

From: [Judith Levens](#)
To: [MCP-Chair](#)
Subject: Re: Automatic reply: Cheltenham Drive Bikeway :MR2026005
Date: Tuesday, December 2, 2025 12:16:20 PM

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

Cheltenham Drive Bikeway MR2026005

I believe that the traffic problems that this bike lane would cause greatly outweighs the very limited bike use of the lanes.

Currently it is quite difficult to make the left turn onto Woodmont from Norfolk. There is one lane for traffic for both going straight and turning left and an additional lane for turning right (the lane to be eliminated for the bikes). Often one has to wait through several lights to get through onto southbound Woodmont. This has recently been exacerbated by the traffic light at the parking garage on Woodmont just south of this intersection. It is often red with no pedestrian traffic nor any cars exiting the garage or the Mariott. The traffic stacks up preventing left turns off of Norfolk and the through traffic onto Norfolk and Woodmont. It is often backed up to Wisconsin. Adding the right turn lane traffic to this backup due to the elimination of the right turn lane would only make this worse. It would no longer be useful to use Woodmont as an alternative to Wisconsin as a southward option from this area. This would worsen already bad traffic on Wisconsin.

The current intersection at Cheltenham and Wisconsin would also be negatively impacted as the right turn lane on Cheltenham would disappear. Traffic exiting west from the CVS parking lot onto Cheltenham would come into this more limited space competing with left turners onto Wisconsin, right turners onto Wisconsin and the newly compromised straight ahead option. Ditto for the cars entering and exiting Chevy Chase Acura dealership and repair business and the parking structure on the south side of Cheltenham. I don't know how the large truck that regularly delivers cars to the dealership would be able to do so at all with only one lane available. It would close the whole street. With or without the delivery truck, the pile up would extend through the Cheltenham/ Wisconsin intersection.

In other words, the two block bike lane would cause gridlock for cars going both east/west and north/south in this area. Not a winner.

Additionally, living and driving/walking often in this neighborhood I very rarely actually see a bicyclist in any of the current bike lanes. We don't need more empty bike lanes and frozen traffic intersections.

Has a independent traffic impact study been done for this proposed project and have the businesses whose activities will be impacted been contacted?

Respectfully,
Judith Levens
[REDACTED] resident

On Dec 2, 2025, at 11:50 AM, MCP-Chair <mcp-chair@mncppc-mc.org> wrote:

Good morning,

Thank you for contacting the Planning Board Chair's Office. Apologies for the inconvenience, but it seems your comments did not reach our office. We only received your mailing address below. If it's not too much trouble, may you please resubmit your comments? I will then confirm receipt for distribution to the Board and for inclusion of the record.

Thank you!

<image001.jpg>

Catherine Coello
Administrative Assistant III

Montgomery County Planning Board, Chair's Office
2425 Reedie Dr 14th Floor, Wheaton, MD 20902

catherine.coello@mncppc-mc.org
m: 301.495.4605 | d: 301.495.4608

From: Judith <[REDACTED].org>
Sent: Monday, December 1, 2025 10:02 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Re: Automatic reply: Cheltenham Drive Bikeway :MR2026005

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

Mailing address:

[REDACTED]
Bethesda 20814

Sent from my iPhone

On Dec 1, 2025, at 9:03 AM, MCP-Chair <mcp-chair@mncppc-mc.org>
wrote:

Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

IMPORTANT: If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

For more information about the Chair's Office, please visit:
<https://montgomeryplanningboard.org/>

From: [Glazier, Eli](#)
To: [MCP-Chair](#)
Subject: FW: Cheltenham Drive Bikeway
Date: Monday, December 1, 2025 3:29:57 PM

From: Sara Lenet Stauber <[REDACTED]>
Sent: Monday, December 1, 2025 3:25 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: Cheltenham Drive Bikeway

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

Hi Mr. Glazier,

My name is Sara Stauber, and I live at [REDACTED] in Bethesda, very close to the proposed Cheltenham Drive Bikeway. I received the public notice about the Planning Board Hearing and just wanted to share a few thoughts in advance.

I think overall the idea for a bike lane is good and I fully support safety for bike riders! I am not a bike rider and this proposed bike lane does not directly affect me, but I am concerned that putting the bike lane in the proposed location will actually endanger the bike riders it is intended to protect.

The stretch of Cheltenham from Tilbury to Wisconsin is very busy with many cars often not following the rules. There are cars in and out of the public parking garage, in and out of Acura (often very quickly and/or with a long lineup for the car wash), cars making left turns into the CVS parking lot after crossing Wisconsin even though they are not supposed to, and cars zipping in and out of the alleyway between Cheltenham Urban Park and the new construction site. It is a very busy stretch considering how short it is, with lots of cars and trucks stopped for various reasons (affecting visibility or perhaps blocking the bike lane) and cars often moving quickly in and out of the lots while trying to "make the light" across Wisconsin.

I have 11 and 9 year old sons, and while we let them walk around the neighborhood to friends' houses, etc., we are very clear that they are never allowed to walk without an adult on the portion of Cheltenham between Tilbury and Wisconsin because it is too dangerous for them. This is especially true with the current construction (which really exacerbates all the existing issues and shuts down one sidewalk and introduces many trucks) but it is also dangerous even without the construction for anyone who is not fully alert and aware.

I offer this perspective because I am not sure how much drivers would respect a separated bike lane. For instance, there is a new condo going up - where will delivery and other vehicles stop for that building? I presume the answer is in the bike lane that will run in front of that building. Same for the lineup of cars waiting for the Acura car wash - where will they go? I assume still the bike lane.

If there will be a bike lane on this stretch, there will need to be physical barriers to cars getting into the bike lane space. I have not been able to find info on this, but hopefully that is contemplated. There is still risk with the cars making the illegal left turns into the CVS lot and the number of cars in and out in this short stretch to consider (presumably they will all still need to cross the bike lane?).

Thanks for the opportunity to share. I am not an expert on this and will never personally be riding a bike on this bike lane, but I have concern for the safety of bike riders on this stretch and would hate to see anything bad happen. It seems to me that a stretch with fewer in-and-out parking lots would be exponentially safer.

Best regards,
Sara Stauber

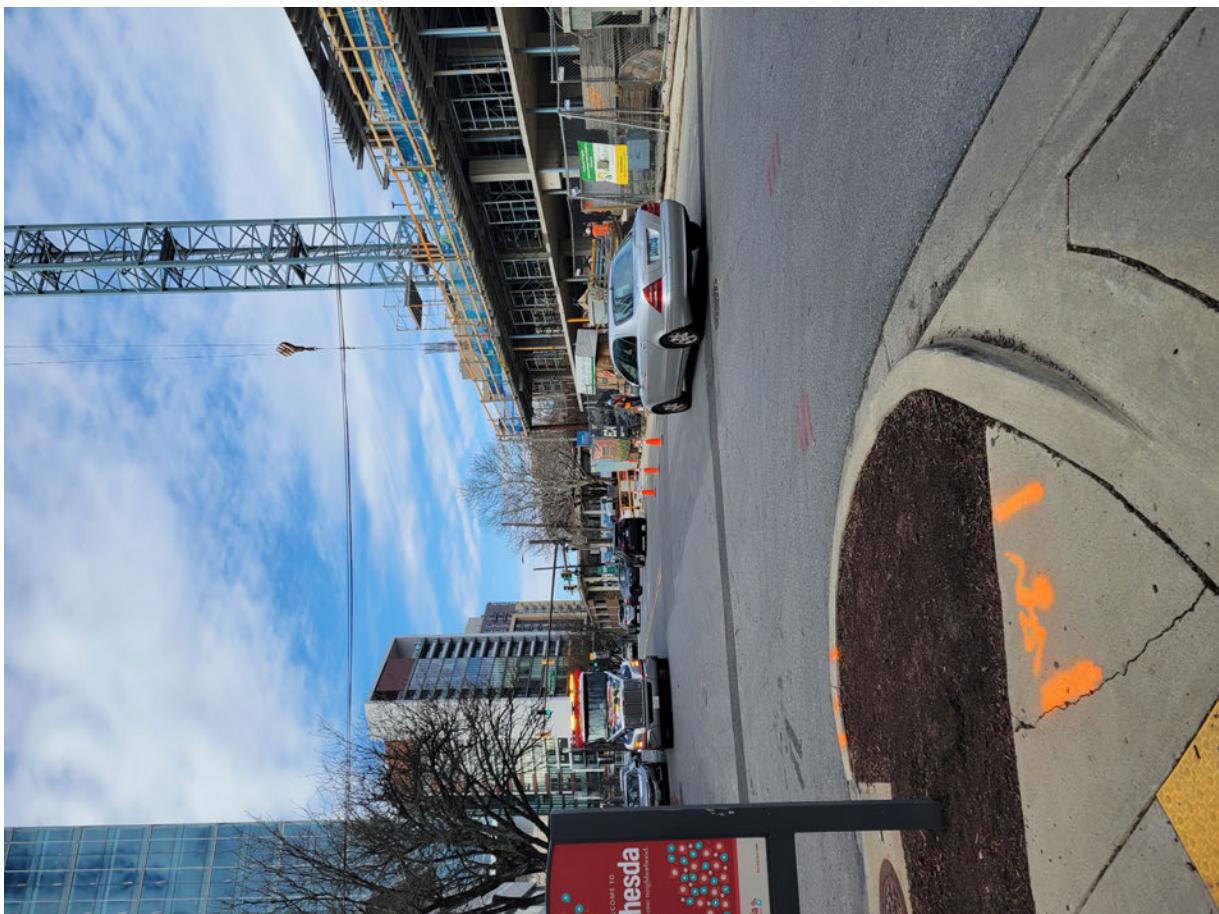
From: [Sara Lenet Stauber](#)
To: [Glazier, Eli](#)
Subject: Re: Cheltenham Drive Bikeway
Date: Thursday, December 4, 2025 10:55:28 AM

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

Hi Eli,

I appreciate the response! Here is a picture I took a minute ago while walking down the street. It perfectly encapsulates what it is like here (chaotic!). Glad to hear the bike lanes will be separated but hopefully consideration will be given to what that will mean as far as car traffic. Cars and trucks stop on the street here all the time and unless there is enforcement, presumably that will continue (for instance, where will Acura customers and delivery vehicles stop? Where will delivery trucks and others for the new 90-unit condo building stop?). This will then prompt moving traffic to need to maneuver around the stopped vehicles. This could create more activity that should be considered from a safety perspective. Sharing for consideration.

Best regards,
Sara Stauber



On Mon, Dec 1, 2025, 3:29 PM Glazier, Eli <eli.glazier@montgomeryplanning.org> wrote:

Hello Sara,

Thank you very much for your thoughtful comments here. I will include them in the record reviewed by the Planning Board.

The concerns you highlight about conflicts with turning or queuing vehicles are definitely real. Fortunately, on the side of the roadway with the condo construction, the bikeway will be fully separated by a concrete curb (with cut-outs for the CVS driveway).

On the Acura side, there will also be concrete curb separation, except at the driveways for the dealership. These are definitely potential conflict points that will include signage and pavement markings to indicate that drivers must expect bicyclists.

After these bike lanes are constructed, I expect there will be an adjustment period for all involved, and there is definitely the potential for the bikeway design to be tweaked to account for any identified safety issues.

Thank you again for your email,

Eli

From: Sara Lenet Stauber <[REDACTED]>
Sent: Monday, December 1, 2025 3:25 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: Cheltenham Drive Bikeway

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Hi Mr. Glazier,

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I have 11 and 9 year old sons, and while we let them walk around the neighborhood to friends' houses, etc., we are very clear that they are never allowed to walk without an adult on the portion of Cheltenham between Tilbury and Wisconsin because it is too dangerous for them. This is especially true with the current construction (which really exacerbates all the existing issues and shuts down one sidewalk and introduces many trucks) but it is also dangerous even without the construction for anyone who is not fully alert and aware.

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Thanks for the opportunity to share. I am not an expert on this and will never personally be riding a bike on this bike lane, but I have concern for the safety of bike riders on this stretch

and would hate to see anything bad happen. It seems to me that a stretch with fewer in-and-out parking lots would be exponentially safer.

Best regards,

Sara Stauber

From: [Jonathan Kossak](#)
To: [Rixey, Alex](#)
Cc: [Glazier, Eli](#)
Subject: Re: MR2026005
Date: Friday, November 14, 2025 10:07:58 AM

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

Thanks!

On Fri, Nov 14, 2025 at 9:43 AM Rixey, Alex <Alex.Rixey@montgomeryplanning.org> wrote:

Good morning,

Please see the attached PDFs that correspond to the first two links illustrating the proposed one-way separated bike lanes.

Please let me know if you have any questions.

Thanks,

Alex

From: Jonathan Kossak <[REDACTED]>
Sent: Thursday, November 13, 2025 4:53 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Cc: Rixey, Alex <Alex.Rixey@montgomeryplanning.org>
Subject: Re: MR2026005

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

Hi - thanks for sending this, but I was not able to access the pdfs through the links. Is there any way you can attach them to an email?

Thanks!

On Tue, Nov 11, 2025 at 9:32 AM Glazier, Eli <eli.glazier@montgomeryplanning.org> wrote:

Good morning Jonathan,

The proposed one-way separated bike lanes are illustrated on these two pdfs:

1. Woodmont Avenue to Wisconsin Avenue: <https://montgomeryplanning-md-us-projectdoxwebui.avolvecloud.com/File/FileViewer?fileID=626680>
2. Wisconsin Avenue to Tilbury Street: <https://montgomeryplanning-md-us-projectdoxwebui.avolvecloud.com/File/FileViewer?fileID=626687>

All of the plans MCDOT has developed for this project can be found here:
<https://www.mcatlas.org/daic8/daiclinks.html?apno=mr2026005>

Please let Alex Rixey or me know if you have any questions or if we can be helpful,
Eli

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From: Jonathan Kossak <[REDACTED]>
Sent: Tuesday, November 11, 2025 1:55:38 PM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: MR2026005

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

Hello,

I'd like to receive a copy of the proposed plans for the Cheltenham Drive Bikeway.

Thank you,

Jonathan Kossak

 [Bethesda, MD 20814](#)

From: [Monet Ward](#)
To: [Glazier, Eli](#)
Subject: Cheltenham Drive Bikeway
Date: Tuesday, November 4, 2025 10:09:24 AM
Attachments: [TPCUNIFLOW20161_Retail Management C3835_2985_001.pdf](#)

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

Hello Eli,

I hope your day is going well.

My asset manager provided me with the attached letter. I would love more information on the proposed plans and how this will affect people who park in that garage.

Look forward to hearing from you.

Regards,

Monet Ward | Senior Community Manager



8001 Woodmont

8001 Woodmont Avenue, Bethesda, MD 20814

301.652.8001 main | mward@jbgsmith.com

jbgsmith.com

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MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
2425 Reddie Drive
Wheaton, MD 20902

Mandatory Referral Notice – MR2026005

Cheltenham Drive Bikeway

A Mandatory Referral has been filed by the Montgomery County Department of Transportation to construct one-way separated bike lanes on both sides of Cheltenham Drive between Woodmont Avenue and Tilbury Street in Bethesda. A tentative hearing date is listed below. This hearing date is subject to change. The final notice of hearing will be published in the Planning Board's weekly agenda, accessible via montgomeryplanningboard.org/agendas.

Tentative Hearing Date: December 11, 2025

If you have any questions regarding this project or wish to see the proposed plans, please contact Eli Glazier at 301-495-4548 or eli.glazier@montgomeryplanning.org.

From: [Anne L Cornelius](#)
To: [Glazier, Eli](#)
Subject: Cheltenham Drive Bikeway
Date: Saturday, November 1, 2025 11:19:09 AM

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

Eli,

I received a Mandatory Referral Notice about the Cheltenham Drive Bikeway. Unfortunately, I wasn't able to locate plan information on the Montgomery County Planning Dept's website. Please send me the link at your earliest convenience.

Thanks,
Anne

From: [Glazier, Eli](#)
To: [Glazier, Eli](#)
Subject: Call with Marilyn and Barry Ripin - Cheltenham
Date: Thursday, October 30, 2025 10:49:32 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Marilyn Ripin

Not against bike lanes. That particular corner is bad to navigate – by the tastee diner . trucks unload there – on woodmont

[REDACTED].

Live in the Lions Gate building.



Eli Glazier

Transportation Planner III
Transportation Planning Division

Montgomery County Planning Department
2425 Reedy Drive, 13th Floor | Wheaton, MD 20902
Eli.Glazier@montgomeryplanning.org
o: 301.495.4548



From: [Warren Chan](#)
To: [Glazier, Eli](#)
Subject: Cheltenham Drive Bikeway
Date: Saturday, October 25, 2025 5:05:21 PM

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

Hello Eli,

I would love to see the plans for the above referenced proposed bikeway. This would be a welcomed addition especially for the families biking their kids to school.

Thanks for your work on bringing No Turn on Red signs to downtown Bethesda. It is most welcomed. Wish one was at the southbound lanes on Woodmont Ave at OGR junction.

Thanks, W Chan

From: [Judah Organic](#)
To: [Glazier, Eli](#)
Subject: MR2026005 Cheltenham Drive Bikeway
Date: Thursday, October 23, 2025 5:17:18 PM

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

Eli Glazier,

Please reply with a map or other informational graphic to illustrate the proposed construction of the *"one-way separated bike lanes on both sides of Cheltenham drive between Woodmont Avenue and Tilbury Street in Bethesda"* per Mandatory Referral Notice MR2026005.

Thank You,
Judah Organic

From: [Glazier, Eli](#)
To: [Marilyn Ripin](#); [Barrett Ripin](#)
Cc: [MCP-Chair](#)
Subject: Re: Cheltenham Drive Bikeway Planning Board Hearing on Dec. 11, 2025
Date: Wednesday, December 10, 2025 10:00:01 AM

Thank you both for your correspondence and this testimony. I hope you feel better soon. I am sharing this with the Planning Board Chair's office as well.

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From: Barrett Ripin <[REDACTED]>
Sent: Wednesday, December 10, 2025 9:53:04 AM
To: Glazier, Eli <eli.glazier@montgomeryplanning.org>
Subject: Cheltenham Drive Bikeway Planning Board Hearing on Dec. 11, 2025

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

Good morning Eli,

You may recall that my wife and I spoke to you about difficulties on Woodmont Avenue near the intersection of Norfolk that may be adversely affected by the Cheltenham Drive Bikeway plan. **I was scheduled to appear in person tomorrow for comments - however, due to fallen ill with flu, I am requesting instead to comment via zoom.**

Here are our main points:

1. We support the Cheltenham Bikeway plans; We understand the logic of its location and utility.
2. However, the attached August -23 document submitted by our condo predicting extreme problems on Woodmont Avenue from Norfolk to Old Georgetown Road have, unfortunately come true. Narrowing Woodmont to 2 lanes combined by frequent blockage of one or lanes servicing Marriott International and Hotel, and other businesses near the intersection has made it congested and hazardous; often forcing north-bound vehicles into the left-hand lane in attempting to turn right onto Norfolk. It is truly a nasty situation.
3. We propose a 2 part win-win solution to this mess:
 - a) Eliminate the street parking spaces on Woodmont between Norfolk and Old Georgetown Road (thus freeing up an alternative lane), and
 - b) Open up the County Parking structure across from Marriott to public usage for all hours (i.e., eliminate the pre-11am curfew).
 - The parking facility is underutilized, top level rarely has any vehicle use. Clearly enough space to make up for the eliminated street parking.
 - The County would gain revenue from its expanded usage
 - Marriott usage would not be adversely affected.

Thank for you flexibility Eli,

Barriett Ripin

[REDACTED] cell/txt

From: [Amanda Farber](#)
To: [MCP-Chair](#)
Cc: [Jack Alexander](#)
Subject: Bethesda IAC - Comments - Cheltenham Bikeway Mandatory Referral - December 11th Planning Board Agenda
Date: Tuesday, December 9, 2025 11:13:29 AM
Attachments: [IAC Letter to Planning Board re Cheltenham Drive Bikeway.pdf](#)

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Planning Board Chair Harris -

Please see the attached letter with comments from the Bethesda Implementation Advisory Committee regarding the Cheltenham Bikeway Project Mandatory Referral which will be before the board this week.

Thank you,

Amanda Farber and Jack Alexander

Co-Chairs, Bethesda Implementation Advisory Committee

Bethesda Downtown Implementation Advisory Committee Est. 2017

Jack Alexander
Co-Chair
Commercial Rep
jalexander@amrcommercial.com

Amanda Farber
Co-Chair
Residential Rep
idedun@gmail.com

Jad Donohoe
Commercial Rep
jadd@donohoe.com

Dedun Ingram
Residential Rep
amandafarber@hotmail.com

Matthew Gordon
Commercial Rep
mgordon@sgrlaw.com

Joyce Gwadz
Residential Rep
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Patrick O'Neil
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Naomi Spinrad
Residential Rep
nspinrad@gmail.com

Michael Fetchko
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Christopher Smith
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smith@stonebridge.us.com

Andy O'Hare
Residential Rep
andy.ohare@yahoo.com

Andrew Saul
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andrew.saul@bfsaul.com

Stacey Wolf
Residential Rep
staceydwolf@gmail.com

David Yampolsky
Commercial Rep
david.yampolsky@gmail.com

December 8, 2025

Artie Harris, Montgomery Planning Board Chair
and Members of the Planning Board
2425 Reedie Drive
Wheaton, MD

Re: December 11, 2025, Item 4 (Cheltenham Drive Bikeway Mandatory Referral);
Bethesda Downtown Implementation Advisory Committee's Written Comments
Requesting Changes

On behalf of the Bethesda Downtown Implementation Advisory Committee ("IAC"), please accept these written comments requesting changes to Montgomery County Department of Transportation's ("MCDOT") 35% design for the Cheltenham Drive bikeway.

By way of background, the Bethesda Downtown Implementation Advisory Committee is charged with "providing specific community and redevelopment expertise", "advice and guidance to the Planning Board, County Council, and County Executive... on the issues appropriate to and pertaining to achievement of the objectives of the Bethesda Downtown Sector Plan (the "Sector Plan")," as well as "ensuring transparency and accountability."

As described in greater detail below, the IAC respectfully recommends that MCDOT implement a bikeway design for Cheltenham Drive that is more consistent with the Sector Plan adopted in May of 2017, which will have the added benefit of allowing for funding to be re-allocated to other bikeway projects in the Sector Plan boundaries.

The Sector Plan involved several years of outreach meetings, public hearings, and work sessions across a diverse range of stakeholders committed to the long-term health and success of the Bethesda Central Business District ("CBD"). Those stakeholders included property owners, businesses, and residential communities. The Sector Plan included a specific recommendation for Norfolk Avenue (inclusive of this section of Cheltenham Drive) identified as "BL-44" with a near term alternative for striped bike lanes. More specifically, the Sector Plan states:

- "[t]his alternative is recommended for the near-term, prior to any implementation of the shared street concept, and notes that "the primary advantage to this alternative is the relative ease with which it can be implemented [with] two 6-foot wide bike lanes and two 10-foot wide travel lanes [that] can be implemented without any additional reallocation of the existing roadway or loss of parking." (Sector Plan, p. 45-46) (emphasis added).
- The Sector Plan recognized a longer-term alternative involving a shared street "with alternative paving materials and flush curbs ... anticipated to have a traffic calming effect and will support relatively low-speed mixed traffic." (Sector Plan, p. 46). Significantly, the Sector Plan states, "[u]nder such a scenario, separated bike lanes are unnecessary for bicyclists' comfort." (Sector Plan, p. 46) (emphasis added).

Despite the fact that the Sector Plan provides that separate bike lanes are unnecessary for bicyclists' comfort, MCDOT is now proposing to install separated bike lanes as a result of

the Bicycle Master Plan adopted in 2018. Shortly after completing the collaborative Sector Plan process that took into account the preferences of interested stakeholders in the CBD, the County undertook a Countywide Bicycle Master Plan in 2018 (the “Bicycle Master Plan”). The Bicycle Master Plan contained recommendations for roadways throughout the entire County, including the Bethesda CBD. Unbeknownst to many stakeholders with a vested long-term interest in the Bethesda CBD, the Bicycle Master Plan modified the recommendations for Cheltenham Drive to a separated bikeway facility. This change was inconsistent with the Sector Plan and all the meaningful public outreach and input that took place over the Sector Plan process.

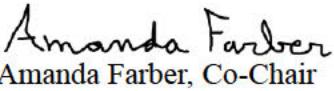
Given that MCDOT’s proposal for the Cheltenham Drive is inconsistent with the approach that was agreed upon during the lengthy Sector Plan process, the IAC is opposed to MCDOT’s 35% design and recommends that MCDOT modify the design to eliminate the use of separated bike lanes in favor of traditional striped bike lanes.

The use of striped bike lanes on this section of Cheltenham Drive will better meet the intent of the Sector Plan to “design all roads within the Sector Plan area **for shared use by motor vehicles and bicycles**” because it will more reasonably and fairly balance the competing interests of businesses and their customers along this section of Cheltenham Drive. (Sector Plan, p. 15) (emphasis added). The use of separated bike lanes along this section of Cheltenham Drive ignores the needs of vehicles for access to the surrounding commercial uses and fails to recognize the context of this relatively short stretch of right-of-way that has other traffic calming measures in place.

Additionally, MCDOT’s budget of \$2.2 million for this capital project is substantial and unwarranted given that there are many other more intensive roadways in the Bethesda CBD that need to be funded for separated bike lanes where the context necessitates such infrastructure.

In order to avoid negatively impacting the surrounding businesses and their customers on this stretch of Cheltenham Drive and to fulfill the more appropriate Sector Plan vision, the IAC respectfully requests that: (a) MCDOT scale their design back to include striped bike lanes as opposed to separated bike lanes; and (b) re-allocate the cost savings to other more intensive bikeway projects in the Bethesda CBD where the use of separated bike lanes is warranted by the urban context.

Sincerely,


Amanda Farber
Amanda Farber, Co-Chair


John C. Alex

Jack Alexander, Co-Chair

cc: Jason Sartori
Elza Hisel-McCoy

From: [David Lankford](#)
To: [Glazier, Eli](#); [MCP-Chair](#)
Subject: Cheltenham Drive Bikeway Project
Date: Tuesday, December 9, 2025 10:51:50 AM

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

I am a resident of downtown Bethesda and am writing to submit comments on the proposed Cheltenham Drive Bikeway. I object to the construction of a bike lane on Norfolk Avenue between Woodmont and Wisconsin Avenues. The intersection of Wisconsin Avenue and Norfolk Avenue is already a dangerous one for pedestrians. I use that intersection regularly. Drivers frequently run red lights there and do not yield to pedestrians in the crosswalks. In my opinion the County should prioritize traffic enforcement at the location instead of adding more complexity and risks by adding bike lanes to the roadway.

Also, I object to having the public meeting on a proposed project in downtown Bethesda in Wheaton. The meeting location makes it much harder for residents who would be affected by the project to appear and provide written testimony. The location hardly seems conducive to the County getting relevant public testimony.

David Lankford

From: [David Lankford](#)
To: [\[REDACTED\]](#)
Subject: Re: Authorize reply: Chillumian Drive Blawey Project
Date: Tuesday, December 9, 2025 11:03:51 AM

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

My mailing address for the public comment I submitted follows:

David Lankford
[REDACTED]
Silver Spring, MD 20914

On Tue, Dec 9, 2025 at 10:51 AM MCP-Chair <mcp-chair@mceppe-mc.org> wrote:

>

> Thank you for contacting the Planning Board Chair's Office. This confirms receipt of your message for distribution to appropriate staff to review. If you have submitted an inquiry, we will respond in a timely manner. You may also leave a voice message at (301) 495-4605 and a staff member will return your call.

>

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> **IMPORTANT:** If you have submitted written testimony for a Planning Board item, please be sure to include your mailing address to satisfy proper noticing requirements. If this was not already included, please reply to this email with that information. Written testimony submitted before the deadline of 12pm, two business days before the scheduled Planning Board meeting, will be distributed to the Board and staff and included in the public record. Written testimony received after the deadline will only be distributed to staff to review.

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> For more information about the Chair's Office, please visit: <https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fmontgomeryplanningboard.org%2F&data=05%7C02%7Cmcp-chair%40mceppe-mc.org%7C4f665d43d8ef4d83aa1308de373c87d%7C9061efb24c4c1beb0398bb05816%7C0%7C639008930304930523%7CUnknown%7CTWFpbGZhb3KeyJf3XB0cU1hcGkOnRyWUsIYOhlwIjAuMDAwMCiIaOjxwW4zMiI&kFjjeTWFpbC1sdUjjoyIj%3D%3D%7C0%7C%7C&data=jEunrCOMuqu4zIIty2qQ9POBsq%2Fzz3021FBM9s3lk%3D&reserved=0>

From: [Amanda Farber](#)
To: [MCP-Chair](#)
Subject: Testimony - Cheltenham Bikeway Mandatory Referral - Dec 11th Agenda
Date: Tuesday, December 9, 2025 10:42:20 AM
Attachments: [EBCA Cheltenham Bikeway Comments.pdf](#)

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

Planning Board Chair Harris -

Please see our attached comments regarding the proposed Cheltenham Bikeway project.

Thank you,

Amanda Farber
President, East Bethesda Citizens Association



December 8, 2025

Artie Harris, Montgomery Planning Board Chair
and Members of the Planning Board
2425 Reedie Drive
Wheaton, MD

Re: December 11, 2025, Item 4 (Cheltenham Drive Bikeway Mandatory Referral)

The East Bethesda Citizens Association (EBCA) has long supported the recommendations and implementation of the 2017 Bethesda Downtown Plan. Many residents, developers, business owners, and other stakeholders provided extensive input into the development of the sector plan. As an organization we also care deeply about the safety of pedestrians, bicyclists, and drivers in the area.

We very much appreciate the efforts made by MCDOT to provide safer infrastructure for bicyclists and pedestrians in downtown Bethesda. However, we have concerns that MCDOT's design for the Cheltenham Drive/Norfolk Ave bikeway from Tilbury Street to Woodmont Ave, as currently proposed, will create more unintended problems than true safety solutions, does not follow the recommendations set forth in the Bethesda Downtown Plan, ignores some of the on-the-ground realities and complexities, and at an estimated total cost of \$2.2 million dollars for two short blocks, will be extremely expensive to construct.

We also note that one year after the 2017 sector plan was adopted, the 2018 Bicycle Master Plan changed the designation of the Cheltenham/Norfolk bikeway/shared street with no clear explanation as to why. We request that MCDOT implement a more simplified bikeway design for Cheltenham Drive / Norfolk Ave – which may include striped bike lanes, a shared side path (such as exists along Western Avenue in Friendship Heights and elsewhere), or a two-way buffered bike lane on the north side of the street (such as exists along Woodmont Ave between Norfolk and Old Georgetown Road).

Sector Plan Language and Marriott Site Plan Resolution:

The Bethesda Downtown Plan included a specific recommendation for Norfolk Avenue (inclusive of this section of Cheltenham Drive) identified as "BL-44" with a near term alternative for striped bike lanes. More specifically, the Sector Plan states:

- “[t]his alternative is recommended for the near-term, prior to any implementation of the shared street concept, and notes that “the primary advantage to this alternative is the **relative ease with which it can be implemented** [with] two 6-foot wide bike lanes and two 10-foot wide travel lanes [that] can be implemented **without any additional reallocation of the existing roadway or loss of parking.**” (Sector Plan, p. 45-46) (emphasis added).
- The Sector Plan recognized a longer-term alternative involving a shared street “with alternative paving materials and flush curbs ... anticipated to have a traffic calming effect and will support relatively low-speed mixed traffic.” (Sector Plan, p. 46). Significantly, the Sector Plan states, “[u]nder such a scenario, **separated bike lanes are unnecessary for bicyclists' comfort.**” (Sector Plan, p. 46) (emphasis added).

In addition, the Marriott HQ Site Plan Resolution dated January 9, 2018 specifically stated:

"The Applicant must provide the following Sector-Planned pedestrian and bicycle facilities, the exact location, design and construction of which must comply with requirements set forth by the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations, before right-of-way permit:

- i. *Woodmont Avenue: separated bicycle lanes, and ii. Norfolk Avenue: bicycle lanes*

The Marriott site plan also reiterated the sector plan language and added:

The Applicant contributes to the transportation network in downtown Bethesda and regionally by contributing to the separated bike lanes for Woodmont Avenue and the striping along Norfolk Avenue.

In December 2017, without explanation, MCDOT apparently deleted the condition for Marriott to stripe the block of Norfolk Ave between Wisconsin and Woodmont for two travel lanes, a two-way bikeway, a parking lane, and a center turning lane. However, the language and the condition noted above was still included in the January 2018 Site Plan Resolution that the Planning Board approved. The Marriott HQ project was completed in 2022 and the applicant never implemented the condition that was included in the resolution. For the past 3 years there could have been a bikeway (implemented with “relative ease”) on Norfolk, and MCDOT and Planning could have gathered information about how it functioned, but this did not happen.

In addition, the 2017 Bethesda Downtown Plan (pages 53-54) included proposed street sections for Norfolk Ave from Rugby Ave to Wisconsin Ave which ultimately recommended a “Shared Street with Stormwater Best Management Practices” included in the study of the design.

On The Ground Realities and Complications

These blocks have speed limits of 25mph. The block of Cheltenham east of Wisconsin Ave contains numerous curb cuts and driveways to access businesses such that much of the block will only allow for striping anyway on the south side. Construction of a 100+ unit residential building

is currently underway on this block with no designated pull-over location for quick delivery vehicles. The short block of Norfolk between Woodmont and Wisconsin can become backed up in both directions with cars, buses, and delivery trucks (that have nowhere else to unload). Reducing the travel lanes and the ability of vehicles to turn and maneuver, especially with the large islands proposed for the corners on the south part of the block, will have negative effects on traffic flow through this block and adjacent intersections. The proposed re-orientation of travel lanes also means that cars traveling east and west across Wisconsin Ave will be facing head on to each other, requiring intersection signaling changes which will result in delays.

Cost

Infrastructure can be expensive. But a proposed **total cost of \$2.2M for these two short blocks** seems excessive, especially when many other priority locations and pedestrian and bikeway projects have yet to be completed or funded.

Again, we very much appreciate efforts to make biking, walking, and driving in Bethesda safer, and we hope to work with MCDOT to implement a bikeway design for Cheltenham Drive / Norfolk Ave that incorporates more of the on-the-ground realities of the functioning of these blocks and is more cost-effective.

Thank you for your consideration of these comments,

Amanda Farber

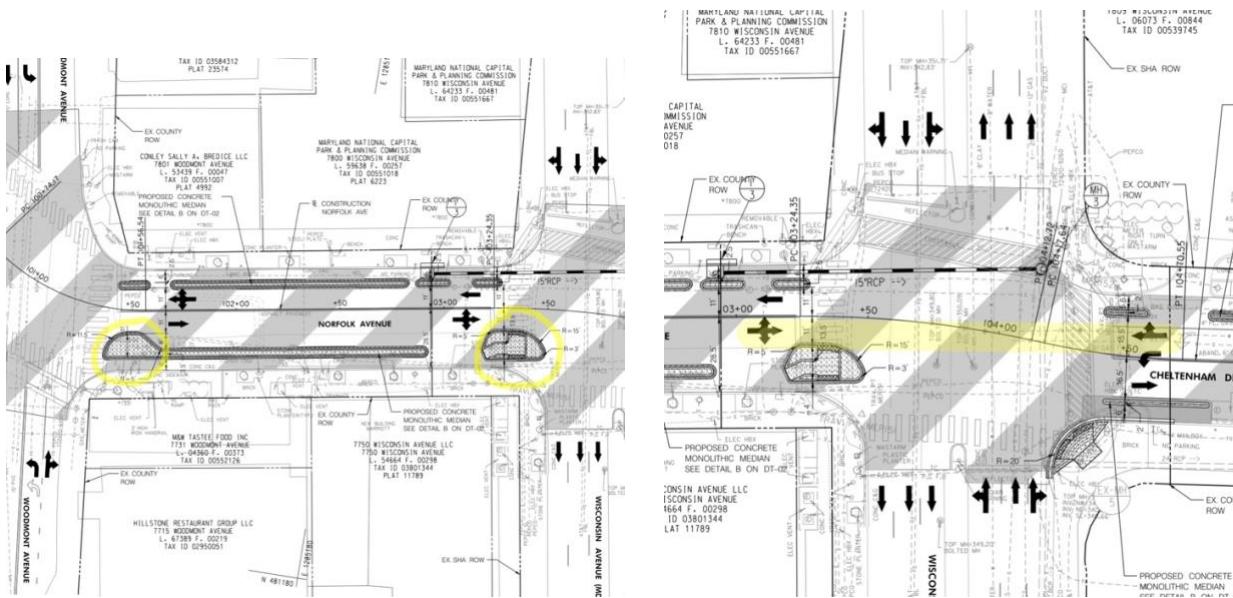
President, East Bethesda Citizens Association

ATTACHMENT:

Example - Two-way buffered bikeway along Woodmont Ave and shared path in Friendship Heights:



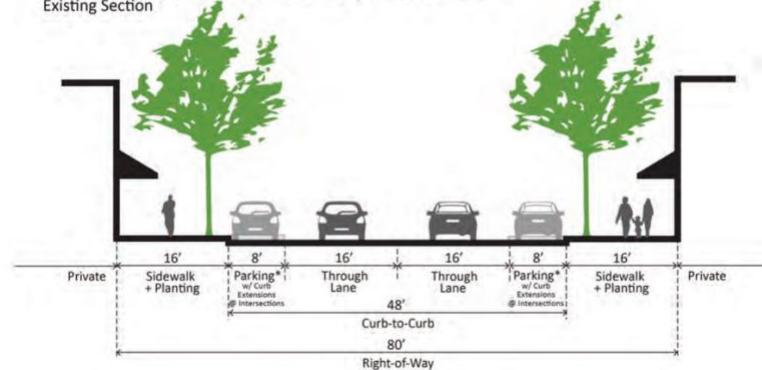
Proposed plans – issues with head-on lane orientation and corner islands:



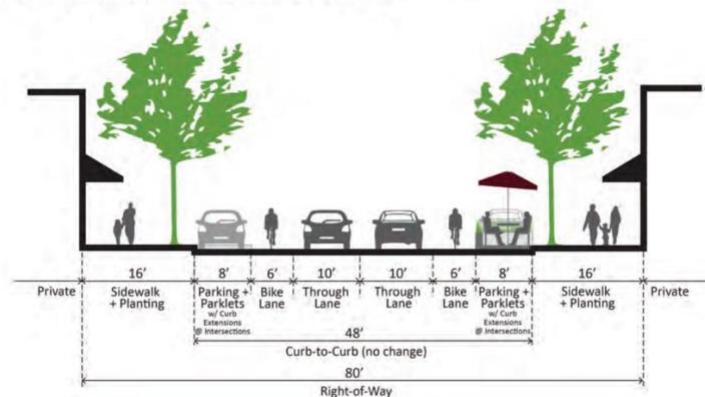
2017 Bethesda Downtown Plan:

Figure 2.12: Norfolk Avenue Existing and Proposed Street Sections

Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)
Existing Section

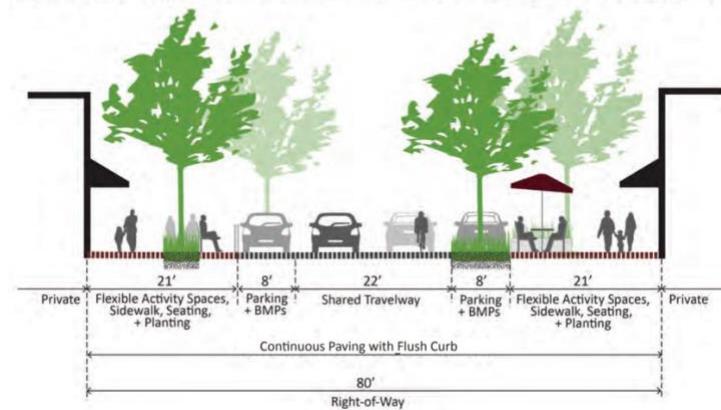


Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)
Proposed Section Short Term: Bike Lanes and Parklets



52 BETHESDA DOWNTOWN PLAN | MAY 2017

Norfolk Ave (Rugby Ave to Wisconsin Ave, Looking Northwest)
Proposed Section Long Term: Shared Street with Stormwater Best Management Practices (BMPs)*



* To be further studied: Potential stormwater best management practices (BMPs)

F&H Investments LLC

7725 Wisconsin Avenue Bethesda, Maryland 20814
(301)440-5654

December 10, 2025

Via Email - MCP-chair@mncppc-mc.org

Mr. Artie Harris, Chair

And Member of the Planning Board

Montgomery County Planning Board

2425 Reddie Drive, 14th Floor

Wheaton, Maryland 20902

Re: December 11, 2025, Item 4, Cheltenham Drive Bikeway Mandatory Referral; F&H Investments Written Comments in Opposition to MCDOT's proposed bikeway design

Dear Chairman Harris and Members of the Planning Board:

As owners and operators of automobile dealerships at 7725 and 7735 Wisconsin Avenue (between Cheltenham Drive and Middleton Lane on the east side of Wisconsin Avenue - the "Property") for more than 86 years (currently operating Acura and used car dealerships), we have a very deep and personal connection with Downtown Bethesda and this particular stretch of Cheltenham Drive. I am submitting these written comments in opposition to the current design plans proposed by the Montgomery County Department of Transportation for the bikeway along my Propertys Cheltenham Drive, which position is shared and supported by the East Bethesda Citizens Association (EBCA). Simply stated, the separated bike lanes being presented are not necessary or appropriate for the short length of Cheltenham Drive, and the high cost of the proposed improvements and the overall negative impacts on the overall functionality of this street do not, on balance, support this current design being implemented.

As a biking enthusiast, I support the county's efforts to safeguard bicyclists by installing more bikeways around the county. However the bike lane design proposal for Cheltenham is controversial and has not received support from EBCA or local businesses, despite multiple meetings with MCDOT staff over the past 10 years. There are much more cost-effective design solutions that will balance the interests of safe and efficient bicycle circulation along this section of Cheltenham Drive with other important competing interests. More specifically, the current design proposed by MCDOT will result in significant operational impacts to the Chevy Chase Acura dealership, including the loss of on-street parking and the on-street loading area that it has been using with County permission adjacent to Cheltenham Park. There is potential to simply accomodate safe and efficient bicycle travel through on-street striping/markings (e.g., low speed limit and limited vehicle travel volumes). As well, with all of the curb cuts existing for this short stretch of road separated bike lanes would be ineffective and actually create more confusion and conflicts between pedestrians, bikers, and vehicles.

The Honorable Artie Harris

December 10, 2025

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Since the time that the Montgomery County Planning Board began working on Bethesda Dpntown Sector Plan (the “Sector Plan”) 10+ years ago, we have consistently voiced our concerns with changes to the right-of-way along the Chevy Chase Automotive frontage. As a part of F&H Investments LLC written testimony in the County Council’s public hearing record on the Sector Plan in October of 2016, the following was provided:

The Partnership has operated Chevy Chase Automotive, LLC (the “Dealership”) at the Property since 1939, which makes the Dealership the oldest business in a continuous location in all of Downtown Bethesda. The Property is well-suited to accommodate the Dealership into the future, including possible expansion and/or modernization, and the Partnership fully intends to continue to operate the Dealership on the Property for the foreseeable future. As such, the Partnership desires that the Sector Plan recognize the benefits of the Dealership at this location in the Wisconsin Avenue Corridor and provide the flexibility and incentive for the Dealership to remain and potentially expand at this location, including practical accommodations for allowing the full-service Dealership to co-exist with future residential and non-residential uses and users that will emerge with the progression of Downtown Bethesda into a vibrant, active urban center (including that Cheltenham Drive must continue to provide adequate parking, service and access to accommodate the present and future needs of the Dealership.)

MCDOT’s current design is inconsistent with recommendations adopted as part of the Sector Plan in 2017 (with support from those who are now opposing the current design), which called for two (2) alternatives: (a) striped bike lanes; or (b) a shared street. The Sector Plan recommendations are copied below for your reference and use. Either of these alternatives would be more cost-effective, and better balance the needs of existing businesses and bicyclists.

We ask that the Planning Board and MCDOT re-think the current bikeway design on Cheltenham Drive to ensure that it does not unreasonably interfere with the oldest business in the Central Business District’s operations.

Very truly yours,
F & H Investments LLC

Henry A. Bowis

cc: Chris Conklin
Ken Hartman-Espada
Jason Sartori

The Honorable Artie Harris

December 10, 2025

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Bethesda Downtown Sector Plan (2017) Excerpts on Cheltenham Bikeway

3. Norfolk Avenue (BL-44)

Bike Lanes/Shared Street; Battery Lane Urban Park to Tilbury Street

This bikeway would improve north-south connectivity within the Sector Plan area and would serve as the primary alternative to Old Georgetown Road for bicyclists. Due to the recommendation that a portion of Norfolk Avenue be reconfigured as a shared street, the following alternatives have been identified for further analysis:

- a. *Bike Lanes Alternative:* This alternative is recommended for the near-term, prior to any implementation of the shared street concept. The primary advantage to this alternative is the relative ease with which it can be implemented. Norfolk Avenue is currently 48 feet wide with two travel (16 feet wide) lanes and two on-street parking lanes. As a result, two 6-foot wide bike lanes and two 10-foot wide travel lanes can be implemented without any

additional reallocation of the existing roadway or loss of parking.

- b. Shared Street Alternative:* This alternative reflects the Sector Plan recommendation that a portion of Norfolk Avenue, within Woodmont Triangle, be improved as a shared street with alternative paving materials and flush curbs. Once implemented, the shared street concept is anticipated to have a traffic calming effect and will support relatively low-speed mixed traffic. Under such a scenario, separated bike lanes are unnecessary for bicyclists' comfort.

From: [Dorian Patchin](#)
To: [MCP-Chair](#)
Subject: Fwd: Cheltenham Bikeway MCDOT Project
Date: Wednesday, December 10, 2025 6:46:53 PM

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

Hello,

I'm a resident of East Bethesda and live at [REDACTED], the first house on [REDACTED] just off the Cheltenham/Tilbury Circle across from the Cheltenham Park.

I want to voice my concerns/reservations about this proposed bike lane on this very short half-block.

Cheltenham and Tilbury are cut-throughs in the East Bethesda neighborhood to Bethesda Chevy Chase High School and Lynnbrook Park. While this separated bike lane sounds like it may make good sense, the half block between the circle and Wisconsin can get significantly auto congested, not just during school start/end but really any time of the day. I witness this on a daily basis.

On top of the neighborhood access for entry/departure, there also is a county parking garage with the only access entry/exit on this half block, Chevy Chase Cars entry/exit/parking as well as CVS entry/exit. A new building also is being completed across from Chevy Chase Cars which will add even more auto traffic to this already heavily trafficked very short block.

I am a bike enthusiast and encourage bike usage and bike lanes whenever possible, but this is one short block that will cause even greater congestion (beyond the significant congestion that currently occurs) should enclosed bike lanes be installed.

Thank you so much for hearing my reservations regarding this project.

Sincerely,
Dorian Patchin
[REDACTED]

Bethesda, MD 20814