

**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
<b>General</b>		
1	Ben Ross	Change "Pedestrian Plan" to "Walking Plan"
2	Cathie Cooper	Use money to address the real, root problems and resist the urge to make quick, cosmetic changes will not address or resolve root problems and that, in fact, may create a new set of problems. Do a meaningful study before the County throws a solution at a perceived problem. Ask first: what is the root problem there (and which category of road user is most responsible for causing the problem)? Then ask: is there a solution that would benefit all users, and not one type of user at the detriment of other users? Then ask: does that solution create more problems? Then ask: can we effectively implement this change? Otherwise, it's just a case of pretty words.
3	Cathie Cooper	Show that the County can maintain the infrastructure we have, before building more, and that, when the County builds the new infrastructure, make sure there is a workable plan to maintain it to a level that makes it consistently useful for everyone. Baby steps; Rome wasn't built in a day, etc. etc.
4	Cathie Cooper	The Arrogance of Right-of-Way needs to be addressed. Just because a Pedestrian or Cyclist or Motorist has the Right-of-Way in a particular situation doesn't mean that they are absolved of all responsibility to watch out for others who are sharing the same travel space. In addition to obliviousness, mistakes can be made by everyone. Pedestrians, cyclists, and motorists have a shared responsibility when they share travel spaces, and each needs to be considerate of (and aware of) the others.
5	Cathie Cooper	The County has equal responsibility for enhancing and maintaining the experience of all users -- Pedestrian, Cyclist, Motorist -- and a plan heavily weighted toward pedestrians that negatively impacts motorists is just plain wrong.
6	Kimblyn Persaud	Equity has to be more than just a word, and we have not seen that in Wheaton. We put a 6' fence up along Georgia Avenue because people had been hit, in order to get a HAWK at Price/Georgia. We still don't have a HAWK. Yet, on Wisconsin Avenue, they have several HAWKS, but they don't have the same death toll. So, pedestrian safety does not matter to the State Highway Administration. Down Georgia Avenue and Veirs Mill, there are no HAWKS. It's imperative that the county works with the state in order to ensure that people within communities of color (because that's where the fences are going up) have the same pedestrian safety measures as our affluent neighbors.
7	Kimblyn Persaud	Representation is extremely important. In a county that is majority people of color, we need to see these people sitting at the table. You don't see it tonight or at these other meetings. Planning and the county must do better.
8	Kimblyn Persaud	Cars are not just a luxury item. These are your landscapers, painters, housekeepers. They need their cars for their jobs. There has to be a way we can all get along together. One size fits all does not work for everybody.
9	Lee Keiser	Plan maps should include symbols for Metro, Purple Line, Libraries
10	Lee Keiser	The Plan uses the word "country" often, instead of "county." This appears throughout the narrative, and on the Montgomery County map title (p. 208).
11	Max Bronstein	I am very much in favor of more people being able to bicycle or walk to work & to other destinations. However, there will be a limit as to the extent to which this will be possible. Impacting the amount of bicycling & walking are factors such as weather, distance, terrain, time, & condition of individuals wishing to so travel. Bear in mind that the Perennial group, those 65 years of age & older, as of 2020, was 15.5% of the county's population & growing quickly, so don't count on them to swell the numbers of bicyclists & walkers very much. Further, realize that reducing lane numbers & narrowing roads reduces speeds, increases congestion, & keeps cars in traffic longer, adding to pollution. The emphasis on walking & bicycling in the pedestrian master plan, in my view, ignores the real world to too great an extent, so I have added some facts & statistics to add some balance to the discussion.
12	Megan Brown	Putting pedestrians first and encouraging walking as the primary mode of transportation seems unrealistic, and ablist, ageist, and classist.
13	Megan Brown	A lot of the measures in the plan are not suitable for some streets.
14	Megan Brown	The plan is a little cruel to the elderly and disabled who depend on get to doctors, to get to dentists, to get to their family. Encourage the board to carefully consider the effects on traffic. It seems for some commenters that that is the goal, to make it hard to drive, and I think that's really unfair to families with small children, people who are struggling to survive economically, people who work downtown or work across county where there might not be good public transportation. There are many people who need to drive in this community, and I would encourage the Planning Board to take this plan with a grain of salt.
15	Megan Brown	There was no engagement with local churches, synagogues, private schools, others who have walkers, drivers and others -- diverse groups of ages that come to their communities. I'd be very curious to see what they see.
16	Megan Brown	I would submit that this is not a data-driven plan. A big blindspot is data about the projected uses of some things like bike lanes during inclement weather.
17	Stephen Blank	It appears that this plan was drawn up to conform to the wishes of an aggressive minority whose standpoint is that private automobiles are inherently evil while walking and/or bicycle riding are inherently good. I strongly doubt that this outlook conforms to majority opinion in the county. Moreover, this fact does not seem to have occurred to either these lobbyists or the planners.  Neither did they apparently take into account the fact that such plans cannot and should not be implemented in defiance of glaringly obvious socio-economic, demographic, and traffic realities. These lobbies and apparently the planners seem not to notice that public transit in the county and metropolitan area as a whole is a disaster and getting worse, e.g. Metro. Yet at the same time it is impossible for most if not all of the county's resident to go to work, doctors, school, shopping or entertainment without driving. Buses are either too few in number, on time rates, or not close enough to these destinations to make travelling upon them worthwhile unless there is no other alternative. Neither is there any sign of the county will change these conditions. Yet one of the lobbyists said that the planners should override community objections to what she believes is needed infrastructure. This, I need not add, is hardly an example of democratic decision making.

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18	Montgomery County Climate Action Plan Coalition	<p>-The PMP should focus more on climate "This is somewhat implicit but needs to be explicit." The plans need a lot more messaging (or plans thereof) to highlight the climate crisis, health, etc. to win over drivers who are addicted to their cars due to a century of the truly amazing—but now known to be misguided—car-centric culture. The harsh reactions to recent road diets have been sobering!</p> <p>-Explicit references to climate should be made. For example, quantifying the impact of tree canopy expansion or increased walking rates on carbon sequestration and vehicle miles traveled respectively.</p> <p>-Combining the climate assessments of the ped plan, the bike plan, and the transit plan can provided a better "systems" understanding of their potential to meet GHG reduction and other goals.</p>
19	Montgomery County Climate Action Plan Coalition	Make survey data more accessible for purposes of climate impact assessment
20	Montgomery County Climate Action Plan Coalition	it's important to consider how civil rights, socioeconomic justice, and transportation equitability intersect and can affect even the research intended to right the historical wrongs of redlining and racism, and it is unclear whether the data analysis considered these factors, which in turn could skew the GHG assessment.
21	Montgomery County Climate Action Plan Coalition	Given the focus on righting wrongs of the past in terms of ignoring people with disabilities, a thorough assessment of the PMP by representatives of that user group—if not already included—would be valuable, and would also bring greater legitimacy and accuracy to the assessment of GHGs.
22	National Capital Area Chapter of the National Federation of the Blind of Maryland	Deconflict the pedestrian, bike and vision zero planning efforts. Supports the prioritization of pedestrians.
<b>Table of Contents</b>		
23	Larry Cole	The Master Plan should include a list of all references that were used in the creation of this master plan and that should be used in the master plan's implementation.
<b>Executive Summary</b>		
24	Larry Cole	Goals 1 and 3 should be swapped to place "Enhance Pedestrian Safety" in the #1 slot.

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<b>Introduction</b>		
25	Larry Cole	The Introduction's statement is misleading however because specific location-based recommendations for facilities are made in this Plan as 62 pages of "Pedestrian Infrastructure Recommendations," but the recommended 310 pedestrian shortcuts are a distraction from the necessary focus on safety.
26	Larry Cole	The references to schools in this document appear to be focused solely on Montgomery County Public Schools and not include private schools or any colleges, including the multiple campuses of Montgomery College and other colleges in Montgomery County. The travel mode choices and pedestrian facility needs of those users likely differ greatly from MCPS students. For example, Montgomery College's Silver Spring/Takoma Park campus is in a very urban environment on a state highway; despite the school's being on one side of the road and restaurants and retail on the other side of the road, neither of the two intersections most convenient for that pedestrian traffic is signalized on this six-lane undivided roadway and neither of the signalized intersections in either direction has a protected pedestrian phase.
<b>Racial Equity and Social Justice Statement</b>		
27	Larry Cole	To ensure that we achieve a pedestrian system that accommodates everyone to the best of our ability, all projects should include meeting ADA Best Practices as a goal rather than just the minimum required by ADA. Aiming for the minimum, as we most often do now, ensures that when we fall short because of site-specific problems we end up with a sub-par system that operates poorly for those with physical handicaps. The number of barriers is also important in determining whether a trip is considered feasible or not. For example, even where the right-of-way exists to offset a sidewalk from the roadway to ensure a level sidewalk, a sidewalk at the curb line is often built, forcing the sidewalk to go up and down at each driveway; the prospect of negotiating a wheelchair down a long block of 15 driveways with two ramps at each is daunting even if technically feasible. We must do better to have a truly equitable system.
<b>Vision and Goals</b>		
28	Civic Federation	Support the draft plan goals
29	Greater Colesville Citizens Association	GCCA supports the four Goals on page 9, but the objectives that follow them (pages 9-19) are reasonable only in some parts of the county and not others. As has been stated multiple times to the Planning Department and Board, "one size doesn't fit all." The plan does have different standards for urban, transit corridors and exurban/rural areas. We think a better way to categorize area is: downtowns, town centers, suburban, industrial and county, as used in the recommendation section of the Plan. The towns should be subdivided as in the Thrive Plan, each with their own standard: medium, small and neighborhood. The suburban area also needs to have subcategories based upon density.
30	Larry Cole	Pedestrian safety must be the Plan's clear #1 goal: Increasing walking rates and pedestrian satisfaction are good goals, but they follow from making Montgomery County a safer place to walk, rather than lead to safety.
31	Greater Colesville Citizens Association	<b>Objective 1.4:</b> Access to BRT needs to be added. <b>Objective 1.5 &amp; 4.2:</b> The number of students walking should be based upon the distance to school, and whether major roads must be crossed. In East Montgomery County, many students are not assigned to the closest school or to a neighborhood school so they will not be able to walk. Also, many parents are concerned about the safety of their elementary students walking by themselves and therefore they walk with them or drive them to school. Expecting 50% of the students to walk is not reasonable when currently the percentage is much lower. <b>Objective 3.2:</b> personal safety includes the fear of being attacked as well as sidewalk design. Having 75% feeling safe to walk at all hours of the day and night must address that other aspect.
32	Jane Lyons-Raeder	What is the target year for these goals?
33	Jane Lyons-Raeder	I'd like to see more aggressive goals for increasing walking rates. If achieved, what will these walking rates get us in terms of greenhouse gas emission reductions (along with the county's other goals for transit use and biking)?
34	Larry Cole	Many more metrics are needed to ensure that we are improving pedestrian safety: In the Vision and Goals section, "Enhance Pedestrian Safety" has just two metrics, the satisfaction of residents and the number of pedestrian fatalities and severe injuries; the latter is the most important metric but is actually a measurement of failure to provide a safe system. Many other operational aspects of the system should be measured first to avoid that failure, such as tracking the percentage of roads with an appropriate posted speed limit; the frequency and severity of speeding on the county's roads; the frequency of red light running; the frequency of driver failure to yield to pedestrians; the percentage of roadway lighting that is up to standard and operational; the percentage of crosswalk markings that are in good condition; and the percentage of stop bars and roadway lane markings that reflect the safest roadway operation for pedestrians.

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35	Larry Cole	Transportation engineers must be accountable for the projects they design, and the police department should concur on the design: Additional metrics are needed for the capital projects that we undertake and we must ensure that those in charge take responsibility for safety. Each project should be scored by the agency's project manager for pedestrian safety and comfort and for adherence to the stated target speed. The design should then be scored by an independent engineer under contract to the MCPD who should make recommendations for any necessary additional improvements. Rather than argue about whether a problem is best addressed via enforcement or redesign, both agencies with shared responsibility for the day-to-day safe operation of our roadways should have input into a project's design and success, enabling the county to avoid future speeding and safety problems. These scores should be reflected in the transportation project manager's and design section chief's personnel reviews and in the review of the design consultant for use in the consideration of awards for future work. The project should also be scored one year after construction to ensure that actual operation has met the project goals and remedial work undertaken as needed. MCPD should also have a process to formally request roadway projects to address perennial enforcement problem locations.
36	Sligo Park Hills Community Association	"Comfortable pedestrian access to parks." Sligo Creek is an important amenity for the entire county. Access for many county residents to the west of Sligo Park Hills is by foot through our neighborhood.
<b>Existing Conditions</b>		
37	Commission on People with Disabilities	We disagree with the assertion on page [38] that, "Missing sidewalks on local streets are not classified as sidewalk gaps because traffic volumes and speed limits often allow for a comfortable experience for those pedestrians travelling in roadways." As mobility impaired individuals, low vision/blind pedestrians and or those with low hearing (amongst other disabilities), we know that walking in roadways is never safe or comfortable and must not be the only option for pedestrians of all ages.
38	Doug Scott	Crash data does not include crashes within federal, state or local parks.
39	Larry Cole	The existing conditions section should include data on speeding citations, illegal right turns, red light running, and violations of a pedestrian's right-of-way, and a survey of lighting conditions.
40	Larry Cole	Maryland Vehicle Law (MVL) - MVL classifies each area by its type and level of development and sets a statutory speed for divided and undivided roads in each; this speed limit may be modified within certain limits based on an engineering study. In addition, the Master Plan of Highways and Transitways includes a list of target speeds for roads in Urban Road Code Areas. As development has occurred over time, the posted speeds for roads for some areas may no longer reflect their current development. Using MSHA's Highway Location Reference as a base, the Pedestrian Master Plan should include in its section on existing conditions a table that shows where current posted speeds exceed those statutory speeds and/or target speeds and request from MSHA or MCDOT, as applicable, a written justification for the higher speed. If the reasons are not sufficient, the current speed limits should be lowered. After an assessment of the roads in the list, Planning staff should recommend changes to the law as necessary to ensure that the roads in Montgomery operate safely.
41	Montgomery County Climate Action Plan Coalition	We recommend polling students from the higher walking-rate schools. Let them tell their story. Hear their experiences! This can get other students teetering on a modal switch to try walking etc. Maybe ask students from high/low walk schools to draw the route from their house to school—they'd love that!—and use those drawings as a sort of visceral visual comparison. As w/the above comments, this can also contribute to differential impacts.
<b>Recommendations General</b>		
42	Adam Carlesco	Automobile speed limit reductions are necessary to ensure pedestrian safety.
43	Adam Carlesco	Bollards should be installed along sidewalks in dense urban areas to prevent drivers from jumping curbs and hitting people and buildings.
44	Alexander Edwards	It is not possible to go outside in downtown Silver Spring without being subjected to high levels of noise, pollution, and danger imposed by drivers. There has to be a better way. Please plan for people, not cars.
45	Bruce Schwalm	30% of pedestrian-vehicle collisions are due to pedestrians at fault. Data needs to be included and used to guide recommendations. Strengthen pedestrian education recommendations and enforcement recommendations specifically for pedestrians. Pedestrian behavior must be addressed in the final plan.
46	Bruce Schwalm	Support for a recommendation on light-colored or reflective clothing.
47	Civic Federation	Provide reflector vests to all residents who request them
48	Bruce Schwalm	Support for median fencing as an effective way to guide pedestrian behavior.
49	Civic Federation	If you don't provide sufficient limited-access roadways, you put cars on smaller more residential streets, which is dangerous for pedestrians.
50	Commission on Aging	The plan, rightly so, provides recommendations for areas where school and playgrounds are located, but seems to fall short in recognizing that pedestrian improvements also need to be a focus for areas where older adults live and are active. Projects like curb cuts, better sidewalk / intersection lighting, and longer signal timing to cross busy intersections are important in areas where older adults are active. Data from the County's Vision Zero initiative, that has been also presented to the CoA, indicates that over 50 percent of the total pedestrian injuries and fatalities, per 100,000 population, are people over 50 + years old. We urge the Planning Board to recognize pedestrian safety needs of older adults as part of the policy and recommendations sections of the Master Plan, before it is approved.

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51	Commission on People with Disabilities	We are concerned about crosswalks that are at an angle. We recommend tactile crosswalks. It isn't uncommon for a person to be crossing a street only to have a car pull more than halfway over the crosswalk and when if the person can't see the crosswalk, they aren't certain if they are walking correctly. A person cannot walk in front of the car because they will be in an intersection and if a person tries to walk behind the car the second car could be on the first drivers bumper or it is easy to get confused. If the crosswalk is tactile then a blind person can easily figure out where they are.
52	Commission on People with Disabilities	The county should limit the installation of designated bike lanes because they have a negative impact on pedesrtian safety and people who need to drive and park. Many studies should be conducted on the design of designated bike lanes by taking an approach that puts pedestrian safety first and includes consideration for individuals on bikes that do not have easily enforceable safety laws.
53	Doug Scott	Pressure-treated wood should not be allowed on bridges for pedestrians or bicyclists.
54	Joel and Connie Lesch	<p>The sidewalk program to be revamped to create a best-in-class, holistic, cross-department approach that is not singularly focused on sidewalks but rather on the best way to maximize neighborhood safety, preserve trees, and enhance the pedestrian experience. This includes: (1) working together with the Traffic division to consider street alterations that calm traffic and save trees; (2) developing a comprehensive approach to how to build sidewalks while saving trees, drawing on the work of others across the country, includes not only use flexipave but also other state of the art techniques such as root bridges and how to save roots. The Pedestrian Master Plan should bring together these elements into a recommendation specifically focused on reworking the sidewalk program. This would achieve these County goals, which are scattered right now and are not specifically incorporated into sidewalk program recommendations:</p> <p>From the draft Pedestrian Master Plan:</p> <ul style="list-style-type: none"> <li>· B-4 Build More Walkable Places</li> <li>· B-6: Reduce pedestrian pathway temperatures, including fulfilling B-6(a) to ensure shading of sidewalks, and B-6(b) to invest more in street tree preservation and maintenance</li> <li>· B-9 on Make traffic calming easier (by incorporating it as part of the sidewalk process)</li> </ul> <p>From the Climate Action Plan:</p> <ul style="list-style-type: none"> <li>· Retain and increase the tree canopy</li> <li>· Update public space and streetscape design to require cool-colored permeable surfaces</li> </ul>
55	Larry Cole	<p>The Recommendations section should be significantly reorganized to ensure that the entities responsible for making changes can clearly understand what they need to do: The themes in the Design, Policy and Programming section are too focused on translating the recommendations into active verbs like "build" and "protect" and not enough on which parties need to take the desired actions, confusing both responsibility and priority; for example, Action B-6 "Reduce pedestrian pathway temperatures" is listed well in advance of Action B-10 "Assume control of state highways."</p> <p>Recommendations should instead be organized first as to their level of statutory importance. This plan is almost 300 pages, its appendices more than 150, and the Complete Streets Design Guide, with which this plan should be read, is over 300. Most lawmakers and upper management in transportation agencies are not going to wade through 750 pages to find the changes they're being asked to make, e.g., the legislative changes that would be led by our State Delegation are now shown in eight places spread over 54 pages. All recommendations that would require a change in State law should be grouped together.</p> <p>The Introduction states that unlike the Bicycle Master Plan and Master Plan of Highways and Transitways, the Pedestrian Plan focuses on policies, programs and priorities. As such, having an organizational format with a clear legal and technical framework that is directed to those responsible for making the necessary changes is essential. Up to five agencies are noted as having lead responsibility for some recommendations, reducing the likelihood that any single agency will be held accountable. All recommendations that would require changes to an agency's standards, policies and practices should be grouped together to make it easier for the agency to see clearly what they need to address. Such a reorganization would also help the public understand where an agency's policies adversely affect pedestrian safety and where to apply pressure to make the right thing happen. Where a satisfactory agreement cannot be achieved in discussions with state and/or local agencies, M-NCPPC should maintain a record of these open issues on the Pedestrian Master Plan website. During my 20-year career as the highway coordinator and de facto pedestrian coordinator for the Planning Department from 1996 until 2016, many of the Plan's issues were previously discussed but not satisfactorily resolved. Having a permanently available public record may prompt a better response by the applicable agency.</p>

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56	Larry Cole	The Plan section states that the need for new and reconstructed sidewalks far exceeds the county's capacity to build them. No basis is given for that statement but if we are serious about achieving Vision Zero by 2030, an all-hands-on-deck approach is needed, and the County should consider starting no new highway capacity projects until we have a safe pedestrian system.
57	Larry Cole	<p>In addition to looking at what other agencies can do better, the Planning Department should closely examine which of its own policies may adversely affect pedestrians. Several years ago when I was leading the Countywide Transit Corridors Functional Master Plan, buried in the numbers in how peak-hour Level of Service (LOS) for Policy Area Mobility Review was determined, I found that there was no upper limit to the free flow auto speed used for the offpeak period; this essentially let speeding drivers set our benchmark for success. But those drivers, often on state roads with long stretches of open roadway at night, could be driving at speeds that, in a crash, would be lethal to a pedestrian crossing the road. Setting the off-peak speed bar too high not only makes our roadway system operations look worse than they really are, but in some cases unnecessarily show the need for wider roads and/or intersections. The latter may not only may make conditions worse for pedestrians directly, but also create expensive candidate capital projects that will compete with pedestrian and bike projects for funding.</p> <p>The data used for determining LOS should reflect only legal behavior and the maximum speed used for the off-peak speed should be the lower of the posted speed, the statutory speed, and the target speed in the Road Code. (Since MSHA has been lowering speed limits on some state highway segments in Montgomery County, those changes should be kept up to date in the Planning Departments database.) Where the 85th percentile speed exceeds the posted speed, measures should be proposed to bring it down, such as allowing off-peak parking, narrowing lanes to construct bike lanes and/or create buffers for sidewalks, and adjusting traffic signal timing to discourage speeding.</p>
58	Larry Cole	All pavement resurfacing projects should ensure that ADA requirements are met within their project limits and opportunities for increasing pedestrian safety should be pursued. In 1993, the US District Court for the Eastern District of Pennsylvania found in <i>Kinney v. Yerusolim</i> that agencies are required bring roads up to ADA standards when they are being repaved. I had a discussion with SHA sometime in the late 90s concerning this case but never got a straight answer on this as to whether they agreed that they were required to follow this decision. At the time, the intersection of 16th and E-W Hwy was being upgraded but the non- ADA-compliant SE corner, which requires users to go up or down steps to get to the roadway, was not fixed because of the expense to fix the problem. Current guidance from USDOJ and FHWA is essentially the same as what the court required in 1993. Even though the intersection of 16th and E-W Hwy has been recently repaved and restriped, the stairs remain. The new intersection striping was redone about three times; the final striping reduced the roadway width of 16th St, but pedestrian refuges were not constructed on the north and west legs even though they could easily have been accomplished with minimal expense, particularly on the north leg which has much higher pedestrian traffic. These refuges should be pursued to benefit the hundreds of pedestrians that use this intersection daily going between the Silver Spring Metro Station and the apartment complexes on all four corners of this intersection.
59	Larry Cole	One item that is associated with the state's control of highways is that their standard curb height is 8" whereas Montgomery County's is 6". The higher curb height requires longer handicap ramps and therefore has a greater likelihood of impinging on the grades of adjacent sidewalks. Where state roads pass though CBDs and other areas with large groups of pedestrians, a 6" curb height should be used. This conversation with MSHA needed to make this change does not have to wait for a transfer of control.
60	Laura	Bikes, scooters, and skateboards on the sidewalk are a danger to pedestrians -- especially the elderly and disabled -- and should not be allowed. In my downtown Silver Spring neighborhood, I experience frequent near misses while walking when people on fast-moving bikes and scooters come from behind with no warning. I rarely hear them approaching because of the traffic noise. I do not always walk in a straight line (because I am not a robot) so it is not always easy for the person to avoid hitting me. Walking on the sidewalk should not be a safety risk. Please address this urgent problem.
61	League of Women Voters	<ul style="list-style-type: none"> <li>-better accessibility to buses is needed. Either reintroduce/expand the Bus Stop Improvement Program. Still a lack of sidewalks to connect to bus stop pads.</li> <li>- Improve accessibility to new BRT and Purple Line stops and nearby businesses</li> <li>- Better policing of drivers, bicyclists, and pedestrians to curb dangerous behavior</li> <li>- Improve education for drivers so they watch for pedestrians</li> <li>- Better developer oversight and master plans that include improved public safety.</li> </ul>
62	Mike Bailey	Hi Eli, I wanted to give you feedback on the "Pedestrian Master Plan" that relates to the blinking red lights now seen at some pedestrian crossings in the Wisconsin Ave. area. While I think the red lights are a positive development, they can be confusing for both drivers and pedestrians. The County regulations are that drivers must stop their car when a pedestrian is in a designated crossing, but with the red lights drivers can become accustomed to that being the sole indicator that they should stop. Pedestrians who enter the crossing without the red lights flashing are in danger of being hit or of getting into confrontations with drivers. As I understand, regardless of the red light status a pedestrian always has the right-of-way when in a designated crossing. We need to be sure drivers still understand this and don't depend on the red lights as a "crutch".
63	Montgomery Square Citizens Association	Make wearing a reflective vest a requirement for pedestrians walking at night. If not a requirement, give them out for free.
64	National Capital Area Chapter of the American Council of the Blind of Maryland	Floating bus stops need to be designed safely
65	Patricia Mulready	Historic district sidewalks should maintain the look of the neighborhood and not kill trees. Brookeville Road's 2.5' permeable sidewalks are a correct approach. Other historic districts should get similar treatment if sidewalks are being considered.
66	Sligo Park Hills Community Association	We've noticed that other jurisdictions (e.g., Washington DC) allow for certain residential blocks to be closed for a few weeks to vehicular traffic, except for access by residents. Temporary barriers and official signage were placed at the entrance to those blocks. This can give a short-term respite from heavy traffic. We ask that this option be available for Montgomery County's residential areas.

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67	Town of Kensington	Municipalities should be included as stakeholders in the key actions and as implementation partners. This is a missed opportunity to identify specific areas for collaboration from the perspective of the County, so we are left with having to self-identify where to plug into the process and prioritize. An example of this would be to identify processes for municipalities to ensure pedestrian improvement projects within our boundaries are on the list in County plans for accessing federal funding.
68	Marie Dean	Ensure sidewalks are being provided in a timely manner when private development projects are approved. Sidewalk gaps in Damascus must be addressed to make the small town walkable.
69	WABA	Plan should include recommendation for comprehensive speed limit reductions like Washington, D.C.'s 20mph limit in residential areas: Add support for a 2024 bill to allow speed limit reduction jurisdiction wide after a complete streets plan is completed. Also recommend wholesale reductions in speed limits along corridors.
<b>Design Policy and Programming Recommendations</b>		
70	Larry Cole	This section title and recommendations should be reordered to reflect each subject's proper importance and what issues particular agencies or organizations need to lead/address; policy and the law are most important.
71	Larry Cole	A speed limit of 5 mph should be set for scooter users on public sidewalks to ensure pedestrian safety.
72	Lauren Saunders	The sidewalk program should be overhauled to create a best-in-class, holistic, cross-department approach that is not singularly focused on sidewalks but rather on the best way to maximize neighborhood safety, preserve trees, and enhance the pedestrian experience.
73	Lauren Saunders	Inform homeowners, landscapers and others about County right of ways and encourage improvements that do not interfere with future sidewalk construction.
74	Sinaly Roy	I think the approach of the Master Plan seems too narrowly focused on just building sidewalks, rather than thoughtfully and holistically addressing issues including the structure of the roads and vehicular traffic controls that affect pedestrian safety, as well as, the environmental affects that changes will have runoff and climate change, and that can be mitigated by construction materials and landscaping.
75	Maddie Glist and Tim Pohle	The sidewalk program should be revamped to create a best-in-class, holistic, crossdepartment approach that is not singularly focused on sidewalks but rather on the best way to maximize neighborhood safety, preserve trees, and enhance the pedestrian experience. This includes: (1) working together with the Traffic division to consider street alterations that calm traffic and save trees; (2) developing a comprehensive approach to how to build sidewalks while saving trees, drawing on the work of others across the country, including not only the use of flexi-pave but also of other state of the art techniques such as root bridges, as a way to save roots.
76	Tim Soderquist	Our sidewalk program is not working. Restructuring is as outlined in the plan and increasing funding will help neighborhoods that need sidewalks get them faster, and without having to fight and advocate for limited resources.
77	Annie Tulkin	As someone with a sidewalk request in the queue, glad this plan recommends moving the sidewalk process from request-based to data-driven.
78	Barbara Sanders	Support. Some of the Woodside residents find it remarkable that the County is constrained by the current Sidewalk Program to require citizen-initiative for sidewalks. For the safety of our Woodside and Woodside Park residents heading to the Woodside/16th St. station, it is important to recognize the need to make at least two safe pedestrian connections from our community sidewalk network on Second Avenue to the 16th St. stairway/ramp and the Capital Crescent trail access points on Third Avenue before the Purple Line becomes operational. This is a glaring example of a deficiency in our current County pedestrian efforts that ignores the gaps in making small additions that would allow major capital improvements to be truly accessible to all.
79	Bernard Barrett, Jr.	The draft Master Plan appears to be a similar mad rush to expedite sidewalk construction wherever possible as fast as possible. (See B-1a, the first recommendation under "Build", "Build more sidewalks faster.") Pedestrian and other human powered travel should be carefully developed across the County in a measured and thoughtful manner. Sidewalks and other improvements should be built first in places where needed most; should be built in a manner that promotes environmental and other County goals; and should preserve the character of our neighborhoods.
80	Elizabeth Wehr	As a resident of Kenwood Park, I am writing to urge the county to overhaul its deeply flawed "sidewalks" program that, as it seems, enabled the county to propose very disruptive plans (original and revised) to retrofit sidewalks to several neighborhood streets -- with no showing of actual need or general support within my neighborhood. Indeed, there is considerable opposition to these plans, which we hope the county will recognize and desist from moving forward with sidewalks. I was shocked to learn, on reading online county information about the sidewalks and "traffic calming" programs, that a sidewalks retrofit can be triggered by a simple request -- either by a neighborhood association or just a few residents -- and a showing of feasibility (e.g. available right of way). There is no requirement that a sidewalk's planned safety benefit be supported by actual data, specific to the affected neighborhood, on traffic and safety issues that would make imposition of sidewalks the best solution to traffic safety problems. Nor does there seem to be any requirement to consider environmental impact, and among other problems, the Kenwood Park sidewalk plans seem to threaten losses of the established tree canopy and imposition of more paving. In my view, sidewalks should not be addressed in a separate program but be one of multiple options for "traffic calming" interventions by the county, and such interventions should include meaningful input from affected neighborhoods, from early in a planning process.
81	Gael Cheek	Will a proactive approach to sidewalk construction mean requests to the Annual Sidewalk Program won't count? Citizens should be able to request sidewalks when there is a pedestrian crash.
82	Joel and Connie Lesch	We support the recommendation (B-1a) to pivot from a reactive, request-driven process to an equitable, data driven process, but emphasize that that data should include the input and interest of the community that knows the neighborhood and where sidewalks are needed.
83	John and Beni Devine	We support the recommendation (B-1a) to pivot from a reactive, request-driven process to an equitable, data driven process, but that data should include the input and interest of the community that knows the neighborhood and where sidewalks are needed.

**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
84	Larry Cole	Where new homes are built on already platted lots, including those where an older home is demolished, and where existing homes are undergoing a significant renovation, the building permit should require that a sidewalk be built to current standards along the street frontage in all areas where the zoning supports this construction.
85	Lauren Saunders	I strongly support the recommendation (B-1a) to pivot from a reactive request-driven process to an equitable, data-driven process to ensure that the highest-priority connections are made and that resources are expended equitably.
86	Maddie Glist and Tim Pohle	I'd support the recommendation (B-1a) to pivot from a reactive, request-driven process to an equitable, data driven process, but that data should include the input and interest of the community that knows the neighborhood and where sidewalks are needed.
87	Rich Kuzmyak	Strongly support data driven approach to identify key sidewalk needs
88	Jordan Day	Support for these key actions. Too often, essential bike and pedestrian infrastructure in this county is held up by both a vocal and unrepresentative minority with the time and resources to attend a meeting.
89	Sanjida Rangwala	Currently, sidewalks and other standard pedestrian infrastructure are planned mainly in response to community requests. This means that neighborhoods that neglect to ask for (or actively oppose) such infrastructure are left in active noncompliance with the Americans With Disabilities Act. This is absurd, not to mention inequitable. Everyone deserves to have safe, pleasant, and practical routes for walking and rolling, no matter where they live, and whether their neighbors want them to or not. This is why the ADA exists. Getting community vetoes out of essential infrastructure planning is a fundamental, necessary step to achieving public safety.
90	Bernard Barrett, Jr.	<p>I have concerns about this master plan process similar to my concerns about the sidewalk process for our neighborhood. I heard about the draft Master Plan late in the process and still do not fully understand how the process works. The draft Master Plan recommends that public input on whether to build sidewalks should be foreclosed. (See B-1b, the second recommendation under "Build", preclude consideration of "whether [sidewalks] should be constructed at all.") I fear that the policy decision to rely on the willy-nilly building of sidewalks has already been made.</p> <p>I believe that, overall, the County needs to make an open public decision as to whether the County will spend its resources and place sidewalks on home lawns: 1) on both sides of all streets in the county; 2) on selected streets throughout the county; 3) on selected streets in selected neighborhoods; or 4) no where in the County. I support a thoughtful decision through an open public policy process to build sidewalks now where immediately needed and wanted in conjunction with the development of a careful long term plan to improve the overall pedestrian and biking environment across our County for the long term.</p>
91	Commission on People with Disabilities	Support.
92	Diana Huffman and Kenneth Levine	The Department now proposes to limit community input even more by restricting that input to how sidewalks are constructed not where or whether they should be. Restricting the input of county citizens (who last time I checked paid the salaries of department employees) on issues that directly affect not only how their property looks but also significantly reduces their value by substituting cement for trees and grass and shrubs is simply an abuse of power. If all county residents learned of this, idea the outrage would be far greater than what has been demonstrated by Kenwood Park residents.
93	Sinaly Roy	Of particular concern, is the concept of minimizing community input in planning. If the purpose of this plan is to make appropriate infrastructural changes for the benefit and well being of the communities, then community input must be an integral part of planning at every stage. The best source of information on pedestrian needs and usage should come from the pedestrians themselves.
94	Joel and Connie Lesch	We reject the recommendation (B-1b) that public engagement should be limited to how sidewalks should be constructed, not whether. Community notice and involvement must be incorporated earlier in the process. Earlier notice and involvement also helps people to make landscaping and other decisions while a sidewalk plan is being developed to reduce conflict. The plan should be amended to give much more consideration to the input from residents of each of the affected communities who probably much better understand what makes the most sense for our specific neighborhoods.
95	John and Beni Devine	We reject the recommendation (B-1b) that public engagement should be limited to how sidewalks should be constructed, not whether. Community notice and involvement must be incorporated earlier in the process. Earlier notice and involvement also helps people to make landscaping and other decisions while a sidewalk plan is being developed to reduce conflict.
96	Larry Cole	Sidewalks should be built on the intersecting streets of all arterials and roads of a higher classification. Drivers leaving these major roadways often continue to drive at a higher than appropriate speed that is incompatible with pedestrians walking in the roadway.



**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
97	Larry Cole	The wording on Safe Routes to Schools’ website echoes AASHTO’s recommendation for wider sidewalks along arterials: “Sidewalks with a width of eight to ten feet or more should be built where there is no sidewalk buffer along an arterial street and along roads adjacent to school grounds where large numbers of walkers are expected.” This advice should be coordinated with the County’s road standards but is on the right track. We should ensure that sidewalks along roadways classified as arterials and higher have adequate space for pedestrians. The reasons for deviations from the County’s road standards and ADA Best Practices should be made part of the project record and made publicly available. All too often with retrofit projects, there is a tendency to start not even with the appropriate road standard on whose creation and adoption a lot of staff time and legislators’ time has been spent, but to minimize the footprint of the project to reduce impacts on residents’ perceived property line. While a smaller footprint may be more acceptable to the abutting property owner, the pedestrian space is often the loser by means of a much narrower landscape panel separating them from traffic or by that panel’s complete elimination. There may be sufficient reasons for making such a decision, but written documentation is needed to deter such decisions being made just because it’s politically easier in the moment and the decision-makers (Planning Board and County Council) should be aware of the trade-offs being made. Also, a minimum unencumbered width should be set for sidewalks in commercial areas. While the sidewalks in the Silver Spring CBD were constructed to be the entire width from the curb to the building face, entrance sheds, crowd railings, tables and seating have been placed on a permanent basis and sometimes obstructs even the minimum width required by ADA.
98	Larry Cole	Community involvement needs to be at the beginning of the design process but in terms of decision-making, the design team needs to ensure that the legal and technical requirements are met before putting a proposal back in front of the public. Asking abutting property owners how new sidewalks should be constructed is often met with the answer that the project should have as little effect on their perceived property as possible. But property owners often think that their property extends to the edge of the roadway even when their actual property line is ten to fifteen feet closer to their house. Public engagement needs to start with ground rules that reflect the County’s road standards that are the result of years of Planning and Executive Branch staff work and Planning Board input to ensure public safety for all users of the right-of-way; exceptions can be made but should be well documented. The ideas and requests of private property owners are important but the greater public good of any project must be the ultimate goal.
99	Lauren Saunders	I disagree with the proposal to limit public input into whether and where sidewalks should be built. Instead, the County should allow earlier, more meaningful input to ensure that sidewalks are built where they make sense and are a priority given limited resources. It is undemocratic to cut out public input, and the County should not artificially limit what information the public can supply.
100	Maddie Glist and Tim Pohle	I’d reject the recommendation (B-1b) that public engagement should be limited to how sidewalks should be constructed, not whether. Community notice and involvement must be incorporated earlier in the process. Earlier notice and involvement also help people to make landscaping and other decisions while a sidewalk plan is being developed to reduce conflict.
101	Paula Whyman	It’s of crucial importance that citizens retain the ability to evaluate and comment on all construction projects that impact their homes and communities. I’m deeply concerned—shocked in fact—that the Plan proposes to eliminate community input on whether or not sidewalks should be built—as if it’s not a question of “whether” to build sidewalks in a given location of the County’s choosing, only of how to do so. The first question to ask when considering sidewalk construction should be, does the community want more sidewalks? In fact, I suspect eliminating community input would be unconstitutional either by county or state statute, if not both. The answer is not to silence the input, as if the County doesn’t want to know what citizens will say, doesn’t want to hear potentially opposing views, doesn’t want to consider that there might be a better way of meeting the same safety and other goals. The answer is to reexamine the plans and try to understand why they drew a negative community response in the first place. The best answer, though, is to begin the process in concert with the community, even at the stage of proposing data-collection, with community support and with their full knowledge.
102	Rich Kuzmyak	Strongly agree that the community should be integral to the sidewalk discussion and decisionmaking process. In the Purple Line 2 grant we plan to convene community groups (residents, businesses, stakeholder) in the assessment and response process through community walks that will also include planning and elected officials.
103	Civic Federation	Add all parks to paragraph, including both Montgomery County and Maryland-National Park and Planning Commission parks.
104	Larry Cole	The discussion of PLOC is somewhat confusing because in the Plan four potential scores are used but the PLOC methodology in the appendix uses six. Recommendation B-1d states that new and reconstructed sidewalks should achieve at least a “somewhat comfortable” rating, which is a pretty mediocre goal. Recommendation B-1d should be reworded to require that new and reconstructed sidewalks achieve at least a “comfortable” rating as part of capital improvement and private development projects (using the six-level methodology.)
105	Northwood-Four Corners Civic Association	Sidewalks should be installed on streets where there are none and existing sidewalks should be improved or widened to allow access by pedestrians, strollers, and wheelchairs.
106	Rich Kuzmyak	This concept might also be helpful for introducing a community or system of roadway users to a coming (more permanent) change so that behavior can be gradually modified, even allowing for improvements in the final design.
107	Sligo Park Hills Community Association	We support the type of pedestrian enhancements implemented along Grove Street in East Silver Spring, where many of our residents walk en route to downtown Silver Spring. This solution would be relevant to streets within Sligo Park Hills and similar older neighborhoods lacking sidewalks.
108	Tuuli Lipping	There is a stretch of Goldsboro Drive between Glen Echo and Massachusetts Avenue where there is no sidewalk or pedestrian lane. There is only about 6 inches of asphalt between the edge and the white traffic line. I’m ok walking it on weekends when there’s little traffic, but during the week I’m very nervous about walking that stretch of road. A while ago the county put up those traffic sticks, or pylons, along the stretch of MacArthur at Glen Echo park to prevent drivers from going into the sidewalk. They also installed them further up on MacArthur by Old Anglers Inn to prevent mass parking on peoples property.....Perhaps the same could be done on Goldsboro?
109	Civic Federation	In the paragraph, Montgomery County’s Residential Permit Parking should not include removal of parking restrictions near high schools. This requires students walking to school in streets to have a wider clear street to walk in.

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Comment #	Commentor	Testimony (commentor)
110	David Lechner	Making pedestrians push a button to cross the street is not unfair. Most light cycles there is NO ONE waiting. It will also cost a fortune to change the hardware - yet another wasteful spending line in the county budget.
111	Jordan Day	This should be completed right after the plan is adopted.
112	Larry Cole	Major trail crossings should also be added to the list of locations needing automatic traffic signal recall as they most often have a high number of users.
113	Civic Federation	Change pedestrian recall default to only hours between 7:00 a.m. and 10:00 p.m. to reduce pollution caused by vehicles waiting for green light at late night hours.
114	Rich Kuzmyak	This part of the pedestrian environment may be more important than many would see, particularly when they are one of the crucial features of accommodating pedestrians along the counties multi-lane arterial roadways. These buttons have become ubiquitous at virtually every signalized intersection, yet in the vast majority of cases the buttons do not function on the pedestrian or cyclist's behalf, unless their purpose is to initiate a cycle change where one has not been previously programmed in (recall). Extensive personal research in lower Montgomery County suggests that the crossing buttons make no difference in the timing of the dominant (through traffic) green cycle, i.e., if the cycle is set for 2 minutes, pushing the button ensures that it will happen at 2 minutes, but no sooner. This results in a fair number of pedestrians and cyclists becoming impatient and choosing to cross against the light. While a pedestrian or cyclist shouldn't presume that pressing the button would give them immediate priority to cross, they should receive at least some acknowledgement of their presence with a nominal shortening of the mainline green signal. These protocols may appropriately be altered for peak vs. off-peak or weekday/weekend time periods, but right now there does not appear to be any change. The data collection capabilities of this technology should also be used to compile user information and establish crossing protocols accordingly.
115	Rich Kuzmyak	A full (diagonal) crossing cycle is appropriate and desirable at major intersections in downtowns, along transit corridors, and in proximity to transit stations/bus stops. Establish threshold criteria for their implementation.
116	Rich Kuzmyak	This is a very important safety feature, where the pushback would be that a given intersection has too little traffic or pedestrian activity. Again, establish threshold criteria to guide their implementation at individual intersections.
117	Larry Cole	The graphic shown is useful but should be modified to show one of the ramps occurring on a curved sidewalk section to forestall any misunderstanding that these ramps can only be constructed on a straight section of curb. Traffic engineers at MCDOT used to operate under this misunderstanding with the result being that only single ramps were built at the apex of intersection corners for many years. Using a more adaptable illustration would help to avoid future misunderstandings. This illustration should also show one side having both a sidewalk and a landscape panel since the wide sidewalk from curb to property line generally only occurs in business districts.
118	Marybeth Cleveland	This plan addresses the problem of ramps that guide blind users and those with wheelchairs into the intersection by recommending directional ramps.
119	National Capital Area Chapter of the American Council of the Blind of Maryland	Support crosswalks and curb ramps that are angled properly to direct pedestrians in the proper direction.
120	Rich Kuzmyak	A related issue in crosswalk alignment is when curbs are built with large radii, to facilitate easy auto turning from traffic; when this happens, however, the curb cuts and crosswalks are also set back from the face of the intersection, putting the pedestrian at added risk
121	Larry Cole	Some discussion should be added to this section about crosswalk width and the crosswalk's relation to stop bars. Wider crosswalks than standard should be provided where needed to accommodate users in commercial areas, near schools and where the crosswalk is part of a named trail.
122	Game Changers	Widen Crosswalks
123	Adam Carlesco	Desperately needed. These have been tremendously successful at reducing pedestrian injuries and deaths throughout Europe (and even in the District of Columbia!) and need to become standard practice in many parts of our county.
124	Rich Kuzmyak	Raised or textured crosswalks make sense at all intersections, but particularly at crossings where the only traffic control is a stop sign. Generally, stop signs are the most difficult traffic controls to ensure compliance with, so more robust design may help convey the importance of stopping. One argument against crosswalks by traffic engineers are that they cost too much to maintain; if that is true, the upfront cost of a raised or textured crosswalk would seem to offer long-term cost effectiveness.
125	Action Committee for Transit	This will benefit all walkers and rollers. It's very important for folks to have all options of the intersection to be able to cross. In certain parts of the county, missing crossing locations may encourage pedestrian non-compliance with traffic signals and markings and lead to unsafe outcomes.
126	Rich Kuzmyak	There should be no reason why all legs of an intersection with connected sidewalks are not provided with crosswalks. Not sure whether this is a cost-saving measure for transportation agencies or an infringement on auto movement, but the net effect is that the pedestrian may have to execute three separate crossings to simply "cross the street".
127	Rich Kuzmyak	While the county has become more aggressive at installing pedestrian crossing signs and apprising of state law to comply, a viewing of many setups in the county will currently show no signage, signage facing one direction and not the other, signs put in places where they are not immediately visible, or situations where vehicle traffic will not be apprised that there is a crosswalk ahead around a blind corner when they may be carrying excess speed or be distracted.
128	Coalition for Smarter Growth	We have to think comprehensively about building walkability into our land use policies moving forward.
129	Montgomery County Climate Action Plan Coalition	People in less urban areas likely would walk for utility purposes more if land-use policy was less favorable to car-dependent land-use. Corner stores, denser housing—rehabilitate the suburbs! All of which supports the need for a more systems view of the master plans.

**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
130	Rich Kuzmyak	NCHRP Report 770 and TCRP Report 95/Vol 15 present compelling data that shows that people will willingly walk to many activities rather than drive if (1) the walk network is safe and well-connected, and (2) there are attractive and practical things to walk to. In the typical suburb, neither of these conditions exist. And since trips unrelated to work amount to 85% of household travel, the overwhelming lion's share of household Vehicle Miles of Travel (VMT) in the suburbs is for non-work purposes. This is why the planned transformation of the Purple Line corridor portends such an important growth model for the county. Therefore it should be a priority to locate as many essential needs and services (healthy foods, schools, services, health care, restaurants, parks) within easy and safe walking distance of households.
131	Alison Gillespie	For years we, as parents, have asked MCPS to site schools and other public buildings to prioritize providing safe and direct pedestrian access. We've also been asking to revise the minimum acreage requirements for school sites. It is wonderful to see those requests in writing and I want to help our county make them a reality.
132	Greater Colesville Citizens Association	Since the county is largely built out, it is too late to locate schools and other public buildings where there is good pedestrian access. Steps need to be taken to improve walking access where the buildings are located.
133	Coalition for Smarter Growth	Support transit corridor overlays
134	Rich Kuzmyak	Incredibly important recommendation. These arterial corridors are where the vast majority of deaths and severe injuries involving pedestrians and cyclists occur, and a primary factor is speed, aided and abetted by auto-friendly design features like infrequent signalized intersections, channelized turns, and insufficient enforcement. Paradoxically, pedestrians who live in these areas are forced out of the relatively safe neighborhood street networks onto the busy arterial roadways to reach their destinations.
135	Rich Kuzmyak	The design of intersections along the county's arterial highways – which are also the principal transit corridors – put transit users at considerable disadvantage. Because the intersections comprise a large footprint, and with modifications like channelized (uncontrolled) right turns, bus stops are not located at the corners where the pedestrian crossings are, but mid-block. This makes access much more time consuming and encourages dangerous mid-block crossings, often in the dark when the pedestrians are harder to see. Major redesign of these intersections is essential to addressing this serious concern. Also included in this category is the recommendation to supportive strategy of reducing the vehicle-favoring practice of businesses catering to customers arriving by auto with street facing parking, often with singular curb cuts/driveways and fencing to discourage pedestrian traffic. Many (most) of these commercial centers also are designed to restrict access from the rear of development at the interface with the neighborhoods. A supportive secondary street grid is absolutely necessary to alter this outdated and dangerous practice.
136	Alison Gillespie	I also would love to see you all vote to make the Open Parkways along Beach Drive and Sligo Creek Parkway permanent. As one of the three founders of Open Streets Montgomery I spent a lot of time during the pandemic getting more streets open to pedestrians. Those two areas have transformed my weekends and have changed my neighborhood for the better. Let's make the open parkways permanent!
137	Anonymous	I have some issues with section B-4g. I am NOT in favor of making the closure permanent. I live near the north end of Sligo creek parkway. I use this road for commuting during the week. I also actively bike and walk along it. It is currently closed on FRIDAYS as well as during the weekend. I cannot use it to commute on Fridays, and indeed even sometimes see school buses hurrying to get off the road on Friday mornings before the gates are closed.Sligo Creek Parkway was my commute and access to the beltway near Forest Glen, access to Holy Cross hospital and access to downtown Silver Spring and Takoma park. I now have to loop around and go onto even more crowded street (Georgia Ave. or Colesville Road) to get to these locations. The extra time is especially concerning for Hospital access on weekends. I also know several families from nearby apartments who used to use the rec center and picnic areas off the parkway on weekends, but no longer can as there is extremely limited or no nearby parking or easy access from which to walk to these facilities. On weekends the parkway recreation areas are basically off limits to anyone who is unable to walk or bike there. I have been walking, biking and driving this road since before the pandemic and did not have any issues using the path along the parkway or sharing the road with bicyclists before the pandemic. Even now I don't see much more pedestrian traffic than before the pandemic closures, although most people seem to choose to use the open road and not the path, which is often unused weekends. I ask you to consider reopening the road and make it usable by all in the nearby communities. At the very least please reopen it on Fridays for those of us who have to commute.
138	Byeforde Rock Creek Highlands Citizens Association	<p>The unintended consequences of the weekend and holiday closures as part of the Open Parkways program has put the residents of the BRCH neighborhood at risk and more needs to be researched and implemented before making any decision to make it permanent. The program does not meet it's intended purpose of expanding the county's pedestrian footprint due the presence of an existing footpath that was built for this purpose almost 50 years ago. The program also undermines several of the tenets of the county's Vision Zero program. Due to the lack of research performed, this is an issue that requires more fulsome data, consideration of better alternatives and impact assessments as well as the involvement and cooperation of government agencies working together at all levels to find a commonsense solution that meets the goals of the county and its residents. Rash decisions based on self-serving popularity and without sufficient data or the input of those impacted will have consequences. So far, only cars and property have been damaged. It shouldn't have to take a tragedy for a commonsense solution to be implemented, let alone considered.</p> <p>MCParks should consider reasonable alternatives/changes to mitigate through traffic along residential streets:</p> <ol style="list-style-type: none"> <li>1) Establishing bike lanes on Beach Drive</li> <li>2) Placing detour signs in more effective places and directed to the correct destinations</li> <li>3) Placing "No Through Traffic" signs at the entrance to the neighborhood.</li> <li>4) Closing Delmont Lane on the weekends</li> <li>5) Changes to GPS algorithms</li> </ol>

**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
139	Rich Kuzmyak	Since parkway trails (for bikes at least) are often coincident with the roadways, and with no shoulder safety buffer, it is imperative that greater attention be given to managing auto speeds and distracted driving on these facilities.
140	Sligo Park Hills Community Association	It's not clear whether the recommendation would be to continue the current three-day-a week closure for Sligo Creek Parkway or make it seven. The current system is very popular among our residents. It is worth consulting the local neighborhoods whether to extend the current system to more closure days.
141	Greater Colesville Citizens Association	Restrooms and public seating should be in downtowns and medium sized town centers next to premium transit stations.
142	Jane Lyons-Raeder	Excited about this recommendation
143	Marybeth Cleveland	This is the type of thing that could keep people from trying to ride public transportation.
144	Sligo Park Hills Community Association	Expand this to include places to pause along a walkway: small spaces shaded by trees or small grassy areas with a bench.
145	Civic Federation	Add parks and trails to have public seating.
146	Game Changers	Support public restrooms, and make sure there is an adult changing table or family bathroom available
147	Rich Kuzmyak	This concern may be most critical in relation to high-radius curb designs at a large number of current intersections, both on arterial highways and in neighborhoods.
148	Cathie Cooper	Crosswalk lighting is a recurrent problem throughout the County. I would say the lighting is generally sufficient in most cases for pedestrians to see their way, but what about motorists (and preventing pedestrian vs. motorist incidents)? Remember: shared responsibility. When I am driving at night, there are crosswalks, even on some major streets, where I can only clearly see the middle part of the crosswalk that sits in a weak puddle of light in the middle of the road, and not the sidewalks to either side. The key to not hitting a pedestrian in a crosswalk, at night or any at any time, is to be able to see them on the sidewalk before they step into the street, know that they are possibly coming, and be prepared to stop (again, concerns with the pedestrian Bubble of Oblivion and basic physics). The County needs to drive the streets at night and ask whether the lighting is sufficient for motorists to see the pedestrians CLEARLY before they step into the street. This is an issue that needs to be addressed since it is proposed that motorists will be responsible for pedestrians before they step into the street. That said, there are often bus stops next to intersections: a way needs to be provided to clearly define who is waiting to cross the road vs. who is at the bus stop.
149	Larry Cole	A driver's quick reaction to the presence of a pedestrian in the roadway is based on two things: expectation and actual perception, but perception at night is often hindered because of poor lighting. Montgomery County provides continuous lighting of its roadways as a rule but MSHA's policy is to light intersections only and then not even every intersection; unsignalized intersections are frequently not lighted. This policy has no engineering basis but serves only as a cost-containment policy.  When the Montrose Parkway interchange was built on MD355 more than a decade ago, so street lighting was proposed by MSHA for several hundred feet because there were no intersections, which for the purpose of the project they defined as the ramp termini on Montrose Parkway below MD355. The only light for pedestrians on the sidewalks would have been from passing cars and the moon. Montgomery County contributed \$1 million to ensure that adequate lighting would be provided, as the County has also done on other state projects. If MSHA's position is that local jurisdictions should provide the funding for street lighting, that's a matter for discussion and negotiation, but MSHA's policy must be changed to provide adequate lighting as part of all capital projects to ensure the safety of all users of the road.
150	Larry Cole	The title of this section should be revised to Lighting for Roadways, Intersections, and Pedestrian and Bike Facilities.
151	Larry Cole	Lighting standards for roadways, intersections and trails already exist, as prepared by AASHTO and IESNA; these are the policies that should be used. We should first determine whether our roadway lighting levels are up to current technical standards before asking pedestrians about their satisfaction with street lighting. MCDOT's lighting policy requires continuous lighting along roadways but the lighting levels of roadways and intersections should be correlated with the AASHTO Roadway Lighting Guide. Beyond meeting the necessary lighting levels, the exact location of light standards is important because a light between the driver and the pedestrian will enable the driver to discern the colors of the pedestrian's clothing; a light behind the pedestrian will result in the driver seeing only a silhouette until his vehicle's headlights light the pedestrian in the roadway. In addition to correlating with AASHTO, MCDOT's lighting policy should include locating luminaires to improve driver perception of pedestrians in the roadway as well as enable pedestrians to be seen by drivers before they enter the roadway.
152	Montgomery Square Citizens Association	Another recommendation would be better lighting at intersections.
153	Civic Federation	There should be a requirement for street lights in all areas with sidewalks; there should not be more than 150 feet between street lights.
154	Larry Cole	Rather than "encourage" ped-scale lighting, the Zoning Code should require it where it would be beneficial.
155	Greater Colesville Citizens Association	It is not practical to return malfunctioning streetlights to service within 24 hours. First, repair efforts would not occur on weekends and holidays. There is also the issue of learning that a malfunction exists. Today that largely occurs based upon public reporting, which often does not occur for weeks. (This is a maintenance objective, not a build objective).
156	Civic Federation	Require all government agencies to report malfunctioning streetlights. Include Police and Fire Departments.
157	Rich Kuzmyak	Trees and other planting not only make the pedestrian environment more comfortable and inviting, but can also serve a traffic calming role.
158	Robin Gaster	I walk a lot around DTSS, and the destruction of trees related to the purple line will make the walk along wayne ave - a major throughfare - pretty unpleasant in the summer. Trees make a difference to walking around here - and should be in the master plan.
159	Sligo Park Hills Community Association	Our neighborhood's tree canopy is roughly 70%. We benefit greatly from the shading provided to our pedestrians, and we want all county neighborhoods to share this advantage. We encourage the county to expand all tree planting programs.
160	Sligo Park Hills Community Association	Include pocket parks (miyawaki forests) as an option under B-6c.
161	Game Changers	Add trees for shade. The shade would help by decreasing glare.

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Comment #	Commentor	Testimony (commentor)
162	Rich Kuzmyak	Note that this is a time of great opportunity, with the Federal infrastructure bill and an emphasis on reconnecting communities, safety, equity and climate change. All diligence should be given to trying to access these funds and greatly ramp up the sidewalk program. It should also be stressed that the most critical pedestrian/bicycle infrastructure needs are along the major arterial roadways, though current county programs seem to be much more focused on neighborhood improvements.
163	Civic Federation	Add words requiring sidewalks in front of all parks.
164	Civic Federation	Remove incentive but keep requirement in new developments to connect to nearby sidewalks. Make it a requirement.
165	Rich Kuzmyak	Be sure to target this recommendation also to bridging the current lockout condition between residential communities and local goods and services.
166	Barbara Sanders	Support.
167	Coalition for Smarter Growth	Access to the bus should be a higher priority than car access. We need to make sure not just that people have transit and cycling as a safe option, but that people can walk to those places so we're reducing our emissions and vehicle miles traveled overall.
168	Purple Line Now	Major support. In order to have these accessibility options available from the opening day of the Purple Line, there is no time to waste!
169	Rich Kuzmyak	The continuation of the Purple Line TOD study work by the PLCC and UMD via a grant from the Federal Transit Administration is going to focus on maximizing safe access to the 21 Purple Line stations. A solid partnership between PLCC, County and State should be a priority here.
170	Rich Kuzmyak	Thorough analysis of Purple Line station access in the FTA study showed many occasions where, due to topography, a geographic feature (stream), utility, or other barrier, neighborhoods that might otherwise enjoy reasonable access to the station are essentially cut off. These areas can be highlighted with GIS mapping tools and decisions made as to whether enhancing their connectivity would be cost effective.
171	Patricia Mulready	Lit ADA impermeable sidewalks in parks, forested areas, and wetlands defeats the purpose of those areas, which includes protection of wildlife, especially structures like the "bridge" shown in the draft Master Plan. Lighting hurts biological clocks.
172	Northwood-Four Corners Civic Association	To promote walkability and bike-ability in the Four Corners community, county planning and transportation agencies should take steps to reduce cut-through traffic and discourage speeding by prohibiting turns onto arterial roads at certain points and installing traffic calming measures in residential neighborhoods. If east/west flow on Route 193 could be improved, fewer frustrated drivers would resort to cutting through these neighborhoods.
173	Rich Kuzmyak	Through personal experience I can attest that earning attention from county traffic engineers to clear traffic safety issues is extremely difficult. In my neighborhood (Forest Glen/Linden Lane), the county removed the crosswalks and curb aprons that the developer had put in under code, has allowed for only one (5-way) stop sign that is poorly marked and flagrantly ignored by through traffic, and posted only two 25 mph speed limit signs in locations not visible or relevant to traffic. Over 20 years it has been a constant battle to get reasonable attention and help, despite major community consensus and petitioning.
174	Sligo Park Hills Community Association	Traffic calming measures should be installed wherever target speeds as defined in the CSDG or relevant master plans are not being met." This is key, as it shows how neighborhoods like ours can benefit from traffic calming measures.
175	Greater Colesville Citizens Association	We think pedestrian volumes needs to remain a determining factor in deciding where to install pedestrian and connectivity improvements. There is limited amount of funding available and it needs to be used where the need is greatest.
176	Jane Lyons-Raeder	Excited about this recommendation
177	Sligo Park Hills Community Association	We support the process of prioritizing neighborhoods by need, for example, the tiered approach to providing BiPPA improvements. We ask that this approach include a process for community associations to request a safety review by a Traffic Engineer, to acquire data, assess the local level of need, identify local problems, and consider feasible solutions. Communities need an easy process to request a Traffic Engineering Study.
178	Annie Tulkin	Support for assuming control of state highways.
179	Civic Federation	Transferring state highways to county would be very expensive. SHA needs to step up to address pedestrian safety issues.
180	Coalition for Smarter Growth	CSG strongly supports this recommendation. These issues are so important that we should not be slowed down by bureaucratic obstacles and coordination that makes it take longer for these changes to happen.
181	Greater Colesville Citizens Association	We do not support the county assuming control of state highways, which surely means the county will also assume the funding for maintaining them.
182	Jamie Herr	Focus on this recommendation. The County and state have been improperly prioritizing using rights-of-way to move vehicles as fast as possible for far too long. Montgomery County is better poised to address these safety issues as the local government through the various plans and policies but the county is limited because state highway controls so many of the county's main roads. With all of the issues inherent in busier regional streets, they should really be considered contributory negligence. Most are controlled by SHA.
183	Jane Lyons-Raeder	Excited about this recommendation
184	Lee Keiser	Residential "main street" scenarios of county takeover of these roads should be presented.
185	Lee Keiser	if the county DOT assumed full control of the original Bradley Blvd. project (#P501733), could one assume that those new crosswalks would be painted more expeditiously, without having to wait many more years for the project's full implementation and construction?
186	Rich Kuzmyak	A new, better pattern of cooperation needs to happen between the county and the state departments of transportation. As noted, the most significant problems and needs occur in relation to the arterial highway system, most of which routes are also state numbered highways and, hence, governed by state priorities and protocols. This includes speed limits; number and design of signalized intersections; signal phasing and intersection management; ATE deployment; and authority over right of way dedication to walking or bicycle solutions. These differences in policy must be clarified and resolved if any meaningful change is to come on these arterial streets.

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Comment #	Commentor	Testimony (commentor)
187	Rich Kuzmyak	MNCPPC's reactions to Evan Glass's Pedestrian Safety Bill took special note of the difference in authority over management issues like right turn on red, signal timing, etc. on county vs state roads. It is essential that the county be able to influence design and operating decisions on the major arterial highways like University Blvd., Georgia Ave., etc. when it comes to safety, pedestrian accessibility, and other critical policy initiatives. Ideally, this gap will be narrowed under the new state administration.
188	Sligo Park Hills Community Association	The Plan does not recommend this for all state highways in the county, and it seems that Piney Branch Road isn't included. We ask that Piney Branch Road be included in the recommendation. We regularly witness traffic violations along Piney Branch Road which threaten pedestrian safety. These violations include speeding in general, treating the center turn lane as a high-speed passing lane, and ignoring existing traffic restrictions. Some might argue that this isn't a pedestrian safety issue, but we know that it is, as cars speeding through the turning lanes endanger pedestrians trying to cross Piney Branch. We ask that the county study how to prevent misuse of central turning lanes (on both county and state roads), via enforcement, erecting physical barriers, or other options.
189	Sligo Park Hills Community Association	If the county is unable to influence state planning for pedestrian safety and comfort on state roads in Montgomery County, we ask that the county provide guidance for community associations on engaging with the Maryland Department of Transportation.
190	Tim Soderquist	Extra urgency should be given to taking control of SHA maintained roads. The MDSA does not share the same values as Montgomery County. By taking control of roads in Town and Urban Centers, Transit Corridors and School Zones, we can ensure that proper, safe, welcoming pedestrian infrastructure is installed.
191	Town of Kensington	We foresee considerable benefit in prioritizing the recommendation to explore transferring control of these state roads in Town Centers to the County.
192	Annie Tulkin	This plan incorporates people with disabilities, families, elderly populations, and people who wish to age in place by incorporating elements of universal design which focus on meeting the needs of all pedestrians.
193	Helen Heinrich	Supports accessibility sections and going beyond ADA. Design for accessibility first because adding it in after is very expensive. Include disabled voices in all parts of the planning and implementation process.
194	Larry Cole	Ensure that approved maintenance of traffic plans in regard to pedestrian accommodation during construction are followed but also improved. The MCDOT division chief in charge of design should be required to sign off on all diversions of pedestrians during construction, as well as diversions from ADA Best Practices and diversions from county roadway standards. Detailed reasons should be included with the package submitted for sign-off.
195	Marybeth Cleveland	I'm a big fan of this section that addresses all sorts of accessibility for older people and people with disabilities. It goes above and beyond the ADA.
196	National Capital Area Chapter of the American Council of the Blind of Maryland	Supports the plan emphasis on accessible sidewalks: easy to navigate, removing poles is key.
197	Pablo Collins	<b>PPT Photo Attachment of Tripping/Obstructions in Bethesda - a mixture of temporary obstructions, utilities, and more permanent conditions that make pedestrian travel difficult.</b> <ul style="list-style-type: none"> <li>• The following pictures make it very clear that no one is looking out for pedestrians and the sidewalks on which they travel.</li> <li>• Policy makers may talk about "pedestrian friendly" but the sidewalks are far from that.</li> <li>• Government, business, and drivers feel free to intrude on the sidewalks, without concern for pedestrian access or safety.</li> <li>• Are there any standards and are they ever enforced?</li> <li>• Is anyone in charge? Is there any oversight?</li> <li>• Does anyone care?</li> </ul>
198	Sanjida Rangwala	The plan acknowledges and recommends that more permanent sidewalk obstructions, such as utility poles (EA-2), should also be moved out of the right of way.
199	Commission on People with Disabilities	We appreciate the inclusion of recommendation EA-2c as movable sidewalk obstructions, such as electric scooters, pose barriers to people of all types of disabilities traveling down a sidewalk.
200	Rich Kuzmyak	Agree, per earlier comment.
201	Game Changers	Support more time to cross the street
202	Rich Kuzmyak	These systems are currently operating far short of their potential benefit and value, given their cost.
203	Game Changers	Support for passive detection
204	Larry Cole	Bring park trails up to ADA standards and ensure adequate temporary accommodation during repairs. While there is likely a problem with bringing some of the existing local connections to park trails up to ADA standards, the main paved trails should be accessible to all at a minimum. As one example of an existing problem, Sligo Creek Trail between Colesville Road and the Beltway has substandard cross-slopes that do not meet ADA standards and makes its use difficult for people with mobility problems even though it is otherwise a heavily used downcounty facility.
205	Sligo Park Hills Community Association	We agree that "As the most vulnerable user in a shared street environment, pedestrians should have the right of way."
206	Larry Cole	We should ensure that permitted uses don't degrade the sidewalk, such as outdoor seating, entrance structures, ropes/railings, and scooter and bike parking. For example, while most of the Covid-era outdoor seating has been removed in Silver Spring, the sidewalk is still constricted by permanent or semi-permanent shelters at restaurant and club entrances, sometimes with ropes/railings beyond that shelter, reducing the usable width of the sidewalk. Scooters being left scattered on the sidewalk pose a frequent tripping hazard as well as an obstacle for those with handicaps. Consideration should be given to empowering County Parking Enforcement personnel to give appropriate tickets to property owners and scooter companies to reduce these nuisances.

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Comment #	Commentor	Testimony (commentor)
207	Larry Cole	Violations of approved plans are rampant with unexpected sidewalk closures, lack of handicapped access, and other unsafe conditions; these conditions are easily seen as part of the construction at the Planning Department’s former headquarters at 8787 Georgia Avenue and the storage area allowed in the Spring Street median drastically reduces the sight distance of pedestrians approaching the marked crosswalk at Woodland Drive. All worksites should be required to post a contact name and number at the Department of Permitting Services along with a link to the approved traffic plan. In addition to ensuring that the contractor doesn’t violate the approved plan, more care needs to be taken in the approval of the plan itself. For example, the restarted Purple Line work has been active on Bonifant Street for many months with the segment west of Georgia Avenue completely closed to traffic and the segment east of Georgia Avenue restricted to eastbound traffic only. Yet the pedestrian signals to cross Bonifant at Georgia have not been modified at all, forcing pedestrians to wait unnecessarily or encourage them to violate the DON’T WALK because there is no longer conflicting Bonifant Street traffic.
208	Larry Cole	The cost to pedestrians of not creating a much safer environment will be obvious in the number of pedestrian-related crashes, injuries and fatalities, but it also needs to be obvious to the agencies and department heads who are most directly responsible for success, the MC Police Department and the MC Department of Transportation. The proportion of these agencies’ budgets allocated to pedestrian safety needs to increase every year that Vision Zero goals are not met. Continued failure must result in a change of leadership of these departments. The cost of failure should not continue to be borne solely by pedestrians.
209	Rich Kuzmyak	Funding will always be a factor in determining which recommendations are implemented, how soon and with what priority. Fortunately, the availability of resources to address many of the improvements and programs featured in the Plan may be covered with unprecedented new funding programs out of the U.S. Department of Transportation resulting from the Bipartisan Infrastructure Law. One program that should draw immediate attention is Safe Streets for All (SS4A), which is making available \$1b per year over 6 years on an 80/20 match basis. Applications for the first year of funding were received in September 2022, from which grants of \$34 million and \$7.5 million were secured respectively by Prince George’s County and MNCPPC Parks for pedestrian and bicycle related safety programs. Only MPOs, counties, cities, towns, other special districts that are subdivisions of a state may apply for these funds, as state DOTs are not eligible as leads. Montgomery County DOT would be well advised to take advantage of this unique opportunity. Again, there is unprecedented funding opportunity under the latest Federal programs. But there must be agreement and coordinate response to access these funds.
210	Jane Lyons-Raeder	Excited about this recommendation
211	David Lechner	Raising taxes for this plan is ridiculous and anti-business. Let the policies phase in ONLY as regular equipment, lighting, and roadway maintenance allows it. Its fine.
212	Larry Cole	Sidewalks should be checked every two years to ensure that adjacent landscaping has not encroached on sidewalks and paths. Where encroachments occur, adjacent property owners should be notified that vegetation should be removed within two feet of the sidewalk or path.
213	Larry Cole	Park trails have become increasingly subject sediment and debris washed up on the pavement from more frequent and severe storms. This sediment and debris is often swept to the lower side of the trail, resulting in ponding on the trail that becomes an obstacle for users, often for days after the storm. Park maintenance policies should be changed to ensure that sediment and debris is moved to a location that maintains positive drainage for the trail.
214	Greater Colesville Citizens Association	The proposed action is to require property owners to clear snow on pathways for a width of at least 5 feet. This is not possible if the path is not 5 feet in width. Also, even if the concrete is 5 foot wide, many places grass has grown over the edges so it is no longer that width.
215	Rich Kuzmyak	One major area of authority resolution and policy should be with snow clearing. Whether it is state or county workers who clear the major arterial roadways, there should be a policy that it is more important to keep sidewalk areas clear than to clear all 6 lanes of the roadway, curb to curb. A similar situation occurs in terms of overgrowth during the green months, as foliage on both public and private property is allowed to take over pedestrian facilities, forcing pedestrians to sidetrack into the street.
216	Sanjida Rangwala	This recommendation makes me happy. After heavy snowfalls, snowplows bury sidewalks in snow and ice. Walk and ramps may remain inaccessible for days or even weeks, long after snow has melted elsewhere in the county. This produces an extreme safety hazard, as non-drivers, especially those with stroller or mobility devices, may be unable to access the sidewalks and may be forced to walk in the road alongside high speed vehicles. An even greater and more common hazard comes from erosion of vegetation, soil, or debris from adjoining properties. This erosion buries the sidewalks, effectively narrowing the passable space. County-owned parks properties, such as next to Sligo Creek Parkway and University Boulevard, are often the worst offenders. I am pleased to see the Pedestrian Master Plan acknowledge that vegetation overgrowth needs to be audited, monitored, and remedied.

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Comment #	Commentor	Testimony (commentor)
217	Cathie Cooper	Secondly, the County needs to actually maintain the pedestrian infrastructure they have. Show that the County can do so effectively before spending money to make more infrastructure that needs to be maintained (and probably won't be). Some of the plan points to improvements in maintenance, and those should be prioritized and fully functional before "upgrades" are implemented. I like to walk, mostly for exercise, but I try to combine exercise with functional walking such as errands to local stores and businesses. A 3-4 mile walk is common for me, so that gives me access to many of the Aspen Hill businesses from my home. Many public sidewalks, not in front of a home or business, go uncleaned after a snowstorm, limiting how far I and others can go on public streets in the winter. The plan says that the County will TRY to improve that. The County MUST improve that to demonstrate they are willing and capable of maintaining infrastructure upgrades. One example of poor maintenance is Georgia Ave at Hewitt (from Winter 2022 when we actually had snow). I know this is a state road. I walked to the intersection of Georgia and the Matthew Henson Trail, which is a great pedestrian resource. The sidewalk on the west side of the intersection with Georgia was shaded and a complete sheet of ice. I was sliding around, just trying to get to the crosswalk button. So I figured, on that day, I would just abandon that trip and go home, and I would make it a loop and walk back home down Georgia Avenue. However, the entire sidewalk on Georgia (adjacent to the park property), even though it was in sun, was crusted with frozen and melting snow and ice. I could either walk in the busy street or walk in the melting icy snow and end up in the busy street if I slipped and fell. There is a heavily used bus stop at Georgia and Hewitt and so what did the people using public transport do? Walk in the street? Slip and fall? I've seen both. Another example of not cleaning sidewalks was Old Georgetown Road and the sidewalk that runs along the west side of the road behind the back fences of homes facing an adjacent residential street, above Tuckerman Lane. I commuted to work on that street for over 20 years. That sidewalk was never cleared.
218	Jane Lyons-Raeder	Excited about this recommendation
219	Larry Cole	I agree that the County should take on the responsibility for clearing snow on the major transit corridors. This is most needed where sidewalks are directly adjacent to curbs since the snow plowed from the roadway now ends up on the sidewalk where it become the responsibility of the adjacent property owner to remove it, so rather than remove the snow from a five-foot width of sidewalk they now have to do that plus remove the snow from up to three lanes of traffic.
220	Larry Cole	Revise snowplowing policies to ensure that pedestrian crossings and transit stops are kept clear of snow. While roads are plowed in the order of their importance, the area in front of the curb radius at intersections is often left unplowed, making crossings difficult and potentially unsafe for pedestrians, particularly those without the physical agility to climb over mounds of snow, some of which last for days during which they may turn into a block of ice.
221	Civic Federation	Add language to require that county snow plows not place snow in marked and unmarked crosswalks.
222	Larry Cole	The driving culture in Montgomery County needs to improve, but County employees themselves need to take public safety seriously, have adequate supervision to ensure that they do so and be punished when they do not. While red light-running is rampant at the intersection of Georgia Avenue and Colesville Road, the frequent occurrence of Ride-On bus drivers running the red light and cutting off pedestrians in the crosswalk is the most egregious. (I have personally witnessed this happen even in groups of two or three buses and recently even by an articulated FLASH bus, the County's premier transit service. The current driver expectation of punishment in such a high-visibility location apparently must be quite low.) In addition to punishing drivers who break the law, MCDOT should also consider adopting an operation policy to require bus drivers to stop on a yellow light as long as it is safe to do so.
223	Trevor Frith	We have an idea to save drivers, pedestrians and cyclist's lives which you might be interested in. The idea is to get rid of the right foot braking method we are all forced to use when braking an electric or automatic car. Testimony expands on this.
224	Rich Kuzmyak	County vehicles, such as Ride-On buses, school buses, WSSC trucks, county utility trucks (e.g., trash and leaf removal) and even police vehicles not on call can frequently be observed driving much faster than the posted speeds. This not only poses an immediate danger because of the large mass of the vehicle, but sets a poor example for all other drivers.
225	Montgomery Square Citizens Association	There should be a tax credit for people (or make it mandatory) to get pedestrian detection systems for their cars.
226	Civic Federation	Require all current county and public agency vehicles to have backup cameras and require all future new vehicles have forward and rear pedestrian detection equipment.



**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
227	Cathie Cooper	<p>Nearly every time I drive, I can't help but think that Maryland sets the bar far too low for issuing a driver's license. I've lived in four states (California, New York, Massachusetts, and Maryland) and Maryland drivers are by and far the worst? Why? There are clearly people who are driving that should not be behind the wheel. Since there is essentially no enforcement of traffic laws in the County (a real problem in my opinion, and one that needs to be addressed by more than the passive enforcement by traffic cameras) this is not going to stop. I don't know if people are driving with an impairment (visual, cognitive, or chemical), lacking minimal basic driving skills, or looking at their phones when they should be looking at the street. Every time I drive I see people weaving along the street, crossing lane dividers and center lines, blowing through stop signs, crosswalks with people in them, etc. On some streets (some examples are Randolph Road, Nicholson Lane) some drivers can't even negotiate gentle curves while staying in their lane.</p> <p>In addition, traffic patterns need to be negotiable by all motorists with valid driver's licenses (see concern about low bar, above). If the pattern is too complex, some motorists will fail to negotiate it correctly, and only the hyperawareness of the other drivers in the pattern will prevent an accident from happening. For example, multiple left turn lanes are a particular problem (some examples FYI are: Rockledge connector to NB Old Georgetown, NB Old Georgetown to 355, Tuckerman to NB 355, Knowles to NB Connecticut, NB Connecticut to NB Connecticut at University). Even when lane markers are helpfully put down in the intersections, there are usually one or two drivers who cannot (or will not) stay in their lane while making that turn. A recent example from just last week: I was driving on NB Connecticut. I was in the middle left turn lane at University. The car in front of me completely changed into the lefthand left turn lane in the middle of the intersection then crossed back into the middle lane once they were through the intersection. Fortunately that lefthand lane was empty at the time. Driving out of the designated lane is a frequent occurrence at these kinds of intersections. How is the County going to protect pedestrians and cyclists in their Bubble of Oblivion when people are driving at this level of competency/awareness (and in their own Bubble of Oblivion)? Unless Montgomery County can effectively manage up and force Maryland to raise the bar and institute improved driver training (and driver maintenance training), this will continue to be a problem. I am rather skeptical that such improvement can be driven by the County but, please, prove me wrong! Plus, when roads and walkways are incompletely cleared of snow and ice (and, remember, that involves removing the ice that forms across sidewalks, bike paths, and roadways when plowed or shoveled snow melts and refreezes), it forces pedestrians and cyclists into the road with traffic, and that is never a good thing.</p>
228	Greater Colesville Citizens Association	Requiring knowledge testing as part of driver's license renewal should only be required once every other renewal.

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Comment #	Commentor	Testimony (commentor)
229	Civic Federation	Require the county to mail to each resident at least yearly all changes to traffic rules and regulations, instead of requiring drivers to have an in-person knowledge test every eight years.
230	Cathie Cooper	Some attempts to provide pedestrians with safe crossings are ignored or abused by pedestrians, so making more of them may not be the solution to the problem at all. For example, the Hawk system installed on Aspen Hill Road between Giant and Kohls was installed with good intentions but is largely ignored or misused by walkers, and creates more problems (traffic snarls) than it prevents (pedestrian vs. car encounters). They don't press the button but walk anyway. OR, they press the button and then cross during the flashing yellow light phase leaving the crosswalk empty of pedestrians when the light turns red and stops traffic (backing it up into the intersection at Connecticut, sometimes). The County needs to consider human (bad) behavior FIRST. As long as pedestrians walk in their own little Bubble of Oblivion, all the enhancements in the world will not prevent many of these problems.
231	Rich Kuzmyak	An incredibly important recommendation, already addressed in comments above.
232	Sligo Park Hills Community Association	We ask that the county investigate improvements to all pedestrian crossings along Piney Branch Road from Long Branch to Takoma Park, including Sligo Avenue (where children cross en route to school and parks) and Mississippi Avenue (where pedestrians cross en route to Sligo Creek Park).
233	Larry Cole	Where accommodating pedestrian volumes adversely affects traffic operations or provides a less-than-desirable pedestrian accommodation, an assessment should be made of adjacent unsignalized intersections to see whether providing an additional signalized crossing for pedestrians would alleviate the problem. Example: The crossing of Georgia Avenue (US29) at East-West Hwy (MD410) in front of Montgomery College is a five-legged intersections that often doesn't work well for pedestrians or drivers. Two intersections just south of this location, King Street and Jesup Blair Drive, would provide much safer pedestrian crossing opportunities if they were signalized and would improve access to the college and Jesup Blair Park, in addition to removing many potential conflicts at E-W Hwy.
234	Larry Cole	Pedestrian safety should be evaluated at all unsignalized intersections and bus stops on arterial highways and greater and additional signalized intersections provided as needed. Crossings should be identified for every bus stop and ensure that all appropriate safety measures are in place (crosswalk striping, lighting, handicap ramps, sufficient sight distance & appropriate operating speeds.)
235	Jane Lyons-Raeder	Excited about this recommendation
236	Rich Kuzmyak	Incredibly important, also address above.
237	Civic Federation	Require marked crosswalks at the nearest intersection for all bus stops.
238	Larry Cole	Provide additional traffic control devices where needed to ensure the effectiveness of No Right Turn on Red restrictions and reduce the need for enforcement. The signalization of right-turning northbound traffic from Georgia Avenue to Colesville Road has been in place for years but is frequently violated, sometimes by multiple vehicles at a time and sometimes even by drivers turning from the second lane of Georgia Avenue to get around cars that are appropriately stopped by a red turn arrow. The installation of a near-side turn arrow would likely be beneficial in getting more drivers to stop but the construction of a traffic island to separate right-turn traffic should also be considered. There are too many pedestrians crossing at this intersection that are exposed to drivers operating illegally and unsafely.
239	Rich Kuzmyak	Totally agree, note that this was also addressed in MNCPPC comments on Evan Glass legislation.
240	Rich Kuzmyak	Totally agree, note that this was also addressed in MNCPPC comments on Evan Glass legislation.
241	National Capital Area Chapter of the American Council of the Blind of Maryland	Supports APS with LPI
242	Greater Colesville Citizens Association	We strongly oppose reducing traffic signal cycle lengths so pedestrians don't need to wait as long. Shorter cycle times just reduces intersection capacity and thus leads to more congestion. More congestion will lead to more dangerous driving habits.
243	Larry Cole	I had a discussion years ago with MCDOT staff about the need to get longer crossing times in the Silver Spring CBD during the noontime lunch rush. Their answer was that longer times couldn't be provided because the cycle length was shorter than it was during the AM and PM peak periods. The longer peak cycles were designed to maximize vehicle throughput during the peak but drivers would not want to wait longer at a red light during the off-peak, a very car-centric decision; this should be reevaluated and longer ped times provided when pedestrian traffic is high and vehicular traffic less. The Plan's recommendations for more pedestrian crossing time but not increasing traffic signal cycle lengths need to be reconciled. Evaluate traffic signals in CBDs to optimize their operation and provide additional pedestrian crossing time where possible. Three examples of suboptimal operation in the Silver Spring CBD that would benefit from better timing or phasing: <ul style="list-style-type: none"> <li>• At the intersection of Georgia Avenue and Cameron Street, southbound traffic receives a red signal so that northbound traffic may continue but there are frequent periods when there is no northbound traffic in sight down to Colesville Road, prompting some pedestrians to cross against the signal.</li> <li>• The intersection of Colesville Road/Georgia Avenue is an important intersection that poses pedestrian safety challenges but two potential opportunities: when the DON'T WALK comes on for the south leg of Georgia to accommodate the left turn from southbound Colesville, the DON'T WALK comes on for the north leg of Georgia too, unnecessarily cutting the walk short when there's no conflict. Also, when the green and arrow comes on for northbound Georgia, traffic is held at the ped crossing at Ellsworth leaving a longish gap when no traffic is turning right onto Colesville. The arrow turns red just as the held traffic reaches the intersection, frustrating most drivers but encouraging some to just run the light and endanger pedestrians.</li> <li>• The intersection of Fenton Street and Ellsworth Drive has a protected phase to allow pedestrians to cross Fenton Street, but the DON'T WALK on Ellsworth stays on even though there's no conflict. The operation should be changed to a protected all-walk. Also at this intersection, despite the permanent closure of Ellsworth between Fenton and Georgia, the DON'T WALK signal still operates when the other segment of Ellsworth has a green signal; the ped heads on the non-operational segment should be removed or covered. The DON'T WALK phase is sensibly ignored by adults but the message given to children that it's okay to ignore the signal sometimes is not one that encourages safe behavior.</li> </ul>
244	Larry Cole	Consider creating a database of the pedestrian timings at each intersection including what walking speed the crossing time was based on.

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Comment #	Commentor	Testimony (commentor)
245	Larry Cole	Which is our true priority, safety or reducing congestion? A longtime feature of the annual Road Show to discuss the proposed State budget has been to begin the discussion on transportation by saying that safety is our highest priority, and then everyone mostly talks about new roadway capacity projects. If pedestrian safety is the highest County priority, traffic signalization phasing and timing decisions should be made on that basis. DC's operation of 16th Street handles large rush hour traffic flows into and out of the District but still manages to have good pedestrian crossing times, and in the off-peak the traffic signal system is timed to keep speeds low. While Montgomery County for the most part does not have a grid street network like the District does, MCDOT should investigate the potential for controlling speeding problems by adjusting traffic signal cycles.
246	Rich Kuzmyak	HIGHLY support this recommendation, per earlier comment.
247	Rich Kuzmyak	Question whether pedestrian refuges would diminish the ability for a pedestrian to cross the entire street on one cycle, instead of having to wait for a separate crossing opportunity?
248	Rich Kuzmyak	Absolutely endorse
249	Sligo Park Hills Community Association	This issue applies to the right-turn lane of southbound Piney Branch at Sligo Avenue, where drivers coming up this channelized lane don't yield to pedestrians, (nor to drivers entering Sligo Avenue from northbound Piney Branch Road or from west-bound Park Valley Road).
250	Civic Federation	Design shopping centers to provide pedestrian paths so you can get safely from your car to entrance
251	Rich Kuzmyak	Absolutely support, per earlier comment.
252	Cathie Cooper	First and foremost, we need pedestrian education, and that means education that actually sticks and changes bad behavior. As you well know, many pedestrians are irresponsible, running into the street without looking, walking in front of cars (without looking), crossing against red lights (even if in a crosswalk). Many are blissfully ignorant of basic physics which, in this case, is the fundamental principle that a 2000 lb car cannot stop on a dime when going 25+ MPH (even when it is traveling at 5 MPH or even it it is made of lightweight fiberglass). Making cars lighter, so they won't hurt oblivious pedestrians as badly, is simplistic, unworkable, and suggests that the County is not thinking clearly and realistically about the problem. It devalues my confidence in the County being able to make thoughtful assessments and meaningful improvements for all residents.
253	Greater Colesville Citizens Association	Pedestrian and bicycle safety education needs to include a requirement for them to use paths rather than use roads. Too often we see people walking in the street when there is a sidewalk available.
254	Civic Federation	Require sidewalks to where parents pick up students from all Public Schools.
255	Rich Kuzmyak	A highly important issue. Suggest that attention ALSO be given to the origin end of a school trip, when frequently children needing to get to a bus stop do not have appropriately safe access in terms of sidewalks, crosswalks, lighting, and traffic calming.
256	Greater Colesville Citizens Association	We oppose closing streets near schools during arrival and dismissal. Those streets are needed by parents dropping off their children and in the case of high schools, students driving to school. The roads are also needed by the traveling public. Often there are not any nearby alternative roads that can be used.
257	Civic Federation	Does this stop parents from picking up students at schools.
258	Greater Colesville Citizens Association	Transportation Demand Management is often not practical for schools, except for encouraging parents to carpool when taking children to school or picking them up.
259	Larry Cole	<p>MSHA's longstanding practice of violating Maryland's own version of the national policy on lane striping obscures the presence of unsignalized intersections and is the biggest insidious safety hazard to pedestrians on state highways that serve as our major transit corridors.</p> <p>Maryland's approved version of the Manual on Uniform Traffic Control Devices calls for lane lines to be discontinued at every intersection unless there is a particular hazard but in practice, MSHA typically ignores "minor" by carrying the normal lane line striping on state highways through such intersections without a break, obscuring even the presence of an intersection. This is an insidious violation of federal and Maryland policy that places pedestrians in particular danger by decreasing driver awareness. As an example, in the 1 1/4-mile segment of Colesville Road (US 29) Capital Beltway and Spring Street, there are thirteen intersections where the normal lane striping is shown without a break that would alert drivers on US 29 to the presence of pedestrians, who actually have the right of way at these locations, or even of other vehicles turning from those side streets. At South Noyes Drive, a crosswalk was installed opposite the former Silver Spring Library mostly on top of one set of lane lines, diminishing its warning effect to drivers. While the law says that pedestrians have the right of way to cross US 29 at any of these intersections, the lane striping signals to drivers that they have an unimpeded path.</p> <p>To the west at Noyes Drive and Georgia Avenue (MD 97), MSHA installed a crosswalk at the Woodside Synagogue in the response to a couple of serious pedestrian crashes several years ago. A warning sign and lane markings were installed 400 feet in advance of the crosswalk but the lane lines that obscure the presence of this intersection and five other intersections between Spring Street and 16th Street were left intact, diminishing the safety of the crosswalk installation. In addition to an inherent lessening of safety by not providing information to drivers, the lack of warning of potential conflicts likely leads to increased operating speeds on these state highways. Carrying normal lane striping through intersections should be discontinued immediately as a practice and existing such markings should be removed as soon as possible. Only where necessary in unique circumstances should dotted lane extension markings be installed per the diagram in Recommendation P-7a on page 109. Speed and crash studies should be performed before and after this pavement marking removal to document its effect.</p>
260	Rich Kuzmyak	There are many locations where stop bars don't exist at all, or which have been neglected for so long that they are not visible/functional. Consider as supplemental strategies: flashing stop signs at critical intersections; raised crosswalks; double posting of stop signs where visibility is impaired; adding painted stop "boxes" or writing "STOP" at the intersection.

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Comment #	Commentor	Testimony (commentor)
261	Larry Cole	<p>Guardrail installation in Montgomery County is often flawed to the detriment of safety. The location of guardrail in areas where there is a sidewalk should be between the road and the sidewalk per AASHTO recommendations (as referred to in Recommendation P-7c.) The purpose of this guidance is to protect both drivers and pedestrians. The guardrail is intended to redirect errant drivers back onto the roadway, which a guardrail will do effectively if it is at the edge of the roadway. If the guardrail is placed behind the sidewalk, it will guide vehicles along the sidewalk until the driver regains control, potentially hitting any pedestrians on the sidewalk in the meantime. Guardrail is also often installed too close in front of a fixed object such as a utility or light pole; hindering the guardrail's ability to flex after a crash and potentially leading the vehicle into the object. There are abundant examples of these basic elements of guardrail design not being followed along State highways, County roads and even park roads in Montgomery County. One example of the latter is along the short distance of Sligo Creek Parkway between just west of Brunett Avenue and US 29 where there are three segments of guardrail built behind Sligo Creek Trail rather than between the road and trail; there is a segment of newly built trail that was built too close to the roadway where guardrail should have been installed; and there is a segment of guardrail on Sligo Creek Parkway at the culvert opposite Brunett Avenue has several posts were left out, rendering the guardrail completely useless in terms of driver safety. In the fairly recent repaving of the intersection of US 29 and Sligo Creek Parkway, a guardrail was installed behind the sidewalk at the southwest corner of the intersection to protect the traffic signal controller; there is evidence that the guardrail was hit soon after installation. While the traffic signal controller remained undamaged, what would have happened had there been trail users waiting at the corner to cross US29? This intersection also has both speeding problems and frequent red light-runners; the guardrail should have been installed where it would have protected pedestrians also.</p> <p>MSHA, MCDOT and Parks should explain their guardrail design policies, consider providing employee training in guardrail design, and reorganize their review processes to avoid such problems in the future.</p>
262	Greater Colesville Citizens Association	<p>We oppose eliminating breakaway traffic signals and other poles in locations with pedestrian activity. That would just increase the injury rate for vehicle operators.</p>
263	Larry Cole	<p>Councilmember Will Jawando was recently quoted as saying that over the past decade, out of over 700,000 traffic citations in Montgomery County, only 3,300 drivers have been cited for failing to yield to a pedestrian. That's less than one-half of one percent of all citations - roughly one ticket per police officer every four years for the 1,281 currently authorized positions - while pedestrians are involved in 4% of all crashes and comprise 27% of the severe injuries and fatalities, per the Existing Conditions data in the plan. Subtracting the citations given as part of dedicated sting operations would get us pretty close to zero, i.e., virtually no day-to-day enforcement. (I regularly walk the length of Georgia Avenue through the Silver Spring Central Business District and typically see 2-3 violations during my 30 to 40-minute roundtrip, i.e., I see more pedestrian-related violations by drivers on an average day than MCPD is ticketing in the entire county.) Using the above statistics, police enforcement to protect pedestrians should be at least eight times what it is currently and MCPD should consider having a dedicated group of motivated officers in charge of enforcement so that proper training and accountability are assured. A list of all potential traffic and pedestrian-related violations should be included on the County's Vision Zero website, along with a tally of all tickets given for each offense every year.</p>
264	Larry Cole	<p>More automated enforcement is needed, particularly with red-light-running where there are higher numbers of pedestrians and bicyclists. Red light cameras should be installed at all major trail crossings at signalized intersections. But automated enforcement should augment rather than replace in-person enforcement. Since cameras to enforce speeding violations come with a 12 mph "grace" allowance before a ticket is given, reliance on cameras has likely adversely affected driver culture since speeding within this allowance is seen as being able to be done with impunity, making a big difference in pedestrian safety. A pedestrian who is hit by a vehicle going at the speed limit of 30 mph has approximately a 40% chance of being killed whereas a vehicle going 42 mph (12 mph over the limit) has an 80% chance of being killed. Supplementary in-person police enforcement is needed to reinforce the posted speed limit. Other methods of improving the usefulness of cameras should be considered such as keeping a log of ALL speeding violations and having MCPD contact the worst repeat offenders.</p>
265	Larry Cole	<p>The recent bill to prohibit stops of drivers by police for "minor" infractions is generally a good idea, but the question of when such infractions should be addressed needs to be answered. For example, the bill would prohibit stops for window tinting but often tinting can be so dark as to prevent anyone outside from seeing who is in the car and whether the driver is paying attention to the road in front of them. This lack of visibility presents a problem for pedestrians trying to meet the eyes of the driver, as they should do when crossing in front of a car. To resolve this problem, as well as to avoid the danger to a policeman approaching a stopped car, Montgomery County should consider enlisting parking enforcement personnel to ticket obvious window tinting violations when a vehicle is parked, avoiding confrontation. Periodically, police will have a special enforcement action (Street Smart) intended to move the needle on pedestrian safety. This is inadequate. The police department needs to have a force dedicated to pedestrian and traffic safety so that its sole responsibility is to keep the county on target for VisionZero. In addition to drivers' obvious disregard for keeping crosswalks clear and safe is their disregard for the law prohibiting the use of handheld cellphones, with the result that their inattentiveness puts others in danger, unprotected pedestrians most of all. The assessment of the adequacy of police enforcement of pedestrian safety needs to be focused on the reduction of pedestrian collisions and fatalities not on tickets given or hours spent on enforcement; the latter shows only the level of effort not the level of success. If VisionZero is going to be successful, it's not enough to make the policy and design changes recommended in the draft Pedestrian Master Plan, the County needs to take a position of Zero Tolerance of the many daily incursions on pedestrian space and safety. Police need to begin to ticket drivers for their not stopping at the stop bar and partially or completely blocking the crosswalk. The latter forces pedestrians to uneasily use the sliver of crosswalk that may remain while walking mere inches from the bumper of a car whose driver may inattentively release his foot off the brake or forces them to walk in the roadway beyond the crosswalk to close for comfort to running traffic on the intersecting street.</p>
266	Larry Cole	<p>Funding Pedestrian Enforcement - Consideration should be given to discussing with the State Delegation the possibility of allocating the fines collected for pedestrian violations to pedestrian enforcement and pedestrian improvements rather than going into the state's general coffers as with other traffic violations.</p>

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Comment #	Commentor	Testimony (commentor)
267	Rich Kuzmyak	<p>EXTREMELY important. Police simply cannot spread thin enough to cover all situations where traffic control is needed, and frequently their intervention leads to more serious and undesirable outcomes. ATE is the future, but to realize its potential it must: (1) be in many more places, (2) be unpredictable as to location, (3) be equitably distributed, (4) be more realistic and relevant in terms of interacting with the motoring public – at least warnings if not citations; broadcast knowledge that the system is operating; not allowing a 12 mph buffer before issuing a citation. New technology is emerging that will make this approach much more flexible, broader coverage, and inexpensive. A major obstacle to overcome is State DOT reluctance to greater application, and cost – although the new Federal funding should make this much more achievable.</p> <p>Ultimately, better design should lead to safer streets and better control over the undesired aspects of vehicle travel behavior: speeding, ignoring traffic controls, aggressive driving. In the meantime, however, much more needs to be done to improve enforcement. Additional police involvement is probably not optimal from the standpoint of coverage, cost and undesirable conflicts. But automated traffic enforcement (ATE) can be a cost-effective and equitable alternative, and it is significantly under utilized in the county at present. Miniaturization is allowing this technology to cover broader areas at much lower cost, and offers the ability to manage traffic through better monitoring and to scale the intervention (fines vs. warnings) to the severity of the instance.</p>
268	Sligo Park Hills Community Association	The Executive Summary (p.2) mentions “increasing the number of Automated Traffic Enforcement locations,” specifically for enforcing speed limits and no-turn-on-red. We ask that ATE and other enforcement tools be used for additional violations, such as running stop signs, ignoring posted restrictions against rush-hour entry / egress, or using a left-turn lane as a high-speed passing lane.
<b>Bicycle and Pedestrian Priority Area Designations</b>		
269	Greater Colesville Citizens Association	<p>GCCA agrees that there needs to be a priority for constructing Bicycle and Pedestrian improvements called for in this plan. We think the priority should be:</p> <ul style="list-style-type: none"> <li>• Areas around BRT and Purple Line stations, constructed when the transit service starts</li> <li>• Downtown areas</li> <li>• Town Centers, in order of geographic size</li> <li>• Major roads that are the most problematic for pedestrians and bicyclists and that will have a significant number of users. Rather than providing new facilities along major roads that will have few users, roads with small numbers of users should use BRT, where it exists.</li> <li>• Neighborhoods</li> </ul>
270	Lee Keiser	Increase transparency in the prioritization methodology. Provide two examples of arriving at the final score for a specific area (perhaps one in an EFA and one outside). These should be in the plan document itself.
271	Lee Keiser	What is the geographic scope for "access"? For example, with the county's extensive RideOn bus network, access may be possible for many residents; some incur a 20-minute ride to their destination, others may have an option of a 20-minute walk. Yet weights of "12" are assigned to both "school access" and "transit access." Such equal weighting distorts a particular location's proximity to a Central Business District or primary BiPPA area.
272	Lee Keiser	<p>Inconsistencies in Tier Assignments: Wilson Lane in Tier 2 has sidewalks and crosswalks. Bradley Blvd is in Tier 3 but has no sidewalks for the most part and crosswalks every half mile. Further, one mile of this Bradley Blvd. segment is in CIP #P501733. It's confusing to see on a lower tier a roadway within a CIP without ped infrastructure score, while a closeby location with infrastructure is in a higher tier.</p> <p>Similarly, Wilson Lane between Bradley and River is in Tier 3, and has sidewalks and proximity to two schools. <b>Tier confusion arises, in part, in not knowing the extent to which existing pedestrian safety infrastructure counts toward a final score.</b></p>
273	Lee Keiser	Cross-reference existing CIP projects in the different geographies in all tiers. Define "currently-funded": does this mean the project is in the current fiscal year budget or is it in the actual construction stage. Given that design funding can proceed for several years before construction, "currently funded" can be difficult to define.
274	Purple Line Now	Supportive of prioritizing pedestrian and bicycle improvements in a data-driven way based on equity, comfortable access, safety and other metrics.
275	Ria Malinak	I watch with interest as the county works to make our county more pedestrian-friendly. A walking/biking path along Falls Road has been in the proposed phase since 2004 when I purchased my home. Here we are in 2023, and it is still just a plan without any funding. None of the people who live along Falls Road north of the Potomac Village (our shopping area) are able to walk to/from our shopping area: Falls Road lacks a shoulder, the yards slope down onto the road, traffic volume makes it difficult to cross to the other side where walking would be safer. Meanwhile those who live East, West or South of Potomac Village (with much less residential density) were gifted a wide walking/biking path years ago. Now as we compete for funds with the entire county, we can be assured to never have our walking path built. Please move the Falls Road walking path project up in the priority list. We have been waiting for 19 years.
276	Sligo Park Hills Community Association	In Tables 29-31, several pedestrian arteries near SPH are listed at "Tier 1-3" for future BiPPA improvements. We support future funding for these zones, which include: Piney Branch Rd from Sligo Ave to Long Branch Town Center, Piney Branch Rd from Sligo Rd to Philadelphia Ave, and Sligo Ave from Downtown Silver Spring to Piney Branch Rd.
277	Town of Kensington	Most of the pedestrian improvements we urgently seek are contained in the Tier 2 BiPPA list (i.e., the entire stretch of Connecticut Avenue, Knowles Avenue, and Summit Avenue), and thus we encourage the County to progress from Tier 1 implementation to Tier 2 implementation in the CIP as quickly as possible.
278	Northwood-Four Corners Civic Association	NFCCA supports the priorities set out under the Bicycle and Pedestrian Areas (BiPPA) program concentrating investments in areas with the greatest need. The road from downtown Silver Spring through Four Corners Town Center to Burnt Mills Town Center is designated as one of the highest priority BiPPA areas and this stretch of roadway is proposed to be funded in Montgomery County's Capital Budget.

Attachment E: All Public Comments

Comment #	Commentor	Testimony (commentor)
<b>Pedestrian Shortcuts</b>		
279	Jordan Day	Creating this program is a slam dunk for neighborhood connectivity and the county's green house gas emission goals.
280	Montgomery County Climate Action Plan Coalition	Love the shortcuts focus. Have you contacted Google maps staff? They have a similar project that allows public input, which is always available. For example below is a view of a bike and walk path and bridge (circled in first figure, from Google Maps) that connects a neighborhood with a well-known path that avoids the dangerous hill (for pedestrians etc.) on Cedar Lane.
281	Sam Tacheron	The shortcut identified as Map Reference #85 should be removed from the Plan because it is not an existing pedestrian connection, there is no easement, and the Special Exception that governs the GEICO property precludes such a connection.
282	Joseph Elbaum	<p>I am writing in opposition to the proposed Pedestrian Shortcut Kersey Road to Auth Lane (Policy Area Kensington/Wheaton) recommended in Montgomery County's Pedestrian Master Plan Public Hearing Draft (Page 216, Map Reference #186), dated February 2023. MCDOT is currently in the design phase of a proposal to build a pedestrian bridge over a small stream at this location. I live right next to this proposed bridge, and I feel very strongly that the bridge should not be built, for several reasons: Firstly, the stream over which the bridge would be built is in very poor condition, is heavily eroded, and is in need of major stream restoration. Construction of a bridge in this area before the stream can be restored can further damage the already delicate area. In addition, the construction of a pedestrian bridge through this area will require the removal of several healthy and mature trees. The shortcut in question is used only by local pedestrians to cross from one neighborhood street to another. It is not a sidewalk proposal, it is not located near any transit stops or places of communal interest, and it will have no connection to Vision Zero. I do not believe that building a convenient neighborhood shortcut is a sufficient justification for further deforestation of our beautiful woods. Lastly, I feel that this project is an unjust and inequitable use of county resources and does not meet the goals of the County's Racial Equity and Social Justice Act. It is located in an affluent neighborhood, and it is not possible to make the bridge ADA accessible due to the steep surrounding terrain. Therefore a pedestrian bridge built here would only be able to be used by able-bodied walkers. I believe that the county's resources should be directed toward other more equitable and just projects.</p> <p>Stream Erosion: The stream where this bridge is proposed is in very poor condition. So much so that the County (DEP and MNCPPC Parks Division) is planning a restoration project of the stream (Lamberton Tributary) spanning from Yeatman Terrace to the Northwest Branch of the Anacostia River. Knowing that there is a stream restoration project already in the works, why undertake a construction project now, before the stream has been restored? I believe it would be safer to wait until the stream restoration project has been completed first, as the bridge construction itself could further damage the already eroded stream. Only after the stream has been safely restored and the extreme levels of erosion have been addressed, would it then be appropriate to consider adding a pedestrian bridge over the stream.</p> <p>Mature Trees: In 2020, a sidewalk was built along Hermligh Road and Stonington Place, just one block away from the proposed shortcut. I share the Pedestrian Master Plan's vision for improved pedestrian safety and access, however, the sidewalk construction required the removal of 47 trees, many of which were very large and mature shade providers. Shortly after the sidewalk was constructed, several otherwise healthy-looking trees began to fall, both on our property and on our neighbors' properties. Removing large trees changes long-standing air and wind patterns, which can cause healthy trees to break and fall during wind storms. I feel that cutting down trees for infrastructure projects should only be done when absolutely necessary. It may sometimes be necessary for sidewalks which actually improve pedestrian safety, but not for the small convenience of a shortcut over a stream that runs between two small neighborhood streets. A bridge of convenience here is not worth permanently altering our natural environment.</p> <p>Equity and Justice: I believe this project does not meet the goals of the County's Racial Equity and Social Justice Act. It is not an equitable use of county resources, as it will mostly benefit residents of an affluent upper-middle-class neighborhood, very few minority residents, and only those who are able-bodied. This particular shortcut is not near any places of transit, a school, a community center, or a place of business. It is used mostly by people walking to and from a friend's house for a visit on a leisurely Saturday afternoon. Someone using this shortcut is typically doing so to save about 5-10 minutes of walking time. Furthermore, due to the steep inclines on either side of the stream, constructing an ADA-compliant pathway is not possible here. Yes, a bridge will allow pedestrians to cross the stream, but they will still need to get to and from the bridge and the street. This project simply cannot adequately meet the needs of all residents in a fair and just way. In my opinion, spending hundreds of thousands of dollars to build a pedestrian bridge in this location is an unjust and inequitable use of the county's resources. It is the opposite of what a plan for racial equity and social justice should look like. I believe that the county should spend these valuable resources in other less privileged areas, in keeping with the stated goals of the Pedestrian Master Plan. I urge you to please reconsider and remove this pedestrian shortcut project from the Pedestrian Master Plan. Thank you for your efforts.</p>

Attachment E: All Public Comments

Comment #	Commentor	Testimony (commentor)
283	Mona and Sol Freishtat	<p>We are writing to request that the Pedestrian Shortcut between Kersey Road and Auth Lane in the Pedestrian Master Plan Public Hearing Draft (page 216, map reference #186) be removed from the Pedestrian Master Plan. We just recently learned from MCDOT about its designs to build a pedestrian bridge and path over a stream that feeds the Northwest Branch at the cost of up to \$400K. The project is exorbitantly costly, provides no safety benefits, is not ADA-compliant, connects two random neighborhood streets that lead to no places of interest, unnecessarily removes healthy trees, and will ruin the quality of life we enjoy on our property. We have lived at 11700 Auth Lane for 46 years now. Our home is at the very end of the Auth Lane cul-de-sac, immediately adjacent to a county public right-of-way. We are long-time residents of Kemp Mill, a wonderful neighborhood, and we will end up suffering terribly if this bridge is built. Any bridge or path built right next to our home will impact our lives directly. The right-of-way is very close to the side of our house. Our house also backs up to the stream, which we can see from our rear windows. We often enjoy the beautiful and bucolic view from our rear deck, where we watch the wildlife of all kinds and listen to birds chirping and frogs croaking. It is a completely natural and serene setting. A pedestrian bridge and accompanying path would turn this idyllic scene into a public thoroughfare right in our backyard and straight past our home. We know that it is county property and a right-of-way. We know that many people have used it as a shortcut for decades. We have no issue with that. It is also an undeveloped stream and forest, has been that way forever, and should remain that way forever. This is part of what makes Kemp Mill such an amazing place to live. We should not ruin this beautiful setting, and there is no pressing safety issue at hand here. Walkers taking a shortcut from one small neighborhood street to another are free to do so and traverse the stream. Or, they can walk around another way. To spend hundreds of thousands of county tax dollars for the convenience of some people in Kemp Mill at the expense of a few is unfair and unjust. Auth Lane is often used by kids/teens for skateboarding, scootering and bicycling due to it being long, straight, and the perfect degree of slope. A formal walkway leading from Auth Lane down to any bridge would encourage even more noisy disturbances from users of skateboards, scooters and bicycles. It might also be an irresistible lure for small motorized vehicles, such as motorcycles and scooters, regardless of any signs which would be posted. This would be a safety concern for the teens/kids and would also take a beautiful, quiet, natural setting and turn it into a noisy race track. Over 30 years ago, there was similar talk about building a bridge here. Many different agencies were involved, including WSSC and MNCPPC. There were many difficult issues related to constructing a bridge over this stream, considering the steep terrain and the fact that the area is a floodplain. Ultimately, the plan was scrapped, as the cost to build a suitable bridge in this location was astronomical, considering it would need to be elevated high above the stream and span a very long distance to account for high water flow during storms, and that it would have to be ADA-compliant. We were surprised to hear during a zoom meeting recently with MCDOT and our neighborhood civic association (Kemp Mil Civic Association) that the bridge being proposed now will not be ADA-compliant. The Pedestrian Master Plan seeks to enhance pedestrian accessibility and safety and do it in an equitable and just way. If this project cannot be built to be accessible to both walkers and wheelchair users, it should not be included in the Pedestrian Master Plan. We strongly urge you to remove this expensive, ecologically damaging, unsafe, inequitable, and unjust pedestrian shortcut project from the Pedestrian Master Plan. Thank you for your efforts,</p>
284	Elliott Klonsky	<p>Please consider the following concerns regarding the proposed project to build both a bridge and a walkway connecting Kersey Road with Auth Lane. Our home at 11704 Auth Lane would be significantly impacted since the proposed pedestrian walkway would cross close to, and directly along the front of, our home and patio.</p> <ol style="list-style-type: none"> <li>1. BRIDGE MAYBE, PATH NO: A bridge would undoubtedly make it safer for pedestrians opting to cross the creek, the vast majority of them being members of the orthodox Jewish community, of which I am one, and who utilize this pathway almost exclusively one day of the week, the Sabbath. However, there is no need to also create a paved or dirt-filled walkway since years of pedestrian traffic has already created a safe dirt path which maintains the natural beauty of this forested area. Please note that a 2020 community survey which was used as a basis for requesting a bridge states that " the proposition is just for a bridge over the creek and not a path."</li> <li>2. PROTECT SAFETY AND NATURAL BEAUTY: Auth Lane is often used by teens for skateboarding, scootering and bicycling due to it being hilly. A formal walkway leading from Auth Lane down to a bridge would create an enticing extended "track" where teens could scooter, skateboard or bike down Auth Lane onto the newly formed walkway and over the bridge toward Kersey. And Back! This would be a safety concern for these teens and especially for any pedestrians who would be "sharing" this walkway! Equally important: such a proposed formal pathway would require removal of several trees, turning this pristine, natural, quiet setting into a skateboard track.</li> <li>3. LIGHTING?: Removal of trees and shrubs will diminish the natural beauty of this area, but lighting would destroy it. Usage of this path after dark is quite limited. For the small number of pedestrians opting to use this pathway after dark there are paved roads and lighted streets which are safer and add only a few minutes to the walk time. Lighting would also be an enticement for the skateboarders, etc., discussed above to extend their play time until after dark. I really fear that creation of a formal path could change this quiet cul de sac into a hub of noisy activity for the entire street, and especially for our home.</li> </ol> <p>Thank you for your consideration of these concerns.</p>
285	Esther Curry	<p>The layout of residential streets with odd cutoffs to stop cars using them as cut throughs means that pedestrians, if they are mad enough to try, also have to go the long way round. This is even more intolerable in summer by the lack of trees on many streets.</p> <p>Where I live there is one grocery store that one can get to on foot or by bike pleasantly. However, Shalom Kosher is (naturally) closed on Saturday. The car lot (far too big with no trees and unbearably hot in the summer) is accessible from the Sligo Creek trail. From Dennis Avenue round to the Safeway on University an obvious pedestrian route would be along Gilmore because it parallels University Blvd but it is chopped up and there is no side access to the Safeway car lot. Who in their right mind would want to walk along University Boulevard to get there? Don't even talk to me about walking to Snyders over on Georgia Ave. it's theoretically feasible, but the most tolerable route takes you partially along the trail and then through a neighborhood but that's a way longer route than the most direct but wildly unpleasant one along the main road.</p>

Monitoring

**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
286	Sligo Park Hills Community Association	Is there a way to report and tally "near misses," i.e., an incident which doesn't result in a police investigation or hospitalization?
287	Town of Kensington	We will continue to draw the linkages with this effort and will endeavor to sync our biennial audits with the Pedestrian Master Plan biennial monitoring report (action MO-1a) and the biennial pedestrian and bicycling survey (action MO-1b) so that the data in each are as current as possible.
<b>Appendices</b>		
288	Sligo Park Hills Community Association	The toolkit will be extremely helpful to all residents as a sourcebook for specific solutions, because our residents are not infrastructure experts. Given that the Pedestrian Master Plan is high-level and focused on prioritization, goals and measures, we request than an online guide be created from the Design ToolKit, for Montgomery County residents to use as a reference. We would all benefit from photographs of implementations, brief descriptions, and assessments of these engineering options.
289	Larry Cole	The methodology for prioritizing projects should be moved from the appendix to the body of the Plan so that it can be put into better context, but it also needs to be revised to better promote pedestrian safety. Pedestrian crash history - safety - is only 15% of the total score, and four of the ten prioritization factors specifically address bikes whereas only two address pedestrians - it's not clear why bike factors predominate or even why they're included in a prioritization of pedestrian projects. The methodology should prioritize pedestrian safety for project implementation and the plan should also clearly state what types of projects would do the most to promote pedestrian safety since specific locations are unspecified.
<b>General Support</b>		
290	Action Committee for Transit	We are in strong support of the Pedestrian Master Plan and urge the Planning Board to transmit it to Montgomery County Council as soon as possible. We appreciate that the aim of the plan is to make it easier to travel on foot, not just to make it safer. If a large number of the draft plan's action items were implemented, the combined effect would enormously improve the amount of pedestrian activity and the quality of the pedestrian experience in Montgomery County.
291	Adam Carlesco	Express enthusiastic support for Pedestrian Master Plan
292	Purple Line Now	Strong support for systemic recommendations that build and maintain pedestrian amenities better, faster, safer, and more equitably.
293	Alison Gillespie	I am here tonight to express my support for the Pedestrian Master Plan because I see that it could help us fix a lot of our toughest roads and make them safer for all. I have watched as the planning staff has worked incredibly hard on this plan. Their diligence, care and extreme professionalism are demonstrated in every paragraph and word. It is a really magnificent plan and we all should be proud of it and I hope you will enact it. The recommendations are wide-ranging, but I believe that they have to be – and I support that. The pedestrian environment is about more than just sidewalks and crosswalks. This isn't a plan about infrastructure. It's a plan that seeks to change our culture from being car-centric to pedestrian friendly. That means we must think about not just what we build but how we enforce rules, how we design, and how we define accessibility for all.
294	Anna Priddy	I fully support the Pedestrian Master Plan and urge the Board to adopt it. This Pedestrian Master Plan is the blueprint for how my family and all families in Montgomery County can move around safely without a car.
295	Annie Tulkin	The plan is holistic and thorough. It has a social justice lens and is inclusive of the needs of people with disabilities and other mobility impairments. The collected data has been invaluable in illustrating the conditions that pedestrians already know: that many of the roads in Montgomery County are inaccessible and unsafe, and even more so in communities of color.
296	Barbara Sanders	I urge the Planning Board members to accept this skillfully researched document and its impactful goals and tasks with a minimum delay. We need this plan to move into implementation quickly if our County is to grow and allow all its citizens to take advantage of its many strengths.
297	Jane Lyons-Raeder	The draft plan is an achievement in planning and, once implemented, will make Montgomery County an international example. It outlines the steps that need to be taken so that every person in the county can walk or roll safely.  I also want to applaud the level of outreach and data analysis that went into this plan over the past four years of its development, especially the Countywide Pedestrian Level of Comfort Analysis and Countywide Pedestrian Survey. These are the types of strategies the government should be using to make data-based decisions. With each new functional master plan, Montgomery Planning outdoes itself and sets new standards for the field.  I do not want this plan to sit on a shelf. All of the hard work will only be worthwhile if it is implemented. Luckily, the recommendations in this plan are incredibly actionable, and many do not require funding, only a change in policy and internal processes. Although, this will require a culture change within MCDOT and other agencies. As planning commissioners, I urge you to champion the recommendations in this plan through its adoption and into implementation.
298	Ben Ross	Brief because the planning staff has done an extraordinary job. Great that it's a walking plan and not just a safety plan.
299	Calverton Citizens Association	The CCA knows the Pedestrian Master Plan has been a long time in the making and has been developed from the results of many people doing their part(s).  Project prioritization is essential to ensuring that all the projects get done over the course of the plan. The monitoring section is important to making sure implementation stays on schedule.  Waiting for pedestrian improvements will be difficult, but it's worth it if these improvements aren't continually delayed or money designated for East County isn't moved to squeaky wheel projects in other parts of the county.



**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
300	Civic Federation	Ped safety is critically important Support Vision Zero Appreciate the plan's broad engagement efforts, which should be a model for future efforts Support building more sidewalk, walkable places, lighting, crosswalks at all intersections, sidewalks around all schools
301	Coalition for Smarter Growth	Strongly support the Pedesrtian Master Plan draft. In particular, there is appreciation that the plan acknowledges that this effort is intertwined with land use, health, climate, and housing.
302	Commission on Aging	The CoA commends the Montgomery County Planning Department for taking the important initiative to prepare such a comprehensive, thoughtful, and unique long-term plan for pedestrian safety improvements. We have followed the development of the master plan over the last two years. Mr. Eli Glazier from your Department spoke to our Commission twice, in September 2021 and again in October 2022. He did a great job presenting the master plan and responding to our questions. The Commissioners learned a lot from his presentations.
303	David Woodward	In general, I've been blown away by how good this plan is. There is almost nothing I disagree with in it. You all are pushing for things I never thought I would see in this country, and it's very encouraging.
304	Don Slater	I would like to recommend to the Planning Board passage of the Pedestrian Master Plan (PMP) draft as presented. My wife and I have lived on the edge of downtown Silver Spring for 20 years and we really appreciate the walkability of the neighborhood. But we also believe it can be a lot safer and a lot easier for those with disabilities to navigate. The PMP is an ambitious plan to drastically improve the walkability of the county in order to significantly increase the percentage of trips made on foot versus those made by car. To achieve this, the PMP sets out it's four primary goals: Increase walking rates and pedestrian satisfaction, create a comfortable, connected, and convenient pedestrian network, enhance pedestrian safety, and build an equitable and just pedestrian network. Rather than calling out a series of specific projects to accomplish these goals, the PMP provides a strong set of guidelines for bicycle and pedestrian projects in the future. This is precisely the kind of master planning we need and ask that the Planning Board accept the PMP.
305	Greater Olney Civic Association	Without question GOCA supports the Master Plan's "vision to create safer, more comfortable experiences walking or rolling around the county, and to make getting around more convenient and accessible for every pedestrian." Further, we support Montgomery County's Vision Zero goals to "eliminate traffic-related fatalities and serious injuries."
306	Jamie Herr	100% in support of the master plan.
307	Jordan Day	Wants the plan to be quickly adopted, and to be implemented, supported with funding, etc.
308	Kristy Daphnis	We've needed this plan for a long time. The PBTSAC has been talking about a pedestrian master plan for 9 years.
309	League of Women Voters	The League of Women Voters of Montgomery County (LWVMC) commends the Planning Department for its efforts to improve county safety and create a more pedestrian-friendly environment with its Pedestrian Master Plan. The LWVMC believes in a balanced transportation system that includes not just cars but all modes of transportation that are safe, accessible, convenient, just and serve all communities. Pedestrian safety and this Pedestrian Master Plan need to be a combined effort among municipalities, the county, building processes, planners, developers and individuals. Everyone must work together to make this plan a reality and to incorporate its elements at every level. In addition, the county must complete a thorough evaluation after its implementation to ensure success. The county should also assess past procedures to ascertain whether they still serve a legitimate purpose. If not, the county must be willing to discontinue them. The LWVMC makes note of the wealth of information in the plan's appendix that could immediately make areas more accessible for pedestrians. We recommend that the department immediately begin using this information to more quickly and efficiently improve safety and equity. We also wish to highlight how inaccessible schools are at all levels. The county boasts a large number of walkers, but there are many amenities accessible only to residents who drive. Let us commit to changing that and then provide the budget to do it. This Pedestrian Master Plan offers much guidance and usable information. However, the county must do more to make urban, suburban and rural areas safer and more accessible for all, including pedestrians.
310	Marybeth Cleveland	A safe way to move around should be a priority, and that is what the plan does.
311	Marybeth Cleveland	Eli Glazier reached out to the community and received input from people with disabilities. I feel listened, considered, and incorporated.
312	Miriam Schoenbaum	I am submitting this testimony on behalf of the Action Committee for Transit (ACT). We are very happy that the Pedestrian Master Plan has advanced to the Planning Board public hearing stage. We believe there are twin crises for walking and rolling in Montgomery County. One crisis is safety. The other crisis is access. Crash prevention is very important - but not enough. It must be, not just safe, but also comfortable and convenient for people to travel by foot or mobility device in the county. The absence of comfortable, convenient walking/rolling infrastructure leads to excessive driving, limits access to transit, degrades public health, exacerbates the social isolation of people who are unable to drive (especially young people and old people), and weakens the sense of community. Therefore, we ask you to please adopt the public hearing draft of the Pedestrian Master Plan and immediately transmit it to the Montgomery County Council for approval. The sooner the Pedestrian Master Plan is adopted, the sooner everyone can start using it to make Montgomery County safer, more comfortable, and more convenient for everyone who is walking and rolling here.
313	Rich Kuzmyak	Thank you for this opportunity to comment on the Pedestrian Plan and to offer endorsement of the many important elements it brings to the fore.
314	Brad Schachat	I would like to express my total support of the pedestrian master plan as put forth by Eli Glazier. This county is in dire need of improvements for all its people who travel by modes other than by automobile. Plenty of lip service has been paid to the need for easier traversal through the county for pedestrians, but the design of the roadways continues to send a clear message to pedestrians that we aren't welcome here. Improvements for pedestrians seem to be only acceptable if they don't inconvenience those traveling by car. The county's Vision Zero goal of zero pedestrian fatalities by the year 2030 is lofty and admirable, but feels like a pipe dream given the current rate of progress toward safety improvements.

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Comment #	Commentor	Testimony (commentor)
315	Sanjida Rangwala	I am writing to express my strong support of the Pedestrian Master Plan as drafted by the Montgomery Planning (February 2023). This plan is nothing less than a revolutionary document that, if implemented, will bring much-needed safety improvements and connectivity to our county streets and roads. Although Vision Zero was announced as a goal years ago, deaths and injuries from vehicles remain high, often outpacing other types of violent deaths in the county such as those by firearms. Yet, they fail to elicit a level of outrage befitting their frequency. We need to take bold actions to make meaningful progress to Vision Zero, and this plan is an important step in that direction.
316	Sligo Park Hills Community Association	Our association enthusiastically supports all four major Plan Goals and all Recommendations. We support the Plan’s goals and recommendations county-wide, and we express our solidarity with all residents and communities who need improvements in pedestrian accessibility, comfort, and safety. We agree it is time to correct the unfortunate fact that, as stated on page 6, “the Montgomery County transportation system was designed for motor vehicle travel to the exclusion of people walking and biking.” We support a focus on pedestrian safety. As stated on page 50, pedestrian safety includes “shifting from a focus on maximizing motor vehicle efficiency to ensuring that the transportation system is safe for all, regardless of travel mode.”
317	Tim Soderquist	I strongly support the approval and implementation of the Pedestrian Master Plan. Walking is a normal, healthy, environmentally sound mode of transportation that needs to be encouraged and made safe, comfortable and dignified. This plan will do just that.
318	Town of Kensington	I write on behalf of the Town of Kensington to express support for the County’s Pedestrian Master Plan. The document covers an impressive range of issues and offers targeted solutions for increasing walking rates and pedestrian satisfaction, creating a comfortable, convenient, and connected pedestrian network that is equitable and just, and enhancing pedestrian safety. The process to produce the plan was data-driven and involved considerable outreach and public engagement. Eli Glazier, the lead for the Pedestrian Master Plan for Montgomery Planning, provided a briefing to our Town Council on the Plan’s progress in 2022, and we worked with him on several occasions to explore synergies between the Plan and our Town’s Pedestrian and Bicycling Access and Safety Working Group. Overall, we are encouraged by the collaborative spirit and approach embodied by this Plan.
319	WABA	The draft Pedestrian Master Plan is excellent work. If approved in anything resembling its current form, the plan will advance the county's Vision Zero efforts.
320	Warren Chan	I am writing to support the recommendations in the Pedestrian Master Plan draft. Taken together with the approved Bicycle Master Plan, significant progress can be made in progressing the Counties stated equity, climate and vision zero goals. We need to change the norm that humans can be sacrificed to vehicular violence as a justifiable result of convenience and the need of vehicular level of service. We continue to excuse excess injuries and death to additional vehicular miles driven. Even in the Counties report in Vision Zero, a 20% increase (from 202 to 241) in injuries is normalized/excused by additional miles drive. See below for the highlighted quote from the Vision Zero FY2022 Annual Report: “Serious and fatal crashes increased from 202 in 2020 to 241 in 2021,1 but was 15% below the 2015-2019 average. Much of the year-over-year increase, particularly for serious injury crashes, was due to a 9% increase in vehicle miles traveled as people returned to the road after COVID- 19 related shutdowns. (from the Vision Zero FY2022 Annual Report). We need to do better. We remember Jake Cassells 17, Dr Ned Gaylin 81, Jennifer DiMauro 31, Eric Frank Grosse Jr. 71, Enzo Marcel Alvarenga 18, and recently Sarah Langenkamp 41.
321	Northwood-Four Corners Civic Association	NFCCA supports the general objectives of the PMP and strongly urges the Planning Board and the Montgomery County Council to both seriously consider and approve funding to make the pedestrian improvements necessary to address traffic problems and safety issues.
<b>General Opposition</b>		
321	David Lechner	Most of this plan is NOT a priority, and frankly several ideas are pretty anti-driver. BTW - the "safe crosswalks" the county has been creating are also a disaster waiting to happen - I have seen cars race past them without stopping while another car blocks the view of an aging pedestrian or baby stroller in the cross walk. PLEASE STOP creating these dangerous non-solutions (and take them out or install a real red-light that stops traffic when pedestrians request it). You need to create safer DRIVING roads in this county, in particular around the schools, and stop wasting money on marginal improvements for pedestrians that are normally NOT THERE.
<b>Non-Master Plan Issues</b>		
322	Cathie Cooper	I digress to a concern about the wackadoodle bike lanes now installed on [Old Georgetown] road. How is the County going to effectively plow that and keep it ice-free? Remember, it's not only removing the initial snowfall from the walking or riding surface, it's keeping that surface clear of ice from any remelt that occurs, which would be a great problem since Plows cannot plow the surface where the little white dividers sit. Installing those bike lanes was clearly a case of Ready, Shoot, Aim in my opinion.

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323	Cathie Cooper	<p>A friend lives near Old Georgetown Road and says that, since the new bike lanes have been put in, she's seen maybe one or two cyclists use them. This may not be a case of If You BuildIt They Will Come. When I commuted on that road (for over 20 years), I would see the occasional cyclist, so there wasn't demand to begin with. What study of bike traffic was done before it was determined that special lanes were needed? There is the Bethesda Trolley Trail that goes north to south close to Old Georgetown Road, which is bike and pedestrian friendly. Why not urge pedestrians and cyclists to use that, especially when it does not share space with motorists? Where does the County set the bar to making bike-friendly road improvements? Does the County have an actual plan to effectively maintain those lanes (see comments about snow and ice removal above)? Also, out in the rural County, particularly on nice spring/summer/fall days, I often come upon pelotons of cyclists filling the whole road, riding four or five abreast, blocking traffic and creating a hazard when a motorist is trying to pass them. This is a particular problem out on River Road and adjacent roads. There are even signs saying that bicyclists can use the whole road. Why? Shouldn't they have to share the road equitably with motorists? Also, many cyclists are as oblivious as pedestrians, or just plain rude. For example, I go to Riley's Lock frequently in the spring/summer/fall, since I am a Canal Steward charged with keeping an eye on Mile 23. I remember a recent encounter on Route 112, where a group of cyclists blew through a stop sign on a side street and flew right onto Rte 112, right in front of me, filling the whole lane. They were moving pretty fast (maybe 25 MPH) and the view of the intersecting road was limited until just before the stop sign. For cars merging from that intersecting road, this wouldn't be a huge problem since they will (or should) pause at the stop sign where I can see them and they can see me. In this case, I was able to veer into the opposing traffic lane, which was empty, luckily. There are many places where River Road winds enough that I cannot see a peloton of cyclists until I come around a corner and am right upon them (filling the road, of course). Sure, we could reduce the maximum speed limit on those roads to that of a bicycle, but that would be a fairly bass-ackwards approach to management of the problem, wouldn't it be? We need cyclist education that will stick, as much as we need pedestrian education, and creation (if necessary) and enforcement of traffic rules for bicyclists, too. FYI, I only ride my bicycle on bike paths or on neighborhood</p>
324	Doug Scott	<ul style="list-style-type: none"> <li>-Opposed to two-way SBLs, flexposts on MacArthur Road.</li> <li>-The county should distribute bike lights</li> <li>-Pressure treated wood should be banned and removed as a bridge surface on all Mixed Use Trails.</li> <li>-Bike Theft and Secure Parking is a separate unaddressed issue.</li> </ul>
325	Sally Amero	<p>Will bicyclists be required to undergo safety training? Although most bicyclists are cautious, at least one waved traffic off and sped through a busy intersection when the lights changed. As above, how will snow removal be managed with all the pylons in the roadways? In years past, heavy snow has resulted in single lane traffic on even the major arteries and the pylons on Old Georgetown Road already have been run over in several places, especially near entrance/exit spots for the churches, school, and other turn points. It's hard to envision how snow plows will avoid the pylons and the snow pile-up becomes a bigger concern for emergency vehicle traffic.</p>
326	Sally Amero	<p>Is it possible to reset the timers on the red lights? The red lights stay on far longer than pedestrians need to cross the road. Also, if one encounters a string of pedestrians who cross in succession, it can take a long time to get past the crossings. And if one encounters strings of pedestrians at both crossings, the traffic pile-up is even worse. Can a light be installed for traffic exiting the Davis Library? The exit is between the point where traffic stops and the pedestrian red lights, so it's unclear what to do when the light is still red but pedestrians have finished crossing Democracy Boulevard.</p>
327	Bernard Barrett Jr.	<p>Without any analysis of the character or our neighborhood, the nature of the pedestrian "walkspace," actual safety information, the impact on the environment of the proposal, the interests of the majority of the residents, the readily available data, or the best uses of the County's resources, the County proposes to impose one-size-fitsall sidewalks on Kenwood Park to meet the Program's linear feet goal and get its budget spent this fiscal year.</p>
328	Diana Huffman and Kenneth Levine	<p>Opposition to the sidewalk proposal in Kenwood Park.</p>

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Comment #	Commentor	Testimony (commentor)
329	Hillary Berman	<p>I'm writing as a concerned resident and parent about the Kenwood Park Sidewalk Proposal. We live on the corner of a street that is often used as a direct route through the neighborhood from Whitter Blvd. While there is a 4-way stop, cars often travel at high speeds and pass through the stop signs at full- or barely-reduced speed. I am also the parent of three children who very much enjoy playing in the yard and riding bikes in the neighborhood. One walks to school and one picks up an MCPS bus right on our corner. I am intimately familiar with the paramount need for improved road safety in our community. However, the current proposal neither achieves road safety goals nor enhances our community. The best options to improve road safety and reduce speed remain to be seen given there have been no traffic studies or proposals that specifically address speed and traffic volume in the neighborhood. Additionally, the community who has the most knowledge has not been consulted for our feedback on where sidewalks would be most valuable. I reject recommendation B-1b that we only have input into how sidewalks should be constructed. While sidewalks are theoretically a good approach, when those sidewalks drastically impact the environment and aesthetics of a neighborhood, their value is also called into question. While the numbers can be massaged to claim that the county's planting of multiple saplings (or marginally larger trees) replaces one grown, established tree, this is marketing and optics. Grown trees provide shade and beauty that saplings take years to achieve. There's more to the environment than CO2 impact and we deserve more than a PR-crafted pitch on the county's commitment to it. The revised proposal was completed as quickly and haphazardly as the original one. The claim that air excavation will save trees is highly suspect. That approach to the plan only requires arborists to review trees, not take proactive steps to save trees or root systems. Again, we deserve better. I support some version of a sidewalk plan, but not one that is done without community participation in the process. A reactive, request-driven process as is currently occurring stands in the way of the supposed road safety goals and is a massive waste of time and money. The current proposal feels like a win for only the concrete and sidewalk contractors and a huge loss for the community and our county. I expect better stewardship of my tax dollars from our elected, appointed, and hired county officers. I am happy to elaborate on my concerns as requested.</p>
330	John and Beni Devine	<p>We're writing to voice our strong objection to the proposed plan to construct sidewalks in the Kenwood Park neighborhood. Our family has resided on Millwood Rd for over ten years - the first year as renters, and the past nine years as homeowners. We selected this neighborhood, in large part, for its character - idyllic streets lined with mature trees, many of them large, flowering cherry and other varieties. These are slow growing trees that have taken many decades to achieve their current state. It would be a travesty to lose any of them. Our house is slated to lose three.</p> <p>Before we bought here, we inquired of many neighbors if there had ever been proposals for sidewalks. Although most people were opposed, two neighbors told us they had petitioned several times, but were repeatedly informed by the county that traffic on Millwood Rd didn't create conditions that would justify sidewalks. Rather, speed-bumps were installed to control traffic speed.</p> <p>Some specific concerns:</p> <p>Cost/benefit analysis - How much has already been spent in the planning for this effort in Kenwood Park? What is the estimated total cost of the proposed project in Kenwood Park? Can you quantify the actual benefit of this expenditure? If safety is an issue, constructing more/higher speed bumps would be dramatically more cost efficient.</p> <p>Timing - how long has this project been planned, and why are residents just now being notified? Some residents have recently spent thousands of dollars on landscaping and trees that are now at risk of being removed.</p> <p>Climate - In the FAQ's, climate change is listed as a primary motivation for the sidewalk plan, by promoting walking rather than driving. But most of this neighborhood is located much too far from shopping, entertainment, daycare centers, parks, playgrounds, etc. for people to walk to those destinations. Further, pedestrians would have to cross Goldsboro, and/or Bradley Blvd to access any of the above destinations, How many cars do you predict will be removed as a result of these sidewalks? How do you quantify that? Were any surveys taken to determine how many people would actually walk rather than drive to the above destinations?</p> <p>Safety - As noted above, over the years, occasional requests for sidewalks have been denied on the grounds that the lack of sidewalks wasn't a safety issue. Instead, speed bumps were installed. Why not install more speed bumps, and at a height that would significantly slow traffic? Current speed bumps on Millwood are not high enough. What is the data on vehiclepedestrian collisions over time in Kenwood Park?</p> <p>Drainage/damage - If construction of the sidewalks results in eventual drainage issues and/or damage to the property or homes, what is the liability of the county to remediate?</p>
331	Lillian Klein Abennohn	<p>stalling sidewalks, especially since they are not remotely needed, will not only reduce the value of property but will also change the entire character of our beloved Kenwood Park. Adding more cement will certainly not make the neighborhood more gracious. Replacement trees will take decades to approach the size of what will be cut down. All for what? Perhaps some residents on streets that won't be affected would like to see sidewalks (on someone else's property), but are they remotely necessary in this secluded area? We have been told that the contract for the work has already been awarded, and that there's nothing we can do about it. This imposition of sidewalks is certainly not democratic. This sounds like a political payoff to some entity at the expense of the tax-paying community.</p> <p>Have field studies of traffic and pedestrain usage been completed? NO. What criteria determined the choice of installation sites? Isolated request/s. Perhaps we will have to resort to legal measures to have this delayed until it can be entirely stopped.</p>
332	Leonard Bebchick	<p>Opposed to the Kenwood Park sidewalks because they are the result of locational criteria unrelated to public safety, are superseded by the Pedestrian Master Plan's selection criteria, and are unlawful due to the project selection process' unlawful delegation of government power.</p>
333	Peter Gottesman	<p>My wife and I live at 6109 Lenox Road. We have two mature trees that will be affected by the installation of a sidewalk. We have lived here for 40 years so I ask why now? if you can't save the trees then I am asking for the County to relocate them on the other side of the new sidewalk.</p>

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Comment #	Commentor	Testimony (commentor)
334	Richard and Caroline Berney	The Kenwood Park sidewalk proposal increases the possibility of property damage from Minnehaha Branch flooding by increasing impermeable surfaces. The sidewalk request for this neighborhood came from someone in an unelected position with KPCA, which is not an HOA.
335	Sally Amero	Specific to the dedicated bus lanes (Mall to Metro), can a clear explanation be provided of where these lanes will be (and when), given all of the preceding concerns?
336	Sally Amero	Finally for a long-term view, has thought been given to a suspended railway, similar to the Personal Rapid Transit system in Morgantown, WV? One could envision such a system between Montgomery Mall, the Wildwood area and school, Strathmore/Metro, the North Bethesda Metro, the new high school, Pike and Rose, etc.
337	Sally Amero	<p>How will entrance to, and egress from, the Devonshire East neighborhood be managed? At peak times, one often has to turn right onto Tuckerman, cross Old Georgetown Road, turn into the neighborhoods and come back out, and then turn right on Old Georgetown Road to go toward Bethesda. Or use the other exit from Devonshire East, go toward Pike and Rose on Old Georgetown Road, make a U-turn somewhere and come back toward Tuckerman Lane to go toward Bethesda.</p> <p>What will be the effect on emergency vehicle traffic? It is not unusual to see fire engines and ambulances several times a day going from Old Georgetown Road toward Rockville Pike on Tuckerman Lane.</p> <p>How will snow removal be managed? In years past, heavy snow has resulted in single lane traffic on even the major arteries.</p> <p>Can the bus stops be moved further away from the pedestrian crossings? One commonly sees people standing by the crossings but some intend to step out into traffic and some are waiting for the bus, causing confusion for drivers.</p> <p>Can better lighting be installed around the crossings and trees cut back coming down the hill from Rockville Pike? At night, Tuckerman Lane can be dark around those crossings and the trees can block the view.</p>
338	Sally Amero	Specific to the new high school, one can expect these issues to be intensified with additional bus traffic and students driving cars, walking or using scooters, and leaving the school for lunch.
339	Alla Corey McCoy	There are sidewalks installed on both sides of New Hampshire Avenue/Route 650 from where Route 198 meets Route 650 all the way to Randolph Road and beyond south. However, there is a small portion of Route 650, where on the west side of the road the sidewalk completely disappears, and private property fence is installed all the way to the roadway. There also is no shoulder on that stretch of the road because the shoulder becomes too narrow at first and then becomes a turn lane. This is extremely dangerous, as I see people walking right in the path of the fast moving vehicles, and sometimes even at night in the dark. It significantly limits walkability for the residents of the Stonegate community and adjacent communities, making it impossible to safely walk to the two shopping centers (including the one with Safeway). There also is no crosswalk that would allow people to safely cross to avoid that stretch of non-existent sidewalk. The stretch of the road is on New Hampshire Avenue between Stonegate Drive (entrance to the Stonegate community) and the St. Andrew Ukrainian Cathedral. I think it is important to build a sidewalk there, or at least to add a safe crosswalk at the intersection of New Hampshire Avenue and Stonegate Drive, with a zebra on the roadway, and with a button operated light to stop traffic.
340	Cabin John Citizens Association	We recognize that resources are limited and that Pedestrian Master Plan recommendations must be prioritized. We believe, however, that the county has devoted too few resources to responding to our community's requests for less costly pedestrian safety improvements such as marked crosswalks. We, along with individual Cabin John citizens, have repeatedly requested crosswalks in several key locations in Cabin John for almost a decade – nearly all of which have been denied. Our crosswalk requests have included school bus stop locations, entrances to public parks, and on commuter traffic roads with poor sightlines. We should not have to wait until something terrible happens to proactively address pedestrian safety concerns. We ask that the county commit additional resources to install pedestrian crosswalks as requested by our community.

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Comment #	Commentor	Testimony (commentor)
341	Cris Maina	<p>In my cursory review of the Pedestrian Master Plan, I did not see a specific reference to streets in mature neighborhoods that may have, in the past, been appropriate settings to exclude sidewalks, but which today, given a multitude of changed circumstances, make the inclusion of sidewalks necessary. I believe such (primarily Downcounty) neighborhood streets necessitate a close, case-by-case evaluation of sidewalk appropriateness given the greater likelihood of higher density in Downcounty areas, as well as the aforementioned street design, which in many cases occurred decades in the past.</p> <p>One such street is Kent St., between Stoneybrook Dr. and Kensington Parkway. Kent Street bisects the Rock Creek Hills subdivision, a neighborhood developed in the 1950s and 1960s with the intent of creating a neighborhood with a "park-like setting." To be sure, attempts by neighbors over recent years to increase sidewalks in Rock Creek Hills have been met with resistance from those who enjoy the setting of the neighborhood "as-is." However, I believe there is a middle ground for this debate, which I also believe to be applicable to other, similarly mature neighborhoods with these dynamics. This middle ground is to create a pedestrian "loop," around which pedestrians can travel, that connects existing sidewalk and trail networks together by bridging any missing "pieces." In this way, pedestrians can avail themselves of all the desired benefits of a sidewalk network, while those who do not want sidewalks within their neighborhoods are less impacted than by extending the sidewalk network further within neighborhood streets. In the case of Rock Creek Hills, Kent St is a Ride-On bus route, MCPS bus route (with stops), and heavily-used commuter connector to avoid congested intersections and major roads within and around Kensington. To that point, the Town of Kensington successfully installed 'no left turn' signs at several locations in TOK, to prevent commuter motorists from using Rock Creek Hills and TOK as a 'cut through' for commuter travel. While this strategy may or may not have helped in this regard, it is evidence that TOK recognized the volume of travel coming through town limits, as well as Rock Creek Hills. Kent St., and Kent St. alone, should have sidewalks. Not only do many school-aged children use this road for walking to school or the bus, but they also use it to access 'downtown' Kensington, parks, and other neighborhood amenities. Many pedestrians use Kent to access the Beach Dr./Rock Creek Park trail network. Those living along and beyond Stoneybrook Ave frequently take walks through Kensington/Rock Creek Hills, and by necessity, use Kent St for access. But because it is a bus route and a major cut through for vehicular traffic, with onstreet parking permitting, it is often the scene of many hazardous pedestrian-vehicular interactions. To that end, over the years the County has installed speed bumps, and even a roundabout, for traffic calming purposes. It is not enough. To be a pedestrian along Kent St is not enough, as even stop signs at Kent St. and Wake Dr. seem to be deemed optional by motorists. I am therefore requesting the inclusion of Kent St. into future sidewalk analyses with the hope that one day the road is served by sidewalks.</p>
342	Davida Fonner	<p>The Master Plan needs to address the lack of sidewalks on Norbeck Road (Route 28) between Wintergate (at the the bridge over the ICC) and Twin Valley Court on one side of Norbeck and Laughlin Lane on the other? If any one tries to walk to the Norbeck Animal Clinic for a vet appointment, which is just two blocks from my home, or if the kids living in my neighborhood want to walk to the East Local Norbeck Park across from Bailey's Lane, we put our lives in peril! Not everyone has a car or can drive so walking is often not a choice but a necessity and often involves walking in the busy road! There is a hodgepodge of pedestrian paths from Bailey's Lane North towards Georgia Ave but nothing from Baileys Lane East on Norbeck. There is a short bit of sidewalk on the bridge (at Norbeck and Wintergate) but nothing after it going East towards Layhill Road.</p>
343	Kyle Woerner	<p>After reviewing the plan, I do not see any mention of the extremely dangerous section of road on Norbeck Road between Wintergate and Layhill. There was a previous plan to install a path or sidewalk on the North side of Norbeck to connect streets like Laughlin Lane to the trail system by the ICC. As of now, there is not even a shoulder to walk safely which forces pedestrians, strollers, runners, and the like to be dangerously close to speeding traffic.</p> <p>Can you please offer any insight as to whether there is still an effort being planned to make this stretch of road more safe?</p>
344	Greater Goshen Civic Association	<p>Build sidewalks between Milton Kauffman Park to Great Seneca Stream Valley Park so residents can walk to both parks.</p>
345	Kelly Banuls	<p>I am writing as a follow up to my upcoming testimony on March 23rd. On behalf of our neighborhood, I am reaching out to formally request the installation of a cross walk on the corner of Caraway and Persimmon Tree Rd, in Cabin John, MD. There is a school bus stop at this location with children and young adults crossing each morning and afternoon. Cars constantly speed up and down Persimmon Tree Rd, making this an unsafe situation for all. We have spoken as a community, and this topic has been raised by neighbors over the past many years with absolutely no response. We have signed petitions within the community, please see the attached documentation. These petitions were collected and reflect the severity and need for a crosswalk at this location. We understand that an investment is required for such improvements, but would like to make the Board aware that handicap accessible ramps already exist on both sides of the street, which we understand is one of the largest parts of the investment. We also understand that the Board is reviewing and considering some other critical pedestrian needs and believe that this is a small ask that could have a huge impact on the safety and well-being of the children throughout our community. A speed study was conducted several years ago during Covid, when traffic was minimal and did not accurately reflect current speeds and patterns. We appreciate your time and support.</p>
346	Melita Patel	<p>I'm writing to you as I saw the article about making Montgomery county more pedestrian friendly. My question is will the sidewalk continue from Brooke rd in Sandy Spring all the way to the Ross Boddy Center to make that more accessible for local children to be able to walk to the recreation center without having to walk on the road with cars driving extremely fast along the road. Currently the sidewalk stops on Brooke road by the tree farm, then pedestrians have to walk on the road which is extremely dangerous. They're a lot of folks that walk up Brooke road to get to the bus stop on route 108. If there was a walking path to the rec center more folks could access it or go towards route 108 to be able to catch the bus.</p> <p>I would like for you to consider this in your plan since the rec center was rebuild before COVID-19 for community residents but the only real way to access it is for folks to drive. It would be great to have a walking path especially with summer camps being held there, kids could ride their bikes there and home etc.</p>
347	Montgomery Square Citizens Association	<p>Look into the installation of a ped/bike bridge over 270 at Montrose Road/Parkway</p>
348	Ruth Robbins	<p>People want to access the park inside Chevy Chase Circle. NPS wants new crosswalks installed at the same time. DDOT is on board. Maryland is the holdup. We must put the crosswalk in the master plan.</p>

**Attachment E: All Public Comments**

Comment #	Commentor	Testimony (commentor)
349	Stephen Sachs	Veirs Mill Road at Pendleton- This crosswalk is mostly ignored by drivers going 45 mph. There is little to no enforcement of traffic laws in the area. A pedestrian would really have to be foolish to use this crosswalk and expect that vehicles would yield the right of way.
350	Randolph Civic Association & Randolph Civic Foundation	These organizations attached a report detailing pedestrian issues in their community and potential solutions.
351	Steve Warner	I am a homeowner off Georgia Avenue near Dale Drive as the traffic lights at both Seminary Road and Place are not sequence or times as the Seminary Road changes before Seminary Place as cars pour across on Red lights at Seminary Place as the state needs to correct it. Not pedestrian friendly