

**MCP-Chair**

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**From:** Julie Ipe <jlfaust@gmail.com>  
**Sent:** Tuesday, July 28, 2020 4:22 PM  
**To:** MCP-Chair  
**Cc:** daledrivesafety@gmail.com  
**Subject:** Dale Drive Pedestrian Facility

**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

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Dear Chairperson Anderson,

I live at 610 Ellsworth Dr in Silver Spring and am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Best regards,

Julie Ipe

## MCP-Chair

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**From:** dina demner <ddemner@gmail.com>  
**Sent:** Tuesday, July 28, 2020 5:44 PM  
**To:** MCP-Chair  
**Cc:** Aldrich, Stephen  
**Subject:** Written comments for Dale Drive Pedestrian Facility July 30 meeting

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Dear Casey Anderson:

Re: Item 17 scheduled for 6PM, July 30

We have several questions with respect to Dale Drive Pedestrian Facility Plan MR2020023:

1. What does a potential retaining wall mean for our property?
2. Will the cars be able to park along Dale Drive?
3. What does pavement removal mean?
4. How will you handle the potential fire hydrant and utility pole conflicts?
5. Will the driveways be reconstructed to match the existing driveway?
6. How will you handle the hindrances to pedestrian paths introduced during the recent reconstruction, such as the grassy patch that blocks the passage in front of 1215 Dale Dr. and forces pedestrians into the traffic now?

Best wishes,  
David and Dina Fushman, 1211 Dale Drive

## MCP-Chair

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**From:** Michelle Desiderio <mjdesiderio@gmail.com>  
**Sent:** Tuesday, July 28, 2020 7:47 PM  
**To:** MCP-Chair  
**Cc:** Aldrich, Stephen; Geoff Gerhardt; Martin, Ted; Heather Lair  
**Subject:** Dale Drive Pedestrian Facility - Mandatory Referral MR2020023  
**Attachments:** Support for Dale Drive FOFGMH.pdf

**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Dear Chairperson Anderson & Planning Board Members:

On behalf of the Friends of Forest Glen and Montgomery Hills, I write to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing. The attached letter provides more details as to why you should approve the plan.

Best regards,  
Michelle Foster

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Michelle Desiderio Foster  
Luzerne Ave  
Friends of Forest Glen and Montgomery Hills

Sent via email: [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

Dear Chairperson Anderson & Planning Board Members:

On behalf of the Friends of Forest Glen and Montgomery Hills, I write to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing. The mission of Friends of Forest Glen and Montgomery Hills is to help transform and redevelop the Montgomery Hills-Forest Glen corridor into a vibrant commercial district for residents, local businesses, and community organizations. To be successful, we have long stated that pedestrian and bike safety needs to be improved so that people can travel to and within the Montgomery Hills commercial area, Dale Drive is a key connector road for residents on the east side of Georgia Ave to access the retail and businesses uses along Georgia Ave.

County-installed traffic calming along Dale Drive has helped to slow traffic, but it has not appreciably improved pedestrian or bike safety, and without permanent pedestrian and bike safety improvements such as is proposed for the multi-use path on Dale Drive, we fear the Montgomery Hills commercial area will continue to deteriorate. And without a strong Montgomery Hills commercial center, we are concerned that we will never get an opportunity to see the plans and policies from the recently approved Forest Glen and Montgomery Hills Sector Plan effectuated.

Dale Drive between Colesville and Georgia is hilly and curvy. The hills make it easy for drivers to exceed the speed limit even when they are driving carefully. The hills and the curves combined severely impair visibility and the line of sight for drivers. The combination of speed and reduced visibility make the road dangerous for all users. Vehicle crashes on this stretch of Dale Drive are common. Many crashes are the result of the driver simply losing control from excess speed and/or swerving to avoid another vehicle. Consequently, pedestrians and bicyclists are especially vulnerable to being killed or injured. Currently, there is no sidewalk along Dale Drive between Colesville and Georgia, so everyone who walks or bikes on Dale Drive is at risk.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

Please support the design, funding and installation of a sidewalk or multi-use path on Dale Drive promised several years ago in CIP #509337.

Best regards,



Michelle Foster, President

/s/ Geoff Gerhardt

/s/ Ted Martin

/s/ Heather Lair

## MCP-Chair

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**From:** B Ditzler <bditzler@gmail.com>  
**Sent:** Tuesday, July 28, 2020 10:49 PM  
**To:** MCP-Chair  
**Subject:** Testimony for Hearing on July 30, 2020  
**Attachments:** DaleDr.Safety Improvements 7-30-20 - Brian Ditzler stmt..docx  
  
**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Attached please find my written testimony on Dale Drive Pedestrian & Safety Improvements for the Mandatory Hearing on that topic on July 30, 2020.

Brian Ditzler

1225 Noyes Drive  
Silver Spring, MD 20910  
July 28, 2020

Dear Chairperson Anderson,  
[MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

Subject: Dale Drive Pedestrian & Safety Improvements  
Mandatory Referral Hearing on Thursday, July 30, 2020

I am a resident of Woodside Park in Silver Spring, and strongly encourage the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Avenue. The road has an extremely narrow shoulder in some parts, parked cars on it, lots of hills and curves, no sidewalk, and is not safe for pedestrians or bicyclists to use despite some traffic-calming measures the County has installed.

There have been a number of vehicle crashes on this stretch of Dale Drive, including a resident who was killed by a speeding driver as he walked along the road, and a bicyclist also was hit and critically injured on Dale.

More than 600 families live in Woodside Park, which is bordered on the north by Dale Drive. Many hundreds more live in the neighborhood across Dale Drive from us, Woodside Forest. The road that is most direct for most of us to get to and from businesses in Montgomery Hills is Dale Drive. Unfortunately, most residents now are forced to drive on Dale to and from Montgomery Hills because it's not safe to walk or bike there. That is unacceptable and needs to be remedied.

When school is in session, children gather along Dale Drive in the morning to board school buses. Clearly there is great need for a multi-use path or sidewalk to be installed on Dale Drive between Colesville Road and Georgia Avenue to increase safety for children, their parents, other pedestrians as well as bikers. Residents have been asking for a sidewalk or pathway on Dale Drive for more than 20 years. Please approve the design for it at the hearing on the 30th.

Thank you for your attention to this critical safety issue for our community.

Brian Ditzler

## MCP-Chair

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**From:** P C <psctown2019@gmail.com>  
**Sent:** Wednesday, July 29, 2020 8:37 AM  
**To:** MCP-Chair  
**Subject:** Dale Drive Pedestrian Facility, Mandatory Referral MR 2020023

**Categories:** Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Mr. Anderson,

We live on Dale Drive.

We reviewed Dale Drive Pedestrian and Safety Improvements, Mandatory Referral, MR2020023 and wish to thank those working on this project.

We oppose the installation of a sidepath on Dale Dr. between Georgia and Colesville.

We appreciate the Dale Dr. project goal of making improvements that improve the experience of all those who use Dale Dr. The down classification of Dale Dr. to a minor arterial road and the installation of traffic calming measures moves the needle toward that goal. Increased enforcement of existing speed limits would continue that effort. And rather than incurring the expense of adding a sidepath on Dale Dr., Montgomery County could enhance their coffers from speed camera proceeds.

A sidepath along Dale Dr. does not meet a new public need for the community-at-large. A sidepath on Dale Dr. does not meet a new purpose. Space is already available to walk along Dale Dr. from Georgia to Colesville and has been available since the neighborhood was established. The space meets a public need and purpose. Unlike streets in the rest of Woodside Park and Woodside Forest, Dale Dr. is equipped with painted street lines which provide a defined area to walk. We personally use the existing defined space along Dale Dr. to walk to the Metro, the Silver Spring Library, the Shepherd Park Library, Rock Creek Park, and stores several times a week, and have done so for a number of years.

All but a handful of bicyclists using Dale Dr. are road cyclists riding on slicks in the hope of a speedy ride. When going downhill, a good many reach the posted 30 mph – and they do that within the existing space. It seems reasonable to think that pedestrians would not want to share a sidepath with cyclists riding at that rate of speed, and vice versa.

A less costly option to accommodate cyclists entails changes to existing bicycle route signs in Woodside Park. Going north at the intersection of Fairview Road and Woodside Parkway, a sign directs bicyclists to turn left onto Woodside Parkway. This sign can be modified to also direct bicyclists to continue on Fairview Road so they can exit Woodside Park to the east via Highland Dr. onto Colesville where signs inform that cyclists can use an entire lane. At the intersection of Woodside Parkway and Alton Parkway, a sign directs bicyclists to turn right onto Alton Parkway, which eventually puts them on Dale Dr. for a brief time so they can exit Woodside Park to the north via Harvey Road and Edgewater Road. This sign can be modified to also direct bicyclist to continue on Woodside Parkway so they can exit Woodside Park to the west via Woodside Parkway. Appropriate changes to other bicycle route signs in and around Woodside Park can be made to accommodate bicyclists traveling in the opposite direction.



Like their bicyclist counterparts, pedestrians who walk along Dale Dr. have the option of exiting Dale Dr. to use other streets within Woodside Park, such as Highland Dr., which offer less vehicular traffic. Highland Dr. is one block from Dale Dr. and parallels Dale Dr. from Georgia to Colesville.

In a letter attached to MR2020023, a Midwood Rd. resident commented to the effect that Dale Dr. is the only path to public transit on Colesville. It seems possible that the resident has the option to cross Dale Dr. and access Colesville via Highland Dr. In another letter, a Highland Dr. resident commented to the effect that it is necessary to walk on Dale Dr. to access Sligo Creek Parkway. It seems possible that the resident has the option to take Highland Dr. to Colesville and take Colesville to Sligo Creek Parkway.

The topic of sidepaths on Dale Dr. has led to division among some residents of Woodside Park and Woodside Forest. Some folks who live on Dale Dr. are becoming increasingly less open to the opinions of folks who do not live on Dale Dr. – and perhaps rightfully so as folks who do not live on Dale Dr. will not experience changes to their streets as well as the land and view in front of their homes.

And now the former President of the Woodside Park Civic Association, who also served as Co-Chair of the Dale Drive Safety Coalition and helped to spearhead the effort to install sidepaths during their 3 years of residing on Dale Dr., moved away some 4 months ago.

According to a March 2019 article in “The Voice” – a Woodside Park Civic Association newsletter – the above referenced Co-Chair “organized neighbors”. It is interesting that some folks were not aware of these “organized neighbors” while others were not aware of what it was these organized neighbors were hoping to accomplish. Perhaps one manifestation of these “organized neighbors” was revealed in letters attached to MR2020023. It seems that 17 of 22 neighbors, who wrote letters in favor of a sidewalk/sidepath, used or paraphrased the same sentences. For example, “I am writing to urge the Planning Board to support...” “In 2017, there were 11 accidents on this stretch...” “To ensure the safety that residents have sought...” Few, if any, of those 22 neighbors acknowledged or commented on the challenges presented by a project of this scope.

The Co-Chair also formed a committee – outside of open-for-all civic association committees – in an effort to ensure sidepaths were not installed on their side of the street. (It seems possible to think that an impartial Co-Chair opposed to sidepaths on their side of the street would also be opposed to sidepaths on the opposite side of the street).

Moving on, it can be said that sidepaths do not make people safe. Curbs do not make people safe. And buffers do not make people safe. It is not unheard of for vehicles to jump curbs or cross buffers. Based on photos supplied in a letter attached to MR2020023, it appears that vehicles involved in two of the accidents photographed jumped curbs and most likely would have crossed buffers had buffers been in place. People make people safe.

There is a personal responsibility when walking, no matter where a person walks, to stay alert and not be distracted. It is common sense that when walking and a car approaches, pedestrians should exercise caution and move aside as appropriate. Another photo supplied in a letter attached to MR2020023 shows someone riding a bicycle, with what appears to be a child sitting behind them, on the vehicle side of a painted street line rather than on the shoulder side of a painted street line. Again, people make people safe.

In the March 2019 edition of “The Voice”, it was conveyed that someone reportedly experienced a harrowing near miss when crossing Dale Dr. with a baby in a stroller. How does one get themselves in a position to have a near miss crossing Dale Dr. – especially with a baby? Most crosswalks on Dale Dr. have extensive sightlines in both directions. If you are with a baby – or even if you are by yourself - it is not necessary to cross Dale Dr. using a crosswalk with limited sightlines. People make people safe.

MR2020023 informs that one common response to public surveys is a desire to maintain on-street parking on Dale Dr. MR2020023 falls short with respect to addressing the retention of on-street parking.

Sidepaths, as proposed in MR2020023, will have an effect on on-street parking for the residents of Dale Dr. Some residents need to park on Dale Dr. for safety reasons. Hills and trees create blind spots which make it a challenge to exit a driveway – especially for those who must back out of a driveway. Sometimes it is necessary to use the shoulder to safely back out of a driveway. A shoulder provides for driveway safety – not only for the residents of Dale Dr. but for those driving on Dale Dr. as well.

MR2020023 appears to allow for on-street parking in front of 4 residences along the north side of Dale Dr. between Columbia Blvd. and Harvey Rd. MR2020023 appears to eliminate on-street parking in front of 19, possibly more, residences along the north side of that stretch of Dale Dr. It appears MR2020023 does not address the matter of on-street parking in its entirety.

Sidepaths will also have an effect on on-street parking for non-residents such as postal employees, delivery people, and house guests. For example, MR2020023 proposes a potential retaining wall along a stretch of 4 homes on the north side of Dale Dr. between 1209 and 1221. Each of these homes have single car garages. Occupants of one of the homes have 4 vehicles. One of the homes receives deliveries 6 and sometimes 7 days a week. On some days there are multiple deliveries. On 6 days of the week, the mailman parks in front of one of the homes. The residents of these homes benefit from the on-street parking that exists in front of their houses, on their side of the street. That on-street parking should not be eliminated or reduced.

And sidepaths will have an effect on shoulders. Shoulders provide a place for drivers to pull over when emergency vehicles pass. Shoulders are also used by school buses and trash collectors. The safety of trash collectors will be impacted as trash collector drivers will be unable to consistently move to the side during their stops. When there is no shoulder for trash collectors to pull over onto, some drivers on Dale Dr. who are not in a position to wait, have made the decision to cross a double yellow line to pass. This is not a precedent to be increased on a hilly street with blind spots, or on any street. Shoulders should not be eliminated or reduced.

MR2020023 informs that another common response to public surveys is a desire to maintain the character of Dale Dr.

Sidepaths will change a part of what draws residents to Dale Dr. Sidepaths change aesthetics. People made the choice to live on Dale Dr. knowing there are no sidepaths. We are among them. We savor and appreciate the aesthetics of living on a street with greenery that laps street pavement, rather than ribbons of sidepaths. The absence of sidepaths gives the neighborhood a calm, rural appearance. As one resident of Luzerne Ave. notes a letter attached to MR2020023, "One of the reasons that my wife and I decided to move to this area was...the overall feeling of living in a walkable community." It is curious that prospective homeowners – including those of childbearing years - who believe sidepaths are necessary, made a decision to live on a street nearly void of sidepaths. Taken one step further, it is curious that anyone would move onto a street without sidepaths, shortly thereafter begin to spearhead the effort for sidepaths on that street, and then move away within 3 years.

The proposed sidepath would be 8 feet wide and would generally have a 5-foot-wide buffer. We appreciate that the staff recommends approval of a 5-foot-wide buffer rather than a 6-foot wide buffer, as well as the approval of sections where no buffer will be provided. Sidewalks, some of which extend entire blocks, already exist along Dale Dr., without buffers. So it seems possible that buffers can be omitted along the entire proposed sidepath. Eliminating buffers could help in the retention of existing on-street parking and shoulders.

The sidewalk in front of 9340 Columbia Boulevard is 4' wide. Sidewalks installed, without buffers, along Brookville Road in Chevy Chase are as little as 3' wide. With existing sidewalks this narrow, it seems possible that a sidepath can be less than 8 feet wide.

Sidepaths must be shoveled. Snow from 10 foot wide swaths will get plowed onto sidepaths. Some plowing would cover the length of a property's sidepath with snow that reaches up to 3 feet in height. Some residents shovel 150+ feet of driveway. Increasing the amount of shoveling to clear 75 feet of new sidepath would have a negative impact on the health of some residents. Snowfall of any significance would result in even greater health concerns, as plowed snow becomes compact, heavier, and more difficult to remove. In many cases, shoveled snow would need to be placed on soil. Snow plowed off the street contains chemicals which negatively impacts soil.

Historically, in many jurisdictions, the installation of sidepaths increased property taxes. We do not want to pay more taxes for something that does not meet a purpose or public need.

Not enough pedestrians and cyclists use Dale Dr. to warrant the cost of sidepath construction. Low pedestrian and cyclist use finds a parallel with low ridership on buses which serviced Dale Dr. That bus service has been discontinued, in part due to inefficient return on tax dollars spent to maintain a service with little use. Constructing sidepaths in a low use area results in a similar inefficient return on tax dollars.

The installation of sidepaths and buffers on Dale Dr. is a low public priority. Tax dollars can be used to address more pressing needs for the community-at-large.

Thank you.

## MCP-Chair

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**From:** MARIA GRAZIA CAVALLINI <mgcromedc@msn.com>  
**Sent:** Wednesday, July 29, 2020 8:52 AM  
**To:** MCP-Chair  
**Cc:** Dale Drive Safety  
**Subject:** Att. Casey Anderson: Dale Drive Pedestrian Facility; Referral Plan Number: MR2020023

**Categories:** Tracked To Dynamics 365

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**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

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Dear Chairperson Anderson,

Hope all is well with you. My name is Maria Grazia Cavallini and I live at 1412 Dale Dr. I would like to confirm that I have witnessed accidents, and near accidents often in front of my home. While the traffic calming actions have definitely helped, I see, on a daily basis, pedestrians walking on Dale Dr with cars dangerously close to them. This includes children on bicycles and families taking walks.

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road. Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Best regards,  
Maria Grazia Cavallini

## MCP-Chair

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**From:** Emily Bleimund <ebleimund@gmail.com>  
**Sent:** Wednesday, July 29, 2020 9:13 AM  
**To:** MCP-Chair  
**Subject:** Approval of Dale Drive multi-use path

**Categories:** Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

I am a resident of Woodside Forest in Montgomery County and my address is 9204 Watson Rd, Silver Spring MD 20910.

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Rd and Georgia Ave during your hearing tomorrow July 30. The County recently installed traffic calming measures along this part of Dale, which has slowed traffic but has not addressed the issue of pedestrians being able to walk safely along the road.

Many residents of our community walk along Dale for exercise, to reach shopping, church, school bus stops and other needs. The changes that have been proposed for this section of the road are necessary to ensure the safety of everyone in our community.

Thank you for your attention to this important matter.

Emily Bleimund

## MCP-Chair

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**From:** Patrick Thomas <patrick@gobrent.co>  
**Sent:** Wednesday, July 29, 2020 9:40 AM  
**To:** MCP-Chair  
**Cc:** daledrivesafety@gmail.com  
**Subject:** Dale Drive Safety

**Categories:** Tracked To Dynamics 365

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Dear Chairperson Anderson,

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. Although I would rather see a sidewalk like the rest of Dale Dr has all the way to Piney Branch Road. The County recently installed traffic calming measures along this part of Dale, which has not slowed traffic and has only caused additional sign pollution. If you are really concerned about pedestrian safety, install a sidewalk.

Also your plan to remove the existing sidewalk on Dale Dr and close off the Island makes no sense at all, financially or for a smooth traffic flow...an idea put a Stop sign there.

Dale Drive is a completely residential road with no sidewalks along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Patrick R Thomas  
9228 Woodland Dr  
Silver Spring, MD 20910 1.565.2523

[Patrick@gobrent.co](mailto:Patrick@gobrent.co)  
[www.gobrent.co](http://www.gobrent.co)



## MCP-Chair

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**From:** Beadsie Woo <beadsie@gmail.com>  
**Sent:** Wednesday, July 29, 2020 9:53 AM  
**To:** MCP-Chair  
**Subject:** Multiuse path on Dale Drive

**Categories:** Tracked To Dynamics 365

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Chairperson Anderson,

I urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during tomorrow's Mandatory Referral Hearing. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

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You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Sincerely,



Lillian Woo  
114 Dale Drive

## MCP-Chair

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**From:** lesbholt@aol.com  
**Sent:** Wednesday, July 29, 2020 10:01 AM  
**To:** MCP-Chair  
**Cc:** daledrivesafety@gaill.com  
**Subject:** July 30 Hearing Dale Drive Safety

**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Dear Chairperson Anderson

I have lived on the south side of the 1600 block of Dale Drive, between Corwin and Luzerne Streets, for more than 34 years. We have a sidewalk in front of our house that is used by over 100 pedestrians and their pets every day. On occasion bicyclists use Dale Drive as well. I understand the desire to accommodate both the pedestrian and bicyclist interests in providing a safer and more useable Dale Drive between Georgia Avenue and Colesville Road.

I recommend that the county support a bicycle/pedestrian path along the north side of Dale and create a sidewalk along the south side of Dale. While there may be added expense, the total distance is less than one mile. The County has already upgraded Dale's intersections by installing short sidewalks along the roadway at each intersection for pedestrians. It would seem that these already in place sidewalk upgrades at intersections could simply be connected with a full sidewalk, at least along the south side of Dale.

Sincerely,

Les Holt  
1604 Dale Drive  
Silver Spring, MD 20910

## MCP-Chair

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**From:** Penelope Taylor <penelope.taylor@gmail.com>  
**Sent:** Wednesday, July 29, 2020 10:03 AM  
**To:** MCP-Chair  
**Cc:** Dale Drive Safety  
**Subject:** Dale Drive Project

**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Dear Chairperson Anderson,

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Thank you in advance for your attention and consideration to this critical safety issue for our community.

Sincerely,

Penelope Taylor  
1401 Dale Dr.

## MCP-Chair

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**From:** Carla Holt <cth511@aol.com>  
**Sent:** Wednesday, July 29, 2020 10:32 AM  
**To:** MCP-Chair  
**Cc:** daledrivesafety@gmail.com  
**Subject:** Dale Drive Pedestrian Facility July 30 Hearing

**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

My husband and I reside in the 1600 block of Dale Drive and appreciate and support the County's plans and efforts to improve pedestrian safety. For the record we have been the victim of having our own car totaled that was parked in front of our home on Dale and there was another vehicular collision just this month in the same block.

Neither of these accidents would have been avoided with the County's current proposed changes.

We actually have an existing sidewalk in front of our stretch of Dale between Corwin and Luzerne and support installing additional sidewalks on Dale.

The current plans of the county include removing and replacing this existing sidewalk on our block with a "sidepath". We ask that the County disregard the plan to remove the existing sidewalk in between 1600 and 1606 Dale Drive. We find the idea of replacing the existing concrete sidewalk with a path not helpful in solving pedestrian safety. If the county presses to pursue the expense of removing and replacing an actual sidewalk with a side path in front of our homes, we expect it to be made from concrete and not asphalt.

The County also shows plans to abruptly end Woodland Drive at Luzerne. There is no existing concern for the amount of foot or vehicular traffic on this one way stretch to Woodland Drive, we do not find it would slow traffic, and we do not agree with this recommendation overall.

We find the current plans could more thoroughly address pedestrian safety and calming the excessive speed regularly occurring between the stretch of Dale between Georgia Avenue and Luzerne.

The actual area where traffic consistently accelerates on this portion of Dale is the vehicular traffic coming to and from Georgia Avenue.

Cars accelerate rounding the curve at the Corwin/Columbia Boulevard intersection to see the light at Georgia; if it is green, they often then pick up even more speed.

Cars crossing Georgia onto Columbia/Dale tear down the road and whip around the curve at Corwin.

The traffic coming from the direction of Georgia currently begins to slow when ascending the hill on Dale at the existing yield to Woodland and Luzerne.

A roundabout was offered by the County as an original alternative at Columbia Blvd. and Dale. A roundabout would slow traffic in both directions right where the actual speed increases to ascend Columbia/Dale between Georgia and Columbia/Corwin and would slow the traffic speeding from Georgia Avenue.

In the absence of a roundabout, the County could install speed bumps to reduce the speeding problem.

A crosswalk just east of the roundabout would give protection to where pedestrians actually cross Dale to get to Sligo Creek and surrounding neighborhoods.

To reiterate, we recommend

- Proceeding with installing sidewalks as designated on the other side of Dale
- Maintain existing sidewalk and Woodland Drive yield
- A roundabout at Columbia/Corwin/Dale
- Installing a crosswalk at Columbia/Corwin/Dale

We would welcome the opportunity to physically walk this plan with appropriate County representatives.

Respectfully,

Carla Holt  
1604 Dale Drive  
Silver Spring, MD 20910

## MCP-Chair

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**From:** Corinne Hart <hart.corinne@gmail.com>  
**Sent:** Wednesday, July 29, 2020 10:38 AM  
**To:** MCP-Chair  
**Subject:** Re: Dale Drive Pedestrian Facility - Mandatory Referral MR2020023  
**Attachments:** Testimony on Dale Drive Safety FY21 CIP.docx

**Categories:** Tracked To Dynamics 365

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**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

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Apologies - I attached testimony from the wrong year (although it is still relevant). Please also include in the formal record my attached testimony for the most recent Council hearing.

Thank you,  
Corinne

On Wed, Jul 29, 2020 at 10:35 AM Corinne Hart <[hart.corinne@gmail.com](mailto:hart.corinne@gmail.com)> wrote:

Dear Chairperson Anderson,

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing on July 30th. The County recently installed traffic calming along this part of Dale, which has slowed traffic, but has not addressed the issue of pedestrians being able to walk safely along the road.

When I walk on the road with my two young children, I feel incredibly unsafe and fear for their safety as cars speed past us without a safe place to walk. Families who live on Dale Drive have been actively engaged in the process of urging the County to build a sidewalk on the road for many years - hundreds have joined our Dale Drive Safety Facebook group, signed petitions, attended our Dale Drive Safety Walk, as well as testified, submitted written comments, attended MCDOT meetings and more. We need the construction of this project to start ASAP in order to ensure the safety of our community, especially our children who walk along this road and wait for school buses.

Dale Drive is a completely residential road with no sidewalk along the portion between Colesville and Georgia. With an extremely narrow shoulder in some parts, parked cars, traffic calming bump outs, and dilapidated pavement in some sections, the road is incredibly dangerous to walk and bike along.

In years past, there have been a multitude of crashes on this stretch of Dale Drive. The majority of these crashes involved cars hitting fixed objects on the side of the road, which means that pedestrians and bicyclists are especially vulnerable to being killed or injured. In fact, several years ago, our neighbor was tragically killed by a speeding driver as he walked along the road during his morning walk, and a bicyclist has also been hit and critically injured.

Inadequate pedestrian infrastructure puts people at risk who are walking or biking to nearby churches, parks, playgrounds, the synagogue, daycare, or various community businesses. When school is in session, children who gather along Dale in the morning to board school buses are also in danger. Additionally, this danger inhibits residents from easily accessing the adjacent business district, which is an obstacle to the growth of local businesses.

To ensure the safety that residents have sought for more than twenty years, we request that you support the design, funding and installation of a sidewalk or multi-use path on Dale Drive as was promised several years ago in CIP #509337.

You can read firsthand experiences of residents in our community about their concerns regarding Dale Drive here - <http://bit.ly/ResidentTestimonials>. Please see my attached testimony from the recent Council budget hearing outlining the community's efforts to get a sidewalk built on this road. It has been a long, exhausting process and we are ready for the sidewalk, a basic piece of pedestrian infrastructure, as soon as possible.

Thank you for your leadership on Vision Zero and ensuring a safe place to walk for everyone in the County.

Best,  
Corinne Hart  
1212 Dale Drive  
Silver Spring  
Co-Chair, Dale Drive Safety Coalition

**Testimony by Corinne Hart  
FY 21 Capital Budget and FY21-26 CIP  
County Council Hearing**

February 5, 2020  
Third Floor Hearing Room  
100 Maryland Avenue, Rockville, MD

Dear Council President Katz and Councilmembers,

My name is Corinne Hart and I live on Dale Drive in Silver Spring. I am here today to urge you to include funding for a sidewalk on Dale Drive between Colesville Road and Georgia Avenue. As many of you know, my community has been advocating for pedestrian safety improvements on this part of Dale Drive for many years. While we are grateful for the traffic calming infrastructure that was recently installed, it was meant to be only one part of a more robust solution. In fact, without a sidewalk, the bump out curbs actually force bikes, people in wheelchairs, and people pushing strollers to walk directly into traffic to get around them. Even with the traffic calming, there have already been several crashes this year in just one month alone.

I am here not only to advocate that you include funding to finish this project, but also to share our experiences of how challenging it is to get basic pedestrian infrastructure installed on a County road. I started my advocacy when I was on maternity leave with my first daughter - she is now two and a half years old and I now am on maternity leave with my second daughter. Navigating the road on foot with two children versus one is even more terrifying.

In 1994 retired NASA engineer, Leonard Hardis, was hit and killed by a driver as he walked along Dale a few blocks from his home. For over 25 years, residents have been asking the County to solve this issue that puts their lives at risk. In 2008 funding was included in the CIP to fund a sidewalk on Dale, but it was removed in 2016 without any consultation with the community.

Since then, my neighbors and I have been actively organizing to increase safety on Dale Drive for pedestrians, bicyclists, and the elementary and middle school aged children who wait every morning on this busy road with no sidewalk for their school buses. For example,

- We formed the Dale Drive Safety Coalition, which has over 200 members.



- We've submitted a petition to the County with hundreds of signatures asking for safety improvements.
- We've testified here at Council hearings, at the Planning Board, and attended County meeting after meeting.
- We organized the Dale Drive Safety Walk, which was attended by over 100 people, including many of you and other County officials.
- We've spoken with the County Executive, the heads of MCDOT, the heads of the Planning Department, many of you, your staff, T&E Committee staff, and the police department.
- We've organized email campaigns resulting in countless neighbors writing to County officials asking for help, and;
- Several local news outlets have even covered pedestrian safety challenges on this road.

And yet... the Dale Drive path is still not included in the CIP and has no funding beyond completing 35% design.

This section of Dale Drive is completely residential. It has no sidewalks and no bike lane. You are forced to walk on the shoulder, which is completely impassable in some places due to parked cars.

In a recent MCDOT survey, over 80% of residents who live on or near Dale said that they support a sidewalk or multi-use path. Many people also responded saying that they use Dale to walk or bike to nearby churches, parks, local businesses, and downtown Silver Spring. It will also be a route to access the Purple Line and the path is listed in the County's Bicycle Master Plan.

I urge you to restore funding in the budget to complete the Dale Drive project and address the concerns that residents have been raising with the County for **over twenty years**.

The County needs to take action before someone else gets seriously hurt or killed.

Thank you.

## MCP-Chair

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**From:** Michelle Desiderio <mjdesiderio@gmail.com>  
**Sent:** Wednesday, July 29, 2020 10:37 AM  
**To:** MCP-Chair  
**Cc:** Aldrich, Stephen; Earl Dotter; Deborah Stern; Brett Dae; Herb Blain; Mary Hufnell; Gayane Markaryan; Peter Holtgrave; Peter Sparding; Dave Robinson; Jay Pascucci; Rashann Duvall; Patrick Foster; phil; Emerson, Sean  
**Subject:** Support for the Dale Drive Multi-Use Path  
**Attachments:** Luzerne Ave Residents Letter to Support Dale Drive.pdf  
**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Dear Chairperson Anderson & Planning Board Members:

On behalf of the Luzerne Ave residents listed in the attached letter, we write to urge you to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing.

EVERY home on Luzerne Ave supports this proposal and would like to see the plans approved so we can move to the next stage of design and construction.

Please do not hesitate to contact me if you have questions or comments about our support,  
Michelle Foster

--  
Michelle Desiderio Foster  
Luzerne Ave  
Friends of Forest Glen and Montgomery Hills

Sent via email: [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

Dear Chairperson Anderson & Planning Board Members:

On behalf of the Luzerne Ave residents listed below, I write to urge you to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing.

To provide context, our segment of Luzerne Ave is a one block portion between Georgia Ave and Dale Drive. There are 12 homes on Luzerne Ave and currently 12 kids -all under 13 years old. EVERY home on Luzerne Ave supports this proposal and would like to see the plans approved so we can move to the next stage of design and construction.

There are many reasons to approve the multi-use path on Dale Drive. As currently configured, Dale Drive is dangerous for all users: drivers, pedestrians, and bicyclists. The crash data collected over many years clearly shows the safety issues with Dale Drive. Importantly, the safety issues are not merely the result of speeding vehicles – the geography and road design of Dale creates many of the problems and places non-vehicle users in danger even if they are walking or biking along Dale Drive for a short period of time. The proposed multi-use path will make it much safer for us to walk or bike along Dale Drive.

For Luzerne Ave residents, Dale Drive stands between us and Sligo Creek Park. Safety along Dale is important for us to be able to get to the park.

Dale Drive is also the location of our school bus stops. All public-school buses have stops along Dale Drive and we all need to walk along Dale and then wait for the buses with our kids.

One of the most important aspects of the proposed Dale Drive plan for Luzerne Ave residents is the completion of the sidewalk along Luzerne Ave. Currently, we have to walk into the street, at a point where the street narrows slightly to get to the short segment of sidewalk that exists along Dale Drive. This makes it particularly dangerous to get to Sligo Creek Park or to get to the school bus stops. We are excited to finally have this segment of sidewalk completed as we have asked for it to be constructed since I moved to Luzerne Ave in 1994.

Please approve the Dale Drive Pedestrian Facility and help make it safer for us to walk and bike in our neighborhood.

Best,

Michelle, Patrick, & Clark Foster  
1718 Luzerne Ave

Mary Hufnell  
1719 Luzerne Ave

Rashann Duvall, Murad Kalam, and Amalie  
1716 Luzerne Ave

Deborah Stern and Earl Dotter  
1714 Luzerne

Peter Holtgave, Amy Dunaway, Eli, and  
Maura  
1717 Luzerne Ave

Brett, Danielle Brooks, and Layla Dae  
1710 Luzerne Ave

Phil Stephenson, Margaret Hoyt, and Gavin  
1713 Luzerne Ave

Peter, Kristin Sparding  
1711 Luzerne Ave

David Robinson and Jay Pascucci  
1715 Luzerne Ave

Herb, Shantee, Jamison & Dresden Blain  
1705 Luzerne Ave

Gemma Ramaya  
1720 Luzerne Ave

Gayane Markaryan, Lane C., August &  
Benjamin Tellinghuisen  
1721 Luzerne Ave

## MCP-Chair

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**From:** Earl Dotter <earldotter@gmail.com>  
**Sent:** Wednesday, July 29, 2020 10:57 AM  
**To:** Michelle Desiderio  
**Cc:** MCP-Chair; Aldrich, Stephen; Deborah Stern; Brett Dae; Herb Blain; Mary Hufnell; Gayane Markaryan; Peter Holtgrave; Peter Sparding; Dave Robinson; Jay Pascucci; Rashann Duvall; Patrick Foster; phil; Emerson, Sean  
**Subject:** Re: Support for the Dale Drive Multi-Use Path  
**Categories:** Tracked To Dynamics 365

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Thank you once again, Michelle, for your fine organizing of the residents in our block of Luzerne Avenue, gaining their unanimous approval for the Dale Drive Multi-Use Path that directly affects us all here on the 1700 Block of Luzerne Ave. between Georgia Avenue and Dale Drive.

We are most appreciative, Earl & Deborah



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On Wed, Jul 29, 2020 at 10:37 AM Michelle Desiderio <[mjdesiderio@gmail.com](mailto:mjdesiderio@gmail.com)> wrote:

Dear Chairperson Anderson & Planning Board Members:

On behalf of the Luzerne Ave residents listed in the attached letter, we write to urge you to approve the design of the multi-use path on Dale Drive between Colesville Road and Georgia Ave during your upcoming Mandatory Referral Hearing.

EVERY home on Luzerne Ave supports this proposal and would like to see the plans approved so we can move to the next stage of design and construction.

Please do not hesitate to contact me if you have questions or comments about our support,  
Michelle Foster

--

Michelle Desiderio Foster  
Luzerne Ave  
Friends of Forest Glen and Montgomery Hills

--

EARL DOTTER

PHOTOJOURNALIST, STOCK PHOTOGRAPHY LIBRARY

[earldotter@gmail.com](mailto:earldotter@gmail.com) [www.earldotter.com](http://www.earldotter.com)

1714 Luzerne Avenue, Silver Spring, Maryland 20910-1561

Office: [\(301\) 589-3061](tel:3015893061) Cell: [\(240\) 893-0263](tel:2408930263)

## Coello, Catherine

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**From:** Sartori, Jason  
**Sent:** Wednesday, July 29, 2020 11:49 AM  
**To:** Coello, Catherine; Aldrich, Stephen  
**Subject:** FW: Dale Drive Pedestrian Facility, Mandatory Referral MR 2020023

Good morning,

I wanted to pass along the email below. It was not submitted through the usual MCP-Chair email (unless it was sent separately and I didn't catch it there), but wanted to make sure it was added to the record and reviewed by Steve.

Thanks,  
Jason

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**From:** P C <psctown2019@gmail.com>  
**Sent:** Wednesday, July 29, 2020 8:35 AM  
**To:** Sartori, Jason <Jason.Sartori@montgomeryplanning.org>  
**Subject:** Dale Drive Pedestrian Facility, Mandatory Referral MR 2020023

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Mr. Sartori,

We live on Dale Drive.

We reviewed Dale Drive Pedestrian and Safety Improvements, Mandatory Referral, MR2020023 and wish to thank those working on this project.

We oppose the installation of a sidepath on Dale Dr. between Georgia and Colesville.

We appreciate the Dale Dr. project goal of making improvements that improve the experience of all those who use Dale Dr. The down classification of Dale Dr. to a minor arterial road and the installation of traffic calming measures moves the needle toward that goal. Increased enforcement of existing speed limits would continue that effort. And rather than incurring the expense of adding a sidepath on Dale Dr., Montgomery County could enhance their coffers from speed camera proceeds.

A sidepath along Dale Dr. does not meet a new public need for the community-at-large. A sidepath on Dale Dr. does not meet a new purpose. Space is already available to walk along Dale Dr. from Georgia to Colesville and has been available since the neighborhood was established. The space meets a public need and purpose. Unlike streets in the rest of Woodside Park and Woodside Forest, Dale Dr. is equipped with painted street lines which provide a defined area to walk. We personally use the existing defined space along Dale Dr. to walk to the Metro, the Silver Spring Library, the Shepherd Park Library, Rock Creek Park, and stores several times a week, and have done so for a number of years.

All but a handful of bicyclists using Dale Dr. are road cyclists riding on slicks in the hope of a speedy ride. When going downhill, a good many reach the posted 30 mph – and they do that within the existing space. It seems reasonable to think that pedestrians would not want to share a sidepath with cyclists riding at that rate of speed, and vice versa.

A less costly option to accommodate cyclists entails changes to existing bicycle route signs in Woodside Park. Going north at the intersection of Fairview Road and Woodside Parkway, a sign directs bicyclists to turn left onto Woodside Parkway. This sign can be modified to also direct bicyclists to continue on Fairview Road so they can exit Woodside Park to the east via Highland Dr. onto Colesville where signs inform that cyclists can use an entire lane. At the intersection of Woodside Parkway and Alton Parkway, a sign directs bicyclists to turn right onto Alton Parkway, which eventually puts them on Dale Dr. for a brief time so they can exit Woodside Park to the north via Harvey Road and Edgewater Road. This sign can be modified to also direct bicyclist to continue on Woodside Parkway so they can exit Woodside Park to the west via Woodside Parkway. Appropriate changes to other bicycle route signs in and around Woodside Park can be made to accommodate bicyclists traveling in the opposite direction.

Like their bicyclist counterparts, pedestrians who walk along Dale Dr. have the option of exiting Dale Dr. to use other streets within Woodside Park, such as Highland Dr., which offer less vehicular traffic. Highland Dr. is one block from Dale Dr. and parallels Dale Dr. from Georgia to Colesville.

In a letter attached to MR2020023, a Midwood Rd. resident commented to the effect that Dale Dr. is the only path to public transit on Colesville. It seems possible that the resident has the option to cross Dale Dr. and access Colesville via Highland Dr. In another letter, a Highland Dr. resident commented to the effect that it is necessary to walk on Dale Dr. to access Sligo Creek Parkway. It seems possible that the resident has the option to take Highland Dr. to Colesville and take Colesville to Sligo Creek Parkway.

The topic of sidepaths on Dale Dr. has led to division among some residents of Woodside Park and Woodside Forest. Some folks who live on Dale Dr. are becoming increasingly less open to the opinions of folks who do not live on Dale Dr. – and perhaps rightfully so as folks who do not live on Dale Dr. will not experience changes to their streets as well as the land and view in front of their homes.

And now the former President of the Woodside Park Civic Association, who also served as Co-Chair of the Dale Drive Safety Coalition and helped to spearhead the effort to install sidepaths during their 3 years of residing on Dale Dr., moved away some 4 months ago.

According to a March 2019 article in “The Voice” – a Woodside Park Civic Association newsletter – the above referenced Co-Chair “organized neighbors”. It is interesting that some folks were not aware of these “organized neighbors” while others were not aware of what it was these organized neighbors were hoping to accomplish. Perhaps one manifestation of these “organized neighbors” was revealed in letters attached to MR2020023. It seems that 17 of 22 neighbors, who wrote letters in favor of a sidewalk/sidepath, used or paraphrased the same sentences. For example, “I am writing to urge the Planning Board to support...” “In 2017, there were 11 accidents on this stretch...” “To ensure the safety that residents have sought...” Few, if any, of those 22 neighbors acknowledged or commented on the challenges presented by a project of this scope.

The Co-Chair also formed a committee – outside of open-for-all civic association committees – in an effort to ensure sidepaths were not installed on their side of the street. (It seems possible to think that an impartial Co-Chair opposed to sidepaths on their side of the street would also be opposed to sidepaths on the opposite side of the street).

Moving on, it can be said that sidepaths do not make people safe. Curbs do not make people safe. And buffers do not make people safe. It is not unheard of for vehicles to jump curbs or cross buffers. Based on photos supplied in a letter attached to MR2020023, it appears that vehicles involved in two of the accidents photographed jumped curbs and most likely would have crossed buffers had buffers been in place. People make people safe.



There is a personal responsibility when walking, no matter where a person walks, to stay alert and not be distracted. It is common sense that when walking and a car approaches, pedestrians should exercise caution and move aside as appropriate. Another photo supplied in a letter attached to MR2020023 shows someone riding a bicycle, with what appears to be a child sitting behind them, on the vehicle side of a painted street line rather than on the shoulder side of a painted street line. Again, people make people safe.

In the March 2019 edition of "The Voice", it was conveyed that someone reportedly experienced a harrowing near miss when crossing Dale Dr. with a baby in a stroller. How does one get themselves in a position to have a near miss crossing Dale Dr. – especially with a baby? Most crosswalks on Dale Dr. have extensive sightlines in both directions. If you are with a baby – or even if you are by yourself - it is not necessary to cross Dale Dr. using a crosswalk with limited sightlines. People make people safe.

MR2020023 informs that one common response to public surveys is a desire to maintain on-street parking on Dale Dr. MR2020023 falls short with respect to addressing the retention of on-street parking.

Sidepaths, as proposed in MR2020023, will have an effect on on-street parking for the residents of Dale Dr. Some residents need to park on Dale Dr. for safety reasons. Hills and trees create blind spots which make it a challenge to exit a driveway – especially for those who must back out of a driveway. Sometimes it is necessary to use the shoulder to safely back out of a driveway. A shoulder provides for driveway safety – not only for the residents of Dale Dr. but for those driving on Dale Dr. as well.

MR2020023 appears to allow for on-street parking in front of 4 residences along the north side of Dale Dr. between Columbia Blvd. and Harvey Rd. MR2020023 appears to eliminate on-street parking in front of 19, possibly more, residences along the north side of that stretch of Dale Dr. It appears MR2020023 does not address the matter of on-street parking in its entirety.

Sidepaths will also have an effect on on-street parking for non-residents such as postal employees, delivery people, and house guests. For example, MR2020023 proposes a potential retaining wall along a stretch of 4 homes on the north side of Dale Dr. between 1209 and 1221. Each of these homes have single car garages. Occupants of one of the homes have 4 vehicles. One of the homes receives deliveries 6 and sometimes 7 days a week. On some days there are multiple deliveries. On 6 days of the week, the mailman parks in front of one of the homes. The residents of these homes benefit from the on-street parking that exists in front of their houses, on their side of the street. That on-street parking should not be eliminated or reduced.

And sidepaths will have an effect on shoulders. Shoulders provide a place for drivers to pull over when emergency vehicles pass. Shoulders are also used by school buses and trash collectors. The safety of trash collectors will be impacted as trash collector drivers will be unable to consistently move to the side during their stops. When there is no shoulder for trash collectors to pull over onto, some drivers on Dale Dr. who are not in a position to wait, have made the decision to cross a double yellow line to pass. This is not a precedent to be increased on a hilly street with blind spots, or on any street. Shoulders should not be eliminated or reduced.

MR2020023 informs that another common response to public surveys is a desire to maintain the character of Dale Dr.

Sidepaths will change a part of what draws residents to Dale Dr. Sidepaths change aesthetics. People made the choice to live on Dale Dr. knowing there are no sidepaths. We are among them. We savor and appreciate the aesthetics of living on a street with greenery that laps street pavement, rather than ribbons of sidepaths. The absence of sidepaths gives the neighborhood a calm, rural appearance. As one resident of Luzerne Ave. notes a letter attached to MR2020023, "One of the reasons that my wife and I decided to move to this area was...the overall feeling of living in a walkable community." It is curious that prospective

homeowners – including those of childbearing years - who believe sidepaths are necessary, made a decision to live on a street nearly void of sidepaths. Taken one step further, it is curious that anyone would move onto a street without sidepaths, shortly thereafter begin to spearhead the effort for sidepaths on that street, and then move away within 3 years.

The proposed sidepath would be 8 feet wide and would generally have a 5-foot-wide buffer. We appreciate that the staff recommends approval of a 5-foot-wide buffer rather than a 6-foot wide buffer, as well as the approval of sections where no buffer will be provided. Sidewalks, some of which extend entire blocks, already exist along Dale Dr., without buffers. So it seems possible that buffers can be omitted along the entire proposed sidepath. Eliminating buffers could help in the retention of existing on-street parking and shoulders.

The sidewalk in front of 9340 Columbia Boulevard is 4' wide. Sidewalks installed, without buffers, along Brookville Road in Chevy Chase are as little as 3' wide. With existing sidewalks this narrow, it seems possible that a sidepath can be less than 8 feet wide.

Sidepaths must be shoveled. Snow from 10 foot wide swaths will get plowed onto sidepaths. Some plowing would cover the length of a property's sidepath with snow that reaches up to 3 feet in height. Some residents shovel 150+ feet of driveway. Increasing the amount of shoveling to clear 75 feet of new sidepath would have a negative impact on the health of some residents. Snowfall of any significance would result in even greater health concerns, as plowed snow becomes compact, heavier, and more difficult to remove. In many cases, shoveled snow would need to be placed on soil. Snow plowed off the street contains chemicals which negatively impacts soil.

Historically, in many jurisdictions, the installation of sidepaths increased property taxes. We do not want to pay more taxes for something that does not meet a purpose or public need.

Not enough pedestrians and cyclists use Dale Dr. to warrant the cost of sidepath construction. Low pedestrian and cyclist use finds a parallel with low ridership on buses which serviced Dale Dr. That bus service has been discontinued, in part due to inefficient return on tax dollars spent to maintain a service with little use. Constructing sidepaths in a low use area results in a similar inefficient return on tax dollars.

The installation of sidepaths and buffers on Dale Dr. is a low public priority. Tax dollars can be used to address more pressing needs for the community-at-large.

Thank you.

## MCP-Chair

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**From:** Jill Desjean <jdesjean@yahoo.com>  
**Sent:** Wednesday, July 29, 2020 11:12 AM  
**To:** MCP-Chair  
**Subject:** Dale Drive multi-use path

**[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.**

Dear Chairperson Anderson,

I am a resident of Woodside Forest in Montgomery County and my address is 1518 Red Oak Dr., Silver Spring MD 20910.

I am writing to urge the Planning Board to approve the design of the multi-use path on Dale Drive between Colesville Rd and Georgia Ave during your hearing tomorrow July 30. The County recently installed traffic calming measures along this part of Dale, which has slowed traffic but has not addressed the issue of pedestrians being able to walk safely along the road.

There are stretches of road where there is simply no safe place for pedestrians to walk. For instance, when walking from Grace Episcopal Church along Grace Church Rd. to Woodside Forest there is no crosswalk at the end of Grace Church Rd. to cross Dale Dr., forcing pedestrians to either walk without a sidewalk and with their backs facing traffic to get to the Crosby Rd. crosswalk, or risk jaywalking across Dale Dr. where there is still no sidewalk, but they are at least positioned facing traffic and somewhat protected from oncoming traffic by the traffic barriers.

Many residents of our community walk along Dale for exercise, to reach shopping, church, school bus stops and other needs. The changes that have been proposed for this section of the road are necessary to ensure the safety of everyone in our community.

Thank you for your attention to this important matter.

Jill Desjean