

Item 6 - Correspondence

From: [Glazier, Eli](#)
To: [MCP-Chair](#)
Cc: [Anspacher, David](#)
Subject: Jack Cochrane Amherst Avenue Bikeway Alternatives Staff Report Comments
Date: Wednesday, December 2, 2020 9:40:27 AM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

See comments on the Amherst Avenue alternatives from Jack Cochrane below.



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WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Jack Cochrane <webgecko@earthlink.net>
Sent: Monday, November 30, 2020 2:27 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Cc: Peter Gray <peter@waba.org>; Anspacher, David <david.anspacher@montgomeryplanning.org>
Subject: Re: Amherst Avenue Bikeway Alternatives Staff Report

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

Hi guys,

The DC street I was thinking of with a narrow buffer between a 2 lane road and a 2-way protected bike lane was 1st NE next to Union Station...

<https://goo.gl/maps/5oixKTqPMVcak6xe7>

It has a curb divider at the south end and flex posts at the north end. The comfort I experienced there may have been due to the fact I could ride on the "wrong" (oncoming) side of the bike lane when riding southbound to shy away from traffic. There were no other cyclists to worry about - it was lightly used when I was there.

I should note that as far as buffer width goes, I personally don't find a 2' buffer between parking and a 1-way protected bike lane to be huge door zone issue, because I can shy into the half of the bike lane away from parking. But in the 2-way bike lane case, a 3' buffer is required as a bare minimum. The Woodglen bike lane buffer is 2' in some stretches, 3' in others. I find myself riding on the oncoming side of the bike lane in either case to be honest. But as I hope I made clear, ANY protected bike lane behind parking is a big problem for me. I am just not seeing such heavy parking utilization in Google street view

or satellite view to require parking on both sides anywhere in the Amherst project (not a detailed study I admit). I'll repeat that bike lanes behind parking are prone to drivers pulling out from parking lots routinely blocking them, drivers turning across them from the road without seeing cyclists, and car passengers and drivers blundering into them after parking their car. If bike lanes are to be protected, well, putting them behind parking fails to protect. I'll add that cyclists trying to enter/exit such bike lanes, say to turn into a parking lot across the street, have to squeeze between two parked cars to do so (U-turns at the next official break can be problematic too).

Here's a possible solution to that conundrum: provide full parking on one side and sparse parking on the other side, like 3 spaces, then a long gap, then 3 more spaces, etc. By long I don't mean 30' on each side of a driveway. I mean *long*.

Thanks for including me. I'm always happy to pressure you into making changes!

Jack

Sent from my iPhone