

Item 7 - Correspondence

From: [Cathie Cooper](#)
To: [MCP-Chair](#)
Subject: Written Comments on Pedestrian Master Plan
Date: Monday, March 20, 2023 12:46:48 PM

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I am a walker, a cyclist, and a driver in Montgomery County, and I have been a resident and homeowner here for almost 25 years. I would like to make the following case: instead of wasting time and money developing a utopian model for a walkable and bikeable community, the County should first look inward and ask "What do we have now, can we maintain what we have, and what are the root problems that we need to address with any potential changes, and will those changes significantly address the problems?" I don't see that happening here. I see this project as generally throwing money randomly at many problem that will not go away (and perhaps even get worse) if it is not approached in a thoughtful and systematic way. Let's address all three issues.

1. Pedestrians

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 if 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.

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.

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. I digress to a concern about the wackadoodle bike lanes now installed on that 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.

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.

2. Cyclists

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 Build It 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 streets (where I am hyperaware but less so than if I were riding on a heavily traveled road).

3. Motorists

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.

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.

General Thoughts:

I know MoCo has great intentions about making walkable communities within the County. I support that. I support high density housing near transit hubs as opposed to urban sprawl. However, when I moved here ~25 years ago, I was struck at how awkwardly the County lays out its roads and traffic patterns, and how badly they are maintained. In fact, I often marvel at how consistently bad road "improvements" can be. It's almost as if the people doing road planning in the County hate motorists and are consciously trying to wreak havoc on the roads. Or maybe they are generally unqualified for the job they've been hired to do? I have vacillated between incompetent vs. malicious for all of these years. You say "Malicious, oh come on!" Try looking at some of the so-called traffic improvements through that lens, and you can see that "sticking it to the motorist" could be one interpretation. I see the County addressing what is perceived to be a series of specific problems without thinking one step further, asking first whether those solutions will create more problems (as it often does) or even actually solve the problems that they are trying to address.

In Summary:

1. 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.
2. 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. 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. 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. 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.

If you got this far, thank you for reading. I won't come to a public meeting because there are so many people talking that the people who should be listening just tune out after a while. I would be happy to discuss further, in a quiet forum, but I suspect that you've gotten plenty of feedback, just like this, from other concerned residents. Still, my contact information follows.

Sincerely,

Cathie Cooper

3703 May Street

Silver Spring, MD 20906

From: [M. Schoenbaum](#)
To: [MCP-Chair](#)
Subject: Pedestrian Master Plan (March 23, 2023)
Date: Monday, March 20, 2023 12:31:31 PM

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Dear Planning Board,

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.

Thank you,

Miriam Schoenbaum
Vice president, Action Committee for Transit
15004 Clopper Rd
Boyds MD 20841

From: [Public Testimony](#)
To: [MCP-Chair](#)
Subject: FW: Submit Written, Audio or Video Testimony [#2838]
Date: Monday, March 20, 2023 11:39:18 AM

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From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, March 19, 2023 6:44 PM
To: Public Testimony <Public.Testimony@montgomerycountymd.gov>; #CCL.Councilmembers (Private) <#CCL.CouncilmembersPrivate@montgomerycountymd.gov>; #CCL.Councilmembers (Public) <#CCL.CouncilmembersPublic@montgomerycountymd.gov>
Subject: Submit Written, Audio or Video Testimony [#2838]

[EXTERNAL EMAIL]

First name *	Warren
Last name *	Chan
Address	<input type="checkbox"/> 7710 Woodmont Ave Bethesda, MD Bethesda United States
Phone Number	(301) 246-0816
Email *	goodstuffnow@gmail.com
Date of Public Hearing *	Thursday, March 23, 2023
Hearing Topic (e.g. Bill 16-20, Operating Budget, Capital Improvements, etc.) *	Pedestrian Master Plan
Type of testimony *	Document
Attach a document file in .pdf or .docx format. Limit 25 MB. *	<div> to the montgomery county planning board.pdf.pdf 24.47 KB • PDF</div>



For more helpful Cybersecurity Resources, visit:
<https://www.montgomerycountymd.gov/cybersecurity>

To the Montgomery County Planning Board:

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.

Best regards,

Warren Chan

March 19, 2023

From: [Elizabeth Wehr](#)
To: [MCP-Chair](#)
Subject: RE: County's Proposed Pedestrian Master Plan -- comments
Date: Monday, March 20, 2023 10:49:05 AM

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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.

Elizabeth Wehr
5900 Plainview Road
Bethesda, MD 20817

From: [Glazier, Eli](#)
To: [MCP-Chair](#)
Subject: FW: Montgomery Co. wants to hear from residents about long tern pedestrian plan, Kate Ryan, WTOP, 03,17,2023.
Date: Monday, March 20, 2023 9:44:30 AM
Attachments: [GOVERNORS HIGHWAY SAFETY ASSOCIATION BTSCRIP SUBMISSION FOR 2022 Dec 2021.docx](#)

From: Trevor Frith <leftfootbraking2014@gmail.com>
Sent: Saturday, March 18, 2023 4:37 PM
To: kryan@wtop.com; Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: Montgomery Co. wants to hear from residents about long tern pedestrian plan, Kate Ryan, WTOP, 03,17,2023.

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To: Kate Ryan, WTOP, Eli Glazier, Montgomery Co

From: Trevor W. Frith, leftfootbraking.org. Was it driver error OR the way WE taught them to brake?

Subject: Montgomery Co. wants to hear from residents about long term pedestrian plan, Kate Ryan, WTOP, 03,17,2023.

Kate, 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.

Even though it is claimed to be the 'gold standard' by state and federal officials, the right foot braking method is directly or indirectly responsible for the deaths of 19 pedestrians and cyclists each DAY! It has ZERO scientific justification other than 'That's the way it's always been taught' (Taught or BRAINWASHED?) The 'boys' like it just fine because, 'Real men brake with their right foot'. (9 years of hate mail from the 'boys').

What is the alternative? We proposed that a scientific study be used to compare the right foot braking method with the Left Foot Braking Method which has the following advantages:

1. Allows the driver to apply the brakes $\frac{3}{4}$ of a second sooner, thus stopping the car in a shorter distance of from 30 – 60 feet depending on the speed of the car. Simply put, it allows the driver to stop the car in a shorter distance from 30 mph than from 20 mph! Applying the brakes sooner would prevent many right turn on Red crashes. (KATE, NO NEED FOR WHAT EVIRONMENT SUPPORTERS AND DRIVERS FEEL IS AN

UNNECESSARY LAW).

2. Makes 'Hit the gas pedal instead of the brake pedal', IMPOSSIBLE! (It would not be necessary to spend billions on those ugly bollards!). EVEN A HIGH SCHOOL CLASS, WITHOUT ANY TESTING, WOULD CONCLUDE THAT IF ALL DRIVERS USED THE LEFT FOOT BRAKING METHOD, THERE WOULD BE NO 'HIT THE GAS INSTEAD OF THE BRAKE'! AND WITH THE INSTANTANEOUS HIGH TORQUE OF THE EVs, IT IS GOING TO BE 10 TIMES WORSE!

3. Not only safer but easier to learn, retain with age and is more friendly to female drivers.

4. The cost to ban the teaching of the right foot braking method and replace it with the Left Foot Braking Method would be minimal.

Note: The simple use of the left foot to brake is NOT, repeat NOT the Left Foot Braking Method.

Kate, there is a method to determine if the right foot braking method is really the, 'gold standard', of braking methods. It is called the Behavioral Traffic Safety Cooperative Research Program (BTSCRCP). It is a forum supposedly committed to saving lives and is supported by the Governors Highway Safety Association (GHSA) (ghsa.org), the National Highway Traffic Administration (NHTSA) (nhtsa.gov) and the Transportation Research Board (TRB) (trb.org). The BTSCRCP program calls for ideas to save the lives of pedestrians and cyclists. We submitted an idea in 2018 calling for a scientific study comparing the right foot braking method with the Left Foot Braking Method. It was rejected. We have submitted a revised proposal which is attached. All the State representatives of GHSA have a copy of the proposal. (Status Unknown). We know our proposal is not popular. Tucker Carlson would go crazy with a headline that read, 'After study, state and federal governments ban the teaching of the right foot braking method used to brake electric and automatic vehicles.'

If you get them young enough (student driver), tell them a lie, big enough (the right foot braking method is the only braking method that should be used on automatic or electric vehicles), and often enough (plus telling them that if they want their license they will brake with their right foot), they will believe it for life and will systemically pass it on to their children!

Hope you will care enough to investigate, expose and pass on this information to others who want to take some immediate low cost action to prevent deaths and injuries of pedestrians and cyclists. Kate, if you do nothing else, please feel free to send this email to the Maryland representative of GHSA and ask for comment. That person is Christine Nizer, cnizer@mva.maryland.gov Please ask them why they are not supporting a scientific study comparing the two braking methods. All a big misunderstanding or the biggest cover up in automotive history and worthy of a Pulitzer? Please make sure you ask them to

give you SCIENTIFIC JUSTIFICATION for their support of the right foot braking method.

Thank you for caring about these needless deaths and life changing injuries.

Trevor W. Frith, leftfootbraking.org. leftfootbraking2014@gmail.com

All we are asking for is a scientific study.
leftfootbraking.org

Governors Highway Safety Association
Behavioral Traffic Safety Cooperative Research Program

I. PERSON DEVELOPING THE PROBLEM STATEMENT December 13, 2021

Trevor W. Frith B.S.M.E., P.Eng. (R)

leftfootbraking.org

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II. Problem Title

An estimated 19 pedestrians and cyclists die each day due to right foot pedal errors.

This highlights the necessity of this request for a scientific research study comparing the traditional right foot braking method used on automatic transmission vehicles with the Left Foot Braking Method (LFBM). The LFBM is believed to be easier to learn and retain with age, has shorter stopping distances and is immune from pedal misapplication thus making it potentially the safer braking method. It should be understood that casual braking using the left foot is not the Left Foot Braking Method. See leftfootbraking.org for a complete description.

III. Research Area

Cyclists and Pedestrian Safety

IV. Research Problem Statement

It has been estimated that each day approximately 19 cyclists/pedestrians will die and hundreds will receive life changing injuries. (These deaths are specific to the issue of braking and no other causes such as driver distraction, effects of alcohol or drugs etc.) These cyclists/pedestrians will be killed sitting in their favorite coffee shop or wherever (a car building/parking lot crash) or walking on a cross walk or cycling on a

roadway, etc. (a car-pedestrian/cyclist crash). They will die because they were crushed to death by an automatic transmission vehicle which did not stop in time.

The crash will typically be reported in the media using one of the following phrases:

- (1) 'Driver hit the gas instead of the brake'.
- (2) 'Driver could not stop in time'.

(1) 'Driver hit the gas instead of the brake', is a right foot pedal error also known as pedal misapplication and can be tied directly to the right foot braking method which is highly susceptible to this braking error. This braking error in our view, can be classified in one of two types:

TYPE ONE: Driver needs to stop or slow down. Driver attempts to move the right foot from the gas pedal to the brake pedal. Right foot ends up on the gas pedal. Driver becomes aware of the error and attempts again to move the right foot to the brake. Driver may be able to avoid or minimize the crash.

TYPE TWO: Driver needs to stop or slow down. Driver attempts to move the right foot from the gas pedal to the brake pedal. Right foot ends up on the gas pedal. Driver is convinced that the right foot is on the brake pedal and pushes harder on what is actually the gas pedal. This error may occur over many, many seconds and is usually only terminated with the crash. In many cases the driver has little or no understanding of what went wrong and will tend to believe it to be a mechanical malfunction, a temporary medical condition, right foot stuck between the gas and brake pedal etc.

We believe that the Left Foot Braking Method is immune to this type of pedal error and believe that the proposed research study will prove that.

(2) 'Driver could not stop in time'. Even if the driver makes good contact between the right foot and the brake pedal the right foot braking method, stopping distances will be much greater than those of the Left Foot Braking Method. This is because the right foot braking method requires at least $\frac{3}{4}$ of a second longer to initiate and 30-40 more feet to stop even at slow school yard speeds.

We believe that the Left Foot Braking Method has superior stopping distances and that the proposed research study will prove that.

The proposed scientific research study objective would achieve at least two results:

- (1) If it is found that the Left Foot Braking Method is safer and superior to the traditional right foot braking method, we would expect for the sake of a reduction or elimination of pedestrian and cyclist deaths and injuries, that the teaching of the right foot braking method would be **banned** and replaced with the Left Foot Braking Method which would be taught by all driving schools and as a requirement for obtaining a driver's license.
- (2) If it is found that the right foot braking method is superior to the Left Foot Braking Method, then at least for the first time in history, this method would have some scientific justification, other than, *'That's the way it's always been taught'*. The only scientific research that has so far been carried out concerning this subject has been by NHTSA. See references: DOT HS 811 597ⁱ, 812 058ⁱⁱ and 812 431ⁱⁱⁱ and the work of Professor Richard A. Schmidt, UCLA^{iv}. These reports concluded that pedal braking errors were the fault of the drivers. There was never any suggestion or conclusion to the effect that, *"is it possible we are teaching student drivers the wrong way to brake an automatic transmission vehicle?"*

V. Research Objective

To carry out a research program comparing the traditional right foot braking method used on automatic transmission vehicles with the Left Foot Braking Method. The objective is to determine which braking method is superior in terms of:

1. The elimination of pedal misapplication.
2. The shortest reaction and stopping distances.
3. Is easiest to learn and retain with age.

Methodology

While it would be the final responsibility of the BTSCRCP contractors to provide an outline of the proposed study we hope that it would look somewhat as follows:

1. Select a number of young people who are seeking driver training to obtain their driver licenses. Perhaps 50 to 100 in total. Driver training would be offered free.
2. The students would be advised that the objective of the study would be to attempt to determine whether the right foot braking method or the Left Foot Braking Method is the best way to brake a car equipped with an automatic transmission.
3. The students would then be divided into two groups. Both groups being 50% male and 50% female and an equal ratio of shapes and sizes etc. to represent the demographics of the population and would be assured that retraining would be given to the group that represented the losing braking method.
4. Both groups would be exposed to the typical classroom driver training with adjustments made if failures occurred so that the remaining candidates were equal in both groups.
5. The successful classroom graduates would then be exposed to two phases of hands on training:

Phase One

The use of the latest generation of driving simulators. After the students mastered the simulator they would then be exposed to a number of braking tests, maneuvers to test driver stability within the driver compartment, ability of the driver to function under unstable and panic induced situations. An example might be to offer cash rewards to the driver for successfully answering skill testing

questions via a hands free phone just prior to a roadway panic situation etc.

Examples of data that would be recorded include time to make contact with the brake pedal, stopping distance from a specified speed, instances of right foot pedal errors etc.

Phase Two

The use of driver training cars completely computer wired with all appropriate sensors to record similar data to what was recorded from the simulators. Again after the student had mastered the driver training cars they would be exposed to real life tests especially all aspects of parking lot driving and general roadway braking under severe panic situations. Panic tests would be carried out with extreme footwear, (high heels, construction boots, snowmobile boots, no footwear, flip flops etc.).

6. During all of the above tests data would be collected by the scientists (hopefully being 50% female) which would allow a final decision on which type of braking was superior when braking a car equipped with an automatic transmission.

It is of interest to note that one of the largest barriers to executing a fair and neutral study will probably be the selection of driver instructors. The scientists involved will have to select these instructors carefully to ensure that they will not carry their traditional right foot braking prejudice into the study. Perhaps just female instructors (e.g.: recent college/driving school graduates with good teaching skills), who have not been exposed to the "Real men brake with their right foot" lobby.

Why use student drivers? Simply put they have not been taught either braking method and therefore have no reason to favor one braking method over the other. Four years of interaction with male drivers has clearly shown us that the average male driver has been so indoctrinated into the so called superiority of the right foot braking method that no amount of science will change their minds. Therefore they would certainly not be impartial participants in the project.

Supplementary braking tests:

Right foot braking method vs the Left Foot Braking Method

A final portion of the research project should involve the teaching and testing of a number of senior drivers. Again a ratio of male and female drivers 50% using the existing right foot braking method and 50% being trained and using the Left Foot Braking Method. It is felt that this exercise would show that the braking advantage of the Left Foot Braking Method increases with age, a further reason to explore retraining senior drivers.

WHAT WOULD BE THE ACTION PLAN IF THE LEFT FOOT BRAKING METHOD IS FOUND TO BE SUPERIOR.

1. At the very least the report would be required reading by all driving school instructors and it would be made illegal for driving instructors to threaten students with failing grades for using the Left Foot Braking Method.
2. At best it would be required by driving schools to teach only the safer Left Foot Braking Method to students seeking to obtain a license to drive a car equipped with an automatic transmission. (As a point of interest, different licenses could be offered to students who want to drive clutch type cars in the same way as different licenses are issued for motorcycles, large trucks etc. A license to drive a car equipped with an automatic transmission would still require a passing grade using the Left Foot Braking Method).

IF THE LEFT FOOT BRAKING METHOD IS FOUND TO BE SUPERIOR, WHAT DO WE DO ABOUT EXISTING DRIVERS?

Another similar study would presumably have to be carried out to determine if existing drivers could successfully be retrained. If the study was successful, driver training schools (for a fee) could be taught how to teach existing drivers and those drivers could (for a fee) be retrained in the Left Foot Braking Method.

Estimated funding requirements for the proposed research project:

In our rough estimates of the cost of the project we assumed that a driving school would be selected that could accommodate 100 students and would have sufficient simulators, extended time requirements for the simulators, special instructors and a special course to handle that number of students. Based on standard average industry estimates and increased due to the special nature of the project this could result in an estimated project cost of \$400,000 plus.

VI. Urgency and Potential Benefits

Unfortunately specific data on right foot braking errors has never been collected by those in charge of driver legislation and training. However our organization has spent the past 4 years observing crash reports by the media, some official data, and feedback to our website. Therefore, we believe the information we have gathered underlines the urgency and potential benefits of the proposed scientific study:

1. From a scientific point of view, it can be noted that of the 40,000 estimated yearly automotive deaths, 7,000 of those deaths can be attributed to either the direct cause (pedal misapplication) and/or to the inefficiencies of the right foot braking method.
2. From a social point of view it can also be noted that since the introduction of the automatic transmission, it is estimated that right foot pedal errors have accounted for the deaths of over 150,000 pedestrians/cyclist, many of whom have been children, as well as life changing injuries to millions and costs in the billions.
3. Right foot pedal errors occur 40,000 times each day. This results in 60 car-building/parking lot crashes and over 100 pedestrian/cyclist crashes that very day. Driver error is almost always listed as the cause.

4. The right foot braking method is particularly difficult to learn and retain by young and old drivers. According to the late Professor, Richard A. Schmidt, of UCLA, when it comes to right foot braking, old may be defined as the age when one cannot successfully complete several basketball free throws, one after the other!
5. A large number of right foot pedal errors are committed by young and old female drivers. Never has there been any thought by those in charge as to why? Implied of course is the age old male assumption that women drivers are inferior. Never thoughts like can we make the braking method easier to learn and retain with age as well as more efficient and safer. 'ME TOO' may not be the only victim of a male systemic belief!
6. ***The obvious potential impacts of failure to fund this research project is the continuation of unnecessary deaths due to right foot pedal errors.***

Miscellaneous comment:

It might be argued as to whether this is an important enough issue on which to spend money, given that we are soon to be all riding in a driverless vehicle? In the writers view this issue is extremely urgent and worthwhile. We are turning out millions of new drivers each year and when it comes to safe braking, they have all been set up to fail. We will be graduating these drivers for many years to come as it will be sometime before the average male driver will be convinced or forced to accept driverless vehicles, perhaps 2040.

On what bases do we make such predictions? We make them based on 4 years of male driver feedback (Some would call it hate mail!) to our website. These people not only feel they are the world's greatest drivers but they can also vote! From the feedback then, here are some generalized predictions, comments, etc. that we remember. We won't list their comments regarding the Left Foot Braking Method. We think you already know what they were:

1. Most women drivers and all old drivers should not be allowed to drive.
2. If we were allowed to vote, there would be no seat belts, ADAS, etc. and Vision Zero would not be allowed to ruin the roads.

3. Driverless vehicles? “I will give my gun and my pickup when you pry them from my cold dead hand.”
4. Politicians will never allow our drive vehicles to be outlawed. Driverless vehicles will only take over when the insurance costs become prohibitive and the cops will catch us for ‘no insurance’. The rich will still drive their cars on the open road.
5. Real men don’t drive vehicles with automatic transmissions anyway.
6. Adaptive cruise control (Doesn’t get back up to speed fast enough or get close enough to the vehicle I am following, people can cut in).
7. Lane wandering and departure alarm (Bugs the hell out of me, I don’t need to be between the lines all the time anyway (The cyclists have nightmares about these guys).
8. Back up camera (I liked the original version which just warned you and you decided the need to brake. The new one stops the car so I have turned it off).
9. Automatic emergency braking (Scares the hell out of me. I can stop faster myself because I am the best driver in the world). Emergency crash avoidance with adaptive steering. (A dog runs out on the road and my car decides to save the dog and do front end contact with a semi!).
10. Google will tell you how to disconnect all these ADAS.

VII. Implementation Planning

1. The appropriate target audience for the research results would be those in charge of driver legislation and training at the state level.
2. The key decision makers who could approve, influence or champion the research results would we hope be the GHSA and NHTSA.
3. Organizations with likely responsibility for adoption of the results would again be those in charge of state legislation and driver training who via the appropriate legislation, would champion the safety and efficiencies of the Left Foot Braking Method.
4. Early adopters would hopefully be the premier driving schools who could put aside their past prejudices to any braking method other than the right foot braking method.
5. The barriers to implementation are mainly the average male driver as described in section **VI**. Some politicians will be reluctant to take on the

right foot braking lobby but hopefully like the issue of seat belts, the lifesaving benefits will be too great to ignore.

Concerning the testing and evaluation of the research findings – leftfootbraking.org is a grassroots organization interested only in reducing the deaths and injuries of pedestrians and cyclists by proposing what we feel is a safer and more efficient braking method for automatic transmission vehicles. As such we would not be capable of testing or evaluating the research results.

VIII. Person developing the problem statement:

Trevor W. Frith B.S.M.E., P.Eng. (R) leftfootbraking.org leftfootbraking2014@gmail.com

IX. Submitted by

Trevor W. Frith B.S.M.E., P.Eng. (R) leftfootbraking.org
leftfootbraking2014@gmail.com

REFERENCES

- i. NHTSA DOT HS 811 597 “Pedal Application Errors”, March 2012
<https://www.nhtsa.gov/staticfiles/nti/pdf/811597.pdf>
- ii. NHTSA DOT HS 12 058 “Driver Brake and Accelerator Controls and Pedal Misapplication Rates in North Carolina”, May 2015
<https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812058.pdf>

- iii. DOT HS 812 431 “Older-Driver Foot Movements”, July 2017
<https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812431older-driver-foot-movement.pdf>

- iv. Professor Richard A. Schmidt, UCLA “Cars Gone Wild: The Major Contributor to Unintended Acceleration in Automobiles is Pedal Error”,
Frontiers in Psychology, Published online 2010 Nov 25
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3153815/>

From: [Alexander Edwards](#)
To: [MCP-Chair](#)
Subject: Re: Thank you for your message
Date: Sunday, March 19, 2023 3:23:54 PM

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

My address is:

8455 Fenton St Apt 622
Silver Spring, MD 20910

My written testimony is:

Hello,

Just a quick comment:

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.

Thank you,

Alexander

On Sat, Mar 18, 2023, 9:26 AM MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Thank you for this message. If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. You may provide this to MCP-Chair@mncppc-mc.org

For all other e-mails, Chair's Office staff will respond as soon as possible. If you need immediate assistance, please call our office at (301) 495-4605.

From: [John Devine](#)
To: [MCP-Chair](#)
Cc: [bdevine](#)
Subject: Comments on Proposed Sidewalk Plan - Kenwood Park
Date: Saturday, March 18, 2023 5:28:35 PM

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

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 varietals. 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.

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.

Some specific concerns:

- **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.
- **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.
- **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?
- **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 vehicle-pedestrian collisions over time in Kenwood Park?**
- **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?**

- **Data driven decisions** - 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**. 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.

Thank you for your consideration.

Sincerely,

John and Beni Devine
6608 Millwood Rd
Bethesda, MD 20817
johnpdevine1@msn.com

John P. Devine
johnpdevine1@msn.com

From: [Tuuli Lipping](#)
To: [MCP-Chair](#)
Subject: Safety on Goldsboro Drive in Bethesda
Date: Saturday, March 18, 2023 11:30:48 AM

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

Hello,

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?

Many thanks,

Tuuli Lipping

Sent from my iPhone

From: [Melita Patel](#)
To: [MCP-Chair](#)
Subject: Question sidewalk to Ross Boddy Center
Date: Saturday, March 18, 2023 8:43:27 AM

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

Good morning,

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.

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.

Respectfully,

Melita Patel

From: [Glazier, Eli](#)
To: [MCP-Chair](#)
Subject: Fwd: "Pedestrian Master Plan" Feedback
Date: Saturday, March 18, 2023 7:33:24 AM

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From: Mike Bailey <mbailey@usa.com>
Sent: Saturday, March 18, 2023 7:29 AM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: "Pedestrian Master Plan" Feedback

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

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".

Thanks,
Mike

Mike Bailey
4620 N Park Ave Apt 407W
Chevy Chase, MD 20815

From: [Glazier, Eli](#)
To: [MCP-Chair](#)
Subject: Fwd: Crosswalk on Veirs Mill Rd
Date: Friday, March 17, 2023 6:32:45 PM

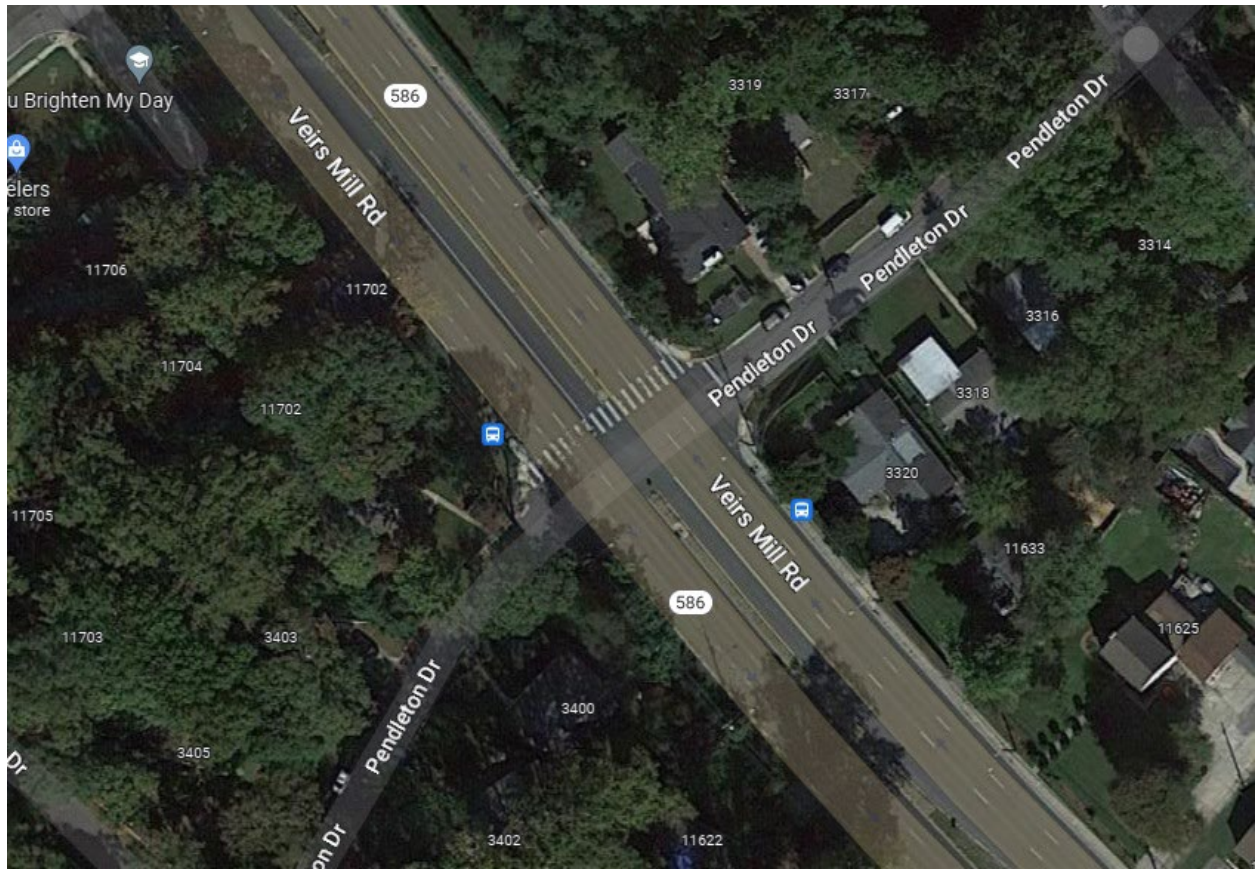
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From: SSA <spinndry@gmail.com>
Sent: Friday, March 17, 2023 6:15:54 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: Crosswalk on Veirs Mill Rd

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

This crosswalk is mostly ignored by drivers going 45 mph.
There is little or 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.

Stephen Sachs📧
11710 Old Georgetown RD #1002
Rockville, MD 20852
541-292-2991



From: [Hillary Berman](#)
To: [MCP-Chair](#)
Cc: Councilmember.Friedson@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov
Subject: Kenwood Park Sidewalk Plan/Pedestrian Master Plan Concerns
Date: Friday, March 17, 2023 5:24:33 PM

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

To Whom It May Concern:

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.

Kind regards,

Hillary Berman
7001 Kenhill Road, Bethesda, MD 20817
301-803-7013

From: [Rich Kuzmyak](#)
To: [MCP-Chair](#)
Cc: [Gerrit J. Knaap](#); nfinio@umd.edu; [Sheila Hosagrahara Somashekhar](#)
Subject: Pedestrian Master Plan Comments
Date: Friday, March 17, 2023 2:53:10 PM
Attachments: [Pedestrian Master Plan Commentary.docx](#)
[RK Comments on MoCo Ped Plan.docx](#)

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

Please regard the attached as written testimony in support of Montgomery County Planning's Pedestrian Master Plan, scheduled for public hearing on March 23rd.

I should note that while I am an Affiliate of the National Center for Smart Growth at the University of Maryland and have received acceptance of the content by the NCSG, any issues regarding opinion or phrasing should be attributed to me as the author of the documents. I trust my comments are helpful, and my colleagues and I regard this as an important and well-executed piece of work.

Thank you for the opportunity to comment.

Sincerely,

J. Richard Kuzmyak
Transportation Consultant
9509 Woodstock Ct.
Silver Spring, MD 20910

301-332-8767

jrichkuz@outlook.com

Commentary on MNCPPC Pedestrian Master Plan

Submitted by:

March 17, 2023

J. Richard Kuzmyak
Transportation Consultant, LLC
9509 Woodstock Ct.
Silver Spring, MD 20910
301-495-8814
jrichkuz@outlook.com

I would like to use this occasion to offer my thoughts and suggestions in support of the Draft Pedestrian Master Plan as it comes up for review on March 23, 2023.

For the record, I am a semi-retired transportation planner and researcher who has practiced across the country for over 40 years, and a resident of Montgomery County (Forest Glen Park) since 1986. I claim expertise in the areas of travel behavior, demand analysis, demographic and historic trends, smart growth/land use, multimodal transportation and accessibility, non-motorized modes, environmental justice, and air quality/climate change. I have led or been a major participant in numerous research studies for the National Academy of Sciences/Transportation Research Board, the US Department of Transportation and Environmental Protection Agency bearing on the issues cited above and have consulted at a high level to the Maryland State Departments of Transportation and Planning and the Metropolitan Washington Council of Governments.

Since leaving full time employment in 2018, I have been an Affiliate of the National Center for Smart Growth at the University of Maryland, where I recently served as the transportation lead in the Purple Line TOD study funded under a \$2 million grant from the Federal Transit Administration. In that study, under the auspices of the Purple Line Corridor Coalition, extensive analyses identified critical gaps in the pedestrian and bicycle systems that will critically impact the success of the Purple Line project, both in its ability to serve as a higher-level transit alternative and its role in effecting the social and economic revitalization of the corridor. The final report for that project, whose recommendations bear strong similarity to those in the Pedestrian Plan, may be found here: <https://www.umdsmartgrowth.org/projects/purple-line-fta-mta-tod-planning-grant/>. A follow-up grant from the FTA to the PLCC & NCSG is about to begin and will focus on advancing the recommendations of the initial study; these objectives would be greatly enhanced through the adoption and implementation of the Pedestrian Plan.

We at the National Center believe that the County's Plan reflects exceptional hard work and vision, and demonstrates the commitment of the County to serve as a regional leader in advocating for more livable, sustainable, and healthy communities. Walking is not only itself a healthful activity but is the essential ingredient that makes transit and compact, mixed-use communities viable. Importantly, many of the county's residents who are most negatively impacted by the inadequacy of the walk network are also from low-income, non-White households who depend on transit and walking for all of their basic needs, and the most frequent victims of traffic incidents.

Like most suburban counties in the United States, the structure of Montgomery's environment has been shaped around the presumed superiority of the private motor vehicle. Emphasis in the design and operation of the transportation system prioritizes moving vehicles quickly across long distances, and

virtually all needs and services – school, shopping food, health care, entertainment – require use of a vehicle. These services are located outside convenient walking distance, their setting discourages pedestrian access, and everything in between poses a confrontation between a pedestrian and a motor vehicle. Perhaps nowhere is this more evident than in the Purple Line corridor. While residential neighborhoods may have tree-lined streets that are generally safe for walking, pedestrians are ultimately pushed out to the arterial highway network in order reach transit or basic services, and what they find there are the following impediments:

- Wide, multi-lane streets with fast-moving traffic
- Narrow, disjointed sidewalks, frequently in disrepair or with objects obscuring the path, and with no buffer from speeding curbside traffic.
- Frequent curb cuts to enable vehicle access to shopping centers or high-rises
- Long distances between signalized crossings
- Channelized right turns with no active pedestrian controls
- Signal timing that prioritizes through movement of traffic over pedestrian crossing; combined with crossing buttons that have no apparent impact on crossing opportunity
- Large radius curbs at street entrances to facilitate easy car access/egress, typically paired with crosswalks dangerously set back from the intersection.
- Missing, worn out, or inadequate crosswalks

Our Purple Line study report highlights the prevalence of these conditions in the corridor, all of which have received coverage in the recommendations of the Pedestrian Plan. Hence, we are excited about the foundation the Plan provides to ensure that the Purple Line recommendations move forward. An attachment to this letter provides a set of detailed comments on many of the individual recommendations from the Plan, largely serving to endorse the recommendation and in some cases to add additional emphasis or detail where it was thought to be helpful.

If we were to highlight what we believe are the most critical elements of the Plan in moving forward, it would be these:

- 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.
- 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.

- 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.

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. My colleagues at NCSG and PLCC are happy to respond to questions or participate in further conversations.

Respectfully submitted,



J. Richard Kuzmyak

Detailed comments on individual recommendations, Draft Pedestrian Master Plan

B-1a: Strongly support data driven approach to identify key sidewalk needs

B-1b: Strongly agree that the community should be integral to the sidewalk discussion and decision-making 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.

B-1e: 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.

B-2a: 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.

B-2c: 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.

B-2d: 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.

B-3a: 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

B-3c: 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 up-front cost of a raised or textured crosswalk would seem to offer long-term cost effectiveness.

B-3d: 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”.

B-3e: 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.

B-4a: 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.

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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.

B -4g: 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.

B-4i: 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.

B-6a/b: Trees and other planting not only make the pedestrian environment more comfortable and inviting, but can also serve a traffic calming role.

B-7a: 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.

B-7f: Be sure to target this recommendation also to bridging the current lockout condition between residential communities and local goods and services.

B-7g: 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.

B-8: 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.

B-9: 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.

B-10: 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.

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P-1: 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.

P-2a: An incredibly important recommendation, already addressed in comments above

P-2b: Incredibly important, also address above.

P-2c: Totally agree, note that this was also addressed in MNCPPC comments on Evan Glass legislation.

P-2d: As above.

P-2e: HIGHLY support this recommendation, per earlier comment.

P-2f: 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?

P-2g: Absolutely endorse.

P-3a: Absolutely support, per earlier comment.

P-5: 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.

P-7b: 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.

P-8: 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.

EA-3: Agree, per earlier comment.

EA-4: These systems are currently operating far short of their potential benefit and value, particularly given their cost.

F-1: Again, there is unprecedented funding opportunity under the latest Federal programs. But there must be agreement and coordinate response to access these funds.

From: [Roy Niedermayer](#)
To: [MCP-Chair](#)
Subject: Pedestrian Master Plan
Date: Friday, March 17, 2023 1:42:49 PM

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

Please include these comments and testimony in the record for the above Plan.

The Master Pedestrian Plan should

1. Move from a reactive, request-driven process to an equitable, data driven process as noted in S recommendation (B-1a). But the data should include the input and interest of the community that knows the neighborhood and where sidewalks are needed. Greater consideration should also be given to **Equity Focus Areas rather than areas where the more affluent, highly educated professionally trained residents know how to make requests, take advantage of and manage/employ the current MCDOT system.**
2. 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.
3. Be redone so that the sidewalk program create a holistic, cross-department approach that is not singularly focused on the installation of sidewalks merely because they are feasible and there is a budget for them in MCDOT, but rather focus 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 flexi-pave but also other state of the art techniques such as root bridges and how to save roots.
3. Meld the above elements into program and recommendations specifically focused on reworking the sidewalk program. This would achieve these County goals, which are scattered right now and are not specifically incorporated into MCDOT sidewalk program such as these elements already mentioned in the draft Pedestrian Master Plan:
 - B-4 Build More Walkable Places
 - 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
 - B-9 on Make traffic calming easier (by incorporating it as part of the sidewalk process)

and these from the Climate Action Plan:

- Retain and increase the tree canopy
- Update public space and streetscape design to require cool-colored permeable surfaces

--

Roy Niedermayer
6128 Durbin Road
Bethesda, MD 20817-6107
301-951-4456

From: [CHI](#)
To: [MCP-Chair](#)
Subject: Montgomery County Master Pedestrian Plan
Date: Friday, March 17, 2023 1:23:52 PM

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

Thank you for the opportunity to comment on the Montgomery County Pedestrian Master Plan.

The comments below are provided by the Game Changers. The Game Changers is a group of people who are self-advocates. The members are people with intellectual and developmental disabilities who are supported by CHI, Inc.*, located in Silver Spring. Many of the Game Changers members use wheelchairs in the community.

We whole heartedly agree with the vision of the Master Plan to improve “to create safer, more comfortable experiences walking or rolling around the county, and to make getting around more convenient and accessible for every pedestrian.”

We agree with many of the recommendations that address accessibility, safety and comfort. We would like to highlight some of the recommendations that we feel are **very** important. Our additions to the recommendations are italicized.

1. To increase the time to cross the street.
2. To widen sidewalks so that at least 2 people who use wheelchairs can travel next to one another.
3. To improve maintenance of sidewalks to remove bumps and level uneven sidewalks.
4. To widen crosswalks.
5. To implement passive detection (such as sensors) to eliminate the need for pedestrians to press a button to safely cross the street in areas. *A voice activated signal would also be helpful.*
6. To add trees for shade. *The shade would also help by decreasing glare.*
7. To not only add more public restrooms *but to make sure there is an adult changing table or family bathroom available.*

Thank you for considering our comments. If you have questions, please contact Cathy Lyle at lylecesy@verizon.net.

Sincerely,

Cathy Lyle
Game Changers facilitator
*WeAchieve (formerly CHI Centers)
10501 New Hampshire Ave.
Silver Spring, MD 20903

Sent from [Mail](#) for Windows

From: [Glazier, Eli](#)
To: [MCP-Chair](#)
Subject: FW: Comments on Ped Plan
Date: Monday, March 20, 2023 3:21:49 PM
Attachments: [RK Comments on MoCo Ped Plan.docx](#)

From: Rich Kuzmyak <jrichkuz@outlook.com>
Sent: Wednesday, March 15, 2023 7:33 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Cc: Murnen, Lily <Lily.Murnen@montgomeryplanning.org>; Anspacher, David <david.anspacher@montgomeryplanning.org>
Subject: Comments on Ped Plan

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

Eli and all:

I found great delight in the Pedestrian Plan, and spent a fair amount of time going through it. Extremely well done.

If it is of any value, I have tried to summarize my comments focused on the recommendations, which I have compiled in relation to the recommendation numbering system in the Plan. I thought I should let you look through them, get your general reaction, and then try to reframe them as “written testimony”.

I am sort of doing this both for myself and for NCSG, which they encourage as they probably will not comment directly. I’ll make sure they are OK with my comments before and if I imply that they are also backing the Plan, which I feel pretty sure they will.

All the best,

Rich

J. Richard Kuzmyak

Transportation Consultant
9509 Woodstock Ct.
Silver Spring, MD 20910

301-332-8767

jrichkuz@outlook.com

Comments on Ped Plan

B-1a: Strongly support data driven approach to identify key sidewalk needs

B-1b: Strongly agree that the community should be integral to the sidewalk discussion and decision-making 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.

B-1e: 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.

B-2a: 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.

B-2c: 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.

B-2d: 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.

B-3a: 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

B-3c: 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 up-front cost of a raised or textured crosswalk would seem to offer long-term cost effectiveness.

B-3d: 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”.

B-3e: 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.

B-4a: 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.

B-4d: 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.

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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.

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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.

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P-2c: Totally agree, note that this was also addressed in MNCPPC comments on Evan Glass legislation.

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EA-4: These systems are currently operating far short of their potential benefit and value, particularly given their cost.

F-1: Again, there is unprecedented funding opportunity under the latest Federal programs. But there must be agreement and coordinate response to access these funds.

From: djwilhelm@verizon.net
To: [MCP-Chair](#)
Subject: Pedestrian Master Plan comments
Date: Tuesday, March 21, 2023 9:36:40 AM
Attachments: [Ped MP PB 3-6-23.docx](#)

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

See attached testimony.

**Greater Colesville Citizens Association
PO Box 4087
Colesville, MD 20914
March 21, 2023**

Montgomery County Planning Board
Attn: Jeff Zyontz, Chair
2425 Reddie Drive
Wheaton, MD 20902

Re: Comments on Pedestrian Master Plan

Dear Chairman Zyontz:

The Greater Colesville Citizens Association (GCCA) supports the recommendations in the Draft Pedestrian Master Plan except as noted below. 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.

The proposed improvements will only increase the amount of walking by a small amount, not two or three times.

In Objective 1.4, access to transit is proposed from Metrorail, MARC and Purple Line. Access to BRT needs to be added.

In Objectives 1.5 and 4.2, 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.

In Objective 3.2 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.

Our comments on the recommendations follow. We only comment on those that need to be changed.

Build

B-4b. 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.

B-4h. Restrooms and public seating should be in downtowns and medium sized town centers next to premium transit stations.

B-5c. 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).

B-9b. 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.

B-10. We do not support the county assuming control of state highways, which surely means the county will also assume the funding for maintaining them.

Maintain.

MA-2b. 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.

Protect

P-1e. Requiring knowledge testing as part of driver's license renewal should only be required once every other renewal.

P-2e. 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.

P-4a 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.

P-5c. We oppose closing streets nears 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.

P- 5d. Transportation Demand Management is often not practical for schools, except for encouraging parents to carpool when taking children to school or picking them up.

P-5d. We oppose eliminating breakaway traffic signals and other poles in locations with pedestrian activity. That would just increase the injury rate for vehicle operators.

Bicycle and Pedestrian Priority Area Prioritization

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:

- Areas around BRT and Purple Line stations, constructed when the transit service starts
- Downtown areas
- Town Centers, in order of geographic size
- 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.
- Neighborhoods

Sincerely

Daniel L. Wilhelm

GCCA President

From: joel@silvermail.net
To: [MCP-Chair](#)
Subject: Sidewalk planning
Date: Monday, March 20, 2023 6:02:28 PM

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

Greetings,

We are currently opposing a poorly thought-out and unsupported plan to install sidewalks in Kenwood Park. In the bigger picture, we believe the process should be revised and concur with the recommendations expressed by one of my neighbors and summarized below.

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.

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 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 flexi-pave 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:

From the draft Pedestrian Master Plan:

- B-4 Build More Walkable Places
- 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
- B-9 on Make traffic calming easier (by incorporating it as part of the sidewalk process)

From the Climate Action Plan:

- Retain and increase the tree canopy

- Update public space and streetscape design to require cool-colored permeable surfaces

Thank you,

Joel and Connie Lesch

From: [Peter M Gottesman](#)
To: [MCP-Chair](#)
Cc: momsaknickfan@gmail.com
Subject: Installation of Sidewalks
Date: Monday, March 20, 2023 5:12:50 PM

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

To Whom It May Concern,

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.

Peter Gottesman

Get [Outlook for Android](#)

From: ameros2452@gmail.com
To: [MCP-Chair](#)
Subject: Comments on MoCo Pedestrian Master Plan
Date: Tuesday, March 21, 2023 12:29:00 PM

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

To Whom It May Concern,

It is great to see that traffic and pedestrian safety is a priority for Montgomery County. Please consider the following comments and suggestions in your planning activities.

- As a resident of North Bethesda, it is unclear how activities affecting traffic in the area will be coordinated. These include the Tuckerman Diet Plan, the new bike lanes on Old Georgetown Road, the new pedestrian crossings on Democracy Boulevard, the anticipated dedicated bus lanes from the bus terminal at Montgomery Mall to the Metro, and the opening of the new high school.
- Specific to the Tuckerman Diet Plan:
 - 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.
 - 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.
 - How will snow removal be managed? In years past, heavy snow has resulted in single lane traffic on even the major arteries.
 - 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.
 - 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.
- Specific to the new bike lanes:
 - 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.

- Specific to pedestrian crossings on Democracy Boulevard:
 - 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.
- 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?
- 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.

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.

Thank you for your consideration.

Sincerely,

Sally Amero
11160 Cedarwood Drive
Rockville, MD 20852

From: [LWV of Montgomery County, MD](#)
To: [MCP-Chair](#)
Cc: [LWV of Montgomery County, MD](#)
Subject: For the Pedestrian Master Plan Public Hearing - 3/23/2023
Date: Tuesday, March 21, 2023 2:39:47 PM
Attachments: [2023-03-22 Testimony to Planning Board re Pedestrian Master Plan.pdf](#)

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

To the Montgomery County Planning Board Chair & Board:

Attached is our written testimony for the Pedestrian Master Plan Public Hearing to be held on March 23, 2023.

--

League of Women Voters of Montgomery County, MD

15800 Crabbs Branch Way, Suite 300

Rockville, MD 20855

Tel: 301-984-9585

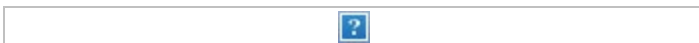
lwvmc@erols.com lwvmocomd.org

vote411.org



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March 22, 2023

To: Chair, Montgomery County Planning Board

In re: Pedestrian Master Plan

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.

The Planning Department's proposal includes many good components for pedestrians but LWVMC believes there is room for improvement in a few areas.

- **Better accessibility to buses.** Previously there was a program called the Bus Stop Improvement Program that allocated funds for better bus accessibility, including concrete pads at bus stops. Perhaps the Planning Board should reintroduce and expand this program. Another issue is the difficulty in getting to these concrete pads because there is still a lack of sidewalks.
- **Better accessibility to new Bus Rapid Transit stops and new Purple Line stops as well as nearby businesses.**
- **Better policing of drivers, bicyclists and pedestrians to help curb dangerous behavior.** The county must enforce its regulations governing this behavior. Perhaps placing more cameras in certain zones would help.
- **Improved education of drivers so that they watch for pedestrians.** Drivers must be reminded to yield to pedestrians at crosswalks and be aware of pedestrians crossing streets to catch buses, etc. Also please consider adding more multi-language signage and programs.
- **Better oversight of developers and master plans that include improved pedestrian safety.** We must ensure that the Planning Department gets a decent agreement with developers and that everyone involved follows through in the best interest of the county.

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.

Continued

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.**

Nancy Bliss and Vicky Strella, co-presidents

From: [Kelly Banuls](#)
To: [MCP-Chair](#)
Subject: Fwd: Testimony for Planning Board
Date: Tuesday, March 21, 2023 2:55:53 PM
Attachments: [Persimmon Tree Petitions.pdf](#)

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

Dear Chair and Fellow Board Members,

I am sending this email as written testimony for the March 23rd meeting because I will no longer be able to testify live. 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.

Thank you for your consideration,
Kelly Banuls
6613 Persimmon Tree Rd
Cabin John, MD 20818

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: *L Adams Chabay*

Printed Name: *LORI ADAMS CHABAY*

Date: *7/18/22*

Requested transportation modifications (please check all that apply):

- ☐ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Madhavi Sunder

Date:

07/07/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

V. GRAY

Printed Name:

2-14-22

Date:

Requested transportation modifications (please check all that apply):


- NO! Speed Camera on Persimmon Tree Road
☒ Speed humps on Persimmon Tree Road
☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 
Printed Name: John Waits

Date: 

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Hi Kelly,

Bravo to you for trying to make Persimmon Tree Road safer! Perhaps you can benefit from my experience trying to do something similar. About 8 or 10 years ago, I tried to get the County to reduce the speed limit on Persimmon Tree from 35 to 30 and to install a speed camera where the road dips down to MacArthur (and the cars' speed increases). I can't find the letter I wrote but if I remember correctly, my arguments were:

1. Reducing the speed limit is essential for the safety of pedestrians, including the many children, elderly, and dog walkers in the neighborhood.
2. The speed limit is 30 on Seven Locks and Wilson, which are less residential and have fewer homes near the road than Persimmon Tree. It makes no sense for the speed limit to be higher on Persimmon Tree.
3. The speed limits on Persimmon Tree are inconsistent and illogical. It is 30 closer to River Road, where the homes are spaced farther apart and there are few pedestrians, and 35 miles in the rest of the road where the homes are closer together and there are more pedestrians.

In response, I was told to contact the police because they are responsible for speed issues, not the Department of Transportation. I suspect that the County will not do anything unless the police agree that there is a problem so I suggest starting with the police or calling the County to ask about the appropriate office to contact.

The police responded by installing two of those machines that flash your speed and record the speed of oncoming cars. My problem with that is that they installed them in the wrong places. They needed to be installed where the road dips down and the cars increase their speed, but they installed them where the road is flat. They would not move the machines.

After a few weeks, I received a letter from the police (someone with chief in his title but it must have been a deputy) telling me that their equipment did not detect excessive speeding. It included a comment about the differences in the speed limit at different parts of the road being the result of "history" because at one time part of the road was controlled by the state and another part was controlled by the county. That history, of course, does not explain why today there still is a speed limit inconsistent with the rest of the road and inconsistent with the limits on Seven Locks and Wilson.

By the way, I never asked for speed bumps. I used to live on Nevis Road, which has multiple speed bumps. The cars, most of which were luxury cars, flew right over them, but speed bumps are great when they work.

I hope you succeed where I did not! Please keep us posted.

Thanks and good luck,



Risa Sandler
6609 River Trail Ct
301-502-2001

Dear Neighbor,

I am hoping to request your support and signature on the attached petition to the Montgomery County Transportation Division. From the time we moved into the neighborhood, I noticed how fast cars travel on Persimmon Tree Rd. Now with an elementary school aged child, crossing the street every morning for the bus, makes it even more concerning to me as a parent and a community member.

Several of us have already sent individual requests to the Maryland Department of Transportation & Public Works, but I feel that a signed petition from the community could carry so much weight and hopefully encourage a more rapid response.

Please join me and my family in signing the petition below and send it back using the pre-addressed envelope. I will consolidate all the responses and will submit them to the County.

Thank you in advance for your support!

Kelly Banuls

6613 Persimmon Tree Rd.

Kelly,
Make sure you address the correct
gov't agency. I think this is a
COUNTY Dept. of Transportation
matter, NOT State. Also Anne
London (301-320-0762) who lives across
from me, has tried to get cameras
etc to slow traffic so you might
ask her who she dealt with?
just a thought!

Good Luck, we need a
crosswalk! I bet
others on your side
of Persimmon would
sign it too.

Judy

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

N. Schneider

Printed Name:

Nisreen Schneider, 6523 Persimmon
Tree Road

Date:

24 June 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

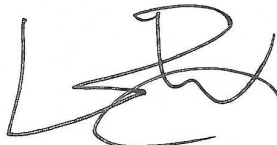
Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Brett Walters

Date:

6/26/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

MICHELLE FRYER
8217 CARAWAY ST

Date:

CABIN JOHN, MD 20818

6/24/22

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Christian De Jong

Date:

6/28/2022

Requested transportation modifications (please check all that apply):

- ☐ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Dana Hunter

Printed Name: *Dana Hunter*

Date: *6/27/2022*

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Steve Ross 6901 CARLYNNA CT J Arda Ross

Date:

6/27/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

JOSEPH ETIENNE

Date:

6/28/2022

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: *Helen Elaine Hornauer*

Printed Name: *Helen Elaine Hornauer*

Date: *28 June 2022*

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: *Risa D Sandler*

Printed Name: *RISA SANDLER*

Date: *6-24-22*

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☒ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

☒ Reduce speed limit to 30 mph

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: *Forrest Minor*

Printed Name: *FORREST MINOR*

Date: *16 JUNE 2022*

Requested transportation modifications (please check all that apply):

☐ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Lorraine R Minor

Printed Name:

LORRAINE R MINOR

Date:

26 June 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
☐ Speed humps on Persimmon Tree Road
☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Anthony McGovern

Date:

29 June 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☐ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 

Printed Name: Nancy Templeton
David Roberts

Date: 6/27/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road (YES) → several cameras
- ☐ Speed humps on Persimmon Tree Road (NO)
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street (YES)

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 

Printed Name: SANDY & BARBARA SILVERMAN

Date: 6.27.22

Requested transportation modifications (please check all that apply):

NO Speed Camera on Persimmon Tree Road

NO Speed humps on Persimmon Tree Road

YES Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Judith Welles

Printed Name:

Judith Welles
8301 River Trail Lane
W. Bethesda, MD 20817

Date:

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Pamela Levine

Todd Schenk

Printed Name:

Pamela Levine

Todd Schenk

Date:

6/27/2022

6/27/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

EDITH J. BENOIT

Date:

June 25th, 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

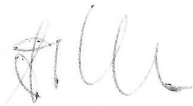
Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Beatrix van der Vossen & Timothy Mealey

Date:

June 28, 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 

Printed Name: Paul Mazzi

Date: 07-09-2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☐ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

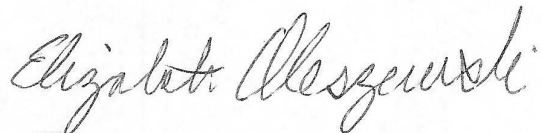


Printed Name:

RICHARD OLESZEWSKI

Date:

6-24-22



ELIZABETH OLESZEWSKI

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Rebecca Glazer

Date:

6/26/22

Requested transportation modifications (please check all that apply):

☒

Speed Camera on Persimmon Tree Road

☐

Speed humps on Persimmon Tree Road

☒

Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Mary Ann L. Hai Bui

Printed Name:

Mary Ann L Hai Bui

Date:

June 26, 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Sam Passman

Date:

06-24-22

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☐ Speed humps on Persimmon Tree Road
- ☐ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 

Printed Name: LEWIS GOLLUB

Date: 6/26/22

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Micaela Fernandez Allen

Printed Name:

Micaela Fernandez Allen

Date:

6/25/22

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☐ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

*Micaela Fernandez Allen
6604 Persimmon Tree Rd.
Bethesda, MD 20817*

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Nancy J. Cooke

Printed Name:

NANCY J. COOKE
6708 River Trail Court
Bethesda MD 20817

Date:

24 June 2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

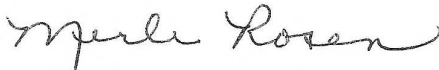
Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Marie Rosen

Date:

6/24/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



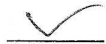
Printed Name:

Ceile Boulanger

Date:

6/23/06

Requested transportation modifications (please check all that apply):



Speed Camera on Persimmon Tree Road



Speed humps on Persimmon Tree Road



Cross walk at Persimmon Tree Rd and Caraway Street

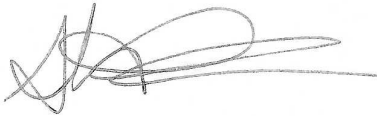
Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Sarah Heidema, 6503 81st St, Cabin John

Date:

6/23/22

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

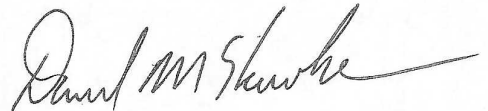
Montgomery County
Maryland Department of Transportation & Public Works
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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Jessica Blake Hawke

DANIEL M. Hawke

Date:

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☒ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

NEVENKA POBERAJ

Date:

6/30/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 

Printed Name: *Jane R. Putnam*

Date:

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☐ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Printed Name:

Joseph Governski

Date:

6/23/22

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: *Chou P. Hung*

Printed Name: *Chou P. Hung*

Date: *June 28, 2022*

Requested transportation modifications (please check all that apply):

☐ Speed Camera on Persimmon Tree Road

☒ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

preceded by rumble strips and sign

flashing

Dear Neighbor,

I am hoping to request your support and signature on the attached petition to the Montgomery County Transportation Division. From the time we moved into the neighborhood, I noticed how fast cars travel on Persimmon Tree Rd. Now with an elementary school aged child, crossing the street every morning for the bus, makes it even more concerning to me as a parent and a community member.

Several of us have already sent individual requests to the Maryland Department of Transportation & Public Works, but I feel that a signed petition from the community could carry so much weight and hopefully encourage a more rapid response.

Please join me and my family in signing the petition below and send it back using the pre-addressed envelope. I will consolidate all the responses and will submit them to the County.

Thank you in advance for your support!

Kelly Banuls

6613 Persimmon Tree Rd.

Hi Kelly,

Thanks for all your efforts. I fully agree: the street is unsafe due to high speeds / lack of curbs (aprons?) in some places / houses built close to the road. Why does Wilson Lane have a lower speed limit than Persimmon Tree Rd? Why is the speed limit on PT Rd the same as the speed limit on the much wider Tuckerman Lane (at least east of 7 Locks Rd)?!

Have to say -- I think that the fast that preponderance of cars comes from / goes to Potomac makes MC / police less likely to decrease the speed limit on PT Rd.

Bevin Ratner, 6700 River Trail Court

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: *Bevin Ratner*

Printed Name: *Bevin Ratner*

Date: *June 28, 2022*

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road *at various locations!*

☐ Speed humps on Persimmon Tree Road

☒ ^{at} Cross walk at Persimmon Tree Rd and Caraway Street *and at Tomlinson*

☒ *Flashing speed limit signs*

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: Ann London

Printed Name: Ann London

Date: 7/1/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road = A permanent speed camera
☐ Speed humps on Persimmon Tree Road
☒ Cross walk at Persimmon Tree Rd and Caraway Street

There is no visibility coming up Persimmon Tree (toward Avenel). Cars speed and a person crossing the road at Persimmon Tree & Caraway risk their life crossing the road. In fact, a mom and her young child crossed the road and the mom fell in the middle of the road. I saw this and stopped traffic until the mom and child were safely on the sidewalk. It was a very scary experience.

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Gitasree Kundagrami

Printed Name:

GITASREE KUNDAGRAMI

Date:

6/28/2022

Requested transportation modifications (please check all that apply):

☐ Speed Camera on Persimmon Tree Road

☒ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Sarah C

Printed Name:

SARAH CRAVEN

Date:

6/30/22

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

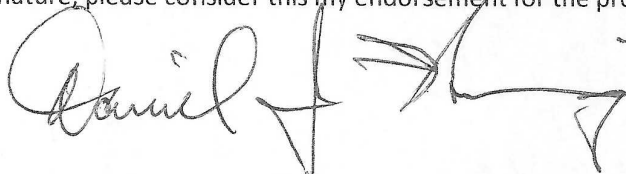
Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Daniel Monnig
8 Persimmon Ct

Date:

7/3/2022

Requested transportation modifications (please check all that apply):

☒ Speed Camera on Persimmon Tree Road

☐ Speed humps on Persimmon Tree Road

☒ Cross walk at Persimmon Tree Rd and Caraway Street

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:

Marcia T. Boogaard

4 Persimmon Ct.
Bethesda, MD 20817

Printed Name:

MARCIA T. BOOGAARD

(301) 229-5879

Date:

7/5/2022

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street


Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

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With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature:



Printed Name:

Julie R Mertz

Date:

7/8/22

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

Dear Neighbor,

I am hoping to request your support and signature on the attached petition to the Montgomery County Transportation Division. From the time we moved into the neighborhood, I noticed how fast cars travel on Persimmon Tree Rd. Now with an elementary school aged child, crossing the street every morning for the bus, makes it even more concerning to me as a parent and a community member.

Several of us have already sent individual requests to the Maryland Department of Transportation & Public Works, but I feel that a signed petition from the community could carry so much weight and hopefully encourage a more rapid response.

Please join me and my family in signing the petition below and send it back using the pre-addressed envelope. I will consolidate all the responses and will submit them to the County.

Thank you in advance for your support!

Kelly Banuls

6613 Persimmon Tree Rd.

Hello Kelly,

Thank you for organizing this. I tried to do this last Nov and got rejected from the transportation service. I have the email response if you'd like to see it. I hope you get through. You have my support! Good luck!!

Rhea Strnad

6604 Carlyn Drive

rheaStrnad@yahoo.com

Montgomery County
Maryland Department of Transportation & Public Works
Traffic and Parking Services Division

To Whom It May Concern,

We, the residents of Cabin John/Bethesda, would like to formally request the consideration of speed humps and a speed camera be placed on Persimmon Tree Road to help protect our residents. We would also like to formally request the placement of a crosswalk at the intersection of Persimmon Tree Rd and Caraway Street. This is a school bus stop, and it is critical to protect the children that are crossing this street every day.

With my signature, please consider this my endorsement for the proposed transportation modifications.

Signature: 

Printed Name: *Rhea Strnad*

Date: *07-11-22*

Requested transportation modifications (please check all that apply):

- ☒ Speed Camera on Persimmon Tree Road
- ☒ Speed humps on Persimmon Tree Road
- ☒ Cross walk at Persimmon Tree Rd and Caraway Street

From: [Richard](#)
To: [MCP-Chair](#)
Cc: laurenksaunders1@gmail.com
Subject: Reasons for OPPOSING the Sidewalks proposal for Kenwood Park
Date: Tuesday, March 21, 2023 4:14:26 PM

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

From: Richard and Caroline Berney 6818 and 6820 Millwood Road

The problem with the current sidewalk proposal is the increased possibility of property damage from flooding of the Minnehaha Branch Stream, both for the houses on Millwood Road and for drives on Goldsboro Road, where heavy rains have frequently caused the Minnehaha to overflow its banks and flood Goldsboro Road below Massachusetts Avenue.

The County's sidewalk department/committee has not considered the impact of the proposed sidewalks on the potential for flooding problems with the Minnehaha Branch Stream which runs between Kenhill and Millwood, from Durbin Road to Goldsboro Road. From there it goes under River Road and alongside Goldsboro to the canal. The Kenwood Park portion of the Minnehaha was put into a culvert some fifty-five plus years ago, when the construction of homes on Kenhill reduced the amount of permeable land sufficiently to cause it to overflow its banks in heavy rains. As a result, Montgomery County has designated the land between the Minnehaha and houses on Millwood to be a **Flood Plain**, with subsequent heavy restrictions on land use there.

The current proposal to install five-foot-wide sidewalks on the stream sides of both Millwood and Kenhill will greatly increase the non-permeable land in the surrounding drainage area, further exasperating the possibility of flooding on Millwood Road, as well as causing greater and more frequent flooding of Goldsboro Road. If the County is intent on building sidewalks on these streets, it needs to build them on the opposite side of the streets, away from the flood plain, where the extra water from heavy downpours would flow safely into the sewer system.

I am a former President of KPCA and I would like to point out the fact that the Kenwood Park Citizen's Association (KPCA) is NOT a Homeowner's Association (HOA). Rather, we are a voluntary organization with no authority to represent, or speak on behalf of the Kenwood Park community. KPCA has a membership fee of \$39 per year. Its main functions are to organize Halloween and Christmas programs and such family social events and to support a local Security Patrol. And even with a low \$39 annual membership fee, barely a

third of Kenwood Park's households are members. In recognition of its position, it has, appropriately, remained neutral in this sidewalk controversy. Nor did the initial request for sidewalks come from the KPCA Board of Directors, it came from the Chair of KPCA's Security Committee, who is not an elected position of the KPCA Board. As such this person had no authority to request sidewalks in the name of KPCA.

From: [Don Slater](#)
To: [MCP-Chair](#)
Subject: Recommend Acceptance of Pedestrian Master Plan
Date: Tuesday, March 21, 2023 4:33:39 PM

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

March 21, 2023

Chair Jeff Zyontz
Montgomery County Planning Board
2425 Reedie Drive 14th Floor
Wheaton, MD 20902

Chair Zyontz,

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 its 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.

Best regards,

Don Slater
402 Mansfield Road
Silver Spring, MD 20910
301-585-5038
Slater402@gmail.com

Don Slater Silver Spring, MD USA
slater402@gmail.com +1.301.641.2925 (m)

From: [Sam Tacheron](#)
To: [Glazier, Eli](#); [MCP-Chair](#)
Cc: rosenfeldlaw@mail.com
Subject: Testimony for 3/23/23 Pedestrian Master Plan Hearing
Date: Tuesday, March 21, 2023 5:10:12 PM
Attachments: [Testimony for Planning Commision 23 March.pdf](#)
[Attachment 1 - 1967 Settlement.pdf](#)
[Attachment 2 - Landscaping Addendum.pdf](#)
[Attachment 3 - Fence drawing.pdf](#)
[Attachment 4 - Special Exemption Mod 7-28-16.pdf](#)

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

Mr. Glazier

Please allow the attachments in this email to serve as my hearing testimony regarding the Pedestrian Master Plan that will be held on 23 March 2023. Attached you will find my signed letter for the board, as well as the following:

Attachment 1 – 1967 Settlement Agreement

Attachment 2 – 1967 Settlement Landscape Addendum

Attachment 3 – Geico Fence Block Diagram

Attachment 4 – Board of Appeals Special Exemption Modification dtd 7/28/16

Attachment 5 – Current Picture of Fence Block

Please let me know if you need further information or require assistance with any of the attachments.

Thank you,
Sam Tacheron
5332 Sherrill Avenue
Chevy Chase, MD 20815
(301)652-0404

Sam Tacheron
5332 Sherrill Avenue
Chevy Chase, MD 20815

March 21, 2023

Eli Glazier
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive,
Wheaton, MD 20902

RE: My opposition to the proposed Pedestrian Shortcut Sherrill Avenue/Willard Avenue Trail recommended in Montgomery County's Pedestrian Plan Public Hearing Draft (page 212, Map Reference #85) dated February 2023.

Dear Members of the Planning Board:

My home (5332 Sherrill Avenue) borders Geico Insurance Corporation's southern parking lot which is controlled by various Special Exemptions adopted by the Montgomery County Board of Appeals spanning from 1957 to 2016. Case No. CBA 2110, for example, produced a settlement agreement in 1967 between Geico and the adjacent neighbors establishing terms that provide homeowners relief from many negative externalities (see Attachment 1). One of those terms dictates the installation and maintenance of a cedar wood fence that is set back 5 feet from the property line so Carolina Hemlocks can be planted to conceal the fence from the homeowners view (see Attachment 2).

Some of these trees fell in the past resulting in the perception that a shortcut existed on the property. In 2006, we contacted Geico's Vice President of Facilities and told him that trespassing had become a problem and asked if Geico could help keep people off our property. The VP responded by immediately installing a perpendicular fence block adjacent to the right corner of our back yard (see Attachment 3). Days later, we wrote a letter to the community newsletter publishing our combined efforts to eliminate the trespassing and posted a "No Trespassing" sign to further dissuade the use of our property. The Board of Appeals commended our efforts by incorporating the fence block into its Special Exemption modification dated July 28, 2016 (see Attachment 4) requiring Geico to maintain the block as long as there is a wood fence.

In summary, this perceived shortcut has been closed for 17 years and does not fit the characterization of an existing pedestrian shortcut as stipulated in Montgomery County's Pedestrian Draft Plan and should not be listed on Table 33, page 212 (see Attachment 5). B-7b of the Draft Plan does not apply here either because of the extensive legal history involving this portion of Geico's property.

Sam Tacheron
5332 Sherrill Avenue
Chevy Chase, MD 20815
Page 2

Therefore, it is my testimony that the Planning Commission should remove the proposed Pedestrian Shortcut Sherrill Avenue/Willard Avenue Trail entry recommended in the Montgomery County's Pedestrian Plan Public Hearing Draft (page 212, Map Reference #85) dated February 2023 since it fails to meet any of the stipulations of an existing or unencumbered Pedestrian Shortcut. There has never been an easement granted by my family or Geico where our properties meet between Sherrill and Saratoga Avenues.

Sincerely,

A handwritten signature in cursive script that reads "Sam Tacheron". The signature is written in black ink and is positioned below the word "Sincerely,".

Sam Tacheron

Attachments (5):

- Attachment 1 – 1967 Settlement Agreement
- Attachment 2 – 1967 Settlement Landscape Addendum
- Attachment 3 – Geico Fence Block Diagram
- Attachment 4 – Board of Appeals Special Exemption Modification dtd 7/28/16
- Attachment 5 – Current Picture of Fence Block

CC: Michele Rosenfeld, Esq.

Tacheron

SETTLEMENT AGREEMENT

THIS SETTLEMENT AGREEMENT, made this ____ day of May, 1967, by and between GOVERNMENT EMPLOYEES INSURANCE COMPANY, party of the first part, hereinafter called GEICO, and VIRGIL L. MONTGOMERY, SOPHIE T. MONTGOMERY, JOHN E. MERRILL, ROSALYN MERRILL, WERNER W. LINDER, CHRISTA E. LINDER, WILLIAM J. HUSIC, DONALD O. TACHERON, NETTE TACHERON, ORCHARDALE CITIZENS ASSOCIATION and BROOKDALE CITIZENS ASSOCIATION, parties of the second part, hereinafter called Neighboring Residents,

W I T N E S S E T H :

That for and in consideration of the mutual promises, agreements, releases and responsibilities, as hereinafter set forth, the parties hereto covenant and agree with each other as follows:

1. GEICO and Neighboring Residents agree that in consideration of the mutual promises set out below they will, upon the execution of this agreement, and the filing of the stipulation provided in paragraph 2 below, and upon the entering of the Order of Court agreed upon in Law Nos. 20801 and 20804 in the Circuit Court for Montgomery County, Maryland, each dismiss any pending actions pertaining to the Montgomery County Board of Appeals' decision in Case No. 2110 and agree not to appeal the said Order entered in Law Nos. 20801 and 20804. Further, the parties hereto agree to and do hereby expressly release each other from all claims, actions, debts, responsibilities and liabilities in law or equity which have or may arise out of the controversy pertaining to the Board of Appeals' decision in the above-indicated case and any matters incidental thereto.

2. The parties to this agreement acknowledge that the Board of Appeals has no objection to the stipulation filed in Law Nos. 20801 and 20804 in which the parties agree that they interpret the Board of Appeals' opinion in Case No. 2110 to require and that GEICO under Case No. 2110 hereby agrees that it will comply with the conditions hereinafter set forth and which it acknowledges are to be included as and added to conditions imposed by the Board's order in Case No. 2110. The conditions are as follows:

(a) There shall be a 25-foot buffer strip between the parking lot and the southern property line of petitioner's property along the entire southern side of petitioner's property included in the petition for special exception in Case No. 2110, which buffer strip shall remain undisturbed, except that petitioner shall erect and maintain a fence, screening and planting in that area as set out below.

(b) GEICO will place a six-foot high cedar fence along the southern side of its property from Saratoga Avenue to Willard Avenue at the location shown on the attached plans.

(c) GEICO will install necessary planting and screening within the aforesaid 25-foot buffer area on each side of the aforesaid fence, in accordance with the type, number and sizes of such shrubs, trees and planting as detailed on the attached plans marked Exhibit A. In addition, GEICO will plant and maintain screening in the buffer area along the Husic home as indicated on Exhibit A, which shall consist of a sufficient number of pine trees in the area beside the Husic home to provide thick planting in that area. In connection with all of the aforesaid screening, GEICO will maintain and replace such screening when necessary. GEICO shall have the right to enter into the area on the south side of the aforementioned fence for the purpose of planting,

maintaining and replacing the screening and to cross the adjoining lands of property owners to the extent necessary to provide the aforesaid planting, maintenance and replacing of screening.

(d) There shall be no retaining wall on the new addition to the parking lot. The land shall be sloped down from the south property line where necessary and the slope will begin three to four feet from the south property line and continue gradually to the concrete curb 25 feet from said property line.

(e) GEICO and Neighboring Residents agree that the trees now existing in the 25-foot buffer strip shall be left standing unless it is determined by Asplundh Tree Expert Company, a qualified tree expert, that a tree or trees must be removed for safety reasons.

(f) Parking area west of Saratoga Avenue shall be policed by GEICO guards and if necessary, the entrance to the parking area shall be chained between the hours of 7:00 p.m. to 7:00 a.m. to assure that there is no unauthorized parking within this area. Regular parking shall be provided in this area for the day shift. Other work shifts shall be discouraged in the use of this area. No buses and/or maintenance equipment shall be parked in this area.

3. GEICO has a low point on its property adjacent and east of Saratoga Avenue which receives water from the surrounding area. GEICO will endeavor to alleviate the pocketing of water in this area.

4. The presidents of Government Employees Insurance Company and the Orchardale and Brookdale Citizens Associations agree promptly upon execution of this agreement to issue the following statement:

"To Whom It May Concern:

The undersigned, being the presidents of Government Employees Insurance Company and Orchardale and Brookdale Citizens Associations, wish to state that they regret that matters involving the special exception for a parking lot (Board of Appeals No. 2110) have evoked so much controversy, publicity, unfortunate statements and turmoil and now that they have agreed on a mutually satisfactory and amicable settlement are confident that good relations between all of the parties will again prevail as they have in the past.

Very truly yours,

Samuel Gordon
Campbell Graueb
Norman Gidden"

5. The parties hereto agree and state that they have carefully read in full the foregoing mutual release of claims and actions contained herein, that they know the contents thereof and that they execute the same as their own free act.

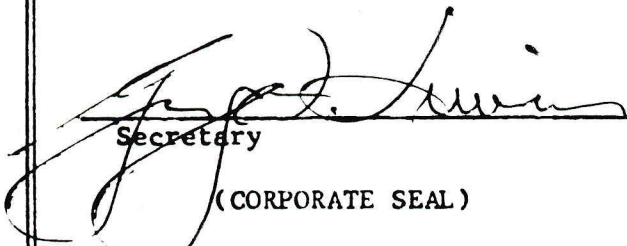
6. The parties agree to execute such documents as may be required to comply with the terms of this agreement.


7. GEICO and the Neighboring Residents hereby agree that the exhibit attached hereto is incorporated in this Settlement Agreement so that the terms and conditions applicable under Case No. 2110 may fully appear in this document.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first herein before written.

Attest:

GOVERNMENT EMPLOYEES INSURANCE COMPANY


Secretary
(CORPORATE SEAL)

By 
Title President

WITNESSES:

VIRGIL L. MONTGOMERY

SOPHIE T. MONTGOMERY

JOHN E. MERRILL

ROSALYN MERRILL

WERNER W. LINDER

CHRISTA E. LINDER

WILLIAM J. HUSIC

DONALD O. TACHERON

METTE TACHERON

ORCHARDALE CITIZENS ASSOCIATION

BROOKDALE CITIZENS ASSOCIATION

ADDENDUM TO SETTLEMENT AGREEMENT

This addendum to the Settlement Agreement executed this _____ day of May, 1967 between GEICO and the undersigned parties referred to as Neighboring Residents,

WITNESSETH:

That for and in consideration of the mutual promises herein-after set forth and as previously set forth in said Settlement Agreement, the parties covenant and agree as follows:

1. That there shall be planted along the fence which is to exist at the end of Saratoga Avenue and alongside Saratoga Avenue on both sides for a distance of approximately twenty feet hemlocks located as elsewhere along said fence, except that no such hemlocks shall be planted where they would harm existing trees, said hemlocks to be located on the Saratoga Avenue side of said fence.

2. In the aforesaid Agreement there shall be substituted for the words "Asplundh Tree Expert Company" in paragraph 2e of the aforesaid Agreement the following: "American Tree Service Company."

3. It is understood and agreed by the parties that the following existing trees which, under the agreement, are to remain undisturbed, are now located in the 25 foot buffer strip:

a. Between accessory building and Saratoga Avenue - 6 dogwood, 7 ash, 1 tulip, 4 pine, 2 locust, 2 hemlock, 1 maple, 1 cottonwood and 1 sassafras.

b. Close to the end of Baltimore Avenue on the east side and between Baltimore Avenue and Willard Avenue the following trees - 9 poplar, 2 loblolly pines, 1 white oak, 2 plane, 2 willows and 1 unknown.

IN WITNESS WHEREOF, the parties hereto have executed this addendum to agreement as of the _____ day of _____, 1967.

Attest:

GOVERNMENT EMPLOYEES INSURANCE
COMPANY

Secretary

By

(CORPORATE SEAL)

Title

WITNESSES:

Danny J. Monahan

Virgil L. Montgomery
VIRGIL L. MONTGOMERY

Danny J. Monahan

Virgil L. Montgomery
VIRGIL L. MONTGOMERY

Roselyn Merrill

Roselyn Merrill
JOHN E. MERRILL

Roselyn Merrill

Roselyn Merrill
ROSALYN MERRILL

Danny J. Monahan

Werner W. Linder
WERNER W. LINDER

Danny J. Monahan

Christa E. Linder
CHRISTA E. LINDER

Danny J. Monahan

William J. Music
WILLIAM J. MUSIC

DONALD C. TACHERON

METTE TACHERON

Edmund C. Monahan

Danny J. Monahan
ORCHARDALE CITIZENS ASSOCIATION

W. S. Graub

W. S. Graub
BROOKDALE CITIZENS ASSOCIATION

Document File: Julian Yoakum

652-9191
486 3500

ARTHUR G. LAMBERT
E. FONTAINE BROWN
(ADMITTED D. C. AND N. Y., NOT MD.)
WALTER S. FURLOW, JR.
ROURKE J. SHEEHAN
S. CHURCHILL ELMORE
CHARLES E. KERN, II
(ADMITTED D. C., NOT MD.)
ROBERT L. HIGGINS

LAW OFFICES
LAMBERT, FURLOW & SHEEHAN
306 JEFFERSON BUILDING
ROCKVILLE, MARYLAND 20850
POPLAR 2-9010

WASHINGTON OFFICE X23
200 DAVIS BUILDING
WASHINGTON, D. C. 20006

January 17, 1968

Norman Glasgow, Esq.
Tower Building
Washington, D. C. 20005

Re: Government Employees Parking Lot.

Dear Norman:

I have now obtained the approval of Mr. and Mrs. Tacheron of my forwarding to you the copy of the settlement agreement which they previously executed and left with me. As you know, all the remainder of my clients had previously signed a copy of the agreement which I have previously forwarded to you.

My clients are willing to accept the settlement agreement without the addendum previously proposed being attached thereto, with the understanding that you will meet with a representative of the citizens on the site and prepare a joint list of the trees that presently exist and sign that list on behalf of your client. This latter qualification was suggested in your letter of October 7, 1967 to me. Harry Monahan, President of Orchardale Citizens Association, will meet with you and will call you sometime next week to set a time.

I am enclosing the copy of the settlement agreement signed by Mr. and Mrs. Tacheron.

Very truly yours,

Rourke J. Sheehan

ROURKE J. SHEEHAN

Encl.
RJS/mdc

W

COPY

FENCE 5'-0" FROM
PROPERTY LINE

PLANT HEMLOCKS
3'-0" NORTH OF
PROPERTY LINE

NOTE:
CAROLINA HEMLOCKS TO BE
LOCATED ON SOUTH SIDE OF
EXISTING AND PROPOSED
FENCE - 5'-0" O.C.

LOCATE HEMLOCK SO AS NOT TO
DISTURB EXISTING TREES
IN AREA

SHERILL
AVENUE

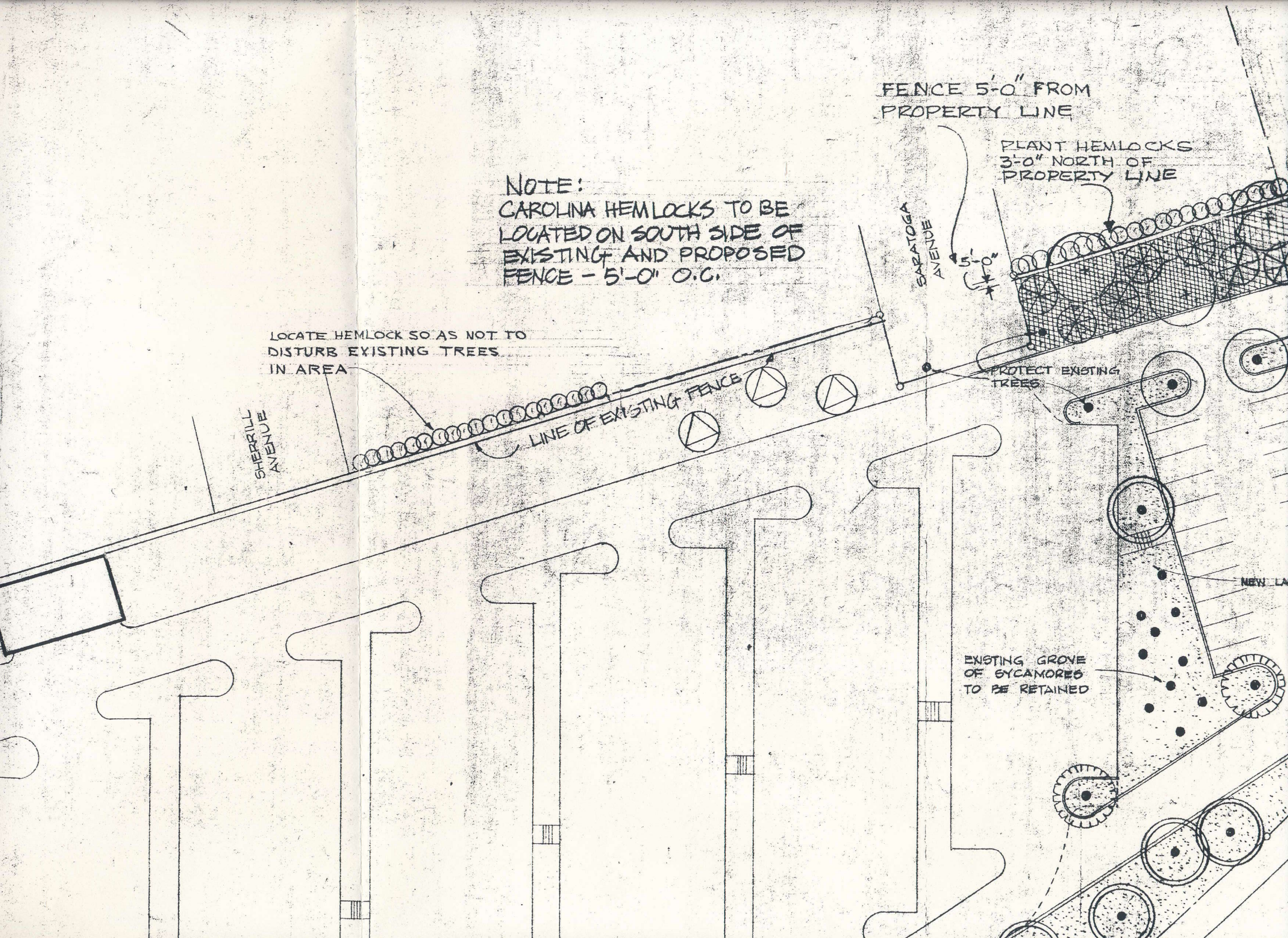
SARATOGA
AVENUE

PROTECT EXISTING
TREES

LINE OF EXISTING FENCE

EXISTING GROVE
OF GYCAMORES
TO BE RETAINED

NEW LA



**BOARD OF APPEALS
for
MONTGOMERY COUNTY**

Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850
<http://www.montgomerycountymd.gov/boa/>

(240) 777-6600

**Case Nos. CBA-544, CBA-544-A; CBA-544-B; CBA-663;
CBA-1359; CBA-2110; S-41**

PETITION OF GOVERNMENT EMPLOYEES INSURANCE COMPANY

RESOLUTION TO GRANT MODIFICATION OF SPECIAL EXCEPTION

(Worksession Date July 20, 2016)
(Effective Date of Resolution: July 28, 2016)

Case No. CBA-544, granted August 13, 1957, permitted the use of 4.46 acres of a 28.23 acre tract known as part of "Friendship," fronting on Western and Willard Avenues, in the R-60 zone, for off-street parking, in connection with a proposed commercial use. On February 24, 1959, in Case No. CBA-663, the Board of Appeals granted a special exception to permit the use of a part of Parcel A, containing 7.45 acres, Friendship Subdivision, Chevy Chase, Maryland, located between Western and Willard Avenues, about 800 feet west of Wisconsin Avenue, in an R-60 zone, for off-street parking in connection with a commercial use. On February 18, 1963, in Case No. CBA-1359, the Board approved a request to permit the continued use of an off-street parking lot and to increase the capacity from 654 spaces to 1,075 spaces, on approximately 7,656 acres, part of Parcel A, Friendship Subdivision, at 5260 Western Avenue, Bethesda, Maryland, in an R-60 zone. On December 28, 1966, in Case No. CBA-2110, the Board granted 42 additional parking spaces between Saratoga Avenue and Baltimore Avenue and two islands, as well as 12 additional spaces along Willard Avenue and west of the proposed lot, but denied the remaining additional parking spaces that were requested. On May 18, 1972, in Case No. S-41, the Board approved additional parking on the area marked "B" on the site plan submitted with that application, but denied additional parking on the area marked "C." On May 25, 1981, in Case Nos. CBA-544, CBA-663, CBA-1359, CBA-2110 and S-41, the Board approved a request to modify the existing special exceptions to permit modification of existing parking lot lighting. On March 29, 1985, in Case Nos. CBA-544, CBA-633, CBA-1359 and CBA-2110, the Board approved a modification to permit

paid parking at GEICO's headquarters building. On October 30, 1987, in Case No. CBA-544-A, the Board modified the special exception to permit lighting improvements in connection with off-street parking for a commercial use. On February 8, 1991, in Case No. CBA-544-B, the Board modified the special exception to allow the construction of an underground parking garage; on June 8, 1992, this grant was revoked at the request of GEICO. In a decision effective May 16, 2016, the Board reopened the record to receive a copy of a 1967 settlement agreement between GEICO and neighboring property owners.

The subject property is located at 5260 Western Avenue, Chevy Chase, Maryland, in the R-60 Zone.

The Board received a letter dated July 6, 2016, from Terence A. Perkins, Assistant Vice President, Real Estate Facility Management, GEICO, requesting a minor modification to the special exceptions held by GEICO to permit an increase in height of the wooden fence required by the 1967 settlement agreement between the GEICO property and certain abutting properties from six (6) feet to six (6) feet, six (6) inches (6' 6"). Mr. Perkins indicates that GEICO was petitioned by the Brookdale Citizens' Association ("BCA") to extend the height of this fence to the maximum allowable height for a fence in a residential zone. He explains that the BCA believes that this will further conceal a metal fence previously installed on the GEICO property.

The Board is also in receipt of a letter dated July 8, 2016, from Richard Podolske, President of the Brookdale Citizens' Association, noting that GEICO has been working with the community, and expressing support for the requested increase in height of the wooden fence, which Mr. Podolske explains "will help to screen GEICO's parking lot and the new metal fence from the neighborhood."

In addition, the Board is in receipt of a letter dated July 12, 2016, from Sam Tacheron, on behalf of Mette Tacheron, objecting to the requested administrative modification for various reasons set forth in his letter, including that the increased height will adversely affect a planned fence installation and will materially change the screening alongside Ms. Tacheron's home. The Board is also in receipt of emails dated July 12, 2016, and July 13, 2016, from both Jose (Tony) Valado and Vanessa Brown, noting their desire that any agreement comply with the terms of the 1967 settlement agreement between GEICO and its neighbors, and opposing the requested modification.

The Board of Appeals considered the modification request, together with the BCA's letter of support, as well as the letter and emails voicing opposition, at its Worksession on Wednesday, July 20, 2016. Terence A. Perkins appeared on behalf of GEICO. He was represented by Robert Harris, Esquire, of Lerch, Early & Brewer, Chtd. Sam Tacheron appeared in opposition to the request on behalf of his mother, Mette Tacheron.

At the Worksession, Mr. Harris explained that GEICO has been working with its neighbors to ameliorate their concerns about its fencing and other things, resolving issues such as noise from the air conditioning units, invasive vines, and untrimmed trees. He

stated that GEICO had received a Notice of Violation from DPS indicating that the existing wooden fence was not properly maintained. He stated that the existing fence has been repaired but is not in perfect condition, and indicated that GEICO has applied for a fence permit to install a new (replacement) fence in its place, to correct the deficiencies noted in the Notice of Violation. Mr. Harris stated that the Brookdale Citizens' Association was receptive to the installation of a new wooden fence, but asked if GEICO could increase the height of the new fence from six (6) feet to six (6) feet, six (6) inches, to better screen the metal fence.

Mr. Tacheron stated that his mother objects to the increased height of GEICO's wooden fence because since December, 2015, she has had a fence permit in place to construct her own fence to shield her property from the GEICO property. He stated that the fence companies from which his mother had received estimates indicated that they cannot install a fence taller than six (6) feet along her property line, due in part to the presence of trees from the GEICO property growing at an angle and crossing the property line. He explained that he did not want to lose these trees because of their screening value, but also did not want a six (6) foot, six (6) inch fence immediately behind his mother's (proposed) six (6) foot fence. He explained that the fencing was needed to keep people from traversing through his mother's back yard in order to circumvent hemlocks, etc., that are planted between the GEICO fence and his mother's back yard. He noted that at his mother's request, GEICO did install a lateral "fence block" – a perpendicular run of fence between GEICO's wooden fence and the property line at the point where the Tacheron and Bender/Brown properties meet – to discourage persons from crossing through the Tacheron property, but that there was no requirement for GEICO to maintain that block. See Exhibit 66(a) (showing location of the fence block).

Because GEICO's special exceptions were approved prior to October 30, 2014, under Section 59-7.7.1.B of the current Zoning Ordinance, the instant modification request can be reviewed under the standards and procedures in effect on October 29, 2014. Section 59-G-1.3(c)(1) of the Montgomery County Zoning Ordinance (2004) provides, pertaining to modification of special exceptions:

If the proposed modification is such that the terms or conditions could be modified without substantially changing the nature, character or intensity of the use and without substantially changing the effect on traffic or on the immediate neighborhood, the Board, without convening a public hearing to consider the proposed change, may modify the term or condition.

The Board finds that the requested administrative modification can be granted, with conditions, on grounds that a six-inch increase in the height of this fence will not substantially change the nature, character or intensity of the underlying parking lot use, and will not substantially change its effect on traffic or on the immediate neighborhood. The Board notes that the six (6) inch increase in height was requested by and is supported by the Brookdale Citizens' Association, and that the installation of this new fence will provide for a consistency in the fencing materials. The Board further notes that to address the concerns voiced by Mr. Tacheron, GEICO has agreed to abide by a requirement to

increase the height of and maintain the fence block. After considering all the evidence, John H. Pentecost, Vice Chair, moved to grant this administrative modification with the following conditions: (1) that GEICO also be required to replace the existing "fence block" with a new six (6) foot, six (6) inch tall wooden "fence block," and (2) that GEICO be required to maintain the new fence block in the same manner and fashion as it is required to maintain the wooden fence. Thus on a motion by Mr. Pentecost, seconded by Stanley B. Boyd, with Carolyn J. Shawaker, Chair, Edwin S. Rosado and Bruce Goldensohn in agreement:

BE IT RESOLVED by the Board of Appeals for Montgomery County, Maryland that the request to modify the special exception to allow a six (6) inch increase in the height of the wooden fence is granted, subject to the following conditions:

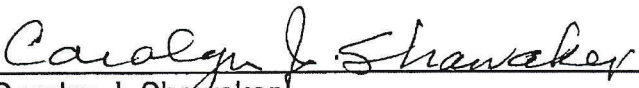
(1) GEICO must replace the existing "fence block" described above with a six (6) foot, six (6) inch tall wooden "fence block," in the same location as the existing fence block, and

(2) GEICO must maintain the new fence block in the same manner and fashion as it is required to maintain the wooden fence; and

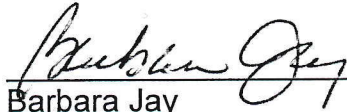
BE IT FURTHER RESOLVED by the Board of Appeals for Montgomery County, Maryland that the records in Case Nos. CBA-544, CBA-544-A; CBA-544-B; CBA-663; CBA-1359; CBA-2110; S-41 are re-opened to receive the July 6, 2016, letter from Terence A. Perkins, requesting this modification; the July 8, 2016, letter from Richard Podolske; the July 12, 2016, letter from Sam Tacheron; and the emails dated July 12, 2016, and July 13, 2016, from Jose (Tony) Valado and Vanessa Brown; and

BE IT FURTHER RESOLVED by the Board of Appeals for Montgomery County, Maryland that all terms and conditions of the original special exceptions, together with any modifications granted by the Board of Appeals, remain in effect; and

BE IT FURTHER RESOLVED by the Board of Appeals for Montgomery County, Maryland that the opinion stated above is adopted as the Resolution required by law as its decision on the above-entitled petition.


Carolyn J. Shawaker
Chair, Montgomery County Board of Appeals

Entered in the Opinion Book
of the Board of Appeals for
Montgomery County, Maryland
this 28th day of July, 2016.



Barbara Jay
Executive Director

NOTE:

Any party may, within fifteen (15) days of the date of the Board's Resolution, request a public hearing on the particular action taken by the Board. Such request shall be in writing, and shall specify the reasons for the request and the nature of the objections and/or relief desired. In the event that such request is received, the Board shall suspend its decision and conduct a public hearing to consider the action taken.

Any request for rehearing or reconsideration must be filed within fifteen (15) days after the date the Opinion is mailed and entered in the Opinion Book. Please see the Board's Rules of Procedure for specific instructions for requesting reconsideration.

Any decision by the County Board of Appeals may, within thirty (30) days after the decision is rendered, be appealed by any person aggrieved by the decision of the Board and a party to the proceeding before it, to the Circuit Court for Montgomery County, in accordance with the Maryland Rules of Procedure. It is each party's responsibility to participate in the Circuit Court action to protect their respective interests. In short, as a party you have a right to protect your interests in this matter by participating in the Circuit Court proceedings, and this right is unaffected by any participation by the County.

