

Montgomery County Department of Transportation
Goldsboro Road Bicycle and Pedestrian Improvements, Facility Planning Study Phase I
Public Comments Summary
As of 1/29/14

SUMMARY:

- 65 comments received
- 61 support the project in a variety of preference
- 4 oppose the project
- 9 support extending to Bradley
- 4 prefer Alt 1
- 7 prefer Alt 2
- 6 prefer Alt 3
- 12 support traffic calming and/or crosswalk improvement
- 1 supports pedestrian signal at River Road
- 3 support pedestrian signal at Tulip Hill Terrace
- 2 support lighting improvements
- 2 support storm drain improvements

COMMENTS LIST:

Email	Name	Title / Neighborhood	Comment
1	J Alex Ward		Supports bike lanes - should extend from MacArthur to Bradley
2	Liza Aronie	President, Tulip Hill CA	Supports project
3	Susan Lanham	Tulip Hill Resident	Supports sidewalk on both sides, prefers south side if only one.
4	Peter Murray		Don't need more bike lanes, Mass Ave bike lanes are not used
5	Michael Burack	Tulip Hill Resident	Supports sidewalk on West (North?) Side, and crossing at Rannoch
6	Mengda Shu	6705 Goldsboro (West End)	Supports sidewalk, but requests apron extend along entire property frontage to allow for parking
7	Madeline Weiss	Tulip Hill Resident	Supports bicycle path
8	Leo von Euler		Supports sidewalks, with pedestrian signal at River Road, crosswalk at Redwing
9	Jennifer Lauchlan	Cyclist Commuter, Children	Supports project - s hould extend from MacArthur to Bradley
10	Kevin Lavin	Cyclist Recreational	Supports bike lanes - should extend from MacArthur to Bradley
11	Kirby White		Supports sidewalk, bikes okay. Drainage is an issue
12	Michael Katz	Cyclist / Pedestrian	Supports sidewalk and bikelanes - should extend to Bradley, and on to Capital Crescent Trail
13	Joseph Ruocco	Wood Acres Resident	Supports bike / pedestrian improvements
14	John Christian		Provided intersection sketch, does not support the off-road Shared Use Path under construction
15	Hilary French		Supports sidewalks and bike lanes
16	Deborah Schumann	Tulip Hill Resident	Supports bike lanes
17	Debby Demaree	Radnor Road Resident	Supports sidewalks - letters since 1984 to SHA. Supports crosswalk at Radnor. Husband injured in fall crossing Goldsboro.
18	Roseann Cutrone	Tulip Hill Resident	Supports sidewalks and wider shoulder, with pedestrian crosswalk at Massachusetts
19	Stuart Plattner		Supports project, prefers Alt 3
20	Mike Zangwill	Bannockburn CA	Supports sidewalks and bike lanes, agrees with providing safe crossings of Goldsboro Rd. Supports extending from to Bradley
21	JoAnn Leigh Zuercher		Supports project, prefers Alt 2
22	Kathleen McBride		Supports project, prefers Alt 3
23	Glenn Reichardt		Supports project, prefers Alt 2. Expressed concerns about impacts to stream under Alt 3
24	Tina Manatos		Supports project, prefers Alt 2. Expressed concerns about impacts to stream under Alt 3
25	Michael Herring		Supports project, requests keeping separate facilities for peds/cyclists
26	Roni Robins	Goldsboro HOA	Supports project, prefers Alt 3. Supports wider buffers/sidewalks. Supports continuity of sidewalk and connection to adjacent uses.
27	Emily Mah Rogers	Glen Echo Park PA&C	Supports project
28	Phyllis Meyers		Supports project, prefers Alt 2.
29	Scott Willets		Supports project. Supports separate sidewalk / on-road bike facilities.
30	Kathleen McBride		Requests addition of light to ex. Pedestrian bridge
31	Teresa Jones		Supports project

Mail	Name	Title / Neighborhood	Comment
1	Thomas Kline		Supports project - should extend to Bradley
2	Claudia Serrin		Does not support project - bike riders do not use off-road facility on MacArthur
3	Fernand Montes-Negret		Supports project - supports addressing the issue of Goldsboro being a commuter corridor
4	Eleanor Balaban		Does not support project - says bike organizations oppose bike paths
5	Son Vuong		Supports sidewalk + bike path. Supports traffic calming, and additional bus amenities / crosswalk improvements at Redwing
6	David Snyder		Supports pedestrian and bike improvements
7	Georgia Shaw		Supports bike share station, book sharing box, visual improvements to Aqueduct Station
8	Annette Gatten		Supports sidewalk, and other improvements for crosswalks / speed reduction
9	Jeffrey Goode		Supports sidewalk and bikes, plus ped signal at Tulip Hill
10	Stuart Plattner		Supports project
11	Nancy Avitable		Supports Alt 2 - would like it to extend to Bradley
12	Ed Spitzberg		Supports project, would like safety improvements for Wedgewood Crosswalk
13	Howard Solomon		Supports project, prefers Alt 3, then Alt 2.
14	Ellen Gadbois		Supports project, would like safety improvements for Wedgewood Crosswalk
15	Susan Mordan		Supports project, prefers Alt 1 to preserve trees. Likes Wedgewood Crosswalk enhancement
16	Jeffrey Goode (after mtg)		Prefers Alt 3, would like pedestrian call button at Tulip Hill
17	Diana Pinto		Supports project, would like safety improvements for Wedgewood Crosswalk
18	Son Vuong (after mtg)		Prefers Alt 3 without buffers. Ped refuge island may be dangerous to bikes. Consider lighting improvements, and traffic calming
19	Suzanne Goode		Supports pedestrian signal at Tulip Hill
20	Susan Sloan		Prefers Alt 1 for cost / impact concerns
21	Joy Hallman		Prefers Alt 1. Supports traffic calming / speed cameras
22	Trina Carter		Supports project and bike lanes (not separate bike path)
23	Mengda Shu		Repeat of Email 6
24	Kirk Swann		Does not support bikes - thinks local roads should be resurfaced
25	William Liebman		Supports sidewalks
26	Richard Edelman		Prefers Alt 2 - would like it to extend to Bradley
27	John Stodola	President, Rannoch Rd HOA	Prefers Alt 1 - would like it to extend to Bradley. Requests storm drain improvement/reconstruction @ Rannoch Rd
28	Karen Williams Miller		Supports sidewalks and bike lanes
29	Geoffrey Cook		Supports more protected bike lane, "curb and cone", similar to along existing MacArthur Blvd
30	Linda and Kevin Berry		Supports sidewalk and bike lanes
31	Margaret and Tom Greene		Prefers Alt 2 - supports project
32	Edson Loch		Prefers Alt 1 - has questions about connections and trees
33	Birgit Neuhuber		Supports sidewalk. Supports traffic calming on Goldsboro Road
34	David Norrell		Supports sidewalks and bike lanes

Hwang, Gwo-Ruey (Greg)

From: Ward, J Alex [<mailto:award@jenner.com>]

Sent: Tuesday, December 03, 2013 10:56 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro bike lane

Mr. Hwang:

I strongly support the addition of a bike lane on Goldsboro Road. In fact, I believe it should extend from MacArthur Boulevard to Bradley Boulevard. This is a major route for recreational biking, connecting the center of Bethesda to the very popular MacArthur Boulevard bike corridor, as well as the tow path and Glen Echo park. On a weekend day, I suspect there are hundreds of bikers on Goldsboro.

The shoulders on Goldsboro currently range from non-existent to rutted with tire-catching cracks to strewn with debris from motor vehicle traffic. Bike lanes also would benefit drivers, who now may be stuck behind cyclists for the long climb up the hill from MacArthur. And walkers and joggers would have a safe option for getting up and down Goldsboro as well. It's a win-win for all road users.

While it might mean some encroachment on neighboring properties, my sense is that most homes along Goldsboro are set back substantially from the road. Both shoulders are largely bordered by unkempt growth that does not seem to be actively used as part of anyone's property.

Thank you for your consideration of this issue.

Respectfully,

Alex Ward
(Bethesda resident)

J. Alex Ward

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Hwang, Gwo-Ruey (Greg)

From: Tulip Hill Citizens Association [<mailto:tulip.hill.citizens.association@gmail.com>]

Sent: Wednesday, December 04, 2013 12:03 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road Path

Dear Mr. Hwang,

I am very glad to hear that you are looking at ways to improve safety for pedestrians and cyclists along Goldsboro Road.

I am the current president of the Tulip Hill Citizens Association. Work on this project predates my tenure in the neighborhood. In fact, I was unaware of it until the other day. I would very much like to attend this evening's meeting, but will be unable, due to other commitments.

Having children who love to bike and run and a dog that I regularly walk in the neighborhood, I personally value this improvement and would be interested in any involvement I could offer, both as a resident and representative of the neighborhood.

I would very much appreciate learning more about the project and being apprised of details as it moves forward.

You can reach me by email at this address or at thearonies@me.com or by phone at (301) 320-4888.

Sincerely,
Liza Aronie
President, THCA

From: Susan Lanham [<mailto:slanhamnevins@gmail.com>]

Sent: Saturday, November 16, 2013 9:50 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road Bicycle and pedestrian improvements

Dear Mr. Hwang,

As residents of Tulip Hill Terrace, we are thrilled with the idea of a sidewalk along Goldsboro Road. Under current conditions, despite living only a mile from the Glen Echo Shopping Center and Glen Echo Park, we are hemmed in by traffic and feel unsafe walking or biking to pick up a quart of milk at Seven Eleven or a light bulb at the hardware store. Having grown up across the street from Walt Whitman High School, with a similar lack of access to shops, I always dreamed of raising my children someplace where they could gain a sense of independence by being able to do an errand without having to be driven everywhere by a parent. Alas, when we moved to Tulip Hill, this dream was quashed, and they are just as dependent on the gasoline engine as I was during the 1970s and 80s, and as we all continue to be now as residents of Tulip Hill.

What a shame that Montgomery County has made so little progress. At least they have the Ride-On (which, unfortunately, they cannot take to Glen Echo, because we do not feel safe crossing Goldsboro Road, there being no cross walk, which means they would have to ride the entire route to go 1/2 mile!).

We request that there be sidewalks on both sides of the road with safe, clearly marked crosswalks so that pedestrians can cross to either side when using the Ride-On bus or walking to and from the Glen Echo shopping center and/or Glen Echo Park. If you are only placing one sidewalk, we request that it be on the South side of Goldsboro Road, as residents on the North side can ambulate to Glen Echo via neighborhood streets, but we cannot.

Where are you going to find the space to have sidewalks and a bike lane, what with Goldsboro criss-crossing the Minnehaha tributary? Surely it is important to protect this body of water, not to mention deal with its tendency to overflow its banks during hard rains. I hope this will in no way deter you from making our area more pedestrian friendly, but I'm just very curious about the logistics. Goldsboro is a difficult road!

So difficult, in fact, that when my nephews were new drivers, my sister would not allow them to drive on Goldsboro Road to visit me, as she considered it to be one of the least safe roads in Bethesda, and that's saying something. Indeed, Goldsboro is narrow, with a speed limit that is too high for its blind turns, its current capacity, and the presence of Ride-On buses that now exists. As is the case nearly everywhere in the DC metro area, drivers routinely exceed even the too-high speed limit whenever traffic will allow them to do so. Now that our daughter is learning to drive, we will have no choice but to introduce her to Goldsboro early, I suppose the way young cowboys are hazed by having to mount bucking broncos early in life. Watch out!

No matter what you end up doing pedestrian or bike-wise, we request that you lower the speed limit and place clearly marked speed limit signs and warnings on Goldsboro Road.

Allow us to repeat our deep and sincere desire that the sidewalk project go forward, and good luck.

Very truly yours,

--

Susan Lanham and
Patrick Nevins
6617 Tulip Hill Ter
Bethesda, MD 20816

301-758-2166

Hwang, Gwo-Ruey (Greg)

From: Peter Murray [<mailto:peter.murray10@verizon.net>]

Sent: Sunday, December 01, 2013 8:41 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: bike lanes on Goldsboro Rd.

We don't need more bike lanes.

The lanes on Mass. Ave. are used by only a minuscule number of bike enthusiasts.

Goldsboro won't be any different.

PCM

Hwang, Gwo-Ruey (Greg)

From: Michael Burack [<mailto:mburack42@gmail.com>]
Sent: Thursday, December 05, 2013 4:36 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: GOLDSBORO ROAD (MD614) BIKEPATH STUDY

Dear Mr. Hwang,

I am a long-time (30 years) resident of Tulip Hill and past president of the Tulip Hill Citizens Association. Because of a prior commitment, I was unable to attend the meeting at Walt Whitman High School on December 4. I am writing now to urge the State to undertake improvements to Goldsboro Road between MacArthur Boulevard and Rannoch Road.

The stretch of Goldsboro between MacArthur and Rannoch is dangerous for both pedestrians and cyclists, but it is especially dangerous for pedestrians. The residents of our neighborhood are particularly impacted, because Goldsboro is the only way for us to walk to or from the Glen Echo shopping center or Glen Echo Park without taking a prohibitively long roundabout route.

We can't walk on the east side of Goldsboro because there is no room to walk. There is no shoulder on that side, and the white line is no more than a foot or so from the rail.

There is a narrow shoulder on the west side of Goldsboro, but in order to access it we have to cross Goldsboro at Rannoch Road. That crossing is dangerous. There is no button-operated crossing light that would allow pedestrians to safely cross. Cars come fast from both directions, and visibility can be difficult, especially for cars coming from MacArthur. Of course, the poor visibility is much more of a problem when it's dark.

Even aside from the problem with crossing, the shoulder on the west side of Goldsboro is not a safe place to walk. The road curves so that drivers coming from River Road toward MacArthur often cannot not see pedestrians until they are very close to them -- a problem that's especially serious when it's dark out.

For these reasons, the State should (1) construct a sidewalk on the west side of Goldsboro Road from Rannoch Road to MacArthur Boulevard and (2) install a crossing control at the corner of Rannoch and Goldsboro Road so that Tulip Hill residents and others can cross Goldsboro safely to walk to and from MacArthur.

Thank you. I sincerely hope the State acts to fix this situation.

Michael Burack
5655 Bent Branch Road
Bethesda, MD 20816

Hwang, Gwo-Ruey (Greg)

From: mengda shu [<mailto:mengdashu@gmail.com>]

Sent: Thursday, December 05, 2013 7:26 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road project

To whom it may concern:

I own a home at 6705 Goldsboro Road and am writing to express serious concern about Montgomery County's plan to widen and add sidewalks along Goldsboro Road.

While I do not object to the widening of Goldsboro Road *per se* and strongly support adding a sidewalk for easy and safe access to Glen Echo Park and the nearby Shopping Center, I do object to the proposed design. It is my understanding that the plan does not provide for any on-street parking whatsoever, including through a shoulder wide enough for vehicles. In contrast, there currently is a sizable shoulder with ample room for parking. I also understand that cut-throughs (of the proposed sidewalk) are planned, but limited to the width of driveways. Thus, driveways would be the only places where vehicles could park on our portion of the road.

This design is a serious problem and potential traffic hazard for me and my neighbors because our driveways are very short and cannot accommodate delivery and service trucks, multiple visitors' vehicles, etc. The only room for such vehicles to stand or park would be in the road.

Accordingly, I request that the sidewalk cut-through extend along the entire front of my property. This would allow vehicles to park in front of my house and maintain paved walkway for pedestrians.

Thank you for your time and consideration of my request for an extended cut-through. I look forward to hearing from you soon regarding the resolution of this concern.

Sincerely,

Dr. Mengda Shu
6705 Goldsboro Road
Bethesda MD, 20817____
[\(301\) 320-8628](tel:3013208628)
mengdashu@gmail.com

Hwang, Gwo-Ruey (Greg)

From: Madeline Weiss [<mailto:madeline.weiss@verizon.net>]

Sent: Wednesday, December 04, 2013 9:21 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: In favor of bicycle path along Goldsboro Road from Massachusetts Avenue to MacArthur Boulevard

Mr. Hwang,

As residents of Tulip Hill, we are strongly in favor of a bicycle path along Goldsboro Road from Massachusetts Avenue to MacArthur Boulevard. It is very dangerous to bike or walk on the winding street with lots of car traffic.

Thank you for your consideration,

Madeline and Steve Weiss

Madeline Weiss, Ph.D.

Weiss Associates/ www.weissassociatesinc.com/ organ. strategy & change, executive coaching

Director, SIM Advanced Practices Council/ apc.simnet.org

301.229.8062

Hwang, Gwo-Ruey (Greg)

From: Leo von Euler [<mailto:lveuler@gmail.com>]

Sent: Friday, December 06, 2013 1:45 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road between MacArthur Boulevard and River Road

We strongly encourage constructing sidewalks along Goldsboro Road between River Road and MacArthur Boulevard. Many car trips could be avoided -- with great advantage to public health by promoting walking and lessening air pollution -- to the Post Office, farmers' markets, Glen Echo Park, the tow path, churches, and stores at Glen Echo. At present walking is much too dangerous, with cars rounding curves at more than 35 mph. We would also urge a pedestrian signal at Goldsboro Road and River Road. We appreciate the excellent sidewalks, crosswalks, warning signs, and pedestrian signals provided on Massachusetts Avenue, which has excellent visibility and a lower speed limit. It doesn't figure.

I have previously written in favor of a crosswalk at the bus stop at Redwing road. In addition to the crosswalk, a warning sign of a crosswalk ahead should be added on Goldsboro where there already is a sign indicating that Redwing Road is ahead. Crossing the street at a bus stop shouldn't be a terrifying experience.

--

Leo/Mary von Euler

tel nr: 301 229 6085

lveuler@gmail.com

Hwang, Gwo-Ruey (Greg)

From: Lauchlan, Jennifer [mailto:Jennifer_Lauchlan@mcpsmd.org]

Sent: Wednesday, November 20, 2013 10:19 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road Bicycle Improvements

I would like to submit my comments on the Goldsboro Road project. I support the project completely and would like to see it expanded to the section of Goldsboro between River and Bradley. I live in the District but teach at Wood Acres Elementary. I commute by bicycle 60-80% of the time, and would prefer to bring that percentage closer to 100. I am unable to bike during the weeks I work in the summer because my kids attend camp at Glen Echo and I don't feel safe riding with them on Goldsboro. During the school year I am able to take them to their school in DC because there are striped bike lanes and I am comfortable knowing that adds a certain level of safety to our ride. I then continue on to work. I'd like to be able to do that in the summer as well, and the proposed improvements would facilitate that.

However, Wood Acres will be moving to the Radnor Center during or at the end of FY14 and I am not looking forward to shifting my commute to the eastern segment of Goldsboro. I have been to Radnor to meet with colleagues a few times and it is a harrowing ride along the Goldsboro shoulder. Striping, lane dividers or other bike friendly upgrades would help.

Thank you,

Jennifer Lauchlan
Media Specialist
Wood Acres ES

Hwang, Gwo-Ruey (Greg)

From: kjavindc@yahoo.com [<mailto:kjavindc@yahoo.com>]
Sent: Monday, December 02, 2013 2:10 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Goldsboro Road Bicycle And Pedestrian Improvements

Mr. Hwang,

Thank you for taking on this important project to improve the pedestrian and cycling experience on Goldsboro Road. I cycle regularly with a group that starts its rides at the corner of Glenbrook and Bradley Roads and then travels on Goldsboro Road down to MacArthur Blvd. and then north towards Potomac. Often, the most difficult stretch on our ride is the segment between Mass. Ave and MacArthur Blvd. on Goldsboro Road, and that applies whether we are traveling east or west. Traveling west at the end of our ride up the hill from MacArthur is particularly dangerous, as the road narrows and we are riding slower up hill than the other way around. Traffic tends to get very impatient with cyclists, but the road is so narrow that even when riding single file, we tend to obstruct traffic. Also, the road is used by buses and fairly heavy commercial traffic, which tend to be wider than cars.

Personally, I would support extending the cycling/pedestrian path all the way to Bradley Blvd.

I would also suggest a separate lane for cyclists and a sidewalk for pedestrians. In my experience, it is just as dangerous for cyclists and pedestrians to share the same narrow lane as it is for cyclists to be on the road sharing with cars (I rarely ride on the C&O canal trail, except at a very casual pace). In my ideal world, there would be a 3 foot or so lane to the right segregated by only a solid line from the car lane. There would then be a curb or other berm separating cyclists from pedestrians. I know there probably isn't enough room to do that on both sides, but no harm suggesting it!

Sincerely,

Kevin Lavin
3755 Kanawha St., NW
Washington, DC 20015
202-506-5899
kjavindc@yahoo.com

Hwang, Gwo-Ruey (Greg)

-----Original Message-----

From: Kirby Whyte [<mailto:kw@creativevideo.com>]

Sent: Sunday, November 17, 2013 10:37 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road Bicycle & Pedestrian Improvements

First and for most Goldsboro between MacArthur and River Road has been in need of resurfacing for years. Before you resurface it though you must improve the drainage ditches that overflow their banks regularly in heavy thunder storms and eat away at the Asphalt and curbs. There is currently no pedestrian side walks and people walk on the edge of the active roadway which is both dangerous and cause drivers to cross over into the oncoming traffic. Bicycles are less of an issue on Goldsboro. I'm sure a bicycle lane would be an improvement but a pedestrian sidewalk is over due.

Now a statement about what has already been done and NOT done. The contractor that milled Goldsboro neglected milling the 70 feet between MacArthur and the end of the islands that separate the lanes before MacArthur. The ramp from outbound MacArthur to Goldsboro is the most in need of restoration on all of Goldsboro. Every winter this ramp breaks up into deep pot holes and are never filled properly. Like the edge preparation that Fort Meyer Construction has done to MacArthur, this short stretch of Goldsboro needs the same edge being rebuilt down below the dirt. Please do not let the contractor avoid replacing this most necessary repair while you pave Goldsboro.

Kirby Whyte
39 Wellesley Circle
Glen Echo, MD 20812
(301) 229-3392
office email: kw@creativevideo.com

Hwang, Gwo-Ruey (Greg)

From: Katz, Michael D [<mailto:michael.d.katz@intel.com>]

Sent: Monday, December 02, 2013 3:53 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Feedback on Goldsboro Road bicycle & pedestrian improvements

Dear Mr. Hwang,

I have lived in Bethesda since 1993 and at my current address on Cornish Road since 1999, and during that time I have avoided many thousands of car trips going in and around Bethesda on my own and with my three children. I recently learned about the prospects for improved bicycle and pedestrian improvements along Goldsboro Road, and while I cannot attend the public meeting on December 4th, I would like to register my enthusiastic support for such improvements. In fact, I would recommend extending those improvements further north up Goldsboro to Bradley Blvd, with a safe connection at the Bradley/Goldsboro intersection over to Glenbrook Road and leading over to the Capital Crescent Trail.

Thanks,
Michael

Michael Katz
5504 Cornish Road
Bethesda, MD 20814
Tel: 240-424-5289
michael.d.katz@intel.com

Hwang, Gwo-Ruey (Greg)

From: Joseph P. Ruocco [<mailto:Joseph.Ruocco@som.com>]

Sent: Friday, November 15, 2013 6:06 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldboro Road Improvement

Greg,

As a Wood Acres resident, motorist and cyclist located on Avalon Drive – just south of Goldsboro Road – I am interested in safely accessing both Macarthur Boulevard and Bradley Boulevard from Goldsboro Road. The road shoulder along Goldsboro Road is narrow to non-existent in some locations and the overgrowth from adjacent trees and vines makes it dangerous for both runners, cyclists and motorists due to blind corners, especially between Massachusetts Avenue and Macarthur Boulevard.

I would be interested in better understanding Montgomery County and/or the State of Maryland plans to rectify this dangerous stretch of road.

Any graphic images of the planned road and bicycle path improvement would be greatly appreciated.

Sincerely,

JOSEPH P. RUOCCO AIA
ASSOCIATE DIRECTOR

SKIDMORE, OWINGS & MERRILL LLP
2001 K STREET NW, SUITE 200
WASHINGTON, DC 20006
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Hwang, Gwo-Ruey (Greg)

-----Original Message-----

From: John Christian [<mailto:jonxian@mac.com>]

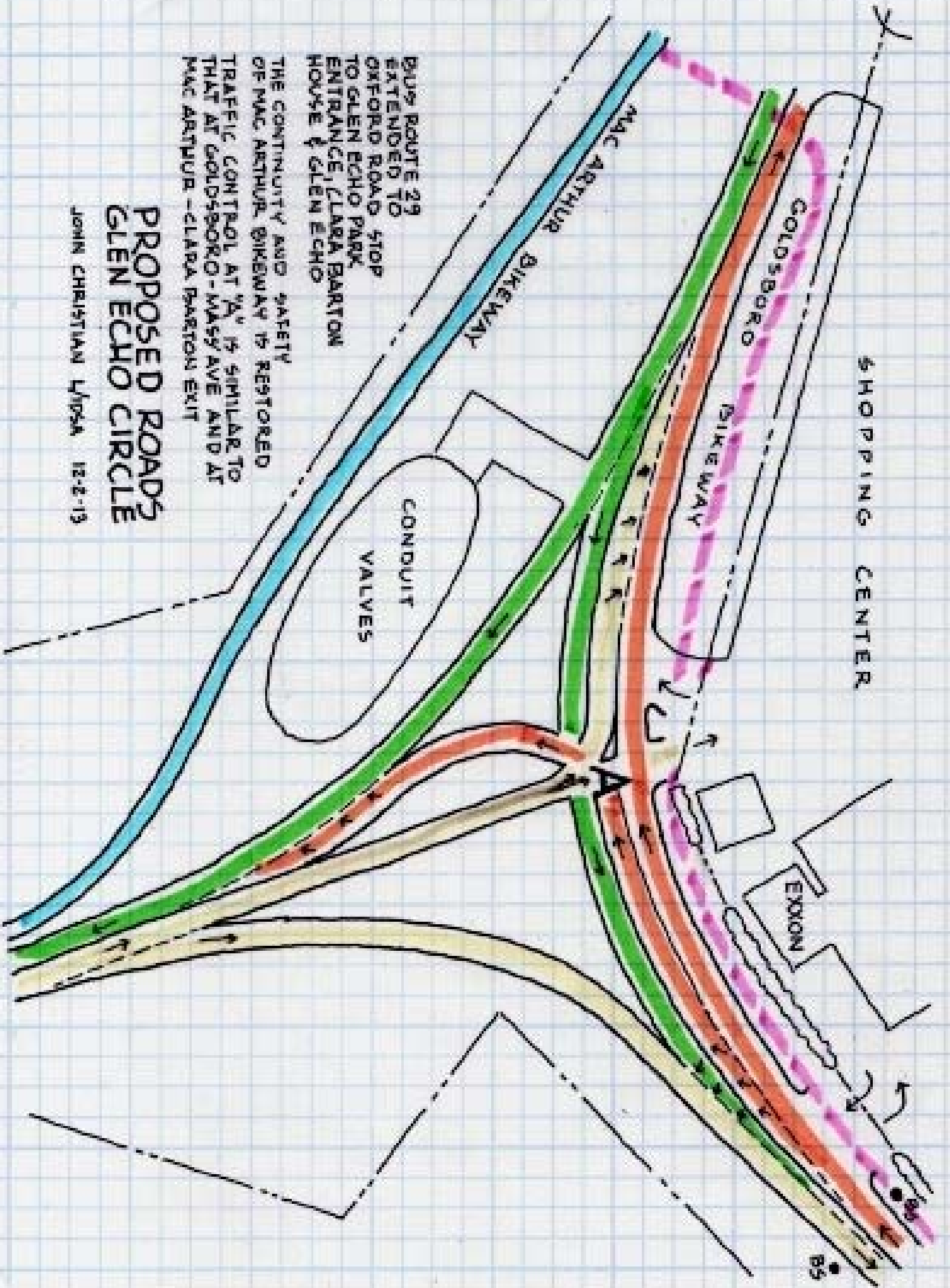
Sent: Tuesday, December 03, 2013 7:47 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: Glen Echo Circle Improvement

Greg

Attached is a suggestion for Glen Echo Circle improvement. It would also eliminate the contracted relocation of the Mac A Bikeway over the ancient streetcar trestle for which the NPS does not expect to ever have funds for its maintenance and because of its secluded location will likely become a hangout for young people with probable molesting or attacks on bikeway users. Witness reports of such on the Capitol Crescent Trail, NPS problem with skateboarders, and Brookmont women worry about safety of walking up the Bikeway between Maryland Ave and Sangamore Road. It will be a wise administrator who can cancel a contract, lose some funds, and not create a potentially hazardous situation.



BUS ROUTE 29
EXTENDED TO
OXFORD ROAD STOP
TO GLEN ECHO PARK
ENTRANCE, CLARA BARTON
HOUSE & GLEN ECHO
HOUSE

PROPOSED ROADWAYS GLEN ECHO CIRCLE

JOHN CHRISTIAN LIPSA 12-2-13

Hwang, Gwo-Ruey (Greg)

From: Hilary French [<mailto:hffrench@gmail.com>]
Sent: Sunday, December 01, 2013 1:34 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Goldsboro Road Bicyclist and Pedestrian Access

Dear Mr. Hwang,

The item pasted in below re Goldsboro Road recently appeared in our WoodAcres neighborhood list-serve.

I would like to strongly support the idea of improved bicyclist/pedestrian access along Goldsboro Road, particularly the stretch between MacArthur Boulevard and River Road. My husband and I bicycle and walk frequently in this area, and we would benefit greatly from safer bicyclist and pedestrian access along Goldsboro Rd, in order to help us connect to the bike path on Macarthur and the tow-path.

Please do not hesitate to be in touch with any questions.

Thank you for your consideration.

Best regards,

Hilary French

6004 Milo Dr.

Bethesda, MD

2. Goldsboro Road bicycle and pedestrian improvements

In response to a request from the Tulip Hill Citizens Association in Bethesda, the county Department of Transportation is conducting a study to evaluate the need for sidewalks and on-road bike facilities along Goldsboro Road, from MacArthur Boulevard to River Road. DOT is also considering how to reconfigure that intersection to provide safe pedestrian access to several transit stops, Glen Echo Park, connectivity to neighborhoods and to improve bicycle access along the corridor DOT is holding a public workshop for area residents and others on Wednesday, December 4, 7-9 pm, at the Walt Whitman High School cafeteria, 7100 Whittier Boulevard, Bethesda, 20817.

Written comments on the project also are welcome and should be provided by January 3, 2014. Anyone wishing to submit comments should send them to the foll

Hwang, Gwo-Ruey (Greg)

-----Original Message-----

From: Deborah Schumann [<mailto:dschumannmd@gmail.com>]

Sent: Monday, December 02, 2013 1:29 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: pedestrians and bicycles on Goldsboro Road

Dear Mr. Hwang,

I live in Tulip Hill and ride my bike a lot for transportation. In order to access MacArthur Blvd from my house, it is necessary to ride down Goldsboro road. It is even more dangerous for pedestrians. Coming back up from Glen Echo is very scary because the curve in the road doesn't allow drivers to see bicycles until the last second.

There are a number of bike-riders in my neighborhood and we want to avoid using cars as much as possible. Please consider making a space for bikes and pedestrians along Goldsboro Road.

Deborah Schumann
6804 Tulip Hill Terrace

Hwang, Gwo-Ruey (Greg)

-----Original Message-----

From: Debby Demaree [<mailto:debby@demareeassociates.com>]

Sent: Friday, November 29, 2013 5:51 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: MD-614

Dear Mr. Hwang,

I read with great interest the proposal for bike lanes and sidewalks on Goldsboro Rd from MacArthur Blvd to cross River Road and end at Concord St Andrews church.

I live on Radnor Rd and have been petitioning the State to add sidewalks along Goldsboro Rd since 1984. I would be happy to provide you copies of my correspondence. This includes working to add a pedestrian crosswalk through the bends at Radnor Rd so that our children could safely cross to the elementary school which was added in the last decade.

About two years ago SHA added a sidewalk to the intersection area at Bradley Blvd and Goldsboro Rd to improve pedestrian safety. We still need sidewalk from Radnor Rd just past Goldsboro Ct to adequately protect those of us who regularly walk this route.

Last week my husband hurried across Goldsboro Rd at the crosswalk to avoid traffic and fell in the roadway fracturing his elbow. The need for improved pedestrian and vehicle safety is ever more clear as my almost 30 years of notice to the State attests.

I would respectfully request that Montgomery County work with the State of Maryland to expand the scope of the Goldsboro Rd (MD 614) project to include adequate sidewalks turn lanes, shoulders and safety markings along the entire length of this right of way.

Thank you for your consideration.

Sincerely

Deborah Edwards Demaree

Deborah Edwards Demaree
6623 Radnor Rd
Bethesda, MD 20817

Hwang, Gwo-Ruey (Greg)

From: Cutrone, Roseann M [<mailto:Roseann.Cutrone@skadden.com>]
Sent: Wednesday, December 04, 2013 1:45 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Sidewalks and On-Road Bike Facilities along Goldsboro Road

Dear Mr. Hwang:

I am writing because I understand Montgomery County Department of Transportation is conducting a study to evaluate the need for sidewalks and on-road bike facilities along Goldsboro Road, from MacArthur Boulevard to River Road. I live in the Tulip Hill subdivision, which borders Massachusetts Ave. and Goldsboro Road.

Goldsboro Road is a terrible, dangerous road for pedestrians. I have five children (high school and middle aged) who often attempt to walk on this road either after school (when taking the Ride-on bus home from school) or when walking with friends to Glen Echo Park or to the nearby 7-11.

Between Massachusetts Ave and MacArthur Blvd, Goldsboro Road is both narrow and curved. It also has hardly any shoulder (and often greenery impedes this barely there shoulder).

I think if the road had a larger shoulder and sidewalks, the road would be much safer for pedestrians and cyclists. In addition, if walk/don't walk signal was placed at the light at the intersection of Goldsboro and Massachusetts, this would facilitate a safer crossing.

I would be happy to discuss further.

Roseann Cutrone
5627 Bent Branch Rd.
Bethesda, MD 20816

Roseann M. Cutrone
Skadden, Arps, Slate, Meagher & Flom LLP
1440 New York Avenue, N.W. | Washington | D.C. | 20005-2111
T: 202.371.7366 | F: 202.661.9062 | M: 301-661-3910
roseann.cutrone@skadden.com

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Further information about the firm, a list of the Partners and their professional qualifications will be provided upon request.

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Hwang, Gwo-Ruey (Greg)

From: Stuart Plattner [<mailto:stuartplattner@gmail.com>]
Sent: Tuesday, December 10, 2013 9:55 AM
To: Hwang, Gwo-Ruey (Greg)
Subject: Goldsboro walkway

Thanks so much for being involved in this project, which will add to our quality of life. I am in favor of the most extensive option, number 3. Think of the moms and children who will enjoy this walkway down to the park, it will be wonderful.

Stuart Plattner

--

Stuart Plattner
6204 Redwing Road
Bethesda MD 20817
stuartplattner@gmail.com
301-229-6518
www.stuartplattner.com

Hwang, Gwo-Ruey (Greg)

From: Request case #5912 [<mailto:zangmail@aol.com>]

Sent: Wednesday, December 11, 2013 10:13 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: Bannockburn Civic Association response to Goldsboro Road project

Dear Mr. Hwang:

On behalf of the Bannockburn Civic Association (BCA), with the approval of its board, I am writing to provide community feedback in support of the MCDOT-DTE study you are managing with respect to planned sidewalk and bike-lane improvements along Goldsboro Road between MacArthur Blvd. and River Road.

In rough terms, the greater Bannockburn community from which BCA draws its members consists of households within the area bounded by River Road, Wilson Lane, MacArthur Blvd., and the portion of Goldsboro Rd. at issue in your study. Thus, the residents we represent live north of Goldsboro Rd.

BCA strongly supports construction of sidewalks and implementation of bike lanes between River Rd. and MacArthur Blvd. along Goldsboro Rd. and the efforts of the Tulip Hills Citizens Association in promoting this project.

Specifically, we understand from the schematic engineering diagrams of the three alternatives that MCDOT-DTE has identified to date that all three alternatives provide key enhancements to safety and utility of great interest to our community. Of the over one thousand households that live within the greater Bannockburn neighborhood boundaries, the great majority of residents can directly access Goldsboro Rd. on foot or bike only by way of Rannoch Rd.

One of our highest concerns is that any sidewalk/bike-lane project provide, for the first time, a safe way for residents to cross Goldsboro Rd. on foot and thus walk to points south of Goldsboro, including, for example, the Tulip Hills neighborhood and the sidewalks along Massachusetts Avenue that lead southeast toward the Capital Crescent Trail and Washington, D.C. It appears from the schematics of the three alternatives that all three provide a sidewalk on the Bannockburn side of Goldsboro connecting the intersection of Rannoch Rd. and Goldsboro to Massachusetts Ave., and that the improvements contemplate crosswalks across Goldsboro regulated by the light at Massachusetts Ave.

Currently, it is dangerous to walk along the shoulder of Goldsboro from Rannoch to Massachusetts Ave. because of its narrowness and proximity to heavy and fast oncoming traffic. Even were there to be a hypothetical unregulated crosswalk across Goldsboro at Rannoch Rd., it would be dangerous to use, particularly by older residents who walk more slowly, because of oncoming cars, especially those cars approaching up hill and around the curve (and thus hidden from view until they are very close) from the Glen Echo area. Drivers, who do not expect to see pedestrians in the middle of Goldsboro Rd. near the Rannoch Rd. intersection, have little time to slow down.

In addition, BCA hopes that once the improvements contemplated by the current study are implemented, the Montgomery County government will consider extending a continuous sidewalk and bike lanes along the remaining portion of Goldsboro Rd., from River Rd. to Bradley Blvd. By providing an unbroken sidewalk and bike facility from MacArthur Blvd. to Bradley Blvd., Bannockburn residents and numerous others in west Bethesda would have, for the first time, a safe and efficient pedestrian and bike path to the south side of downtown Bethesda, as well as safe foot and bike access to Walt Whitman High School and its surrounding neighborhoods (the existing unregulated crosswalk across River Road east of Braeburn Pkwy. is not safe; drivers along River Rd. are typically surprised to find pedestrians in the middle of that main thoroughfare, even though they are legally protected by a crosswalk).

Finally, BCA is seeking further input from residents who live along Goldsboro Rd. on the Bannockburn side, or along the various streets that have direct access to Goldsboro Rd. (but have no direct walking access to the main portion of the neighborhood), for instance, Goldleaf Dr., to see if they prefer any specific alternative and why. If we discover any such concerns, we will let you know as soon as possible.

Please let me know if you have any questions about BCA's position and the concerns of the Bannockburn community with respect to your study, or if there is any way that BCA might be of assistance in advancing this project. Good luck as you complete your study. We look forward to seeing these improvements realized as quickly as possible.

Sincerely,

Mike Zangwill
BCA, President
zangmail@aol.com
301 229-2111

Hwang, Gwo-Ruey (Greg)

From: Jazlaw [<mailto:jazlaw@aol.com>]
Sent: Saturday, December 14, 2013 7:57 PM
To: Hwang, Gwo-Ruey (Greg)
Cc: jazlaw@aol.com
Subject: Goldsboro Road Bicycle and Pedestrian Improvements

Dear Mr. Hwang,

Thank you for your work on this project and for holding the information session at Walt Whitman High School.

Please see the attachment which sets out my reasons for strongly supporting Alternative 2.

Very truly yours,

JoAnn Leigh Zuercher jazlaw@aol.com

PUBLIC COMMENTS FORM

ATTACHMENT

December 11, 2013

NAME: JoAnn Leigh Zuercher

ADDRESS: 6864 Tulip Hill Terrace

CITY: Bethesda, MD, 20816

E-MAIL: jazlaw@aol.com

COMMENTS

Living in Bethesda near the Potomac River, I have missed having the ability to walk easily and directly to the local stores and Glen Echo Park or up to River Road. Due to the very narrow shoulder, one is really running the risk of being hit by a car, even one traveling at the speed limit. Furthermore, my husband and I are nervous whenever we try to ride our bikes down Goldsboro Road to the bike path along McArthur Boulevard. **Alternative 2** is the alternative that I support for the following reasons:

- A buffer between pedestrians and cars is necessary for safety, particularly with the sharp curves in Goldsboro Road between Tulip Hill Terrace and McArthur Boulevard; Alternative 2 includes buffers while Alternative 1 does not
- A buffer and path on one side of the road is safer as the buffer can be wide enough to be meaningful. Trying to carve out space on both sides seems very unrealistic as there is such limited space along certain parts of Goldsboro. It is better to have one good set of bike, buffer, and pedestrian areas than cramming in two narrower sets of paths.
- Minnehaha Creek will not be impacted negatively as it would be with Alternative 3. Trees and shrubs can stay in place and protect the creek from erosion of the banks, as well as trash and runoff from the road. In contrast, Alternative 3 would impact Minnehaha Creek through removal of trees and other vegetation.
- Recently a county agency requested home owners to plant more trees near Minnehaha Creek to protect the creek from erosion, etc. and ultimately to protect the Potomac River and the Chesapeake Bay; This points out the necessity of protecting the creek by preserving trees and shrubs along its banks and demonstrates the priorities of other parts of the Montgomery County government in terms of conserving the health of Minnehaha Creek.
- Alternative 2 is less likely than Alternative 3 to cause concerns on the part of the Army Corps of Engineers and state and county Natural Resources Departments (as it won't harm Minnehaha Creek by removing trees and other vegetation along its banks)
- Alternative 2 is more realistic from a cost perspective by being less expensive than Alternative 3 (but it still manages to address pedestrian safety)

Hwang, Gwo-Ruey (Greg)

From: Kathleen [<mailto:kathleen.mcbride@gmail.com>]
Sent: Saturday, December 28, 2013 2:12 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Re: Goldsboro rd project--I like option 3

Hi Mr Hwang

Thank you for sending the plans. I like option 3. Honestly, the other options would still seem too much like walking on the side of a highway and I would not use them at all. With option 3, especially if trees were planted in the greenway, it would feel safe enough to walk with children. If traffic lights are installed to cross Goldsboro at the pedestrian bridge and down near glen echo park then I could easily walk to wood acres elementary or to glen echo park from the redwing ct area.

I would live option 3 (the one with a greenway on both sides of the road separating the road from the sidewalk).

Thank you again for the plans.

-Kathleen

Hwang, Gwo-Ruey (Greg)

From: Glenn Reichardt [<mailto:greichardt@verizon.net>]

Sent: Friday, January 03, 2014 9:04 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road Bicycle and Pedestrian Improvements -- Facility Planning Study

Dear Mr. Hwang

I understand that you and your colleagues in the Division of Transportation Engineering for the Montgomery County Department of Transportation are considering alternatives for bicycle and pedestrian improvements along Goldsboro Road from MacArthur Boulevard to River Road. For the reasons that follow, I strongly urge you to adopt your proposed Alternative 2.

My family has lived in the Tulip Hill neighborhood for more than 25 years. We have long hoped that improvements would be made along Goldsboro Road that would facilitate walking and biking down to MacArthur Boulevard. Because Goldsboro Road is rather narrow and has several blind curves between Massachusetts Avenue and MacArthur Boulevard, it is risky and difficult to walk and bike between those points. Creating a sidewalk and bike lanes, with an adequate buffer between pedestrians and vehicular traffic, as proposed in Alternative 2, would improve safety and encourage greater pedestrian and bicycle use along Goldsboro Road, connecting the neighborhoods near and along Massachusetts Avenue to the bike lanes and walkways along MacArthur Boulevard. Although proposed Alternative 1 would be an improvement over the status quo, the buffer proposed in Alternative 2 is a substantial additional benefit, particularly given the speed at which some vehicles travel along Goldsboro Road and the winding nature of the road. I suspect that many people who now drive the short distance to Glen Echo Shopping Center or Glen Echo Park would walk or bike instead if you adopted Alternative 2. My wife and I would certainly do so.

On the other hand, I strongly oppose Alternative 3 or any other alternative that would attempt to create sidewalks along the Minnehaha Creek side of Goldsboro Road between Tulip Hill Terrace and MacArthur Boulevard. Although your proposed schematics depict Minnehaha as a gently flowing stream far below the level of Goldsboro Road, I can assure you -- based on decades of experience -- that Minnehaha Creek often becomes a roaring river after strong summer thunderstorms or prolonged rains. We have seen Minnehaha turn into white-water rapids that nearly breached the creek's banks during the storm that gave Minnehaha such force that it tore apart the old parking lot at Glen Echo Park and carried many cars in that parking lot into the C&O canal and the Potomac River. The substantial erosion along the creek's banks as it travels along Goldsboro Road toward MacArthur Boulevard is witness to the creek's occasional power. I think it would be extremely risky, indeed potentially catastrophic, to do anything that might affect the creek's course or that would result in the removal of trees along the creek's banks, because those trees and the vegetation surrounding them play critical roles in preserving the integrity of the narrow bank between Goldsboro Road and the creek and probably help avoid hazardous runoffs of oils and road chemicals into the creek -- pollutants that the creek could carry into the Potomac River and ultimately into the Chesapeake Bay. In my view, Alternative 3 could pose such substantial environmental risks that it might raise concerns on the part of federal, regional and state environmental and water quality officials.

For all of these reasons, I strongly urge you to adopt Alternative 2 as you move forward in your planning for improvements along Goldsboro Road.

Please let me know if you have any questions or would like additional information.
Best wishes
Glenn Reichardt
6864 Tulip Hill Terrace
Bethesda, Maryland 20816

Hwang, Gwo-Ruey (Greg)

From: Tina Manatos [<mailto:tina.manatos@hotmail.com>]

Sent: Friday, January 03, 2014 2:00 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Rd. Bicycle and Pedestrian Improvement Project

Dear Mr. Hwang,

Having been born and lived in Montgomery County, Md for 59 out of my 69 years I greatly appreciate our wonderful County Government that provides us with services to create a safe and enjoyable life. We are truly blessed with one of the best places to live in the country if not the world.

As a resident of Tulip Hills for the last 39 years (we have owned two separate homes in that time span) we appreciate the County responding to our request to have a sidewalk and bike path along Goldsboro Road. The times that I have walked that area I have felt very unsafe. There are only small areas to walk and you need to switch sides of the road to avoid blind spots for oncoming cars. Until my children were in their teens I did not want then traversing that stretch of road and even at that age discouraged it.

My husband and I have studied the three extensive plans that you have proposed. We support plan number 2 because it appears to be the safest proposal and it effects Minnehaha Creek the least. Having lived above this creek for 22 years I can attest to its violence during a heavy rain storm. Once there were cars floating down Goldsboro Road because of the overflow. The two properties on the east side of me had to build expensive gabion walls to prevent heavy erosion. Our house at 6856 Tulip Hill Terrace was previously owned by the New Zealand Embassy and they built a gabion wall. Former Senator Sam Nunn lived to the west of us and their very high wall which backed up to their swimming pool began eroding fast. After much back and forth with the county and the state one of those jurisdictions paid for a gabion wall to be built.

The Minnehaha Creek is part of the Chesapeake Bay Watershed and needs to be protected. When the creek was altered once that resulted in huge torrents of water collapsing the Glen Echo parking lot and cars ending up in the Potomac River. As home owners who have the Creek on our property we are urged by the county and state to plant trees and do all we can to protect the fragile environment of the creek bed. I noticed once that people were dumping trash, furniture, and branches in the creek and the State put up a no dumping sign at my request. We have also planted extensive bamboo to keep the erosion of the area at a minimum.

Thank you for making it possible for us to give you our input and our history of living in this area. I would be more than happy to discuss any issues with you or any County officials.

Sincerely,

Tina Manatos
6856 Tulip Hill Terrace
Bethesda, MD 20816

Hwang, Gwo-Ruey (Greg)

From: Michael Hering [<mailto:mghering1@gmail.com>]
Sent: Friday, January 03, 2014 3:20 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Comments on Goldsboro Road

Mr. Hwang:

Please see the attached comments.

Also, can you please put me on your mailing list for future bicycle and pedestrian projects? I would have come to the public meeting, but I did not find out about it until after it had happened.

Thank you,

Michael Hering

Michael G. Hering
5212 Nahant Street
Bethesda, MD 20816

January 3, 2014

Greg Hwang
Project Manager
Montgomery County Department of Transportation
100 Edison Park Drive
Gaithersburg, MD 20878

Dear Mr. Hwang:

I am a ten year resident of the Glen Mar Park neighborhood, which is just up the hill from Goldsboro Road, and I am writing to comment on the Goldsboro Road Bicycle and Pedestrian Improvement Project.

I am absolutely in favor of improving facilities for both pedestrians and cyclists on Goldsboro, and throughout Maryland. However I think it is important to recognize the different needs of different users of our public ways. In particular, too often traffic engineers designate sidewalks or side-paths for use by both pedestrians and cyclists, which is generally inadequate and inappropriate. I urge you to include facilities for both pedestrians and cyclists in your final plan, but I urge you to include *separate* accommodations. Specifically, there should be sidewalks along Goldsboro for use by pedestrians, and there should be appropriate on-road facilities for cyclists, such as wide shoulders. There should also be well-engineered crosswalks, and appropriate signage which signals to motorists the rights of cyclists to use the roadway, and the responsibility of motorists to pass only when it can be done safely.

Ours is a family of four, with children at both Pyle Middle School and Whitman High School. My wife and I both commute by bicycle to downtown D.C. by way of the Capital Crescent Trail ("CCT"), and we sometimes run errands around Bethesda by bicycle, and ride throughout Montgomery County for recreation. Our children also ride bikes for fun and, though they take the bus to school, they sometimes walk home from school or after-school events, or to a friend's house. We utilize public transportation, such as the Ride-On, and we own cars, and drive them throughout the County. In short, we take advantage of all means of transport available to us.

The CCT, which is a converted railway, is a wonderful facility. However, it is not a side-path (it does not run directly adjacent to a roadway), it has very limited grade crossings, and it is not without conflict between cyclists and pedestrians – particularly on busy summer days, and near downtown Bethesda. Such a facility serves an important purpose, but multi-use paths are not always the best answer. Multi-use paths are generally not appropriate for fast recreational cyclists (like those pictured in your November notice), and they are usually a poor choice when positioned next to a roadway (i.e. a side-path). In fact, side-paths can actually *increase* the risk to cyclists (see, e.g. the discussion of risks here:

http://en.wikipedia.org/wiki/Segregated_cycle_facilities). Multi-use facilities almost always increase the level of conflict between pedestrians and cyclists, and the very presence of a side-path can increase conflict between cyclists who choose to use the roadway and motorists who are irritated that cyclists are not where the motorist thinks they should be – off the roadway and on the side-path.

Likewise, side-paths are usually not the best choice for pedestrians, as they are engineered in a compromise fashion rather than being created specifically for pedestrians, and pedestrians must constantly be aware that they are sharing the path with vehicles traveling much faster than they, keeping a short leash on pets, and a close eye on young children.

The best choice on Goldsboro for both cyclists and pedestrians is to create separate accommodations. Proper sidewalks should be created for pedestrians (which could be utilized by young children on bikes, or novice adult cyclists who are wary of the roadway), and on-road accommodations should be created for cyclists. The best road design for cyclists varies according to conditions but, at a minimum, the roadway should have adequate width to maintain a consistent, wide shoulder for its entire length. Adequate roadway width is crucial to minimizing conflicts between motorists and cyclists, and in preserving the safety of all roadway users.

Thank you for the opportunity to provide comments on your project. I look forward to participating in the next phase.

Sincerely,

Michael G. Hering

Hwang, Gwo-Ruey (Greg)

From: Robins, Roni [<mailto:Roni.Robins@dwoskin.com>]

Sent: Friday, January 03, 2014 4:24 PM

To: Hwang, Gwo-Ruey (Greg)

Cc: 'John Hocker'

Subject: Goldsboro Road-Bike & Pedestrian Facility Planning Study Phase I-Comments from the Goldsboro HOA

Dear Greg,

Thank you for the opportunity to comment on behalf of the Goldsboro Homeowners Association. Please see attached letter. We enthusiastically support the project and look forward to working with you.

Sincerely,

Roni Robins

January 3, 2013

By Email

Mr. Greg Hwang,
Montgomery County Department of Transportation
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, MD 20878

Re: Goldsboro Road Bicycle and Pedestrian Improvements Facility Planning Study-Phase I

Dear Mr. Hwang:

I am writing you on behalf of the Goldsboro Homeowners Association (GHA). We enthusiastically support the county's moving forward with the planning effort for both bicycle and pedestrian improvements along Goldsboro Road. We strongly believe that the project not only has significant recreational benefits and will hopefully mitigate traffic a bit but that it will also serve to strengthen ties between the various neighborhoods along the road by providing opportunities to meet and connect with each other, strengthening our overall sense of belong to the broader community.

We offer the following comments on Phase I of the project for your consideration:

1. Goldsboro Road is a dangerous curvy road with several blind spots. Vehicles typically exceed the speed limit. Accordingly, GHA supports the alternative that provides the best separation of motor vehicles from cyclists and pedestrians—Alternative 3. It is important not only to create a safe environment, but also to foster a “perception” of safety. Therefore, we suggest the county move forward with an alternative, that meets the following minimum width standards for the various facility components— a bike lane of 5.0-5.5 feet on each side of the road , a planted tree/shrub buffer area of 6.5-8 feet between the curb and the sidewalk and a pedestrian sidewalk (or asphalt trail) of 5.5-6 feet. The importance of separating the pedestrian from moving traffic by adequate facility widths cannot be understated. Pedestrian activated signals, crosswalks and associate signage should also be integrated into the plans.
2. GHA prefers that a pedestrian facility be located on both sides of the road. If that cannot occur due to costs or right of way constraints, then GHA prefers that the pedestrian facility be located on its side of the road. Should it be determined that it is only feasible to build a sidewalk on one side of the road, it is imperative that the sidewalk be as continuous as possible on the chosen side of the road. Multiple crossings along Goldsboro Road would not only be very dangerous, but it would also be a strong disincentive for pedestrians to consider using the facility. If sidewalks are only provided on one side, it would be especially critical to provide pedestrian activated signals, crosswalks and associate signage to permit pedestrians to safely access the facility from the side of the road that does not have such facility.

Mr. Greg Hwang, Project Manager
Goldsboro Road Bicycle and Pedestrian Facility Planning Study-Phase I
January 3, 2013

Page 2

3. The facility planning process for this project should be expanded to ensure adequate connections to nearby destinations such as Glen Echo Park, the Glen Echo Shopping Center, River Road as a connection to the Crescent Trail, and eventually improvements along the portion of Goldsboro Road that connections to Bradley Boulevard and other bicycle and facilities providing access to Bethesda's commercial center and metro station.

We appreciate the opportunity to comment on Phase I of this project. Please let us know if we may provide additional assistance. Please feel free to contact John Hocker, President of the GHA Board, at bj.hocker@verizon.net or 301-263-2958 or me, Roni Robins, at roni.robins@dwoskin.com or 703-277-3485 (day) or 301-229-1487.

Thank you.

Sincerely,

Roni Robins

Roni Robins for
Goldsboro Homeowners Association

Hwang, Gwo-Ruey (Greg)

From: Emily Rogers [<mailto:erogers@glenechopark.org>]
Sent: Friday, January 03, 2014 4:37 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Re: Goldsboro Rd Bicycle/Pedestrian Improvements

Mr. Hwang,

Attached please find comments from the Glen Echo Park Partnership regarding this project.

If you have any questions, please let me know.

Best,
Emily

Emily Mah Rogers
Site Operations Manager
Glen Echo Park Partnership for Arts & Culture, Inc.
7300 MacArthur Boulevard
Glen Echo, MD 20812

phone: 301.634.2224
fax: 301.634.2260

www.glenechopark.org



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Goldsboro Bike Lane and Sidewalk Project

Written response from Glen Echo Park Partnership for Arts and Culture

Overall, the Glen Echo Park Partnership for Arts and Culture supports the proposed Bike Lane and Sidewalk Project for Goldsboro Rd.

- Many residents in surrounding neighborhoods walk to Glen Echo Park – improved sidewalks would make their trip to the Park and back much safer.
- Many students, dancers, employees and other users of the Park also take public transportation to travel to and from the Park. Sidewalks would be a much safer way for them to wait for the bus, and get to and from the bus stop.
- The Goldsboro Rd/MacArthur Blvd intersection can be a confusing intersection for drivers and pedestrians. When walking from the park to the bus stop and/or shopping center on the other side of the road, there is no clear or easy way to do so safely. By adding well-marked crosswalks and sidewalks, this should vastly improve the traffic and pedestrian patterns in this unusual intersection.

The Partnership does request that construction scheduling for the Goldsboro Rd/MacArthur Blvd intersection take into consideration the high traffic days and times for Glen Echo Park. Having construction during the times and days when we expect a large volume of cars coming to and from the Park (weekends, festival days, camps, large planned events, etc.) will increase traffic backups on these roads.

Hwang, Gwo-Ruey (Greg)

From: phyllis.o.meyers@verizon.net [<mailto:phyllis.o.meyers@verizon.net>]

Sent: Friday, January 03, 2014 5:00 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro Road bike and pedestrian paths

I have lived in Tulip Hill for fifty years, and my backyard borders Minnehaha Creek. Many years ago we had a gabion wall built on the bank to prevent further erosion from the rushing waters after heavy rains. There also have been incidents where the creek has provided protection from incidents along Goldsboro Road. I attended the meeting at Walt Whitman High School and compared the various proposals for paths along Goldsboro, and I believe that option No. 2 would be the best. The road between Mass. Ave. and Glen Echo is narrow and has many curves; so I think No. 2 would best serve the community. I also hear and see many cars, trucks, and emergency vehicles speed along Goldsboro Road; so I think safety should be the primary concern. My name is Phyllis Meyers, and my address is 6860 Tulip Hill Terrace, Bethesda, MD 20816. Thank you in advance for your consideration of this matter.

Hwang, Gwo-Ruey (Greg)

From: Scott Wilets [<mailto:sewilets@verizon.net>]
Sent: Friday, January 03, 2014 10:52 PM
To: Hwang, Gwo-Ruey (Greg)
Subject: Goldsboro Road Comments

January 3, 2014

Greg Hwang

Project Manager

Montgomery County Department of Transportation

100 Edison Park Drive

Gaithersburg, MD 20878

Dear Mr. Hwang:

I am a seven year resident of the Carderock Spring neighborhood and frequently cycle and drive on Goldsboro Road. I am writing to comment on the Goldsboro Road Bicycle and Pedestrian Improvement Project that I caught the tail end of your presentation of last December 4, 2013.

It is extremely important to improve facilities for both pedestrians and cyclists on Goldsboro, as well as throughout the County. The key to understanding the peaceful coexistence of various modes of transportation is by recognizing the different needs of various users of our public ways. Too often we've had new roadways engineered with designated sidewalks or side-paths for use by both pedestrians and cyclists, which is generally inadequate and inappropriate. I urge you to include facilities for both pedestrians and cyclists in your final plan, but include them as *separate* accommodations. Specifically, there should be sidewalks along Goldsboro for use by pedestrians, and there should be appropriate on-road facilities for cyclists, such as 5' minimum wide shoulders. There should also be well-engineered crosswalks, and appropriate signage which signals to motorists the rights of cyclists to use the roadway, and the responsibility of motorists to pass only when it can be done safely.

Multi-use paths are generally not appropriate for fast recreational cyclists, and are usually a poor choice when positioned next to a roadway (i.e. a side-path). In fact, side-paths can actually *increase* the risk to cyclists since they raise the level of conflict between pedestrians and cyclists. Note that the very presence of a side-path can increase conflict between cyclists who choose to use the roadway and motorists who are irritated that cyclists are not where the motorist believes they should be – off the roadway and on the side-path.

Likewise, side-paths are usually not the best choice for pedestrians since they are engineered in a compromise fashion rather than being created specifically for pedestrians, and pedestrians must constantly be aware that they are sharing the path with vehicles traveling much faster than they, while walking pets or monitoring young children. Joggers who spontaneously change direction or pedestrians who Text or are otherwise distracted are a serious hazard to hard charging cyclist.

In my opinion the best choice for Goldsboro is to create separate accommodations for both cyclists and pedestrians. Sidewalks designed for pedestrians or young & novice cyclists uncomfortable riding on the roadway, and on-road accommodations designed for cyclists. The best road design for cyclists should have an adequate and consistent width and a seamless shoulder (not divided) for its entire length.

Thank you for the opportunity to provide comments on your project. I look forward to participating in the next phase.

Sincerely,

Scott Wilets

WILETS ARCHITECTURE
Scott E. Wilets, AIA
8009 Hamilton Spring Road
Bethesda, MD 20817
sewilets@verizon.net
301.980.4823 **mobile**

Hwang, Gwo-Ruey (Greg)

-----Original Message-----

From: Kathleen [<mailto:kathleen.mcbride@gmail.com>]

Sent: Saturday, January 18, 2014 7:03 PM

To: Hwang, Gwo-Ruey (Greg)

Subject: Goldsboro rd

Hello Mr. Hwang

I know that the comment period for The Goldsboro road sidewalk project is over but I was wondering if any decisions had been made? I am really hoping that the option with protected sidewalks on either side is chosen. If that plus a light at the pedestrian bridge over to wood acres is done then my 3 children could actually walk to school. You would then happily have one less commuter on Goldsboro!

Thanks for your work on this,

-Kathleen McBride

Hwang, Gwo-Ruey (Greg)

From: Teresa Jones [<mailto:tlzjones76@gmail.com>]

Sent: Thursday, January 23, 2014 8:23 AM

To: Hwang, Gwo-Ruey (Greg)

Subject: support for Goldsboro and Bradley Bike paths

Dear Mr. Hwang,

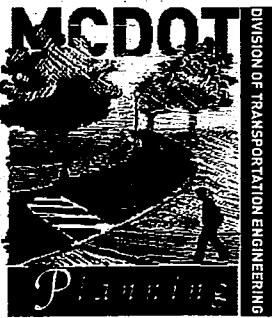
As an avid biker and Bethesda resident, I am writing in support of the two proposed bike paths - on Goldsboro Rd. from Bradley Blvd. to Clara Barton and on Bradley Blvd starting at Goldsboro Rd. Given the number of bikers I see on these roads, I think the bike paths would be well-used and appreciated. At this point, the traffic is too daunting for me on Bradley Blvd, so I have to drive to Capital Crescent trail. I hope that these projects will move forward to completion.

Best wishes,

Teresa Jones

6913 Granby St.

Bethesda, MD 20817



November 2013

Project Website: <http://www.montgomerycountymd.gov/dot-dte/projects/goldsboro/index.html>

PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation

Isiah Leggett

Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

Your input is important!
Please provide us with your
comments and return by:

Friday

January 3, 2014

Montgomery County
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DIVISION OF
TRANSPORTATION
ENGINEERING

100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

Project Manager:

GREG HWANG

P: 240. 777. 7279

F: 240. 777. 7277

For alternative formats of this
Comments Form, please
contact

the Division of
Transportation Engineering
at:

240. 777. 7220 (voice).

TTY users call MD Relay.

PLEASE PRINT

Name: THOMAS R. KLINE Date: Nov. 17, 2013

Address: 6310 HAVILAND DRIVE

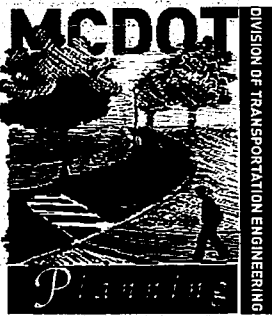
City/Town: BETHESDA State: MD Zip: 20817

Phone: 301. 229. 1647

E-mail: THOMAS.R.KLINE@GMAIL.COM

Comments:

I AM VERY PLEASED TO LEARN OF
THIS PROPOSED PROJECT. IT IS
BADLY NEEDED & LONG OVERDUE.
GOLDSBORO IS NOW A BARRIER
BETWEEN RESIDENTIAL AREAS.
I HOPE ANOTHER PROJECT WILL
EXTEND ~~TO~~ BEYOND RIVER ROAD
TO BRADLEY. THE STRETCH THAT
CUTS THROUGH KENWOOD COUNTRY
CLUB IS VERY DANGEROUS
AND ALSO A BARRIER TO FOOT
TRAFFIC. THE 2 PROJECTS WOULD
INCREASE FOOT TRAFFIC TO DOWN
TOWN BETHESDA & REDUCE AUTO
USE & EMISSIONS. THANK YOU.
THOMAS KLINE



Isiah Leggett
Montgomery County Executive

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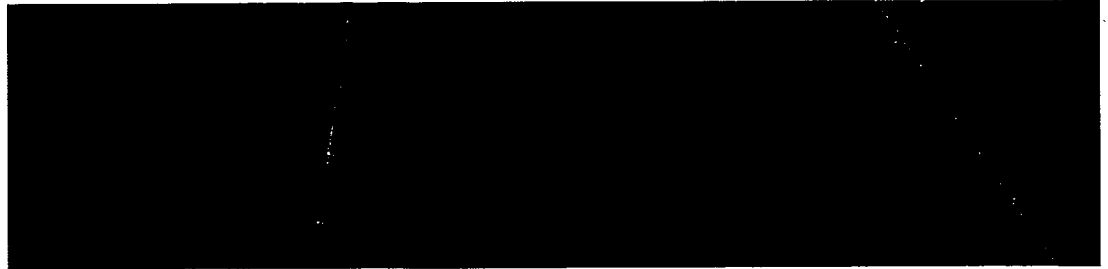
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Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: CLAUDIA K. SERRIN Date: _____

Address: 6216 DUNROBIN DR

City/Town: BETHESDA State: MD Zip: 20816

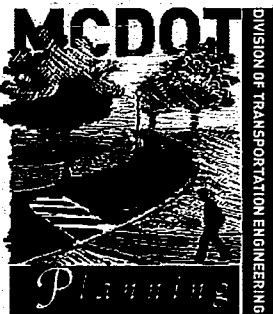
Phone: 301-229-4825

E-mail: _____

Comments:

IT WOULD A WASTE OF MONEY
99 PERCENT USE MACARTHUR BLVD
INSTEAD OF THE BIKE PATH
I THINK THEY SHOULD BE REQUIRED TO
USE A BIKE PATH IF ONE IS AVAILABLE.

Claudia K. Serrin



Isiah Leggett

Montgomery County Executive

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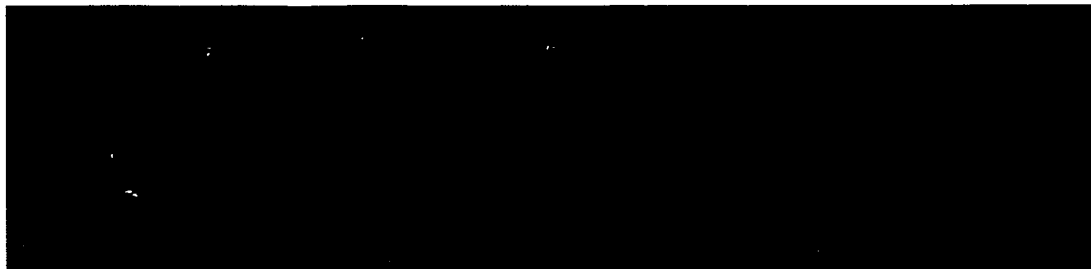
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Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: F. Montes-Negret Date: Nov. 14/13

Address: 6300 Redwing Rd.

City/Town: Bethesda State: MD Zip: 20817

Phone: (301) 320-6747

E-mail: fmontesnegret1@gmail.com

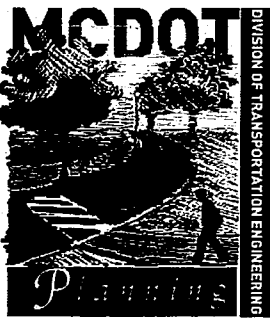
Comments:

Dear Sirs:

Yes, we are very supportive of the plan to build sidewalks on Goldsboro Rd. Other issues include dangerous pedestrian crossing from Rte - ON #29 (Bethesda), due to cars driving at high speed.

We are also concerned that Goldsboro has become a "Corridor" for traffic from Virginia. Any ideas to limit it?

Thanks, Fernando Monty Apit -



Isiah Leggett

Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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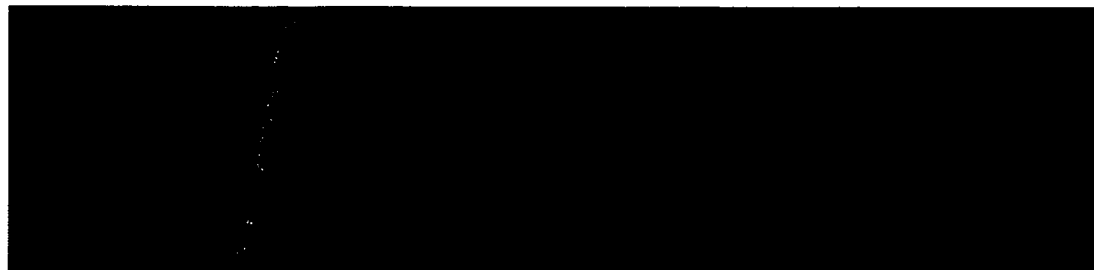
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Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name:

Eleanor Balaban

Date:

11/16/13

Address:

6003 Bryn Mawr Ave

City/Town:

Glen Echo

State:

MD

Zip:

20812

Phone:

301-229-7990

E-mail:

Eleanor.Balaban@LNF.com

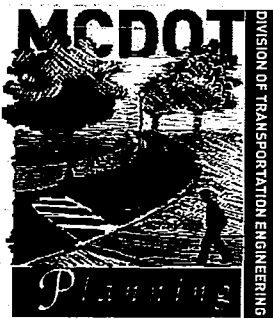
Comments:

I didn't think DOT could come up
with anything dumber than the bike
path along MacArthur but I was
wrong.

You love to waste your resources!
Every bike organization has
testified that they WILL NOT use the
paths.

Are you deaf!
Goldsboro is dangerous to drive
now + you are going to make it
worse.

STOP THE WASTE!



Isiah Leggett

Montgomery County Executive

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Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Son B. Vuong Date: Nov. 17, 2013

Address: 6205 Redwing Road

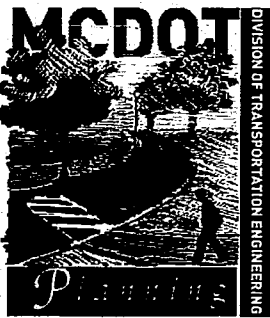
City/Town: Bethesda State: MD Zip: 20817

Phone: 301-229-7432 (H)

E-mail: Son V 888 @ hot mail . com

Comments: to existing bus stop

1. Request to ① add bus shelter on corner of Redwing/Goldsboro ② trim back tree grow (currently cover the bus stop sign) ③ add light for visibility if possible. I use bus #29 for commuting from/to Bethesda Metro stop for work, my daughter use the same stop for school bus from/to Whitman High School. We stand between the curb (broken) + painted white line on street. This is a very dangerous situation for us as the ~~bus~~ cars/trucks drive quite fast along the winding/curve road. In the ~~second~~ Fall/winter time, the morning are dark (we use blinkers on our persons in hope that vehicle would slow down) as we are inches away from moving vehicles. In the rainy season, the situation get worse, as we must share the same standing area with moving water. If we stand on the grass area, bus won't see us to stop.
2. Request to add cross walk light if possible, currently there is a cross walk on Wedgewood Rd crossing Goldsboro, vehicle never stops for pedestrian, Residents + their pets have to "run for their lives" when crossing on the cross walk.
3. We support side walk + bike path fully.
4. anything the County can do to slow down traffic on Goldsboro would be greatly appreciated. thx.



Isiah Leggett

Montgomery County Executive

**GOLDSBORO ROAD
BICYCLE AND
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Arthur Holmes, Jr., Director, Department of Transportation

To Whom It May Concern :

*My family and I are very much
in favor of pedestrian and cyclist
improvements along Goldsboro Rd.
in Bethesda. We and our guests
use Goldsboro for walking and cycling,
and those who visit us by bus
need to walk along the road to
get to the footbridge that crosses
the creek which separates our
home from Goldsboro*

*Please let us know if you
have any questions.*

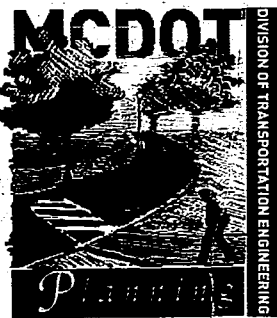
*Yours very truly,
David Snyder*

*for Jane, Abby and Caroline Snyder
too*

6105 Ramsgate Rd.

Bethesda, Md. 20816

Nov. 20, 2013



Isiah Leggett
Montgomery County Executive

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PLEASE PRINT

Name: Georgia Shaw

Date: 11/17/13

Address: 6210 Vorlich Lane

City/Town: Bethesda

State: Md

Zip: 20816

Phone: 301- 229- 4301

E-mail: Browneballinrink@verizon.net

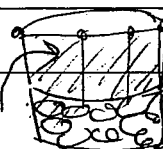
Comments:

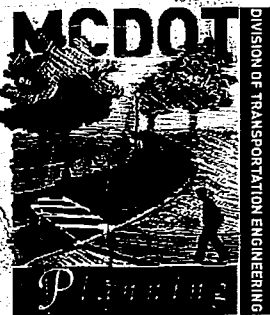
add sidewalk so we can walk
in to Bethesda
add bike share racks to
encourage a "public transpor-
tation vibe"
add bulletin board area /
box to share free books -
(to read while commuting?)
cobblestones?
Ride On Bus
Shelter

please
disguise
this ugly
eyesore

Thank you for
listening.

I would suggest
sherm netting, like used in
professional tennis games.





Isiah Leggett
Montgomery County Executive

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F: 240.777.7277

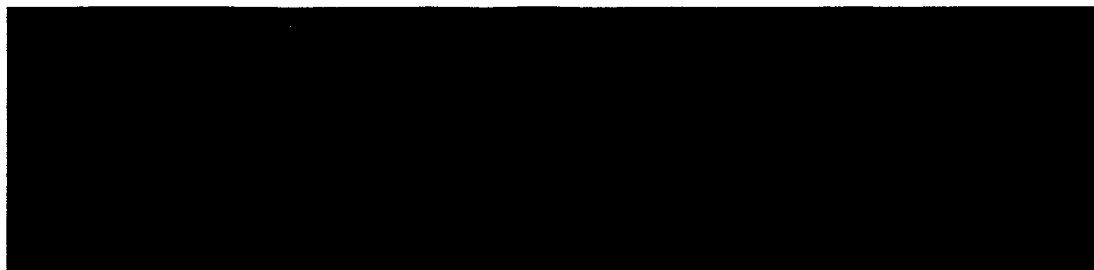
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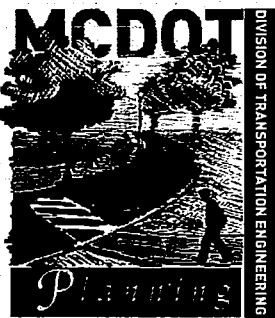


PLEASE PRINT

Name: Annette Gatten Date: 11/26/13
Address: 6221 Redwing Rd
City/Town: Bethesda State: MD Zip: 20817
Phone: 301.320.5544
E-mail: akgatten@yahoo.com

Comments:

1. Crosswalk — it is hard to get drivers to stop. They are usually speeding + don't slow or stop. A light to indicate a walker would be helpful. We walk to school but rarely feel safe.
2. Speeders — A speedcam or MPH indicator would be great! It is difficult to come out of our ~~off~~ road + turn left onto Goldsboro. The visibility is not great — you can't see that far either way — and then don't have time to get out safely because cars are going too fast.
3. Sidewalks — very needed on Goldsboro. Walking doesn't feel safe on the shoulder — where you have to walk to use the crosswalk.



Isiah Leggett

Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation

PLEASE PRINT

Name: Jeffrey Goode Date: 11/17/13

Address: 6812 Tulip Hill Terrace

City/Town: Bethesda State: MD Zip: 20816

Phone: 301-229-8569

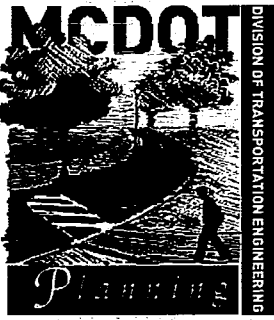
E-mail: jeffreygoode@yahoo.com

Comments:

Dear Sir or Madam: I fully support a sidewalk/bike path to be constructed on Goldsboro Road. This would open up the entire neighborhood around Goldsboro Road to the bike/walking paths on MacArthur Blvd & on the towpath as well as Glen Echo Park. People would be able to safely walk or bike down Goldsboro Road to the recreational facilities.

The current situation on Goldsboro Rd. is hazardous for any bicyclist or pedestrian attempting to walk from Tulip Hill Terrace down to MacArthur Blvd. Narrow non-existent shoulders make it dangerous to ^{bike}walk down Goldsboro Road. Oncoming traffic currently has a poor line of sight of anyone trying to cross Goldsboro Road from Tulip Hill Terrace. ^{Also,} There needs to be a call light on Tulip Hill Terrace for people to cross safely. Again a sidewalk/bike path down Goldsboro Road particularly from Tulip Hill Terrace to MacArthur Blvd. would vastly improve the neighborhood's access to nearby recreational facilities and provide a much needed margin of safety for bicyclists and pedestrians.

Sincerely,
Jeffrey Goode



Isiah Leggett

Montgomery County Executive

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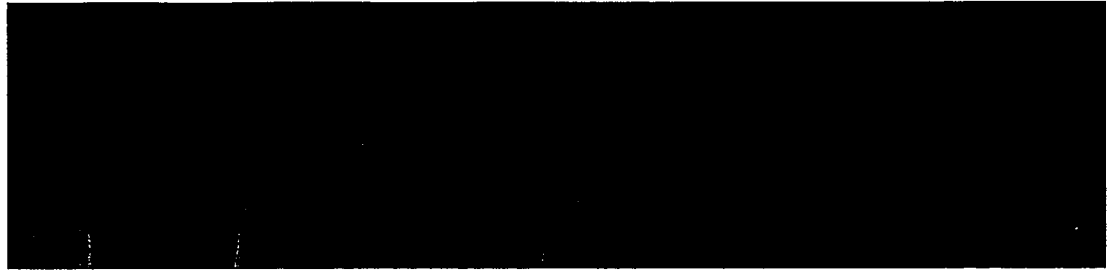
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Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: STUART PLATTNER

Date: 11/23/13

Address: 6204 REDWING ROAD

City/Town: BETHESDA

State: MD

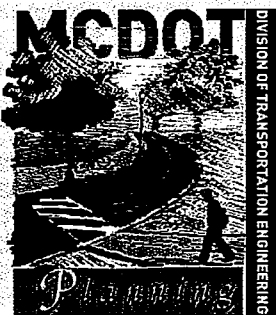
Zip: 20817

Phone: 301 229 6518

E-mail: splattner@verizon.net

Comments:

YES YES YES This is a great idea.
I have lived here for 25 years and have
always regretted the lack of a walkway
from my house, near River Road, along
Goldsboro to MacArthur. Not only bikes
but adults with small kids will use
this walkway to get to Glen Echo Park.



Isiah Leggett
Montgomery County Executive

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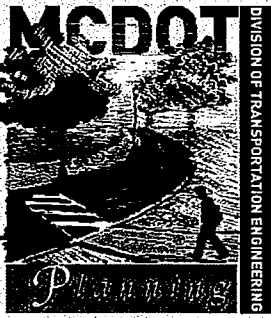
Name: Nancy Avitabile Date: 12/4/13
Address: 8515 Whittier Blvd
City/Town: Bethesda State: MD Zip: 20817
Phone: 301-469-8515
E-mail: nancy4@mindspring.com

Comments:

I strongly support Alternative 2. It allows for a segregated area for walking and a segregated area for cyclists. I think a sidewalk on each side of the road is unnecessary and, most likely, very expensive.

Thank you.

Also, it would be very good if the bike lanes could be continued to Bradley Blvd.



Isiah Leggett

Montgomery County Executive

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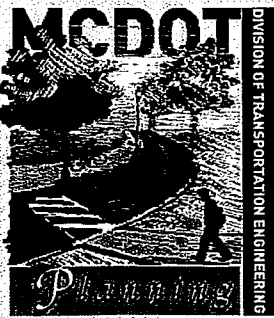
PLEASE PRINT

Name: Ed Spitzberg Date: 12/4/13
Address: 6310 Redwing Rd.
City/Town: Bethesda State: MD Zip: 20817
Phone: 202-421-8312
E-mail: eddielounge@gmail.com

Comments:

This project is wonderful! I like to work ^{downtown} the scarrest part of my ride is Goldsboro Rd. I've wanted to bike to Glen Echo w/ my 4-year old daughter but can't. When she gets older I'd like for her to be able to safely cross Goldsboro to walk to Woodlawn (her future school) but she can't. This project solves all of these.

My one suggestion is to make the crosswalk by Wegman even safer - bumps, lights, even a signal. Whatever you can do. But the median there is a good start. Thank you!



Isiah Leggett
Montgomery County Executive

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P: 240. 777. 7279
F: 240. 777. 7277

For alternative formats of this
Comments Form, please
contact
the Division of
Transportation Engineering
at:
240. 777. 7220 (voice).
TTY users call MD Relay.

November 2013

Project Website: <http://www.montgomerycountymd.gov/dot-dte/projects/goldsboro/index.html>

PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: HOWARD W. SOLOMON Date: 12/4/13

Address: 6705 TULIP HILL TERRACE

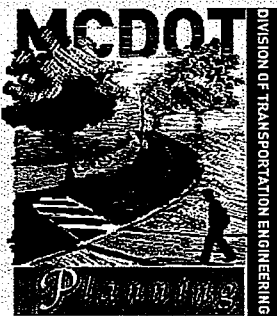
City/Town: BETHESDA State: MD Zip: 20816

Phone: (301) 229-6331

E-mail: HWSOL2002@YAHOO.COM

Comments:

I PREFER ALT. #3 BECAUSE OF
THE BUFFER IT PROVIDES TO PEDESTRIANS
ON BOTH SIDES OF THE ROAD. IT MAY
BE REJECTED, HOWEVER, BECAUSE OF THE DIFFICULTY
EXPANDING ALONG MINDEHARA BRANCH
AND THE ADDED EXPENSE OF THE
SECOND BUFFER. IF THAT PROVES TO
BE THE CASE, I FAVOR ALT #2.
MY HOPE IS THAT, WHATEVER PLAN
IS ADAPTED, THE PROJECT BE EXPEDITED
BECAUSE IT IS VERY DANGEROUS TO BIKE
OR WALK ALONG THE ROAD IN ITS
CURRENT FORM. I SPEAK FROM PERSONAL
EXPERIENCE.



Isiah Leggett
Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

Your input is important!
Please provide us with your
comments and return by:

**Friday
January 3, 2014**

Montgomery County
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DIVISION OF
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100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Ellen Gadbois Date: 12/3/13
Address: 6215 Redwing Ct.
City/Town: Bethesda State: MD Zip: 20817
Phone: 301-530-1424
E-mail: ellen.gadbois@verizon.net

Comments:

My family is thrilled about this project -- I hope
it will allow us to walk or bike down Goldsboro to
Green Echo.

One really important thing -- the existing
crosswalk between Wedgewood & Redwing Road is
really dangerous. People just don't stop. Can you add
flashing lights or something? It is a key place for
the neighborhood kids to cross Goldsboro and walk to
their elementary school, Wood Acres Elementary. I
am happy to discuss this further. (If you have a
cash windfall, consider a pedestrian bridge!)

Sincerely,

Ellen Gadbois



Isiah Leggett
Montgomery County Executive

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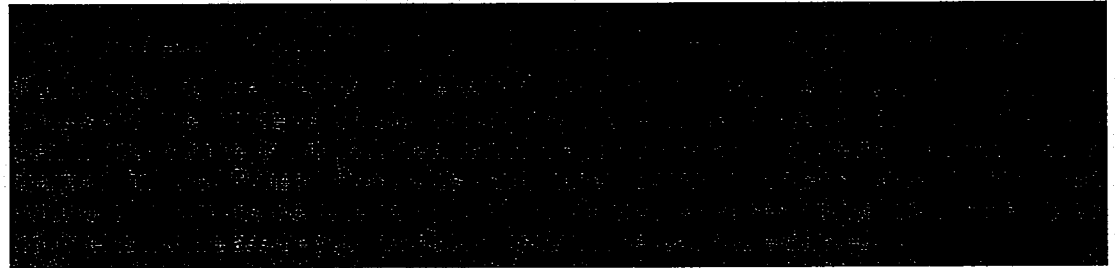
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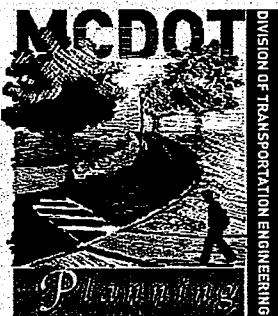


PLEASE PRINT

Name: Susan Mordan Date: 12/4/13
Address: 6214 Wedgewood Rd
City/Town: Bethesda State: MD Zip: 20817
Phone: 301 263 0419
E-mail: Susan.mordan@aol.com

Comments:

OF the 3 options of the Goldsboro Rd improvements, I like option 1 the best. I love the idea of having a safe place to walk/ride along Goldsboro between River Manor Blvd. I would like to preserve as many of the trees along the road as possible so do not think it is necessary to have the grass divider between the road/walk. I like the enhanced crosswalk at Wedgewood Rd/Goldsboro. & better placement of bus stops as well. I think it is very important to slow cars down - dividers are a good start. Wilson, the other side of Goldsboro are 30 MPH & would like to drop the speed limit to 30 from 35.
(the walk) Can it extend to Bradley Blvd?



Isiah Leggett
Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name:

Jeffrey Goodie

Date:

12/14/13

Address:

6812 Tulip Hill Terrace

City/Town:

Bethesda

State:

MD

Zip:

20816

Phone:

301-229-8564

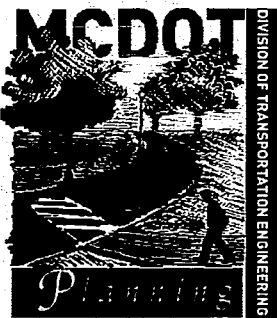
E-mail:

jeffreyygoodie@yahoo.com

Comments:

In Intersection of Tulip Hill Terrace
with Goldsboro road it would be
very useful to have a push button call
light so Pedestrians & bicyclists
could cross Goldsboro when taking
the left to walk or bicycle down
to MacArthur Blvd. & Glen Echo Park
would be much safer.

Of the three alternatives
I prefer Alternative 3



Isiah Leggett
Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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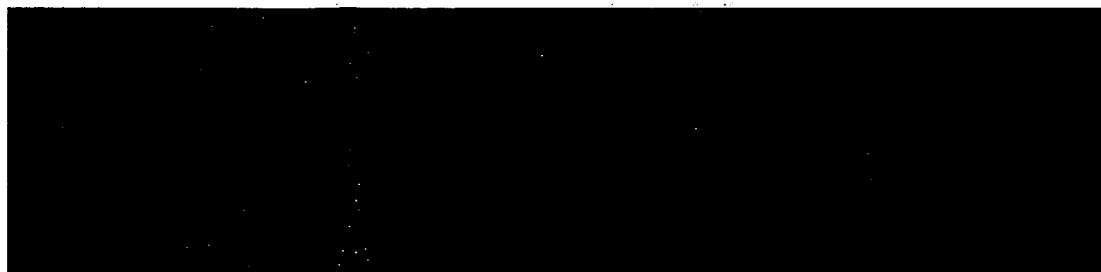
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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Diana Pinto Date: 12/04/13

Address: 6212 Wedgwood Rd

City/Town: Bethesda State: MD Zip: 20817

Phone: _____

E-mail: dmpinto@gmail.com

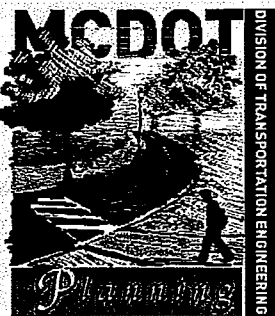
Comments:

This is a great and much needed project. I am concerned about the speed of the cars in the intersection between Goldsboro and Wedgwood - reducing. This is a pedestrian crossing and no one stops - perhaps a speed bump is needed.

Sidewalks all the way to Mac Arthur would be awesome, it is very dangerous to walk along the pavement.

A sidewalk is needed in the curve that leads from River to Goldsboro to access the bus stop!

Congratulations on this project, all my support!



Isiah Leggett

Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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(see over)

November 2013

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Son Vuong Date: 12/4/2013

Address: 6205 Redwing Road

City/Town: Bethesda State: MD Zip: 20817

Phone: 301 229 7432

E-mail: sonv888@hotmail.com

Comments:

- I support the Alternative #3(a) without the green buffer ~~is~~ if there are objections from colleagues residents about taking too much "property" away.
- I strongly support sidewalk both sides + bike lanes, paved bus stop areas. cut back some green for better visibility. (from side streets onto Goldsboro)
- cross walk strips are great
- concrete median @ cross walk may be potential danger to bike riders, since vehicle might shift suddenly when approaching the median + cut into bike lanes.
- please consider better lighting while improvement
- is that possible to slow down traffic? cars are moving much faster than speed limit

+there is no enforcement



Montgomery County Department of Transportation (MCDOT)
DIVISION OF TRANSPORTATION ENGINEERING
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878



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The MCDOT always welcomes your feedback. This prepaid form is an opportunity for you to submit your written comments on the project.

**GOLDSBORO ROAD BICYCLE AND
PEDESTRIAN IMPROVEMENTS**

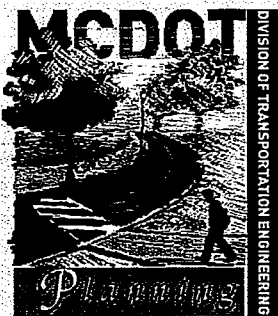
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MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

Immediate action request #
unneeded

Project Manager: **GREG HWANG**

Greg.Hwang@montgomerycountymd.gov

Please consider repair to curb @ corner of Redwing + Goldsboro bus stop + put in concrete patch for standing room while waiting for bus. It is a safety issue. thanks.



Isiah Leggett
Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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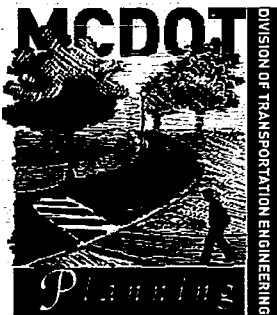


PLEASE PRINT

Name: Suzanne Goode Date: Dec. 4, 2013
Address: 6812 Tulip Hill Terrace
City/Town: Bethesda State: MD Zip: 20816
Phone: 301-229-8569
E-mail: ~~go~~ goodesuzanne@gmail.com

Comments:

Would be extremely useful
to have an on-call light
at Tulip Hill Terrace +
Goldsboro Rd so that
bikers + walkers can
cross Goldsboro safely



Isiah Leggett

Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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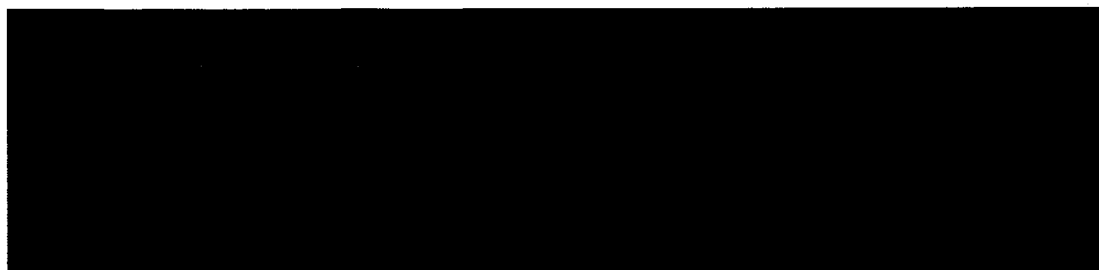
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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: JUSAN B. JOAN

Date: 12/4/13

Address: 6203 WEDGEWOOD ROAD

City/Town: BETHESDA

State: MD

Zip: 20817

Phone: 301 320 0904

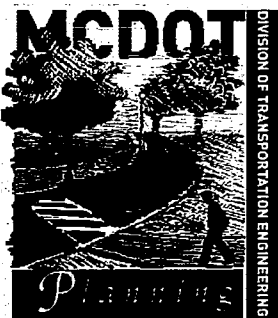
E-mail: j5anb510an@gmail.com

Comments:

OF THE 3 ALTERNATIVES PRESENTED
I WOULD SUPPORT ALTERNATIVE
1;

(a) FINANCIALLY MORE RESPONSIBLE
(b) WOULD MORE CLOSELY
PRESERVE THE TREES + FLORA
INDIGENOUS TO THE AREA

(c) WOULD BE LEAST DAMAGING
DRASTIC IN TERMS OF REDUCING
CONGESTION HEADLIGHTS OF
CARS TRAVELING ON GOLDSBORO
(d) "GRASSY KNOW" NOT NECESSARY
ON NO OTHER CORRECTION I
KNOW



Isiah Leggett

Montgomery County Executive

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in

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Joy Hallman

Date: 12/4/13

Address: 6011 Goldsboro Rd

City/Town: Bethesda

State: MD

Zip: 20817

Phone: 301-530-8440

E-mail: JL HALLMAN@VERIZON.NET

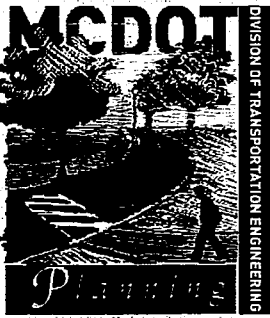
Comments:

Having examined the three alternatives I would choose alternative 1. My biggest concern is lowering the speed limit from 35 to 30. Parallel Roads, Wilson Lane & Seven locks Rd that connect River Rd & McArthur all have 30 mph speed limits. The upper part of Goldsboro Rd has a 30 mph speed limit. Drivers turn down from doing 50 on River Rd and hot the gas. I live on a curve it is VERY DANGEROUS pulling out of my driveway every morning & people honk at me when I slow to pulling my driveway at a safe speed. My house is on the inside of a curve so drivers instinctively hug in closer to my curb & frequently cross the white line.

I feel at risk when I take out my trash.
I know that the county no longer installs speed
bumps. Speed is the most important issue. Seven
Locks Road which has sidewalks has two speed
cameras. Wilson lane (also a parallel Rd) has
sidewalks & ~~two~~ moveable speed cameras.
Speed cameras would reduce the speed.

Thank you for consideration
of my concerns,

Joy & Hallum



Isiah Leggett

Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Trina Carter

Date: 12/1/13

Address: 6214 Redwing Rd

City/Town: Bethesda, MD 20817

State:

Zip:

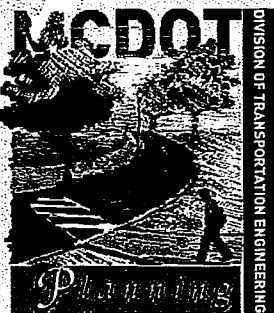
Phone: (301) 204-3807

E-mail: trina.carter09@gmail.com

*Sorry to miss the public
workshop. I have a prior
engagement that night.*

Comments:

I am in favor of widening the road to accommodate bikers since it is a popular route for them and needs improvement. However, I do think Goldsboro Road should be widened on both sides of River Rd (i.e., between Bethesda/Bradley Road^{lane?} and River Road, and between MacArthur Blvd. and River Road). Both sides are too narrow for bikes and cars. My suggestion is to stripe the side(s) of the road rather than to create a separate bike path. I've noticed that bikers tend to eschew bike paths, probably because they are liable to have sticks and other debris on them whereas roads are free of that. Pedestrians and runners tend to use bike paths more than biker riders (unless they are children or somewhat older, sedate people out for a ride, as on MacArthur Blvd, which has a bike path that's very nice for dog walkers and baby carriages...). I'd also like more signs explaining that bikes are moving vehicles and bikeriders must obey traffic laws, just like cars. Bikers often flaunt their ability/decision to go through intersections ~~(and bike)~~ as if they were some sort of special category. It would be nice if all roads in Bethesda (Montgomery Co.) had bike lanes. European cities do, and they work wonderfully.



Isiah Leggett
Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name



Meng Shu
6705 Goldsboro Rd
Bethesda, MD 20817-5417

Date:

Address

City/Town:

State:

Zip:

Phone:

E-mail:

MENGDA SHU @ gmail . com

12/6/2013
Mr. Greg Hwang:

To whom it may concern:

I own a home at 6705 Goldsboro Road and am writing to express serious concern about Montgomery County's plan to widen and add sidewalks along Goldsboro Road.

While I do not object to the widening of Goldsboro Road *per se* and strongly support adding a sidewalk for easy and safe access to Glen Echo Park and the nearby Shopping Center, I do object to the proposed design. It is my understanding that the plan does not provide for any on-street parking whatsoever, including through a shoulder wide enough for vehicles. In contrast, there currently is a sizable shoulder with ample room for parking. I also understand that cut-throughs (of the proposed sidewalk) are planned, but limited to the width of driveways. Thus, driveways would be the only places where vehicles could park on our portion of the road.

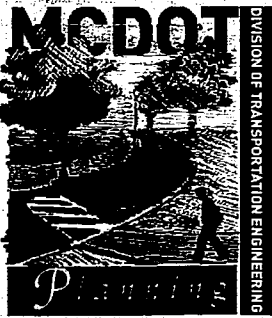
This design is a serious problem and potential traffic hazard for me and my neighbors because our driveways are very short and cannot accommodate delivery and service trucks, multiple visitors' vehicles, etc. The only room for such vehicles to stand or park would be in the road.

Accordingly, I request that the sidewalk cut-through extend along the entire front of my property. This would allow vehicles to park in front of my house and maintain paved walkway for pedestrians.

Thank you for your time and consideration of my request for an extended cut-through. I look forward to hearing from you soon regarding the resolution of this concern.

Sincerely,

Dr. Mengda Shu
6705 Goldsboro Road
Bethesda MD, 20817



Isiah Leggett

Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Kirk Swann Date: 12-6-13

Address: 6013 Woodacres Drive

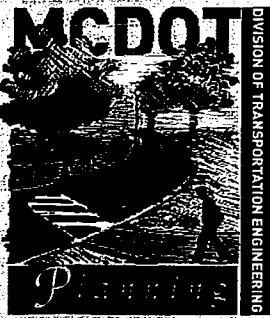
City/Town: Bethesda State: MD Zip: 20816

Phone: _____

E-mail: _____

Comments:

Why is so much emphasis and money going to add bike lanes to Goldsboro Road? It is my experience that where there is a marked bike lane, at least 95% of bikers continue to ride in the road. Also, our neighborhood streets are in dire straits and have not been resurfaced in probably twenty years (we have lived at our current address since 1978). In the past the county regularly resurfaced all the streets. So my question is, why add bike lanes until all the streets have been repaved? Biking may be an idealistic goal, but in practical terms it is a lemon.



Isiah Leggett
Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name:

Date:

12/05/2013

Address:

William S. Liebman
6104 Goldtree Way
Bethesda, MD 20817

City/Town:

State:

Zip:

Phone:

301-229-2262

E-mail:

WSLIEBMAN@COMCAST.

Comments:

NET

Installing sidewalks is an
excellent idea and one
which I, my spouse & other
people in the community
will use.

Thank you for your consideration
William S. Liebman



Isiah Leggett

Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Richard Edelman Date: 12/4/13

Address: 8515 Whittier Blvd.

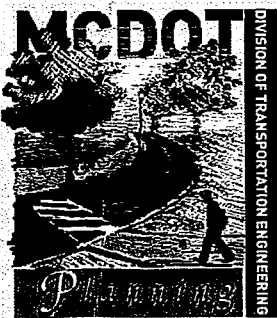
City/Town: Bethesda State: MD Zip: 20817

Phone: 301-469-8515

E-mail: rbe1000@hotmail.com

Comments:

After much analysis I support
Alternative 2. It should also
be extended to Bradley Blvd.



Isiah Leggett
Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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Friday
January 3, 2014

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Project Manager:
GREG HWANG
P: 240. 777. 7279
F: 240. 777. 7277

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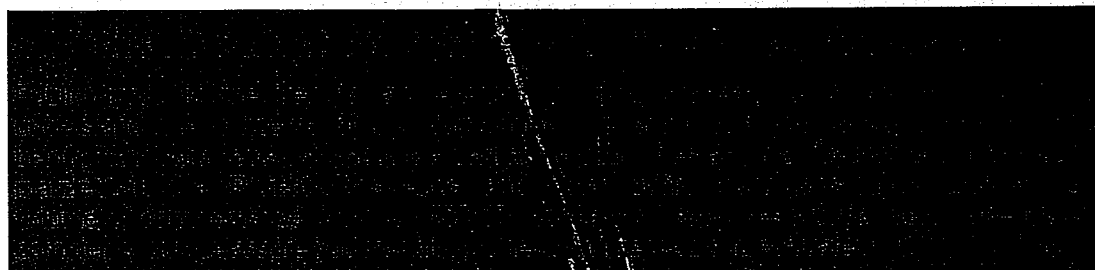
240. 777. 7220 (voice).
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November 2013

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: John Stodola Date: 12/8/13
Address: 6800 Rannoch Road
City/Town: Bethesda State: MD Zip: 20817
Phone: H - 301 229 5134 C - 301-351-7594
E-mail: johnstodola@verizon.net

Comments:

I polled people in our HOA and here is input from myself and one
other homeowner:

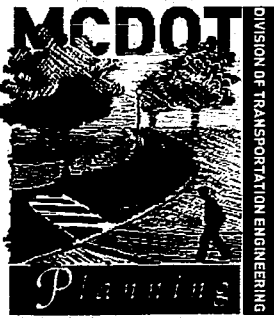
- We favor Alternate 1 because it costs the least and has the least
amount of impact on Goldsboro homeowners

- We would like the County to simultaneously address the same
issues on Goldsboro from River to Bradley

- When this progresses, we would like the County to include an
effort to reinstall a storm drain at the bottom of Rannoch where it
meets Goldsboro

One of our homeowners would rather have County money spent
on roads and public transportation. And, he would like the
drainage issue addressed at Rannoch and Goldsboro.

John Stodola, President - Rannoch Road Homeowners Association



Isiah Leggett

Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: *Karen Williams Miller* Date: *12/5/13*

Address: *6825 Tulip Hill Terrace*

City/Town: *Bethesda* State: *MD* Zip: *20816*

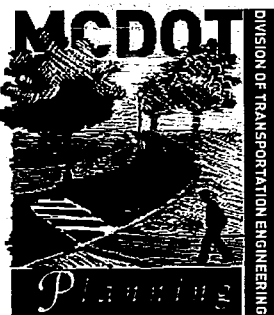
Phone: *301-320-6866*

E-mail: *KAMFOUR@aol.com*

Comments:

I believe that sidewalks and on-road bike facilities are necessary along Goldsboro Road.

Karen Williams Miller



Isiah Leggett

Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name:

Geoffrey Cook

Date:

12/17/13

Address:

5225 Westpath Way

City/Town:

Bethesda

State:

MD

Zip:

20816

Phone:

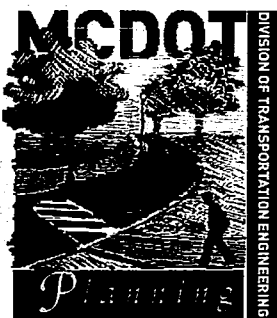
(301) 320-2316

E-mail:

geoffrey.cook@yahoo.com

Comments:

My neighbors and I in Fort Sumner support the creating of separated, curb and cone-protected bike lanes on both sides of Goldsboro Road between MacArthur Blvd. and River Road. Protection for cyclists should be equal to or better than that currently in place along MacArthur Blvd. These improvements will benefit both commuters and recreational cyclists, but, most importantly, will protect children traveling to and from Pyle Middle School and Whitman High School.



Isiah Leggett
Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: LINDA & KEVIN BERRY Date: 12-28-2013

Address: 6015 WOODACRES DRIVE

City/Town: BETHESDA MD. State: MD Zip: 20816

Phone: 202-412-0899

E-mail: berryclan@me.com

Comments:

A safe & efficient path for pedestrians
& cyclists is long over due on GOLDSBORO
between River Road & MacArthur.

WE ARE TOTALLY INFAVOR OF THIS PROJECT
THE CURVES AND SPEEDS DRAWN MAKE WALKING
OR CYCLING ON GOLDS BORO EXTREMELY DANGEROUS.

THANK YOU,

Kevin Berry



Isiah Leggett
Montgomery County Executive

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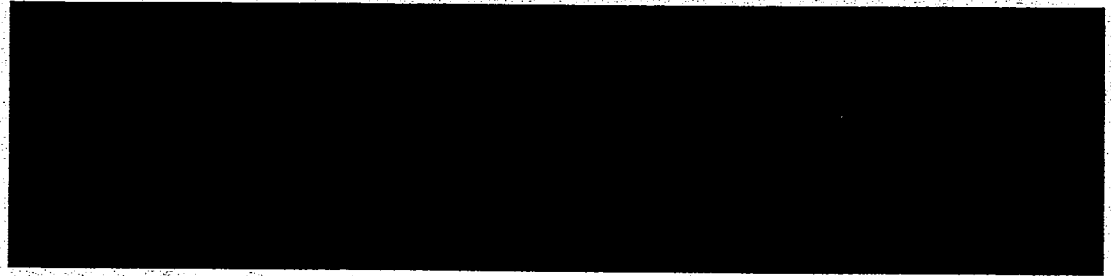
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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: Margaret + Tom Greene

Date: Jan. 3, 2014

Address: 6813 Tulip Hill Terrace

City/Town: Bethesda

State: MD

Zip: 20816

Phone: 301 229 3414

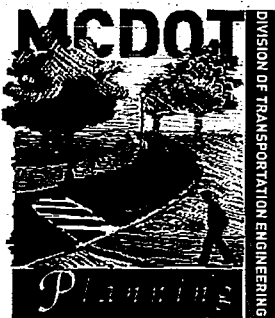
E-mail: mhgreene01@aol.com

Comments:

Thank you for the excellent Public Workshop held at
Walt Whitman School on December 4, 2013.

Our inability to walk down Goldsboro Rd. to the
garage, shopping center, Glen Echo Park, post office,
canal tow path, and now MacArthur bike path has
been a source of frustration since we bought our house
in 1971! The heavy traffic on Goldsboro now makes
crossing at the bus stops dangerous.

Of the three plans presented, we think #2 presents
the best solution: #1 leaves pedestrians too near
speeding downhill traffic while #2 provides a 6' buffer;
#3 tries to provide for pedestrians on both sides of the
road which is unnecessary and would entail complications
along the creek bank. Margaret H. Greene
Tom Greene



Isiah Leggett
Montgomery County Executive

GOLDSBORO ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

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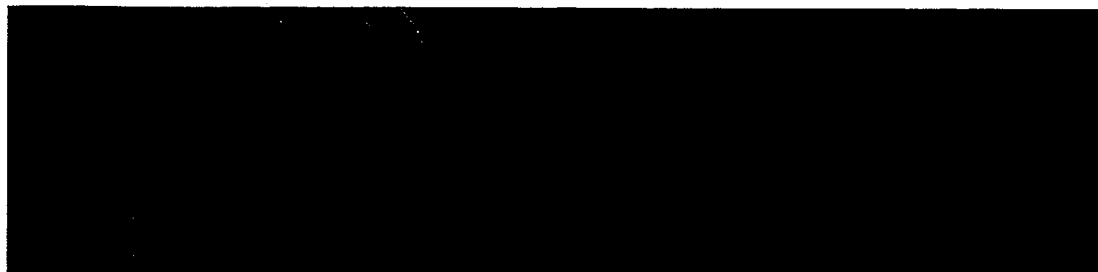
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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: BIRGIT NEUHUBER/EDSON LOCH Date: 12/25/13

Address: 6025 GOLDSBORO RD

City/Town: BETHESDA State: MD Zip: 20817

Phone: 301 729 5781

E-mail: edsoneloch@msn.com

Comments:

- Will the bike path connect to anything ^{or as Bradley / Ben made} or will it be isolated - a path to nowhere?
- Will trees that currently are planted on property borders be saved or will there at least be replantings?
- A grassy strip between side walk + bike path seems unnecessary if speed on Goldsboro is better controlled.
- Goldsboro is a major connector road and will never be used to "just go for walks" with all the trucks + car traffic going by. It seems that a simple solution providing safety for pedestrians and bikers would be the best solution (aka Alternative 1).



Isiah Leggett
Montgomery County Executive

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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: BIRGIT NEUHUBER LEDSON LOCH Date: 12/25/13

Address: 6025 GOLDSBORO RD

City/Town: BETHESDA State: MD Zip: 20817

Phone: 301 229 5281

E-mail: birgit.neuhuber@gmail.com

Comments:

- The biggest safety issue on Goldsboro is the speed! It is unclear why this part of Goldsboro has a 35mph limit (rather than 30mph). Anything that could be done to slow down cars (eg speed bumps, dividers, ^{speed cameras} reduced speed limit) and make crossing the road safer (eg clearly marked pedestrian crossing with blinking lights + notice that stopping for pedestrians is the law) would be helpful. There have been a number of accidents at the crosswalk @ Wedge-Wood when I tried to cross!!
- A sidewalk would be helpful as would be better designated bus stops. Alternative 3 seems to be overkill as it would completely change the character of this established residential area and turn it into "suburbia".
- A bike path may be useful although the "athletic" bikers that mostly ride on Goldsboro would still use the road (just like on MacArthur Blvd).



Isiah Leggett
Montgomery County Executive

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November 2013
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Imes, Jr., Director, Department of Transportation

PLEASE PRINT

Name: David Norrell Date: January 3, 2014
Address: 6600 Wnoch Road
City/Town: Bethesda State: MD Zip: 20817
Phone: 301-229-1954
E-mail: david.g.norrell@gmail.com

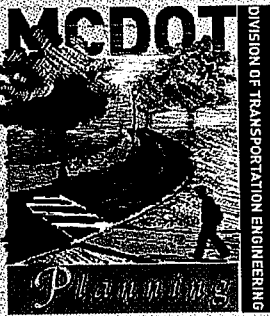
Comments:

I strongly suggest the proposal to build a
continuous bike path along Goldsboro Road, from
Glen Echo/MacArthur up to River Road.

In order to ride my bike on the path along
MacArthur Blvd or on the tree path, I have to get
my bike on my vehicle and drive to a spot along
MacArthur to ride the bike from there. The traffic
on Goldsboro simply does not permit riding a bike
safely there, especially on the section going uphill
from MacArthur to Rannock Road.

Similarly, the absence of a ~~safe~~ sidewalk
means that I must drive, whenever I want
to make the short trip from home to the
Pharmacy or other stops at the bottom of Rannock.

David H. Norrell



Isiah Leggett

Montgomery County Executive

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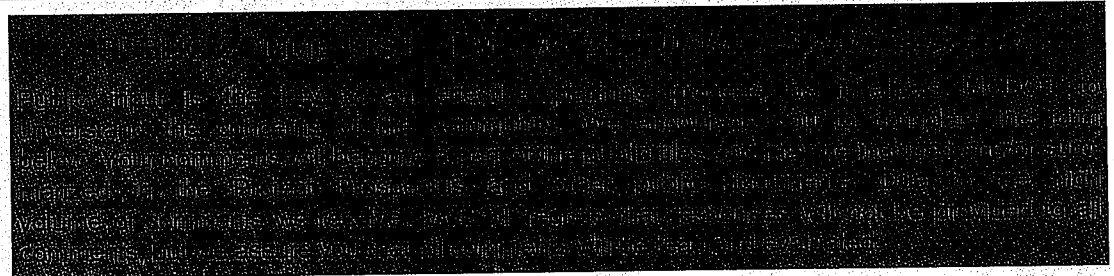
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PUBLIC COMMENTS FORM

Arthur Holmes, Jr., Director, Department of Transportation



PLEASE PRINT

Name: JoAnn Leigh Zuercher Date: 12/11/13

Address: 6864 Tulip Hill Terrace

City/Town: Bethesda State: MD Zip: 20816

Phone: 301-229-1840

E-mail: jazlaw@aol.com

Comments:

Please see Attachment

PUBLIC COMMENTS FORM

ATTACHMENT

December 11, 2013

NAME: JoAnn Leigh Zuercher

ADDRESS: 6864 Tulip Hill Terrace

CITY: Bethesda, MD, 20816

E-MAIL: jazlaw@aol.com

COMMENTS

Living in Bethesda near the Potomac River, I have missed having the ability to walk easily and directly to the local stores and Glen Echo Park or up to River Road. Due to the very narrow shoulder, one is really running the risk of being hit by a car, even one traveling at the speed limit. Furthermore, my husband and I are nervous whenever we try to ride our bikes down Goldsboro Road to the bike path along McArthur Boulevard. Alternative 2 is the alternative that I support for the following reasons:

- A buffer between pedestrians and cars is necessary for safety, particularly with the sharp curves in Goldsboro Road between Tulip Hill Terrace and McArthur Boulevard; Alternative 2 includes buffers while Alternative 1 does not
- A buffer and path on one side of the road is safer as the buffer can be wide enough to be meaningful. Trying to carve out space on both sides seems very unrealistic as there is such limited space along certain parts of Goldsboro. It is better to have one good set of bike, buffer, and pedestrian areas than cramming in two narrower sets of paths.
- Minnehaha Creek will be not be impacted negatively as it would be with Alternative 3. Trees and shrubs can stay in place and protect the creek from erosion of the banks, as well as trash and run-off from the road. In contrast, Alternative 3 would impact Minnehaha Creek through removal of trees and other vegetation.
- Recently a county agency requested home owners to plant more trees near Minnehaha Creek to protect the creek from erosion, etc. and ultimately to protect the Potomac River and the Chesapeake Bay; This points out the necessity of protecting the creek by preserving trees and shrubs along its banks and demonstrates the priorities of other parts of the Montgomery County government in terms of conserving the health of Minnehaha Creek.
- Alternative 2 is less likely than Alternative 3 to cause concerns on the part of the Army Corps of Engineers and state and county Natural Resources Departments (as it won't harm Minnehaha Creek by removing trees and other vegetation along its banks)
- Alternative 2 is more realistic from a cost perspective by being less expensive than Alternative 3 (but it still manages to address pedestrian safety)