

**From:** [Barbara Sanders](#)  
**To:** [MCP-Chair](#)  
**Subject:** January 29 2026 Planning Board hearing, MCPB item 9 - MD 390 (16TH STREET) BIKEWAY, MANDATORY REFERRAL NO. 2026003,  
**Date:** Monday, January 26, 2026 5:24:32 PM  
**Attachments:** [Prt7HcChe0dr9zrh.png](#)  
[16th St Bikeway\\_Sanders testimony 0126.docx](#)

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

Please find below and attached my testimony for the January 29, 2026 Planning Board hearing, item 9 on the Mandatory Referral of the MD 390 (16th Street) Bikeway, no. 2026003.

Thank you for considering my opinions,

*Barbara Marsh Sanders,*



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*DATE: January 26, 2026*

*TO: Montgomery County Planning Board Chair and Members*

*FROM: Barbara Marsh Sanders,* [REDACTED]

*RE: MCPB hearing January 29, 2026, agenda item 9:*

*MD 390 (16<sup>th</sup> Street) Bikeway – Mandatory Referral No. MR2026003*

*I wholeheartedly support the imminent construction of the 16<sup>th</sup> Street Bikeway, providing additional connections around Silver Spring and to near and far communities on the Capital Crescent and Metropolitan Trails, along with access to the regional Metro rail and bus system, Ride-On buses and the long-awaited Purple Line.*

*As a 46-year resident of the Woodside community, I have helped initiate and have supported numerous efforts to increase the availability of sidewalks, trails, bikeways and transit to allow safe passage of residents of all ages and physical abilities while reducing the County's dependence on autos. As we await the 2026 completion of the eastern end of the Capital Crescent trail and the 2027 opening of the 16<sup>th</sup> St/Woodside Purple Line station, it is vital that there be safe pedestrian and rolling connections to these transportation facilities in place to facilitate easy usage by residents and visitors from their opening days.*

*The predicted daily rideship for the Purple Line is 69,000 in 2030 and 74,000 by 2040. This will result in significantly increased pedestrian and bicycle traffic along 16<sup>th</sup> street to access the station. <https://www.atkinsrealis.com/en/projects/maryland-purple-line>. Although station by station usage has not been published, one can surmise that this Bikeway and adjacent areas will see a significant*

amount of usage on a daily basis and this area should meet all Vision Zero/Complete Streets policy priorities.

As recommended by the staff,

- I agree with the reduction of the design and posted northbound speed limit to 25 mph on a section of 16<sup>th</sup> Street that has consistently been uncomfortable for adjacent pedestrians and bicyclists, due to its “expressway” look and feel to drivers. Yes, the reduction of a lane and slower speeds will vex some drivers, but this is an urban, residential area with a substantial population that walks and rolls. (p. 21.)
- Similarly, I support wider sidewalks to provide more comfort and safety throughout the area for pedestrians and rollers, and wider street buffers between the bikes and cars, for both the comfort of drivers and bikers (p. 24.)
- Residential access to the Purple Line station has to provide a higher pedestrian level of comfort (PLOC) and Bicycle Level of Traffic Stress (BLTS) for the transit line and station’s usage to be a comfortable choice. The existing sidewalks were never comfortable for walking or biking to the site’s prior use as a small shopping strip mall with a high-usage post office and restaurants. Its parking lot was even worse.
- Additionally, although I prefer buffers between sidewalks and bikeways or roads, I agree to the loss of the 2 foot buffer in the most constrained sections to allow wider sidewalks and bikeways. However, in exchange for what I anticipate will be a short-term loss, future development of the adjacent area around the PL station must be required to return the pedestrian/bike buffer in what is now a constrained width and also provide an even wider, 10 foot sidewalk for access to what we hope to see as a mixed use development with housing, shops and restaurants for both local resident and transit riders.
- I support the staff comments about the need for wayfinding signage for the trail connection between the Capital Crescent Trail and 16<sup>th</sup> Street cycle track connection (p. 27.) Note: On page 26 the referral document makes reference to “Noyes **Street** (emphasis added).” The reference should be to Noyes **Drive**.

An additional concern for me, as a Noyes **Lane** resident expecting to use all these new sidewalks, paths and cycle track, is the coordination and safety of pedestrians on the 16<sup>th</sup> Street sidewalk with bikers wanting access to or from the Capital Crescent Trail. From the figure on page 8 and other drawings, bikers will need to cross the 16<sup>th</sup> Street sidewalk north of the Bridge to leave or join the cycle track (shown in green) utilizing the Capital Crescent Trail connection along Third Avenue (shown in aqua). to the Capital Crescent Trail. I do not see any discussion or drawings on how that connection is made, especially with a change in elevation of the cycle track and the sidewalk.



*I encourage the Board to receive a more detailed explanation and any needed suggestions from the staff to accomplish these movements with safety for all.*

*Thank you for the opportunity to express my support and concerns. I encourage both a timely end to the planning process and a quick start AND completion of the proposed construction so the sidewalk and cycle track will be ready for the opening of both the Capital Crescent Trail and the Purple Light Rail Line.*

DATE: January 26, 2026

TO: Montgomery County Planning Board Chair and Members

FROM: Barbara Marsh Sanders, [REDACTED]

RE: MCPB hearing January 29, 2026, agenda item 9:

MD 390 (16<sup>th</sup> Street) Bikeway – Mandatory Referral No. MR2026003

I wholeheartedly support the imminent construction of the 16<sup>th</sup> Street Bikeway, providing additional connections around Silver Spring and to near and far communities on the Capital Crescent and Metropolitan Trails, along with access to the regional Metro rail and bus system, Ride-On buses and the long-awaited Purple Line.

As a 46-year resident of the Woodside community, I have helped initiate and have supported numerous efforts to increase the availability of sidewalks, trails, bikeways and transit to allow safe passage of residents of all ages and physical abilities while reducing the County's dependence on autos. As we await the 2026 completion of the eastern end of the Capital Crescent trail and the 2027 opening of the 16<sup>th</sup> St/Woodside Purple Line station, it is vital that there be safe pedestrian and rolling connections to these transportation facilities in place to facilitate easy usage by residents and visitors from their opening days.

The predicted daily rideship for the Purple Line is 69,000 in 2030 and 74,000 by 2040. This will result in significantly increased pedestrian and bicycle traffic along 16<sup>th</sup> street to access the station.

<https://www.atkinsrealis.com/en/projects/maryland-purple-line>. Although station by station usage has not been published, one can surmise that this Bikeway and adjacent areas will see a significant amount of usage on a daily basis and this area should meet all Vision Zero/Complete Streets policy priorities.

As recommended by the staff,

- I agree with the reduction of the design and posted northbound speed limit to 25 mph on a section of 16<sup>th</sup> Street that has consistently been uncomfortable for adjacent pedestrians and bicyclists, due to its "expressway" look and feel to drivers. Yes, the reduction of a lane and slower speeds will vex some drivers, but this is an urban, residential area with a substantial population that walks and rolls. (p. 21.)
- Similarly, I support wider sidewalks to provide more comfort and safety throughout the area for pedestrians and rollers, and wider street buffers between the bikes and cars, for both the comfort of drivers and bikers (p. 24.)
- Residential access to the Purple Line station has to provide a higher pedestrian level of comfort (PLOC) and Bicycle Level of Traffic Stress (BLTS) for the transit line and station's usage to be a comfortable choice. The existing sidewalks were never comfortable for walking or biking to the site's prior use as a small shopping strip mall with a high-usage post office and restaurants. Its parking lot was even worse.

- Additionally, although I prefer buffers between sidewalks and bikeways or roads, I agree to the loss of the 2 foot buffer in the most constrained sections to allow wider sidewalks and bikeways. However, in exchange for what I anticipate will be a short-term loss, future development of the adjacent area around the PL station must be required to return the pedestrian/bike buffer in what is now a constrained width and also provide an even wider, 10 foot sidewalk for access to what we hope to see as a mixed use development with housing, shops and restaurants for both local resident and transit riders.
- I support the staff comments about the need for wayfinding signage for the trail connection between the Capital Crescent Trail and 16<sup>th</sup> Street cycle track connection (p. 27.)  
Note: On page 26 the referral document makes reference to “Noyes **Street** (emphasis added).” The reference should be to Noyes **Drive**.

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I encourage the Board to receive a more detailed explanation and any needed suggestions from the staff to accomplish these movements with safety for all.

Thank you for the opportunity to express my support and concerns. I encourage both a timely end to the planning process and a quick start AND completion of the proposed construction so the sidewalk and cycle track will be ready for the opening of both the Capital Crescent Trail and the Purple Light Rail Line.

**From:** [Tina Slater](#)  
**To:** [MCP-Chair](#)  
**Subject:** JAN 29 Hearing -Item 9: MD 390 (16th Street) Bikeway – Mandatory Referral No. MR2026003  
**Date:** Monday, January 26, 2026 6:35:46 PM  
**Attachments:** [Ltr.Planning Board.Support Bikeway on 16th St.2026 Jan 26.docx](#)

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

Dear Planning Board Chair and members,

Please see my letter, attached, supporting the 16th St. bikeway, which will promote lower speeds, plus more separation of autos, bikes, and pedestrians/rollers. It will also provide way more connectivity to Metro, buses, the Purple Line and trails.

Sincerely,  
Tina Slater



DATE: January 26, 2026

TO: Montgomery County Planning Board Chair and Members

FROM: Tina Slater, [REDACTED]

RE: January 29 2026 Planning Board hearing MCPB item 9 –  
MD 390 (16TH STREET) BIKEWAY, MANDATORY REFERRAL NO. 2026003

I support reducing the speed limit to 25 mph and widening sidewalks and bike buffers, while accepting buffer loss in constrained areas. We definitely need to lower speeds and provide safe access for pedestrians and bicyclists.

Constructing the 16<sup>th</sup> Street Bikeway, will provide additional connections around Silver Spring, as well as to near and far communities on the Capital Crescent and Metropolitan Trails. And the Bikeway will help connect us to the regional Metro rail and bus system, Ride-On buses and the long-awaited Purple Line.

The predicted daily ridership for the Purple Line is 69,000 in 2030 and 74,000 by 2040. This will result in significantly increased pedestrian and bicycle traffic along 16<sup>th</sup> street to access the station. <https://www.atkinsrealis.com/en/projects/maryland-purple-line>. Although station by station usage has not been published, one can surmise that this Bikeway and adjacent areas will see a significant amount of usage on a daily basis and this area should meet all Vision Zero/Complete Streets policy priorities.

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- I agree with the reduction of the design and posted northbound speed limit to 25 mph on a section of 16<sup>th</sup> Street that has consistently been uncomfortable for adjacent pedestrians and bicyclists, due to its “expressway” look and feel to drivers. Yes, the reduction of a lane and slower speeds will vex some drivers, but this is an urban, residential area with a substantial population that walks and rolls. (p. 21.)
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**From:** [Ellen Sands](#)  
**To:** [MCP-Chair](#); [Ellen Sands](#)  
**Subject:** Mandatory Referral Notice MR2026003  
**Date:** Monday, January 26, 2026 9:56:08 PM  
**Attachments:** [16th St letter.pdf](#)

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

Hello,  
Attached is my written testimony for this project. Thank you for your time and help,  
Ellen Sands

January 26, 2026

**TO:** Montgomery County Planning Board Chair and Members

**FROM:** Ellen Sands, [REDACTED]

**RE:** MD 390 (16<sup>th</sup> St.) Bikeway – Mandatory Referral No. MR2026003 Hearing Jan. 29, 2026

I wholeheartedly support the imminent construction of the 16<sup>th</sup> Street Bikeway as a means of encouraging safe cycling and facilitating connection to the Capital Crescent Trail. As a 32-year resident of the Woodside community, and a long-time bike commuter, I have two requests, please.

Years ago, when the 16<sup>th</sup> Street bridge over the CSX tracks was being re-built, I assumed the new bridge would provide an enhanced pedestrian experience by separating walkers from the adjacent traffic. That didn't happen, and the bridge was rebuilt with no median, guard rail or even bollards so that walkers are immediately next to the traffic lanes, with no protection. One can literally step off the curb into the roadway. I chastised myself at the time for not having written in or voiced this concern before the bridge was built. Having learned a lesson, I'd like to take my opportunity now to weigh in with the request that cyclists and pedestrians have both a substantial median and/or physical barrier between themselves and vehicular traffic.

While the site sections (Sheets TS-01-03) depict numerous median details, the widths noted vary between 0 and 7 feet, depending upon the condition, and it's very difficult to see where all those conditions occur in the plan drawings. Further, the scale is such that one cannot tell exactly how wide the median will be in any particular location or what other physical barriers may be provided to separate and protect cyclists and pedestrians. No dimensions are provided on the drawings.

I therefore request that the medians be substantial, not just in width but that they be enough of a physical separation from the vehicle lanes that cyclists and pedestrians alike will be safe, particularly at the bridge.

Another concern is preservation of the traffic island at Second Avenue and 16<sup>th</sup> Street. Plan drawings of that portion of the project (sheets 15, 22, 24, 32 44, 58 and 67 for instance) do not depict the traffic island. Having seen the unwarranted and unjustified removal of the traffic island at the opposite end of Second Avenue and Spring Street several year ago, (and, thankfully, it's required replacement albeit it at great expense) I wanted to point this out now to be sure there is no intention of removing that gateway into Woodside.

Thank you very much for your time and service.

Sincerely,  
Ellen Sands