



**MONTGOMERY COUNTY DEPARTMENT OF PARKS**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
Item: 13  
Date: April 27, 2023

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**VIA:** Michael F. Riley, P.E., Director of Parks *MR*  
Miti Figueredo, Deputy Director of Parks *MF*  
Andy Frank, P.E., Division Chief, Park Development Division *AF*  
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**FROM:** Joshua Arnett, P.E., Engineering Section Supervisor, Park Development Division *JA*  
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**SUBJECT:** April 2023 Supplemental Report: Recommendation for Permanent Two-Lane Configuration of Little Falls Parkway Between Arlington Road and Dorset Avenue

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**STAFF RECOMMENDATION:** APPROVE the long-term configuration of two opposing drive lanes along Little Falls Parkway between Arlington Road and Dorset Avenue.

**PROJECT DESCRIPTION**

This is a supplement to the published March 30, 2023 report: *Recommendation for Permanent Two-Lane Configuration of Little Falls Parkway Between Arlington Road and Dorset Avenue*, to provide additional information in response to questions and concerns raised during the March 30, 2023 Planning Board public hearing, as well as feedback received throughout the project public input process. This report includes references to the March 30, 2023 staff report which contains previously presented background information and study data.

## Executive Summary

During the early days of the pandemic, Montgomery Parks initiated the Open Parkways program to provide more space for safe outdoor recreation. Since then, over 1.5 million visitors have walked and biked along segments of Sligo Creek Parkway, Beach Drive, and Little Falls Parkway that have been closed to vehicles on the weekends. In May 2021, the Montgomery County Council unanimously recognized the success of these programs and expressed formal support for their continuation and expansion through a resolution. Even since the lifting of pandemic-related restrictions, Parks continues to see broad support for, and significant utilization of the Open Parkways.

Montgomery Parks has consistently monitored the Open Parkways program and adjusted where needed to minimize unintended consequences. After evaluating complaints about increased cut-through traffic on neighborhood streets during weekend closures of Little Falls Parkway, Parks coordinated a solution with MCDOT, reopening two lanes of the road to vehicles and initiating a pilot project to evaluate whether the parkway could safely accommodate traffic with two lanes rather than four. This is consistent with the 2016 *Westbard Sector Plan*, which endorsed two lanes on Little Falls Parkway.

Since implementation of the Little Falls Parkway Pilot Project in October 2022, Parks staff have answered hundreds of emails and phone calls about the project, attended multiple meetings with residents, and reviewed hundreds of pages of correspondence and hours of public testimony both in opposition to and in support of the project. In response to feedback, Parks staff have adjusted the configuration to address operational issues. While there are limitations inherent in the implementation of a temporary Pilot Project, Parks has identified ways to further improve safety and efficiency of the roadway that can be incorporated into the project if the two-lane configuration becomes permanent. However, the result of the Pilot Project is clear: the recommended two-lane configuration is safe, meets the needs of emergency responders, and has more than adequate capacity for future traffic growth forecasts.

## The History and Function of Parkways

Little Falls Parkway was constructed in the late 1950's to provide access to parkland within the Little Falls Stream Valley system. The *Westbard Sector Plan* classifies Little Falls Parkway as a “*limited access park road that runs along the eastern boundary of the Sector Plan area with truck restrictions.*” Parkway also provide improved traffic circulation between communities for drivers and other users.

However, because parkways are primarily intended to provide access to parkland rather than accommodate commuter traffic, they are explicitly excluded from transportation planning models. The National Park Service states that park roads “are not intended to provide fast and convenient transportation”, and that they should not be considered “continuations of the State and Federal-aid network nor should they be designed or designated to serve as connecting links to those systems.”

Notably, a brochure once given to visitors upon entry to National Parks stated that “Park roads are for leisurely driving only. If you are in a hurry, you might do well to take another route now, and come back when you have more time.” In *Planning Our National Park Roads and Our National Parkway*, Dudley C. Bayliss, Chief of Parkways for NPS during the construction of Little Falls Parkway, stated that some of the distinguishing features of parkways are “that they are essentially low speed roads” which are “planned to reach the principal features of the park rather than to serve as the most direct route from point to point.”

## Sligo Creek Parkway, Beach Drive, and Portions of Little Falls Parkway are Two-Lane Roads

Over one-third of Little Falls Parkway, between Massachusetts Avenue (MD 396) and River Road (MD 190), as well as the segment between Arlington Road and Hillandale Road at the Capital Crescent Trail, was already a two-lane road prior to implementation of the Pilot Project. The Pilot Project converted another one-third mile of the Parkway to two opposing lanes, matching the configuration of other county parkways, including Beach Drive and Sligo Creek Parkway.



Figure 1: Little Falls Parkway Existing Two-Lane Segment B/W MD 396 and MD 190

These other parkways serve the same function as Little Falls Parkway. Beach Drive connects Kensington, Garrett Park, and Rockville. Sligo Creek Parkway connects Silver Spring, Takoma Park, and Wheaton. Portions of both parkways are closed on the weekends to vehicle traffic for Open Parkways recreational use. All three roads have similar traffic volumes, carrying between



10,000 – 12,000 vehicles on an average weekday. Like Little Falls Parkway, Beach Drive and Sligo Creek Parkway have numerous trail crossings.



*Figure 2: Raised Crosswalk Sligo Creek Parkway and Brunett Ave*



*Figure 3: Crosswalk Beach Dr at Stanhope Rd*

### **Decision Making Authority of the Planning Board & the National Capital Planning Commission**

The Maryland-National Capital Park and Planning Commission (M-NCPPC) owns Little Falls Stream Valley Park, and the Montgomery County Planning Board has authority over Montgomery County parkland and its use. This property was acquired under the Copper-Cramton Act, which requires the National Capital Planning Commission (NCPC) to review any development or management plan to ensure protection and preservation of the region's watersheds and parkland.

The NCPC has approved previous modifications to the Little Falls Stream Valley Park Development Plan, including a connection to Hillandale Road (1957), additional park access roads (1958), the extension of Arlington Road (1962), a hiker-biker trail route and easement (1979), and the extension of the hiker-biker trail route and easement across a portion of the Dalecarlia Reservoir to MacArthur Boulevard (1983). In 1979, the NCPC denied a proposal to

widen Little Falls Parkway south of River Road from two lanes to four. The NCPC disallowed this modification to preserve the park's natural state.

NCPC has confirmed that interim projects consisting primarily of operational changes, such as the one in process now, do not require formal submission. Previous modifications to the Little Falls Stream Valley Park Development Plan, such as the 2011 request for an access easement to a new residential development (the Hoyt Property), have been approved following public hearings and approval by the Planning Board. Pending Planning Board approval, Parks staff will conduct additional analysis and submit permanent modifications to NCPC for review and approval.

### **Accuracy of Open Parkway User Counts & Vehicular Traffic Counts**

The Parks Department collected bicyclist and pedestrian counts along the Open Parkway and vehicular traffic counts along Little Falls Parkway and the surrounding neighborhoods. Trail counters were installed at two locations along Little Falls Parkway. One was located just north of Massachusetts Avenue and the second was located south of Hillandale Road. Though the second location has been referred to as the Bethesda Pool location, the counter was located far enough away that it would only count users actively using Little Falls Parkway and would not count users along either the Capital Crescent Trail or entering the Bethesda Pool (see Figure 4 for counter location). Bicyclist and pedestrian users were counted during the hours when the Open Parkway Program was active, while the vehicular counts were conducted for a full seven-day period.



*Figure 4: Trail Counters located south of Hillandale Rd*

Both the trail counters and vehicular tube counters count the number of crossings at a set location and do not filter out multiple crossings by the same pedestrian, bicyclists, or vehicular driver. If a vehicle makes the trip shown in the graphic below, they would be counted at Little Falls Parkway (between Arlington Road and Hillandale Road) and Dorset Avenue (between Kennedy Drive and Little Falls Parkway) twice: once on the way to Bradley Boulevard and a second time on the way south back to Dorset Avenue, as they have crossed those locations a total of two times. If a pedestrian or bicyclist were to make this same trip, they would similarly be counted once on the trip north and a second time on the trip south. Additionally, the Open Parkway user counts mimic the counts collected along the Capital Crescent Trail, with higher observed usage in both locations on warmer or sunnier days and lower observed usage on colder or wetter days.





Figure 5: Sample Vehicular Trips Counts

Photographs purporting to show a lack of Open Parkway usage do not show the usage for the entire day or on all portions of the Open Parkway. Some were clearly taken during bad weather, when Open Parkway usage is generally low, while others were taken on days when actual parkway recreational usage was high. For example, on the dates listed in a video submitted to the Board (with the title “*Every Weekend of The Open Parkways Program: Little Falls Parkway Was Empty*”) **there were an average of 544 users per day**. Use on these days was as high as 905 users, and photographs taken by Parks staff on these dates contradict the claim that no one uses the Open Parkway.



Figure 6: 350 Users Counted on 1/29/22

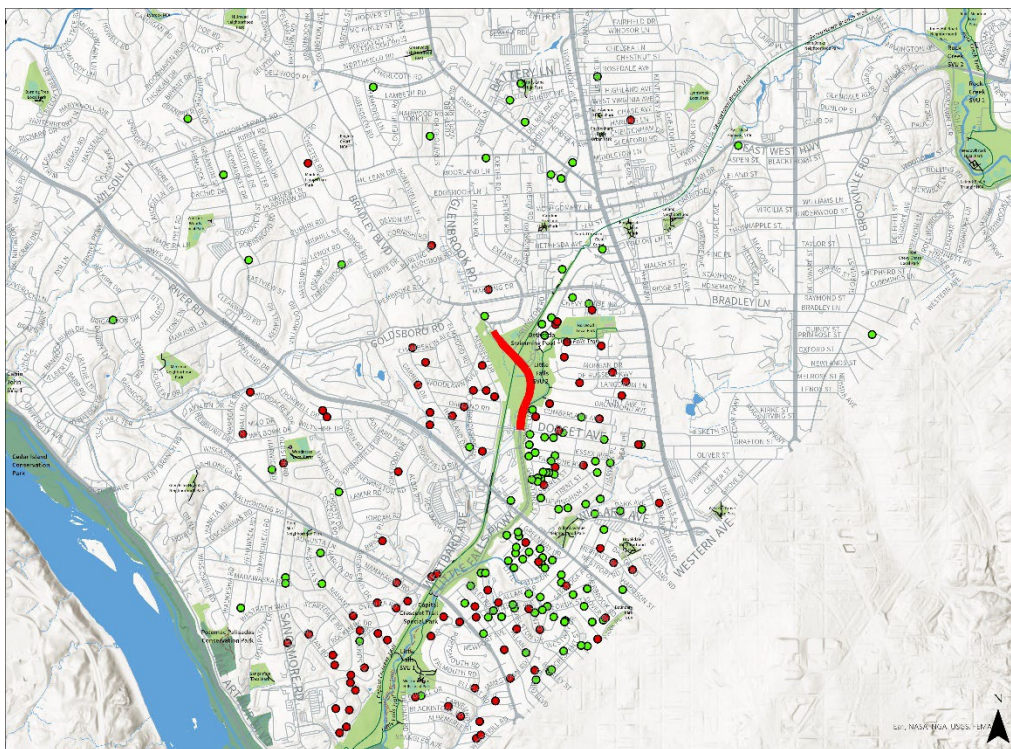
## Community Feedback

Montgomery Parks has received emails from 387 people regarding this project. Of the 387 responses received, 231 (59.7%) were supportive of the project while 156 (40.3%) opposed it. The primary zip codes adjacent to Little Falls Pkwy are 20814, 20815, 20816, and 20817 and accounted for 262 (67.7%) of the people who submitted comments. Of those submitting comments from the adjacent zip codes, the distribution of support was similar, with 153 (58.4%) comments in support and 109 (41.6%) opposing. 52 people (13.4%) from outside the adjacent zip codes submitted comments and an additional 73 people (18.9%) provided comments but did not include their address. The below table shows the number of emails for or against the project from these Zip Codes:

Zip Code	For	Against
20814	13	3
20815	56	42
20816	74	61
20817	10	3

*Figure 7: Project Support by Adjacent Zip Codes*

The map below shows the geographic distribution of support and opposition to the project in the immediate vicinity, with red dots signifying opposition and green dots signifying support.



*Figure 8: Map of Project Support or Opposition by Location*

There have also been petitions that show support for and against the project. The “Let’s Make Little Falls Parkway Safe Again” petition on Change.org has almost 4,000 signatures and demands that the Capital Crescent Trail crossing be returned to the previous condition and the roadway is returned to four lanes. Another petition titled “Tell MoCo Parks – Keep Little Falls Parkway Open to Pedestrians and Cyclists on Weekends!” received almost 2,000 signatures and was started in response to the suspension of the Open Parkway in the Winter of 2020.

## **Demand for Parks in the Area**

The 2017 *Bethesda Downtown Plan* includes numerous recommendations for additional parks, including three new civic greens, two greenways, multiple neighborhood parks and greens, and expansion of existing parks. The section titled “Why Parks Are Needed in Bethesda” lists the many benefits of parks in urban areas, including access to nature, social connection, and physical activity. The 2016 *Westbard Sector Plan* similarly highlights the need for more park space and points out that “[a]s the County becomes more urban, acquiring park sites in growth areas is increasingly difficult because of competition for land.”

While many nearby residents live in single-family homes with yards and private outdoor space, the US Census Bureau’s American Community Survey identifies 11,757 (40.3%) of the 29,104 housing structures in the Bethesda CDP to be 2+ unit structures. Because many of these structures lack a backyard or other recreational area on the property, access to more parks and outdoor recreational amenities would serve these residents living in multifamily housing.

Additionally, making the current roadway configuration permanent would enhance safety at intersections like Dorset Avenue by reducing crossing distances and would further improve the connectivity between the Capital Crescent Trail, Little Falls Trail, and other adjacent parks, especially for those who live south or east of the Pilot Project (as described in public hearing testimony). The current two-lane undivided configuration has standalone utility and is warranted based on traffic volumes, roadway capacity, and Vision Zero principles.

## **Repurposing Travel Lanes**

The Planning Board is *not* being asked to determine how to repurpose the unused travel lanes at this time; rather, the decision in front of the Board is whether to approve the changes to the roadway configuration, so Parks can then seek NCPC approval and make additional roadway enhancements that are not currently in place as part of the Pilot Project.

However, if the staff recommendation is approved, Parks intends to amenitize the unused travel lanes with temporary features such as game tables and seating areas so the space functions as both a temporary linear park and an Open Parkway. At some future date, after evaluation of the utilization of the temporary park / Open Parkway and community engagement, the Parks Department would return to the Board with a recommendation for the permanent use of the unused travel lanes. This recommendation could include construction of a permanent linear park, removal of the pavement to restore the area to a natural state, or some combination of the two. Any recommendation would come with a cost estimate, and the proposed project would have to compete other priorities in the Parks Capital Improvements Program and would require County Council approval through the capital budget approval process.

If the two-lane configuration becomes permanent, there are other potential long-term capital and operating cost savings that could offset the cost of future park improvements at this location. For example, Bridge MPK-01-2 over Willett Branch is located on the repurposed side of the roadway, was built in 1963, and will require replacement in 10 – 20 years. This bridge could be rehabilitated to trail standards for approximately \$300,000 but would cost between \$3,000,000 - \$5,000,000 if it were rehabilitated to roadway standards.



## Brudis Inc (BAI) Report

A report was submitted to the Planning Board on March 30, 2023 from Brudis and Associates, Inc (BAI), a traffic engineering consultant contracted independently by local residents and home owner associations. **The BAI report confirmed acceptable Pilot Project level of service at key intersections within the project limits and states that a two-lane configuration is safer than a four-lane configuration, which mirror Parks conclusions.**

However, several statements and recommendations within the BAI report require clarification:

- The BAI report states that traffic on the Parkway decreased over 33% after implementation of the Pilot Project. This is misleading because the BAI report compared the May 2022 counts with summer June 2022 counts, when schools are not in session and traffic is lighter. This is not an “apples to apples” comparison. When comparing counts conducted when school is in session, the change in traffic on the Parkway is negligible, demonstrating that drivers are not “avoiding” the Parkway. Park traffic counts in adjacent residential neighborhoods showed a similar decrease in both weekday and weekend traffic volumes, indicating there was no associated increase in cut-through traffic.
- The BAI report includes a speed study indicating an 85<sup>th</sup> percentile speed of over 37 mph, which is more than 12 mph above the 25 mph posted speed limit. It is unclear where on the Parkway the speed test was conducted, but if the result is accurate, it supports Parks conclusion that traffic calming on the Parkway is warranted and disputes the testimony from some residents that traffic is flowing too “slowly” under Pilot Project conditions.
- The BAI report includes a recommendation to shift the CCT crossing to the nearby intersection of Arlington Road as a measure to reduce congestion and travel times. This alternative was studied as part of the 2019 facility plan (which is attached to the March 30, 2023 report), and it was not recommended because the required additional pedestrian crossing phase significantly increased delays for all users, including vehicles.
- The BAI report incorrectly states that the purpose of a parkway is to “provide relief to other over capacity roadways.” The primary purpose of a parkway is not traffic conveyance or extra traffic capacity. Little Falls Parkway is a “*limited access park road*,” as noted in the Parkway History and Function section of this memo.
- The BAI report includes subjective statements that a two-lane undivided road adversely affects the “character” of a parkway. One-third of Little Falls Parkway, all of Beach Drive, all of Sligo Creek Parkway, and all of Beach Drive within the District of Columbia (before Rock Creek Parkway) are two-lane undivided roadways. In addition, almost all major access roads in National Parks and Forests (such as Skyline Drive in Shenandoah National Park) are two undivided lanes.

## Safety of the Two-Lane Roadway Configuration

At the March 30, 2023 Planning Board hearing, several residents testified that the interim safety improvements (road diet and subsequent raised crosswalk) implemented at the CCT crossing of the Parkway in 2017 successfully improved safety, a statement confirmed by crash data collected by Parks. Notably, the testimony included a nearby resident who testified against the road diet recommendation in 2019, but now supports the Pilot Project road configuration. The resident stated that they had not observed any traffic flow issues because of the Pilot Project.

However, some residents expressed concerns about the safety of a two-lane road with no median separation, citing concerns about head on collisions or increased crashes. These concerns have often been coupled with a request to return to a four-lane Parkway, a configuration that is demonstrably less safe with higher vehicle speeds and more crashes. In Montgomery County, 56% of all fatal crashes occur on suburban arterial roads – multiple lane roads, with or without a median, that allow higher vehicle speeds.

The studies cited regarding crashes on two lane roads focus on rural roads or highways with significantly higher speeds than Little Falls Parkway. A two-lane undivided parkway with a speed limit of 25 mph is a safe condition for drivers and other users, and matches the configuration found on our other Parkways. The National Parks Service *Park Road Standards* states that two lane roads with a paved width of 22' and 3' grass shoulders (similar to Pilot Project conditions and other Parkways) is the standard park road configuration and sufficient for peak volumes of 1,500 vehicles per hour (vph), which is significantly higher than peak volumes on Little Falls Parkway.

There have also been concerns and comments about driver confusion on some segments of the Pilot Project area with flexible posts and temporary traffic barriers. A permanent configuration would use a combination of asphalt removal, curb medians and islands, pavement markings, and other measures to reduce confusion and enhance traffic efficiency. Enhancements are described in greater detail under “Recommended Site Plan” below.

### **Emergency Response**

Some residents submitted correspondence and testimony about the inadequacy of a two-lane undivided roadway for emergency response travel and operational access. Again, some of these concerns have been coupled with requests to return to a four-lane parkway, a configuration that is demonstrably less safe with higher vehicle speeds and more crashes. In addition, this testimony is directly contradicted by FRS and Park Police, who have stated unequivocally that two-lane undivided roads meet emergency travel access and operational requirements. In addition, during the March 30 public hearing a retired FRS firefighter testified in support of the Pilot Project, noting its increased safety benefits while still fully meeting emergency response requirements.

Parks has coordinated with FRS, MCDOT, and Park Police since implementation of the interim road diet at the CCT crossing in 2017, and concerns with a two-lane configuration have never been raised. In addition, MCDOT has subsequently proposed a similar road diet pilot project at the Bethesda Trolley Trail crossing of Tuckerman Lane. According to FRS Operations Chief Charles Bailey, a March 2023 letter written by a Montgomery County Fire Rescue Service (FRS) assistant chief officer expressing potential safety concerns submitted by residents to the Board “DOES NOT represent the official position of FRS on the issue of Little Falls Parkway.”

Following the March 30, 2023 hearing, Parks has re-affirmed with FRS and Park Police that a two-lane, undivided road meets travel access and operational requirements. In addition to being the primary road configuration found nationwide, a two-lane undivided road complies with the County's *2019 Fire Department Access Performance Based Design Guide* and the National Fire Protection Association's *NFPA 1 (Fire Code)*.

## Traffic Modeling

A consultant hired by the Kenwood Citizens Association and Sumner Homeowners Association submitted questions regarding the traffic modeling and analysis at the March 30 Planning Board hearing, including growth projections, areas studied, and model validation.

Per the March 2023 staff report, traffic growth has been declining for a variety of reasons since the early 2000s on many area roads; additional information is provided in the “Traffic Growth” section below. The Sim Traffic model analyzed Little Falls Parkway. Streets classified as *neighborhood streets* with 20 mph design speeds<sup>1</sup> are typically not modeled, as trip-based models and traffic impact studies do not generate and assign trips to this classification of road due to fixed zoning and land use. The model was validated through comparison with traffic counts, queue lengths, and duration, as is standard engineering procedure.

### The Impact of Future Growth on Little Falls Parkway

The 2016 *Westbard Sector Plan* envisions Little Falls Parkway as a two-lane road. The impact of future development on Little Falls Parkway has been one of the most frequently raised issues concerning the Pilot Project.

Little Falls Parkway currently processes about 10,000 vehicles per day (vpd) but two-lane roads with dedicated turn bays like the Parkway can accommodate approximately 20,000. During peak hour conditions, the road has capacity for 350 additional vehicles per hour (vph), in each direction, before reaching critical thresholds. This represents a 35% increase from 2016 conditions, and a 50% increase over 2022 peak hour volumes.

Parks has worked with Montgomery Planning transportation planners to forecast Year 2045 traffic growth for the area using Montgomery Planning’s trip-based four step, regional travel demand model (Travel/4). This is a standard model used by all local counties and jurisdictions for growth modeling. The model assumes the following conditions and inputs:

- An assumption that traffic will grow. While seemingly intuitive, per the March 2023 report, this is not supported by traffic counts on the Parkway and area highways since the early 2000’s as volumes have steadily decreased.
- Pre-pandemic observed 2015 traffic counts were used as a traffic baseline condition.
- The model assumed full buildout estimated in approved planning documents including the *Bethesda Master Plan* and *Westbard Sector Plan*. It also incorporates general growth forecasts for the area as given in the year 2045 *Round 9.2 Cooperative Forecast*. This is an overall growth forecast developed among the District of Columbia and surrounding jurisdictions.

As a result of these conditions and inputs the subsequent Travel/4 model forecasted a 5% traffic growth factor on Little Falls Parkway, which may be conservatively overstated given the historical decline in traffic volumes in the area. This would result in a 2045 PM peak hour volume of 1,200 vph, and an average daily traffic of approximately 11,000 vpd, well within the capacity of a two-lane suburban roadway, which can typically accommodate up to 20,000 vpd. The National Parks Service *Park Road Standards* also states that two-lane roads should be implemented for vehicle peak volumes of 1,500 vph, with a standard paved width of 22’.

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<sup>1</sup> Per Montgomery County Code Sec 49-32



Montgomery Planning staff have re-affirmed that the two-lane configuration of Little Falls Parkway more than accommodates potential future traffic growth and stand by the 2016 Sector Plan recommendation that Little Falls Parkway should be a two-lane road.

### Safety of the Capital Crescent Trail (CCT) Crossing

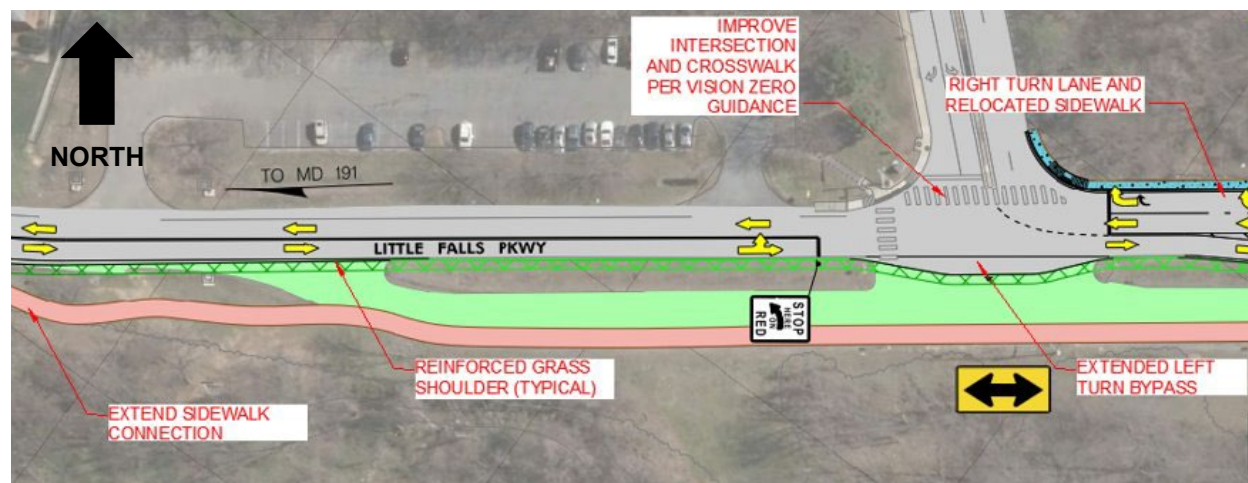
Some residents have expressed concerns about the lack of a median refuge at the CCT crossing in the Pilot Project configuration. While these concerns are understandable, a two-lane undivided raised crosswalk on this segment of the Parkway where vehicle speeds are typically well below 25 mph is a safe condition that is consistent with crossings on other parkways, including Beach Drive and Sligo Creek Parkway.

However, median refuges can be effective safety measures, as they provide a horizontal deflection to slow down drivers (increasing sight distance) and shorten a longer crossing distance into two separate shorter crossing distances for users. Parks has already implemented median refuges at some trail crossings throughout the County.

Given the high use of the CCT, Parks can implement a median refuge at the Little Falls Parkway crossing under a permanent condition. A conceptual sketch is presented further below.

### Recommended Site Plan

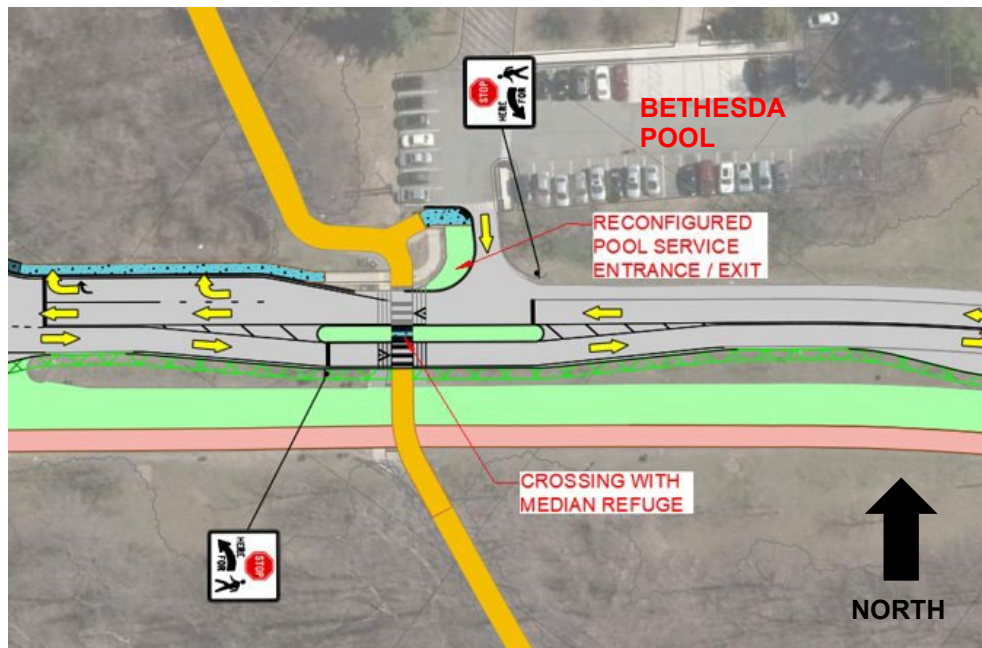
Acknowledging the limitations of an interim Pilot Project condition, and with the help of public input from the community, Parks has identified enhancements to further improve safety and traffic efficiency if the Planning Board approves the recommendation to maintain the permanent two-lane configuration. A full-sized exhibit is provided in the Appendix.



*Figure 9: Enhancements at Arlington Road*

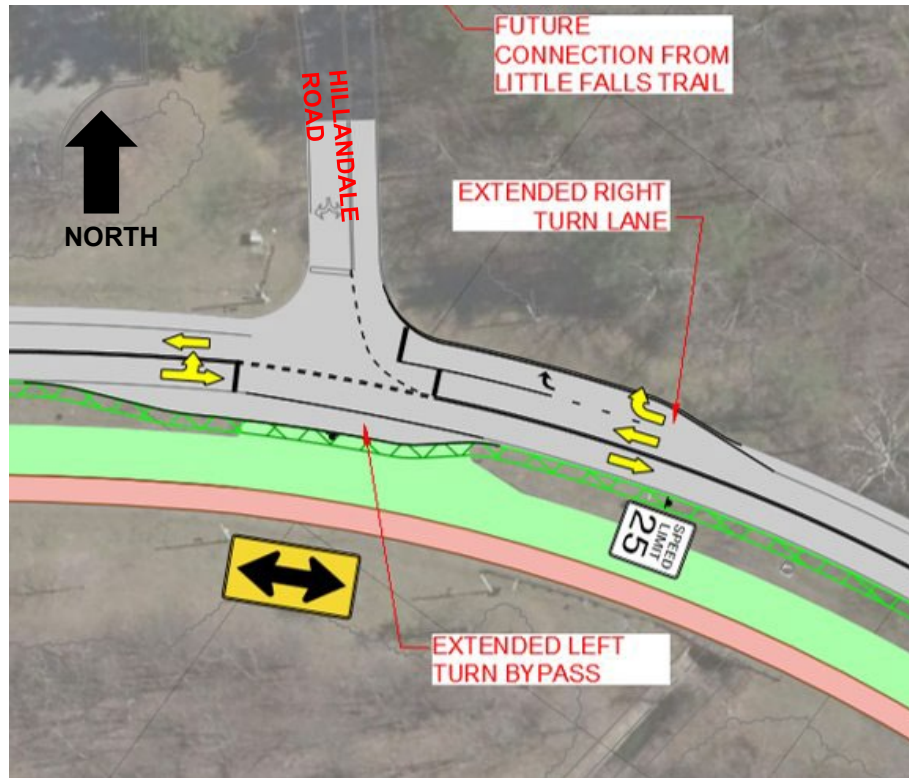
A dedicated right turn lane from northbound Little Falls Parkway to Arlington Road will help increase traffic efficiency on the Parkway and will reduce queues and vehicles stacking near the CCT crossing during peak traffic conditions. The bypass area, for southbound traffic to go around vehicles waiting to turn left from the Parkway to Arlington Road, will be extended. Northbound Arlington Road currently has two receiving lanes even though there is only one right turn lane and one left turn lane from the Parkway; the existing intersection and crossing will be assessed and improved for safety per Vision Zero guidance. The existing connection from

Glenbrook Road to the north will be enhanced with a trail connection, and reinforced grass shoulders can be assessed and installed along segments of the Parkway.



*Figure 10: Enhancements At CCT Crossing*

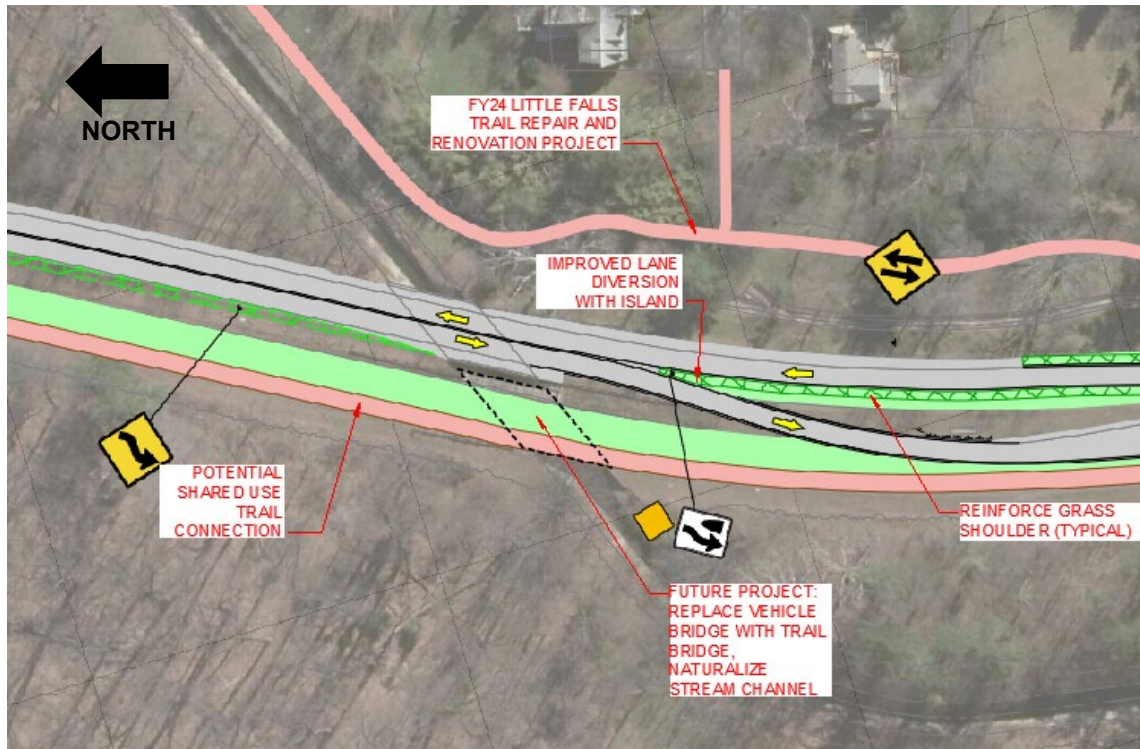
A median refuge will be implemented at the CCT crossing within the footprint of the recommended two-lane Parkway configuration. The existing driveway to the Bethesda Pool will be re-configured to a maintenance access (with controlled usage for events) as coordinated with MCDGS, which will enhance traffic flow along the Parkway.



*Figure 11: LFP at Hillandale Road Enhancements*

The existing right turn from northbound LFP to Hillandale Road will be extended, as will the bypass area for southbound traffic to go around vehicles waiting to turn left from the Parkway to Hillandale Road. A future trails connection from the existing Little Falls Trail to the Parkway and CCT will be assessed in the future.





*Figure 12: LFP North of Dorset Ave Enhancements*

The temporary Pilot Project crossover lane for southbound traffic approaching Dorset Avenue will be enhanced with a hardscape-nosed grass island and pavement markings. The existing flexible posts and water filled barriers will be removed throughout the project. It should be noted that a permanent two-lane configuration has a secondary benefit of allowing replacement of the existing vehicle bridge with a trail bridge, with substantial construction and operational savings. The northbound bridge span was replaced approximately ten years ago and has substantial service life remaining. The adjacent Little Falls Trail is scheduled be renovated in 2024.

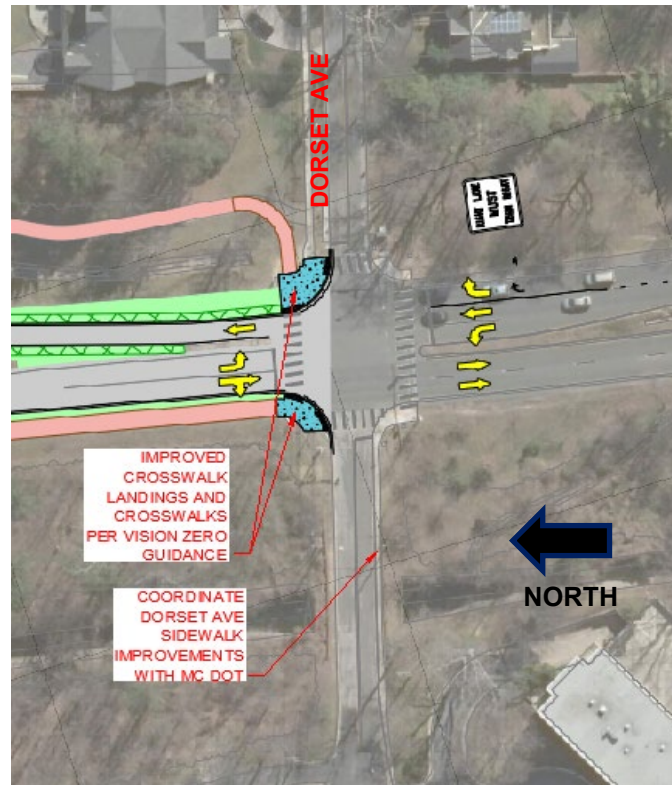


Figure 13: LFP at Dorset Ave Enhancements

The existing landing pads at the intersection of LFP and Dorset Avenue will be improved and enhanced to provide a larger waiting area as well as ADA accessibility. With the decrease in drive lanes along the Parkway at the intersection, the crossing of Dorset Avenue has a decreased travel distance, allowing for potential re-timing of the existing traffic signal to enhance vehicle travel times. Parks will coordinate with MCDOT to assess for widening and improvements.

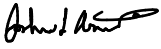
## Conclusion

Montgomery Parks has carefully reviewed the correspondence and testimony received regarding the Little Falls Parkway Pilot Project, including the concerns and feedback gathered at the March 30 Planning Board public hearing and have outlined above our responses to these issues. While Parks staff did not hear any testimony or learn new information that would change the recommendation to maintain the two-lane configuration, installing a median at the CCT crossing is feasible and would provide additional refuge for pedestrians and cyclists.


While a two-lane undivided Parkway with a speed limit of 25 mph is a safe condition and matches the configuration on other Parkways, we have received feedback expressing a strong preference for a median separation between drive lanes. In response, Parks can assess the incorporation of a median between the two travel lanes from Arlington Road to Dorset Avenue, where feasible. If the Board supports this alternative, Parks will include this median separation in its final design of the permanent roadway modifications.

**Attachments:**


- Appendix A: Recommended Site Plan (22x50)

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