DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

June 11, 2019

Ms. Amy Lindsey, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RE: Preliminary Plan & Design Exception Letter
Preliminary Plan No. 120190080
Lauraner Knowles Estate
REVISED LETTER

Dear Ms. Lindsey:

This letter **supersedes** the previous letter dated May 20, 2019. We have completed our review of the design exception waiver dated April 16, 2019 and the revised preliminary plan dated May 09, 2019 (Revision Date) and reviewed by the Development Review Committee at its November 20, 2018 meeting. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

Design Exception Waiver:

1. **Modify the MCDOT Business District Street (MC-2005.02) Road Section for Summit Avenue:**

   Applicant's request:

   The typical section for the MC-2005.02 standard requires a 70-foot right-of-way. The applicant is proposing a right-of-way cross-section along Summit Avenue adjacent to the proposed

development measures 75-feet. Although the 75-feet right-of-way exceeds the 70-foot standard, this includes an 18-foot existing section of sidewalk, tree box, and buffer space along the west side of Summit Avenue, across from the proposed development. The presence of this 18-foot existing space running along the Kaiser Permanente property does not allow for adequate space to install the remaining travel lanes, parking lanes, sidewalk, and future planned bike facilities per the MC 2005.02 standard. Additionally, the proposed 75-foot cross-section ties into existing and planned roadway sections both north and south of the 10509 Summit Avenue development.
The existing cross-section along Summit Avenue consists of a northbound travel lane, a southbound left turning lane, a southbound thru/right turning lane, and a parking lane along southbound Summit Avenue. The presence of the southbound left turning lane makes it difficult to accommodate all portions of the roadway section without encroaching upon the existing 18-foot space along the west side of Summit Avenue. The design included two (2) roadway sections—one north of the proposed driveway and one southbound of the driveway to tie into the intersection of Summit Avenue and Knowles Avenue. The interim roadway profile can be constructed with the 10509 Summit Avenue project plan, preserves the western curb line on Summit Avenue while still providing 8-foot on-street parking lanes, 11-foot travel lanes, sidewalks, and tree boxes.
The interim roadway section (75-ft) included the following:

A. North of the proposed driveway (west to east):
    - Existing One-foot & Ten-inches (1ft-10 in) Buffer from the property line.
    - Existing Four-foot & Six-inches (4 ft- 6 in) Sidewalk
    - Existing Eleven-foot & Eight inches (11 ft- 8 in) Tree Box
    - Existing Eight-foot (8-ft) Parking
    - Eleven-foot (11-ft) Travel Lane
    - Nine-foot (9-ft) Median
    - Eleven-foot (11-ft) Travel Lane
    - Eight-foot (8-ft) Parking
    - Five-foot (5-ft) Tree Box
    - Five-foot (5-ft) Sidewalk

B. South of the proposed driveway (west to east):
   - Existing One-foot & Ten-inches (1ft-10 in) Buffer from the property line.
   - Existing Four-foot & Six-inches (4 ft- 6 in) Sidewalk
   - Existing Eleven-foot & Eight inches (11 ft- 8 in) Tree Box
   - Existing Eight-foot (8-ft) Parking
   - Thirteen-foot (13-ft) Travel Lane
   - Eleven-foot (11-ft) Travel Lane
   - Eleven-foot (11-ft) Travel Lane
   - Seven-foot (7-ft) Tree Box

MCDOT Response:

Per the Kensington Sector Plan: Summit Avenue (B-2) is classified as a Business District Street-MC-2005.02 with a minimum 70-ft right-of-way with two (2) travel lanes. The travel lanes are through lanes and does not include turning, acceleration, deceleration or other auxiliary lanes. The memorandum to the County Council from Mr. Glen Orlin dated November 21, 2018 (Attachment # 1) recommends a minimum right-of-way of 80-ft for Summit Avenue along the subject property frontage.

MCDOT supports the memorandum to the County Council from Mr. Glen Orlin dated November 21, 2018 and recommends an 80-ft right-of-way for the following reasons:

I. To incorporate an 8-ft wide two-way separated bike lane on the west side of Summit Avenue in the ultimate condition.

II. To maintain the existing left turn lane on Summit Avenue at Knowles Avenue.

III. To maintain an 8-ft parking, 7-foot sidewalk, a minimum 5-ft lawn panel and a 2-ft maintenance strip along the Summit Avenue subject property frontage per the Business District standard MC-2005.02. The width of the proposed sidewalk along the subject site frontage is not consistent with the standard detail (MC-2005.02) as shown in the plans.

IV. The proposed Stormwater management structures as shown in plans does not have a two-foot setback from the ROW in order for the sidewalk to be maintained by the County.

We **do not agree** with the applicants request for a 75-foot Summit Avenue Section. The 75-foot section does not include the 2-foot buffer for maintenance, a 7-foot sidewalk along the frontage (north of the proposed driveway) per the Business District Standard.

We **recommend an 80-foot right** of Summit Avenue along the subject property frontage. The interim roadway section (80-ft) which shall be built by the applicant shall include the following:

A. North of the proposed driveway (west to east): 80-foot right-of-way
   - Existing One-foot & Ten-inches (1ft-10 in) Buffer from the property line.
   - Existing Four-foot & Six-inches (4 ft- 6 in) Sidewalk
   - Existing Eleven-foot & Eight inches (11 ft- 8 in) Lawn panel
   - Restripe existing Eight-foot (8-ft) Parking
   - Restripe Eleven-foot (11-ft) Travel Lane
   - Restripe Ten-foot (10-ft) pavement area as non-travel lane.
   - Restripe Eleven-foot (11-ft) Travel Lane
   - Proposed Eight-foot (8-ft) Parking
   - Proposed Five-foot (5-ft) Lawn panel including curb and gutter
   - Proposed Seven-foot (7-ft) Sidewalk
   - Proposed Two-foot (2-ft) Maintenance Buffer between sidewalk and property line.

B. South of the proposed driveway (west to east): 80-foot right-of-way
   - Existing One-foot & Ten-inches (1ft-10 in) Buffer from the property line.
   - Existing Four-foot & Six-inches (4 ft- 6 in) Sidewalk
   - Existing Eleven-foot & Eight inches (11 ft- 8 in) Lawn panel
   - Restripe existing Eight-foot (8-ft) Parking
   - Restripe Eleven-foot (11-ft) Travel Lane
   - Restripe Eleven-foot (10-ft) Left Turn Lane
   - Restripe Eleven-foot (11-ft) Travel Lane
   - Proposed Thirteen-foot (13-ft) Lawn panel including curb and gutter
   - Proposed Seven-foot (7-ft) Sidewalk
   - Proposed Two-foot (2-ft) Maintenance Buffer between sidewalk and property line.

Significant Preliminary Pan Comments:

1. The proposed internal roadway is labeled as "Private Street". If the internal roadway is private street the following is required:
    a) The applicant should provide a justification for the proposed private streets per Chapter 50- Section 4.3(E)(4).
    b) The applicant shall need a waiver for intersection spacing from the Planning Board if the proposed entrance is a classified as a Street per Chapter 50-Section 4.3(E)(2)(f)(ii).

2. The proposed Stormwater management structures on Summit Avenue as shown in plans does not have a two-foot setback from the ROW in order for the sidewalk to be maintained by the County. The two-foot buffer/maintenance strip should be within the right-of-way.
3. No steps, stoops, retaining walls or private stormwater management facilities are allowed in the County ROW.
4. Signing and marking as shown on the preliminary plan is for illustrative purposes. The applicant will need to submit a signing and marking plan at the permit stage and receive approval from MCDOT.
5. A 4-foot infrastructure easement needed for all private roads.
6. As described in the MCDOT Response of the Design Exception Waiver in this letter, we recommend a minimum right-of-way of 80-foot along Summit Avenue. The applicant shall dedicate right-of-way along Summit Avenue frontage to accommodate the ultimate 80-ft roadway section.
7. Before the approval of the certified preliminary plan we recommend that the applicant revise the Summit Avenue roadway cross section and the plans to reflect the following:
    C. North of the proposed driveway (west to east): 80-foot right-of-way
        - Existing One-foot & Ten-inches (1ft-10 in) Buffer from the property line.
        - Existing Four-foot & Six-inches (4 ft- 6 in) Sidewalk
        - Existing Eleven-foot & Eight inches (11 ft- 8 in) Lawn panel
        - Restripe existing Eight-foot (8-ft) Parking
        - Restripe Eleven-foot (11-ft) Travel Lane
        - Restripe Ten-foot (10-ft) pavement area as non-travel lane.

- Restripe Eleven-foot (11-ft) Travel Lane
- Proposed Eight-foot (8-ft) Parking
- Proposed Five-foot (5-ft) Lawn panel including curb and gutter
- Proposed Seven-foot (7-ft) Sidewalk
- Proposed Two-foot (2-ft) Maintenance Buffer between sidewalk and property line.

D. South of the proposed driveway (west to east): 80-foot right-of-way

- Existing One-foot & Ten-inches (1ft-10 in) Buffer from the property line.
- Existing Four-foot & Six-inches (4 ft- 6 in) Sidewalk
- Existing Eleven-foot & Eight inches (11 ft- 8 in) Lawn panel
- Restripe existing Eight-foot (8-ft) Parking
- Restripe Eleven-foot (11-ft) Travel Lane
- Restripe Eleven-foot (10-ft) Left Turn Lane
- Restripe Eleven-foot (11-ft) Travel Lane
- Proposed Thirteen-foot (13-ft) Lawn panel including curb and gutter
- Proposed Seven-foot (7-ft) Sidewalk
- Proposed Two-foot (2-ft) Maintenance Buffer between sidewalk and property line.

8. The proposed entrance location is less than 100-feet from the intersection of Summit Avenue and Knowles Avenue. We **approve** the location of the proposed driveway on Summit Avenue based on the Summit Avenue Access Evaluation dated January 24, 2019 and Summit Avenue/Knowles Avenue Intersection Analysis dated February 13, 2019 submitted by Gorove and Slade. The studies showed that there were no traffic operational and safety concerns at the intersection of Summit Avenue and Knowles Avenue by locating the proposed driveway entrance as shown on the plans.
9. No permanent structures are allowed in the public right-of-way.
10. Show 10-PUE along all street frontages.
11. The applicant must participate in a pro-rata basis towards the construction of a master planned two-way, separated bike lane along the west side of Summit Avenue (opposite side of the subject property). The applicant must provide an engineer's estimate for the separate bike lanes along the west side of Summit Avenue that will include 40% contingency and be approved by MCDOT

prior to the issuance of the right-of-way permit. The cost shall include, but not be limited to, repaving, restriping, flex posts, signing and other related improvements for the separated bike lanes. The payment must be made prior to the issuance of the first Use and Occupancy permit. If the County has already completed the project, or decides not to implement the project, the applicant will continue to make the payment prior to issuance of the first use and occupancy permit. This payment will be used to fund other bicycle infrastructure improvements in the area. We **defer** to Planning Board for a final decision.

12. The applicant shall provide an American with Disabilities Act (ADA) compliant, 5-ft X 8-ft concrete pad at the bus stop located on Knowles Avenue and a lead walk connection to the proposed sidewalk. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate the improvements to the RideOn bus stop located on your site's Fenton Street frontage. Mr. Miller may be contacted at 240 777-5836 or at Wayne.Miller2@montgomerycountymd.gov.
13. **Storm Drain Analysis: INCOMPLETE**
    a) The portion of the site draining to Summit Avenue or any storm drain/inlet relocations along Summit Avenue shall be approved by MCDOT. **At permit stage**, submit storm drain and/or flood plain studies with computations to Department of Permitting Services (DPS) for review and approval. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis. The DPS may require improvements to the existing public storm drain system based on the review of the storm drain report.

    Note: ESD cannot be used to determine the runoff coefficient for storm drain analysis.

    b) The portion of the site draining to Knowles Avenue (MD 547) or any storm drain/inlet relocations along Knowles Avenue (MD 547) shall be approved by Maryland State Highway Administration (MDSHA).

Standard Plan Review Comments

14. **Sight Distance:** The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form (Attachment # 2) is enclosed for your information and reference.
15. Access and improvements along and Knowles Avenue (MD 547) as required by the Maryland State Highway Administration (MDSHA).
16. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
17. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
18. Permit and bond will be required as a prerequisite to MCDPS approval of the record plat. The permit will include, but not necessarily be limited to, the following improvements:
    a. Handicap ramps, curb & gutter, pavement restriping, sidewalk, lawn panel, storm drainage and appurtenances and street trees along Summit Avenue. The Summit Avenue roadway section shall be per Comment # 7 of the Significant Preliminary Plan Comments.
    b. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
    c. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
    d. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by MCDPS and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by MCDPS.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Engineer for this project at deepak.somarajan@montgomerycountymd.gov or at (240) 777-2194.

Sincerely,

Deepak Somarajan, Engineer III
Development Review Team
Office to Transportation Policy

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Enclosures: (2)

1. Attachment # 1: Memorandum
2. Attachment # 2: Sight Distance

cc: Letters notebook

cc-e:	Tom Brault	Owner
	Scott Wallace	Linowes and Blocher, LLP
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Mark Terry	MCDOT DTEO
	Devang Dave	MCDOT DTEO
	John Thomas	MCDOT DTE
	Wayne Miller	MCDOT DTS
	Rebecca Torma	MCDOT OTP

ATTACHMENT #1

AGENDA ITEM #9
November 27, 2018
Action

MEMORANDUM

November 21, 2018

TO: County Council

FROM: Glenn Orlin, Deputy Director

SUBJECT: Bicycle Master Plan

PURPOSE: Action

Attached is a draft adoption resolution on ©1-36 that reflects the changes approved by the Council to the Planning Board's Final Draft Plan on October 16, 2018. At that worksession there were two unresolved issues that required more evaluation:

Bikeways in Hillandale. Councilmember Hucker recommended two additional bikeways be considered for inclusion in the plan. Subsequently his staff conferred with representatives of the Hillandale Citizens Association, and as a result he is now recommending the bikeways described on ©37 and shown in the map on ©38. Essentially these bikeways would provide a better walk/bike connection from the Cresthaven neighborhood to the Hillandale commercial area. To incorporate these bikeways the resolution should be amended as follows:

Page 178: Insert the following:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Naglee Road	Rodney Road	New Hampshire Avenue	Neighborhood Greenway	White Oak	0.3

Page 179: Insert the following:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Rodney Road - Royal Road Connector	Rodney Road	Royal Road	Off-Street Trail	White Oak	0.1

Page 373: Insert the following:

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Naglee Road	Rodney Road	New Hampshire Avenue	Shared Road	Neighborhood Greenway

Page 374: Insert the following:

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Rodney-Royal Road Connector	Rodney Road	Royal Road	Trail	Off-Street Trail

Knowles and Summit Avenues in Kensington. The Mayor and Council of the Town of Kensington requested additional time to review proposed planned bikeways along Knowles and Summit Avenues within the Town boundary. On November 5 they heard a presentation from Planning staff and subsequently transmitted the Town's positions in a letter to the Council President (©39-40).

The Final Draft calls for a sidepath along the west (or south) side of Knowles Avenue between the Rock Creek Trail and Connecticut Avenue, continuing as two-way separated bike lanes between Connecticut Avenue and Armory Avenue. At the November 5 meeting Planning staff acknowledged that the portion of the bikeway between Summit and Connecticut Avenues should be separated bikeways, matching the type east of Connecticut Avenue to Armory Avenue. The Mayor and Council agree. To incorporate this change the resolution should be amended as follows:

Page 304: Revise as follows:

BIKEWAY	FROM	TO	FACILITY TYPE	BIKEWAY TYPE
Knowles Avenue (MD 547)	Rock Creek Trail	[Connecticut Avenue] Summit Avenue	Separated Bikeway	Sidepath (West Side)
	[Connecticut Avenue] Summit Avenue	Armory Avenue	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)

The Final Draft calls for two-way separated bike lanes along Summit Avenue between Knowles Avenue and Plyers Mill Road, and north along the planned Summit Avenue Extended between Plyers Mill Road and Connecticut Avenue, both within a 70'-wide right-of-way. The Town is willing to accept this bikeway if on-street parking and a tree panel can be maintained along existing Summit Avenue and the planned Summit Avenue Extended. between Plyers Mill Road and Connecticut Avenue. To do so may require a right-of-way of 80'. To incorporate this change the resolution on ©9 should be amended as follows:

Page 84: Revise as follows:

Street	From	To	Minimum Right-of-Way (Feet)
Summit Avenue Ext.	Plyers Mill Rd	Farragut Ave	[[70']] 80'
Summit Ave	Knowles Ave	Plyers Mill Rd	80'

Council staff recommends approving the adoption resolution on ©1-36 with the revisions noted above.

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Resolution No.: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND

By: County Council

SUBJECT: Approval of Planning Board Draft Bicycle Master Plan

1. On May 7, 2018, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Bicycle Master Plan.

2. The Planning Board Draft Bicycle Master Plan amends the Master Plan of Highways and Transitways within Montgomery County; the General Plan (on Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Rustic Roads Functional Master Plan, as amended; the Preservation of Agricultural and Rural Open Space Functional Master Plan; the Aspen Hill Master Plan; the Bethesda Downtown Sector Plan; the Bethesda-Chevy Chase Master Plan; the Boyds Master Plan; the Burtonsville Commercial Crossroads Neighborhood Plan; the Capitol View and Vicinity Sector Plan; the Chevy Chase Lake Sector Plan; the Clarksburg Master Plan and Hyattstown Special Study Area, as amended; the Cloverly Master Plan; the Countywide Transit Corridors Functional Master Plan; the Damascus Master Plan; the East Silver Spring Master Plan; the Fairland Master Plan; the Forest Glen Sector Plan; the Four Corners Master Plan; the Friendship Heights Sector Plan; the Gaithersburg and Vicinity Master Plan; the Germantown Employment Area Sector Plan; the Germantown Master Plan; the Glenmont Sector Plan; the Great Seneca Science Corridor Master Plan; the Greater Lyttonsville Sector Plan; the Grosvenor Sector Plan; the Grosvenor/Strathmore Metro Area Minor Master Plan; the Intercounty Connector Limited Functional Master Plan Amendment: Bikeways and Interchanges; the Kemp Mill Master Plan, the Kensington Sector Plan; the Town of Kensington and Vicinity Sector Plan; the Kensington/Wheaton Master Plan; the Long Branch Sector Plan; the Montgomery Village Master Plan; the North and West Silver Spring Master Plan; the North Bethesda/Garrett Park Master Plan; the Olney Master Plan; the Potomac Subregion Master Plan; the Rock Spring Master Plan; the Sandy Spring/Ashton Master Plan; the Sandy Spring Rural Village Plan; the Shady Grove Sector Plan; the Silver Spring CBD Sector Plan; the Takoma/Langley Crossroads Sector Plan; the Takoma Park Master Plan; the Twinbrook Sector Plan; the Upper Rock Creek Master Plan; the Westbard Sector Plan; the Wheaton CBD Sector Plan; the White Flint Sector Plan; the White Flint 2 Sector Plan; the White Oak Master Plan; and the White Oak Science Gateway Master Plan.

3. On September 12, 2018, the County Executive transmitted to the County Council his fiscal impact analysis for the Bicycle Master Plan.

4. On July 10, 2018, the County Council held a public hearing regarding the Planning Board Draft Bicycle Master Plan. The Plan was referred to the Transportation, Infrastructure, Energy and Environment Committee for review and recommendation.

5. On September 17, 2018 and October 1, 2018, the Transportation, Infrastructure, Energy and Environment Committee held worksessions to review the issues raised in connection with the Planning Board Draft Bicycle Master Plan.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Bicycle Master Plan, dated May 2018, is approved with revisions. County Council revisions to the Planning Board Draft Bicycle Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. Montgomery County Planning Department staff may make additional, non-substantive revisions to the Master Plan before its adoption by the Maryland-National Capital Park & Planning Commission.

Page 3: Revise the second paragraph as follows: "This plan makes recommendations for a low-stress network of bikeways throughout Montgomery County. These recommendations are intended to help identify opportunities that may arise in the future to install bikeways. The goal of this system is to ensure cyclists of all ages and abilities are comfortable and safe riding to transit stations, employment centers, shops, public facilities and other destinations in Montgomery County."

Page 4: Revise the third bullet as follows: "This plan recommends a framework for establishing a[n extensive] network of low-stress bikeways in Montgomery County. This will create an environment where people of all ages and bicycling abilities feel comfortable and safe riding bicycles to work, shop, transit, public facilities and other destinations in the county. The purpose of proposing an extensive network of bikeways is to identify options for bikeways that should be constructed if possible, to achieve the goal of creating a network that connects people and destinations by bicycle. The Plan does not assume that every proposed bikeway in the master plan will be constructed."

Page 4: Revise the fifth bullet as follows: "After applying the Level of Traffic Stress methodology to Montgomery County's road network, appropriate bikeway recommendations were selected to create a low-stress bicycling network. The 1,100-mile network of bikeways includes [573]580 miles of sidepaths, [172]173 miles of trails, [128]130 miles of bikeable shoulders, [99]93 miles of separated bike lanes and [48]49 miles of neighborhood greenways. More than one-quarter of this network currently exists."

Page 4: Revise the sixth bullet as follows: "The plan uses a data-driven approach to assess the amount of discomfort that people feel when they bicycle close to traffic on roads in the county. Currently, [14]16 percent of potential bicycling trips can be made on a low-stress bicycling network in Montgomery County. This plan aims to increase this measure of low-stress connectivity to [55]50 percent[by 2043]."

Page 5: Revise the last bullet as follows: "The plan is a key element in Montgomery County's Vision Zero Action Plan to eliminate traffic-related [facilities]fatalities and serious injuries by 2030."

Page 10: But these streets largely represent "islands of connectivity" that are separated by arterial roads and environmental features, such that only about [14]16 percent of potential bicycling trips can be made on a comfortable bicycling network today.

Page 17: Revise the second paragraph as follows: "Defining a vision for the Bicycle Master Plan does not simply mean stating the goals on paper. It also lays the foundation for a comprehensive monitoring program, which supports the implementation of the plan by providing an ongoing assessment of how effective Montgomery County is in meeting the plan's goals and objectives over time[the next 25 years]. The components of the Bicycle Master Plan vision are clear and measurable."

Page 21: Revise Objective 1.1 as follows: "[By 2043,]8 percent of commuter trips by Montgomery County residents will be by bicycle, up from [0.6]0.8 percent in [2016]2017."

Page 21: Revise Objective 1.2 as follows: "[By 2043, t]The percentage of people who commute by bicycle to a Montgomery County Transportation Management District (TMD) will be:"

Page 21: Revise Objective 1.2 as follows:

"DATA REQUIREMENT (SOURCE):

- Bicycle mode share during the 7:00 – 8:59 AM period from the commuter surveys conducted by the Montgomery County Department of Transportation Division of Commuter Services.[Number of respondents who bicycle to work by Transportation Management District (requires changes to the existing commuter survey).

- Number of respondents by Transportation Management District (commuter surveys). Number of respondents who bicycle to work by Transportation Management District (requires changes to the existing commuter survey).

Note: Montgomery County Commuter Services will be modifying the annual commuter survey to capture this information. Targets for the objective can be established once the baseline data is available. Note: Montgomery County.]"

Page 22: Revise Objective 1.3 as follows: "[By 2043, t]The percentage of people who access a transit station by bicycle during the AM peak period will be:"

Page 22: Revise Objective 1.4 as follows: "[By 2043, t]The percentage of public school students who bicycle to school will be:"

Page 23: Update infographic to show a 0.8% bicycle mode share in 2017.

Page 25: Revise Objective 2.1 as follows: "[By 2043, 55]50 percent of potential bicycle trips will be able to be made on a low-stress bicycling network."

Page 25: Revise Objective 2.2 as follows: "[By 2043, t]The level of low-stress connectivity to each transit service, defined as the percentage of dwelling units within two miles of each transit station that are connected to the transit station on a low-stress bicycling network, will be:

- 65 percent for Red Line stations, up from [9]10 percent in 2018.
- [55]65 percent for Brunswick Line stations, up from [12]14 percent in 2018.
- 70 percent for Purple Line stations, up from 4 percent in 2018.
- 40 percent for Corridor Cities Transitway stations, up from 0 percent in 2018."

Page 26: Revise Objective 2.3 as follows: "[By 2043, t]The level of very low-stress connectivity to each public school, defined as the percentage of dwelling units within one mile of elementary schools, 1.5 miles of middle schools and 2 miles of high schools that are connected to the school on a very low-stress bicycling network, will be:

- [45]60 percent for elementary schools, up from [39]38 percent in 2018.
- [35]55 percent for middle schools, up from 25 percent in 2018.
- [25]35 percent for high schools, up from [13]12 percent in 2018."

Page 26: Revise Objective 2.4 as follows: "By 2043, the level of low-stress connectivity to public libraries, recreation centers and regional / recreational parks, defined as the percentage of dwelling units within two miles of these public facilities that are connected to the public facility on a low-stress bicycling network, will be:

- [50]55 percent for public libraries, up from 8 percent in 2018.
- [35]40 percent for recreation centers, up from [13]16 percent in 2018.
- 50 percent for regional / recreational parks, up from [27]28 percent in 2018."

Page 27: Revise Objective 2.5 as follows: "[By 2043,]11 Red Line stations, 5 Brunswick Line stations, 7 Purple Line stations and 3 Corridor Cities Transitway stations will have bicycle parking stations in Montgomery County."

Page 27: Revise Objective 2.6 as follows: "[By 2043,]100 percent of Montgomery County public schools will have one short-term bicycle parking space for every 20 students of planned capacity, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition*."

Page 28: Revise Objective 2.7 as follows: "[By 2043,]40 percent of blocks in 19 Bicycle Pedestrian Priority Areas will have the number of short-term bicycle parking spaces required by the zoning code."

Page 28: Revise Objective 2.8 as follows: "[By 2043,]100 percent of Montgomery County public libraries and recreation centers will have one short-term bicycle parking space per 8,000 square feet of floor area, with bicycle parking styles that are acceptable per the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines, 2nd Edition*."

Page 31: Revise Objective 3.1 as follows: "[By 2043, t]The percentage of bicycle trips that can be made on a low-stress bicycling network in US census tracts where the median income is below 60 percent of the county average median income will be the same as or greater than the county overall."

Page 33: Revise Objective 4.1 as follows: "By 2030, eliminate bicycling fatalities and serious injuries, per the Two-Year Vision Zero Action Plan."

Page 37: Revise the first sentence as follows: "Although many trips are short enough to be made by bicycle, most are made by private motor vehicles[2].

Page 37: Revise the third paragraph as follows: "Those who tolerate a low level of traffic stress are more comfortable on residential streets, trails and major highways / arterial roads with bikeways that are separated from traffic. These 'interested but concerned' bicyclists account for about 51 percent of the population[and include children]."

Page 67: Add a double asterisk to "Primary Residential".

Page 71: Revise the title as follows: [Bikeway]Breezeway Network Characteristics.

Page 72: In the "Crossings of Interstates" section replace two instances of "Interstates" with "Freeways".

Page 74: Revise the first paragraph as follows: "Nineteen[fourteen] corridors are proposed for the Breezeway Network, as shown in the map below."

Page 74: Revise the Proposed Breezeway Network map to: 1) include a label for the "White Flint to Rock Spring" Breezeway, and 2) delete the portion of the Veirs Mill Road to White Oak Breezeway to the east of Columbia Pike.

Page 75: Revise the Breezeway Corridors table as follows:

Germantown [Road]Town Center to Montgomery College	Aircraft Drive	Observation Drive	Modern Major Highway
Metropolitan Branch Trail	Silver Spring Transit Center	District of Columbia	Rail Corridor

Page 76: Revise the City of Rockville to Friendship Heights Breezeway description as follows: "The City of Rockville to Friendship Heights Breezeway connects the City of Rockville to [Friendship Heights]the District of Columbia..."

Page 76: Revise the City of Rockville to Wheaton Breezeway description as follows: "The City of Rockville to Wheaton Breezeway connects the City of Rockville to [Wheaton]Georgia Ave on the south side of [the road]Veirs Mill Road."

Page 76: Revise the Clarksburg to City of Gaithersburg Breezeway description as follows: "The Clarksburg to City of Gaithersburg Breezeway connects [Clarksburg]Stringtown Road to the City of Gaithersburg."

Page 76: Revise the Germantown Road Breezeway description as follows:

"Germantown [Road]Town Center to Montgomery College

The Germantown [Road]Town Center to Montgomery College Breezeway connects [Germantown Town Center]Aircraft Drive to [Montgomery College]Observation Drive and consists of sidepaths."

Page 76: Revise the Germantown to Burtonsville Breezeway description as follows: "The Germantown to Burtonsville Breezeway is a trail that extends along an electrical transmission corridor between a utility corridor in Germantown and Prince George's County. Major infrastructure projects include new crossings of these major transportation facilities[roadways]:"

Page 77: Revise the Germantown to Life Sciences Center Breezeway description as follows: "The Germantown to Life Sciences Center Breezeway connects Middlebrook Road[Germantown Town Center] to the City of Rockville[Life Sciences Center]..."

Page 77: Revise the Life Sciences Center to Shady Grove Breezeway Description as follows:

"Life Sciences Center to Shady Grove Metro

The Life Sciences Center to Shady Grove Breezeway connects Key West Avenue[the Life Sciences Center] to [the Shady Grove Metrorail station area]Shady Grove Access Road and consists of a sidepath."

Page 77: Add the Metropolitan Branch Trail Breezeway:

"Metropolitan Branch Trail

The Metropolitan Branch Trail is an off-road shared-use path along a rail corridor that connects Silver Spring to Union Station in the District of Columbia. The trail exists in segments. In Montgomery County, it is programmed for completion as part of the six-year Capital Improvements Program. Major infrastructure projects include:

- A new bridge over Georgia Avenue.
- An underpass beneath Burlington Avenue.
- Pedestrian-scale lighting."

Page 77: Revise the Potomac to Rock Spring Breezeway description as follows: "The Potomac to Rock Spring Breezeway connects Seven Locks Road[Rock Spring] to Old Georgetown Road[Potomac]..."

Page 78: Revise the Veirs Mill Road to White Oak Breezeway description as follows: "The Veirs Mill Road to White Oak Breezeway connects Veirs Mill Road and Columbia Pike[White Oak]..."

Page 78: Revise the Wheaton to Takoma/Langley Breezeway description as follows: "The Wheaton to Takoma/Langley Breezeway connects Veirs Mill Road[Wheaton] to Prince George's County[Takoma/Langley and White Oak]..."

Page 78: Revise the White Flint to Rock Spring Breezeway description as follows: "The White Flint to Rock Spring Breezeway connects Montrose Parkway[White Flint] to Democracy Blvd[Rock Spring]..."

Page 80: Revise the third paragraph as follows: "Overall, the Bicycle Master Plan recommends about 1,100 miles of bikeways, of which slightly more than one-quarter currently exist. The largest category of bikeways comprises sidepaths ([573]580 miles), followed by trails ([172]173 miles), bikeable shoulders ([128]130 miles), separated bike lanes ([99]93 miles) and neighborhood greenways ([48]49 miles). As previously discussed, the network proposed in the plan lays out a set of options to achieve the goals of connecting people and destinations by bicycle.

Page 81: Replace the "Summary of Bikeway Recommendations" table with this table:

CATEGORY	BIKEWAY TYPES	EXISTING	PLANNED	TOTAL
Trails	Off-Street Trails	99	74	173
	Stream Valley Park Trails	28	0	28
	Neighborhood Connectors	11	3	14
Separated Bikeways	Shared Use Paths	121	459	580
	Separated Bike Lanes	2	91	93
Striped Bikeways	Buffered Bike Lanes		7	7
	Conventional Bike Lanes	13	19	32
	Advisory Bike Lanes			0
	Contra-Flow Bike Lanes	1	5	6
Bikeable Shoulders	Bikeable Shoulders		130	130
Shared Roads	Neighborhood Greenways		49	49
	Shared Streets		1	1
	Priority Shared Lane Markings		5	5
Total		274	843	1,117

Page 83: Replace the "Interstate Ramps" section with:

"Freeway Crossings: Freeway ramps present significant safety concerns for crossing pedestrians and bicyclists. Motorists tend to accelerate to freeway speeds on entrance ramps and are often more focused on finding a gap to merge into traffic at exit ramps and less aware of non-motorized users crossing the ramps. To eliminate these impediments and improve the safety of pedestrians and bicyclists, the following design standards and considerations for designing and constructing safe, comfortable, grade-separated crossings are recommended.

New freeways, freeways undergoing major change or stand-alone capital projects will include grade-separated crossings for bisecting road networks. Preferably, these grade-separated crossings will avoid crossing freeway ramps. Grade-separated crossings will:

- Be a minimum of 12 feet wide (2-foot-wide buffer, 8-foot-wide sidepath, 2-foot-wide buffer) between walls and railings where the connecting bikeway is a sidepath and a minimum of 17 feet wide (2-foot-wide buffer, 8-foot-wide striped two-way separated bike lanes, 5-foot-wide sidewalk and 2-foot-wide buffer) where the connecting bikeway is separated bike lanes.
- Strive to make all locations on the crossing visible from both ends of the crossing.
- Avoid sharp-angled turns.
- Include pedestrian-scale lighting.
- Provide intuitive wayfinding.
- Incorporate welcoming public art and aesthetic features.

Freeways that are undergoing minor or nor changes will preferably include traffic signalization to reduce conflicts between motorists and ramp crossers. The goal of signalizing freeway ramps is to minimize conflicts between motor vehicles, bicyclists and pedestrians while maximizing visibility between all modes in constrained right-of-way. Unsignalized treatments with geometric changes are not recommended and should only be considered when overpasses, underpasses and signalized ramps are not feasible.

Montgomery County's Bicycle Facility Design Toolkit (Appendix B) provides additional details on freeway crossing treatments."

Page 84: Add a new subsection within the "Bikeways" subsection of the plan:

"Expansion of Master-Planned Right-of-Way

Master-planned rights-of-way have been assessed to identify areas where additional right-of-way is needed to accommodate the bikeway recommendations in this plan. These locations are identified in the table below.

Master-Planned Right-of-Way

Street	From Location	To Location	Minimum Right-of-Way (Feet)
Aspen Hill Rd	Georgia Ave	Connecticut Ave	90
Blackwell Rd	Darnestown Rd	Great Seneca Hwy	80
Century Blvd	Dorsey Mill Rd	Aircraft Dr	136
Cherry Hill Rd	Columbia Pike (US 29)	Prince George's County Line	90
Connecticut Ave	Georgia Ave	Bel Pre Rd	90
East Ave	Upton Dr	University Blvd (MD 193)	60
Leland St	Wisconsin Ave	46th St	70
Summit Ave Ext	Plyers Mill Rd	Farragut Ave	70

Page 87: In the caption delete the words: "the spaces of"

Page 93: Add the following as a fourth footnote: "4. The bicycle parking requirements for the following transit stations will be identified in the future: Clarksburg Town Center, Comsat Station, Dorsey Mill Station, Cloverleaf Station and Germantown Center."

Page 100: Revise Existing Bicycle-Supportive Program 1.9 as follows: "Justification: The Tier 1 bikeways recommended in the prioritization section of this plan are to be substantially completed in the near term and are focused on substantially implementing networks of separated bike lanes in [seven]11 of the county's Bicycle Pedestrian Priority Areas (Bethesda CBD, Friendship Heights CBD, Life Sciences Center, Long Branch, Lyttonsville, Piney Branch-University, Silver Spring CBD, Takoma / Langley Crossroads, Wheaton CBD, White Flint and White Oak)[within five years of approval of this plan]. The Montgomery County Department of Transportation will need additional funding to hire staff and construct these bikeways within this timeframe."

Page 104: Revise Recommended New Bicycle-Supportive Program 3.3 as follows: Justification: Neighborhood greenways are a cost-effective way to providing low-stress bicycle networks through residential communities. The Tier 1 bikeways recommended in the prioritization section of this plan include neighborhood greenways that feed into [seven]11 Bicycle Pedestrian Priority Areas (Bethesda CBD, Friendship Heights CBD, Life Sciences Center, Long Branch, Lyttonsville, Piney Branch-University, Silver Spring CBD, Takoma / Langley Crossroads, Wheaton CBD, White Flint and White Oak) and are to be substantially completed in the near term[recommended to be completed within five years of approval of this plan]. The Montgomery County Department of Transportation will need additional funding to hire staff and construct these bikeways.

Pages 108 – 109: Update the goals addressed by each program to be consistent with pages 109 to 119.

Page 137: Revise the "Implementation Mechanism" section as follows: "Like other master plans, the bicycling network proposed in the plan is not a capital improvement program. The plan does not require the County to construct all master-planned bikeways, but instead provides options for implementation

and network redundancy, so bikeways can be installed as opportunities arise. Montgomery County's bicycling network will be implemented through a number of mechanisms, including:

- Montgomery Count[r]y Capital Improvements Program
- Montgomery County Planning Board's approval of development
- Public facility projects undertaken by the Montgomery County Department of Transportation, Maryland State Highway Administration, federal government and other agencies"

Page 137: Revise the third bullet as follows: "In determining whether existing space can be repurposed, designers should consider road diets, [and] lane diets and removal of on-street parking. If sufficient space can be repurposed from existing elements in the roadway, the project should begin with more detailed design following the master plan recommendation. As with any transportation project, when removal of on-street parking is under consideration, analysis of the parking needs of local residents, businesses and institutions including an assessment of the adequacy of the remaining or alternative parking to meet these needs must be considered. If sufficient space within the existing right-of-way cannot be repurposed, additional right-of-way may need to be purchased. If neither option is desirable, designers need to consider alternative interim or permanent design solutions. The relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied with implementation of the master plan-recommended or alternative design solutions."

Page 141: In the first paragraph, replace "blue box" with "the sidebar".

Page 142: Add the following paragraph to the end of the "Implementation Through Public Facility Projects" section: "Portions of master-planned Bus Rapid Transit (BRT) corridors are highly constrained, potentially limiting the ability to implement bikeways in the initial phase of construction. In these locations, the provision of appropriate transit and pedestrian infrastructure is the first priority. However, BRT is expected to promote redevelopment in its corridors and is a staging requirement for new development in master plan areas such as White Flint and the Great Seneca Science Corridor. Bikeways in these constrained portions not built initially to their master-planned dimensions would ultimately be built to these dimensions when redevelopment occurs through the development approval process described above or through separate, stand-alone capital projects."

Page 145: Revise the "Eliminating On-Street Parking" bullet as follows: "Depending on parking lane width, removing one on-street parking lane can provide 7 or more feet for separated bike lanes. On-street parking should only be removed after analysis determines that local parking needs are adequately served by remaining or alternative parking."

Page 145: Revise the "Eliminating Travel Lanes" bullet: "If a road has more travel lanes than necessary based on traffic volume, the lanes can be removed to provide space for separated bike lanes. There are other instances with travel lane removal should be considered due to the safety or operational benefits of fewer lanes. However, the relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied."

Page 148: Revise the first paragraph as follows: "The network of bikeways and bicycle parking stations recommended in the Bicycle Master Plan is extensive but as previously discussed is not likely to be fully constructed, partly because of budget limitations and partly because the plan identifies redundant options to ensure that the goal of connectivity can be achieved.[and i]_It is likely to be only partially completed during the [25-year]life of the plan through County capital projects, state highway projects and private development. Such a large network is proposed so that opportunities to implement the preferred bicycling network are not lost when unforeseen circumstances arise. However, it is important to identify bikeway network priorities because funding for implementation is limited."

Page 148: In the third paragraph, teplace the word "can" with "should".

Page 148: Update the Bicycle and Pedestrian Priority Areas map based on current designations.

Page 148: Revise footnote 11 as follows: Montgomery County has designated [31]34 areas as..."

Page 149: Revise the first paragraph as follows: "The figure below shows how the proposed bicycle network would be built out. Currently about [261]266 miles of the recommended bikeway network exists. [Within the 25-year life of this plan, a]An additional [356]380 miles [would be constructed, including bikeways that are currently programmed in the county's capital budget and projects prioritized]are recommended as priorities for construction in one of four tiers. Approximately [44]42 percent of the recommended bikeway network [would be constructed beyond the 25-year life of this plan]is recommended for implementation as opportunities arise rather than as a set of stand-alone projects. For example, these improvements can be incorporated in private development, and state and local road construction, or spot safety improvements where bikeways can be implemented as part of another project."

Page 149: Revise the bikeway mileage as follows: Existing Bikeways: [261]266 miles, Programmed Bikeways: [23]17 miles, Tier 1 Bikeways: [56]91 miles, Tier 2 Bikeways: [59]85 miles, Tier 3 Bikeways: [135]118 miles, Tier 4 Bikeways: [83]69 miles, Future Bikeways: [488]471 miles and Total Bikeways: [1,105]1,117 miles.

Page 149: Revise the second paragraph as follows: "To support implementation of the [meet the aggressive timeframe for implementing]Tier 1 bikeway projects, it is recommended that Montgomery County [will need to]program additional funds for the Bicycle Pedestrian Priority Areas program and create a new Neighborhood Greenway program."

Page 150: Revise the Programmed bikeway mileage from "23 Miles" to "17 Miles".

Page 150: Revise the Programmed Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Gold Mine Rd	James Creek Ct	Chandlee Mill Rd	Sidepath	Olney	0.1
[Goshen Rd]	[Warfield Rd]	[Girard St]	[Sidepath and Conventional Bike Lanes]	[Montgomery Village/Airpark]	[6.0]

Page 151: Revise the Programmed Bikeways map as follows: Update the map to reflect changes to the Programmed Bikeways table.

Page 152: Revise the first paragraph as follows: "Tier 1 projects are recommended to be substantially completed [within five years of] in the near term following approval of the Bicycle Master Plan. These projects include:"

Page 152: Revise the Tier 1 bikeway mileage from "56 Miles" to "91 Miles" and "340 Miles" to "374 Miles".

Page 153: Revise the Tier 1 map as follows: Update the map to reflect changes to the Tier 1 Bikeways table.

Pages 154 – 160: Revise the Tier 1 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Bradley Blvd	Wilson La	Fairfax Rd	Sidepath and Conventional Bike Lanes	Bethesda/Chevy Chase (East)	0.5
City of Rockville to Friendship Heights Breezeway	Old Georgetown Rd	[Wisconsin Ave] Strathmore Ave	Separated Bike Lanes	Bethesda CBD	0.5
Clarksburg to City of Gaithersburg Breezeway	Little Seneca Pkwy	Waters Discovery Ln	Sidepath	Clarksburg	0.7
Falls Rd	Dunster Rd	River Rd	Sidepath (East Side)	Potomac	3.6
Franklin Ave - Arliss St	Franklin Ave	Arliss St	Neighborhood Greenway	Long Branch Sector Plan, Silver Spring/Takoma Park (East)	0.8
Frederick Rd	Snowden Farm Pkwy	Stringtown Rd	Sidepath	Clarksburg Town Center	0.7

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Germantown - Grosvenor Breezeway	Tuckerman La	Westlake Dr	Trail	Off-Street Trail	1.3
Germantown to Life Sciences Center Breezeway	Observation Dr	Century Blvd	Separated Bike Lanes	Germantown East, Germantown West	0.5
Goldsboro Rd	MacArthur Blvd	River Rd	Separated Bike Lanes	Potomac	1.0
Grubb Rd / Lyttonsville Rd	Brookville Rd	Lyttonsville Pl	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.1
Grubb Rd / Lyttonsville Rd	Lyttonsville Pl	East West Hwy	Separated Bike Lanes	Silver Spring/Takoma Park (West)	0.4
Little Seneca Pkwy (North Side)	Observation Dr Ext	Western Terminus	Sidepath	Clarksburg	0.3
Lyttonsville Rd / Michigan Ave	Pennsylvania Ave	Lyttonsville Pl	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.3
McKinley St	Grant St	Old Georgetown Rd (MD 187)	Neighborhood Greenway	Bethesda-Chevy Chase (East)	0.1
Montrose Rd	Seven Locks Rd	I-270	Sidepath	North Bethesda	0.2
Olney to Glenmont Breezeway	Wendy La	Matthew Henson Trail	Neighborhood Greenway	Aspen Hill	0.4
Olney to Glenmont Breezeway	Matthew Henson Trail	Georgia Ave	Neighborhood Greenway	Glenmont, Kensington/Wheaton	1.7
Piedmont Crossing LP Trail	Brown St	Crabbs Branch Way	Off-Street Trail	Derwood	0.1
Porter Rd / Sundale Dr / Washington Ave	Michigan Ave	Grubb Rd	Neighborhood Greenway	Silver Spring/Takoma Park (West)	0.8
Seven Locks Rd	Montrose Rd	Tuckerman La	Sidepath and Bikeable Shoulders	Potomac	2.4
University Blvd	Connecticut Ave	Decatur Ave	Separated Bike Lanes	Kensington/Wheaton	0.2
University Blvd	Decatur Ave	Valley View Ave	Sidepath	Kensington/Wheaton, Wheaton CBD	0.7
University Blvd	Valley View Ave	Veirs Mill Rd	Separated Bike Lanes (South Side)	Kensington/Wheaton, Wheaton CBD	0.3

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Wisconsin Ave (MD 355)	Bradley Blvd (MD 191)	Nottingham St	Sidepath	Bethesda CBD	0.1

Page 162: Revise the first paragraph as follows: "Tier 2 projects[are recommended to be substantially completed within 10 years of approval of the Bicycle Master Plan. These projects include:] include bikeways located in the remaining Bicycle Pedestrian Priority Areas.

[

- Bikeways located in the remaining Bicycle Pedestrian Priority Areas.]"

Page 162: Revise the Tier 2 bikeway mileage from "59 Miles" to "85 Miles" and "399 Miles" to "459 Miles".

Page 163: Revise the Tier 2 map as follows: Update the map to reflect changes to the Tier 2 Bikeways table.

Pages 164 – 170: Revise the Tier 2 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
Arcola Ave	Grandview Ave	Amherst Ave	Sidepath	Kensington/Wheaton	0.3
Bowie Mill Rd	Muncaster Mill Rd	Olney-Laytonsville Rd (MD 108)	Sidepath	Olney, Rural East (East)	3.3
Burtonsville Access Rd	School Access Rd	Old Columbia Pike (MD 198)	Sidepath	Burtonsville Town Center	0.3
Burtonsville to Silver Spring Breezeway	[Tech Rd] Cherry Hill Rd	Stewart La	Sidepath	Fairland/Colesville, White Oak	[1.3]1.8
Burtonsville to Silver Spring Breezeway	Colesville Rd	University Blvd	Neighborhood Greenway	Kensington/Wheaton	0.4
Burtonsville to Silver Spring Breezeway	University Blvd	Franklin Ave	Neighborhood Greenway / Off-Street Trail	Silver Spring/Takoma Park (East)	0.9
Burtonsville to Silver Spring Breezeway	Franklin Ave	Sligo Creek Pkwy	Neighborhood Greenway	Silver Spring/Takoma Park (East)	0.1
Capital View Ave / Metropolitan Ave	Ferndale St	Forest Glen Rd	Sidepath	Kensington/Wheaton	2.6

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
City of Rockville to Wheaton Breezeway	Twinbrook Connector Trail	Glorus Pl	Separated Bike lanes / Sidepath	North Bethesda/Twinbrook, Aspen Hill, Kensington/Wheaton	2.8
College View Dr / Trail	Glorus Pl	Veirs Mill Rd	Neighborhood Greenway	Kensington/Wheaton	0.6
Connecticut Ave (West Side)	Laird Pl	Newdale Rd	Sidepath	Chevy Chase Lake Master Plan	0.1
Connecticut Ave	Jones Bridge Rd	Chevy Chase Lake Dr	Separated Bike Lanes	Chevy Chase Lake Master Plan	0.4
Dale Dr	Woodland Dr	Piney Branch Rd	Sidepath	Silver Spring/Takoma Park (West), Silver Spring/Takoma Park (East)	2.1
[Franklin Ave - Arliss St]	[Franklin Ave]	[Arliss St]	[Neighborhood Greenway]	[Long Branch Sector Plan, Silver Spring/Takoma Park (East)]	[0.8]
[Frederick Rd]	[Snowden Farm Pkwy]	[Stringtown Rd]	[Sidepath]	[Clarksburg Town Center]	[0.7]
Germantown to Grosvenor Breezeway	Utility Corridor #1	Angus Pl	Sidepath and Conventional Bike Lanes	Potomac	0.4
Germantown to Grosvenor Breezeway	Angus Pl	Old Georgetown Rd	Sidepath and Conventional Bike Lanes	North Bethesda, Potomac	1.9
Goshen Rd	Warfield Rd	Girard St	Sidepath and Conventional Bike Lanes	Montgomery Village/Airpark	6.0
[Grubb Rd / Lyttonsville Rd]	[Brookville Rd]	[Lyttonsville Pl]	[Separated Bike Lanes]	[Silver Spring/Takoma Park (West)]	[0.1]
[Grubb Rd / Lyttonsville Rd]	[Lyttonsville Pl]	[East West Hwy]	[Separated Bike Lanes]	[Silver Spring/Takoma Park (West)]	[0.4]
[Lyttonsville Rd / Michigan Ave]	[Pennsylvania Ave]	[Lyttonsville Pl]	[Neighborhood Greenway]	[Silver Spring/Takoma Park (West)]	[0.3]
MacArthur Blvd	Falls Rd	Old Angler's Inn	Bikeable Shoulders	Potomac	1.1
MacArthur Blvd	Old Angler's Inn	I-495	Sidepath and Bikeable Shoulders	Potomac	3.6
[Olney to Glenmont Breezeway]	[Wendy La]	[Matthew Henson Trail]	[Neighborhood Greenway]	[Aspen Hill]	[0.4]

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
[Olney to Glenmont Breezeway]	[Matthew Henson Trail]	[Georgia Ave]	[Neighborhood Greenway]	[Glenmont, Kensington/Wheaton]	[1.7]
Olney-Sandy Spring Rd	Dr. Bird Rd	Brooke Rd	Sidepath	Olney	1.0
[Porter Rd / Sundale Dr / Washington Ave]	[Michigan Ave]	[Grubb Rd]	[Neighborhood Greenway]	[Silver Spring/Takoma Park (West)]	[0.8]
Tuckerman La	Falls Rd	Utility Corridor #1	Sidepath and Conventional Bike Lanes	Potomac	1.5
[University Blvd]	[Connecticut Ave]	[Decatur Ave]	[Separated Bike Lanes]	[Kensington/Wheaton]	[0.2]
[University Blvd]	[Decatur Ave]	[Valley View Ave]	[Sidepath]	[Kensington/Wheaton, Wheaton CBD]	[0.7]

Page 172: Revise the first paragraph as follows: "Tier 3 projects[are recommended to be substantially completed within 20 years of approval of the Bicycle Master Plan. These projects] include:"

Page 172: Revise the Tier 3 bikeway mileage from "135 Miles" to "118 Miles" and "534 Miles" to "577 Miles".

Page 173: Revise the Tier 3 map as follows: Update the map to reflect changes to the Tier 3 Bikeways table.

Pages 174 – 180: Revise the Tier 3 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
[Burtonsville to Silver Spring Breezeway]	[Cherry Hill Rd]	[Tech Rd]	[Sidepath]	[White Oak]	[0.5]
Burtonsville to Silver Spring Breezeway	Southwood Ave	[University Blvd] Lorain Ave	Sidepath[/ Neighborhood Greenway]	Kensington/Wheaton	[0.5]0.1
[Burtonsville to Silver Spring Breezeway]	[University Blvd]	[Franklin Ave]	[Neighborhood Greenway / Off-Street Trail]	[Silver Spring/Takoma Park (East)]	[0.9]
[Burtonsville to Silver Spring Breezeway]	[Caroline Ave]	[Worth Ave]	[Sidepath]	[Silver Spring/Takoma Park (East)]	[0.2]
[Burtonsville to Silver Spring Breezeway]	[Franklin Ave]	[Sligo Creek Pkwy]	[Neighborhood Greenway]	[Silver Spring/Takoma Park (East)]	[0.1]

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
City of Rockville to Wheaton Breezeway	Twinbrook Pkwy	[Aspen Hill Rd]Twinbrook Connector Trail	Sidepath	North Bethesda	[0.5]0.2
[City of Rockville to Wheaton Breezeway]	[Aspen Hill Rd]	[Montrose Pkwy]	[Sidepath]	[Aspen Hill]	[0.9]
[College View Dr / Trail]	[Glorus Pl]	[Veirs Mill Rd]	[Neighborhood Greenway]	[Kensington/Wheaton]	[0.6]
[Germantown to Grosvenor Breezeway]	[Utility Corridor #1]	[Angus Pl]	[Separated Bike Lanes]	[Potomac]	[0.4]
[Germantown to Grosvenor Breezeway]	[Angus Pl]	[Old Georgetown Rd]	[Separated Bike Lanes]	[North Bethesda, Potomac]	[1.9]
[Germantown to Life Sciences Center Breezeway]	[Observation Dr]	[Century Blvd]	[Separated Bike Lanes]	[Germantown East, Germantown West]	[0.5]
[MacArthur Blvd]	[Falls Rd]	[I-495]	[Sidepath and Bikeable Shoulders]	[Potomac]	[4.7]
Montrose Rd	Falls Rd	[Montrose Rd] Seven Locks Rd	Sidepath	North Bethesda	[0.5]0.2
Montrose Rd	I-270	Montrose Rd	Sidepath	North Bethesda	0.1
[Olney-Sandy Spring Rd]	[Dr. Bird Rd]	[Brooke Rd]	[Sidepath]	[Olney]	[1.0]
[Seven Locks Rd]	[Montrose Rd]	[Tuckerman La]	[Sidepath and Bikeable Shoulders]	[Potomac]	[2.4]
Summit Ave[/ Cedar La]	Knowles Ave	[Rock Creek Trail] Cedar La	Sidepath	Kensington/Wheaton	[1.3]0.3
Summit Ave	Summit Ave	Rock Creek Trail	Separated Bike Lanes	Kensington/Wheaton	1.0

Page 182: Revise the first paragraph as follows: "Tier 4 projects[are recommended to be substantially completed within 25 years of approval of the Bicycle Master Plan. These projects] include:

- All remaining bikeways that are recommended for completion within the [25-year]life of the plan.
- Several heavily-used recreational bicycling routes."

Page 182: Revise the Tier 4 bikeway mileage from "83 Miles" to "69 Miles" and "617 Miles" to "646 Miles".

Page 183: Revise the Tier 4 map as follows: Update the map to reflect changes to the Tier 4 Bikeways table.

Pages 184 – 188: Revise the Tier 4 Bikeways table as follows:

STREET	FROM	TO	BIKEWAY	POLICY AREA	LENGTH (MI)
[Bowie Mill Rd]	[Muncaster Mill Rd]	[Cashell Rd]	[Sidepath]	[Olney, Rural East (East)]	[2.4]
Bradley Blvd	[Wilson La]Glenbrook Rd	Fairfax Rd	Sidepath and Conventional Bike Lanes	Bethesda/Chevy Chase (East)	[0.6]0.1
Burtonsville to Silver Spring Breezeway	Briggs Chaney Rd	[Tech Rd] Cherry Hill Rd	Sidepath	Fairland/Colesville	[1.7]0.5
City of Rockville to Wheaton Breezeway	[Montrose Pkwy] Glorus Pl	College View Dr	Separated Bike Lanes / Sidepath	Kensington/Wheaton	[2.3]0.7
[Clarksburg to City of Gaithersburg Breezeway]	[Little Seneca Pkwy]	[Dorsey Mill Rd]	[Sidepath]	[Clarksburg]	[0.9]
[Connecticut Ave (West Side)]	[Laird Pl]	[Newdale Rd]	[Sidepath]	[Chevy Chase Lake Master Plan]	[0.1]
[Connecticut Ave]	[Manor Rd]	[Chevy Chase Lake Dr]	[Separated Bike Lanes]	[Chevy Chase Lake Master Plan]	[0.2]
[Falls Rd]	[Dunster Rd]	[River Rd]	[Sidepath (East Side)]	[Potomac]	[3.6]
[Little Seneca Pkwy (North Side)]	[Observation Dr Ext]	[Frederick Rd]	[Sidepath]	[Clarksburg]	[0.3]

Page 190: Change the number of long-term bicycle parking spaces as the Silver Spring Library from "20" to "40".

Page 192: Revise the "Prioritization of Bicycle-Supportive Programs" table as follows:

PROGRAM	[TARGET]RECOMMENDED TIMEFRAME
1.9 Bicycle Pedestrian Priority Areas	[Immediately]Short Term
2.1 Bikeways Program – Minor Projects	[Immediately]Short Term
2.2 Roadway and Bikeway Related Maintenance	[Three years after plan approval]Medium Term
2.3 Snow Removal / Wind / Rain Storms	[Three years after plan approval]Medium Term

2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement	[Three years after plan approval]Medium Term
3.1 BikeMontgomery Outreach Program	[Three years after plan approval]Medium Term
3.2 Bicycle Master Plan Monitoring Report	Ongoing
3.3 Neighborhood Greenway Program	[Immediately]Short Term
3.4 Bicycle Parking Program	[Two years after plan approval]Short Term
3.5 Public School Bicycle Education	[Three years after plan approval]Medium Term
3.6 Bicycle Facility Education	[Immediately]Short Term
3.7 Bicycle Count Program	[One year after plan approval]Short Term
3.8 Countywide Wayfinding Plan	[Three years after plan approval]Medium Term

Pages 193-194: Revise the "Prioritization of Bicycle-Supportive Laws, Regulations and Policies" table as follows:

LAW, REGULATION AND POLICY	[TARGET COMPLETION]RECOMMENDED TIMEFRAME
ROADWAY LAWS AND POLICIES	
2.1 Authorize Lower Posted Speed Limits	Ongoing
2.2 Repeal the Mandatory Use Law	Ongoing
2.3 Conduct a "Rules of the Road" Assessment	[Two years after plan approval]Short Term
2.4 Replace the State's Marked Bike Lane Policy	Ongoing
2.5 Develop a County Policy on E-Bikes	[Two years after plan approval]Short Term
DESIGN STANDARDS AND PRACTICES	
2.6 Establish Level of Traffic Stress Targets	[One year after plan approval]Short Term
2.7 Update Context Sensitive Road Design Standards	11/1/2019 (Per Vision Zero Action Plan)
2.8 Review all Designed Projects Against Best Practices	[One year after plan approval]Short Term
2.9 Make Separated Bikeways the Preferred Bikeway Facility Type	[One year after plan approval]Short Term
2.10 Extending Separated Bike Lanes Through Intersections	[One year after plan approval]Short Term
2.11 Consolidate Driveways along Master-Planned Bikeways	[Two years after plan approval]Short Term
2.12 Develop a Shared Lane Marking Policy	[Two years after plan approval]Short Term
2.13 Develop Bicycle Parking Standards for County Facilities	[One year after plan approval]Short Term

2.14 Reassess Road Code Urban Area Boundaries	[One year after plan approval]Short Term
2.15 Establish Standards for Trail Crossings at Major Roads	[One year after plan approval]Short Term
MAINTENANCE	
2.16 Develop Protocols for Bicycle Facility Closures and Detours	[Two years after plan approval]Short Term
OTHER	
2.17 School Site Selection	[Two years after plan approval]Short Term
2.18 Enable Traffic Calming and Access Restrictions on Neighborhood Greenways	[Immediately]Short Term
2.19 Update the Zoning Code	[One year after plan approval]Short Term
2.20 Revise the Bicycle to School Policy	[Two years after plan approval]Short Term
2.21 Abandonments	[Two years after plan approval]Short Term
2.22 Loading Zones	[Two years after plan approval]Short Term

Pages 198 – 199: Update the table as follows:

1.1	Percentage of residents who commute by bicycle.	0.75% (2017)	0.75% (2017)	1%	3%	4%	6%	8%	12%
1.2	Bicycling Rates to Transportation Management Districts – Bethesda	0.7%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	Friendship Heights	1.4%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	North Bethesda	1.0%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	Shady Grove	1.5%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	Silver Spring	1.4%	TBD	TBD	TBD	TBD	TBD	TBD	TBD
	White Oak	N/A	TBD	TBD	TBD	TBD	TBD	TBD	TBD
2.1	Countywide Connectivity	16%	N/A	20%	30%	40%	50%	50%	80%
2.2	Connectivity to Transit Stations – Red Line	10%	15%	20%	35%	55%	60%	65%	80%
	Brunswick Line	14%	25%	30%	35%	60%	60%	65%	80%
	Purple Line	4%	10%	20%	30%	60%	70%	70%	75%

		Corridor Cities Transitway	0%	0%	0%	35%	40%	40%	40%	75%
2.3	Connectivity to Public Schools	Elementary Schools	38%	40%	40%	40%	45%	45%	45%	60%
		Middle Schools	25%	25%	25%	30%	30%	35%	35%	55%
		High Schools	12%	15%	15%	15%	20%	20%	25%	35%
2.4	Connectivity to Public Facilities	Public Libraries	8%	10%	15%	20%	40%	50%	55%	85%
		Recreation Centers	16%	15%	20%	25%	30%	35%	40%	70%
		Recreational and Regional Parks	28%	30%	30%	30%	35%	45%	50%	75%
3.1	Connectivity to Low Income Areas		57%	N/A	70%	80%	85%	85%	85%	85%
4.1	The number of bicycling fatalities and serious injuries per year.		12 (2017)	0 by 2030 (per Vision Zero Action Plan)						

Pages 201 – 228: Delete the section entitled "Outreach".

Page 232: Revise the Aspen Hill map as follows: 1) Delete the dashed orange line on the west side of Connecticut Ave between Bel Pre Road and Grand Pre Road, and 2) Add the Potomac to Veirs Mill Road Breezeway designation on Montrose Parkway.

Pages 233 – 236: Modify the Aspen Hill table as follows:

NORBECK RD (MD 28) SOUTH BIKEWAY				
Norbeck Rd (MD 28)	Bauer Dr	[Norbeck Rd Access Road]400' west of Nadine Dr	Separated Bikeway	Sidepath (South Side)
CONNECTICUT AVE (MD 185) WEST BIKEWAY				
Connecticut Ave[(MD 185)]	Grand Pre Rd	Georgia Ave (MD 97)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
ADDITIONAL RECOMMENDATIONS				
Bonifant Rd	Layhill Rd (MD 182)	Intercounty Connector Trail	Separated Bikeway	Sidepath [(South Side)](Side TBD)
	[Intercounty Connector Trail]	[Pebblestone Dr]	[Separated Bikeway]	[Sidepath (South Side)]

Page 238: Revise the Bethesda CBD map as follows: 1) Add a dashed orange line on the east side of Wisconsin Ave from Bradley Blvd to Nottingham Dr, and 2) Change color of the Norfolk Avenue bikeway between Rugby Avenue and Woodmont Avenue to red.

Pages 239 – 240: Revise the Bethesda CBD table as follows:

CITY OF ROCKVILLE TO FRIENDSHIP HEIGHTS BREEZEWAY				
Battery La	Bethesda Trolley Trail	[Wisconsin Ave (MD 355)] Woodmont Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
Woodmont Ave	Battery La	[Wisconsin Ave (MD 355)] Strathmore Ave	Separated Bikeway	Separated Bike Lanes*
Strathmore St	Woodmont Ave	Bradley Blvd (MD 191)	Shared Road	Priority Shared Lanes
Bradley Blvd	Strathmore St	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
CAPITAL CRESCENT TRAIL TO BRADLEY LA NEIGHBORHOOD GREENWAY				
46th St	Elm St	Walsh St	Shared Road	Neighborhood Greenway
Walsh St	46th St	West Ave	Shared Road	Neighborhood Greenway
West Ave	Walsh St	Bradley La	Shared Road	Neighborhood Greenway
ADDITIONAL RECOMMENDATIONS				
[46th St]	[Elm St]	[Walsh St]	[Shared Road]	[Neighborhood Greenway]
Battery La	Old Georgetown Rd (MD 187)	[Wisconsin Ave (MD 355)] Bethesda Trolley Trail	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Battery La	Woodmont Ave	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes (Two-Way, Side TBD)
Bradley Blvd (MD 191)	Fairfax Rd	[Wisconsin Ave (MD 355)] Strathmore St	Separated Bikeway	Separated Bike Lanes (Two-Way, North Side)
[Strathmore St (MD 547)]	[Woodmont Ave]	[Bradley Blvd (MD 191)]	[Shared Road]	[Priority Shared Lanes]
[Walsh St]	[46th St]	[West Ave]	[Shared Road]	[Neighborhood Greenway]
[West Ave]	[Walsh St]	[Bradley La]	[Shared Road]	[Neighborhood Greenway]
Wisconsin	Bradley Blvd	Nottingham Dr	Separated	Sidepath (West

Ave (MD 355)	(MD 191)		Bikeway	Side)
Woodmont Ave	Strathmore St	Wisconsin Ave (MD 355)	Separated Bikeway	Separated Bike Lanes*

Page 242: Revise the Bethesda – Chevy Chase (East) map as follows: 1) Add a dashed red line on McKinley St between Grant St and Old Georgetown Rd, 2) Add a dashed orange line on Old Georgetown Rd from Southwick St to McKinley St, 3) Change the color of the Kensington Pkwy bikeway to orange, and 4) Remove the neighborhood greenway between Connecticut Ave and Brookeville Road in Chevy Chase Section 5.

Pages 243 – 247: Revise the Bethesda-Chevy Chase (East) table as follows:

CAPITAL CRESCENT TRAIL TO BRADLEY LA NEIGHBORHOOD GREENWAY				
[Woodbine St]	[Brookeville Rd]	[Beach Dr]	[Shared Road]	[Neighborhood Greenway]
[Woodbine St]	[Glendale Rd]	[Beach Dr]	[Shared Road]	[Neighborhood Greenway]
FERNWOOD – BATTERY LA NEIGHBORHOOD GREENWAY				
Sonoma Rd	Hempstead Ave	Grant St	Shared Road	Neighborhood Greenway
ADDITIONAL RECOMMENDATIONS				
Brookeville Rd (MD 186)	Woodbine St	[Western Ave] District of Columbia	Shared Road	Priority Shared Lane Markings
Glenbrook Rd	Bradley Blvd (MD 191)	Little Falls Pkwy	Separated Bikeway	Separated Bike Lane (One-Way, Northbound)
McKinley St	Grant St	Old Georgetown Rd (MD 187)	Shared Road	Neighborhood Greenway
Nevada Ave	East Melrose St	[Western Ave] District of Columbia	Shared Road	Neighborhood Greenway
Old Georgetown Rd (MD 187)	Greentree Rd	[Southwick] McKinley St	Separated Bikeway	Sidepath (West Side)
[Old Georgetown Rd (MD 187)]	[Lincoln St]	[McKinley St]	[Separated Bikeway]	[Sidepath (West Side)]
[Sonoma Rd]	[Hempstead Ave]	[Grant St]	[Shared Road]	[Neighborhood Greenway]
Woodbine St	Brookeville Rd (MD 586)	Beach Dr	Shared Road	Neighborhood Greenway

Pages 249 – 250: Revise the Bethesda-Chevy Chase (West) table as follows:

ADDITIONAL RECOMMENDATIONS				
Fernwood Rd	I-495	Bradley Blvd (MD 191)	Separated Bikeway	Sidepath [(East Side)](Side TBD)

Page 256: Revise the Clarksburg map as follows: 1) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way, and 2) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way.

Page 257: Revise the Clarksburg Insert map as follows: 1) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way, 2) Add a solid blue line on Clarksburg Rd between Gateway Center Dr and Dowitcher Way, and 3) Modify the bikeways in Black Hills Regional Park to match those in the Clarksburg map.

Pages 258 – 259: Revise the Clarksburg table as follows:

ADDITIONAL RECOMMENDATIONS				
Clarksburg Rd	Gateway Center Dr	Dowitcher Way	Separated Bikeway	Sidepath (East Side) and Conventional Bike Lanes
Clarksburg Rd	[Gateway Center Dr] Dowitcher Way	West Old Baltimore Rd	Separated Bikeway	Sidepath (East Side)
Observation Dr	Stringtown Rd	[Roberts Tavern Dr] Little Seneca Creek	Separated Bikeway	Sidepath [(Both Sides)] Opposite Side from Breezeway

Page 260: Revise the Clarksburg Town Center map as follows: Add existing striped bikeway on Stringtown Rd between Snowden Farm Pkwy and Gateway Center Dr.

Page 261: Revise the Clarksburg Town Center table as follows:

Stringtown Rd	Snowden Farm Pkwy	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (Both Sides)
Stringtown Rd	[Snowden Farm Pkwy] Frederick Rd (MD 355)	Gateway Center Dr	Separated Bikeway and Striped Bikeway	Sidepath (Both Sides) and Conventional Bike Lanes

Page 262: Revise the Cloverly map as follows: 1) Label the Matthew Henson Trail Extension west of Notley Rd, 2) Remove the Breezeway designation from the Matthew Henson Trail Extension, and 3) Add

the Breezeway designation to Bonifant Rd and Notley Rd between the Aspen Hill Policy Area boundary and the ICC Trail.

Page 263: Revise the Cloverly table as follows:

ADDITIONAL RECOMMENDATIONS				
Bonifant Rd	[Intercounty Connector (MD 200) Trail] Notley Rd	New Hampshire Ave (MD 650)	Separated Bikeway	Sidepath ([South Side](Side TBD)
Thompson Rd	Rainbow Dr	[Peachtree Rd] Peach Orchard Rd	Separated Bikeway	Sidepath (Side TBD)

Page 265: Revise the Damascus table as follows:

Ridge Rd (MD 27)	Bethesda Church Rd	Oak Dr (North)	Separated Bikeway	Sidepath (East Side)
	Oak Dr (North)	Preakness Dr	Separated Bikeway	Sidepath (East Side)

Pages 267 – 268: Revise the Derwood table as follows:

ADDITIONAL RECOMMENDATIONS				
Redland Rd	Needwood Rd (South)	Needwood Rd (North)	Separated Bikeway[and Bikeable Shoulders]	Sidepath (North Side)
Shady Grove Rd	City of Rockville	Muncaster Mill Rd (MD 115)	Separated Bikeway	Sidepath [(Both Sides)] (North Side)

Page 270: Revise the Fairland-Colesville map as follows: 1) Label the Matthew Henson Trail Extension west of Notley Rd, 2) Remove the Breezeway designation from the Matthew Henson Trail Extension, and 3) Add the Breezeway designation to Notley Rd north of the Intercounty Connector.

Pages 271 – 273: Revise the Fairland-Colesville table as follows:

BURTONSVILLE TO SILVER SPRING BREEZEWAY				
[Tech Rd]	[Columbia Pike (US 29)]	[Old Columbia Pike]	[Separated Bikeway]	[Separated Bike Lanes (One-Way, Both Sides)]
COLESVILLE TO WHITE OAK NEIGHBORHOOD GREENWAY				
Jackson Rd	New Hampshire Ave (MD 650)	Kerwood Rd	Separated Bikeway	Sidepath (North Side)

ADDITIONAL RECOMMENDATIONS				
Jackson Rd	[New Hampshire Ave (MD 650)] Kerwood Rd	Paint Branch Trail	Separated Bikeway	Sidepath (North Side)

Page 275: Revise the Friendship Heights CBD table as follows:

ADDITIONAL RECOMMENDATIONS				
[Neighborhood Connector]	[Montgomery St]	[Center St]	[Trail]	[Neighborhood Connector]

Page 276: Delete the Gaithersburg City map as the City has its own bicycle master plan.

Pages 277 – 278: Delete the Gaithersburg City table as the City has its own bicycle master plan.

Pages 281 – 282: Revise the Germantown East table as follows:

CLARKSBURG TO CITY OF GAITHERSBURG BREEZEWAY				
Observation Dr	Shakespeare Blvd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath (East Side)
Frederick Rd (MD 355)	Germantown Rd (MD 118)	Great Seneca Creek	Separated Bikeway	Sidepath [(East Side)](West Side)
ADDITIONAL RECOMMENDATIONS				
Frederick Rd (MD 355)	Germantown Rd (MD 118)	Great Seneca Creek	Separated Bikeway	Sidepath [(West Side)](East Side)
Germantown Rd (MD 118)	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	Sidepath (South Side)
Germantown Rd (MD 118)	[Observation Dr] Frederick Rd (MD 355)	Scenery Dr	Separated Bikeway	Sidepath (Both Sides)
Observation Dr	Shakespeare Blvd	Germantown Rd (MD 118)	Separated Bikeway	Sidepath [(Both Sides)](West Side)
Shakespeare Blvd	Observation Dr	Frederick Rd (MD 355)	Separated Bikeway	[Separated Bike Lanes (Two-Way, South Side)] Separated Bike Lanes (Two-Way, North Side) and Sidepath (South Side)
	Frederick Rd (MD 355)	Germantown Rd[(MD 118)]	Separated Bikeway	[Separated Bike Lanes (Two-Way, North Side) and

				Sidepath (South Side)] Separated Bike Lanes (Two-Way, South Side)

Page 284: Revise the Germantown Town Center map as follows: 1) Remove the Breezeway designation from Germantown Rd and Wisteria Dr between Middlebrook Rd and the Germantown West Policy Area, and 2) Add the Breezeway designation to the west side of Middlebrook Rd between Germantown Rd and the Germantown West Policy Area.

Pages 285 – 286: Revise the Germantown Town Center table as follows:

GERMANTOWN TOWN CENTER TO MONTGOMERY COLLEGE BREEZEWAY				
Germantown Rd (MD 118)	[Seneca Meadows Pkwy] Aircraft Dr	[Observation Dr] Seneca Meadows Pkwy	Separated Bikeway	Sidepath (North Side)
GERMANTOWN TO LIFE SCIENCES CENTER BREEZEWAY				
Aircraft Dr	[Crystal Rock Dr] Century Blvd	Germantown Rd (MD 118)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
ADDITIONAL RECOMMENDATIONS				
Aircraft Dr	Crystal Rock Dr	Century Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)
Century Blvd	Father Hurley Blvd	Aircraft Dr	Separated Bikeway	[Separated Bike Lanes (Two-Way, West Side)] Sidepath (West Side)
Germantown Rd (MD 118)	Middlebrook Rd	Aircraft Dr	Separated Bikeway	Sidepath [(Both Sides)](South Side)
[Street B-25]New Road	Ridge Rd (MD 27)	Seneca Meadows Pkwy	Separated Bikeway	Separated Bike Lanes (One-Way, Both Sides)

Page 288: Revise the Germantown West map as follows: add Little Seneca Lake and Lake Churchill.

Pages 289 – 291: Revise the Germantown West table as follows:

[GERMANTOWN TOWN CENTER TO MONTGOMERY COLLEGE BREEZEWAY]				
[Germantown Rd (MD 118)]	[Seneca Meadows	[Observation Dr]	[Separated Bikeway]	[Sidepath (North Side)]

	Pkwy]			
GERMANTOWN TO LIFE SCIENCES CENTER BREEZEWAY				
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	Separated Bike Lanes (Two-Way, East Side)
ADDITIONAL RECOMMENDATIONS				
Century Blvd	Dorsey Mill Rd	Father Hurley Blvd	Separated Bikeway	[Separated Bike Lanes (Two-Way, Both Sides)] Sidepath (West Side)
[Germantown (MD 118)]	[Crystal Rock Dr]	[Aircraft Dr]	[Separated Bikeway]	[Sidepath (Both Sides)]
Middlebrook Rd	Crystal Rock Dr	Corridor Cities Transitway	Separated Bikeway	Sidepath [(Both Sides)](West Side)
Middlebrook Rd	Great Seneca Hwy (MD 119)	Corridor Cities Transitway	Separated Bikeway	Sidepath (East Side)

Pages 293 – 294: Revise the Glenmont table as follows:

OLNEY TO GLENMONT BREEZEWAY				
Flack St Trail[Connector]	Flack Connector[St]	[Glenallan Ave]Flack St	Trail	Off-Street Trail
Flack St	[Trail]Flack St	Judson Rd	Shared Road	Neighborhood Greenway
ADDITIONAL RECOMMENDATIONS				
[Trail]Flack Connector	Flack St [Connector]	[Flack St]Georgia Ave (MD 97)	Trail	Off-Street Trail

Page 297: Revise the Grosvenor table as follows:

GERMANTOWN TO GROSVENOR BREEZEWAY				
Tuckerman La	[Grosvenor Pl]Bethesda Trolley Trail	Rockville Pike (MD 355)	Separated Bikeway	Sidepath (Side TBD)
ADDITIONAL RECOMMENDATIONS				
Grosvenor La	I-270	[Rockville Pike (MD 355)] Beach Dr	Separated Bikeway	Sidepath (Side TBD)
[Tuckerman La]	[Bethesda Trolley Trail]	[Rockville Pike (MD 355)]	[Separated Bikeway]	[Sidepath (Side TBD)]
Tuckerman La	Rockville Pike (MD 355)	Rockville Pike (MD 355)	Separated Bikeway	Separated Bike Lanes [(One-Way,

				Both Sides] (Two-Way, West Side)

Page 298: Revise the Kensington-Wheaton map as follows: 1) Remove the Breezeway designation from Randolph Rd west of Veirs Mill Rd, 2) Add a dashed green line showing the Saddlebrook Dr Ext Trail, 3) Add a dashed orange line on Caddington Ave between University Blvd and Forest Knolls Elementary School, and 4) Show the correct designation for the Burtonsville to Silver Spring Breezeway between Columbia Pike and I-495 on the west side of US 29.

Page 299: Revise the Kensington-Wheaton Insert map as follows: Add a dashed orange line on Plyers Mill Road between Summit Ave and Connecticut Ave.

Pages 300 – 306: Revise the Kensington-Wheaton table as follows:

OLNEY TO GLENMONT [TO SILVER SPRING]BREEZEWAY				
GLENMONT TO SILVER SPRING BREEZEWAY[SEE GLENMONT POLICY AREA]				
BURTONSVILLE TO SILVER SPRING BREEZEWAY				
University Blvd (MD 193)	Lexington Dr	Colesville Rd (US 29)	Separated Bikeway	Sidepath (West Side)
VEIRS MILL ROAD TO WHITE OAK BREEZEWAY				
Randolph Rd	Veirs Mill Rd	Denley Rd	Separated Bikeway	Sidepath (North Side)
SEE GLENMONT POLICY AREA				
ADDITIONAL RECOMMENDATIONS				
Arcola Ave	Parker Ave	Grandview Ave	Separated Bikeway	Sidepath (Side TBD)
Arcola Ave	[Parker Ave] Amherst Ave	University Blvd (MD 193)	Separated Bikeway	Sidepath (Side TBD)
Barbara Rd	Havard St	[Randolph Rd] Colie Dr	Separated Bikeway	Sidepath (Side TBD)
Cedar La	Summit Ave	[Elmhirst Pkwy Trail] Rock Creek Trail	Separated Bikeway	[Sidepath (North Side)] Separated Bike Lanes (Two-Way, North Side)
Cedar La	Rock Creek Trail	Elmhirst Pkwy Trail	Separated Bikeway	Sidepath (North Side)
Randolph Rd	Rock Creek	[Denley Rd] Veirs Mill Rd (MD 586)	Separated Bikeway	Sidepath (North Side)

[Rippling Brook Dr]	[Bel Pre Rd]	[Matthew Henson Trail]	[Trail]	[Off-Street Trail]

Page 314: Revise the North Bethesda-Twinbrook map as follows: Add a dashed blue line on Tuckerman La between I-270 and Old Georgetown Rd.

Pages 315 – 318: Revise the North Bethesda-Twinbrook table as follows:

GERMANTOWN TO GROSVENOR BREEZEWAY				
Tuckerman La	I-270	Old Georgetown Rd (MD 187)	Separated Bikeway and Striped Bikeway	[Separated Bike Lanes (One-Way, Both Sides)] Sidepath (Side TBD) and Conventional Bike Lanes
POTOMAC TO VEIRS MILL ROAD BREEZEWAY				
Montrose Pkwy	Railroad Tracks	Rock Creek	Separated Bikeway	Sidepath (North Side)
CITY OF ROCKVILLE TO WHEATON BREEZEWAY				
Veirs Mill Rd (MD 586)	[Twinbrook Pkwy]City of Rockville	Rock Creek Trail	Separated Bikeway	Sidepath [(Both Sides)] (South Side)
ADDITIONAL RECOMMENDATIONS				
Fernwood Rd	Democracy Blvd	I-495	Separated Bikeway	Sidepath [(East Side)](Side TBD)
[Strathmore Trail]	[Strathmore Ave (MD 547)]	[Tuckerman La]	[Trail]	[Off-Street Trail]
[Woodglen Dr]	[Marinelli Rd]	[Edson La]	[Separated Bikeway]	[Separated Bike Lanes (Two-Way, West Side)]

Pages 324 – 326: Revise the Olney table as follows:

ADDITIONAL RECOMMENDATIONS				
Georgia Ave (MD 97)	[Brookeville Rd (MD 186)] Gold Mine Rd	Norbeck Rd (MD 28)	Separated Bikeway	Sidepath (East Side)

Page 328: Revise the Potomac map as follows: 1) Add a dashed aqua line on MacArthur Blvd between Old Angler's Inn and I-495, 2) Add a dashed green line on the utility corridor from Tuckerman La to Westlake Dr, 3) Add a dashed blue line on Tuckerman La between Falls Rd and I-270, and 4) Add a dashed orange line on Glen Mill Road between Veirs Dr and Valley Dr.

Pages 329 – 330: Revise the Potomac table as follows:

GERMANTOWN TO GROSVENOR BREEZEWAY				
Tuckerman La	Utility Corridor #1	I-270	Separated Bikeway and Striped Bikeway	[Separated Bike Lanes (One-Way, Both Sides)] Sidepath (Side TBD) and Conventional Bike Lanes
POTOMAC TO ROCK SPRING BREEZEWAY				
Democracy Blvd	Seven Locks Rd	I-270 Spur	Separated Bikeway	Sidepath (North Side)
ADDITIONAL RECOMMENDATIONS				
[Democracy Blvd]	[Seven Locks Rd]	[I-270 Spur]	[Separated Bikeway]	[Sidepath (North Side)]
Seven Locks Rd	City of Rockville	[Bradley Blvd (MD 191)] River Rd (MD 190)	Separated Bikeway and Bikeable Shoulders	Sidepath (West Side) and Bikeable Shoulders
	[Bradley Blvd (MD 191)] River Rd (MD 190)	I-495	Separated Bikeway and Bikeable Shoulders	Sidepath (East Side) and Bikeable Shoulders
Tuckerman La	Falls Rd	Utility Corridor #1	Separated Bikeway and Striped Bikeway	[Separated Bike Lanes (One-Way, Both Sides)] Sidepath (Side TBD) and Conventional Bike Lanes
Utility Corridor #1	Tuckerman La	Westlake Dr	Trail	Off-Street Trail

Pages 333 – 334: Revise the R&D Village table as follows:

GERMANTOWN TO LIFE SCIENCES CENTER BREEZEWAY				
Key West Ave (MD 28)	Great Seneca Hwy (MD 119)	City of Rockville	Separated Bikeway	Separated Bike Lanes (Two-way, North Side)
LIFE SCIENCES CENTER LOOP				
Omega Dr	[Research Blvd] City of	Key West Ave (MD 28)	Separated Bikeway	Separated Bike Lanes (Two-Way, West Side)

	Gaithersburg			
ADDITIONAL RECOMMENDATIONS				
Broschart Rd	Key West Ave (MD 28)	[Darnestown Rd] Medical Center Dr	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
Decovely Dr	Great Seneca Hwy (MD 119)	City of Gaithersburg	Separated Bikeway	Separated Bike Lanes [(Two-Way, Both Sides)](Two-Way, North Side)
Great Seneca Hwy (MD 119)	Sam Eig Hwy	[Darnestown Rd (MD 28)] Key West Ave (MD 28)	Separated Bikeway	Sidepath [(Both Sides)](West Side)
Great Seneca Hwy	Key West Ave (MD 28)	Darnestown Rd	Separated Bikeway	Sidepath (Both Sides)

Page 336: Revise the Rural East (East) map as follows: Add the Breezeway designation to Muncaster Mill Rd and Needwood Rd between Rock Creek and the Intercounty Connector Trail.

Page 337 – 338: Revise the Rural East (East) table as follows:

INTERCOUNTY CONNECTOR TRAIL BREEZEWAY				
Intercounty Connector (MD 200)	Needwood Rd	North Branch Rock Creek	[Separated Bikeway] Trail	[Sidepath (South Side)] Off-Street Trail
ADDITIONAL RECOMMENDATIONS				
Needwood Rd	Beach Dr	[Muncaster Mill Rd (MD 115)] Intercounty Connector Trail	Separated Bikeway	Sidepath (South Side)
[Old Columbia Pike]	[Columbia Pike (US 29)]	[Dustin Rd]	[Separated Bikeway]	[Sidepath (West Side)]
	[Dustin Rd]	[Utility Corridor #2]	[Separated Bikeway]	[Sidepath (East Side)]

Page 341: Revise the Rural East (West) table as follows:

Ridge Rd (MD 27)	[Howard] Frederick County	Howard County	Bikeable Shoulders	Bikeable Shoulders

Page 342: Revise the Rural West map as follows: 1) Add a dashed aqua line on Darnestown Rd between Seneca Rd and Utility Corridor #1, 2) Show the Germantown to Burtonsville Breezeway between Utility

Corridor #1 and the Germantown West Policy Area, and 3) add a dashed orange line on Glen Rd between Piney Meetinghouse Rd and Watts Branch.

Pages 343 – 344: Revise the Rural West table as follows:

Darnestown Rd (MD 28)	Seneca Rd	Utility Corridor #1	Separated Bikeway and Bikeable Shoulders	Sidepath (North Side) and Bikeable Shoulders

Page 347: Revise the Shady Grove Metro Station table as follows:

[City of Rockville] Shady Grove Rd	City of Rockville	[MD 200 Ramp] Shady Grove Access Rd	Separated Bikeway	Sidepath (South Side)

Pages 349 – 350: Revise the Silver Spring CBD table as follows:

METROPOLITAN BRANCH TRAIL BREEZEWAY				
Metropolitan Branch Trail	Silver Spring Transit Center	Silver Spring – Takoma Park (East) Policy Area	Trail	Off-Street Trail
GLENMONT TO SILVER SPRING BREEZEWAY				
Fenton St	Cameron St	[Wayne Ave (MD 594-A)] Ellsworth Dr	Separated Bikeway	Separated Bike Lanes
ADDITIONAL RECOMMENDATIONS				
Fenton St	[Wayne Ave (MD 594-A)] Ellsworth Dr	King St	Separated Bikeway	Separated Bike Lanes

Page 352: Revise the Silver Spring-Takoma Park (East) map as follows: 1) Remove note #2 and replace "Aveune" with "Avenue", 2) Add a dashed orange line on Dale Drive between Colesville Road and Piney Branch Road, 3) Show the City Hall Parking Lot Trail as a dashed green line, 4) Remove the priority shared lane markings from Tulip Ave, 5) Extend the Carroll Ave priority shared lane markings to the District of Columbia, 6) Change the Carroll Ave bikeway from dashed red to dashed blue between Ethan Allen Ave and Tulip Ave, and 7) Change the Grant Ave bikeway from dashed blue to dashed red between Hancock Ave and Carroll Ave.

Pages 353 – 356: Revise the Silver Spring-Takoma Park (East) table as follows:

BURTONSVILLE TO SILVER SPRING BREEZEWAY				
I-495 Bridge	I-495	Fairway Ave	Trail	Off-Street Trail
Worth Ave	Franklin Ave	Sligo Creek Trail	Shared Road	Neighborhood Greenway
Hamilton Ave	Sligo Creek Pkwy	Franklin Ave	Shared Road	Neighborhood Greenway
ADDITIONAL RECOMMENDATIONS				
[I-495 Bridge]	[I-495]	[Fairway Ave]	[Trail]	[Off-Street Trail]
Carroll Ave (MD 195)	[University Blvd (MD 193)] Merrimac Dr	Long Branch Pkwy	Striped Bikeway	Conventional Bike Lanes
[Cedar St]	[Ellsworth Dr]	[Wayne Ave (MD 594-A)]	[Separated Bikeway]	[Separated Bike Lanes (One-Way, Both Sides)]
Dale Dr	Colesville Rd	Piney Branch Rd	Separated Bikeway	Sidepath (Side TBD)
Franklin Ave	[Worth Ave] Caroline Ave	University Blvd (MD 193)	Separated Bikeway	Sidepath (South Side)
[Hamilton Ave]	[Sligo Creek Pkwy]	[Franklin Ave]	[Shared Road]	[Neighborhood Greenway]
[Spring St]	[Colesville Rd (US 29)]	[Ellsworth Dr]	[Separated Bikeway]	[Separated Bike Lanes (One-Way, Both Sides]
[Worth Ave]	[Franklin Ave]	[Sligo Creek Trail]	[Shared Road]	[Neighborhood Greenway]

Page 358: Revise the Silver Spring-Takoma Park (West) map as follows: 1) Remove note #2, and 2) Add dashed orange line on Dale Drive between Woodland Drive and Colesville Road.

Pages 359 – 361: Revise the Silver Spring-Takoma Park (West) table as follows:

ADDITIONAL RECOMMENDATIONS				
[Dale Dr] Columbia Blvd	Georgia Ave (MD 97)	Woodland Dr	Separated Bikeway	Separated Bike Lanes [(One-Way, Both Sides)] (Side TBD)
Dale Dr	Woodland Dr	Colesville Rd	Separated Bikeway	Sidepath (Side TBD)
Rock Creek Trail	Rock Creek	[Western Ave] District of Columbia	Trail	Stream Valley Park Trail

Page 363: Revise the Takoma-Langley table as follows:

ADDITIONAL RECOMMENDATIONS				
Sligo Creek Trail	Glengarry Pl	[Prince George's County] New Hampshire Ave (MD 650)	Trail	Stream Valley Park Trail[s]

Page 364: Revise the Wheaton CBD map as follows: Change the color of the trail connecting Upton Dr to Kensington Blvd from red to green.

Pages 365 – 366: Revise the Wheaton CBD table as follows:

University Blvd (MD 193)	Valley View Ave	[Amherst Ave] Veirs Mill Rd (MD 586)	Separated Bikeway	Separated Bike Lanes (Two-Way, Both Sides)
	Veirs Mill Rd (MD 586)	Amherst Ave	Separated Bikeway	Separated Bike Lanes (Two-Way, South Side)
	[Amherst Ave]	[Dayton St]	[Separated Bikeway]	[Sidepath (East Side)]

Pages 369 – 370: Revise the White Flint table as follows:

[VEIRS MILL ROAD TO WHITE OAK BREEZEWAY]				
[Randolph Rd]	[Montrose Pkwy]	[Railroad Tracks]	[Separated Bikeway]	[Sidepath (South Side)]

Page 373 – 374: Revise the White Oak table as follows:

BURTONSVILLE TO SILVER SPRING BREEZEWAY				
Prosperity Dr	Cherry Hill Rd	Tech Rd	Separated Bikeway	Sidepath [(West Side)](East Side)
Lockwood Dr	[New Hampshire Ave (MD 650)] Old Columbia Pike	Columbia Pike (US 29)	Separated Bikeway	Sidepath (East Side)
ADDITIONAL RECOMMENDATIONS				
Lockwood Dr	White Oak Park Drwy	[New Hampshire Ave (MD 650)] Old Columbia Pike	Separated Bikeway	Sidepath (East Side)
Michelson Rd	New Hampshire Ave (MD 650)	Perimeter Rd	[Separated Bikeway] Trail	[Sidepath (Side TBD)] Off-Street Trail

Page 376: Add a section entitled "Volunteers" and include "Jon Morrison" as a volunteer.

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft. The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft. Throughout the Plan, change "Planning Board Draft" to "Approved and Adopted" and update the date of the plan to reflect the date of adoption by the Maryland National Capital Park and Planning Commission.

This is a correct copy of Council action.

_____

Megan Davey Limarzi, Esq.
Clerk of the Council

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

TOM HUCKER
COUNCILMEMBER
DISTRICT 5

MEMORANDUM

TO: Glenn Orlin

FROM: Tom Hucker

SUBJECT: Hillandale-Cresthaven bikeway addition

DATE: November 14, 2018

Constituents of mine in the Hillandale area have expressed interest in improving neighborhood connectivity for bicyclists and pedestrians. Presently, residents who want to access the Hillandale commercial area from the Cresthaven neighborhood must walk or bike some distance along New Hampshire Avenue, or take a dirt trail through a wooded area to bypass a portion of the road. Facilitating an easier connection via residential streets would make for a more comfortable and safer walk or ride.

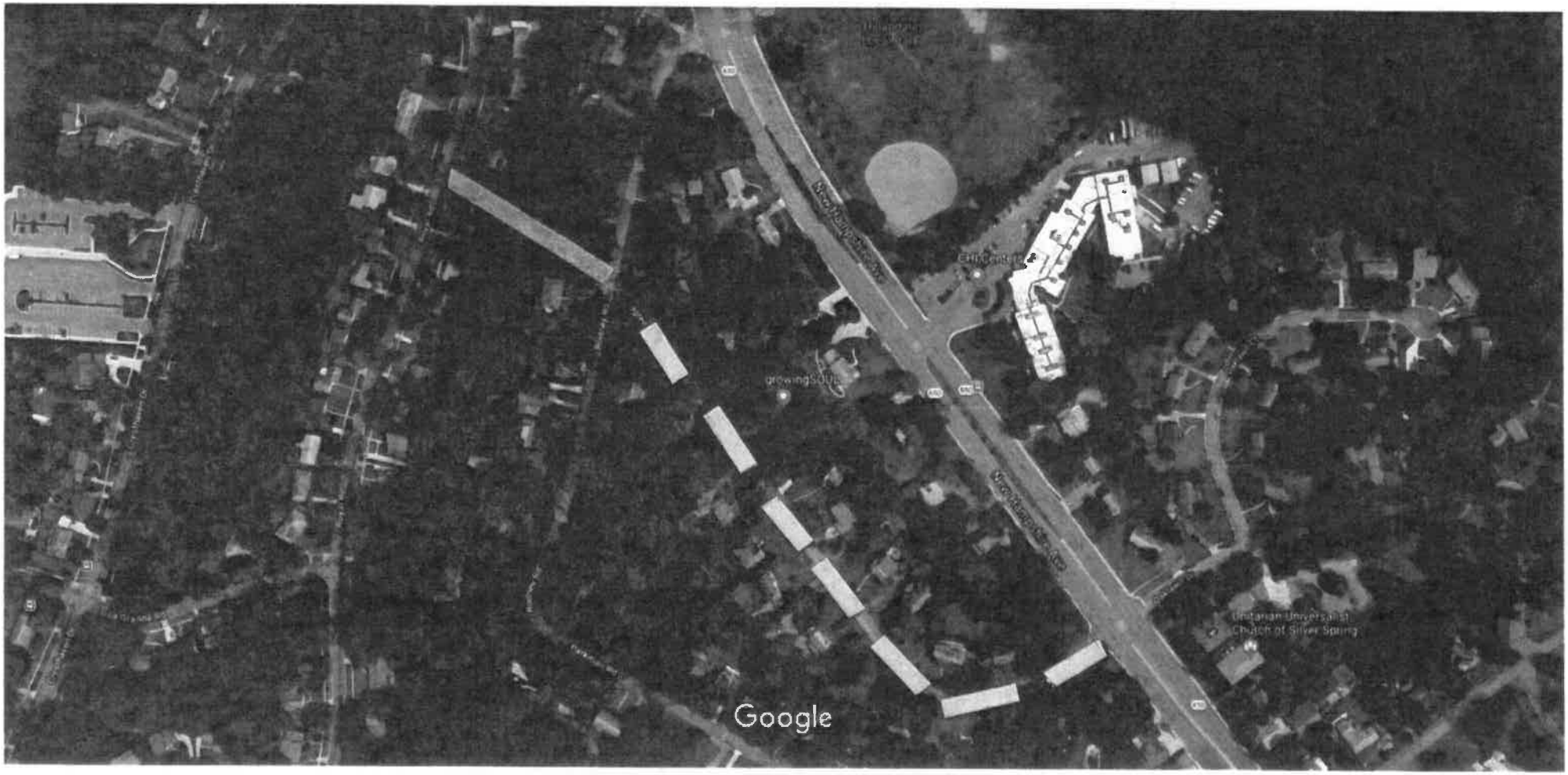
A "paper street" currently exists between the intersection of Rodney Road & Naglee Road in Hillandale and Royal Road in Cresthaven. The right of way contains a dirt desire path through a wooded area that is frequently used by residents to travel between the two neighborhoods and shopping to the south. The Bicycle Master Plan, soon to be voted on by the Council, is an opportunity to formalize this connection by putting a paved connection in Plan. It is also an opportunity to label Naglee Rd as a neighborhood bikeway to provide a clear bike route separate from New Hampshire Avenue. Residents of Hillandale have expressed support for formalizing the Royal-Rodney connection.

I have notified Council President Riemer of my request to include the Royal-Rodney connection in Tier 3 of the Bicycle Master Plan.

(37)

STELLA B. WERNER COUNCIL OFFICE BUILDING • 100 MARYLAND AVENUE, 6TH FLOOR • ROCKVILLE, MARYLAND 20850
240-777-7960 OR 240-777-7900 • MD RELAY – DIAL 711 • FAX 240/777-7989
COUNCILMEMBER.HUCKER@MONTGOMERYCOUNTYMD.GOV • WWW.MONTGOMERYCOUNTYMD.GOV

Royal Road-Rodney Road trail connection, and Naglee Road neighborhood bikeway



Mayor Tracey Furman

Council Member Darin Bartram
Council Member Bridget Hill-Zayat

Council Member Conor Crimmins
Council Member Duane Rollins

November 15, 2018

The Honorable Hans Riemer
President, Montgomery County Council
100 Maryland Avenue
Rockville MD20850

Re: Bicycle Master Plan

Dear Council President Riemer:

The Kensington Town Council and I were presented with the proposed Bicycle Master Plan at our November 5, 2018 Council Meeting following some concerns with the plan with respect to future development projects within the Town. While we understand that major revisions to the Bicycle Master Plan are unlikely at this stage, the Town Council and I would like the following to be taken into consideration upon adoption of the plan:

Knowles Avenue

- We concur with the Planning Department on their suggestion to alter the Knowles Avenue bicycle route (between Connecticut Avenue and Summit Avenue) from a side path to a two-way separated bike lane, as presented within the Planning Staff Memorandum.

Summit Avenue (Extension)

- With respect to the bikeway on the proposed Summit Avenue Extension, we would like to see the bikeway formally removed from the Bicycle Master Plan; however, we do agree with the recommendation to coalesce both on-street parking and street trees along Summit Avenue to still allow a bikeway, and also request that the planned public right-of-way be widened from 70 feet to 80 feet within the Kensington and Vicinity Sector Plan of 2012 to allow for these recommendations.

While we greatly appreciate the Planning Department's efforts on the Bicycle Master Plan these last few years, we believe that in order to fittingly implement future development through the Sector Plan along the Knowles and Summit corridors, certain pedestrian and on-street parking measures must be met in cooperation with future bikeways.

Sincerely,

Tracey Furman
Mayor

Cc: Glenn Orlin, Deputy Director County Council
Kensington Town Council

ATTACHMENT #2

MONTGOMERY COUNTY, MARYLAND

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: Lauraner Knolls Estate Preliminary Plan Number: 1-20190080

Street Name: Summit Avenue Master Plan Road Classification: BUSINESS DISTRICT STREET

Posted Speed Limit: NONE 25(MP) mph

Street/Driveway #1 (ENTRANCE) Street/Driveway #2 (_____)

Sight Distance (feet)	OK?	Sight Distance (feet)	OK?
Right 537'	✓	Right _____	_____
Left 535'	✓	Left _____	_____

Comments: _____ Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
(45)	400'
Major - 50	475'
(55)	550'

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature 12/1/2018 Date

#10854
PLS/P.E. MD Reg. No.
EXPIRES 4/3/2020

STATE OF MARYLAND · THOMAS ALLEN MADDOX · No. 10854 · REGISTERED PROFESSIONAL LAND SURVEYOR

Montgomery County Review:

☒ Approved

☐ Disapproved:

By: _____

Date: 5/14/2019

Form Reformatted: March, 2000

DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Diane R. Schwartz Jones
Director

March 20, 2019

Mr. Peter Noursi
O.I.P&A
11327 Amherst Avenue
Wheaton, MD 20902

Re: **COMBINED STORMWATER MANAGEMENT CONCEPT/*SITE DEVELOPMENT STORMWATER MANAGEMENT PLAN*** for
Lauraner Knowles Estate
Preliminary Plan #: 120190080
SM File #: 284296
Tract Size/Zone: 36,408 SF
Total Concept Area: 42,050 SF
Lots/Block: 15, 17, 19 & Pt 21.
Parcel(s): N/A
Watershed: Rock Creek

Dear: Mr. Noursi

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.

2. An engineered sediment control plan must be submitted for this development.

3. The improvements in the State Right of Way will be incorporated at the time of the Engineered Sediment Control Plan, including any stormwater management items required by that agency.

4. The project meets the ESD requirements via Micriobioretention and then utilizing a structural bayfilter for the remaining volume.

5. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

This list may not be all-inclusive and may change based on available information at the time.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this

office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Andrew Kohler at 240-777-6275.

Sincerely,

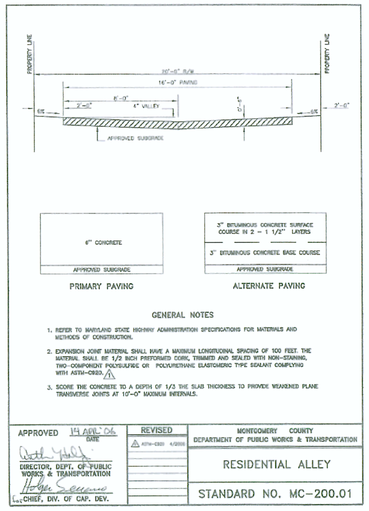
Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: AGK

cc: N. Braunstein
SM File # 284296

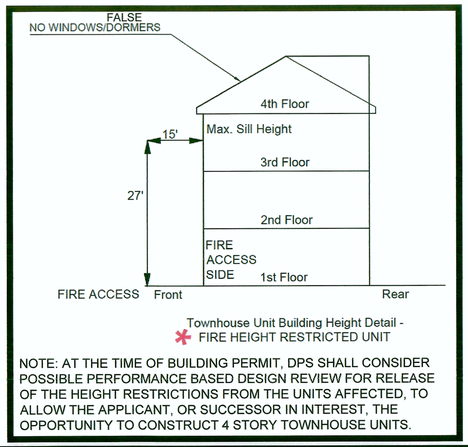
ESD: Required/Provided 4987 cf / 3371 cf
PE: Target/Achieved: 2.2"/2.2"
STRUCTURAL: 2000 cf
WAIVED: N/A ac.

ELECTRONIC SIGNATURE



STANDARD TO BE USED FOR ALLEY
SURFACE AND SUBGRADE MATERIALS MAY BE MODIFIED





Townhouse Unit Building Height Detail -
* FIRE HEIGHT RESTRICTED UNIT

NOTE: AT THE TIME OF BUILDING PERMIT, DPS SHALL CONSIDER POSSIBLE PERFORMANCE BASED DESIGN REVIEW FOR RELEASE OF THE HEIGHT RESTRICTIONS FROM THE UNITS AFFECTED, TO ALLOW THE APPLICANT, OR SUCCESSOR IN INTEREST, THE OPPORTUNITY TO CONSTRUCT 4 STORY TOWNHOUSE UNITS.

FINAL LOT SIZES AND DIMENSIONS TO BE DETERMINED AT RECORD PLAT.

NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURES AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT. FIRE ACCESS REQUIREMENTS SHALL BE MET REGARDLESS OF FOOTPRINT.

NOTE: UTILITIES SHOWN (IF ANY) ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT BUILDING PERMIT.

LEGEND

- FIRE LANE SIGNAGE
- EXISTING FIRE HYDRANT
- F.A.P. FIRE ACCESS PATH
- FIRE LANE AND DIRECT DRIVING ACCESS FROM HYDRANT
- * HEIGHT RESTRICTED DWELLING UNIT



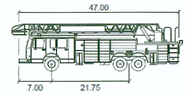
VICINITY MAP
1" = 2000'

SCALE: 1" = 20'

0' 20' 40' 60' 80'

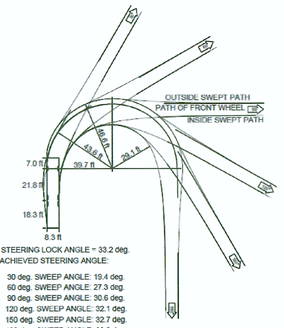
GENERAL NOTES:

1. ONE AND TWO-FAMILY DWELLINGS OF THREE (3) STORIES (27' TO HIGHEST SILL, INCLUDING FALSE DORMERS) OR LESS MUST PROVIDE ACCESS TO THE OCCUPIED INTERIOR THROUGH A MAIN, SIDE-HINGE DOOR WITHIN 150 FEET OF A FIRE DEPARTMENT ACCESS ROUTE. FOR UNITS OF THREE (3) STORIES OR MORE, ACCESS MUST BE WITHIN FIFTY (50) FEET OF ACCESS ROUTE.
2. ALL ON-SITE PRIVATE STREETS SHALL PROVIDE 22' MINIMUM CLEAR WIDTH.
3. ALL ALLEYS DESIGNATED AS A FIRE LANE SHALL PROVIDE 20' MINIMUM CLEAR WIDTH.
4. WATER SUPPLY WILL BE THROUGH WSSC PUBLIC WATER LINES.
5. EMERGENCY TRUCK: TYPE AT-29.
6. ALL PARALLEL PARKING SPACES ARE 8' WIDE.



MC Aerial Tower 29

	feet
Width	8.25
Track	6.25
Lock to Lock Time	6.0
Steering Angle	33.2



STEERING LOCK ANGLE = 33.2 deg.
ACHIEVED STEERING ANGLE:
30 deg. SWEEP ANGLE: 19.4 deg.
60 deg. SWEEP ANGLE: 27.3 deg.
90 deg. SWEEP ANGLE: 30.6 deg.
120 deg. SWEEP ANGLE: 32.1 deg.
150 deg. SWEEP ANGLE: 32.7 deg.
180 deg. SWEEP ANGLE: 33.0 deg.

MC Aerial Tower 29
Custom

Copyright (c) 2010, Transoft Solutions
0ft 20FT 60FT

FIRE CODE ENFORCEMENT
Fire Department Access Review
Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection or construction.
4/22/2019
EMC FM 43 DATE:

DEVELOPER
Thomas A. Brault
Principal
Woodside Ventures
7215 Ridgewood Terrace
Chevy Chase, MD 20815
703-868-2832 - cell
240-465-0061 - efax
tbrault@woodsideventures.net

ENGINEER
O I P + A, LLC
301.949.2011, 301.949.2013 (f)
11327 Amherst Ave.,
Wheaton, MD 20902
www.oipengineering.com

PLANNING CONSULATANT
David W. McKee
Benning & Associates, Inc.
Land Planning Consultants
8933 Shady Grove Court
Gaithersburg, MD 20877
(301)948-0240
(301)948-0241 fax

ARCHITECT / PLANNER
DVA ARCHITECTS
Gary Yuan, AIA
Vice President, Director of Design
400 Professional Drive, Suite 200
Gaithersburg, MD 20879-3437
D: (240) 599-4828
O: (301) 590-8900
www.dva-arch.com

Sheet 1 of 1
Revisions

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

M PETER NOURSI, P.E.
LICENSE No. 22144
EXPIRATION DATE: 10/26/20

OIP+A CIVIL ENGINEERS ◇ LAND PLANNERS ◇ SURVEYORS
11327 Amherst Ave., Suite A, Wheaton, Maryland 20902
301-949-2011 www.oipengineering.com 301-949-2013 (fax)
OYSTER, IMUS, PETZOLD & ASSOCIATES, LLC

FIRE DEPARTMENT ACCESS PLAN
"Lauraner Knowles Estate at Knowles Station
Metropolitan Branch B&O RR"
Lots 15, 17, 19, Parts of Lots 21, 23, & 25
10509 SUMMIT AVENUE
KENSINGTON, MARYLAND 20895
Election District No. 13
Montgomery County, Maryland
DATE: SEPTEMBER 2018 SCALE: 1" = 20'