax and Clarendon Roads intersection (located about ½ mile north of Arlington and Little Falls). The actual work at the Fairfax/Clarendon intersection only took a few days, so we assume the cost would not be significant.

We again reemphasize that the redesigned intersection is only an interim solution - that a bridge for cyclists and pedestrians over Little Falls Parkway is the best long-term option.



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Preface:

Westmoreland Citizens Association (WCA) sent out a long email to members, soliciting input, and included the CCCT recommendation letter. WCA summarized the alternatives to members in this fashion:

alternative 1: control the trail crossing (redirect bike traffic to signals or add a signal and restore the Parkway to 4 lanes);

alternative 2: remove the conflict (close road sections or tunneling);

alternative 3: reduce the conflict potential (keep the reduced 2 lanes all the way to Dorset)

There are 25 WCA member responses below, received in the 2 days before the CCCFH meeting: 84% endorsed, in whole or in part, the recommendation of the Coalition for the Capital Crescent Trail. That is, to return car traffic to 4 lanes and the prior speed limits, move the trail to an existing light at the crossing, and longer term, build a bridge. Here are the member responses.

My husband bikes to work, but we also drive frequently to Bethesda. We strongly support one of the first two options – having bikes be diverted to a light, preferably the light at Arlington Road. It is much less costly than some of the other options, it provides more safety to bikers and walkers, and although it slows bikes somewhat, bikes are not supposed to be speeding on the Capital Crescent Trail anyway.

I strongly support controlling the trail crossing (redirect bike traffic to signals and restore the Parkway to 4 lanes). This is much less expensive and reasonable than the alternatives. The current traffic pattern is inconvenient and possibly dangerous. The larger number of auto drivers should not be inconvenienced by the small number of bicyclists (who don't comply with the bike speed limit) and don't want the inconvenience of a brief detour. Although the bicyclists are a strong lobby who I often support, in this case they should yield to the larger number of inconvenienced autos.

I am in favor of the first option which is to restore the 2 lanes of traffic (WCA – meaning 4 total) and either move the crossing which I don't believe bicyclists or pedestrians will honor..so I would put up a flashing light at current crossing.. a zebra crossing which is used very effectively all over the UK)

I agree with the use of the sidewalks and eventually a bridge. Traffic will increase when the Westbard development is begun so the two lane solution is really not viable. The current configuration is dangerous. I have seen someone going the wrong way from Arlington, and my neighbor's car stopped for a pedestrian was hit twice from behind.

Bikers and walkers should cross at the light short term, flyover long term. Current situation is not good for anyone.

Alternatives 1 and 2 seem to be the least costly, least complicated and possibly most effective solutions -- I would not support a tunnel under (safety concerns, water/environmental concerns, cost, complications) nor a bridge over (seems unnecessary)

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Yes, please press to have Little Falls Parkway restored to 4 lanes by temporarily moving the bicycle/pedestrian crossing to the light at Arlington Road and then building a permanent bridge over Little Falls Parkway (or a tunnel under it, whichever seems more cost effective and safe).

I feel very strongly about some of these options. Closing the road is not an option. Blocking it from Dorset is not either. Access to Bethesda for cars is shrinking with other reengineering of roads like Hillsdale/Leland. Little Falls and Arlington Blvd remain an important route. Cars are by far the most common mode of transport. I use the trail for biking, running and walking and still I believe that cars need to have access to a convenient route. Adding a light is fine but the two (at the trail and at Arlington) should be synchronized so that the traffic flows through. There would need to be light for trail users too so prevent accidents. Two lanes to Dorset solves nothing. It would make more congestion because the cars that use the lane for Hillsdale would no longer have access to the extra lane. It may seem like an easy solution for those living in that community, but it is not a solution for everyone else. Do NOT reduce the speed limit on Little Falls. Again, that would create congestion and people go faster anyway because it's logical to do so. DC gives us dozens of examples of how the lower speed limit creates congestion. I can't imagine how the tunnel would work. It seems it would be too close to the Arlington intersection. I'd really have to see some drawings related to this. Thanks for soliciting our input on this important matter. (Patricia Bonnard/Iain Shuker)

I think the temporary solution of moving the trail to the Arlington Rd stop light is excellent and reasonable. A 2 lane solution will benefit no one. The coalition letter is thoughtful and practical. Please thank them for us. Of course, an over-path bridge will be a good and speedier improvement, but that could take years. Meanwhile the current 2 lane solution is an accident waiting to happen if it hasn't already. I appreciate WCA for pushing this forward.

I agree that a bridge is the best long-term solution. I have no opinion on the short term solution but would agree with whatever the committee ultimately thinks best.

We support the recommendation by the Coalition for the Capital Crescent Trail to build a bridge over Little Falls Parkway as a long term solution and to move the crossing of the trail to the light at the intersection of Arlington Rd. and Little Falls Parkway in the short term. This would restore the roads to 4 lanes as they were before the bicycle accident.

Thanks for another opportunity to comment on this project. I have previously sent comments directly to the MNCPPC; I never hear anything back. The loss of life is tragic and should be avoided. Cars will always prevail over bikes and pedestrians. Another fact, bicyclists on the CCT almost NEVER stop when crossing Little Falls Parkway. Bicyclists want to be treated on roads as equal to cars but essentially never follow traffic laws--don't stop at stop signs, traffic lights, don't signal, don't issue warnings when passing pedestrians on trails. Bicyclists' own behavior contributes to this problem. The current configuration was an unwise knee jerk reaction to a tragic accident where the bicyclist, I read in the news accounts, did not stop at the stop sign. The main mode of transportation in our community is cars. No matter what any governing authority does short of banning cars, that will remain the case. Public transportation is inconvenient and too expensive. The bridge proposal is too expensive and in the end people will likely not use it. People will not walk up or bike up as it will take more energy and more time. I would argue that the path needs to be rerouted to be co-located with an existing traffic signal and bicyclists and pedestrians on the CCT need to be governed by traffic signals at that intersection. Traffic flow experts can better judge whether Arlington or Hillandale roads make more sense. Traffic in our area is only getting worse, the current configuration installed by MNCPPC only

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makes that congestion worse. Once the Westbard development takes off, traffic will become much worse; particularly on Little Falls Parkway. The county has encouraged business and residential highrise development in the area without a commensurate analysis and improvement of the road system, irrationally believing that public transportation will address the growth. When they are reconfiguring the CCT, I would also look to measures that would encourage slowing down of bicyclists when coming to the crossing-speed bumps? Of course, bicyclists are well suited and masters of avoiding obstacles, so don't know how realistic that is.

If reducing the potential for accidents with pedestrians/cyclist is the goal, I believe the only two viable options are (a) to remove the conflict (tunnel/bridge) or (b) to reduce the potential for conflict by keeping the parkway reduced to two lanes. Since there is no funding right now for option (a), I strongly suggest maintaining the reduced traffic pattern. Trying to move runners and cyclists to cross at the light is not viable. Many simply won't follow this option, which will potentially result in an increase in accidents. Even though they will be in the wrong, you will get people crossing at multiple locations in areas that would not be expected by drivers, which is very dangerous. To reduce traffic speeds on Hillandale, perhaps you could consider adding speed bumps or a speed camera. Considering the thousands of pedestrians and cyclists that cross the parkway on the CCT, increased volume on Hillandale is a much safer alternative to increased and faster traffic on the parkway crossing the CCT.

I support the CCCT recommendation.

We are current residents of Westmoreland Hills but soon to be moving to the Somerset area of Chevy Chase. We drive through Little Falls and Arlington on a near daily basis. Our family would support going back to the full 4 lanes of traffic and creating a new traffic light at the current crossing. If that cannot be accomplished then we would support building a bridge over the roadway. The current conditions puts an undue burden on drivers and actually makes for unsafe driving conditions (with everyone needed to merge at the last minute into one lane). Adding a signal would keep the speed down and make for a safe passage for all the walkers/bikers who use the trail.

With the Montgomery County planning entities for Westbard Residential expansion assuming that many hundreds and hundreds of new residents there will be walking or biking back and forth to the Metro in downtown Bethesda daily via the Capital Crescent Trail, there seems to be no other option but putting a bridge over the Little Falls Parkway where the Capital Crescent Trail crosses it.

I would like to restore Little Falls Parkway to 4 lanes, to have bikes cross the Parkway at an existing light, and longer term, to reduce the risk further by building a bridge for bicyclists to use.

The best solution, quite obviously, is to remove the issue by pedestrian bridge or tunnel; it's also the most expensive. Second best is a controlled intersection: cheaper and a minor nuisance, but at least safe. The worst is the present situation, which is both a nuisance and dangerous because it gives pedestrians and bikers a false sense of security, while motorists aren't sure what they're supposed to do; and bikers ignore the stop sign for them.

I support the idea of directing the cyclists and walkers to the light that is already near the trail and restore the Parkway to four lanes for cars. Building a bridge over Little Falls, like River Road, makes good sense in the long term.

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The “road diet” seems effective to me, both as runner/cyclist and a motorist on LFP. Keep it 2 lanes. I don’t agree with CCT Coalition’s suggestion of trying to get back to 4 lanes with a long-term solution like a bridge— seems unnecessary— nor moving the crossing to Arlington Rd. The temporary posts could be configured better and perhaps there’s a more permanent way for the implementation to be less confusing for new motorists, but those are manageable details. Thanks for soliciting opinions.

Count me among the 92% who want four lanes. But keep the new speed of 25 MPH and put more flashing lights around such as those in the UVA campus in Charlottesville.

I also agree with the Coalition’s letter.

As a driver and a biker, though not a commuter, through that intersection I'd vote for #5/#9...reduce to 1 lane and stop-sign (#5) or speed-table cross-walk (#9). It seems to be working now except for the reflective pylons ironically making seeing trail users harder to see. The bridge over River Rd is a climb that I curse when running/biking up as compared to simple stopping at the other intersection. That said, if left at 4 lanes, then #3 (signal) seems best approach to giving equal access to trail and road users. Thanks!

We vote to reopen the parkway to four lanes and redirect bikers to the light for the time being. But for the future work for a bridge over for those using the Crescent Trail.

I both drive and bike through there regularly, and have thought quite a bit about how to fix the problem (as my wife will attest). I should state up front that I am not a traffic engineer -- I am in advertising and design, which is actually more relevant to the problem that you might think. It's my business to direct people's attention to what I want them to see, and to direct attention away from distractions. The current temporary set-up is, as I'm sure you are aware, a mess. The presence of all those plastic rods distracts drivers from focusing on what is important -- stopping and looking for bikes or pedestrians. The stop signs themselves -- and here's the greatest fundamental error -- are not really stop signs at all. They make stopping optional -- only if pedestrians or bikes are present is the driver required to stop. But that, alas, leaves it to the judgement of the driver. Are those pedestrians moving slowly enough that I don't really have to stop? Are they paying attention? Are those bikes far enough away? I'm in a hurry, after all! What we need to do is take the judgment about stopping out of the driver's hands. Stopping should be mandatory, without exception. There are two ways to do this: stop signs and lights. In my opinion, stop signs, in combination with some speed bumps preceding the intersection to slow traffic down, will ultimately be more effective and less expensive, while improving traffic flow back to four lanes. The implementation, however, is absolutely key. First, the speed bumps. How far outside the intersection should they be placed? 50 feet? 100 feet? I don't know, this is where a traffic engineer's experience comes into play. Maybe there should be two bumps leading up to the intersection. But slowing people down, forcibly, is one major step closer to getting people to stop altogether. (And please, while we're on the subject, not those short, harsh, high speed bumps that make your car shudder and damage your suspension; smoother ones will be just as effective without rattling your nerves.) Next, as you approach the intersection there should be two stop signs, one to the left of the left lane and one to the right of the right lane (four total, counting both directions), so you can't possibly miss them. These should not be oversize, as you do not want to block vision of any pedestrians or bikes. They could even be a little smaller than, and placed, if anything, a little lower than the standard height so as not to obstruct view.

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Okay, why not stop lights? In short, people run stop lights. Again, it puts judgement into the drivers' hands. Hey, it's green, step on it! Can I make it thought that yellow? I'm in a hurry, after all! A stop sign eliminates the uncertainty and the judgment by conveying the message that you must stop every time, no exceptions, whether there are bikes or pedestrians present or not. A stoplight means it's okay sometimes to breeze through without stopping -- not the message that we want to convey. Finally -- and this is only real expense we're adding here -- light the intersection well so that at night, or even at dusk, there's no chance of not seeing the stop signs, or not seeing pedestrians or bikers in dark clothing with no lights or reflective tape. Option: Set up a camera in each direction. Inform the drivers they are being watched, and put up a sign "Full Stop or Get a Ticket." As a driver, I don't like traffic cameras more than anyone else, but around schools and intersection like this one, I can accept it as a necessary evil. Now, what do we do from the pedestrian and biker perspective? First, the temporary decision to put a kink in the route, forcibly slowing down the bikes, was a good one. Keep it. It works. I'd consider putting up (smaller) stop signs on each side, with the message: "Stop. Look Both Ways." There will be some bikers who blow past these, you're never going to get all of them to slow down completely, but it should help. Some reactions to the other proposals: a) I'm glad that at least one of the proposals included stop signs. They're the cheapest, cause the least disruption, open up both lanes, and reduce visual clutter. But they need to be supplemented with at least the speed bumps, and there should be a total of four so they cannot be missed. b) The bridge or tunnel options will be hugely expensive, hugely disruptive and, given the short length, will have to be absurdly steep, which the bikers will hate (believe me). The long bridge on the CCT over River Road is what you can do when you have plenty of length, but you don't have that length here. c) Closing Little Falls down to one lane each way permanently is also not a good solution. The traffic back-up at certain times of day is made unnecessarily worse; it really needs to be two lanes each way. Thank you.

I strongly support keeping Little Falls at two lanes. The current system is working very well in terms of safety and traffic and is far preferable to bikers crossing at a light. The small inconvenience to us drivers is well worth it.

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Citizens Coordinating Committee on Friendship Heights

August 14, 2018

Mr. Andrew Tsai, PE
Project Manager
Montgomery Parks
9500 Brunett Ave.
Silver Spring, MD 20901

Re: Capital Crescent Trail Crossing at Little Falls Parkway

Dear Mr. Tsai:

Thanks again for your most informative presentation to us at the Citizens Coordinating Committee on Friendship Heights (CCCFH) regarding the Capital Crescent Trail alternatives under study for increasing safety at the Trail/Little Falls Parkway intersection. Our organization consists of 18 communities focused on planning and zoning issues affecting our neighborhoods.

While the Capital Crescent Trail (CCT) is heavily utilized by bicyclists, it is predominantly used by children and adult pedestrians and runners. A core problem is that the CCT has become a bicycle commuter route. It was never intended as such. This results in safety issues in conflicts with the pedestrians and runners on the trail and with the automobiles on the Little Falls Parkway at the Trail/Parkway intersection.

Aggravating the safety issue is the disregard that so many bicyclists have for the rules of the road.

Furthermore, Little Falls Parkway has long been a primary vehicular route for access to downtown Bethesda where automobile traffic has become extraordinarily congested. That congestion will be compounded with the near-term population and employment increase resulting from expanded development in the Westbard Sector and in the Bethesda Sector.

It is our understanding that you are currently narrowing the list of alternatives to three. Our strongly preferred alternative is discussed below.

Constricting traffic on Little Falls Parkway to accommodate bicyclists is not at all an optimal solution to the safety issue, and additionally will most certainly result in increased cut-through traffic in nearby neighborhoods – already the case as a result of the temporary Parkway constriction, “road diet,” utilizing bollards.

A good solution for the short-term is your department’s alternative for relocating the CCT to cross Little Falls Parkway at the traffic signal at Arlington Road. This would create a safe environment for both Trail users and vehicles, and it could be achieved quickly and at minimal cost. Traffic in both directions could be restored to four lanes on Little Falls Parkway, thereby reducing the cut through traffic that was increased by lane reduction which afflicts the nearby neighborhoods of Kenwood and Somerset. It would also reduce the possibility of vehicular accidents that can occur in the Parkway, especially in the evening hours when the bollard pattern is not clearly visible to turning motorists coming off Arlington Road onto Little Falls Parkway.

Representing the Communities of Brookdale, Drummond, Chevy Chase Village, Chevy Chase West,
Village of Friendship Heights, Glen Echo Heights, Kenwood, Kenwood Condominium, Kenwood House Cooperative, Kenwood
Place Condominium, Somerset, Somerset House, Springfield, Sumner Village Condominium, Westmoreland, Westbard Mews,
Westwood Mews and Wood Acres

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Ideally, we would like to see a bridge over Little Falls Parkway to facilitate vehicular flow and provide safety to pedestrians and bicyclists. However, that is a long-term solution and will require considerable study before implementation. We need an interim solution now and we strongly prefer that which we cited in the paragraph above.

Thank you in advance for your time and attention to the collective interests and concerns of our communities.

Sincerely,



Harold Pfohl, Chair
Citizens Coordinating Committee on Friendship Heights

c. Mr. Andrew Frank

Representing the Communities of Brookdale, Drummond, Chevy Chase Village, Chevy Chase West, Village of Friendship Heights, Glen Echo Heights, Kenwood, Kenwood Condominium, Kenwood House Cooperative, Kenwood Place Condominium, Somerset, Somerset House, Springfield, Sumner Village Condominium, Westmoreland, Westbard Mews, Westwood Mews and Wood Acres

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Mr. Andrew Tsai, PE, Project Manager
M-NCPPC Montgomery Parks
9500 Brunette Avenue
Silver Spring, MD 20901

Dear Mr. Tsai:

The Kenwood Citizens Association, which represents more than 230 households, has a keen interest in developing a SAFE solution to the intersection of the Capital Crescent Trail and Little Falls Parkway. Because of our proximity, many of our residents are often on the trail or on the parkway.

This trail, which is so widely used, is **not a commuter trail**. It is specifically a **recreational trail** not only for bikers, but also for walkers and runners. All who use this trail need to be safe at that intersection.

The current temporary approach using bollards is actually dangerous: the bollards are hard to see at night and the reduction to one lane is unexpected, forcing drivers to move too quickly to that single lane. Furthermore, cyclists rarely stop before the intersection even though signs tell them to do so.

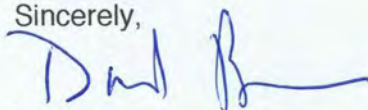
The immediate solution we see would relocate the trail and crosswalk to the Arlington Rd. traffic signal. The traffic signal should remain red for both Arlington Rd drivers and Little Fall Parkway drivers for, say, 45 seconds to allow trail users to cross. This pattern is being used successfully at Bethesda Ave. and Arlington Rd.

Although this solution could potentially be a permanent one, it's clear to us that a more ideal answer is a bridge over the parkway at the current intersection, so motorists and trail users would not have to interact. We realize there may be a significant cost to implement this approach but it should at least be given serious analysis.

In either case, it's extremely important to have free flowing traffic on the parkway because we know that the population and business growth in Bethesda and the future Westbard complex will generate major increases in car usage. If cars can move freely, without having to suddenly stop for trail users, the chances of an accident will be diminished.

Thank you for your time and attention to this important matter.

Sincerely,



David Barron
President, Kenwood Citizens Association,
On behalf of the KCA Board



August 15, 2018

Andrew Tsai, P.E., Project Manager
9500 Brunett Ave.
Silver Spring, MD 20901
Andrew.Tsai@MontgomeryParks.org

Re: Capital Crescent Trail Crossing at Little Falls Parkway

Dear Mr. Tsai,

I am writing on behalf of the Washington Area Bicyclist Association ("WABA"), our 1,500 Montgomery County members and the thousands of other Montgomery County residents who have supported actions by WABA in the recent past. WABA wishes to comment on the plans for a revised crossing of Little Falls Parkway by the Capital Crescent Trail.

The Capital Crescent Trail is one of the most widely used trails in the DC area, and as such is of great importance to the region. The placement of a temporary narrowing of the Parkway traffic lanes in the wake of the death of 81 year old bicyclist Ned Gaylin at this crossing was an appropriate and necessary measure. We applaud Montgomery Parks for taking swift action to protect trail users as well as undertaking a thorough study of alternatives for a permanent, safe solution for this crossing.

Having reviewed the potential alternatives presented by Montgomery Parks at a recent public meeting on June 13, 2018, We feel that any alternative chosen must absolutely maintain the road diet currently in place, leaving no more than one through traffic lane on the Parkway in each direction. Restoring the Parkway to its former configuration of two lanes in each direction would also restore the dangerous nature of this crossing possibly leading to more crashes and even fatalities.

Keeping in place the temporary road diet on Little Falls is also important given the County's commitment to Vision Zero, the goal to end traffic fatalities and serious injuries. Restoring the road to four lanes of car traffic would undermine that commitment. Further, the Parks Department is currently undertaking an audit of all trail crossings in the County. The solution that Parks chooses here should be a prototype for improving similar crossings County-wide. You can set a wholly positive precedent by leaving the road diet on Little Falls in place.

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The need to maintain this road diet would exclude alternatives 1, 2, 3 and 10 and we strongly oppose all of those alternatives. It is likely that bridge and tunnel alternatives (6 and 7) would be cost prohibitive and are therefore unlikely to be chosen, though we note that if resources were not at all constrained those alternatives would provide enhanced safety for trail users.

Of the remaining alternatives (4, 5, 8, 9, 11 and 12), we feel they are all acceptable and provide a safe access for trail users through the crossing. Montgomery Parks should choose among those alternatives to provide the most cost efficient and safe solution.

Please contact Peter Gray at peter@waba.org or 202-518-0524 x231 to follow up. Thank you for considering our comments,

Best Regards,

A handwritten signature in blue ink, appearing to read "Greg Billing", with a long horizontal flourish extending to the right.

Greg Billing
Executive Director

KENWOOD

FOREST II

Management Office: 6658A Hillandale Road, Chevy Chase, Maryland 20815 (301) 657-2683 E-mail kenwoodforest2@verizon.net

October 23, 2018

Mr. Andrew Tsai, P.E.
Montgomery County Dept. of Parks
9500 Brunett Ave.
Silver Spring, Md. 20901

Dear Mr. Tsai:

I am the President of the Board of Directors of Kenwood Forest II, a community of 279 residences located along Hillandale Rd., Bradley Blvd. and Chevy Chase Dr. I am writing to present the Board's views concerning the proposals under consideration at the intersection of Little Falls Parkway (LFP) and the Capital Crescent Trail (CCT).

We understand that you are seeking to make the LFP-CCT intersection safer, and we share that goal. But in seeking to making this intersection safer, we are concerned that surrounding areas, including Kenwood Forest II, may become less safe. Specifically, we believe that the "temporary" road diet along LFP should not be made permanent, because the residents of Kenwood Forest II would become less safe. Therefore, any proposal that would make the road diet permanent should be rejected.

The road diet, which reduced lanes on LFP from 4 to 2, resulted in a diversion of traffic from LFP to Hillandale Rd., thereby increasing traffic on this street significantly. More than 130 townhomes in our community are located along Hillandale Rd. Many of the residents of these townhomes have small children who are apt to run out onto the street. The increased traffic along Hillandale Rd. also increases the likelihood of traffic accidents as cars of residents attempt to pull out of parking areas onto the road.

Accordingly, we are most supportive of a pedestrian bridge that would span all four lanes of LFP. We understand that such a proposal would be costly, but it would guarantee that traffic would pose no danger to users of the CCT, and it would enable cars to use all four lanes of LFP, thereby reducing the traffic going through our community and increasing the safety of our residents. It would fully separate pedestrian traffic from automobile traffic thereby being the safest option for users of

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the CCT while reducing traffic and increasing safety along Hillandale Rd.

Adopting such an option would also be important in planning for future growth. Future growth in Bethesda will place an additional burden on roadways and trails to accommodate increasing numbers of automobiles, cyclists and pedestrians. Building a bridge over LFP's four lanes, would enable LFP to be restored to four lanes of traffic, thereby enabling it to transport more efficiently the growth in traffic that the future will bring while also enabling cyclists and pedestrians to use the CCT safely and without interruption.

We would also support having the CCT cross the LFP at Arlington Rd., with caveats. We do not understand why such a crossing would necessitate the permanent closure of two lanes of LFP that would be a part of that plan. After all users of the CCT would be crossing at an intersection with a traffic light.

We also oppose what is designated on your map as Trail Connector Opt. A, which would connect the Little Falls Trail with the CCT, crossing Hillandale Rd.. You have noted that there is a "strong desire" not to have such a connector, and the Planning Commission correctly rejected this proposed connector a couple of years ago. In rejecting it, it noted that such a connector, "would create a new, unsafe trail crossing not located at a traffic light." Building such a connector should also be rejected because it would result in the unnecessary destruction of trees and plant life on the border of Kenwood Forest II.

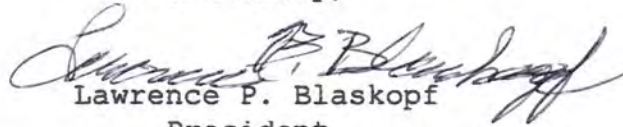
Regarding the proposal to have the CCT cross the LFP at Arlington Rd., the crossing of the Georgetown Branch Trail (the extension of the CCT) at Connecticut Ave. can serve as a template. There, the Trail was diverted slightly at Connecticut Ave. to a crossing at a traffic light. There was no reduction in the lanes along Connecticut Ave., and to our knowledge, there were no significant accidents. Similarly, here the CCT can be diverted slightly to the crossing at Arlington Rd. without any reduction of lanes along the LFP.

Ultimately, the Kenwood Forest II Board supports a decision in which LFP returns to four lanes, thereby significantly reducing the flow of traffic along Hillandale Rd. where more than 130 of our townhomes are located.

APPENDIX G CORRESPONDENCE

Thank you for giving us the opportunity to present our views concerning this matter.

Sincerely,



Lawrence P. Blaskopf
President
Kenwood Forest II

cc: Hans Riemer
President
Montgomery County Council
100 Maryland Ave.
Rockville, Md. 20850



APPENDIX G CORRESPONDENCE

November 14, 2018

Andrew Tsai, PE, Project Manager
Park Development Division
Montgomery Parks – Maryland National Capital Park & Planning Commission
9500 Brunett Avenue
Silver Spring, MD 20901

Re: Capital Crescent Trail – Little Falls Parkway Crossing Design

Dear Mr. Tsai:

In 2017, there was a fatal accident at the mid-block crossing of the Capital Crescent Trail of the Little Falls Parkway. After the fatal accident, the Park Department acted swiftly to mitigate some of the danger by reducing Little Falls Parkway to two lanes. However, this was just a temporary solution. Trail users still cross the Parkway at mid-block, which creates a traffic bottleneck at the intersection of the Capital Crescent Trail and the Little Falls Parkway with traffic often backing up 10 or more cars deep. Furthermore, we continue to see many bikers ignoring the speed limits and stop signs on the trail and blowing right through the trail crossing with little regard to street traffic. The situation is in dire need of fixing both to ensure trail user safety and to improve traffic flow through the area. We, the undersigned residents and leaders of eight neighborhood associations in the surrounding area, believe the only safe solution to the trail crossing is to build a bridge. In addition, we strongly urge that the proposed Permanent Road Diet (reduction to two lanes) on Little Falls Parkway be eliminated altogether from any alternative so that we return to the original four lanes on Little Falls Parkway.

Recommended Solution: Alternative C with modifications to allow for safe crossing and improved traffic flow

The best and safest option for the Capital Crescent Trail Crossing at Little Falls Parkway is a modified version of Alternative C, the Pedestrian Bridge. Since the pedestrian bridge completely elevates trail traffic above the parkway, it allows trail users to avoid traffic altogether and proceed safely along the trail without having to navigate a street crossing. Furthermore, traffic on Little Falls Parkway and Arlington Road will flow under the bridge without fear of hitting a biker or pedestrian. However, we believe that Alternative C needs to be further modified to improve traffic flow and several aspects of the bridge design will need to be developed further.

1. Return Little Falls to Four Lanes and Leave Arlington Road as Is:

The key modification needed is the removal of the proposed road diets on both Little Falls Parkway and Arlington Road. Since its creation in 1962, Little Falls Parkway has had two lanes in each direction and served as a major connector between the busy shopping center at Bradley and Arlington and the residential areas off of River Road, and

use of this connector will no doubt increase as development in Bethesda and at Westbard continues. More traffic is created in the summer by the well-used Bethesda Pool. With the bridge in place, we see no reason to limit traffic through the area, and in fact conclude returning Little Falls Parkway to four lanes is safest for the greater Little Falls community. Any safe and fair solution must consider the impact on neighboring communities. The current reduction to only two lanes is harmful to the safety of neighboring communities, especially Kenwood Forest II and Kenwood, because drivers cut through local streets to avoid the backed-up traffic on Little Falls Parkway.

2. Design Bridge to Limit Impact on the Local Environment:

We also request that the bridge be designed to limit its impact on tree cover and the Willett Branch. As currently proposed, the bridge will cross a tributary of the Willett Branch. When designing the bridge, this crossing needs to be done carefully to preserve the tributary and not cause any damage during construction.

3. Clarify Impacts and Access:

As the Parks Department refines Alternative C, we feel the department must clarify several aspects before doing further design work. First, a bridge that spans four lanes will likely necessitate longer ramps. We would like more information on how a longer span impacts tree cover and trail access. Second, the diagram of the bridge shown in the October 2018 documents provides limited information about access to the trail from Little Falls Parkway going North or South. As the Bethesda Pool is a favorite starting and ending point for many users, this needs to be examined further and shared with the community. Access to the trail from the sidewalks and trails along Little Falls needs to be carefully considered.

Interim Solution: Street-level detour until bridge is complete

Since it may take time to arrange sufficient funding for the bridge, we recommend that the Parks Department implement, as an interim solution, a modified version of Alternative B, Trail Reorientation to Traffic Signal at Arlington Road. Diverting the trail traffic to the light at Arlington Road will significantly improve trail user safety, while also improving automobile traffic flow. Pedestrians and bicyclists will be forced to cross at a controlled intersection—the best way to prevent another fatal accident. However, the following modifications need to be made to Alternative B—which we also note will reduce its cost:

1. North of Little Falls Parkway - Do not divert the trail over to Arlington Road prior to the Parkway. As currently designed, the proposed diversion to Arlington Road provides Southbound bicyclists a straight shot at the intersection, which will do little to reduce bicycle speeds and will encourage bicyclists to ignore any traffic signals at the intersection. Instead, maintain the current trail pathway heading south toward Little Falls Parkway and add a turn closer to the Parkway Westward towards the signal at Arlington

APPENDIX G CORRESPONDENCE

Road. By sending trail users to a controlled intersection at a slower speed, the crossing becomes much safer.

2. Remove the trail connection proposed between Little Falls Trail and the Capital Crescent Trail behind the Bethesda Pool. This connection essentially trades the unsafe road crossing at Little Falls Parkway for an unsafe crossing of Hillandale Road. It is imperative that the solution to the unsafe crossing to Little Falls does not create another dangerous crossing mid-block at Hillandale Road. Furthermore, due to concerns about safety and impact on the Willett Branch, this trail connection concept was already rejected unanimously by the Planning Board in 2016.
3. As noted above, remove the road diet and restore Little Falls Parkway to four lanes. With a safe crossing at the Arlington Road traffic light, the road diet is not needed to further improve trail safety and will continue to create a bottleneck on Little Falls Parkway that will decrease safety in nearby neighborhoods.

Thank you for your attention. Please contact any of the undersigned individuals and their communities if you would like to discuss this matter further.

Sincerely,

Harold Pfohl
Chair, Citizens Coordinating Committee on
Friendship Heights
harry.cccfh@gmail.com

David Barron
President, Kenwood Citizens Association
davidbarron13@gmail.com

Helen Davies
President, Kenwood Forest Condominium
pixleychick@gmail.com

Larry Blaskopf
President, Kenwood Forest II
lblaskopf@msn.com

Joan Barron
Co-President, Chevy Chase West
Neighborhood Association
jmbarron479@gmail.com

Lynn Balzer-Martin
Kenwood Forest II Resident
lynnb2k@aol.com

Celia Martin
President, Westmoreland Citizens Association
celiavmartin@comcast.net
Damian Whitham
President, District 1 Neighbors
damian@d1n.org

Sarah Morse
Executive Director, Little Falls Watershed
Alliance
morsekathan@gmail.com

Elizabeth Hurwit
Chair, Traffic Committee, Town of Somerset
eahurwit@gmail.com

Jenny Sue Dunner
Kenwood Neighborhood Resident
jennysuedailey@aol.com

Pat Johnson
Kenwood Neighborhood Resident
pdjohnson01@yahoo.com

APPENDIX G CORRESPONDENCE

Jean Iker
Kenwood House Resident
jean.iker@comcast.net

David Kathan
Town of Somerset Resident
dkathan@gmail.com

CC: Mike Riley, Director of Parks, M-NCPPC Montgomery Parks
Casey Anderson, Chair, Montgomery County Planning Board
Ike Leggett, Montgomery County Executive
Roger Berliner, Montgomery County Councilmember
Marc Elrich, Montgomery County Councilmember
Nancy Floreen, Montgomery County Councilmember
George Leventhal, Montgomery County Councilmember
Craig Rice, Montgomery County Councilmember
Hans Riemer, Montgomery County Councilmember
Tom Hucker, Montgomery County Councilmember
Sidney Katz, Montgomery County Councilmember
Nancy Navarro, Montgomery County Councilmember



December 11, 2018

Andrew Tsai, P.E., Project Manager
Montgomery Parks
9500 Brunett Ave.
Silver Spring, MD 20901
Andrew.Tsai@MontgomeryParks.org

Re: Capital Crescent Trail Crossing at Little Falls Parkway

Mr. Tsai,

On behalf of the Washington Area Bicyclist Association ("WABA") and its 1,500 Montgomery County members, I write to offer comments on the proposed improvements to the Capital Crescent Trail Crossing at Little Falls Parkway.

Montgomery Parks' 2017 action to remove travel lanes and reduce the speed limit on Little Falls Parkway near the Capital Crescent Trail was a controversial, but undeniably successful move to improve a deadly design. Since the changes were put in place, the intersection is working well. Crashes dropped by 67%, average vehicle speeds dropped, driver delay increased only a few seconds, and Little Falls still carries 97% of the car traffic it did before. Interactions between drivers and trail users are more predictable, more visible, and less stressful. And the combination of lower speeds and better visibility ensure that if crashes do happen, severe injuries are unlikely. Fundamentally, the design works. Its greatest flaw is that it is ugly.

For a permanent solution, we urge Montgomery Parks to move ahead with Alternative A. Overall, the design and operation are very similar to the existing conditions. It maintains the road diet, the lower speed limit, and excellent visibility, but improves upon existing conditions by adding a raised crosswalk and more visual cues to remind and encourage drivers that they are expected to yield to trail users. Finally, the new trail connections to neighborhood streets, asphalt removal, and permanent slower speeds will help restore Little Falls Parkway to its original purpose as a park.

Considering the other proposed options, Alternative B is a clear step in the wrong direction. Routing the trail to the traffic light forces everyone to wait longer. It adds new kinks and sharp turns to the trail, new environmental impacts from the trail along Arlington Rd, and may results

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in worse visibility at the intersection. At about double the cost of Alternative A, it is a higher cost for a worse experience for everyone.

Alternative C is understandably tempting. A bridge eliminates the crossing entirely and allows drivers to move unimpeded below. The trail along the parkway creates the same new connections as in Alternative A and most of the extra pavement can be removed. However, at an estimated \$4 million (\$3.2 million more than A), it is hard to justify the financial cost and environmental impact of this solution. While we do not object to a bridge at Little Falls Parkway, we encourage the department to weigh the benefits of installing a single bridge here against needed safety improvements at dozens of similarly hazardous road crossings across the park trail system.

Thank you for considering our comments,

Garrett Hennigan
WABA Community Organizer

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APPENDIX G CORRESPONDENCE



HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

DORIS O. MATSUI
6TH DISTRICT, CALIFORNIA

December 12, 2018

Andrew Tsai, PE, Project Manager
Park Development Division
Montgomery Parks- MNCPPC
9500 Brunett Avenue
Silver Spring, Maryland 20901

Re: Capital Crescent Trail- Little Falls Parkway Crossing Design

Dear Mr. Tsai:

In 2017 there was a fatal accident at the mid-block crossing of the Capital Crescent Trail and Little Falls Parkway. A temporary solution was enacted by the Park Department in the name of safety. The current configuration has to be fixed to ensure trail user safety, to improve traffic flow and reduce cut through traffic in adjacent neighborhoods.

You have received letters from many neighborhoods recommending permanent changes to this restrictive solution. The letter of November 16th is from leaders of eight neighborhood associations, the Capital Crescent Trail Board, and the Citizens Coordinating Committee of Friendship Heights, an organization representing 18 communities in the Bethesda-Chevy Chase area. This letter recommends that a bridge be built (Plan C) and that the "road diet" be lifted from Little Falls Parkway and Arlington Road.

However, we need an interim solution because funds for a bridge will take time to acquire. A realistic solution (a modified version of *Alternative Plan B*) that is strongly supported, puts the crossing of the trail at the light on Arlington Road and restores Little Falls Parkway to four lanes.

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Since its creation in 1962, Little Falls Parkway has served as a major connector between Bradley Boulevard, Arlington Road and surrounding neighborhoods, as well as the lower area of Bethesda Chevy Chase from Western Avenue to MacArthur Boulevard. The development of Little Falls Parkway has an interesting and unique history. The U.S. **Congressional Capper-Cramton Act of 1930** paved the way for the acquisition, establishment and development of the George Washington Parkway as well as providing for the acquisition of lands in the District of Columbia, Maryland and Virginia for a comprehensive “*park, parkway and playground system for the National Capital*”. It is troubling that the solutions Montgomery County Parks Department has recommended sets policy without due process. Parks has ignored the serious concerns of and impact on neighboring communities in the greater area. *The policy appears to be directed to a narrow group of users rather than the broad interpretation of the original intent of that early Congress.* It is important to remember that the Capital Crescent Trail is a *recreational* trail for many users. The greatest number being walkers.

What is of great concern is the “road diet” policy. The term and policy of a “road diet” was established as recently as 2014. The strategy was created to implement the idea of getting people out of their cars and choosing to walk or bike. This policy is not fair to neighborhoods that exist in urbanized areas and is unrealistic to implement on an established commuter road. Little Falls Parkway is a commuter connector that is heavily used. The future use of this parkway will only increase as development plans for Bethesda and the Westbard sector are realized within the next 5 years.

To enact a “road diet” on Little Falls Parkway is a major policy change. The Montgomery County Park Department is reducing lanes on a major road. Concern for the safety of all: neighborhoods, walkers, bikers and drivers must be considered. In the interim, the modified version of Alternative Plan B is strongly supported. It would ensure safety and would lessen the impact from growing development. It would allow bikers and walkers to cross safely, it would restore Little Falls Parkway

APPENDIX G CORRESPONDENCE

to its original four lanes, reduce cut through traffic and improve traffic flow. It is a safe and practical solution.

Sincerely,


DORIS MATSUI
Member of Congress

CC: Michael Riley, Director of Parks, M-NCPPC Montgomery Parks
Andrew Franks, M-NCPPC Montgomery Parks
Casey Anderson, Chair, Montgomery County Planning Board
Councilmember Albornoz, Montgomery County
Councilmember Friedson, Montgomery County
Councilmember Glass, Montgomery County
Councilmember Hucker, Montgomery County
Councilmember Jawando, Montgomery County
Councilmember Katz, Montgomery County
Councilmember Navarro, Montgomery County
Councilman Rice, Montgomery County
Councilmember Riemer, Montgomery County

APPENDIX G CORRESPONDENCE



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdiah
Director

MEMORANDUM

April 26, 2019

TO: Andrew Tsai, P.E., Project Manager
Park Development Division – Montgomery Parks
Maryland-National Capital Parks and Planning Commission (M-NCPPC)

FROM: John Hoobler, Capital Projects Manager
Montgomery County Department of Transportation (MCDOT)

SUBJECT: Capital Crescent Trail & Little Falls Parkway Intersection Improvement Project

[Handwritten signature of John Hoobler and date 4.26.19]

On behalf of the Montgomery County Department of Transportation (MCDOT), I am writing this letter regarding the Capital Crescent Trail Pedestrian Crossing Improvement Plan by Montgomery Parks. The plan calls for a permanent road diet along Little Falls Parkway, a Maryland-National Capital Park and Planning Commission-owned (M-NCPPC) and maintained roadway, from Arlington Road to Hillandale Road. MCDOT's vision is to create a seamless transportation system for people of all ages, incomes, and abilities to support a vibrant and sustainable community. Our mission is to move people and connect places with the best transportation choices and services.

Based on the study performed by Sabra & Associates for the M-NCPPC, no significant change in vehicle traffic between the pre-road diet and post-road diet conditions, except for along Hillandale Road, are planned. The portion of Hillandale Road owned and maintained by the MCDOT extends from approximately Willett Parkway to Bradley Boulevard. The increase in traffic volumes reported in the study do not appear to introduce capacity issues along Hillandale Road. In addition to the studies MCDOT has performed along Hillandale Road, safety improvements that include new pedestrian infrastructure at the intersection with Chevy Chase Drive are planned.

Please let me know if you have any questions or need additional information by contacting me at (240) 777-2192 or John.Hoobler@montgomerycountymd.gov.

JCH:jch

cc: Michael L. Paylor, PE, PTOE, Chief, Traffic Engineering and Operations, MCDOT
Mark Terry, Section Chief, Traffic Engineering Studies Section, MCDOT

Division of Traffic Engineering and Operations

100 Edison Park Drive, 4th Floor · Gaithersburg, Maryland 20878 · 240-777-2190 · FAX: 240-777-2080

Email – Trafficops@montgomerycountymd.gov
www.montgomerycountymd.gov/dot



Capital Crescent Trail Crossing at Little Falls Parkway Review

April 9, 2019, 11:18 AM

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Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Summary Of Registered Positions

As of April 9, 2019, 11:18 AM, this forum had:		Topic Start
Attendees:	898	October 12, 2018, 12:49 PM
Registered Positions:	319	
Hours of Public Comment:	16.0	

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Individual Registered Positions

Name not shown

inside Bethesda/Chevy Chase
October 12, 2018, 4:24 PM

I prefer Concept C

Option C (the bridge) is by far the best, and would be a good use of county funds. Option A is far better than B, which is terrible. (However, if option A were chose, it would be better to keep the current traffic island between lanes. Without the safe space between opposing lanes of traffic, cyclists and pedestrians will have to wait for cars to come to a complete stop in both directions before proceeding, instead of now when a user can proceed to the middle when the first lane is stopped. As a result, both trail users and cars will wait longer at that crossing, on average.)

Either Option A or Option C are clearly preferable to Option B, which has no redeeming qualities. If Option C is chosen, the road should not be narrowed but returned to 4 lanes. Option C is clearly the best for both cyclists and motorists, but it is not clear if the cost is worth it over Option A. Does the assessment take into account likely future traffic increases? The current increased travel time for cars is not bad. But with increased traffic that wait will increase, which will additionally support Option C.

Name not shown

inside Silver Spring
October 12, 2018, 11:47 PM

I prefer Concept C

Ralph Wooden

inside Bethesda/Chevy Chase
October 12, 2018, 5:34 PM

I do not like any options listed

I agree with the other writer that Concept B is the worst: increased wait times for everyone! I WOULD prefer Concept C, except WHY do we need to decrease the number of lanes? We were doing just fine with four lanes; northbound car traffic split off at Arlington Rd., and the road narrowed; southbound traffic and left turns from Arlington Rd. had lanes to accommodate them. The only problem was Trail traffic, mostly bicycles who ignored their own stop signs. Since the meeting last summer, I have believed that a bridge was a great idea; we could put things back the way they were for cars, and trail traffic would be safe. Why on earth narrow Arlington Rd. and Little Falls Parkway?

Name not shown

inside Bethesda/Chevy Chase
October 13, 2018, 6:38 PM

I prefer Concept C

Bridge best, safest, & least wait times for everyone. Option B gives more wait time to everyone.

As a fallback, Option A is good, but leave the current island between the car lanes! It gives pedestrians & bikers a safety zone to make sure the 2nd lane of car traffic is clear before crossing it.

Name not shown

inside Bethesda/Chevy Chase
October 13, 2018, 10:14 PM

I prefer Concept B

I frequently bike and drive through the area in question. From the perspective of both a driver and a biker, Concept B looks like the most cost effective, safest, and most efficient method of solving the crossing and driving problem. Better lighting at the juncture where the trail crosses Little Falls Parkway would be make it easier for

Name not shown

inside Bethesda/Chevy Chase
October 12, 2018, 9:49 PM

I prefer Concept A

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

drivers to see pedestrians and bikers in the evening hours.

Ross Filice

inside Bethesda/Chevy Chase
October 14, 2018, 2:24 PM

I prefer Concept A

Preferred Alternative A has been proven safe with minimal disruption over the past two years. Crashes have been dramatically reduced and no fatalities have occurred. Disruption to vehicle traffic has been minimal with only 3% decrease/diversion - and planned Parks and MCDOT road diets and calming measures in the area will further mitigate this. Vehicle delays have only been 7 seconds on average - this is an extraordinarily small price to pay for improved safety at this location.

Alternative B would further increase the delay for both trail users and vehicles while diverting double the traffic. It costs more, has more environmental impact, and trail users and drivers are both likely to be tempted to ignore the proposed three-way signal.

Alternative C would be safest, but is far more expensive with greater environmental impact - and Alternative A has been proven to work well.

As one of the core Vision Zero principles states, human life and safety should be prioritized over mobility of the road system - and certainly when it only costs an average of 7 seconds per vehicle. Concerns about diversion of traffic can and will be mitigated with ongoing project and MCDOT plans. Concerns regarding area construction and growth should and are being addressed with the Purple Line, rapid bus transit, and making this trail safer and welcoming as a transportation corridor - increasing capacity for predominantly single-occupancy vehicles is contrary to Vision Zero and the wrong direction to take in the face of increasingly alarming environmental projections such as the recent U.N. report.

Name not shown

inside Bethesda/Chevy Chase
October 14, 2018, 4:18 PM

I prefer Concept C

Bike and pedestrian traffic will increase significantly with time at this intersection. A pedestrian bridge is the only viable long-term solution. With a non-bridge solution, vehicular traffic will eventually choke to a crawl at the intersection as pedestrian traffic increases. A pedestrian bridge is also the safest option for all.

Ryan Thomas

inside Bethesda/Chevy Chase
October 15, 2018, 8:46 AM

I prefer Concept C

Safest for pedestrians and cyclists and fastest for cars, win win.

Name not shown

inside Bethesda/Chevy Chase
October 15, 2018, 1:13 PM

I prefer Concept C

A win-win for everyone. Reduces wait time for cars, allows pedestrians and cyclists safe passage over what is currently the busiest intersection on the Capital Crescent Trail. Expense of \$4 million is higher, but well worth the benefits over the expected life of the project.

Cornelius Davies

inside Bethesda/Chevy Chase
October 15, 2018, 5:29 PM

I prefer Concept C

I WOULD prefer Concept C, except WHY do we need to decrease the number of lanes? We were doing just fine with four lanes; a bridge could span 4 lanes. Why would you reduce the car traffic lanes? It is a quality of life, quality of transportation issue.

Name not shown

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

inside Bethesda/Chevy Chase
October 15, 2018, 5:56 PM

I prefer Concept C

While the most expensive, the bridge is also the safest and most efficient for drivers, who won't have to worry about a speed bump, or waiting for crossing cyclists and pedestrians at the signal. It's also the safest and most efficient for trail users. This intersection has been a peril and a hassle for drivers and trail users for years and has required a lot of attention and work. If we're going to spend money to fix this thing and save lives, we might as well spend the money to fix it once and for all.

Meg Hobbins

inside Bethesda/Chevy Chase
October 15, 2018, 7:48 PM

I prefer Concept A

Concept A has worked well over the last two years - everyone is safer and vehicle traffic has been only minimally delayed by an average of 7 seconds. There is no need to return to the former dangerous design. Concept C would be the next best option because it would be safe though quite expensive. Concept B would require a lot of trail refactoring and delays trail users and cars more than the current design so that doesn't make much sense.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 8:56 AM

I prefer Concept C

The bridge option makes the most sense for both drivers and trail users. It offers the lowest impediments to traffic flow both on the road and on the trail. A bridge should have been built years ago.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 9:10 AM

I prefer Concept C

The bridge is the only truly safe option - every other option risks the lives of our citizens including me!

I cross this intersection 3 or 4 times a week often in the dark (with a flash light). Most drivers are alert and courteous but it's all too often that I have a close call where the driver doesn't see me and slows without stopping or starts after someone else passes without seeing me crossing at the same time.

This intersection scares me every day.

Please build a bridge! I will thank you everytime I cross it.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 10:26 AM

I do not like any options listed

Whatever solution you choose you should deal with an issue that I am much concerned with. This is that while there are signs on the trail saying that it is "closed" at nightfall, people use it after dark, particularly in the fall and winter months when darkness comes early. This is a nightmare for drivers passing the trail intersection, which is not lighted. In evening and night hours it is very difficult for drivers to see whether there is anyone approaching the crossing on the trail -- yet at such times when I invariably slow my car there are occasions when I can see trail users who are approaching Little Falls Parkway in the darkness. My car's headlights do not show them when they are merely approaching the roadway. This is a disaster waiting to happen. You should somehow face up to the fact that people are using the trail after dark, either by opening it at this times or by regularly arresting those who use it after dark.

Rob Danegger

inside Bethesda/Chevy Chase
October 16, 2018, 11:19 AM

I prefer Concept C

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Option C is be the only option that is being presented, which increases safety while not materially disrupting traffic flow on the trail and/or roadway

Noting that the current call to action appears to be motivated by the death of cyclist. Pedestrian <-> auto traffic management is problematical, but less of a demonstrated safety issues. So, solutions must carefully bicycle traffic glow and safety. Unfortunately, options A & B both fail to address the clear problem with bicycles that do not follow posted signs, requiring them to stop before entering the intersection.

Both A and B attempt to improve the current situation, where real-world behavior is causing safety problems, with solutions that assume perfect-world behavior going forward, where cars, pedestrians and cyclists all follow laws and posted signage. This is unreasonable

Solution A states: "No change in trail user wait times." There is effectively zero wait-time for current bicycle traffic. Bicyclist do not stop before entering the crossing area. So, forcing cars to slow for a speed table may do little to impact safety.

Solution B moves the crossing to an area that is controlled with a stoplight. However, it is reasonable to assume that users' behavior will remain the same, and that most will enter the crossing area without regard for the signal. West/ Northbound auto traffic must continue to be allowed to make a right-turn on red. Changing the control at Little Falls and Arlington to "no turn on red" for West/ Northbound traffic may have an enormously detrimental impact on traffic flow. This would be unacceptable given the fact that 1) the current wait time for West/ Northbound traffic to turn onto Arlington Rd is effectively zero, 2) traffic to the roadway is heavily used during times of the day and night, an in certain weather conditions, when there is essentially no trail usage; and 3) current behavior suggests that a significant number of cyclists will proceed across the intersection even if the traffic signal is green for cars if they perceive an opening.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 11:51 AM

I prefer Concept A

Concept C sounds like a good idea, but it is expensive. Building the bridge costs a lot of money and requires MoCo Parks to take on a new maintenance liability.

Concept A has a proper balance between cost and safety.

Cynthia Green

inside Bethesda/Chevy Chase
October 16, 2018, 11:53 AM

I prefer Concept C

The pedestrian bridge is the only safe way to separate vehicles and walkers/bikers. It may cost a bit more than the alternatives, but it will avoid deaths and injuries. The Capital Crescent Trail is very popular and is likely to become even more crowded in future as a place to experience nature and an environmentally friendly commuter route.

Jared Irvine

inside Bethesda/Chevy Chase
October 16, 2018, 1:52 PM

I prefer Concept C

C is the only concept that solves the problem for both bikes and traffic. It is more expensive but is the only solution. Choosing the concepts will end up being temporary solutions and only add to the total cost. Jared Irvine

Phil Fellini

inside Bethesda/Chevy Chase
October 16, 2018, 4:29 PM

I prefer Concept A

Strongly oppose Concept C. It is far too expensive and will require constant funding for upkeep. Concept A is a moderate, fiscally responsible solution.

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 4:32 PM

I prefer Concept C

A bridge makes sense here. Concept B is only OK in the interim. I strongly prefer a bridge so that LF PKWY is restored to a four lane road. Remove the road diet - which is causing problems with cut-through traffic and is harming traffic flow.

David Churchill

inside Bethesda/Chevy Chase
October 16, 2018, 4:58 PM

I prefer Concept C

Investing in safe infrastructure with a separate grade seems worth it for one of the most popular sections of the most popular trails.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 4:58 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 6:55 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 7:27 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 7:33 PM

I prefer Concept A

Name not shown

outside Planning Areas
October 16, 2018, 7:35 PM

I prefer Concept C

Pedestrian overpass has been needed here for a long time. Drivers are too impatient to accommodate crossing pedestrians/bikers.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 8:58 PM

I prefer Concept C

Pat Garvey

inside Bethesda/Chevy Chase
October 16, 2018, 8:58 PM

I prefer Concept C

The bridge is the best long term solution, the bridge at River Road has made a huge difference at that intersection and is a delight for all users: drivers, bikers, walkers, runners and strollers.

The CCT is a long term trail for Bethesda. Budget the funds! Concept B is a lose lose for all parties. No one will wait for a light from the CCT except mothers with children. Come on, bikers will not wait a 3 cycle of lights. Let's be realistic. The bridge is expensive but the River Road bridge proves it is a successful solution. Little Falls Parkway should go back to 4 lanes.

Concept A is doable, but if it is chosen, then improve the lighting of the Parkway at the speed bump. And get rid of at least half of the road sticks. They do nothing but cause clutter and confusion, especially after the crossing in both directions. The Park Division should use as their guide, "First don't make matters worst!"

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
October 16, 2018, 9:19 PM

I prefer Concept C

James Stuart

inside Bethesda/Chevy Chase
October 17, 2018, 12:08 AM

I prefer Concept C

My preference is C, A then B in that order

william isola

inside Bethesda/Chevy Chase
October 17, 2018, 9:15 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 9:34 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 11:06 AM

I prefer Concept C

i ride the trail to work throughout the year and think the same option as works on River Road would be the safest for both cars and riders.

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 11:11 AM

I prefer Concept C

The traffic into Bethesda is already impossible. I have stopped going because of how long it now takes at Little Falls Parkway with the new two lane pattern. The only solution that makes any sense at all is an overpass bridge - pedestrians will be safe and traffic will flow much easier - win win.

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 11:11 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 11:12 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 11:14 AM

I prefer Concept A

If Concept A is working, and is \$3.2 million less than the overpass, why not? I drive on the Parkway every day, and it has not been particularly burdensome. I appreciate that the bikers really like to go FAST, but if an extra \$3.2 mil is going to be spent, I'd rather it be spent on a dedicated walking lane (as they have in Minneapolis, bikers' haven), because the trail is not safe for pedestrians, particularly with young children. Also, a bridge is more difficult for people with limited mobility.

Kevin Murphy

inside Bethesda/Chevy Chase
October 17, 2018, 12:13 PM

I prefer Concept A

APPENDIX G OPEN TOWN HALL LOG

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Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 12:30 PM

I prefer Concept C

James Bergmann

inside Bethesda/Chevy Chase
October 17, 2018, 12:36 PM

I prefer Concept C

I vote for C,B A in that order. Bikers continue to blow through the STOP sign on both sides of the trail. I have NEVER seen a biker stop. Drivers unite and fight this vocal minority. We want our road back.

Name not shown

outside Planning Areas
October 17, 2018, 12:49 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 1:14 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 1:16 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 1:30 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 1:38 PM

I prefer Concept A

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 1:43 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 3:00 PM

I prefer Concept A

As a resident who uses the intersection to walk to the pool, commute on a bike, and/or drive through the area, I appreciate the attention this is getting. To me, Concept A is the most economical way to promote safety and increase the ease of non-motorist access through the area. I applaud the County for including a road diet in the designs. I encourage the County to better integrate this plan with the recently finished bike lanes on Glenbrook Rd (between Bradley and Fairfax).

Jessica Hirschhorn

inside Bethesda/Chevy Chase
October 17, 2018, 3:41 PM

I prefer Concept A

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 3:59 PM

I prefer Concept C

Capital Crescent Trail Crossing at Little Falls Parkway Review

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Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 4:07 PM

I prefer Concept B

The "bandaid" approaches that have been tested at the trail crossing have not resulted in a safer crossing for trail users or for drivers. As a regular trail user (runner/walker), I have noticed that most bikers make no attempt to stop at the current stop signs. In addition, at dusk this intersection is even more dangerous with trail users assuming they can be seen! I think Concept B (middle in cost) is the best approach for safety.

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 5:00 PM

I prefer Concept B

One of the problems with the current configuration (and Option A) is that it places no responsibility on bikers to be responsible as they cross Little Falls. Even though pedestrians have the right of way, bikers on their bikes DO NOT HAVE THE RIGHT OF WAY yet they regularly ride across Little Falls as though they did. Moving the crossing to a light where the bikers much comply will do more to reduce accidents than any option other than C. The problem with C is that it is very expensive and intrusive.

JOSEPH NASON

inside Bethesda/Chevy Chase
October 17, 2018, 5:49 PM

I prefer Concept C

Concept C is best and it seems worth the investment given the significant trail usage at that location. My second choice would be Concept A because the current crossing seems to be working fine and is relatively safe for pedestrians. I am not in favor at all of Concept B (reorienting the trail).

Name not shown

inside Bethesda/Chevy Chase
October 17, 2018, 6:40 PM

I prefer Concept C

Hi Neighbors and Staff,

Remember that this is not an average street - it's the unique National Park Service Capital Crescent Trail and viewed by many as one of the regions truly exceptional recreation resources.

Its used by 10,000 people a day*.

Does that not make improving safety worth investing more than the average street?

To put this in context, our neighborhood pool, which serves, at the peak 300, users a day, cost over \$3M to rebuild a few years ago. And its my understanding that the cost to install a stop light can often top \$500K**. Despite those costs, we still build pools and install stoplights when they are needed. When's the last time we built a pedestrian bridge?

The investment per pedestrian over 10 years is small. Start with \$3.2m over 10 years which works out to be \$320k a year (not counting maintenance) divide by 365 days a year and you get the daily cost of \$876 which, when spread across the 10K* daily trail users, works out to 9 cents per crossing.

Should we not be willing to spend 9 cents to protect our citizens and our children at a dangerous intersection where several of our neighbors have already been killed and injured?

But wait, there's more! With the bridge, vehicle traffic will not have to stop, either, so we are improving the life of the drivers for that 9 cents as well.

By this analysis, \$3.2M is a bargain. And we won't have to spend money revising this intersection again in a few years after the next tragedy.

Thanks for enduring my analysis!

*I was told a traffic study counted 10,000 pedestrians &

Capital Crescent Trail Crossing at Little Falls Parkway Review

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bikers on this section of trail.

** I Googled cost to install a traffic light.

John Crowley

inside Bethesda/Chevy Chase

October 17, 2018, 7:13 PM

I prefer Concept C

Concept C strikes me as the safest alternative, and the only one that completely separates the trail traffic from the road traffic. Despite the likely higher cost, we must prioritize safety, in view of the deaths and serious injuries that have brought this issue to the fore.

Maureen Jais-Mick

inside Bethesda/Chevy Chase

October 17, 2018, 7:40 PM

I prefer Concept A

I like the current set up, but I would make one suggestion - that at both Little Falls and a block later at Dorset, that you enforce the top sign for pedestrians and bicyclists.

M Cheng

inside Bethesda/Chevy Chase

October 17, 2018, 10:32 PM

I prefer Concept B

Frankly I think all three options are unreasonable. The injury or death of any cyclist or pedestrian is unacceptable. But, cyclists do not stop on the trail before crossing LFP. There is a stop sign on each side and they blow through it. Pedestrians are easier to adjust for. Bicyclists are NOT the primary mode of transportation in this region and until which time bicyclists obey traffic laws they are subject to, the majority should not be negatively impacted by a minority that does not follow the law. The two 'road diet' solutions (frankly a silly euphemism for reducing four lanes to two) negatively impact traffic. And, how about some speed bumps to make the bicyclists slow down if not stop. If you can find the money for the pedestrian overpass and

force the bicyclists and pedestrians to go up and over the bridge, my hat is off to you. And, meanwhile the county is increasing development both in downtown Bethesda and Westbard which will only add to traffic on Arlington and LFP. Concept B as an interim step before installing Concept C.

Charles Smith

inside Bethesda/Chevy Chase

October 17, 2018, 10:45 PM

I prefer Concept C

Thomas Holzman

inside Bethesda/Chevy Chase

October 18, 2018, 7:09 AM

I prefer Concept C

Name not shown

inside Takoma Park

October 18, 2018, 8:30 AM

I prefer Concept C

Separating pedestrians and cyclists from cars is always the preferred choice.

Robert Metzler

inside Bethesda/Chevy Chase

October 18, 2018, 9:47 AM

I prefer Concept C

Concept A has a raised bike/walk way. There will be accidents when bicycles go over the edge. Bad idea!

Name not shown

inside Bethesda/Chevy Chase

October 19, 2018, 11:51 AM

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

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I prefer Concept C

Expensive, but has absolute benefits to both trail users and highway users.

Name not shown

inside Bethesda/Chevy Chase
October 20, 2018, 1:35 AM

I prefer Concept C

Safety for all bikers, pedestrians and drivers is the main goal for any future plan. The pedestrian bridge is the only option that guarantees that goal can be met. It also allows traffic to flow freely, reduces rush hour back ups and aggravated drivers honking, eliminates the need to cut through otherwise quiet neighborhoods, and allows pedestrians and bikers to travel safely and without crossing delays.

It will be expensive but worth it. For once I would like to get some benefit from my taxes!
If that is not possible, I vote for plan B.

Jacqueline Tront

inside Bethesda/Chevy Chase
October 22, 2018, 3:57 AM

I prefer Concept C

Karen Mitrano Snyder

inside Bethesda/Chevy Chase
October 22, 2018, 9:38 AM

I prefer Concept A

Concept A has proven to be a safe alternative via the success of the temporary arrangement. Besides being effective, it is lower in cost and has a low environmental impact. Small, flashing, yellow lights for drivers not familiar with the situation should be added if not already in the plan. Option B would be my second choice. The Bridge in Option C, besides being the most costly choice and having a higher negative environmental impact, would have steep hills on either side, especially if cycling toward downtown

Bethesda. Many would simply not be able to use it.

Name not shown

inside Bethesda/Chevy Chase
October 22, 2018, 4:27 PM

I prefer Concept C

The safest choice is to keep both the busy trail and street moving without mixing the two.

Name not shown

inside Bethesda/Chevy Chase
October 22, 2018, 7:12 PM

I prefer Concept C

I find the current set-up (which Concept A would in effect make permanent) unacceptable. It has resulted in unnecessary traffic back-ups, especially during rush hour. All users, Pedestrians, bicyclists and drivers, are too frequently not appropriately watchful. Drivers have avoided the area by going through residential neighborhoods, on streets without sidewalks that are not designed to carry the traffic, also unacceptable. Little Falls should be returned to four lanes, with either a pedestrian bridge (Concept C, my first preference) or a trail rerouting and crossing at Arlington Road (with a crossing cycle that stops all traffic and with right turns on red not permitted) (Concept B, my second choice). Making the current arrangement permanent (Concept A) would be no solution at all and creates other problems.

John Nuckols

inside North Bethesda
October 23, 2018, 11:19 AM

I prefer Concept C

The key to safe and recreationally beneficial pedestrian pathways is unfettered connectivity. Linkage of trails across high volume automobile roadways via overpasses or underpasses is really the only viable connectivity option that promotes use of trails across age and skill level,

Capital Crescent Trail Crossing at Little Falls Parkway Review

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whether cycling, running, or strolling. Residents of Montgomery County would be well-served when sound decisions are made to invest in multi-use trails with optimal connectivity. The current design of the crossing of the Capital Crescent Trail at Little Falls Parkway creates a dangerous and disruptive bottleneck for both trail users and automobile drivers. In my opinion, Options A and B would only exacerbate the problem. It's redesign as an overpass is a prime opportunity to greatly enhance the crossing experience for both groups, as well serve to promote the goal of connectivity as stated in the County's master plan for its pedestrian path network.

James Donohoe

inside Bethesda/Chevy Chase

October 24, 2018, 1:16 PM

I prefer Concept A

It is awful that it took a death to cut this road down to one lane each way, but it is much safer now. Most drivers are now courteous and aware that they are supposed to stop. The speed table will take care of the rest. Save the \$4MM for the bridge and put it toward needed safety improvements elsewhere - such as protected bike lanes in downtown Bethesda. And keep the median!

Sara Robinson

inside Bethesda/Chevy Chase

October 25, 2018, 4:02 PM

I do not like any options listed

I strongly oppose all of the 3 options as outlined. The current option A is untenable, causes too many traffic problems and is far too dangerous. Option C could be great but is way too expensive and unnecessary. Option B of crossing at the light would be fine if that was all that was involved. But the inclusion of a further bridge on Hillendale is totally unacceptable, it would severely disrupt the park and is totally unnecessary and will cause further safety issues. There is simply no reason bike riders, of which I am one, can not cross at the light, either at Hillendale or Arlington, and then return to the existing trail without the destructive construction included in Option B as outlined. The only viable option would be option B without the

additional construction. This option would provide for traffic flow, safety and reasonable cost. Thank you for considering this reasonable alternative.

Name not shown

inside Bethesda/Chevy Chase

October 29, 2018, 10:16 AM

I prefer Concept C

The bridge over Little Falls Pkwy is the ONLY safe option for all parties. Bikers and some walkers routinely violate their safety and then motorists safety by jay walking, speeding, being abusive to those citizens urging bikers to SLOW DOWN and stop at STOP signs. I urge MD Park Police to be more proactive at the Dorset / Crescent Trail intersection where many bike rider violations occur every single day. The LFs road diet also contributes to Road Rage with impatient drivers becoming aggressive. Biker and pedestrian 'education' to safety is non compliant- police enforcement is the only solution.

Mark Friedrichs

inside Bethesda/Chevy Chase

October 29, 2018, 9:59 PM

I prefer Concept C

Perhaps the only workable long term solution given the current expectation of increased trail and vehicle traffic over time.

Jimmy Mrose

inside Bethesda/Chevy Chase

October 29, 2018, 10:01 PM

I prefer Concept C

Ken Kramer

inside Bethesda/Chevy Chase

October 29, 2018, 10:13 PM

I prefer Concept A

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

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Name not shown

inside Bethesda/Chevy Chase
October 29, 2018, 11:37 PM

I prefer Concept C

While unfortunately the most expensive option, option C is clearly the best. In another example of "you get what you pay for," this is the only option which actually separates drivers from trail users. As a daily commuter on the trail, I have seen atrocious behavior from both trail users and drivers more times than I can count. The two collisions I've seen close up and the innumerable close calls convince me that separation is the only option. I have been around long enough to remember when there was a level crossing at River Road. I'm sure there was some suggestion to divert trail users to Little Falls or the entrance to Kenwood to cross, but I think we can all agree that the current bridge is far and away the most safe option (sadly, it took a cyclist's death to make that happen as well).

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 7:43 AM

I prefer Concept B

It is sad that we need to invest public funds all because the bikers and pedestrians have failed to heed the STOP sign that applies to them. It is pretty simple - when you see a STOP sign, you stop and do not proceed until there is no traffic. I am a heavy user of the CCT, and I can count on one hand when I have seen other users heed the traffic directive to STOP. Maybe if the Parks Dept. had come out to issue jay walking tickets to users and reminded people of their obligation to STOP and yield to the oncoming traffic there would have been no fatalities and no need to spend public funds on fixing this "problem."

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 8:38 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 9:57 AM

I prefer Concept A

Bonnie Blades

inside Bethesda/Chevy Chase
October 30, 2018, 10:02 AM

I prefer Concept A

Jane Gomes

inside Bethesda/Chevy Chase
October 30, 2018, 2:13 PM

I prefer Concept C

The pedestrian bridge is the safest option for trail users and drivers. Nearby, I feel 100% more comfortable on the CCT crossing River Road on the pedestrian bridge, especially with young children, than I would utilizing a crosswalk. An underground tunnel would be another option; was that deemed too expensive?

Thank you to MC Parks for the analysis and ongoing work to make Montgomery County safer for all residents and visitors.

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 4:28 PM

I prefer Concept A

Leslie Kefauver

inside Bethesda/Chevy Chase
October 30, 2018, 4:37 PM

I prefer Concept C

APPENDIX G OPEN TOWN HALL LOG

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Douglas Tyson

inside Bethesda/Chevy Chase
October 30, 2018, 6:30 PM

I prefer Concept C

This is the safest option for bikers/walkers

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 8:01 PM

I prefer Concept A

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 10:35 PM

I prefer Concept C

I regularly access this intersection as both a cyclist and driver. With the interim "diet", most drivers are sensitive to pedestrian traffic, however, every once in a while one just zips through without looking. While this is much improved over the pre-diet situation, it still leaves me occasionally uncomfortable. Given the modest cost (particularly recurring costs), I could live with a permanent "diet" (Concept A). My preference, however, is Concept C as it would eliminate road/pedestrian interaction. Concept B seems like an expensive workaround that leaves everyone dissatisfied.

Name not shown

inside Bethesda/Chevy Chase
October 30, 2018, 10:35 PM

I prefer Concept C

Jack McCune

inside Bethesda/Chevy Chase
October 31, 2018, 8:11 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 10:36 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 10:59 AM

I prefer Concept B

I like how Concept B has a connector to the Crescent trail to the trail to Norwood Park. That would be very useful to residents in West Chevy Chase. I also like that it connects to the parking lot west of Arlington Road. The parking lot is used by a number of people who drive to the Crescent trail. I like that pedestrians and cyclists now cross Little Falls at a major intersection where cars have to stop anyway. That seems the most sensible and safe solution.

My concerns with Concept C is that some people will circumvent the bridge and cut across Little Falls (like they do at River Road), and it now has THREE crossings across Little Falls. I don't see how that will improve safety at all. It just increases the number of places where accidents can occur. Plus Concept C is very expensive. I'm not confident that the people voting for Concept C really look carefully enough to see that there are now THREE crossings at Little Falls.

Concept A also proposes THREE crossings of Little Falls. I don't think that improves safety for the reasons discussed above for Plan C.

I drive through this intersection daily and I still have to be very careful because a number of pedestrians and cyclists still do not stop at the intersection.

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 12:12 PM

I prefer Concept C

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Carl Becker

inside Bethesda/Chevy Chase
October 31, 2018, 1:15 PM

I prefer Concept C

A pedestrian bridge over Little falls parkway is:
1) the safest solution
2) the most automobile and traffic friendly solution
3) the most pedestrian and biker friendly solution
As downtown bethesda grows and westbard redevelops we will need more automobile lanes on little falls (than the current restricted flow) and more pedestrian handling capacity on the crescent trail. The forward thinking solution is to restore the roadway to its previous configuration while adding a pedestrian bridge.

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 1:38 PM

I prefer Concept A

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 1:52 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 2:13 PM

I prefer Concept C

Road diet is a poor option that has led to dangerous near incidents at the intersection. A bridge would eliminate this. Quite unfortunate that a tragic rider error that led to a fatality has created this situation. Common sense and caution on the part of trail users (of which I am one) would prevent nearly all accidents.

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 2:17 PM

I prefer Concept C

Make it safe and simple. Pedestrian/bike bridge works great at River. This is just as big an intersection and the current solution is horrible. Too much crap added to the roadway makes it too hard to process where and what to look for. The changes to the road have made it more difficult to navigate and process from a driving perspective. The number of people using the intersection on path/bridge will only increase going forward with completion of Purple Line.

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 4:40 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 5:46 PM

I prefer Concept A

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 6:03 PM

I prefer Concept B

Jocelyn Witt

inside Bethesda/Chevy Chase
October 31, 2018, 6:18 PM

I prefer Concept C

I think a pedestrian bridge would be the safest alternative for the Capital Crescent Trail.

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Meryl Silver

inside Bethesda/Chevy Chase
October 31, 2018, 7:01 PM

I prefer Concept A

Barry Cutler

inside Bethesda/Chevy Chase
October 31, 2018, 9:16 PM

I prefer Concept C

I was not for C at first, but Carl Becker convinced me. It is the only solution that isn't a band-aid and considers the future.

Barry Cutler (Sumner)

Name not shown

inside Bethesda/Chevy Chase
October 31, 2018, 9:56 PM

I prefer Concept A

Name not shown

inside Bethesda/Chevy Chase
November 1, 2018, 7:52 AM

I prefer Concept C

Kamel Saidi

inside Bethesda/Chevy Chase
November 1, 2018, 8:51 AM

I prefer Concept C

This is the safest and least disruptive (once it is built) to vehicle traffic and trail users.

Name not shown

inside Bethesda/Chevy Chase

November 1, 2018, 2:39 PM

I do not like any options listed

I am a frequent walker on the CCT and driver along Little Falls Parkway. The current temporary pylons are very dangerous and obstruct driver's vision. Why can't the users of the CCT utilize a pedestrian walk sign like the rest of the folks on Bethesda? The traffic light at Arlington Road and Hillandale can be set to "Red" while the walk sign is in cycle on the CCT. This system will not affect vehicular traffic and save a huge amount of money. As a walker on the trail, I can be patient and wait to cross. We don't have pedestrian bridges over every road. The County does not have unlimited resources and this would be a good place to save.

Name not shown

inside Bethesda/Chevy Chase
November 2, 2018, 10:27 AM

I prefer Concept A

Helen Davies

inside Bethesda/Chevy Chase
November 2, 2018, 10:40 AM

I prefer Concept C

The pedestrian bridge is the only way to keep cars from interacting with the growing number of pedestrians and cyclists in this area. No one should have to die just trying to cross an already marked pedestrian crossing. Currently it's the bikes and cyclists that have the stop sign, not the cars. With a double lane pedestrian crossing there is always the possibility of one car not being able to view a bike or jogger crossing in front of the other car. The pedestrian bridge (assuming it's a ramp and not steps) keeps everyone safe and allows the traffic to resume two lane travel.

Sharon Metcalf

inside Bethesda/Chevy Chase
November 2, 2018, 12:43 PM

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

I prefer Concept C

Rose Beale

outside Planning Areas
November 2, 2018, 4:19 PM

I prefer Concept A

Name not shown

outside Planning Areas
November 4, 2018, 6:18 AM

I prefer Concept C

I use this route all the time. So glad something will be done for safety.

Name not shown

inside Bethesda/Chevy Chase
November 4, 2018, 5:19 PM

I prefer Concept C

Kathy Daniel

inside Bethesda/Chevy Chase
November 6, 2018, 11:03 AM

I prefer Concept C

Concept A seems like an OK course of action, considering the price tag, but I chose C because traffic (vehicle, bicycle, and pedestrian) is only going to increase in that area. The existing modification is already resulting in traffic backups. For the long term, the larger investment is justified.

Chad Young

inside Bethesda/Chevy Chase
November 6, 2018, 2:35 PM

I prefer Concept A

Crossing at Arlington seems like an option that makes no sense. What's to stop anyone from just crossing as usual? Then you have people crossing at Arlington (following the new rules) and those that don't... making it a guessing game for drivers.

A pedestrian bridge seems like a large sum of money and an eye sore... plus the time it would take to install would be a headache.

Pedestrians, bikers, runners and drivers all need to take care and be respectful and patient at this intersection. The way it is works when everyone is aware, patient and respectful.

Joel Marcus-Kurn

inside Bethesda/Chevy Chase
November 7, 2018, 9:03 PM

I prefer Concept A

One of the reasons why the CCT is such a success is its ease of use for cyclists. The existing road crossing at Arlington has worked very well, and making it permanent will preserve its benefits for cyclists at a reasonable cost. Rerouting the trail would be a serious mistake because it would undercut the very ease of use that has made the trail so user friendly.

Garrett Hennigan

outside Planning Areas
November 8, 2018, 2:07 PM

I prefer Concept A

When the Parks Department installed the temporary road diet and reduced the speed limit following Mr. Gaylin's death at this intersection, they correctly prioritized the safety of trail users over the desire to move as many cars as fast as possible through the intersection. This was the right move, and it has proven to be far safer and not nearly the doomsday traffic scenario that some drivers have complained about.

For the permanent fix, Parks should stick with what works

Capital Crescent Trail Crossing at Little Falls Parkway Review

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and use the savings to improve similarly dangerous trail intersections across the County. Alternative A is the best option. Perhaps in the future, when more pressing safety issues are solved, Alternative C may make sense. Alternative B would be a step in the wrong direction for both trail users and drivers.

Name not shown

inside Bethesda/Chevy Chase
November 10, 2018, 12:06 PM

I do not like any options listed

I live on Hillandale Rd., close to the crossing. I object to each of the "concepts" because they include making the "road diet" on Little Falls Parkway permanent. This "road diet" has resulted in a lot more traffic passing on Hillandale Rd., through a densely populated residential area, and has resulted in greater hazards to my personal safety, both as a motorist and a pedestrian. Given the increasing development in the area, i.e. downtown Bethesda and Westbard, Little Falls Parkway should not be reduced to two lanes. This area is not like the area where other two lane parkways run, such as Sligo Creek Parkway and Beach Drive. There is a lot more development.

David Van Mourik

inside Bethesda/Chevy Chase
November 12, 2018, 2:04 PM

I do not like any options listed

As a resident who lives on Hillandale Road and a regular user of the Capital Crescent Trail, I propose an option that does not restrict the lanes on Little Falls Parkway as this drives traffic onto Hillandale Road. A pedestrian bridge over Little Falls, similar to what is in place over River Road is the safest option as it removes all interaction between automobiles and pedestrian/bike traffic, however this option should span all 4 lanes of Little Falls Parkway. The increased traffic on Hillandale Road from the temporary road diet has made it dangerous to cross the street, park in and pull out of our parking spots. Drivers use Hillandale as a race way going around cars waiting for traffic to pass so residents can park. This results in near collisions as drivers are racing up and down the street. The drivers then honk

their horns because the residents parking or pulling out "are in the way." Please reconsider the pedestrian bridge over all 4 lanes over Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
November 12, 2018, 2:11 PM

I prefer Concept C

I prefer option C as a trail user who has experienced the danger when traffic in only 1 of 2 lanes in a single direction stops for you. However, something else should be done related to Hillandale and the Hillandale/Bradley intersection. As a resident who lives effectively above the intersection, I hear a chorus of honks and skidding brakes both during rush hour and over the duration of most weekend days. The aggressive driving up and down the road is dangerous both to pedestrians crossing and traffic pulling in and out of the parking spaces.

Name not shown

inside Bethesda/Chevy Chase
November 12, 2018, 3:34 PM

I do not like any options listed

By closing both lanes, traffic is diverted through a family neighborhood on Hillandale. There are cross walks and many children. The increased traffic could result in accidents involving children and is also a nuisance to the neighborhood. Keep 2 lanes and move the cross walk to the light on Hillandale. Bikers and pedestrians can wait for a green light.

Name not shown

inside Bethesda/Chevy Chase
November 12, 2018, 3:50 PM

I prefer Concept C

We already have seen a large increase in traffic along Hillandale where so many of us have young children and pets. It's obvious the large majority of these drivers are

Capital Crescent Trail Crossing at Little Falls Parkway Review

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cutting through recklessly and it's not the right solution to leave that is. I am for a raised pedestrian walk bridge across Twin Falls, but you also need to install some sort of mechanism to slow drivers along Hillandale. We bought our homes there for its tranquility and would be devastated if it became a major thoroughfare for traffic. You need to take that into consideration and our voice into any decision.

Mary Cahill

inside Bethesda/Chevy Chase
November 12, 2018, 4:26 PM

I prefer Concept A

I am totally opposed to making the section of the Little Falls Parkway closed at Hillandale Rd. I have lived on Hillandale Rd. for over 30 years. The traffic has already increased with the partial closing of Little Falls Parkway. We have many families with babies and young children walking and playing along Hillandale Rd. School Buses and transit to the subway come through Hillandale Rd., as well as the truck required for garbage and recycling. These townhomes were here before the trail and were purchased with the idea that this would be a safe place to live and still be able to walk to downtown Bethesda, which has been totally overbuilt in the past 30 years. Streets are constantly blocked with construction vehicles and workers. Please let us hold onto the one place that still provides a haven from the high rises in Bethesda. If Little Falls Rd is closed at the intersection with Hillandale, Hillandale will become more of a throughway for impatient drivers. I am more interested in the safety of the people here than I am concerned about the delay in driving time or the wait at the intersection for bicyclists, walkers, runners, baby carriages. I enjoy using the trail for walking and it is already dangerously overrun with fast bikers. Please take into account the guidelines for civility that Bethesda used to represent. Mary Cahill, JD, 6663 Hillandale Rd.

Judith Bernstein

inside Bethesda/Chevy Chase
November 12, 2018, 5:16 PM

I do not like any options listed

I am against all three plans as they involve keeping only one lane of Little Falls Parkway open for traffic. I live on Hillandale Road and since the closure of one lane on Little Falls the volume of traffic on our street has doubled. Our residential street is now dangerous to cross, difficult to access parking spaces with speeding automobiles on our tail, noisy and deteriorating with numerous potholes. Has anyone considered two lanes of traffic on Little Falls with a traffic light installed at the trail crossing?

Marty Chase

inside Bethesda/Chevy Chase
November 12, 2018, 6:46 PM

I do not like any options listed

I am opposed to the permanent closing of lanes on Little Falls Parkway because it has increased traffic on Hillandale Road, which has made it significantly difficult and dangerous for residents to back their autos out of their residential parking places. It has also added greatly to noise and litter on Hillandale Road. Importantly, too, it has created a safety hazard for the numerous children who reside on Hillandale Road.

Name not shown

inside Bethesda/Chevy Chase
November 12, 2018, 6:59 PM

I do not like any options listed

I am opposed to permanently closing lanes on Little Falls Parkway because it will shift traffic to Hillandale Road, which will create dangerous traffic conditions for residents who must back out of their parking spaces. It will also cause significant noise as well as a dangerous street for the numerous children living on Hillandale Road.

Name not shown

inside Bethesda/Chevy Chase
November 13, 2018, 5:32 PM

I prefer Concept C

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

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I dislike all of the options, but think concept c is the least problematic of them. The temporary road diet has already made the Hillandale neighborhood more dangerous for pedestrians and drivers. An increasing numbers of people who used to access Little Falls via Arlington are speeding down Hillandale to bypass the bottleneck. If the county is serious about it's 0 in 2030 initiative, it must take the safety of Hillandale residents into consideration too. Anything that slows traffic on Little Falls will encourage cars to divert onto Hillsdale. The county should reduce risk, not relocate it.

Name not shown

inside Bethesda/Chevy Chase
November 14, 2018, 10:46 AM

I prefer Concept B

the traffic for this option would be similar or same to that on Little Falls and Dorset.

michael Skinker

inside Bethesda/Chevy Chase
November 14, 2018, 10:56 AM

I prefer Concept C

The pedestrian bridge should be built in a way to retain the 4 lane traffic pattern that existed on Little Falls Parkway before the temporary "road diet" was installed. The current temporary "road diet" diverts too much traffic to Hillandale Road and the Kenwood Forest Community. Parking for the town homes on Hillandale Road is perpendicular to the road and already at times requires difficult and dangerous maneuvering to pull out into the thru traffic, especially during rush hours. There are many children that live in the development and the increase in traffic is creates a more unsafe environment. Speed bumps on the hill are not really appropriate and not the answer. Reducing traffic thru the community rather than diverting more traffic to Hillandale Road will help.

James Sheesley

inside Gaithersburg Vicinity
November 14, 2018, 4:38 PM

I prefer Concept C

Gordon Chaffin

outside Planning Areas
November 14, 2018, 6:08 PM

I prefer Concept A

I'm Gordon Chaffin. Moved to DC in 2010. Lived in Silver Spring 2011-2015 and heavy CCT user as runner/cyclist. The data show that almost no traffic is being diverted into the nearby neighborhoods. Speeding has also not increased, despite the claims of everyone voting here for the expensive, unnecessary bridge. Option A is the best way to minimize cost, environmental impact, and maximize safety where it currently is in most danger: the crossing of the trail and the main road.

Meigs Ranney

inside Bethesda/Chevy Chase
November 14, 2018, 6:49 PM

I prefer Concept C

A pedestrian bridge over Little Falls Parkway is the only proposal that makes sense, it certainly works well at Mass Avenue and Old Georgetown Road. It is important for the county to provide the greatest safety for Crescent Trail users and a bridge will do that and keep traffic moving at a more reasonable pace on Little Falls Parkway. The lane closures have increased traffic on Hillandale Road and the residents of KFII, who only have on the street parking, are finding it more and more difficult to get out of their parking spaces safely. The number of cars waiting to go through the light at Bradley and Hillandale increase daily. In what way do Concepts A and B help the current problem? None

Bryant Cabo

inside Silver Spring
November 15, 2018, 12:44 PM

I prefer Concept C

Concept C is great for hosting a running race from

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Bethesda to Georgetown or training a simulated race with only one stop at Dorset Ave. My position is going to be Concept C because I believe that runners and bikers should have freeways just like cars meaning they don't have to stop at a stoplight or stop sign and this is a first step.

Elizabeth H

inside Bethesda/Chevy Chase
November 16, 2018, 7:39 PM

I prefer Concept C

Thank you for the opportunity to comment. Given the need for a safe and fair solution for all users of the trail and parkway and local roads, I support the bridge as clearly the safest option. In addition, in the face of imminent development throughout Bethesda (Purple Line extension, Marriott headquarters, Westbard redevelopment, etc.) I urge planners both to restore Little Falls Parkway to the four lanes it has always had and to follow the recommendations in the community letter of November 14, 2018, from officials and residents of the neighborhoods surrounding the CCT at Little Falls.

Name not shown

inside Bethesda/Chevy Chase
November 18, 2018, 3:59 PM

I prefer Concept C

As a frequent user of the Capital Crescent Trail for both recreation (jogging, biking) and occasional commuting (to Bethesda Metro), I strongly favor Concept C as the safest and most user-friendly solution to the issue of the Little Falls Parkway crossing. The County should do its utmost to minimize the environmental impact while ensuring safety of trail users and motorists alike. Also, to minimize traffic congestion, the County should preserve the two-lanes of traffic each way. The Parkway has been a critical alleviator of traffic out of downtown Bethesda and narrowing this road will not be a welcome development for motorists. Thanks for giving this due consideration.

Name not shown

inside Bethesda/Chevy Chase
November 18, 2018, 9:19 PM

I prefer Concept A

Minimal change to a solution that is currently working.

Name not shown

inside Bethesda/Chevy Chase
November 19, 2018, 7:46 AM

I prefer Concept C

I support Concept C provided it preserves the nearby environment as suggested by some other commentators. However there is another concern that needs to be addressed - the safety of walkers. Bikers by and large ignore speed limits and do not pass walkers giving adequate attention to their safety. For example, if there are walkers passing each other as they walk in the opposite direction many bikers do not wait until one side of the path is clear. Rather they squeeze between the walkers and many do it without reducing speed. They basically do not give way to walkers. The speed of bikers also is a threat to walkers. The trail is not meant to be an expressway for bikers as one commentator suggested. One option would be to put speed bumps along the path to make bikers slow down (but this would probably not do much to reduce the problem). Another option - require bikes to have identifiable registration tags and install speed cameras to monitor their speed and fine those who exceed speed limits. If nothing is done to deal with this issue the next casualties are going to be children and others who do not have time to get out of the way of bikers.
A Glen Echo resident and daily walker on the trail.

Name not shown

inside Bethesda/Chevy Chase
November 19, 2018, 4:11 PM

I prefer Concept C

Since the lane closures the traffic is terrible! I have to keep the storm windows closed even in the summer due to noise and pollution. Also have had to sleep in the back bedroom

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Capital Crescent Trail Crossing at Little Falls Parkway Review

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due to morning traffic.

Patricia Johnson

inside Bethesda/Chevy Chase
November 20, 2018, 7:39 AM

I prefer Concept B

I think an "alternative Plan B" is the practical solution and will work ONLY if Little Falls Parkway is restored to all four lanes open in BOTH directions. The current "road diet" is unsafe for all. The bridge is a nice concept but we all know that it is the most expensive solution and there is no money available. The environmental problems that building a bridge will cause will not be solved easily or in a timely manner. So the best interim solution is to move the trail to the light at Arlington Road and open Little Falls Parkway (and Arlington Road) to its original traffic plan (plan B with all lanes opened). That solution is safe and protects bikers, walkers and the surrounding neighborhoods from cut through traffic which is happening now. Please see our letter (sent to Mr. Tsai) dated November 14th which requests this plan with all lanes restored. The letter is from eight neighboring civic associations and the Chevy Chase Coalition of Friendship Heights (representing 18 neighborhoods). Restore all lanes on Little Falls Parkway. A 'road diet' is not a good solution which will be even more unacceptable when planned density is realized in Bethesda and the Westbard Sector within the next five years. Patricia Johnson, Kenwood Citizens Association/CCCFH

Mikel Frazee

inside Bethesda/Chevy Chase
November 20, 2018, 2:41 PM

I prefer Concept C

This seems to be the best solution for all; residents, drivers, runners, walkers, bicyclist, rollerblade folks, skateboarders, baby strollers.... Did I forget anyone?

Kristie Mcgehee

inside Bethesda/Chevy Chase
November 20, 2018, 7:17 PM

I prefer Concept C

I would like to see Little Falls Parkway restored to the four lanes it has always had. I encourage planners to follow the recommendations in the letter of November 14, 2018, from all the surrounding neighborhoods

Name not shown

inside Bethesda/Chevy Chase
November 23, 2018, 3:28 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
November 23, 2018, 3:29 PM

I prefer Concept C

Colin Warren

inside Bethesda/Chevy Chase
November 23, 2018, 8:21 PM

I prefer Concept A

The road diet has worked well, and drivers are now cautious and courteous. A provides the most benefit per dollar spent. While C may look attractive, it is too expensive. That money would be better spent making other Bethesda roads safer for bikes (I'm a biker and a driver).

Adele O'Dowd

inside Bethesda/Chevy Chase
November 24, 2018, 8:20 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
November 24, 2018, 12:57 PM

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Capital Crescent Trail Crossing at Little Falls Parkway Review

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I do not like any options listed

November 26, 2018, 9:49 AM

By indicating a position of "none," I do not mean I have no view. I mean I intensely dislike the 3 options that are given. All 3 options described involve a road diet in which Little Falls Parkway narrows from 2 to 1 lane at Hillandale Road (where I live) which is HIGH DENSITY RESIDENTIAL. So where will backed-up traffic go? Where it's been going: Up Hillandale. There has already been an alarming increase in traffic, and the traffic has been moving too fast. All three options will perpetuate this arrangement.

I prefer an option with no road diet. However, if a road diet is genuinely necessary, then it should begin at River Road. That way, all of Little Falls Parkway will be 2 lanes (one in each direction), and there will be no bottleneck causing a spillover onto a high-density residential street such as Hillandale. By persisting with the current three options, Montgomery Parks is doing its best to ensure that the next injuries or fatalities occur on Hillandale instead of Little Falls. Thanks, Montgomery Parks. It's nice to know how little you care about safety outside of your jurisdiction.

Jeffrey Neale

inside Bethesda/Chevy Chase
November 24, 2018, 3:03 PM

I prefer Concept C

Mary Barbery

inside Bethesda/Chevy Chase
November 25, 2018, 10:09 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
November 25, 2018, 8:55 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase

I prefer Concept C

Whatever decision is made, I very much hope that Little Falls will become a 4-lane road again. Safety for ALL is paramount but we must pay attention to traffic clogs and those most directly impacted by those neighbors. The feedback shared here with regards to how awful Little Falls as a two-lane road for neighbors is compelling.

David Barron

inside Bethesda/Chevy Chase
November 26, 2018, 11:34 AM

I prefer Concept B

MUST INCLUDE RESTORING LITTLE FALLS PARKWAY AT CAPITAL CRESCENT TRAIL TO 4 LANES

Name not shown

outside Planning Areas
November 26, 2018, 10:39 PM

I prefer Concept C

Why does it look like all options include the lane closures described for the absurd "Road Bulimia" option? Option C is clearly the best. If a bridge is built, LFP and Arlington Road should remain two lanes in each direction? Wouldn't that be the entire point of the bridge? If not, I don't think you have accurately described the options.

Ann Dougherty

inside Bethesda/Chevy Chase
November 27, 2018, 8:21 AM

I prefer Concept A

Ann Bolten

inside Bethesda/Chevy Chase

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Capital Crescent Trail Crossing at Little Falls Parkway Review

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November 28, 2018, 4:56 PM

I prefer Concept C

Concept C is the only truly safe option for both pedestrians and drivers. The current road diet is both inconvenient and not particularly safe for either pedestrians or drivers. I fully agree with the recommendations in the community letter of November 14, 2018.

John Stewart

inside Bethesda/Chevy Chase
November 28, 2018, 6:44 PM

I prefer Concept C

I strongly oppose continuing the so-called "road diet." There is simply no justification for it. The tragic death of a cyclist, who I understand was on a recumbent bike in pre-daylight hours and who failed to stop at the stop sign on the path, would not have been prevented by the road diet. The reality is that many cyclists ignore stop signs and safety measures, which is why I favor Option C (with the restoration of traffic lanes). Option B would not work because cyclists would ignore the rerouting and the light. The only effective solution to our endemic problems with bike and car traffic is to separate them. Cyclists would be able to ride through without risk under Option C, and cars would too.

Name not shown

inside Bethesda/Chevy Chase
November 28, 2018, 10:15 PM

I prefer Concept C

Please eliminate the road diet, which has already increased cut-through traffic in surrounding neighborhoods. Thank you.

Name not shown

inside Bethesda/Chevy Chase
November 28, 2018, 10:47 PM

I prefer Concept A

Dan Mendelson

inside Bethesda/Chevy Chase
November 28, 2018, 10:48 PM

I prefer Concept C

As a frequent user of the trail and little falls parkway, this seems like the only safe solution. This is truly an issue of life and limb for our community. thank you for taking it seriously.

Name not shown

inside Bethesda/Chevy Chase
November 28, 2018, 11:12 PM

I prefer Concept C

I strongly prefer option C, with ALL 4 lanes of traffic being restored! The current arrangement is unsightly, for an area that is supposed to be a parkway of greenery! It feels more like the Los Vegas strip, with all of the ballard's, roaring, signs, and reflective tape. When the weather is nice, having only one lane for cars causes traffic to pile-up, with cars having long waits for the steady stream of pedestrian & bike traffic to have a break from people crossing Little Falls Parkway. This causes drivers to lose patience and... not slow for the cross walk, drive down the restricted area, or to take short cuts & speed through the nearby residential areas. Even with stop signs, bikers & pedestrians still do not stop before crossing the road. So all other options, other than option C's bridge, would still put users of the trail at risk from cars.

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 9:25 AM

I prefer Concept C

restore Little Falls to 4 lanes pls

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Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 10:01 AM

I prefer Concept C

Guillermo Israilevich

inside Bethesda/Chevy Chase
November 29, 2018, 10:08 AM

I prefer Concept C

Please also eliminate the road diet

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 10:44 AM

I prefer Concept C

The lighting is always a problem at night and visibility is poor. I like the idea of the bridge over the Parkway. Little Falls Parkway should go back to 4 lanes also.

Lucretia Marmon

inside Bethesda/Chevy Chase
November 29, 2018, 10:53 AM

I prefer Concept C

I very much favor option C. We live in the last house on Cumberland, just off Little Falls. It is obvious that the two lane option now available on Little Falls causes a long back-up line during rush hours...morning and night. A pedestrian and bicycle bridge over Little Falls is the perfect answer.

Pamela Kenny

inside Bethesda/Chevy Chase
November 29, 2018, 12:01 PM

I prefer Concept C

We are Somerset residents and worry about the increase in traffic through Greysone/Surrey and Dorset where our elementary school children are crossing the road to get to school. We have already seen an increase in traffic and angry drivers with the Little Falls diet. Please make our roads safe and eliminate the diet and add a bridge at Little Falls near Arlington so we have no more deaths there.

Steven Heydemann

inside Bethesda/Chevy Chase
November 29, 2018, 12:38 PM

I prefer Concept C

The pedestrian overpass seems the most definitive way to keep people, bikes, and pets away from cars and trucks. If that is the goal, and it's one I support, I would prefer option C to the others. My family uses the trail and crosses that intersection often. The bridge would be a big improvement over current conditions.

Stephen Surko

inside Bethesda/Chevy Chase
November 29, 2018, 12:47 PM

I prefer Concept A

There should be NO mid-block trail crossing on Hillandale no matter what option they end up choosing. Option B has a new trail crossing on Hillandale. This mid-block crossing was unanimously turned down by the planning board in 2016 as unsafe.. I don't know why it's on the table again, but to propose it, is just to substitute one deadly mid-block trail crossing with another one. We don't need the Little Falls parkway problem solved by creating another dangerous mid-block crossing. Hillandale is a busy street and the crossing they propose is on the curve - another potential for a fatal accident.

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 3:53 PM

I prefer Concept C

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Capital Crescent Trail Crossing at Little Falls Parkway Review

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I urge planners to restore Little Falls Parkway to the four lanes it has always had.

thanks,

-Scott

Patricia Friedman

inside Bethesda/Chevy Chase
November 29, 2018, 4:50 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 8:19 PM

I prefer Concept C

I think a bridge is preferable from the safety perspective. At the same time, there should be speed limits for road bikers and for e-bikers!

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 8:24 PM

I prefer Concept C

Concept C is safe and good for everyone, users of the trail as well as users of Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
November 29, 2018, 8:57 PM

I prefer Concept C

Please restore Little Falls Parkway to four lanes rather than the current "diet" of only two lanes.

Maura Vanderzon

inside Bethesda/Chevy Chase
November 29, 2018, 9:47 PM

I prefer Concept C

There are just too many people (including many school-aged children) on the CCT on a daily basis to take a chance on the road crossing here. Many drivers just don't "get it" and don't stop appropriately for peds and cyclists. Though more expensive, I've always believed that a bridge overpass is the logical solution here. This crossing is only going to become busier, so just do it now. Reopen Little Falls in two lanes to prevent the gridlock there and because no "road diet" will be necessary once there's an overpass. Thanks for being transparent about the process and for requesting feedback from locals!

marc Geffroy

inside Bethesda/Chevy Chase
November 29, 2018, 10:44 PM

I prefer Concept C

concept a & b are impractical long term but the only tenable option, C, is expensive. is there a way perhaps to offset the cost a bit w user fees (eg, bike license fees, charge for parking at the trail parking lot on little falls) and or state/ federal grants or even private grants? could the county proffer the C plan cost from Regency for the Westbard redevelopment site plan approval? Arguably, westbard benefits from the trail as an amenity.

Name not shown

inside Bethesda/Chevy Chase
November 30, 2018, 6:58 AM

I prefer Concept C

The road diet should be eliminated as it causes cut through traffic through the quiet, adjacent neighborhoods that didn't used to exist. A raised bridge would solve danger to pedestrians and cyclists. I also believe that speed cameras should be placed on little falls parkway between River Rd and Dorset to slow down traffic and stop "drag racers".

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Name not shown

inside Bethesda/Chevy Chase
November 30, 2018, 10:04 AM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
November 30, 2018, 10:47 AM

I prefer Concept C

Zola Dincin Schneider

inside Bethesda/Chevy Chase
November 30, 2018, 12:18 PM

I prefer Concept C

For the safety of all who are using Little Falls Pkwy, I strongly urge adopting Concept C, with LFP going back to a 4-lane roadway.

Zola Dincin Schneider
Warwick Place, Town of Somerset

Lucile Freeman

inside Bethesda/Chevy Chase
November 30, 2018, 10:38 PM

I prefer Concept C

Aviva Rosenthal

inside Bethesda/Chevy Chase
December 2, 2018, 11:23 AM

I prefer Concept C

I believe strongly that we need to go back to proper 4 lanes for cars. I very much want safety for all (walkers, bikers) but also for drivers. The current two lane diet is quite dangerous for drivers and unnecessary to solving the problem at hand.

Name not shown

inside Bethesda/Chevy Chase
December 2, 2018, 11:45 AM

I prefer Concept C

harold pfohl

inside Bethesda/Chevy Chase
December 2, 2018, 8:34 PM

I prefer Concept B

Prefer concept C as soon as it is affordable. B for the interim. Remove road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Name not shown

inside Bethesda/Chevy Chase
December 2, 2018, 10:28 PM

I prefer Concept B

I actually prefer Concept C, but being a realist, until money is available for C, I can live with B. But, even with my preference for B for now, I would like to see the road diet removed and have Little Falls Parkway at the CCT restored to four lanes.

Heather Gerth

inside Bethesda/Chevy Chase
December 3, 2018, 7:30 AM

I prefer Concept C

A permanent long term solution is best. While a pedestrian bridge is more expensive, it is by far the safest option. The trail is used by all ages and a pedestrian bridge will help to ensure that everyone is safe.

Name not shown

inside Bethesda/Chevy Chase
December 3, 2018, 8:21 AM

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I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes."/

Barry Miller

inside Bethesda/Chevy Chase
December 3, 2018, 9:52 AM

I prefer Concept B

As a frequent user of both the Capital Crescent Trail and Little Falls Parkway, I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Name not shown

inside Bethesda/Chevy Chase
December 3, 2018, 10:43 AM

I prefer Concept B

"I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes."

Bill McCloskey

inside Bethesda/Chevy Chase
December 3, 2018, 3:40 PM

I prefer Concept C

Joan Barron

inside Bethesda/Chevy Chase
December 3, 2018, 7:36 PM

I prefer Concept C

I am going with C but am under no illusion that the County will do this in the foreseeable future. I believe the road should go back to 4 lanes and a form of concept B should

be in place. The "road diet" just makes cars look for alternative routes and my neighbors on Hillandale will suffer the most in terms of traffic and safety.

Celia Martin

inside Bethesda/Chevy Chase
December 3, 2018, 8:14 PM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes

Name not shown

inside Bethesda/Chevy Chase
December 3, 2018, 8:38 PM

I prefer Concept C

It provides the safest and fastest route for trail users and road users alike. It is easily the most dangerous intersection on the CCT between Georgetown and Bethesda, and it therefore makes the trail as a whole a more consistently safe route.

R Porter

inside Bethesda/Chevy Chase
December 3, 2018, 8:54 PM

I do not like any options listed

I believe the simplest solution is probably the best solution. First, no matter what, we should install bright LED, or similar, lighting such as those at the intersection of Little Falls and Dorsett. Second, install rumble strips before the trail crossing along with a raised speed hump at the trail crossing that would force slowing traffic. Finally, there should be some mechanism to force/encourage those on the trail to stop before crossing.

Another simple option would be to install a speed camera and set the speed at 15 MPH. That would actually generate revenue. This could be done in addition to the above.

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

At a minimum, we should install lights at the crossing, and it's a bit surprising that with all the fuss about this, we haven't even done that.

All of the options presented come at really significant cost and will take a lot of time. These above are cheaper and could be done much quicker to solve the problem and still keep the traffic moving at four lanes.

If these simple solutions are not really considered then I would vote option C since that is what will actually solve the problem for the long term and be the safest, despite the cost and time to make it work.

Laura kolton

inside Bethesda/Chevy Chase
December 3, 2018, 9:05 PM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Brian Israel

inside Bethesda/Chevy Chase
December 3, 2018, 9:23 PM

I prefer Concept C

I regularly use the Crescent Trail to access downtown Bethesda by bike and believe the convenience and safety of a bridge, relative to the status quo or diverting trail traffic to a traffic light, would be well worth the cost in view of the volume of trail users. Diversion to a traffic light would make me less likely to prefer biking to driving downtown.

Lesley Ann Sand

inside Bethesda/Chevy Chase
December 3, 2018, 10:45 PM

I prefer Concept B

"I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes."

Joseph J. Geraci

inside Bethesda/Chevy Chase
December 3, 2018, 11:28 PM

I prefer Concept B

Trail should transition to the direction of the light. Plant trees and mountain laurel to steer trail to the light. Have at it. Thanks.

Name not shown

inside Bethesda/Chevy Chase
December 3, 2018, 11:28 PM

I prefer Concept B

We would prefer the pedestrian bridge as soon as it is affordable as it is the only really safe alternative for bikers and joggers to cross the road. It works extremely well on River Road. In the meantime, we prefer Concept B, remove the road diet and restore Little Falls Parkway at Capital Crescent Trail to 4 lanes. Currently it is a dangerous traffic situation. Bikers and joggers NEVER stop and most never even look before they cross.

Name not shown

inside Bethesda/Chevy Chase
December 4, 2018, 6:06 AM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

David Stern

inside Bethesda/Chevy Chase
December 4, 2018, 7:43 AM

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

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I prefer Concept C

I also favor re-opening the second lane on Little Falls if the overpass is built.

Edward Brownfield

inside Bethesda/Chevy Chase

December 4, 2018, 9:02 AM

I prefer Concept C

Concept C is the best option. Priority needs to be given to bike and pedestrian traffic.

The stance of my neighborhood association is that we should respond with Option B while we wait for Option C to be affordable. I do not think this is a good solution.

Postponing Option C until it is "affordable" is no resolution. "Affordable" is a subjective word and the bridge will never be built if that is considered the criteria for when it is done. Meanwhile, proceeding with Option B in the interim is a waste of 1.5 million dollars if the ultimate goal is a bridge. Why not use that 1.5 million towards building the bridge now?

Name not shown

inside Bethesda/Chevy Chase

December 4, 2018, 9:40 AM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Name not shown

inside Bethesda/Chevy Chase

December 4, 2018, 10:34 AM

I prefer Concept B

Immediately remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes. I prefer

concept C as soon as it is affordable. I prefer B for the interim.

Name not shown

inside Bethesda/Chevy Chase

December 4, 2018, 10:37 AM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Brian Burns

inside Bethesda/Chevy Chase

December 4, 2018, 11:09 AM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Name not shown

inside Bethesda/Chevy Chase

December 4, 2018, 11:14 AM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

William Howe

inside Bethesda/Chevy Chase

December 4, 2018, 11:39 AM

I prefer Concept C

I prefer Concept C (find the funding) and reopening all lanes on Little Falls Parkway.

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Capital Crescent Trail Crossing at Little Falls Parkway Review

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Francis McCormick

inside Bethesda/Chevy Chase
December 4, 2018, 12:52 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 4, 2018, 2:45 PM

I prefer Concept B

I would like Concept B as interim solution with Concept C (overpass) as long term solution. Please restore Little Falls Parkway to 4 lanes where CC Trail crosses. Make funds available for overpass!

Name not shown

inside Bethesda/Chevy Chase
December 4, 2018, 3:07 PM

I prefer Concept B

"I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes."

Name not shown

inside Bethesda/Chevy Chase
December 4, 2018, 3:10 PM

I prefer Concept B

I strongly urge that Little Falls Parkway at the Capitol Crescent be restored to four car-driving lanes.

David Forman

inside Bethesda/Chevy Chase
December 4, 2018, 3:41 PM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Annette Bowen

inside Bethesda/Chevy Chase
December 4, 2018, 5:21 PM

I prefer Concept B

-- I actually don't like any of these plans. If I must choose between them, then I would prefer to go with Concept C once the funding is available. In the meantime, B would be the best option.

- I strongly believe that the "road diet" be removed and that 4 lanes be restored. The narrowing of traffic has created unnecessary backups during heavier traffic time. The growth and development of Bethesda will only lead to more traffic and more backups.

-There are a number of options that can alert drivers to the need to yield to bikers & walkers. One alternative is the light that AU has recently installed on Nebraska.

Name not shown

inside Bethesda/Chevy Chase
December 5, 2018, 9:01 AM

I prefer Concept C

During the time it takes to plan, fund and construct a pedestrian overpass, implement Concept B now so that it is in place prior to and during construction of the overpass.

robert bein

inside Bethesda/Chevy Chase
December 5, 2018, 10:00 AM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway. This is necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--

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traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods. While Concept C is the better long term solution, it's expensive and difficult to implement so Concept B should be put in place now.

M Dagenais

inside Bethesda/Chevy Chase
December 5, 2018, 10:32 AM

I prefer Concept B

Restore the full four lanes on Little Falls Parkway. This is safest and most efficient for both commuters and residents

Name not shown

inside Bethesda/Chevy Chase
December 5, 2018, 10:36 AM

I prefer Concept B

Michael Shuler

inside Bethesda/Chevy Chase
December 5, 2018, 10:39 AM

I prefer Concept B

Mike Shuler 20815
Remove the road diet and restore 4 lanes to Little Falls Parkway. This will make the roads and trails safer for pedestrians, motorists, and cyclists.

Kathryn Rizik

inside Bethesda/Chevy Chase
December 5, 2018, 10:39 AM

I prefer Concept B

Remove the road diet. Little Falls Parkway must be restored to 4 lanes.

Michael Hotchkiss

inside Bethesda/Chevy Chase
December 5, 2018, 10:42 AM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway

Significant change is occurring in this part of Bethesda/Chevy Chase. We must look forward for a solution that will work for the future. Restricting Little Falls Parkway to a single lane each direction will back up traffic for many blocks through many intersections. All four lanes must be part of any solution along with safety measures to manage the Capital Crescent Trail pedestrian and cycle traffic.

Jacques Smith

inside Bethesda/Chevy Chase
December 5, 2018, 10:44 AM

I prefer Concept B

You must immediately remove the road diet and restore 4 lanes to Little Falls Parkway. This is both necessary and justified because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods.

Vickie Allin

inside Bethesda/Chevy Chase
December 5, 2018, 10:44 AM

I prefer Concept B

I prefer concept C as soon as it is affordable. I prefer concept B for the interim. Remove the road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

Name not shown

inside Bethesda/Chevy Chase

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Capital Crescent Trail Crossing at Little Falls Parkway Review

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December 5, 2018, 11:01 AM

I prefer Concept B

Road needs to be made 4 lanes again. It's congested and there's a lot more traffic. Moving trail users to the crosswalk will make it safe for more cars.

Name not shown

inside Bethesda/Chevy Chase

December 5, 2018, 11:03 AM

I prefer Concept B

Mike McNamara

inside Bethesda/Chevy Chase

December 5, 2018, 11:43 AM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway. I am a 20815 Resident.

Virginia Voorhees

inside Bethesda/Chevy Chase

December 5, 2018, 11:48 AM

I prefer Concept B

Please remove the "road diet" and restore the 4 lanes on Little Falls. It is very unsafe to have so much cut through in our neighborhood because of the increased development--no sidewalks so scary for us and our children.

Debby Demaree

inside Bethesda/Chevy Chase

December 5, 2018, 12:02 PM

I prefer Concept B

Roads are for cars! Reopen LF parkway, put in a safe signal.

Brenda Murray

inside Bethesda/Chevy Chase

December 5, 2018, 12:21 PM

I prefer Concept B

Brenda P. Murray 20815

Please remove the road "diet" and restore 4 lanes to Little Falls Parkway. Thank you.

Mathews Pierson

inside Bethesda/Chevy Chase

December 5, 2018, 12:47 PM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway

Gino Picasso

inside Bethesda/Chevy Chase

December 5, 2018, 12:59 PM

I prefer Concept B

My name is Gino Picasso, and reside at 5204 Oakland Road. I am an avid cyclist and use the trail frequently so I strongly support the safety measures being taken. As a resident in the area, I also find myself on the Little Falls Parkway very often, and have to contend with the inconvenience of the blocked off lanes. I would strongly request that you remove the road diet and restore 4 lanes to Little Falls Parkway. This is absolutely necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on the Parkway, causing even more cut through traffic in nearby neighborhoods.

John Oliver

inside Bethesda/Chevy Chase

December 5, 2018, 1:10 PM

I prefer Concept B

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Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Remove the road diet and restore 4 lanes to Little Falls Parkway

Name not shown

inside Bethesda/Chevy Chase
December 5, 2018, 1:57 PM

I prefer Concept B

I support concept B, if the Little Falls Parkway road diet is removed and all 4 lanes are restored to Little Falls Parkway. This is necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods.

In addition, the significant problem in this recreational trail are those bikers who do not obey traffic laws, exceed the speed limits on the trail, and cause a threat to walkers and runners on the recreational trail. While that is not all the bikers, a substantial number of them cause the problems. Having 4 lanes on Little Falls Parkway and the traffic light will allow traffic to flow and ensure that those bikers that do not obey the laws slow down and reduce the risk of injury to walkers and joggers on the trail.

Kay Stevens

inside Bethesda/Chevy Chase
December 5, 2018, 2:23 PM

I prefer Concept B

I live in the Kenwood neighborhood and am a retired Planner from the Montgomery County Department of Transportation. I prefer option B (moving the CCT crossing to the intersection of Arlington Rd and Little Falls Parkway) but with removal of the "road diet" which will no longer be necessary when CCT users are crossing at a traffic signal. In fact, I find the "road diet" a hazard to drivers at night because it comes upon you so unexpected. I do not see that maintaining the "road diet" gains anything in terms of safety once the trail is relocated, and the increase in development in Bethesda will surely put more cars on Little Falls Parkway, making the road narrowing

even more of a driving hazard.

Name not shown

inside Bethesda/Chevy Chase
December 5, 2018, 2:50 PM

I prefer Concept B

It would be much safer to cross at the Arlington Road light. Also, 2 lanes will be insufficient with all the traffic that is going to increase.

Thomas Woodward

inside Bethesda/Chevy Chase
December 5, 2018, 6:44 PM

I prefer Concept B

This is necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods.

Harriet Shugerman

inside Bethesda/Chevy Chase
December 5, 2018, 8:24 PM

I prefer Concept B

Prefer Concept C as soon as money is budgeted. Strongly prefer restoration of Little Falls Pkwy to 4 lanes

arlene bein

inside Bethesda/Chevy Chase
December 5, 2018, 9:14 PM

I prefer Concept B

While Concept C sounds like the ideal solution, it will take time and a lot of money to implement, and there may be environmental issues to resolve as well because the bridge will probably cover as much as 100 feet from end to end.

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

So in the meantime, I believe Concept B is the way to go. The road diet should also be removed and 4 lanes restored to Little Falls Parkway. This is necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods and creating safety issues for the people, especially children, walking and playing in those neighborhoods.

Name not shown

inside Bethesda/Chevy Chase
December 6, 2018, 8:11 AM

I prefer Concept B

Greetings to the Montgomery County Park Staff. Thank you for maintaining such beautiful spaces for us to enjoy. Regarding the options for the Capital Crescent Trail at Little Falls Pkwy I favor Option "B" with additional comments. Please remove the road diet and restore 4 lanes to Little Falls Parkway. The current situation is cumbersome. This is necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods.

keith lindgren

inside Bethesda/Chevy Chase
December 6, 2018, 10:01 AM

I prefer Concept B

Donna Eacho

inside Bethesda/Chevy Chase
December 6, 2018, 2:50 PM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway!

Name not shown

inside Bethesda/Chevy Chase
December 7, 2018, 2:28 PM

I prefer Concept B

I am a resident of Sumner in Bethesda, and am greatly affected by the current road diet. It is MOST unfortunate that a recumbent biker was killed at this intersection, but the current situation is most dangerous to many more. (Cars are confused and I have seen many near collision misses.) I request that all four lanes of Little Falls be restored and the road diet be removed.

Malcolm O'Hagan

inside Bethesda/Chevy Chase
December 7, 2018, 3:12 PM

I do not like any options listed

Restore to original with control bumps on the trail and full stop on Little Falls Parkway. This is the simplest and most cost effective solution which should be tried before any other option.

John Gill

inside Bethesda/Chevy Chase
December 7, 2018, 5:17 PM

I do not like any options listed

None of the proposed options is a good one. I propose a button be placed for the pedestrians or cyclists to push when they are at the current intersection, that, when pressed, would activate a newly installed red light facing motorists, who must then stop. The pedestrians or bicyclists would have 20 seconds to cross the street. The red light could not be reactivated until one full minute had elapsed since the end of the last 20 second pedestrian/bicycle crossing time period. If a pedestrian or cyclist pushed the button before the one minute period had elapsed, he or she would not be able to cross until the full minute had elapsed since the end of the last 20 second pedestrian/cyclist crossing period. The road would become a four lane road again. There would be orderly

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traffic passing through the intersection. And pedestrians and cyclists would not have to wait longer than one minute to cross once they reached the intersection and pushed the button. In almost all scenarios, it would be less than one minute. Drivers would have to stop at a red light to allow pedestrians and cyclists to cross for 20 seconds.

Name not shown

inside Bethesda/Chevy Chase
December 7, 2018, 9:53 PM

I do not like any options listed

I would prefer the following: Restore Little Falls to 4 Lanes. It is dangerous and slow at rush hour and conditions will only deteriorate with the new development. Install a pedestrian/cyclist button to activate a red light to stop traffic for 20 seconds and then with a minute wait before subsequent light activation.

Name not shown

inside Bethesda/Chevy Chase
December 9, 2018, 10:02 AM

I prefer Concept A

Melissa Glover

inside Bethesda/Chevy Chase
December 9, 2018, 5:44 PM

I do not like any options listed

what a difficult place. those white guard things are a distraction more than a safety feature. They hinder views of pedestrians or bikes. I think a flashing red light with NO visual distractions except a huge sign say stop ahead for pedestrians!!

Philip Wilcox

inside Bethesda/Chevy Chase
December 10, 2018, 1:41 PM

I prefer Concept B

The "road diet" will no longer be needed for safety if, as Option B is adopted, proposes, both cars and bikers will be required to stop at red lights. One lane, as current experience shows, creates a bottleneck slowing traffic on this thoroughfare. Also, when Trail users reach the Parkway, the modified paths should have sharp - almost right angle - turns so the routes parallel the Parkway to the crossing at Arlington Blvd., to slow traffic and avoid much tree cutting. PWilcox, Bethesda/Sumner

Name not shown

inside Bethesda/Chevy Chase
December 10, 2018, 5:03 PM

I prefer Concept B

MB FitzGerald 20815 REMOVE the Road Diet and restore 4 lanes to Little Falls Parkway. This is necessary because of all the new construction in Bethesda and the future Westbard development

Name not shown

inside Bethesda/Chevy Chase
December 10, 2018, 8:39 PM

I prefer Concept A

It is working and achieves the right balance. I am a local resident who commutes on the CCT.

Gabrielle Sabharwal

inside Bethesda/Chevy Chase
December 11, 2018, 12:20 PM

I prefer Concept B

Gabrielle Sabharwal, 20815. "Please remove the road diet and restore 4 lanes to Little Falls Parkway. This is necessary because all the new construction in Bethesda

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

and the future Westbard development will significantly increase, and slow down, traffic flow on Little Fall Parkway, causing more cut through traffic in nearby neighborhoods."

David Johnson

inside Bethesda/Chevy Chase
December 12, 2018, 6:50 PM

I prefer Concept B

This is an alternative Plan B. The only way to equitably serve all constituents is to eliminate the road diet and open all four lanes on Arlington Blvd and Little Falls Parkway. This is a safe solution for walkers, bikers and the surrounding neighborhoods. This is necessary because the narrowing of the roads cause unsafe driving conditions especially at night. Little Falls Parkway is an established commuter road and in light of the oncoming considerable development in Bethesda and the Westbard Sector, this road will be impacted even more greatly than it already is. Open the Parkway and Arlington Road, cross everyone safely at the Arlington Light at Little Falls. Thank you, David Johnson, Kenwood, 20815

T. Maryann Hekimian

inside Bethesda/Chevy Chase
December 15, 2018, 9:08 AM

I prefer Concept C

I prefer concept C as soon as it is affordable. I prefer B for the interim. Remove road diet and restore Little Falls Parkway at Capitol Crescent Trail to 4 lanes.

bruce levin

inside Bethesda/Chevy Chase
December 15, 2018, 1:22 PM

I prefer Concept A

I live in Sumner and work in Bethesda. When I drive this is my commuting route. I have found virtually no material delays due to the current arrangement which is a good

traffic calming measure for what was a bit of a speedway. I also use this segment to walk to downtown and as a cyclist for commuting and recreation and appreciate the improved safety. The modest cost of Concept A along with increased green space are pluses.

Lindy Hart

inside Bethesda/Chevy Chase
December 17, 2018, 12:36 AM

I prefer Concept B

Lindy Hart 20815
Remove the road diet and restore the needed four lanes to Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
December 17, 2018, 2:57 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 17, 2018, 3:06 PM

I prefer Concept C

Amanda Hewitt

inside Bethesda/Chevy Chase
December 17, 2018, 3:15 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 17, 2018, 5:05 PM

I prefer Concept C

Any ground-level crossing is unacceptable in my view,

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given the increasing traffic load on Arlington, Hillandale, Fairfax Roads and Little Falls Parkway. A crossing at Arlington WITH A TRAFFIC LIGHT to permanently halt traffic while pedestrians cross might be a less expensive alternative but still presents some risks, given that bikes don't always wait for green lights.

Name not shown

inside Bethesda/Chevy Chase
December 17, 2018, 9:03 PM

I prefer Concept B

Good Evening,
The trail should be diverted to the Arlington Road traffic signal. This would decrease travel times. We would still have to wait at the signal just like it is now. However, traffic would no longer be burden with the dangers of the present crossing which now slows traffic. Without this danger, motorists would travel without the impediment of the current crossing location. Therefore, the Concept B would not only increase safety (by requiring crossing via traffic signal), it would decrease travel time. Thank you.

Rodney Scott

inside Bethesda/Chevy Chase
December 17, 2018, 11:24 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 18, 2018, 12:23 PM

I prefer Concept C

Little Falls Parkway provides an easy way for traffic to by pass much of Bethesda by taking cars off of Bradley Blvd. As Bethesda continues to grow, keeping the traffic running smoothly should be a goal. A bridge will keep cyclists safe and traffic flowing.

Dennis DuFour

inside Bethesda/Chevy Chase
December 19, 2018, 11:30 AM

I prefer Concept B

Dear Sir,

We need to restore Little Falls Parkway to 4 lanes. I appreciate your consideration in advance.

Dennis DuFour
Chevy Chase, MD 20815
Kenwood Subsection

Kristin Roeser

inside Bethesda/Chevy Chase
December 19, 2018, 12:21 PM

I do not like any options listed

Option B could work, if modified as follows:

Restore Little Falls to 4 Lanes. The "Road Diet" is ineffective and dangerous -- conditions will worsen with the new development. Install a pedestrian/cyclist button to activate a red light to stop traffic for 20 seconds and then with a minute wait before subsequent light activation.

Name not shown

inside Bethesda/Chevy Chase
December 19, 2018, 12:54 PM

I prefer Concept C

A trail bridge, as in the case of other CCT crossings, is the only safe option.

Amy Egan

inside Bethesda/Chevy Chase
December 19, 2018, 1:05 PM

I prefer Concept B

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William Becker

inside Bethesda/Chevy Chase
December 19, 2018, 3:54 PM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway

Carroll Dunn

inside Bethesda/Chevy Chase
December 20, 2018, 7:22 AM

I prefer Concept B

I agree with Concept B but strongly urge the staff to restore Little Falls Pkwy to 4 lanes. The development in the area and proposed development at Westbard will increase traffic on the Pkwy. If left only to 2 lanes, it will result in commuters cutting thru adjoining neighborhoods.

Lisa Hotchkiss

inside Bethesda/Chevy Chase
December 20, 2018, 7:51 AM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
December 20, 2018, 8:14 AM

I prefer Concept B

Plan B is fair and safe. Please restore all lanes. This is necessary because new construction in Bethesda and future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods

Name not shown

inside Bethesda/Chevy Chase
December 20, 2018, 9:11 AM

I prefer Concept A

County needs to enforce rules on CCT: keep to right, give warning when passing, pass only on left, don't walk/run northbound in the southbound shoulder, don't stop on trail, follow speed limit of 15 mph, don't wear headphones or earbuds, no smoking or vaping. Also, ticket drivers who don't stop for trail users.

David Kathan

inside Bethesda/Chevy Chase
December 21, 2018, 2:55 PM

I prefer Concept C

I prefer the bridge option -- Concept C, but only with modifications (no road diet on Little Falls Parkway and Arlington Rd, and protection of surrounding streams). During the interim while the bridge is funded and built, I recommend a modified version of Concept B (no road diet, no trail connector behind the Bethesda Pool, and starting the trail diversion to the Arlington Rd. intersection closer to Little Falls Parkway).

For more information, see the letter that I helped draft and I co-signed from the communities surrounding the CCT crossing dated November 14. In this letter we urge planners to restore Little Falls Parkway to the four lanes it has always had.

Barbara Thomason

inside Bethesda/Chevy Chase
December 22, 2018, 6:23 PM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway. This will ensure a better flow and stop cars and other traffic using neighborhood streets to avoid this intersection.

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Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

thomas thomason

inside Bethesda/Chevy Chase

December 22, 2018, 7:19 PM

I prefer Concept B

Thomas E. Thomason at 6008 Kennedy Drive 20815 - Kenwood: Please remove the road diet and restore 4 lanes to Little Falls Parkway. The diet is very very dangerous for traffic, particularly for those who are not already familiar with the arrangement. With Concept B selected, there is no reason for the diet - it does not minimize the danger for pedestrians or bicyclists but dramatically increases the likelihood of automobile accidents. The diet as currently configured is a serious traffic hazard which needs to be removed to go back to 4 free flowing lanes. Thank you.

Jeff Kirkham

inside Bethesda/Chevy Chase

December 24, 2018, 6:39 PM

I prefer Concept A

Permanent road diet is the optimal solution. Traffic calming is appropriate in this location.

Bob Ferguson

inside Kemp Mill/4 Corners

December 25, 2018, 10:35 AM

I prefer Concept C

The pedestrian bridge is clearly the safest and most convenient for both autos and trail users. Alternate B is less expensive, but with the heavy usage of the trail, mixing bikes, strollers, roller bladers, walkers, etc at a traffic light, then turning them all loose at the same time when the light goes green, has the potential to produce messy, dangerous situations. In the long run, the difference in cost of the two options will be forgotten, but the increased safety will live on.

Donald Dunner

inside Bethesda/Chevy Chase

December 26, 2018, 12:18 PM

I prefer Concept B

Remove the road diet and restore the 4 lanes to Little Falls Parkway.

caroline cooper

inside Bethesda/Chevy Chase

December 27, 2018, 9:54 AM

I prefer Concept B

For the reasons many others have already stated, Concept B appears to be the safest option and obviates the dangerous potential traffic problems that the "road diet" has created.

Alexandra Acosta

inside Bethesda/Chevy Chase

December 27, 2018, 10:00 AM

I prefer Concept B

I support Concept B as the safest for pedestrians and bicyclists. I also support making the road diet permanent and eliminating visual clutter along LFP between Arlington and Hillandale. This will help drivers see more clearly and feel assured that they will proceed safely in this high-use area. As a Somerset resident, I bike and walk on the CCT and drive along LFP frequently.

Nessa Spitzer

inside Bethesda/Chevy Chase

December 27, 2018, 10:21 AM

I prefer Concept B

Remove road diet and restore 4 lanes to Little Falls Pkwy to avoid traffic building up and slowing down significantly, especially after the serious development in this area is realized.

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Name not shown

inside Bethesda/Chevy Chase
December 27, 2018, 10:46 AM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway.

DOUGLAS DOLAN

inside Bethesda/Chevy Chase
December 27, 2018, 2:12 PM

I prefer Concept B

Remove the road diet and restore 4 lanes to Little Falls Parkway. This is necessary because all the new construction in Bethesda and the future Westbard development will significantly increase--and slow down--traffic flow on Little Falls Parkway, causing more cut through traffic in nearby neighborhoods.

Howard Marlowe

inside Bethesda/Chevy Chase
December 27, 2018, 6:21 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 27, 2018, 7:30 PM

I prefer Concept C

Option C is my choice for the long-term solution provided the ecological impact can be minimized. Option A should be selected for the short-term while the bridge is planned and constructed. I would be okay with Option A as the long-term solution but for safety and good traffic flow (both motorized and non-motorized), the bridge is a more viable long-term option (also considering cost). Option B is not a viable option in any scenario and should not be utilized. Option B will likely result in creating a higher risk situation over time.

Name not shown

inside Bethesda/Chevy Chase
December 28, 2018, 4:28 AM

I prefer Concept B

Name not shown

inside Bethesda/Chevy Chase
December 28, 2018, 7:20 AM

I prefer Concept B

I prefer Concept B, with all lanes restored on Little Falls Parkway. While not a perfect solution, this seems to strike a reasonable balance between the interests of various users of LFP and the CCT, and also keeps in mind the likely consequences of the planned development along River Road.

Name not shown

inside Bethesda/Chevy Chase
December 28, 2018, 11:34 AM

I prefer Concept B

Concept B makes the most sense in terms of balancing safety and fiscal concerns. But it must be paired with a restoration of four lanes of traffic on Little Falls - 1) construction in Bethesda is diverting traffic from Wisconsin Avenue, with curbside lanes closed to accommodate construction, primarily on the southbound side but also about to start on the northbound side; 2) increased density in Bethesda, with 4 million square feet in the pipeline in the last year and another 3-4 million still available, will continue the pressure on the local road system; 3) traffic under the 2-lane scenario is diverting to narrow neighborhood streets, often without sidewalks and not designed for commuter traffic, creating problems there that are exacerbated by apps like WAZE; and 4) Option B clearly presents safety improvements for all users - cyclists, pedestrians, and drivers.

Name not shown

inside Bethesda/Chevy Chase

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

December 30, 2018, 12:17 PM

I prefer Concept C

As a frequent trail user and driver on this section of roadway, the only truly safe proposal is C. No one should face death for choosing to ride a bicycle. One loss of life is too much. This intersection continues to be dangerous. Our first concern must be safety.

Blair Levin

inside Bethesda/Chevy Chase
December 30, 2018, 12:45 PM

I prefer Concept B

Many thanks, particularly to the staff, for the work in creating these options and for asking our opinions.

Name not shown

inside Bethesda/Chevy Chase
December 30, 2018, 1:21 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 30, 2018, 1:22 PM

I prefer Concept C

Name not shown

inside Bethesda/Chevy Chase
December 30, 2018, 2:52 PM

I prefer Concept B

Kambiz Fotoohi

inside Bethesda/Chevy Chase
December 31, 2018, 1:16 PM

I prefer Concept B

Please restore the 4 lanes on Little Falls Parkway by removing the so called Road Diet. The presented options were limited as displayed ,however, as resident of Chevy Chase for over 25 years and hopefully longer, the traffic flow in/out of that section of Bethesda has become restrictive any many ways and with future developments as planned, I hope you give it more consideration. Thank you

Name not shown

inside Bethesda/Chevy Chase
January 1, 2019, 7:07 PM

I prefer Concept C

I live in KFII community-right across from the Bethesda Pool. Traffic on Hillandale has become exceptionally heavy since Little Falls Pkwy has been reduced to one lane each way. (Therefore, please do not consider Concept A.) Concept C seems like the safest alternative with the least disruption to the surrounding community. Neither of the trail connection options for Concept B makes sense in that they both create a new problem--a new entrance onto the trail where bike/pedestrian traffic is already moving--which is not safe. Also, within Concept B, Trail Connection Option A --which involves an elevated boardwalk around the pool--was soundly rejected by the community and by the MoCo Planning Board. Please do not revive this defeated option. Again, Concept C makes the most sense to bikers and walkers in the adjacent neighborhood. Thank you.

Name not shown

inside Bethesda/Chevy Chase
January 5, 2019, 3:43 PM

I prefer Concept C

Michael Sheehan

inside Bethesda/Chevy Chase
January 7, 2019, 10:49 AM

APPENDIX G OPEN TOWN HALL LOG

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

I prefer Concept A

Kenneth Swab

inside North Bethesda
January 8, 2019, 4:31 PM

I prefer Concept A

Add rumble strips or speed bumps to the trail at the intersection with Little Falls to slow down the bicyclists (not all of them do so, but there is a significant percentage) who ignore the pedestrians, stop signs and speed limits on that stretch the CCT.

Name not shown

inside Takoma Park
January 10, 2019, 5:30 PM

I prefer Concept A

This road is dangerous, so I support a safety improvement. But MoCo is broke and now is not the time to spending \$4M on a bridge when Concept A will cost 1/4 of the cost and only add 7 seconds to driver times.

Officials need to balance safety with fiscal prudence. Clearly Concept A meets these goals best.

Lawrence Walders

inside Bethesda/Chevy Chase
January 18, 2019, 8:38 PM

I prefer Concept A

The biggest danger is at night when walkers and bicyclists are hard to see, particularly when they are wearing dark clothing. If there is no bridge, the County should install a streetlight at the intersection of the Trail and Little Falls.

Name not shown

inside Bethesda/Chevy Chase
January 18, 2019, 9:36 PM

I prefer Concept A

Functionally the current arrangement works well. There are only two issues. First, it is very dark at night with no streetlight. CCT traffic can easily surprise cars by crossing suddenly. Some lighting at the crossing is the only functional improvement needed. Second, it looks shabby. Alternative A seems to improve this aspect quite well.

Thanks for your attention to this intersection.

Name not shown

inside Bethesda/Chevy Chase
January 18, 2019, 10:55 PM

I prefer Concept A

As a cyclist and a car commuter, I think the current road diet has been a good solution and would like to see it made permanent.

L.A. Woolley

inside Bethesda/Chevy Chase
January 20, 2019, 4:22 PM

I prefer Concept B

Please move the intersection and restore Little Falls Parkway to four lanes.

Renee Stewart

inside Bethesda/Chevy Chase
January 20, 2019, 4:40 PM

I prefer Concept B

Cathy Ensslen

inside Bethesda/Chevy Chase
January 21, 2019, 7:26 AM

I prefer Concept B

Please restore Little Falls Parkway to 4 lanes.

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

This "road diet" is scary. Many times I have encountered motorists either forgetting or not knowing about the sudden reduction to 2 lanes and quickly move over with, or without a turn signal, into my lane and causing me to slam on my brakes.

Then there is the situation where I stop for a walker, runner, or cyclist, and the impatient driver behind me wants me to keep driving through the crosswalk and not stop. How do I know this? He's practically in my "back seat". This causes me stress worrying if he's gonna crash into the back of me.

Please move the crosswalk to Arlington Rd. I believe this is a safer solution for all.

Name not shown

inside Bethesda/Chevy Chase

January 21, 2019, 8:34 AM

I prefer Concept C

Susan Harding

inside Bethesda/Chevy Chase

January 21, 2019, 9:17 AM

I prefer Concept B

Concept B improves safety and road/path conditions for cars and trail users at a reasonable cost. Option A maintains many of the unsafe features as before and option C is both expensive and unfriendly to challenged trail users.

Name not shown

inside Bethesda/Chevy Chase

January 21, 2019, 10:12 AM

I prefer Concept B

I prefer Option B, but we must also remove the "road diet" on Little Falls Parkway and restore it to four lanes.

Name not shown

inside Bethesda/Chevy Chase

January 21, 2019, 11:15 AM

I prefer Concept A

While the ballards and signage are unsightly, Concept A seems to be currently working as a compromise for both motorists and trail users. Making it permanent by replacing the ballards with plantings and aesthetic lighting is my preference.

Name not shown

inside Bethesda/Chevy Chase

January 21, 2019, 11:49 AM

I prefer Concept B

what is concept C? There definitely needs to be a traffic light change at the Crescent Park Little Falls Pkwy. intersection. We need a left turn arrow at Mass. Ave. and Little Falls Pkwy, so that more cars turning left can get through.

Anne Fishman

inside Bethesda/Chevy Chase

January 21, 2019, 12:38 PM

I prefer Concept B

Concept C would be good if it were not probably expensive and take too long to put into place. Concept A -- the current state-- works very poorly for drivers. So that leaves me to prefer concept B, however it would be preferable to remove the diet and restore 4 lanes to the Parkway.

Name not shown

inside Bethesda/Chevy Chase

January 21, 2019, 12:57 PM

I prefer Concept C

Safest alternative. We won't have to revisit and tweak like the others which have the potential for something not to work well - safety, timing, new traffic patterns, congestion, etc.

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

Bien Gooi

inside Bethesda/Chevy Chase
January 21, 2019, 1:06 PM

I prefer Concept A

Remove Road Diet and restore Little Falls Pkwy to 4 lanes.

Name not shown

inside Bethesda/Chevy Chase
January 21, 2019, 5:12 PM

I prefer Concept B

Name not shown

inside Bethesda/Chevy Chase
January 21, 2019, 6:00 PM

I prefer Concept C

The pedestrian/biker overpass provides the most safety, no delay of traffic, no diversion of traffic into the neighborhood, and allows the reopening of Little Falls Parkway to four lanes. When the Purple Line is finished and the hiker/biker trail from Bethesda to Silver Spring, commuter traffic on the Capital Crescent Trail can be expected to increase. Instead of going with an unsatisfactory partial measure now, we should go ahead with the pedestrian biker overpass project now.

Name not shown

inside Bethesda/Chevy Chase
January 21, 2019, 11:29 PM

I prefer Concept C

Ropbert Mertz

inside Bethesda/Chevy Chase
January 22, 2019, 9:46 AM

I prefer Concept C

but would be happy with Concept B as an interim while C is being designed and implemented. Continuation of the current restricted traffic pattern on Little Falls Parkway is a dreadful solution and must be terminated by the implementation of B as an interim measure to an eventual bridge or tunnel - Concept C - at the current alignment of the CCT ASAP.

Name not shown

inside Bethesda/Chevy Chase
January 22, 2019, 2:10 PM

I prefer Concept B

I think Little Falls must be widened to 4 lanes at this point. It is a real bottleneck.

Michael Simpson

inside Kensington/Wheaton
January 27, 2019, 4:22 PM

I prefer Concept A

Name not shown

inside North Bethesda
January 27, 2019, 9:51 PM

I prefer Concept B

Aligning the path with an established intersection and traffic light is the most straightforward and understandable concept. I am concerned that a pedestrian overpass will be avoided by pedestrians and bikers alike (I used to do that when I was in high school). This would likely lead to unregulated crossing of Little Falls Parkway, a more dangerous situation. Moving to the intersection and re-aligning the trail will also avoid the additional congestion/confusion at the pool exit.

David Cloud

inside Bethesda/Chevy Chase
January 31, 2019, 10:52 AM

Capital Crescent Trail Crossing at Little Falls Parkway Review

Montgomery Parks staff is seeking public feedback on the three alternate concept plans to improve the Capital Crescent Trail crossing at Little Falls Parkway.

I prefer Concept C

There needs to be a fundamental redesign of this intersection. The current ad hoc arrangement is a mess, with neither drivers nor trail users clear on who has right of way. Plus the poor lighting makes it even more dangerous. Trail users are required to stop before crossing and drivers are required to yield. Who has right of way. Please fix this with an overpass. Everyone will be better served and safer. Drivers coming from Mass Ave already face difficulty getting to Bethesda. Don't make it harder.

Jonathan Bernstein

inside Silver Spring

January 31, 2019, 6:06 PM

I prefer Concept A

In a Vision Zero time, where we want to encourage bike commuting, especially along the Capital Crescent Trail, let's not divert the trail for the convenience of drivers. So for me Concept A is the least costly and best permanent solution.

Name not shown

inside Silver Spring

February 2, 2019, 11:55 PM

I prefer Concept A

APPENDIX G EMAILS

From: [Jamie Heller](#)
To: [Riley, Mike](#); [Tsai, Andrew](#)
Cc: [Jamie Heller](#); [Sarah Morse \(morsekathan@gmail.com\)](mailto:morsekathan@gmail.com)
Subject: Capital Crescent Crossing at Little Falls Parkway
Date: Wednesday, May 23, 2018 3:04:25 PM

Dear Sirs:

Thank you for your work on the trail crossing. I use that crossing frequently as both a biker and a driver. In reviewing your options, the one that seems most attractive and likely low cost would be re-routing the trail to the light signal. My concern is that if the light is timed like most lights then traffic will be delayed when no bikes are present. Since the signal now has a right turn arrow off Little Falls that is mostly permissive, this would delay traffic. Also my experience is that bikers violate signals (I am guilty) when no traffic is present. This could create a new risk.

I don't know what the right decision is, but I would hope that the data presented on the options would show:

- Cost of implementation
- Modelled delay impact relative of new option relative to status quo at peak and non-peak time periods for bikers and traffic in each direction.

With that information you might get more intelligent citizen input.

Thanks for your consideration

Jamie Heller

Jamie Heller
Hellerworx, Inc.
4803 Falstone Avenue
Chevy Chase, MD 20815
ph (301) 654-1980
cell (202) 425-3524
fax (866) 908-7901
jamie@hellerworx.com
www.hellerworx.com

APPENDIX G EMAILS

From: [robert l bein](#)
To: [Tsai, Andrew](#); [Malcolm O'Hagan](#); [Barron, David](#)
Subject: Re: Crescent Trail
Date: Thursday, May 24, 2018 9:23:47 AM

Mr. Tsai,

As Malcolm O'Hagan has said, the problem is much more the fault of the cyclists than the car drivers. I'd like to point out that the increased use of stop signs is not effective, witness the intersection of the trail and Dorset Avenue. The cars stop but the cyclists don't! They charge through the intersection as if there were no stop signs. And they curse you if you remind them they should stop at that intersection.

You've probably already thought of this, but if the *trail crossing is moved* to the traffic light at either Hillandale or Arlington Rd, and a 30 second delay before changing the light to green is instituted to give walkers/runners/cyclists a chance to cross, it would dramatically increase safety without interfering with traffic flow.

I may not be able to make it to the meeting but I did want to pass on my thoughts.

Robert Bein

ps. fyi, David Barron who is copied in, is president of the Kenwood Citizens Association which represents more than 230 homes in Kenwood.

On 5/24/2018 8:35 AM, Tsai, Andrew wrote:

Good morning Mr. O'Hagan,
Thanks for your comments. We are considering many potential solutions, including increased usage of Stop signs at this crossing. A speed bump on the trail itself is difficult due to accessibility, safety, and maintenance requirements. At the June 13 meeting we'll present some potential solutions and we will set aside as much time as possible for public discussion and input where you will have the opportunity to speak.

Andrew Tsai, P.E.
Project Manager
Park Development Division - Montgomery Parks
Maryland-National Capital Parks and Planning Commission (M-NCPPC)
9500 Brunett Avenue
Silver Spring, MD 20901
Andrew.Tsai@montgomeryparks.org
Office: (301) 495-2508

APPENDIX G EMAILS

From: Malcolm O'Hagan <ohagans@mac.com>
Sent: Wednesday, May 23, 2018 6:35 PM
To: Tsai, Andrew <Andrew.Tsai@montgomeryparks.org>
Cc: Bein Robert <rlbein@verizon.net>
Subject: Crescent Trail

I love the Crescent Trail and as a jogger I have enjoyed it for years. I would like to have an opportunity to speak at the hearing at June 13 on the Little Falls crossing. In the meantime I offer the following comment.

The cyclists, and not the motorists, are the problem. On countless occasions I have had to scream at cyclists racing to work in the morning to slow down. They are reckless, with no regard for the safety of others on the trail. They think it is their private speedway.

The solutions being considered are draconian and not warranted. There is a very easy and very inexpensive solution:

1. Post STOP signs on Little Falls Parkway at the crossing **AND STOP signs on the trail**
2. Put a **Speed Bump** on the trail before the crossing. This will slow the cyclists, believe me.

I live in Kenwood and I hate our speed bumps, but they do the job.

Respectfully

Malcolm O'Hagan
301 656 5771

APPENDIX G EMAILS

From: [Malcolm O'Hagan](#)
To: [Tsai, Andrew](#)
Cc: [Bein Robert](#)
Subject: Re: Crescent Trail
Date: Friday, May 25, 2018 11:12:30 AM

Dear Mr Tsai,

Please allow me to impose on your time once more to refute the arguments against speed bumps based on personal experience.

The only person who could be injured in any way by a speed bump is a cyclist **who is going too fast**. When I wheel my handicapped grandson around the neighborhood in his wheelchair there is never the slightest problem in crossing speed bumps. When my four year old granddaughter cycles to the park not only does she not have any problem with the speed bumps, she likes them. When my eighty year old neighbor perambulates around Kenwood speed bumps are never a hazard. So the "accessibility" argument against speed bumps just does not hold up. If there are statistics to the contrary I would like to see them.

I'm not sure what leaf removal maintenance equipment you are referring to is, and what the issue is. Leaves certainly do not accumulate around speed bumps, and I have never seen "leaf removal" equipment on the Crescent Trail. The maintenance equipment I have seen on the trail would have no issue with speed bumps.

Why would people walk around speed bumps? These are bumps, not mounds. If cyclists try to do it, they will at least have to slow down.

In addition to jogging I also enjoy cycling on the trail. As a cyclist I have an innate inclination to go faster than I should. I respect warning signs such as STOP signs and will exercise caution but not necessarily slow down unless I see a car about to cross the trail. The only thing guaranteed to get cyclists to SLOW DOWN is a speed bump. Stop signs and traffic lights will not necessarily do so. The bend in the trail at Little Falls Parkway has been a definite help in slowing cyclists.

I am opposed to wasting my money and the money of other tax payers on expensive solutions that are not warranted by the facts. I look forward to having the opportunity to express my concerns at the hearing.

Respectfully

Malcolm O'Hagan

On May 24, 2018, at 2:35 PM, Tsai, Andrew
<andrew.tsai@montgomeryparks.org> wrote:

Mr. O'Hagan,

I do agree that there are some cyclists who ride unsafely on the trail and on public

APPENDIX G EMAILS

roads. I also agree with you that speed bumps can be a useful traffic calming measure on public roadways, but on a shared use trail they present several issues. From an accessibility standpoint, less than able bodied trail users, smaller children, and people in wheelchairs will have difficulties. As you mentioned below, they could potentially injure trail users (not just bicyclists, but are a tripping hazard for joggers and pedestrians). From a maintenance perspective, they present an issue with leaf removal maintenance equipment. Plus, people will just walk or ride around the speed bump given the opportunity. However at this conceptual design stage nothing is off the table and the main purpose of the June meeting is to get an idea of what regular trail users such as yourself would like to see to improve the safety of the crossing.

Thanks,
Andrew

From: Malcolm O'Hagan <ohagans@mac.com>
Sent: Thursday, May 24, 2018 10:30 AM
To: Tsai, Andrew <Andrew.Tsai@montgomeryparks.org>
Cc: Bein Robert <rlbein@verizon.net>
Subject: Re: Crescent Trail

Dear Mr Tsai,

I thank you for your response.

As an engineer (mechanical and not civil I should add!) I find it hard to understand the difficulties you refer in regard to speed bumps. What is the problem of accessibility? I am not aware of any maintenance issues relating to the speed bumps in Kenwood. The speed bumps in Kenwood were reinstalled in a day after the roads were resurfaced last year. What is the safety concern - that a speeding cyclist will be bumped? If that were to happen the cyclist would be to blame, and the cyclist would be careful to not let it happen again. A warning can be painted on the trail SPEED BUMP AHEAD.

The safest solution of all, which I would like but am not advocating, is to ban cyclists from the trail and limit use to pedestrians. Speeding cyclists will continue to be a menace and they will be the cause of more injuries not just at crossings.

Respectfully

Malcolm O'Hagan

On May 24, 2018, at 8:35 AM, Tsai, Andrew

APPENDIX G EMAILS

<andrew.tsai@montgomeryparks.org> wrote:

Good morning Mr. O'Hagan,
Thanks for your comments. We are considering many potential solutions, including increased usage of Stop signs at this crossing. A speed bump on the trail itself is difficult due to accessibility, safety, and maintenance requirements. At the June 13 meeting we'll present some potential solutions and we will set aside as much time as possible for public discussion and input where you will have the opportunity to speak.

Andrew Tsai, P.E.
Project Manager
Park Development Division - Montgomery Parks
Maryland-National Capital Parks and Planning Commission (M-NCPPC)
9500 Brunett Avenue
Silver Spring, MD 20901
Andrew.Tsai@montgomeryparks.org
Office: (301) 495-2508

From: Malcolm O'Hagan <ohagans@mac.com>
Sent: Wednesday, May 23, 2018 6:35 PM
To: Tsai, Andrew <Andrew.Tsai@montgomeryparks.org>
Cc: Bein Robert <rlbein@verizon.net>
Subject: Crescent Trail

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The cyclists, and not the motorists, are the problem. On countless occasions I have had to scream at cyclists racing to work in the morning to slow down. They are reckless, with no regard for the safety of others on the trail. They think it is their private speedway.

The solutions being considered are draconian and not warranted. There is a very easy and very inexpensive solution:

1. Post STOP signs on Little Falls Parkway at the crossing **AND STOP signs on the trail**
2. Put a **Speed Bump** on the trail before the crossing. This will slow the

APPENDIX G EMAILS

cyclists, believe me.

I live in Kenwood and I hate our speed bumps, but they do the job.

Respectfully

Malcolm O'Hagan
301 656 5771

APPENDIX G EMAILS

From: [Maurizio Guadagni](#)
To: [Tsai, Andrew](#)
Subject: Fwd: New Announcement - REMINDER: Meeting re: trail crossing at Little Falls Pkwy
Date: Tuesday, June 12, 2018 10:39:03 PM

Dear Andrew,

I am a frequent user of the Capital Crescent Trail.

I would opt for a Pedestrian Bridge, similar to the one over River Road.

Thanks

--

Maurizio Guadagni
Em: maurizio.guadagni@gmail.com
Skype Name maurizioguadagni

Begin forwarded message:

From: No-Reply <no-reply@kcacherrytrees.org>
Date: Jun 12, 2018 at 7:18 PM
To: Maurizio Guadagni <maurizio.guadagni@gmail.com>
Subject: New Announcement - REMINDER: Meeting re: trail crossing at Little Falls Pkwy



kcacherrytrees.org - New Announcement

Announcement Name	REMINDER: Meeting re: trail crossing at Little Falls Pkwy
Date & Time	06/12/2018 7:17 PM
Group	All Neighbors
Importance	Normal
Web Link	https://www.montgomeryparks.org/projects/directory/capital-crescent-trail-crossing-at-little-falls-parkway/
Description	Montgomery County Parks is inviting the public to weigh in from 7 to 9 p.m., June 13, at Somerset Elementary School on a proposal to change the Capital Crescent Trail crossing at Little Falls Parkway. The road was reduced to one lane in each direction by the addition of bollards after a man was struck by a vehicle and killed at the crossing while riding a recumbent bicycle. The parks department is considering making the "road diet" permanent, among other options. This is an opportunity for you to offer your own suggestions on how to make the crossing safer, whether it's the "road diet" or moving the trail so it crosses Little Falls at the signal light at Hillandale or Arlington Road, or some other idea.

Click on the link for details about the meeting.

APPENDIX G EMAILS

[Click here](#) to no longer receive these email notifications.

APPENDIX G EMAILS

From: [Mark Cheng](#)
To: [Tsai, Andrew](#)
Subject: Capital Crescent Trail Crossing at Little Falls Parkway Input
Date: Saturday, June 16, 2018 8:53:50 AM

Dear Mr Tsai:

I appreciate the opportunity to provide my opinion on proposed solutions to the Capital Crescent Trail Crossing at Little Falls Parkway.

First, the loss of life is tragic and must be avoided regardless of 'fault.' In collisions between cars and bicycles or pedestrians, the bicyclists and pedestrians will always lose. When the current "road diet" was implemented, I forwarded my concerns to M-NCPPC Montgomery Parks. Those concerns have been borne out.

I copied the proposals on the table from your website and respectfully submit comments on each.

- Permanent Road Diet: Making the interim two-lane Little Falls Parkway at the CCT crossing permanent;
- Permanent Road Diet with Roundabout: Making the interim two-lane Little Falls Parkway at the CCT crossing permanently with a roundabout replacing the Arlington Road at Little Falls Parkway signalized intersection.

The sheer growing volume of traffic entering and exiting Bethesda via Little Falls Parkway and Arlington Road renders the road diet unreasonable. The backups on Little Falls Parkway and Arlington Road during rush hour are unacceptable. The solution to this situation cannot be decided in isolation from the County's plan to expand development in downtown Bethesda. We cannot reduce surface road access while the County is clearly simultaneously growing destinations for surface traffic.

- Trail Reorientation: Relocating the CCT to cross at one of the traffic signals at Arlington Road or Hillendale Road;

I suggested trail redirection when the road diet was first implemented. This seems to me to be the least intrusive, most effective, and most economical. I would reorient the trail to cross Little Falls Parkway at Hillendale (originally I suggested north of Arlington but I see that would then require crossings of both Little Falls and Arlington). The crossing would occur with the light at Hillendale.

- Midblock Traffic Signal: Installing a traffic signal or HAWK signal (a pedestrian activated signal) at the CCT crossing;

APPENDIX G EMAILS

A third stopping point (in addition to Arlington and Hillendale will really negatively impact traffic on Little Falls Parkway).

- Pedestrian Tunnel or Bridge;

Common elsewhere in the world but I presume economically unfeasible. People will be too lazy to climb a bridge. I look at people trying to cross River Road at the CCT crossing, dashing across River Road rather than go up to the overpass.

- Dynamic Lane Use: Using signalization to control lane usage (two lanes to one and/or northbound versus southbound) along Little Falls Parkway depending on the time of day and day of the week;

Not sure what this really accomplishes and I see people often ignore 'signalization.'

- Little Falls Parkway Closure: Entirely close Little Falls Parkway to vehicles between Arlington Road and Hillendale Road.

Completely unreasonable given the critical role played by the Little Falls and Arlington artery into Bethesda.

Bottom line, however, and it may not be PC, but the consistent refusal of bicyclists on the Capital Crescent Trail to stop at Little Falls Parkway before crossing is a critical factor in this situation. It is my personal observation at this location and pretty much anywhere else in the DC area, bicyclists want to be treated a vehicles but obey no vehicular rules, regulations, or laws. They do not observe traffic lights, stop signs, do not signal, do not use tax payer provided bike lanes-MacArthur Blvd case in point. They want to ride whenever, wherever, and however they wish. When called on it, they are belligerent. I walk my dog on the Little Falls Trail and bicyclists assume they have the right of way, and at high speed.

I maintain that while we need to bring cars to the speed limit on Little Falls Parkway and have drivers more alert to foot traffic, the deciding factor in preventing further tragedy at this crossing without seriously disrupting what is in fact the primary mode of transportation in this region (unquestionably, and growing even more due to county development decisions), is regulation of bicyclist behavior. If they stop and observe the stop sign, like most pedestrians, they will be safer. But self-righteously zipping across the intersection at 15-25 miles an hour clearly is a recipe for disaster. I read that the gentleman who was riding his low profile recumbent bike when he was struck and killed, did NOT stop as required at the crossing. Again, no one should die or be injured, but clearly that is a critical factor in making this intersection safer for everyone.

APPENDIX G EMAILS

I don't know whether fencing, speed bumps, something to channel and slow the bicyclists would work better, they seem to skirt all other rules, but that could be something to consider. I should think if one monitored pedestrian, bicyclist, and vehicular use of this intersection, vehicles would come out ahead by far.

Thanks for your kind consideration.

Mark Cheng
Carvel Rd
Bethesda

APPENDIX G EMAILS

From: [Helen Davies](#)
To: [Tsai, Andrew](#)
Subject: Input on Capital Crescent Trail proposals
Date: Wednesday, June 20, 2018 2:43:02 PM

Hi Andrew,

Sorry I missed the meeting on 6/13 but I wanted to give input on the proposals. The only proposal that is a win win for both the bikers, pedestrians and the car drivers is to build a bridge over Little Falls Parkway. This completely eliminates any possible interaction with bikes, peds and cars and also allows traffic to resume two lanes in both directions.

All the other proposals seem to have weaknesses, although they may be less expensive alternatives.

The proposal to completely close the section of the parkway between Arlington and Hillandale is a non starter given the amount of DC bound traffic in the morning.

The proposal to build a roundabout doesn't seem to solve the safety issue with the bikes and pedestrians.

The proposal rerouting folks on the trail down to Hillandale might work but if there's any possibility they can go straight folks might cheat.

Narrowing the lanes permanently to one lane does not solve the safety problems of all the bikes and people crossing an active roadway.

Putting in a HAWK will likely not be used compliantly by the bikers.

Thanks for the opportunity to comment.

Helen Davies
President
Kenwood Forest Condo Association

APPENDIX G EMAILS

From: [Phil Stewart](#)
To: [Tsai, Andrew](#)
Subject: Capital Crescent Trail and Little Falls Parkway crossing
Date: Tuesday, June 26, 2018 12:32:29 PM

Andrew Tsai --

I am responding to your call for comments regarding the intersection of Little Falls Parkway and the Capital Crescent Trail. I am a Bethesda resident and pass through that intersection multiple times each day as a runner, a cyclist and a commuter by car between my home and office. Since the reformatting of the intersection after the death of the 82-year-old cyclist, I would generously describe it as a "war zone" between cars, runners, walkers and cyclists. The narrowing of the lanes produces lengthy vehicle backups during rush hours (which are practically all day due to Bethesda's over development which shows no sign of abatement) as vehicles come to a standstill when there are trail users crossing and a near stop when they are checking for trail users approaching the intersection. At peak times, the vehicles making a left turn off of Arlington Rd. on to Little Falls Pkwy. are held for several cycles of the traffic light waiting for the lined up vehicles heading west on Little Falls Pkwy. to clear the trail intersection. As a runner and cyclist crossing the trail, I am cautious because I am not certain the drivers will actually stop. As a driver, I am already frustrated due to the delay approaching the crossing and am not feeling charitable about further delays as cyclists and runners cross.

The solution which will satisfy both the drivers and the trail users (call it a "win-win") is to build a trail overpass at the intersection. With the eastern part of the trail already lost to users due to the Purple Line construction, it seems like a gesture on the part of the county to make the remaining part of the trail more user friendly would be in order. I heard about some discussion at one point about using the money from the Ourisman settlement for this purpose which I feel was an opportunity lost.

In the meantime as funding for this project works its way through the county budgetary process, installing some high intensity street lights like to those at Little Falls Pkwy. and Dorset Ave. would be a valuable remedy for night time and early morning crossings especially during the winter months.

Sincerely,
Phil Stewart
4904 Glen Cove Pkwy.
Bethesda, MD 20816

Phil Stewart
Event Director, Credit Union Cherry Blossom
4963 Elm St., Suite 106, Bethesda, MD 20814
Phone: 301-320-6865 Fax: 301-320-9164
E-mail: pstewart@cherryblossom.org

APPENDIX G EMAILS

From: [Naomi Spinrad](#)
To: [Tsai, Andrew](#)
Cc: [Frank, Andrew](#); [MCP-Chair](#)
Subject: Little Falls/Capital Crescent Trail crossing
Date: Wednesday, July 18, 2018 12:25:20 PM

Dear Mr. Tsai:

I write as an individual, although for information purposes I'm a member of the board of the Coalition of Bethesda Area Residents and I'm a residential member of the Bethesda Downtown Plan Implementation Advisory Committee.

I'm also a regular pedestrian user of the Capital Crescent Trail between Dorset Avenue and Bethesda Avenue, and a less frequent user between Bethesda and points further south, occasionally beyond Chain Bridge. The crossing at Little Falls Parkway has been a constant part of my route since the trail was opened.

Although I believe that a bridge over Little Falls is the best, safest option, the cost for a bridge probably makes it a longer term solution. For now and for the foreseeable future, my preference would be to reroute the trail to a fully signalized crossing at Arlington Road. This would require full stops from everyone - pedestrians, cyclists, and cars - the single most important thing you say you want to do.

A protective barricade along the rerouted trail would help ensure that users do not continue to cross at a dangerous point and would provide some additional protection from vehicular traffic.

This would also reduce the potential for conflict with cars coming out of the swimming pool lot.

I've seen far too many cyclists simply blow through the stop signs on the trail, in both directions, without regard to oncoming traffic, to be confident that measures relying on stop signs at the existing crossing will be effective.

Narrowing Little Falls is a not viable option for the long term. As an active member of the Bethesda-Chevy Chase area, I strongly believe that permanently making Little Falls a two-lane road is a really bad idea. Little Falls and the streets it connects to are vital to traffic between downtown Bethesda and its neighboring communities and Westbard. Little Falls is a key connector to River Road and Massachusetts Avenue for many commuters and local shoppers. With 8 million more square feet of development in the pipeline or available on the ground in Bethesda, plus whatever is developed in Westbard, the congestion in the area will only grow. We are already seeing the traffic effects on Wisconsin Avenue, where three buildings are currently under construction in downtown Bethesda and more are expected, and three southbound lanes have been reduced to two.

So I would strongly urge you to reject any change that reduces traffic flow on Little Falls, and instead to concentrate on a realistic solution that increases safety. Moving the trail to a full signal at Arlington Road is the way to go.

Thank you for your consideration.

APPENDIX G EMAILS

Sincerely,
Naomi Spinrad
Chevy Chase West

APPENDIX G EMAILS

From: [Henry Lebard](#)
To: [Tsai, Andrew](#); [Frank, Andrew](#)
Subject: Little Falls crossing project
Date: Tuesday, July 24, 2018 4:12:08 PM

Hi both of you (Mr. Frank and Mr. Tsai),

I was just presented with a document presenting potential ideas for developing or "improving" the Little Falls Parkway crossing of the Capital Crescent Trail, including the trail and sidewalks on the East side of Bethesda Pool.

I believe that the development done to mitigate and calm traffic has been mostly sufficient, but could use a couple of small changes. As a long-time user (20+ years) of the trails in the area, and having grown up less than a 10-minute walk from this crossing, I have noticed a serious feeling of safety when approaching this intersection.

As such, I feel it a waste of funds to further develop the above ground crossing. To elaborate: I do not support a bridge or a tunnel. I also do not support a ramp or trail from the CCT to Hillandale nor do I support the creation of a new sidewalk on the east side of Hillandale.

Instead, I support the possibility of 'tables' or 'traffic quieting' methods to reduce traffic speed and improve pedestrian and cyclist safety.

Moreover, the crossing at Hillandale Rd to the Bethesda pool has become safer, but still requires some traffic calming methods (such as tables, better signage, thinner through-ways, and the like). Considering this, these posts and signage need to be monitored and replaced since motorists often drive through or into these cones or posts rendering them useless. Similarly, it may be in the county's interest in implement a safety camera (stop-sign) at the Hillandale pedestrian crossing.

Regarding Arlington Rd, I believe this road has become quite busy as cars drive quite fast down it. I support the idea of any traffic slowing methods (although not the diversion of traffic to other routes), such as medians, cameras and lower speed limits. It is important to take into account the Arlington & Bradley Blvd intersection when implementing development. This is already a very busy intersection that cannot take a long period of route diversion and construction on the Southwest portion of Arlington Rd.

I thank you for taking the time to consider my views on this project.

I would be happy to discuss or present my ideas further.

all the best,
Henry Lebard
4620 Langdrum Lane, Chevy Chase, MD
hlebard@gmail.com

APPENDIX G EMAILS

From: [Charlie](#)
To: [Tsai, Andrew](#)
Subject: Re: Capital Crescent Trail Crossing at Little Falls Parkway
Date: Monday, July 30, 2018 12:24:09 PM

Andrew, thank you for that information. What follows are the ideas that I wanted to share as an alternative Option 1 for the Crescent Trail crossing at Little Falls Parkway. I do so as a neighborhood walker, driver, and cyclist.

I predicate these thoughts on two considerations which lead me to prefer a modified version of Option 1. First of all, drivers are annoyed and traffic slowed by the two stops (or if lucky one slow down and a stop) on Little Falls Pkwy. Secondly, cyclists are even more annoyed and hindered by losing momentum that a sharp curve and stop necessitate in the present crossing and in Option 1.

Therefore, as a compromise I would have cyclists cross Little Falls at the traffic light at the corner of Little Falls Parkway and Arlington Rd. Nevertheless, I would do this by building a gentle curve in the trail on both sides of Little Falls Parkway. This would necessitate cutting into the last section of the berm along the Arlington Rd. side of the trail. As part of the compromise, it would also mean some tree cutting and replanting on the original parts of the trail on both sides of Little Falls.

I have attached a crude diagram of this modified version of Option 1.

Sincerely, Charles Whitehead

-----Original Message-----

From: Tsai, Andrew <andrew.tsai@montgomeryparks.org>
To: Charlie <cew789@aol.com>
Sent: Mon, Jul 30, 2018 9:20 am
Subject: RE: Capital Crescent Trail Crossing at Little Falls Parkway

Mr. Whitehead,

The Open Town Hall has not been set up yet. We are planning to open it this Fall when we narrow the concepts down to 3 alternatives. In the meantime, please feel free to send any comments you have to me.

Thanks
Andrew

Andrew Tsai, P.E.
Project Manager
Park Development Division - Montgomery Parks
Maryland-National Capital Parks and Planning Commission (M-NCPPC)
9500 Brunett Avenue
Silver Spring, MD 20901
Andrew.Tsai@montgomeryparks.org
Office: (301) 495-2508

From: Charlie <cew789@aol.com>

APPENDIX G EMAILS

Sent: Saturday, July 28, 2018 3:10 PM

To: Tsai, Andrew <andrew.tsai@montgomeryparks.org>

Subject: Capital Crescent Trail Crossing at Little Falls Parkway

Mr. Tsai,

I have looked for this topic in the "Open Town Hall" section of MontgomeryParks.org. Has this topic not been set up yet?

If it is in open, please direct me to where to find it.

Thank you, Charles Whitehead

APPENDIX G EMAILS

From: [John Z. Widmeyer](#)
To: [Tara Anderson](#)
Cc: [County Counsel@littlefallsparkway.com](#)
Subject: Comments on OCT - Little Falls Parkway crossing
Date: Sunday, August 5, 2018 11:17:38 PM

Regarding the Capital Crescent Trail Crossing at Little Falls Parkway:

The solution selected should follow the following guiding principles:

- 1) Trail users should only have to cross one lane of traffic in each direction. (This eliminates the Multiple Threat situation that kills many pedestrians.)
- 2) A median island should separate the two directions of traffic. (Pedestrians then need to look for gaps in traffic for one direction at a time, or wait for traffic to stop from one direction at a time.)
- 3) Deviations from the natural desire lines of trail users should be avoided. (Anything that creates a detour that increases the distance traveled by pedestrians is to be avoided.)

Having a raised crosswalk might help improve yielding behavior by drivers.

It should be possible to improve a crossing at grade level so that a bridge is not necessary. A bridge would be problematic for people entering the trail where it would already be elevated for the bridge, such as people coming from the pool, coming up from Hillandale, or coming down from Glenbrook. (The bridge makes sense at River Road, where traffic volumes are much higher, but even there a surface crossing complements the bridge.) (It would make more sense to spend money on a bridge at more problematic crossings on higher volume roads, such as Viers Mill.)

Thank you for your attention.

John Z Wetmore
john@pedestrians.org
Producer of "Peris for Pedestrians" Television
<https://url1.usfinks.protection.outlook.com?url=https://www.pedestrians.org&pidata=02%7C01%7CAndrew.Tsai%40MontgomeryParks.org%7C50501171984eb0602e084584b2696%7C00601eb24c4c41ceff039868e658106%7C01%7C5636601222561713782&pidata=qrYXZGZKMu8ThG07VgJbBQe4LF0Y3Vn02P8%3d&pidreserved=0>

[illegible]

APPENDIX G EMAILS

From: [David Forman](#)
To: [Tsai, Andrew](#)
Cc: [Martin Jim and Celia](#); [Jenny Sue Dailey](#); harry.cccfh@gmail.com
Subject: Westmoreland Citizen's Association comments on Little Falls Parkway/Capital Crescent Trail
Date: Tuesday, August 7, 2018 12:58:57 PM
Attachments: [CCT and LF Pkwy WCA FeedbackQuotes revised.docx](#)

Dear Mr. Tsai,

The Westmoreland Citizens Association (WCA) sent out an email to members, soliciting input regarding the Capital Crescent Trail crossing at Little Falls Parkway, and included the Coalition for the Capital Crescent Trail recommendation letter. Twenty-five members of the WCA responded. 84% endorsed, in whole or in part, the recommendation of the Coalition for the Capital Crescent Trail. That is, to return car traffic to 4 lanes and the prior speed limits, move the trail to an existing light at the Arlington Road crossing, and longer term, build a bridge. The complete comments of WCA members are in the attached report.

Please confirm receipt of this submission.

David S. Forman , for th e WCA
344 Falmouth Road
Bethesda, MD 20816
(301) 229-6869

APPENDIX G EMAILS

From: [Jason Amirhadji](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 11:41:11 AM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Jason Amirhadji

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APPENDIX G EMAILS

From: [Robb Dooling](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 10:49:08 AM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

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Sincerely,
Robb Dooling

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APPENDIX G EMAILS

From: [Meg Hobbins](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 10:47:10 PM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system."

Please support a safe two-lane (or completely closed to vehicle traffic) intersection so we can keep people safe. Vehicle mobility and other concerns can be enhanced through other measures - and should not come at the expense of vulnerable trail user safety.

thanks much,
Meg

Sincerely,
Meg Hobbins

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APPENDIX G EMAILS

From: [Michael Lasky](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 6:15:24 PM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Michael Lasky

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APPENDIX G EMAILS

From: [Damon Luciano](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 1:25:40 PM

Dear Andrew Tsai,

I am a daily bike commuter and I ride my bicycle from home in Bethesda into downtown DC via the Capital Crescent Trail. I am writing to express concerns about some alternatives studied for the intersection of the trail and Little Falls Parkway.

At a minimum, please reject any four-lane alternative in this location. As a daily bicycle commuter using this facility twice each day, I am extremely grateful for the road diet. Having multiple lanes of vehicular traffic cross a crosswalk from each direction will always be a high risk design, even with a HAWK warning system. It is also unlikely that two-lanes in each direction could be justified by the traffic volumes. Some vehicles will stop at this crossing and the stopped vehicles will obstruct other drivers' view of the crossing, making pedestrians and others harder to see and extremely vulnerable.

I also want to repeat three basic principles. (1) Two wrongs don't make a right. [Many people accuse cyclists of bad behavior. Well, there is plenty of bad behavior. A few pedestrians on the trail have been seen carrying sticks (apparently threatening to shove them into cyclists' wheel spokes if cyclists get too close). Drivers have threatened me and one driver deliberately hit me at slow speed. Denying cyclists' access to safe infrastructure that suits their needs will only worsen this problem.]

(2) We can lament declining civility in our society, but we should never let it be an excuse to forsake safety.

(3) Above and beyond this, drivers who endanger others are protected by a steel cage but the people (s)he endangers are vulnerable.

It is also commendable that so many drivers show courtesy at this intersection (although a minority do not). Many outspoken individuals in the community claim the intersection should prioritize car movements and demand all pedestrian and bicycle traffic stop and proceed on a 'rotation' basis. These demands are apparently grounded in an interpretation of the law. They are also 100% contrary to how most drivers behave at this location. Cars usually stop and wait for all trail users, regardless of who has the right of way. Given this overwhelming norm is well-established, many trail users anticipate it, and drivers do not seem to know how else to deal with the intersection. There is a simple reason it is this way: people try to do what feels natural and right to them. For most drivers, what feels right at this junction is stopping and letting vulnerable road users pass, then proceeding only after others have cleared the right of way. Some other traffic pattern (stops signs, HAWK, etc.) creates confusion and adds to the risks because it forces drivers to something less natural than yielding to vulnerable road users. I think cars should just have to stop and wait for trail users.

The goal is to reduce fatalities and disabling injuries, which exact the highest costs on society (not to implement an abstract argument).

APPENDIX G EMAILS

Sincerely,
Damon C. Luciano

Sincerely,
Damon Luciano

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APPENDIX G EMAILS

From: [Gregory Oshel](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 10:20:57 AM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Gregory Oshel

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APPENDIX G EMAILS

From: [Eric Shepard](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 1:47:36 PM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Eric Shepard

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APPENDIX G EMAILS

From: [Christopher Testa](#)
To: [Tsai, Andrew](#)
Subject: Capital Crescent Trail at Little Falls Parkway
Date: Friday, August 10, 2018 10:38:38 AM

Dear Mr. Tsai,

How are you? My name is Chris Testa. I live in Bethesda Row and frequently use the Capital Crescent Trail to visit Georgetown. I would like to see either a bridge or tunnel solution at this intersection. I think it would be best for both trail users and drivers. Thank you. Good luck with the project.

Sincerely,
Chris Testa

APPENDIX G EMAILS

From: [Thornton, Joseph](#)
To: [Tsai, Andrew](#)
Subject: Capital Crescent Trail Crossing at Little Falls Parkway
Date: Friday, August 10, 2018 11:14:22 AM

I wanted to express my strong support for the current road diet at this crossing. I cross on my bike twice a day on my way to work and back, and what was an extremely dangerous crossing has now been made much safer. Please don't give in to the vociferous drivers who only care about their own convenience, without regard for the safety of others.

Thanks,

Joe Thornton
4104 East West Hwy
Chevy Chase

APPENDIX G EMAILS

From: [Zachary Weinstein](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Friday, August 10, 2018 12:53:34 PM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Zachary Weinstein

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APPENDIX G EMAILS

From: [Alex Holt](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Saturday, August 11, 2018 8:53:22 AM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Alex Holt

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APPENDIX G EMAILS

From: [Peter Epley](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Monday, August 13, 2018 11:55:28 AM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Please consider rerouting the trail to use one of the nearby intersections to create a more safer crossing. While I believe that reverting the road to its original configuration will not help, I do not think leaving the current crossing in the current location makes sense. There is too much road and trail traffic to allow both to continue unchanged.

Sincerely,
Peter Epley

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APPENDIX G EMAILS

From: [Matt Vanderwerff](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Monday, August 13, 2018 10:20:48 AM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Matt Vanderwerff

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APPENDIX G EMAILS

From: [Janet Adrian](#)
To: [Tsai, Andrew](#)
Cc: [Anderson, Casey](#)
Date: Wednesday, August 15, 2018 4:47:12 PM

I live on Highland Drive close to the intersection of the Capital Crescent Trail and Little Falls Parkway, so I am concerned about having a SAFE solution for motorists and all trail users at that point.

An immediate solution would relocate the trail and crosswalk to the Arlington Rd. traffic signal. The traffic signal should remain red for both Arlington Rd drivers and Little Fall Parkway drivers for, say, 45 seconds to allow trail users to cross. This pattern is being used successfully at Bethesda Ave. and Arlington Rd.

Although this solution could potentially be a permanent one, a more ideal answer is a bridge over the parkway at the current intersection, so motorists and trail users would not have to interact. There may well be a significant cost to implement this approach but it should at least be given serious analysis.

In either case, it's extremely important to have free flowing traffic on the parkway because population and business growth in Bethesda and the future Westbard complex will generate major increases in car usage. If cars can move freely, without having to suddenly stop for trail users, the chances of an accident will be diminished.

Who ever came up with the current crazy system will be responsible for the next Accident at this now dangerous intersection. I realize there was a fatal biking accident and the current situation is in response to that. The biker as i understand it, was on a recumbent bike which is a hazard all by itself as it is not readily seen by motorists. The solution you have adopted is overkill at best and a Definite safety hazard to pedestrians and motorists alike.

Please go back to the original 2 lane road until you can come up with a better plan.
Janet Adrian

Sent from my iPhone

APPENDIX G EMAILS

APPENDIX G EMAILS

From: [David Barron](#)
To: [Tsai, Andrew](#)
Cc: [Anderson, Casey](#); Councilmember.Riemer@montgomerycountymd.gov; [Patricia Johnson](#); [Jenny Sue](#)
Subject: Kenwood Citizens Association's Position Re: Little Falls Parkway @ Little Falls Pkwy
Date: Wednesday, August 15, 2018 4:32:22 PM
Attachments: [KCA Board Letter To Mr. Tsai.pdf](#)

Mr. Tsai-

Good afternoon. Attached, please find a letter on behalf of The Kenwood Citizens Association's Board regarding our position concerning Little Falls Parkway and The Crescent Trail. Members of our community use Little Falls Parkway (LFP) and The Capital Crescent Trail every day. Per our letter - we have offered up an immediate solution that addresses the need to open up LFP back to two lanes each direction while servicing the trail users. Again we believe the best short term solution is to move the trail crossing down to Arlington Road. This will allow equal time between motorists and trail users to cross Little Falls Parkway in a safe manner. If our collective goal is "Vision Zero" then we believe this short term solution The Kenwood Citizens Association is recommending for Little Falls Parkway at the Capital Crescent Trail is the best.

Please let me know if you have any questions. We are always happy to give feedback.

Sincerely,

David Barron
President, Kenwood Citizens Association

APPENDIX G EMAILS

From: [robert I bein](#)
To: [Tsai, Andrew](#)
Cc: [Anderson, Casey](#); Councilmember.Riemer@montgomerycountymd.gov
Subject: the dangerous intersection of Capital Crescent Trail and Little Falls Parkway
Date: Wednesday, August 15, 2018 2:36:43 PM

Dear Mr. Tsai,

I live on Brookside Drive, close to the intersection of the Capital Crescent Trail and Little Falls Parkway, so I am concerned about having a SAFE solution for motorists and all trail users at that point.

What can be done?

An immediate solution would relocate the trail and crosswalk to the Arlington Rd. traffic signal. The traffic signal should remain red for both Arlington Rd drivers and Little Fall Parkway drivers for, say, 45 seconds to allow trail users to cross. This pattern is being used successfully at Bethesda Ave. and Arlington Rd.

Although this solution could potentially be a permanent one, a more ideal answer is a bridge over the parkway at the current intersection, so motorists and trail users would not have to interact. There may well be a significant cost to implement this approach but it should at least be given serious analysis.

In either case, it's extremely important to have free flowing traffic on the parkway because population and business growth in Bethesda and the future Westbard complex will generate major increases in car usage. If cars can move freely, without having to suddenly stop for trail users, the chances of an accident will be diminished.

This is a very serious problem and I hope the Parks Dept can begin to implement a solution soon.

Thank you.

Robert Bein

APPENDIX G EMAILS

From: [harold.pfohl](#)
To: [Tsai, Andrew](#)
Cc: [Frank, Andrew](#)
Subject: Capital Crescent Trail - Little Falls Parkway Intersection
Date: Wednesday, August 15, 2018 8:14:22 AM
Attachments: [CAPITAL CRESCENT TRAIL CROSSING - LITTLE FALLS PARKWAY.pdf](#)

Mr. Tsai,

In reviewing the alternatives that you presented to us during our July meeting, we've arrived at a strong preference as outlined in the attached letter to you. Please let us know if you have any questions.

Thanks again, and we look forward to working with you as this proceeds.

Regards,

Harold Pfohl, Chair
Citizens Coordinating Committee
on Friendship Heights

APPENDIX G EMAILS

From: [Jgoodwinb](#)
To: [Tsai, Andrew](#); [Anderson, Casey](#); Councilmember.Riemer@montgomerycountymd.gov
Subject: Little Falls Crossing
Date: Thursday, August 16, 2018 9:48:15 AM

Dear Sirs,

I live on Kennedy Drive close to the intersection of the Capital Crescent Trail and Little Falls Parkway; therefore, I am very concerned about having a safe solution for motorists and all trail users at that point that preserves the current use of Little Falls Parkway.

An immediate solution would be to relocate the trail and crosswalk to the Arlington Rd. traffic signal (or alternatively the Hillandale signal). The traffic signal should remain red for both Arlington Rd drivers and Little Falls Parkway drivers for, say, 45 seconds to allow trail users to cross. This pattern is being used successfully at Bethesda Ave. and Arlington Rd.

Although this solution could potentially be a permanent one, another answer would a bridge over the parkway at the current intersection so that motorists and trail users would not have to interact. There may well be a significant cost to implement this approach, but it should at least be given serious analysis if bicycle and pedestrian traffic keeps increasing and police continue to fail to enforce the stop signs applicable to all users.

Any other solution would not be acceptable because it would divert traffic into neighborhoods and increase the risk of auto, bicycle and pedestrian injuries in the neighborhoods.

In addition, it is extremely important to have free flowing traffic on Little Falls Parkway because population and business growth in Bethesda and the future Westbard complex will generate major increases in automobile and other traffic. If cars can move freely, without having to suddenly stop for trail users, the chances of an accident will be diminished.

Sincerely,

Jackson Bennett

APPENDIX G EMAILS

From: [Garrett Hennigan](#)
To: [Tsai, Andrew](#)
Cc: [WABA Advocacy](#); [Peter Gray](#)
Subject: Comments on Capital Crescent Trail Crossing at Little Falls Parkway
Date: Thursday, August 16, 2018 2:56:36 PM
Attachments: [WABA Letter re Capital Crescent Trail Little Falls crossing.pdf](#)

Mr. Tsai,

Please see the attached comments from the Washington Area Bicyclists Association on the proposed concepts for the Capital Crescent Trail Crossing at Little Falls Parkway. We look forward to the next steps in the planning process and hope you will keep us in the loop on future decisions and meetings.

Please contact Peter Gray at peter@waba.org with questions and follow-up. Thank you for the opportunity to comment on this important project,

Garrett Hennigan | Community Organizer
Washington Area Bicyclist Association

Phone: 202-518-0524 x210

Mobile: 202-656-3078

Email: garrett.hennigan@waba.org

Like us: [Facebook](#) | Follow us: [Twitter](#)

Help make your Washington Area more bikeable. [Get started here.](#)

APPENDIX G EMAILS

From: [Zachary Weinstein](#)
To: [Tsai, Andrew](#)
Subject: Capital Crescent Trail at Little Falls Parkway
Date: Thursday, August 16, 2018 3:20:15 PM
Attachments: [WABA Letter re Capital Crescent Trail Little Falls crossing.pdf](#)

Good afternoon Mr. Tsai,

I fully support making the current road diet at the crossing of the Capital Crescent Trail and Little Falls Parkway permanent. Restricting Little Falls Parkway to 1 lane in each direction has improved the safety of the crossing and the county must not knowingly make an intersection more dangerous. Montgomery County has promised to make biking a safe and viable transportation mode in the Bike Master Plan and Vision Zero plan. Please do not let this easily implementable solution go to waste.

I support the attached WABA flyer, which provides a more comprehensive statement on the issue. Thank you for your hard work improving bicycle safety in Montgomery County.

Sincerely,
Zach Weinstein

APPENDIX G EMAILS

From: [Kay Stevens](#)
To: [Tsai, Andrew](#); [Anderson, Casey](#); Councilmember.Riemer@montgomerycountymd.gov
Subject: Crossing of Capital Crescent Trail and Little Falls Parkway
Date: Friday, August 17, 2018 10:50:46 PM

I am writing to express my opinion on the intersection of the Capital Crescent Trail and Little Falls Parkway. I have lived on Chamberlin Avenue in the Kenwood neighborhood for over 20 yrs and I grew up nearby on Goldsboro Rd/Bradley Blvd. I am a retired Montgomery County employee and spent the largest part of my career as a planner in Montgomery County's Department of Transportation.

I think everyone recognizes that the current solution of narrowing the lanes on Little Falls Parkway from 4 to 2 upon the approach to the Trail is unexpected by motorists and hazardous, especially at night. It also slows traffic to a crawl, which isn't necessary when there is a better solution.

I am in favor of moving the Capital Crescent Trail to cross at the intersection of Little Falls Parkway and Arlington Rd. Appropriate traffic signals with adequate "Walk" time for both hikers and bikers would be important, as well as street lighting for visibility. The suggestion made of requiring all vehicles in all directions to stop for a short period of time to allow trail users to cross without car-turning conflicts is a good idea that warrants consideration. I do remember that at the public meeting the planners **showed an option of** a pedestrian/biker bridge over Little Falls Parkway as one alternative to resolve the safety problem, but I would certainly recommend first trying the less expensive at-grade hiker/biker crossing at Arlington Rd.

Thank you for the opportunity to provide my comments.

Kay B. Stevens
5331 Chamberlin Ave.
Chevy Chase, MD 20815
kaystevens@aol.com

APPENDIX G EMAILS

From: [Anthony Camilli](#)
To: [Tsai, Andrew](#)
Subject: We must not return to a dangerous four-lane crossing at the Little Falls Parkway intersection
Date: Sunday, August 19, 2018 11:21:00 PM

Dear Andrew Tsai,

After a cyclist was struck and killed by a driver at the intersection of the Capital Crescent Trail and Little Falls Parkway in late 2016, the local parks service put in temporary measures to slow traffic in the area. So far this "road diet" has been successful, and the Maryland National Capital Park and Planning Commission (M-NCPPC) Parks Service is considering what elements to make permanent.

Unfortunately, some residents have expressed a desire to return to the former dangerous four-lane design, even though the county has called four-lane trail crossings like this one "high risk." Please do not allow this to happen. The county has endorsed Vision Zero, an initiative to eliminate all area traffic deaths by 2030. Reworking the road to prioritize cars and speed would violate one of its principles: "Human life takes priority over mobility and other objectives of the road system." Let's get our priorities straight.

Sincerely,
Anthony Camilli

,

APPENDIX G EMAILS

From: [John Oliver \(US - ASR\)](#)
To: [Tsai, Andrew](#); [Anderson, Casey](#); Councilmember.Riemer@montgomerycountymd.gov
Subject: Capital Crescent Trail Crossing
Date: Thursday, August 30, 2018 5:11:22 PM

Hello,

I live on Kennedy Drive, close to the intersection of the Capital Crescent Trail and Little Falls Parkway. My wife and I are frequent users of the Trail and my wife was recently nearly hit by a passing motorist. I will briefly relay the story to help bring this issue to life.

My wife was walking on the trail when she came to the Little Falls Parkway crossway. She stopped and an oncoming motorist also stopped. At the same time as my wife stopped, a bicyclist was approaching the intersection on the trail from the same direction as my wife. Since the car stopped, the bicyclist proceeded through the intersection and my wife began to cross the intersection. Once the bicyclist cleared the intersection, the motorist (presumably with their eyes on the bicyclist) began to move forward in an accelerated matter (presumably to clear the intersection swiftly). It was not until my wife screamed that the motorist slammed on their brakes and realized that she was there too. My response to this was people were generally doing what they were supposed to but a simple mistake caused by all of the activity around the intersection could have taken a very bad turn. Therefore, I am concerned about having a SAFE solution for motorists and all trail users at that point.

I would advocate a permanent such as a bridge over the parkway or the road at the current intersection, so motorists and trail users would not have to interact. There may well be a significant cost to implement this approach but it should at least be given serious analysis.

In either case, it's extremely important to have free flowing traffic on the parkway because population and business growth in Bethesda and the future Westbard complex will generate major increases in car usage. If cars can move freely, without having to suddenly stop for trail users, the chances of an accident will be diminished.

Sincerely, John Oliver, 6609 Kennedy Drive, Chevy Chase, MD 20815

--

John M. Oliver

PwC | Financial Services Partner Office: [703-918-3646](tel:703-918-3646) | Mobile: [202-262-1132](tel:202-262-1132) | Email: john.m.oliver@pwc.com
PricewaterhouseCoopers LLP 1800 Tysons Blvd., McLean, VA 22102 <http://www.pwc.com/us>

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APPENDIX G EMAILS

From: [kristin.roesser](mailto:kristin.roesser@montgomerycountymd.gov)
To: Tsai, Andrew; Anderson, Casey; councilmember.reimer@montgomerycountymd.gov
Subject: Capital Crescent Trail and Little Falls Parkway
Date: Monday, September 10, 2018 11:18:20 AM

Dear Mr. Tsai:

I am a resident of Kenwood and have just learned the Kenwood Citizens Association recently sent a letter (pasted below) outlining some potential solutions designed to improve safety around the intersection of the Capital Crescent Trail and Little Falls Parkway. While I share their goal, I would urge you to consider other less costly and less intrusive means for achieving it. In particular, I believe a bridge over the parkway is excessive and does not merit serious consideration.

I use the trail on a regular basis and have observed that cyclists rarely stop before the intersection even though signs tell them to do so. If bikers and pedestrians obeyed the signs, the risk of an accident would diminish considerably.

Before exploring expensive and disruptive plans to relocate the trail and crosswalk or build a bridge (which would be unsightly and take years to complete), I would urge you to consider responses that are less draconian and draw on common sense. For example, issuing tickets to bikers that run the signs, or drivers that ignore the crosswalk, could make a major impact.

Thank you for your attention to this important matter.

Sincerely,

Kristin Roesser

6404 Kennedy DR

Chevy Chase, MD 20815

Dear Mr. Tsai:

The Kenwood Citizens Association, which represents more than 230 households, has a keen interest in developing a SAFE solution to the intersection of the Capital Crescent Trail and Little Falls Parkway. Because of our proximity, many of our residents are often on the trail or on the parkway.

This trail, which is so widely used, is not a commuter trail. It is specifically a recreational trail not only for bikers, but also for walkers and runners. All who use this trail need to be safe at that

APPENDIX G EMAILS

intersection.

The current temporary approach using bollards is actually dangerous: the bollards are hard to see at night and the reduction to one lane is unexpected, forcing drivers to move too quickly to that single lane. Furthermore, cyclists rarely stop before the intersection even though signs tell them to do so.

The immediate solution we see would relocate the trail and crosswalk to the Arlington Rd. traffic signal. The traffic signal should remain red for both Arlington Rd drivers and Little Fall Parkway drivers for, say, 45 seconds to allow trail users to cross. This pattern is being used successfully at Bethesda Ave. and Arlington Rd.

Although this solution could potentially be a permanent one, it's clear to us that a more ideal answer is a bridge over the parkway at the current intersection, so motorists and trail users would not have to interact. We realize there may be a significant cost to implement this approach but it should at least be given serious analysis.

In either case, it's extremely important to have free flowing traffic on the parkway because the population and business growth in Bethesda and the future Westbard complex will generate major increases in car usage. If cars can move freely, without having to suddenly stop for trail users, the chances of an accident will be diminished.

Thank you for your time and attention to this important matter.

Sincerely,

David Barron, President
On behalf of the KCA Board

APPENDIX G EMAILS

From: [Warren Chan](#)
To: [Tsai, Andrew](#)
Subject: Re: Little Falls and CCT Crossing
Date: Thursday, September 20, 2018 10:47:38 PM

Re: Little Falls and CCT Crossing (the “Crossing”)

To Andrew ,

Thank you for organizing the June 13, 2018 community meeting (the “Meeting”) to discuss options for the Little Falls Parkway and Capital Crescent Trail Crossing which I attended.

I am writing as a Bethesda resident and daily user of the CCT to urge MC Parks and MC DOT to keep the road diet currently in place at the Crossing and ideally improved it. I set out my reasoning for this advocacy below.

1. The Crossing is unique in Montgomery County (MC) as the number of people on the trail (on foot or bicycles, etc.) out number the people using the motorway in cars. As a consequence, more priority should be given to keeping users of the CCT safe.
2. One death is too many and restoring the traffic lanes at the Crossing will certainly lead to another fatality as a result of poor sightlines due to multiple traffic lanes. MC DOT have recognized that the same problem exists at the southbound junction of Woodmont Avenue and Wisconsin Avenue near NIH and are implementing a road diet at that junction.
3. MC Parks statistics presented at the Meeting show the dramatic reduction of incidents as a result of the road diet (300% reduction in driver crashes and 600% reduction in bike crashes). To reverse the diet would be morally wrong and negligent in light of these known facts.
4. If the road diet was in place, Mr. Gaylin would have been seen and would be alive. Let’s not risk another death. No one should die just trying to get from point A to point B on foot or on a bicycle.

I thought the 12 alternatives proposed at the meeting were a very comprehensive review of recommendations for possible improvements at the Crossing. I would highly support Alternative #9 to #12 with my preferences in reverse order (i.e. #12 is preferred, etc.).

If allowed to dream, (1). Could a protected bike lane with a pedestrian trail be installed for the entire length of the LFP making access to the CCT as well as better bicycle and pedestrian access for the neighborhood to the pool and playground?; (2). Could all or part of the LFP be closed on summer weekends until dusk to vehicles to allow recreational use? Areas for young kids to learn how to bicycle or older kids to skateboard could be set up during these closures.

Finally, I attach a photo taken at the Crossing on September 8, 2018. We should improve the safety of the Crossing for all CCT users at this important and unique intersection.

As the Washington Post stressed in a recent article, [pedestrian deaths are soaring nationwide](#) “largely because of the nation’s appetite for fast arterial roads in urban-suburban areas.”

MC has had 11 pedestrian deaths so far in 2018. Let’s not further add to this statistic due to an another accident at the Crossing.

Thanks for the chance to comment.

Best regards, Warren Chan

APPENDIX G EMAILS



On Sep 10, 2018, at 05:17, Tsai, Andrew <andrew.tsai@montgomeryparks.org> wrote:

Good morning Mr. Chan,
You can send any comments directly to me.

Thanks
Andrew

Andrew Tsai, P.E.
Project Manager
Park Development Division - Montgomery Parks
Maryland-National Capital Parks and Planning Commission (M-NCPPC)
9500 Brunett Avenue
Silver Spring, MD 20901
Andrew.Tsai@montgomeryparks.org
Office: (301) 495-2508

-----Original Message-----
From: Warren Chan <warrenchan@yahoo.com>

APPENDIX G EMAILS

Sent: Sunday, September 9, 2018 3:45 PM
To: Tsai, Andrew <andrew.tsai@montgomeryparks.org>
Subject: Little Falls and CCT Crossing - Open Town Hall Forum

Andrew,

Thanks for organizing the June 13, 2018 community meeting on this topic.

I was hoping to leave comments on this topic in the Open Town Hall forums as suggested in your presentation but I couldn't find this topic.

Do you still plan to set up a forum topic on this matter? If not, how should the community share comments? Should we send them to you?

Thanks...Warren Chan

APPENDIX G EMAILS

From: [David Barron](#)
To: [Tsai, Andrew](#); [Anderson, Casey](#); Councilmember.Riemer@montgomerycountymd.gov
Cc: [Jenny Sue Dunner](#); [Pat Johnson](#); [robert I bein](#)
Subject: WE VOTED! Kenwood Citizens Association's Vote Re: Little Falls Parkway @ Little Falls Pkwy
Date: Tuesday, October 9, 2018 2:52:58 PM
Attachments: [KCA Members Vote Yes to Moving CCT to Arlington Rd.docx](#)

Mr. Tsai, Mr. Anderson & Mr. Riemer-

Good afternoon. On August 15th, 2018, I submitted a letter on behalf of The Kenwood Citizens Association's (KCA) Board with our recommendation for that easiest, most cost effective and safest solution for the Little Falls Parkway (LFP) @ The Capital Crescent Trail (CCT). Our recommendation is to move the CCT down to the intersection at Arlington Road and restoring all lanes on the parkway for motorized vehicles. This will allow equal time for CCT users and motor vehicles on LFP. Because our collective goal is "Vision Zero" we believe this recommendation to be the best compromise. Let's be honest - it worked at Connecticut Avenue & CCT!

As we head into tonight's meeting at B-CC High School to determine the future of the CCT @ LFP, The Kenwood Citizens Association wanted to let you all know that we asked our members just a few days ago to vote on whether we move the CCT to Arlington Road or leave the intersection in its current state. The results were overwhelmingly in favor of KCA's recommendation to move the CCT to Arlington Rd. Attached, please find a list containing almost 180 KCA members who voted in favor of moving the CCT to Arlington Rd. and thus opening back up all traffic lanes - including allowing both southbound Arlington Road lanes the ability to turn left on LFP. Only 10 members of our association voted to leave the intersection in its current state.

I have been a resident of Chevy Chase almost my entire life. Anyone who lives here knows that the Little Falls Parkway is the main artery that moves traffic from Bethesda to River Road, Mass Ave, The Beltway, Westbard and beyond. The temporary traffic diet has clogged this integral parkway and thus pushed traffic through Kenwood thanks to apps like Waze. This increase in cut-through traffic continues to cause major problems because drivers are blowing through STOP signs as well as blowing through Do Not Enter signs. By allowing equal time at the intersection of Arlington Road and CCT, we will be able to achieve the balance we are all looking for while keeping our residents safe!

If you have any questions regarding KCA's recommendation and our overwhelming support for moving the CCT to Arlington Road, please feel free to call me 917-439-4576 or email me davidbarron13@gmail.com.

Thank you for your consideration and we look forward to seeing you tonight!
Sincerely,

David Barron
President, Kenwood Citizens Association

On Aug 15, 2018, at 4:31 PM, David Barron <davidbarron13@gmail.com>

APPENDIX G EMAILS

wrote:

Mr. Tsai-

Good afternoon. Attached, please find a letter on behalf of The Kenwood Citizens Association's Board regarding our position concerning Little Falls Parkway and The Crescent Trail. Members of our community use Little Falls Parkway (LFP) and The Capital Crescent Trail every day. Per our letter - we have offered up an immediate solution that addresses the need to open up LFP back to two lanes each direction while servicing the trail users. Again we believe the best short term solution is to move the trail crossing down to Arlington Road. This will allow equal time between motorists and trail users to cross Little Falls Parkway in a safe manner. If our collective goal is "Vision Zero" then we believe this short term solution The Kenwood Citizens Association is recommending for Little Falls Parkway at the Capital Crescent Trail is the best.

Please let me know if you have any questions. We are always happy to give feedback.

Sincerely,

David Barron
President, Kenwood Citizens Association

<KCA Board Letter To Mr. Tsai.pdf>

APPENDIX G EMAILS

From: [robert l bein](#)
To: [Riemer's Office](#), [Councilmember: David Barron](#)
Cc: [Jenny Sue Dunner](#); [Pat Johnson](#); [Tsai, Andrew](#); [Anderson, Casey](#)
Subject: Re: WE VOTED! Kenwood Citizens Association's Vote Re: Little Falls Parkway @ Little Falls Pkwy
Date: Wednesday, October 10, 2018 10:28:25 PM

Several members of the Kenwood Citizens Association (KCA), including me and David Barron (KCA President), attended the county sponsored meeting Tuesday night to hear the alternatives being considered for resolving the dangerous intersection of the Capital Crescent Trail and Little Falls Parkway.

We were shocked and dismayed as we spoke to Andrew Tsai of the Parks Dept and a representative of the DOT because we drew the strong feeling they had already decided on a solution, one that did not consider the impact of the enormous growth in traffic that will occur in the next few years resulting from the Westbard development and new construction in Bethesda.

We got the impression that the Parks Dept felt compelled to emphasize the “park” part of Little Falls Parkway as it was originally conceived. Nice idea, but it doesn’t recognize how times have changed and how the Parkway is really a highway now, just like Rock Creek Parkway. It’s a way for people to get into and out of Bethesda.

The proposal they are focusing on continues the reduction to one lane in each direction on Little Falls Parkway, and goes so far as to reduce the number of lanes on Arlington Rd where it crosses Little Falls Parkway! This is a recipe for gridlock as the traffic increases, and it will increase. Yes, by all means encourage people to ride bikes to work but how effective will that be on the snowy/icy days, the rainy days, and days when the temperature exceeds 90 degrees? And the vast majority of the aging population in our area will be driving cars, not riding bikes.

The letter sent to you, Mr. Tsai and Mr. Anderson outlines a better solution that provides safety for all and keeps the traffic moving, taking into account future growth.

One other inexpensive possibility we pointed out Tuesday night is to simply put a traffic light at the current crosswalk, with lag time for pedestrians and cyclists to cross the parkway. That new traffic light just has to be sequenced properly with the lights at Arlington Rd and Hillandale Rd to avoid backups.

The way in which this problem is solved is going to affect the surrounding neighborhoods—including downtown Bethesda—seriously so a realistic and practical approach recognizing future growth is essential.

Can you help us achieve this goal?

Thank you,

Robert Bein

APPENDIX G EMAILS

On 10/10/2018 9:12 PM, Riemer's Office, Councilmember wrote:

Thank you very much for sharing the results of your survey in the Community. Your participation is essential. Sincerely, Hans Riemer

—

Hans Riemer

Tue, Oct 9 at 2:53 PM, <davidbarron13@gmail.com> wrote:

Mr. Tsai, Mr. Anderson & Mr. Riemer-

Good afternoon. On August 15th, 2018, I submitted a letter on behalf of The Kenwood Citizens Association's (KCA) Board with our recommendation for that easiest, most cost effective and safest solution for the Little Falls Parkway (LFP) @ The Capital Crescent Trail (CCT). Our recommendation is to move the CCT down to the intersection at Arlington Road and restoring all lanes on the parkway for motorized vehicles. This will allow equal time for CCT users and motor vehicles on LFP. Because our collective goal is "Vision Zero" we believe this recommendation to be the best compromise. Let's be honest - it worked at Connecticut Avenue & CCT!

As we head into tonight's meeting at B-CC High School to determine the future of the CCT @ LFP, The Kenwood Citizens Association wanted to let you all know that we asked our members just a few days ago to vote on whether we move the CCT to Arlington Road or leave the intersection in its current state. The results were overwhelmingly in favor of KCA's recommendation to move the CCT to Arlington Rd. Attached, please find a list containing almost 180 KCA members who voted in favor of moving the CCT to Arlington Rd. and thus opening back up all traffic lanes - including allowing both southbound Arlington Road lanes the ability to turn left on LFP. Only 10 members of our association voted to leave the intersection in its current state.

I have been a resident of Chevy Chase almost my entire life. Anyone who lives here knows that the Little Falls Parkway is the main artery that moves traffic from Bethesda to River Road, Mass Ave, The Beltway, Westbard and beyond. The temporary traffic diet has clogged this integral parkway and thus pushed traffic through Kenwood thanks to apps like Waze. This increase in cut-through traffic continues to cause major problems because drivers are blowing through STOP signs as well as blowing through Do Not Enter signs. By

APPENDIX G EMAILS

allowing equal time at the intersection of Arlington Road and CCT, we will be able to achieve the balance we are all looking for while keeping our residents safe!

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Thank you for your consideration and we look forward to seeing you tonight!

Sincerely,

David Barron
President, Kenwood Citizens Association

On Aug 15, 2018, at 4:31 PM, David Barron
<davidbarron13@gmail.com> wrote:

Mr. Tsai-

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Please let me know if you have any questions. We are always happy to give feedback.

APPENDIX G EMAILS

Sincerely,

David Barron
President, Kenwood Citizens Association

<KCA Board Letter To Mr. Tsai.pdf>

APPENDIX G EMAILS

From: [C. Nguyen](#)
To: [Kines, Charles; kblackmon@bethesda.org; Frank, Andrew; Tsai, Andrew; Devlin, Jeff; adriane.clutter@montgomerycountymd.gov; mmaffeo@flourateeter.com; Williams, Derrick; dana.stroman](#)
Cc: [hallmarkjb@gmail.com; jenniferparks@comcast.net; qiangwan@live.com; jerryparks@comcast.net; keithlawson1@yahoo.com; Kelli Lawson; bobminai@aol.com; Vu Bui; Malka Ostchega; Karla Lopez](#)
Subject: Bethesda Barracuda's Swim Team Concerns regarding changes to Little Falls Parkway
Date: Friday, October 19, 2018 6:02:38 PM

Good afternoon Montgomery County Staff,

It was a pleasure to meet you during the October 9th meeting to discuss options for the Capital Crescent Trail crossing at Little Falls Parkway. I am part of a group of families responsible for organizing summer swim meets for the Bethesda Barracudas Swim Team at the Bethesda Outdoor County Pool located at Little Falls Parkway and Hillandale Road.

Our team is one of the largest teams in the Montgomery County Swim League (MCSL). Earlier this year, between May and July, our team of over 200 swimmers, ranging from age 5 to age 18, practiced and raced at various times in the morning and the evening at the Bethesda Outdoor County Pool.

Following up on our discussion, I would like to highlight certain issues raised repeatedly by families who participate in the summer swim meets held at the Bethesda Outdoor County Pool. These meets are held regularly on Wednesday evenings ([5pm-9pm](#)) and Saturday mornings ([8am-11am](#)) over five weeks, beginning around mid-June and ending around mid-July. Each week, our team swims against another team in Division A of MCSL.

One issue concerns the challenge of finding parking whenever there is a swim meet at the Bethesda Outdoor County Pool. Although there is a second parking lot located at Little Falls Parkway and Arlington Road (in addition to the first parking lot located at Little Falls Parkway and Hillandale Road), families still complain about the lack of available parking spaces. If changes to the Capital Crescent Trail crossing result in reducing the already insufficient number of parking spaces, that would present an even greater challenge to families.

A second issue concerns the safety of young swimmers and parents walking from/to the first parking lot located at Little Falls Parkway and Hillandale Road. If the entrance/exit on Little Falls Parkway to this parking lot were to be removed as part of changes to the Capital Crescent Trail crossing, that would drastically affect the flow of traffic and, as a result, negatively impact the safety of pedestrians.

A third issue concerns the safety of pedestrians walking from/to the second parking lot located at Little Falls Parkway and Arlington Road. Additional lighting and traffic calming measures would be helpful to alert drivers to the presence of pedestrians.

I imagine that your office is very busy, so your consideration of these issues is greatly appreciated.

I welcome any advice or assistance that can be provided.

Thank you,
Chi Nguyen

APPENDIX G EMAILS

Bethesda Barracudas Parent Organizer

APPENDIX G EMAILS

From: [Oriel](#)
To: [Tsai, Andrew](#)
Cc: Councilmember.Rierner@montgomerycountymd.gov
Subject: Letter regarding the intersection of Little Falls parkway (LFP) and the Capital Crescent Trail (CCT)
Date: Tuesday, October 23, 2018 11:41:38 AM
Attachments: [Letter from Kenwood Forest II Condominiums to MC Dept. of Parks.pdf](#)

Dear Mr. Andrew Tsai:

Please find attached a letter from Kenwood Forest II Condominiums related to the intersection of Little Falls Parkway (LLP) and the Capital Crescent Trail (CCT). Also, I sent you a hard copy of this letter via first class mail and cc to Mr. Hans Rierner, Montgomery County Council President.

Thank you for your consideration.

Oriel Jimenez: General Manager
Kenwood Forest II Condominiums
6658A Hillandale Road
Chevy Chase, MD 20815
(301) 657-2683
Kenwoodforst2@verizon.net

APPENDIX G EMAILS

From: [Bob Yetvin](#)
To: [Tsai, Andrew](#)
Subject: CCT crossing at Little Falls Parkway
Date: Friday, November 2, 2018 12:42:22 PM

Hi Andrew,

I attended the Oct 9th meeting at B-CC High School and have been both riding my bike and driving through the Capital Crescent Trail crossing at Little Falls Parkway for almost 20 years.

There is **no doubt in my mind that the current road diet of reducing Little Falls Parkway to one lane has increased biker and driver safety. The road diet should be formalized and continue.** Building a pedestrian bridge or tunnel would certainly increase safety but doesn't seem like a cost effective solution. Also, it makes no sense to move the bike crossing to traffic lights at Arlington or Hillandale Roads. The bike trail is too busy to try to divert pedestrians and bike riders to other crossings.

Thank you for all your work on this effort.

Sincerely,

Bob Yetvin
4911 Chevy Chase Blvd.
Chevy Chase, Md

APPENDIX G EMAILS

From: [Yohannes Bennehoff](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 12:16:06 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Yohannes Bennehoff
5847 33rd Pl
Hyattsville, MD 20782

APPENDIX G EMAILS

From: [Benjamin Englert](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 1:37:03 PM

Dear Andrew Tsai,

See below for the GGW form letter, which I endorse but to which I would add the following comments. With many others, I commute by bike on the Capital Crescent Trail (CCT) several times per week. Virtually all Little Falls Parkway drivers and CCT cyclists are considerate, alert, and safe; however, the infrastructure change has been a tremendous benefit to help prevent unnecessary injuries, deaths, and just simple road rage. Please make the change permanent.

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the CCT and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Benjamin Englert
2603 Spencer Rd
Chevy Chase, MD 20815

APPENDIX G EMAILS

From: [Ross Filice](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 8:24:10 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Ross Filice
4620 Norwood Drive
Chevy Chase, MD 20815

APPENDIX G EMAILS

From: [Margaret Hobbins](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 8:24:52 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

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This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Margaret Hobbins
4620 Norwood Drive
Chevy Chase, MD 20815

APPENDIX G EMAILS

From: [Madeline Koewler](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 7:15:21 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Madeline Koewler
Bethesda, MD 20816

APPENDIX G EMAILS

From: [Clark Larson](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 1:14:42 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Clark Larson
2307 Michigan Avenue
Silver Spring, MD 20910

APPENDIX G EMAILS

From: [Alan Mairson](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 2:16:22 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

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This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Alan Mairson
5624 Lamar Road
Bethesda, MD 20816

APPENDIX G EMAILS

From: [Ramtin Rahmani](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 5:46:12 PM

Dear Andrew Tsai,

I have biked here many times and seen drivers who stop in one lane have the driver behind them switch lanes to avoid being impeded. It creates a dangerous situation. Please support and continue with plan A for the Little Falls Parkway intersection. Thank you for your time.

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Ramtin Rahmani
Arlington, VA 22201

APPENDIX G EMAILS

From: [Zachary Weinstein](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 7, 2018 3:47:24 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Zachary Weinstein
8560 2nd Ave
Silver Spring, MD 20910

APPENDIX G EMAILS

From: [Gordon Chaffin](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 1:55:47 PM

Dear Andrew Tsai,

Adding to their form letter here: I lived in Silver Spring for 4 years and love this intersection *specifically* because it had traffic calming features. Please don't make it like Connecticut Avenue: car-dependent and dangerous to cross.

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Gordon Chaffin
3305 7th St NE Apt 4
Washington, DC 20017

APPENDIX G EMAILS

From: [Brian Chamowitz](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 8:19:36 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Brian Chamowitz
1328 Newton St NE
Washington, DC 20017

APPENDIX G EMAILS

From: [Rachel Clark](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 10:44:03 AM

Dear Andrew Tsai,

Good morning,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

As a former resident of Bradley Blvd near the CCT and a frequent user of the CCT today, I'm appreciative of the recent improvements to the trail and encourage the county to continue its work to improve the safety of this community jewel.

Sincerely,
Rachel Clark
Washington, DC 20005

APPENDIX G EMAILS

From: [Nicholas Enz](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 8:30:41 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Nicholas Enz
2204 Luzerne avenue
Silver Spring, MD 20910

APPENDIX G EMAILS

From: [Robin Graziano](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 12:05:08 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Robin Graziano
Washington, DC 20005

APPENDIX G EMAILS

From: [Hannah Hunt](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 7:50:24 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Hannah Hunt
Washington, DC 20005

APPENDIX G EMAILS

From: [Sam Keller](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 9:25:28 AM

Dear Andrew Tsai,

Please implement Alternative A! I bike on the Capital Crescent trail all the time and would feel so much safer with Alternative A being permanent.

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Sam Keller
1801 Clydesdale Place NW
Washington, DC 20009

APPENDIX G EMAILS

From: [Wendy Leibowitz](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 11:34:31 AM

Dear Andrew Tsai,

To the County Council:

The best way to remember Ned Gaylin is to make the changes instituted after his death permanent. The situation is working well--I support a raised crossing and some beautification, but keep it as it is NOW, please. It's the cheapest solution; it is tested and it works. Thank you, Wendy Leibowitz, a pedestrian, cyclist and driver

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Wendy Leibowitz
4604 Highland Avenue
Bethesda, MD 20814

APPENDIX G EMAILS

From: [Howard Marks](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 12:18:42 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Howard Marks
777 7th St NW
Washington, DC 20001

APPENDIX G EMAILS

From: [Jennifer Pietropaoli](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 12:00:02 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A, a raised sidewalk and road "diet"; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Jennifer Pietropaoli
Washington, DC 20001

APPENDIX G EMAILS

From: [Kristin Richards](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 10:04:43 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

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This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Kristin Richards
6203 Wagner Ln
Bethesda, MD 20816

APPENDIX G EMAILS

From: [Khaled Shami](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Thursday, November 8, 2018 7:27:34 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

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This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Khaled Shami
8204 Caraway Street
Cabin John, MD 20818

APPENDIX G EMAILS

From: [Seth Amgott](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Friday, November 9, 2018 1:17:51 PM

Dear Andrew Tsai,

I drive to work in Bethesda on Little Falls and bicycle with my 8-year-old on the Capital Crescent Trail. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Seth Amgott
4008 47th St. N.W.
Washington, DC 20016

APPENDIX G EMAILS

From: [Anthony Camilli](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Friday, November 9, 2018 1:02:54 PM

Dear Andrew Tsai,

For the record, I live in Takoma Park but I ride this stretch of trail often.

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Anthony Camilli
Takoma Park, MD 20912

APPENDIX G EMAILS

From: [Rich Josephson](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Friday, November 9, 2018 4:12:20 PM

Dear Andrew Tsai,

I regularly ride my bike on the Capital Crescent Trail and have crossed Little Falls Parkway hundreds of time. I have fallen at that intersection because even when I yield to a car, another car behind or beside that car may proceed without stopping for me. It is and has been a highly dangerous intersection.

I understand that two years ago a cyclist was struck and killed by a driver at the intersection. Reducing the car lanes to one each way and lowering the speed limit has worked well and Montgomery County should make the changes permanent.

I believe that Montgomery County should take this positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county.

I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Rich Josephson
809 Hyde Road
Silver Spring, MD 20902

APPENDIX G EMAILS

From: [BARRY GOLDFARB](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Monday, November 12, 2018 11:55:17 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years. I have ridden through this intersection numerous times since the road diet change was implemented and can personally attest to how much it has improved the safety of all trail users.

Sincerely,
BARRY GOLDFARB
11201 Rose lane
silver spring, MD 20902

APPENDIX G EMAILS

From: [Gordon Chaffin](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 14, 2018 6:13:19 PM

Dear Andrew Tsai,

The form letter is below, but I just want to say as a runner, cyclist, Silver Spring resident 2011-2015, and reporter on transportation and development issues: please don't follow the NIMBYs who insist, despite all the data you've collected, that the road diet and current crossing pushed traffic to neighborhoods there. It hasn't. We know this. Speeding hasn't gone up, either. Please don't build the expensive, unnecessary bridge. Option A, please. Now, here's the form letter:

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
Gordon Chaffin
3305 7th St NE Apt 4
Washington, DC 20017

APPENDIX G EMAILS

From: [Grant Klein](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Wednesday, November 14, 2018 10:22:41 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Though I don't live in Maryland, I often ride on the trail and end up there. I've experienced dangerous conditions for pedestrians and cyclists at this intersection and hope that you'll consider this reasonable request. Thank you!

Sincerely,
Grant Klein
1417 N St NW Apt 500
Washington, DC 20005

APPENDIX G EMAILS

From: [David Kathan](#)
To: [Tsai, Andrew](#)
Subject: Capital Crescent Trail – Little Falls Parkway Crossing -- Letter from Impacted Neighboring Communities
Date: Friday, November 16, 2018 1:38:28 PM
Attachments: [CCT Crossing LFP Community Letter.docx](#)

Mr. Tsai,

Below please find a letter to you regarding the proposals for improving safety at the crossing of the Capital Crescent Trail and Little Falls Parkway. The letter was drafted by officials and residents of the communities in the neighborhoods surrounding the crossing and from a large area of the B-CC area that use Little Falls Parkway to reach Bethesda. We believe that any safe and fair solution must consider the impact on neighboring communities and we are speaking with a unified voice.

If you would like to discuss this further, please feel free to contact me or any of the other officials and residents who signed the letter.

Regards,

David Kathan
dkathan@gmail.com

APPENDIX G EMAILS

From: [andrew hyman](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Sunday, November 18, 2018 5:44:42 PM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

Sincerely,
andrew hyman
2301 east-west highway
Silver Spring, MD 20910

APPENDIX G EMAILS

From: [Josh Boxerman](#)
To: [Tsai, Andrew](#)
Subject: I support Alternative A at the Little Falls Parkway intersection
Date: Tuesday, November 20, 2018 9:59:34 AM

Dear Andrew Tsai,

Two years ago, a cyclist was tragically struck and killed by a driver at the intersection of the Capital Crescent Trail (CCT) and Little Falls Parkway. Reducing the car lanes to one each way and lowering the speed limit has worked incredibly well, and Montgomery County should make the changes permanent.

Since these changes were introduced, there has been a 67% reduction in crashes without any fatalities. Traffic has only decreased here by 3%, and drivers have only had to wait for an additional seven seconds on average. The response is well-aligned with the county's Vision Zero commitment and its Two-Year Action Plan to have zero road deaths and serious injuries by 2030.

This is an excellent opportunity to solidify a positive step towards embracing Vision Zero and improving safety and environmental impact for this area and the county. I urge you to implement and support Alternative A; it is a safe, cost-effective, and minimally disruptive solution that has been proven to work well over the last two years.

I am a frequent cyclist who lives near the trail and uses it often. It is an asset to our community and we need to protect its users, especially children and families. Let's prioritize their safety and everyone's ability to get around and enjoy the area without a car.

Sincerely,
Josh Boxerman
5506 Burling Court
Bethesda, MD 20817

APPENDIX G EMAILS

From: cyrus817@aol.com
To: [Tsai, Andrew](#)
Subject: Trail Crossing on Little Falls Parkway
Date: Wednesday, November 28, 2018 9:53:23 AM

Mr. Tsai,

As a frequent user of the Capital Crescent Trail and a commuter on Little Falls Parkway as well as a long time resident of the area, I venture to suggest that the traffic lanes need to be open to handle the ever-increasing number of cars on the road. I sincerely hope you can construct an overpass for trail users and leave the two lanes each way open on Little Falls Parkway. It would be similar to what was planned at River Road. People are out for exercise so extra walking or riding of a bicycle should not matter.

Thank you for your consideration.

Janet H. Ansary
5425 Falmouth Road
Bethesda, MD 20816

APPENDIX G EMAILS

From: [Jenny Krieg](#)
To: [Tsai, Andrew](#)
Subject: Proposed Capital Crescent Trail bridge
Date: Thursday, November 29, 2018 6:15:13 PM

Mr. Tsai:

For the safety of pedestrians and bicyclists on Capital Crescent Trail, I am in favor of building a bridge over Little Falls Parkway.

Please re-open all car lanes on the Parkway as soon as you can. Traffic is becoming a big problem there. For now, people using the Trail can cross the Parkway at the Arlington Road stoplight.

Thank you,
Jenny Krieg

7465 Arlington Road
Bethesda, MD 20814
&
17429 Hoskinson Road
Poolesville, MD 20837

APPENDIX G EMAILS

From: [Garrett Hennigan](#)
To: [Tsai, Andrew](#)
Cc: [WABA Advocacy](#)
Subject: WABA comments on Capital Crescent Trail Crossing
Date: Tuesday, December 11, 2018 12:41:03 PM
Attachments: [WABA Comments Capital Crescent Trail Crossing Dec 2018.pdf](#)

Andrew,

Please see the attached comments from the Washington Area Bicyclist Association regarding the proposed alternatives for the Little Falls Parkway trail crossing. Do not hesitate to reach out to me if you have any questions.

Thanks for your work on this project,

Garrett

Garrett Hennigan | Community Organizer
Washington Area Bicyclist Association

Office: 202-518-0524 x210

Mobile: 202-656-3078

Email: garrett.hennigan@waba.org

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APPENDIX G EMAILS

From: [Patricia Johnson](#)
To: [Riley, Mike](#)
Cc: [Tsai, Andrew](#); [Frank, Andrew](#)
Subject: Re. Little Falls Parkway "Road Diet" and the Montgomery Parks Department 4.4 million dollar budget cuts.
Date: Friday, April 12, 2019 10:33:58 AM

Dear Mr. Riley: I saw your letter of March 26th with your impassioned plea for 1.7 million dollars in funding to be restored to the Parks Department in light of County Executive Elrich's plan to cut budgets. I understand your concerns. Our parks are so important to the county. Green space is imperative for the general health and well being of the residents. You called for your constituents to speak up on behalf of parks this week. A 4.4 million dollar budget cut is serious and a necessary result created by the extreme overall county deficit.

I do understand your consternation at the amount of reduction in services that these 4.4 million dollar cuts will effect. That is why I am questioning the wisdom of your department experts in their insistence of continuing the "road diet" on Little Falls Parkway between River Road and Arlington Road. Members of the communities that surround the area affected by the "road diet" have met with you on numerous occasions and asked that the Parkway be opened again. We asked that all constituents that use the Capital Crescent Trail and the Parkway, stop at the light at Arlington Road and cross at that intersection safely. I was at a meeting at the Parks Department in February with members of the Citizens Coordination Committee on Friendship Heights and we asked that the crossing be moved to the Arlington Light. That solution is cost effective and safe. I think it should be seriously considered in light of your now severe budget restraints. Why insist on spending money on this small block of parkway and creating more "parks" when this area is not a destination and the surrounding neighborhoods have respectfully asked that the original road be restored? The Capital Crescent Trail Board has also met with you to echo the same request.

A safe crossing can easily be handled at the Arlington Road light. The narrowing of the parkway as it exists now is dangerous and confusing to both drivers, bikers and walkers. The Capital Crescent Trail is a recreational trail. It is used by 4 walkers to every biker. The narrowing of this parkway and building out of unnecessary parkland when your department needs "1.7 million in funding restored in order to maintain the park systems and improve existing operations and programs" just doesn't make sense. To reiterate, the surrounding neighborhoods want the Parkway restored which will be the least costly solution to this unsightly and trafficked dilemma. The community on Hillandale Road (Kenwood Station) has taken a terrific traffic cut-through hit because of the "road diet". Also, in anticipation of the development that is coming to downtown Bethesda and the Westwood Shopping Center, opening the parkway will help with essential traffic flow. Montgomery County Parks solution to this problem is not fair and fiscally is not prudent when so many other park areas are in need of restoration and improvement. You list in your letter the "backlog of failing plumbing, electrical and other essential systems in aging facilities". It seems that these problems are far more important than building a new "park" that goes nowhere, can't be used by anyone and is not wanted by so many. I have also attached a photo of the traffic backup at 5pm on Little Falls Parkway from River Road to Massachusetts Avenue at rush hour. That stretch of road is narrowed to one lane.

Sincerely,

Patricia Johnson
5301 Oakland Road

APPENDIX G EMAILS

Chevy Chase, Md. 20815

