

AGENDA ITEM #5B
October 16, 2018
Worksession

MEMORANDUM

October 12, 2018

TO: County Council
FROM: Glenn Orlin, Deputy Director
SUBJECT: Bicycle Master Plan
PURPOSE: Voting worksession

Councilmembers: Please bring your copy of the Final Draft and the Appendices to this meeting.

On May 7 the Planning Board transmitted its Final Draft of this functional master plan to the Council. On July 10 the Council held a public hearing, and the Transportation, Infrastructure, Energy and Environment Committee held worksessions on September 17 and October 1. This is the Council's worksession on this draft plan.

The testimony at the Council's hearing and much subsequent correspondence are summarized in a report from Jane Lyons, a 2018 Council Summer Fellow (©1-6). Subsequently, on September 10 Planning Chair Anderson transmitted proposed changes to the prioritizations in the Draft Plan (©7-9), and Planning staff has transmitted other miscellaneous revisions and corrections (©10-11).

I. General issues

Fiscal impact. The Regional District Act requires that the County Executive send a fiscal impact statement (FIS) on every final draft plan within 60 days of its transmittal to the Executive and Council. The Council received the FIS on September 12, about two months after the deadline. Given the complexity of the Draft Plan the Executive Branch needed extra time to complete the work. The transmittal from the Office of Management and Budget (OMB) is on ©12-17.

OMB describes the cost of the plan to be about \$3.1 billion. The OMB Director notes that budgeting all the near-\$70 million for bikeway projects in Priority Tier 1 would consume 86% of the capital reserve by the end of FY24, leaving very little fiscal capacity to add new schools, additions, and modernizations, roads, transit, police and fire stations, libraries and recreation centers, non-local parks, and other capital projects funded with General Obligation (G.O.) bonds.

However, the fiscal impact of this plan is considerably larger than \$3.1 billion. The FIS cost estimate does not include:

- *The cost of unbuilt bikeways in existing master plans.* The \$3.1 billion estimate is the proposed increase in planned bikeways over what is already included in the 2005 Countywide Bikeway Master Plan and subsequent master and sector plans. There is about \$500 million of bikeway projects in existing plans that are not yet built. A FIS should include *all* the projects required by a plan, not simply those that have been added since the last update of the plan.
- *The cost of proposed bikeways beyond Tier 4.* A FIS is supposed to identify all the facilities needed for its buildout, not just within the lifetime of the plan. The estimated cost of proposed bikeways beyond Tier 4 (here called “Tier 5”) is nearly \$2 billion. The FIS assumes that all of Tier 5 would be built by developers, but this is an extremely heroic assumption.
- *The loss of impact tax revenue through credits.* The \$3.1 billion estimate assumes only the direct “public” cost of the newly proposed bikeways; the FIS assumes that a substantial portion of the bikeways will be built through exactions from the private sector. The Council has received testimony and correspondence from the Greater Bethesda and Silver Spring Chambers of Commerce and the development industry claiming that such exactions should not be automatically expected, given the proportionality rulings in recent Supreme Court cases (©18-28). However, even if the Planning Board is correct, by law developers required to build bikeways nevertheless can apply for a dollar-for-dollar credit against their transportation impact tax payments. This reduces County revenue that can be used for other transportation projects, so it should be considered as much of a fiscal impact as a direct public expenditure.
- *Land acquisition costs.* An unknown portion of the planned bikeways can be built without additional right-of-way. However, certainly some of the bikeways will require the purchase of land. The FIS includes the further heroic assumption that there will be no land costs to be borne by the County.
- *Inflation.* The FIS is in 2018 dollars. As time goes on the unit costs of bikeways will grow, but—at least through FY24—the spending affordability guidelines limits G.O. bond spending to \$300 million annually in *current* dollars. Capital funding cannot be assumed to rise with construction cost inflation, unless new or higher taxes are enacted.

Note also that the plan does not address bikeways within Rockville and Gaithersburg, which are assumed to be the responsibility of the respective municipalities to implement. The table below is a summary the fiscal impact of the plan, depending on how it is characterized:

	Public Cost	Private Cost	Total Cost
Incremental FIS: increase over current plans, Tiers 1-4 only	\$3,065,900,000	\$1,057,800,000	\$4,123,700,000
Full FIS: all unbuilt bikeways, including current plans and Tiers 1-5	\$3,482,400,000	\$3,019,800,000	\$6,502,200,000

Tables showing more detail of the incremental and full fiscal impacts of the Draft Plan are on ©29-32 and ©33-36, respectively.

So, even with discounting land acquisition and inflation-related costs, the fiscal impact of this plan is about \$6.5 billion. To put this figure into context, note that the FY19-24 CIP has budgeted \$225 million for pedestrian facilities (sidewalks, mostly) and bikeways. In addition, some bikeways are programmed as ancillary to road projects (e.g., Montrose Parkway East and Observation Drive Extended). If one were to assume that the 6-year CIP includes a \$300 million investment in bikeways—or \$50 million annually—then, at the current spending rate, the unbuilt bikeways in the plan would take 130 years to complete.

The Planning Board Chair has responded to the FIS, acknowledging that while the total fiscal impact is \$6.5 million, some of the costs should not be counted as Bicycle Master Plan costs (©37-38). He avers that only the bikeways in Tiers 1-4 should count against the Bicycle Master Plan, but that ignores that other bikeways are still in the County master plans. He states that \$1.8 billion in the plan for shoulders are needed for highway safety; nevertheless, the State and County do not have widening projects to provide shoulders. He notes that \$0.5 billion of bikeways would be paid through development approvals, but as noted above, developers can receive credits against their impact taxes for doing so. He states that many bikeways are hiker-biker trails serving pedestrians as well as bicyclists, but would hiker-biker trails be built if not for the needs of bikers? Finally, he notes that many bikeways will not be implemented; while that may be the case, why are they all master-planned?

In short, the current scope of the Draft Plan is not affordable, in either the short or long run. One way to reduce this cost while generally respecting the Planning Board’s priorities is to delete from the master plan the projects in Tiers 4 and 5, and many (but not all) of the bike-able shoulders in Tier 3. This would bring the total fiscal impact (again, not including land and inflation costs) to somewhere between \$2.5-\$2.8 billion. This smaller set of projects would still take 50 years to build out at current spending rates, or perhaps 35-40 years with a higher emphasis on bikeways than has been the case over the past decade.

Timing of improvements. As referenced above, the Draft Plan prioritizes its recommendations into tiers of projects:

Tier	Miles	To Be Completed By
Priority Tier 1 (p. 152)	11	2024
Tier 1 (pp. 153-160)	45	2024
Tier 2 (pp. 162-170)	59	2028
Tier 3 (pp. 172-180)	135	2038
Tier 4 (pp. 182-188)	83	2043
“Tier 5”	439	Beyond 2043

While it is useful to have tiers as guide for ordering the implementation of bikeways, a master plan is not a capital improvements program. Council staff is not familiar with any master plan that sets dates for project completions, whether it be for a road, transit line, park, or school. There are staging elements in master plans that require certain facilities to be built before a certain level of development can occur, but even in these cases completion dates are not specified.¹ The time requirements for completing each tier should be deleted from the Final Draft.

¹ For example, one of the staging requirements in the 1994 Bethesda CBD Sector Plan was that certain bikeways were to be implemented before proceeding to Stage 2 of development in Bethesda.

Removing travel lanes and parking lanes. In several locations in the Draft Plan, it is noted that in many cases the means to create a bike lane is to remove a travel lane or on-street parking. This should not be a given. Several have testified the obvious fact that removing a travel lane will increase congestion, and that removing a parking lane might hurt local businesses.

The Draft Plan should include specific language stating that removal of any travel or parking lane for a bikeway must be approved by the Department of Transportation, and that in no case should a travel lane be removed if by doing so an intersection would fail the applicable Local Area Transportation Review (LATR) standard. Even with this restriction, however, it is likely that there will be many opportunities where a travel and/or parking lane may be removed without a significant impact.

T&E Committee recommendation (3-0): Agree to include all of Tiers 1-5 (\$6.5 billion) in the plan, but with the condition that: (1) references to specific implementation years be removed; (2) text be added that the Plan does not guarantee that all the bikeways will be built, and even those built may not be built as specified; and (3) no bikeway would be built that would cause any part of the Subdivision Staging Policy's then-applicable transportation test to fail.

Chairman Anderson has transmitted a memorandum recommending specific revisions to the Plan that would mirror the Committee's directives (©39-43). **T&E Committee recommendation (3-0): Approve these revisions.**

At the October 1 worksession, the Committee asked the staffs to work on revised text dealing with two issues: (1) when removal of on-street parking can be considered; and (2) what occurs when there is not enough space in the right-of-way for both the BRT and the master-planned bikeway. Staffs developed the following revisions; **Committee members were polled and agree:** Regarding the removal of on-street parking to create space for bikeways:

p. 137, bullet #3

In determining whether existing space can be repurposed, designers should consider road diets, [and] lane diets and removal of on-street parking. If sufficient space can be repurposed from existing elements in the roadway, the project should begin with more detailed design following the master plan recommendation. As with any transportation project, when removal of on-street parking is under consideration, analysis of the parking needs of local residents, businesses and institutions including an assessment of the adequacy of the remaining or alternative parking to meet these needs must be considered. If sufficient space within the existing right-of-way cannot be repurposed, additional right-of-way may need to be purchased. If neither option is desirable, designers need to consider alternative interim or permanent design solutions. The relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied with implementation of the master plan-recommended or alternative design solutions.

p. 145, Eliminating On-Street Parking

Depending on parking lane width, removing one on-street parking lane can provide 7 or more feet for separated bike lanes. On-street parking should only be removed after analysis determines that local parking needs are adequately served by remaining or alternative parking.

Regarding situations when both BRT and bikeways may not both fit in right-of way:

p. 142, Implementation Through Public Facility Projects

Portions of master-planned Bus Rapid Transit (BRT) corridors are highly constrained, potentially limiting the ability to implement bikeways in the initial phase of construction. In these locations, the provision of appropriate transit and pedestrian infrastructure is the first priority. However, BRT is expected to promote redevelopment in its corridors and is a staging requirement for new development in master plan areas such as White Flint and the Great Seneca Science Corridor. Bikeways in these constrained portions not built initially to their master-planned dimensions would ultimately be built to these dimensions when redevelopment occurs through the development approval process described above or through separate, stand-alone capital projects.

Goals and objectives. The Draft Plan outlines four goals and several objectives within each goal (pp. 19-33). The goals are:

1. Increase bicycling rates.
2. Create a highly connected, convenient and low-stress bicycling network.
3. Provide equal access to low-stress bicycling for all members of the community.
4. Improve the safety of bicycling.

The Suburban Maryland Transportation Alliance (SMTA) believe safety should be the #1 goal (©44-47). However, the goals in the Draft Plan are not in any particular priority order.

Under the connectivity goal, there are objectives that there be a low-stress bikeway network within 2 miles of each transit station (Objective 2.2) and each library, recreation center, and regional park (Objective 2.4), and that there be low-stress networks within 1-mile, 1.5-miles, and 2 miles of each elementary, middle, and high school, respectively (Objective 2.3). Potomac Pedalers and Bike Maryland recommend the low-stress network radius be 5 miles for all these public facilities, noting that, at 15 mph, 5 miles can be traversed in 20 minutes (©48-52). This assumes no stopping at traffic signals, however. Furthermore, most transit stations, schools, and community centers primarily serve residents within a 2-mile radius. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Final Draft.**

Potomac Pedalers and Bike Maryland also advocate applying a more comprehensive equity metric than simply measuring how communities are served that have less than 60% of the County's median income. The Office of Legislative Oversight is working on an analysis of equity measures, but its report is not due for several months. Council staff believes the income metric is sufficient for now; should other metrics be developed, they can be applied whether or not they are mentioned in a master plan.

Outreach. The Draft Plan describes the various ways by which the Planning Board and staff have reached out to the community to gain input on this plan (pp. 201-228). While this is useful information in a Final Draft, it should not be part of the final Adopted Plan, which should be confined to goals and objectives, and recommendations on projects and policies. **T&E Committee (and Council staff) recommendation (3-0): The Outreach section should not be included in the Adopted Plan.**

II. Individual bikeway recommendations

Planning and DOT staff recommended changes. After the transmittal of the Final Draft last May, Planning staff, in consultation with Department of Transportation staff, recommend bumping up the priority of 13 bikeways (©53-55). **T&E Committee (and Council staff) recommendation (3-0): Concur with the Planning staff.** The rationale for raising the priority of each of these bikeways is sound.

The Planning staff also transmitted further changes to revise the text on “interstate ramps” on page 83, text regarding the design of freeway crossings, certain updates to the May recommendations, and errors to be corrected (©56-57). One of the updates is to the Tuckerman Lane bikeway; the Final Draft calls for separated bike lanes, but the first phase of facility planning has been completed, and both DOT and Planning staffs concur that a sidepath would be the better choice there. The Committee reviewed the Tuckerman Lane facility planning study on October 11, and agreed with the staffs. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Planning staff.**

Reflecting prior Council programming decisions. Several bikeways are currently funded for design and construction in the FY19-24 Capital Improvements Program (CIP). The bikeways that will be completed by FY24 are on p. 192, but about the time the Final Draft was transmitted, the Council deferred the funding for Goshen Road South—including its shared use path—to beyond FY24. On the other hand, one bikeway missing from the list is the extension of the shared use trail along Gold Mine Road between James Creek Court and Chandlee Mill Road, which is part of the Gold Mine Road Bridge project that will be completed in FY20. **T&E Committee (and Council staff) recommendation (3-0): Shift the Goshen Road South bikeway from “Programmed” to Tier 2, and add the extension of the Gold Mine Road bikeway to the “Programmed” category.**

There are several more bikeways that are programmed for design and land acquisition during FY19-24, but construction is scheduled after FY24. All have proceeded through the preliminary engineering stage and can be closer to implementation than most of the \$6.5 billion plan. Each is in the CIP because it has a constituency, and the Council has made the commitment to implement them:

Bikeway	Limits	Miles	Final Draft
Bradley Boulevard	Glenbrook Road to Wilson Lane	0.5	Tier 4
Dorsey Mill Road	Century Boulevard to Observation Drive	0.5	Tier 3
Falls Road	Dunster Road to River Road	3.6	Tier 4
Frederick Road	Snowden Farm Pkwy to Stringtown Rd	0.7	Tier 2
Goldsboro Road	River Road to MacArthur Boulevard	1.0	Tier 5
Seven Locks Road	Tuckerman Lane to Montrose Road	2.4	Tier 3
Montrose Road	Seven Locks Road to I-270	0.2	Tier 3
Observation Drive Extended	Waters Discovery Ln to Little Seneca Pkwy	0.7	Tier 4
Little Seneca Parkway	Western terminus to Observation Drive	0.2	Tier 4

T&E Committee (and Council staff) recommendation (3-0): Shift the bikeways in the table above to Tier 1. The South Bradley Hills Neighborhood Association and three individuals (©58-67) testified or wrote advocating placing the Bradley Boulevard project in Tier 1.

In addition, the Council has already programmed funds to conduct facility planning—the precursor to entering the CIP as a fully funded project. Although the Council has not yet committed funds to build them, these projects are next closest to implementation:

Bikeway	Limits	Miles	Final Draft
Bowie Mill Road	MD 115 to Cashell Road	2.4	Tier 4
MacArthur Boulevard	Falls Road to I-495	4.7	Tier 3
Olney-Sandy Spring Road	Dr. Bird Road – Brooke Road	1.0	Tier 3
Tuckerman Lane Bikeway*	Falls Road to Old Georgetown Road	4.0	Tier 3
Capital View & Metropolitan Aves	Forest Glen Road to Ferndale Street	2.6	Tier 5

* This is part of the proposed Germantown-Grosvenor Breezeway.

T&E Committee (and Council staff) recommendation (3-0): Shift the five bikeways in the table above to Tier 2.

Additional right-of-way. Councilmembers may recall that the Final Draft of the Technical Update to the Master Plan of Highways and Transitways (MPOHT) noted 10 locations where the right-of-way was recommended to be widened to accommodate the planned bikeways in the Final Draft of the Bicycle Master Plan. The locations were identified in Table 18 of the MPOHT (©68-69). The Council did not include those recommendations in the MPOHT, stating that it was premature to do so until the Council was able to review the Bicycle Master Plan.

The Planning Board’s recommended master-planned right-of-way widenings would be minor, ranging from 2’ to 10’. **T&E Committee (and Council staff) recommendation (3-0): Concur with the proposed changes on ©68-69.**

Fenton Street/Grove Street. The Final Draft recommends separated bike lanes on Fenton Street between Wayne Avenue and King Street in the Silver Spring CBD. It is Priority Tier 1, the highest priority. Currently this street segment has two parking lanes, one travel lane in each direction, and a continuous left-turn lane between the travel lanes. The travel and parking lanes are about as narrow as they can be, so incorporating separated bike lanes will likely entail either: (1) eliminating the continuous left-turn lane; (2) eliminating one of the two parking lanes; or (3) reconstructing and widening the road to allow the additional space for the separated bike lanes. Options (1) and (2) may even require some minor widening.

Grove Street is a secondary residential street that parallels Fenton Street one block east. Running between Bonifant Street and Sligo Avenue, it has one travel lane in each direction and one east-side parking lane. The Final Draft recommends Grove Street to be part of a Neighborhood Greenway, an enhanced shared-use street within which motor vehicles and bicycles would share the travel lanes. It is in Tier 1.

The advantage of having separated bike lanes on Fenton Street is that it would be a direct extension of the Metropolitan Branch Trail to the east side of Silver Spring, more direct than the Neighborhood Greenway on Grove Street, which would involve some jogging from one street to the next (©70-71). DOT took bicycle counts on both streets last year and found that Fenton Street was traversed by more than twice as many bikes than Grove Street, even though the latter is signed as a bike route.

The disadvantages of creating separated bike lanes on Fenton Street is that would either cause further traffic congestion if the left-turn lane were removed (by having through traffic wait for a left-turning vehicle), or reduce on-street parking for merchants who depend on them for their businesses. Adding congestion would also lead more cars and, especially, trucks to use Grove Street as a bypass route, a condition that exists to some degree today (©72-83).

As was noted in the first worksession, the Bicycle Master Plan is “aspirational”: its recommended cross-sections describe the maximally desired bicycling facilities in each case. In many cases, however, the detailed engineering studies that will be precursor to implementing many of the Plan’s recommendations will find that the aspired facility is not feasible, and so a lesser bikeway would result. Fenton Street is an example of where the aspired separated bike lanes may not be possible. It should be noted that if Grove Street has—or will have—more car or truck traffic than is appropriate, DOT has the authority to implement truck restrictions or prohibitions on it.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Final Draft’s recommendations for both Fenton and Grove Streets, noting that the Fenton Street separated bike lanes are aspirational. DOT staff is in the midst of conducting a detailed planning study for the bikeways on both Fenton and Grove Streets.

Cedar Lane/Summit Avenue. The Final Draft recommends that Cedar Lane/Summit Avenue between Rock Creek and Knowles Avenue in Kensington be retrofitted with a sidepath (i.e., a hiker-biker trail). As part of Tier 3, it is a relatively low priority. Currently Cedar Lane has a travel lane in each direction, parking lanes on both sides and sidewalks on both sides that abut their respective curbs.

Three individuals from the Parkwood and Chevy Chase View neighborhoods recommend against this bikeway (©84-87).² They are concerned about the loss of on-street parking, particularly on Summit Avenue closer to Knowles Avenue. One of them suggests that Rock Creek Bike Trail and the proposed separated bikeway on Knowles Avenue between that trail and Summit Avenue would be a reasonable alternative, but it would be almost twice the distance (2.4 miles versus 1.3 miles) and 60% longer to bike (16 minutes versus 10 minutes).

The difficulty of creating a sidepath—even one as narrow as 8’—is that it would require a buffer between the curb and the path, so one of the 5’-wide sidewalks adjacent to the curb would be replaced by a minimum 14’ cross-section (6’ buffer and 8’ trail). This would be difficult to achieve without major impacts. Today in many places there are retaining walls merely to create a 5’-wide sidewalk, and there are many mature trees adjacent to the sidewalk.

Council staff believes a better solution would be to repurpose one of the parking lanes on Cedar Lane as two-way separated bike lanes. Because the homes along Cedar Lane are more widely spaced, there is more area for on-street parking than is needed. Along Summit Avenue, however, the houses are more closely spaced, so the on-street parking should be retained. A sidepath of a substandard width and buffer may be possible, but even these would have frontage impacts on home sites.

² One of them incorrectly characterizes the proposed bikeway as separated bike lanes.

T&E Committee (and Council staff) recommendation (2-1): Councilmembers Berliner and Hucker concur with designating a sidepath for Summit Avenue, but separated bike lanes on Cedar Lane. As a Tier 3 bikeway, it will be many years—perhaps decades—before the County would move to implement it, and the DOT design study may call for a lesser bikeway than this. **Councilmember Floreen does not recommend a bikeway in this section.**

Dale Drive. Although the tables and maps do not indicate a proposed bikeway for Dale Drive in Silver Spring between Woodland Drive and Piney Branch Road, there are notes suggesting that either a sidepath or a sidewalk be provided. Following up with Planning staff, they acknowledge that a proposed sidepath should appear in the tables and maps; a sidewalk would be the fallback if a sidepath were not feasible. Some of the confusion is due to this being a last-minute addition by the Board. As a result, the sidepath does not exist among any of the priority tiers. Alain Norman, a Woodside resident living on Dale Drive, urges that this sidepath be explicit in the plan, and that it be prioritized in Tier 1 (©88-90).

T&E Committee (and Council staff) recommendation (3-0): Concur with putting a Dale Drive sidepath in the plan, but in Tier 2. The Council has just funded \$300,000 for a preliminary feasibility study for biking and pedestrian improvements along Dale Drive; consistent with the other potential bikeways in facility planning, it should be placed in Tier 2 (see #3, above).

Wilson Lane. The Final Draft proposes a sidepath on the north side of Wilson Lane (MD 188) between MacArthur Boulevard and Cordell Avenue in Bethesda. It is among the lowest priorities: Tier 5. Wilson Lane resident Ira Raskin's reading of the plan on p. 247 and p. 250 notes a "separated bikeway" as the facility type and "sidepath (north side) as the bikeway, interpreting this to mean that both separated bike lanes and a sidepath would be required (©91). This is incorrect; the Final Draft is recommending a north-side sidepath as the *type* of separated bikeway to be constructed. Separated bike lanes are not being recommended.

However, just a sidepath will be difficult to implement along Wilson Lane, especially east of Bradley Boulevard. Fences, trees, and other landscaping in the right-of-way would need to be removed. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Final Draft.** However, this bikeway is one of those aspirational bikeways that may never be built. As it is in Tier 5, if it will be built won't be known for decades.

Century Boulevard. The Final Draft is recommending that there be two-way separated bike lanes on both sides of Century Boulevard in Germantown, in addition to the existing 8'-wide shared-use trail on the west side and 5'-wide sidewalk on the east side. The roadway itself has four travel lanes with a wide median, which is where the Corridor Cities Transitway (CCT) busway is planned to be constructed. The east-side separated bike lanes would be part of the Germantown-to-Life Science Center Breezeway. The master-planned right-of-way for Century Boulevard is 134'; the Planning Board is recommending widening the right-of-way by 2' to accommodate all these elements.³

Nicole Totah, the Manager of Symmetry at Cloverleaf—a proposed development that has recently been rechristened Poplar Grove—raises concerns about the impact on her property (©92-93). The site is on the east side of Century Boulevard north of Father Hurley Boulevard. Community planning staff is reviewing a site plan, and despite the Bicycle Master Plan's recommendation for two-way separated bike

³ This is one of the right-of-way recommendations referred to earlier in this packet.

lanes on the east side, the staff is willing to accept Poplar Grove's offer to build a 10'-wide shared use path on its frontage. Ms. Totah claims that the median is much wider than it needs to be, so she is not opposed to eventual east-side two-way separated lanes, if the County creates space for them by rebuilding the northbound roadway into the median.

T&E Committee (and Council staff) recommendation (3-0): Only add the two-way separated bike lanes on the east side—the lanes that would be part of the breezeway—as long as the median can be narrowed to fit the separated bike lanes, the roadway, and the CCT. The existing shared-use trail on the west side is sufficient for pedestrians and short-distance bikers; there is ample opportunity for bikers to cross Century Boulevard to reach the breezeway.

St. Elmo Avenue. The Final Draft recommends a bikeway on St. Elmo Avenue between Woodmont Avenue and Old Georgetown Road in the Bethesda CBD. In the prioritization section of the Plan, conventional bike lanes are recommended as Tier 1 priority (p. 159). In the Bethesda CBD section, it is recommended as either conventional or separated bike lanes (p. 240).

Steve Robins, representing a property owner on St. Elmo Avenue wanting to redevelop, notes that the recently approved Bethesda CBD Sector Plan calls St. Elmo Avenue to be a shared roadway, in which cars and bikes could use the whole road. He believes installing bike lanes would require removing parking on one side of the road as well as the bump-outs installed 12 years ago at the intersection with Norfolk Avenue (©94).

T&E Committee (and Council staff) recommendation (3-0): Concur with the Plan's call for conventional bike lanes on St. Elmo Avenue. There is unlikely to be enough width for separated bike lanes because of the buffer(s) that would be needed between the bike lanes and the travel lanes. But the existing road is wide enough for 10'-wide travel lanes and conventional bike lanes.

Cherry Hill Road. The Final Draft calls for two-way separated bike lanes on the southwest side of Cherry Hill Road between US 29 and Prince George's County. The Final Draft has this bikeway in Priority Tier 1, the highest priority. The Greater Colesville Citizens Association (GCCA) believes this to be unnecessary, as there is an existing continuous sidepath on the northeast side (©95-96).

T&E Committee (and Council staff) recommendation (3-0): Concur with the Final Draft. The southwest side of Cherry Hill is part of the White Oak Science Gateway, where it is anticipated to experience significant housing and job growth in the next several years.

Briggs Chaney Road. The Final Draft calls for a sidepath on the north side of Briggs Chaney Road between New Hampshire Avenue and Old Columbia Pike, on both sides between Old Columbia Pike and the Intercounty Connector (ICC) interchange, and on the south side between the ICC and Prince George's County. The western segment (New Hampshire Avenue to Old Columbia Pike) is in Tier 5, while the middle and eastern segments are in Tier 3. Currently there are only narrow paved shoulders in the western segment; while most of the middle and eastern segments have a sidepath on the southwest side and a sidewalk on the northeast side. GCCA also believes that a north-side sidepath between Old Columbia Pike and the ICC interchange is not necessary.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Final Draft. Most of the schools and community facilities in the vicinity are on the north side of Briggs Chaney Road. A north-side sidepath between Old Columbia Pike and the ICC would require some reconstruction of the bridges over US 29 and the ICC.

Bikeway to Washington Grove. The Final Draft calls for a trail connecting the north end of Crabbs Branch Way to the south end of Amity Drive, near Washington Grove. James Everhart urges that a short connection of this trail to the south end of Brown Street would link Washington Grove directly to this trail and thus provide better bike access to the Shady Grove Metro Station (©97-98). However, this connection is displayed in the map on p. 266 of the Final Draft. Simply because bikeway access points such as this aren't evident in the Plan does not mean that they won't be built when the bikeway is built. For example, the Capital Crescent Trail will have many access points along its route, but they aren't explicitly displayed in the Plan.

MoBike. Jack Cochrane, the Chair of Montgomery Bicycle Advocates (MoBike) has provided a host of recommendations on individual bikeways. Council staff asked Planning staff to evaluate each of them. Mr. Cochrane's recommendations and Planning's staff's responses are on ©99-107. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Planning staff's responses.**

Grosvenor Lane. Late Friday the Council received correspondence from Ms. Anne Bowker, who lives on Grosvenor Lane in North Bethesda. She opposes the master plan recommendation for a separated bikeway on Grosvenor Lane, especially the western segment from Fleming Avenue—the location of the Bethesda Trolley Trail—to Old Georgetown Road (©108-110). The eastern segment—from Fleming Avenue to Rockville Pike—is proposed for Tier 2, while the western segment is in Tier 5.

The Draft Plan calls for a sidepath (as a *type* of separated bikeway) for the length of Grosvenor Lane, and for the block of Cheshire Drive between the west end of Grosvenor Lane and Old Georgetown Road. There are currently sidewalks on both sides of the street; the Draft Plan essentially recommends that one of them be widened to a 10'-wide sidewalk, the side to be determined when the project is designed. There is no recommendation for separated bike lanes here.

Planning staff notes that on-street parking is not heavily used, because most of the homes abutting Grosvenor lane have driveways, so one of the two parking lanes could be removed and the space used to provide a sidepath and buffer whether encroaching on private property.

T&E Committee (and Council staff) recommendation (3-0): Concur with the Final Draft. As it is in Tier 5, the western segment will not be built for decades, if ever. There would be utility for a sidepath ultimately, as Wayside ES sits on the north side of Grosvenor Lane in this segment, and a sidepath would be a safe route for young students to bike to school from other parts of the neighborhood.

United Therapeutics. United Therapeutics wrote on August 23 conveying several suggestions as how to better implement bicycle lanes (©111-114). Their comments are useful, but are more directed to the Department of Transportation and other agencies in their execution of the projects in the Draft Plan.

Tuckerman Lane near the Grosvenor Metro Station. Fivesquares JDA, the developer of Strathmore Square by the Grosvenor Metro Station, notes that the Grosvenor-Strathmore Minor Master

Plan Amendment (GSMMPA) approved last year calls for two-way separated bike lanes on the west (Metro) side of Tuckerman Lane between its two intersections with Rockville Pike. The Final Draft of the Bicycle Master Plan, however, calls for one-way separated bike lanes on each side of Tuckerman Lane. Fivesquares recommends that the Bicycle Master Plan reflect the recommendation in the GSMMPA (©115-116).

T&E Committee (and Council staff) recommendation (3-0): Concur with Fivesquares. The development is far along in the design, which is predicated on two-way separated bike lanes on the west side. Two-way separated bike lanes would create a less impervious surface, and would not impact the east side, which is abutted by existing residences.

f:\orlin\fy19\te\bikeways mp\181016cc.docx

MEMORANDUM

August 1, 2018

TO: Glenn Orlin, Deputy Council Administrator
CC: Montgomery County Planning Board
FROM: Jane Lyons, Summer Council Fellow
SUBJECT: Public Testimony on the May 2018 Bicycle Master Plan Draft

Executive Summary

The following memorandum includes specific constructive feedback to the May 2018 draft of the Bicycle Master Plan. Although testimony was overwhelmingly supportive, many community members also expressed concerns and gave feedback regarding the plan's visions and underlying assumptions, goals, objectives, financing, legal and policy framework, implementation, prioritization, and more.

Background and Overview

In May 2018, the Planning Board released a draft of the new Montgomery County Bicycle Master Plan (BMP). There was a public hearing regarding the draft on the evening of July 10, 2018 where 26 community members signed up to testify. The testimony was overwhelmingly in favor of the plan (81 percent), with two testifying in support with amendments and four opposed. Residents positively commented on how the plan's implementation would improve safety for all residents, accessibility, regional connectivity, health disparities, and the affordability of transportation options. The importance of creating a low-stress network was strongly emphasized by most supporters. Further, multiple testifiers expressed satisfaction with the county's engagement of stakeholders and community members in crafting the plan and urged the Council to fully fund the plan. The following sections contain critiques of and recommended amendments for the BMP by both those in support and the opposition.

Defining the Vision

Vision and Assumptions

- Reassess becoming a "world class bicycling community." The Suburban Maryland Transportation Alliance (SMTA) urged the Council to consider the other challenges that the county is facing, including other transportation challenges, that will compete for limited funding. (p. 11, 19)
- Reevaluate the cost-benefit ratio of whether adding 639 miles of separated bike lanes for \$110 million is a positive cost-benefit ratio to serve people who are not guaranteed to cycle more, as recommended by SMTA.
- Focus more on recreation, since that is what people who cycle are primarily interested in, as proposed by the SMTA.
- Reconsider the emphasis on 456 miles of shared use paths, which averages \$720,000 nationwide, in order to adopt a more implementable plan, as suggested by SMTA.

Goals

- Make safety Goal 1, instead of the fourth goal. This was proposed by representatives of both the Montgomery County Civic Federation (MCCF) and SMTA. The Greater Colesville Citizens Association (GCCA) also recommended making safety a reporting proposal, not just an objective. (p. 19, 32-33)
- Eliminate Goal 1 because an increase in bicycling rates will come from achieving Goal 2 of creating a highly-connected, convenient, and low-stress bicycling network, as proposed by GCCA. (p. 19)

- Provide additional research to support demand projections, such as those outlined in Goal 1, as requested by the Greater Silver Spring Chamber of Commerce (GSSCC). (p. 20-23; *Appendix E*, p. 2-11)
- Update and replace Goal 3 to use equity targets and measures of progress relevant to active and multimodal transportation, as provided by the Office of Legislative Oversight's (OLO's) report's recommendations upon the report's acceptance in FY19 by the Council. Potomac Pedalers further proposed that the OLO baseline report should include transportation equities in addition to education, employment, housing, health, and other measures of opportunity. (p. 30-31)

Objectives

- Extend metric from 2-mile to 5-mile radius from service centers, excluding the elementary and middle school metric, in Objectives 2.2, 2.3, and 2.4, as proposed by Potomac Pedalers. (p. 25-26)
- Ensure funds are distributed evenly within each region to provide equal access, not based on the income of residents as identified in Objective 3.1, as proposed by GCCA. (p. 31)

Achieving the Vision

Cost and Financing

- Fully fund all Tier 1 bikeways as soon as possible, as encouraged by SMTA. (p. 151-160)
- Analyze the economic costs of implementation, as recommended by GSSCC, which also suggested testing an improved bicycling system in a few communities to assess changes in public demand before adopting the BMP. In addition, GCCA expressed concern regarding costs to relocate utilities.
- Create a plan for when funding would become available for upgrading existing bicycle facilities, as requested by SMTA.
- Include cost estimates or rules-of-thumb for "per foot or per mile" costs for various types of facilities, as recommended by SMTA.
- Identify a dedicated funding source to pay for bike lanes, such as a tax on the purchase of bicycles or a bicycle licensing fee, as proposed by GSSCC. Registering, licensing, and insuring bicycles was also supported by individual Max Bronstein. GSSCC was especially concerned that implementation costs would be borne by property owners, developers, and members of the business community, and that the additional cost of building would further increase housing prices.
- Adopt a standard fee schedule rather than have developers design and cost out a concept plan so they can be assessed to contribute *pro rata*, as suggested by SMTA. (p. 139)
- Specify whether development and redevelopment projects will receive credits on their impact taxes for building planned bikeways, as asked by SMTA.

Legal and Policy Framework

- Reevaluate Recommendation 2.1 to authorize lower posted speed limits. SMTA encourages the Planning Board to solicit additional input due to potential negative effects on safety and congestion. (p. 111)
- Create regulatory and contractual safeguards to quickly and efficiently reposition dockless bicycles from inappropriate residential locations, as recommended by the Wheaton Hills Civic Association.

Implementing the Vision

General Implementation

- Consider the health impacts of placing bicyclists on roadways with high pollutants when determining where new bikeways will be built, as recommended by individual Debora McCormick.

- Clarify how the Subdivision Staging Policy relates to the plan, as recommended by SMTA.
- Ask the state to remove markings that direct bicyclists to use the right lane on very busy state roads, suggested by individual Michael Meszaros.
- Remove the potential of eliminating travel lanes to accommodate new bike lanes since their removal could negatively impact congestion and is contrary to other master plans for transit and road networks, as conjectured by SMTA. (p. 145)
- Analyze any proposals to remove on-street parking to ensure that the removal will not hurt any businesses. SMTA recommends that the plan should include language that ensures implementation will consider small business impacts when making decisions about parking. (p. 145)
- Eliminate the small area infrastructure plans to save time and costs, as recommended by SMTA, which views the plans as an unnecessary layer. (p. 124-125)
- Take future transportation projects into consideration, such as current plans for bus rapid transit (BRT) as well as the future Purple Line light rail, as suggested by GSSCC. GCCA noted that it appears that some projects outlined in the plan will be using lanes that are planned to be used for BRT.
- Perform traffic analyses before installing separated bike lanes, as suggested by GSSCC. This recommendation grew from concerns shared by individuals Michael Meszaros and Melvin Tull about travel lanes and on-street parking being reduced or eliminated, which would cause increased congestion, especially in Silver Spring along Spring Street and Cameron Street. (p. 154, 159, 349, 350, 356, 360)
- Revise language regarding development approvals, as recommended by GSSCC. The current language creates standards to which all development must conform to accommodate various types of bicycle facilities. GSSCC laid out an argument for the potential unconstitutionality of any mandatory requirements. (p. 139-142)
- Consider how to make on- and off-ramps safe, as recommended by MCCF. (p. 72, 83)
- Refrain from using floating transit islands because they restrict traffic movement in downtown areas with narrow streets, as recommended by individual Michael Meszaros. (p. 83)

Specific Project Implementation

- Do not narrow streets in Silver Spring because they are already too narrow to allow for vehicle movements, parking, and protected bike lanes, as recommended by individual Michael Meszaros. Meszaros pointed out that Fort Collins, which is used as an example in the plan, changed narrow streets into one-way streets once bike lanes were introduced. Melvin Tull shared this concern, referencing current protected bike lanes in Silver Spring, which Meszaros pointed out conflicted with two major building projects and does not leave enough room for bike lanes, a buffer, car parking, and a road.
- Eliminate the Breezeway Network, as recommended by GCCA, which sees the network as costly; largely for leisure, not mobility; and would require the removal of residential and commercial property. GCCA specifically discussed takings along Randolph Road, East Randolph Road, and Route 29 south of New Hampshire Avenue, which is not included in the Transit Master Plan. (p. 68-78; *Appendix I*)
- Do not build some planned suburban bikeways, such as on the south side of Cherry Hill Road, Briggs Chaney Road, Greencastle Road, and Fairland Road east of Route 29, as recommended by GCCA. (p. 152, 155, 174, 185, 263, 272, 373)
- Retain more existing roadway shoulders and similar striped bikeways while also providing low-stress bikeways on those same roads, including on Tuckerman Lane, Darnestown Road, Briggs Chaney Road, Norwood Road, Ridge Road, Fairland Road, Kemp Mill Road, Knowles Avenue, Plyers Mill Road, Little Falls Parkway, and Dufief Mill Road, as recommended by Montgomery

Bicycle Advocates (MoBike). MoBike also proposed keeping the shoulders of Old Georgetown Road and adding a shared use path as a low-stress option.

- Begin the Utility Corridor Trail #1 at Cabin John Park, which would include an important segment, as proposed by MoBike. (p. 82)
- Keep planned elements in Silver Spring, including along Fenton Street, East-West Highway, and Colesville Road between East-West Highway and Wayne Avenue, as supported by individual Martin Posthumus.
- Support the Neighborhood Greenways further by preventing heavy-duty vehicles from entering those areas, as recommended by individual Debora McCormick. She especially expressed support for the Silver Spring Avenue Neighborhood Greenway and Wayne Avenue/Fenton Street – Philadelphia Avenue Neighborhood Greenway, as opposed to separated bike lanes. (p. 113, 118)
- Consider options for the north side of Wilson Lane because it is already too congested, according to individual Ira Raskin. He described how the planned option would not be feasible due to road size constraints and urged the Planning Board to consider instead a 10-foot shared sidepath alternative or creating other options along less congested, narrow roads that lead to downtown Bethesda. (p. 19-22)
- Mark MD 188 with more visible signage for road sharing, as recommended by individual Ira Raskin. (p. 240, 247, 250)
- Do not relocate cyclists off the Silver Spring Green Trail, as recommended by individual Melvin Tull.

Prioritizing the Vision

Prioritization Formula

- Prioritize the implementation of projects in low- and moderate-income communities, as recommended the American Heart Association. The Washington Area Bicyclist Association specifically recommends focusing on implementation in Langley Park and Wheaton. (*Appendix E*, p. 2-11)
- Use safety as the key criterion for prioritization, as proposed by SMTA. SMTA testified that there is no accident data provided and none of the four tiers specify safety as a criterion, so it is hard to tell if the most dangerous locations are the highest prioritized. Further, high-demand, dangerous recreational routes should not remain in Tier 3 priority – dangerous locations should be in Tier 1. The Pedestrian Bicycle & Traffic Safety Advisory (PBTSAs) names trail crossings such as the Capital Crescent trail crossing at Little Falls and the Matthew Henson trail crossing at Turkey Branch Parkway as areas for particular concerns. (p. 152, 172)
- Create interim separated bike lanes only for urgent safety locations, as recommended by SMTA. (p. 124, 126-132, 136-138, 149)
- Ensure that access to mass transit is more of a factor than ease of implementation or low cost, as recommended by SMTA. (*Appendix E*, p. 8)
- Prioritize and revise the timelines for the 160 Tier 1 projects to better reflect reality and assist implementation, as proposed by SMTA. (p. 152-160)
- Prioritize improvements in bicycle facilities within the designated Bicycle and Pedestrian Priority Areas, including Glenmont, Grosvenor, Silver Spring, Veirs Mill, and Wheaton, as proposed by PBTSAs.
- Prioritize improvements in areas where nearby construction is underway, such as in the Wheaton Central Business District and along the Purple Line construction from Silver Spring to Bethesda, as proposed by PBTSAs.
- Give higher priority to planned Breezeway Networks along or adjacent to arterial roadways, as proposed by PBTSAs.

Specific Project Prioritization

- Amend the prioritization for Bradley Boulevard from Wilson Lane to Fairfax Road from Tier 4 to Tier 1, as recommended by the South Bradley Hills Neighborhood Association (SBHNA). (p. 184)
- Include in the bikeway tables and give Tier 1 priority to the recommendation to put a sidepath or sidewalk on Dale Drive between Woodland Drive and Piney Branch Road, which is currently a footnote, as recommended by individual Alain Norman. (p. 352, 358)
- Give Tier 1 priority to the area around Sam Eig Highway and the crossing of Route 355 near Grosvenor/Tuckerman due to its dangerous conditions, as recommended by SMTA. (p. 172)

Outreach and Education

- Create a "Bicycle Safety Education Plan," as proposed by individual Michael Meszaros, who suggested the county look towards Fort Collins, Colorado as an example. In addition, GSSCC recommended that education efforts should be geared towards current cyclists as well as new ones. AHA also expressed support for more education programs.
- Improve communicate and education efforts about programs like MCLiberty, which provides free memberships to bikeshare for those that meet income eligibility requirements, as suggested by the Wheaton Hills Civic Association.
- Expand and fund the Safe Routes to School Program, which is not mentioned in the plan, as recommended by the MCCF. MCCF also brought up the issue of some principals not permitting students to bicycle to school.
- Create a "Bikes for the Schools" program based off of the "Bikes for the World" program, which would take donated bicycles from students who outgrew them and give them free to students who qualify for free and reduced meals (FARMS), as proposed by MCCF.

Miscellaneous

- Clarify whether the Design Toolkit is a guide or a requirement, as asked by SMTA.
- Develop a third document that pulls out the "plan elements" that should be adopted – one that stakeholders, developers, and transportation professionals will use, as recommended by SMTA.
- Cross-tabulate the BMP with other regional master plans and related CIP projects, as proposed by SBHNA.
- Incorporate seniors using battery-powered bikes and adult tricycles into future bicycle planning, as recommended by individual Max Bronstein.

Testifiers and Affiliation

	Name	Affiliation	Position
1	Christopher Arndt	Individual	support
2	Gerod Blue	American Heart Association	support
3	Max Bronstein	Individual	support with amendments
4	Will Carrington	South Bradley Hills Neighborhood Association	support
5	Jack Cochrane	Montgomery Bicycle Advocates (MoBike)	support
6	Heidi Coleman	Individual	support
7	Sean Corbett	Wheaton Hills Civic Association	support
8	Kristy Daphnis	Pedestrian Bicycle & Traffic Safety Advisory	support
9	Peggy Dennis	Montgomery County Civic Federation	support
10	Darrel Droblich	Individual	support
11	Peter Gray	Washington Area Bicyclist Association	support
12	David Helms	Potomac Pedalers	support
12	Helga Luest	Individual	support
13	Jeremy Martin	Individual	support
14	Debora McCormick	Individual	support
15	Michael Meszaros	Individual	support with amendments
16	Alain Norman	Individual	support
17	James Norman	Individual	support
18	Martin Posthumus	Individual	support
19	Ira Raskin	Individual	oppose
20	Susan Reutershan	Greater Silver Spring Chamber of Commerce	oppose
21	Tina Slater	Sierra Club, Montgomery County Group	support
22	Susan Swift	Suburban Maryland Transportation Alliance	support
23	Melvin Tull	Individual	oppose
24	Leah Walton	Individual	support
25	Zachary Weinstein	Individual	support
26	Dan Wilhelm	Greater Colesville Citizens Association	oppose



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: Transportation, Infrastructure, Energy and Environment Committee

From: Casey Anderson, Chair, Montgomery County Planning Board

Date: September 10, 2018

Re: Proposed Changes to the Bikeway Prioritization in the Planning Board Draft of the Bicycle Master Plan

Recommendation: The Montgomery County Planning Department, in consultation with the Montgomery County Department of Transportation, recommends several changes to the prioritization of bikeway infrastructure proposed in the Planning Board Draft of the Bicycle Master Plan. The revised prioritization will provide a more expeditious and efficient approach to achieve the plan's goals of increasing bicycling rates in Montgomery County (Goal 1) and ensuring an equitable distribution of low-stress bicycling to low-income areas of the county (Goal 3). The attached table identifies the recommended changes to bikeway prioritization and the justification for each proposed change.

Background: The network of bikeways recommended in the Bicycle Master Plan is extensive and is likely to be only partially implemented during the 25-year life of this plan. Such a large network is proposed so that opportunities to implement the preferred bicycling network are not lost when yet unknown circumstances arise, such as future capital projects and development applications. Because this network is so large it is important to identify and prioritize bikeway investments. To that end the Bicycle Master Plan identifies about 350 miles of bikeways that are to be implemented during the 25-year life of the plan and organizes them into four tiers with Tier 1 receiving the highest priority and Tier 4 receiving the lowest priority.

The approach to prioritizing the bicycling network is based on reaching the targets established for each metric in the Goals, Objectives, Metrics and Targets section of the plan. The goals focus on increasing bicycling in the county as quickly as possible and ensuring an equitable distribution of low-stress bicycling, by focusing initial efforts on constructing networks of bikeways in places that the Montgomery County Council has designated as Bicycle Pedestrian Priority Areas (BiPPA) and by completing connections between major activity centers to low-income areas. Also prioritized are missing gaps in the existing low-stress bicycling network and low-cost bikeways, such as neighborhood greenways, which will funnel bicyclists to the BiPPAs.

In summary, these recommended changes to the prioritization of bikeway infrastructure proposed in the Planning Board Draft of the Bicycle Master Plan will achieve the plan's goals of increasing bicycling rates and ensuring an equitable distribution of low-stress bikeway infrastructure in a more efficient and timely manner.

Recommended Changes to Bikeway Prioritization

Road Name	Bikeway Type	From	To	Existing Priority	Proposed Priority	Justification
Lyttonsville Pl	Separated Bike Lanes	Brookeville Rd	Lyttonsville Rd	Tier 2	Tier 1	Connects to the Capital Crescent Trail and the Lyttonsville Purple Line station, which will be operational by 2022.
Lyttonsville Rd / Grubb Rd	Separated Bike Lanes	East-West Hwy	Lyttonsville Pl	Tier 2	Tier 1	
Lyttonsville Rd / Michigan Ave / Pennsylvania Ave / Sundale Dr	Neighborhood Greenway	Lyttonsville Pl	East-West Hwy	Tier 2	Tier 1	
University Blvd (south side)	Sidepath / Separated Bike Lanes	Connecticut Ave	Veirs Mill Rd	Tier 2	Tier 1	Provides a direct connection between downtown Kensington and downtown Wheaton. Staff believes that University Blvd may have excess capacity and that traffic lanes could be repurposed for the bikeway.
Wendy La, Loyola St, Ralph Rd, Holdridge Rd, May St, Estelle Rd, Kayson St, Flack St, Judson St	Neighborhood Greenway	Georgia Ave / Wendy La	Georgia Ave / Layhill Rd	Tier 2	Tier 1	Completes the connection between Aspen Hill and Glenmont, improving low-stress connectivity from a low-income area to the Red Line. Neighborhood greenways are low-cost bikeways, though some segments of this route would likely require construction of a sidepath and a bridge.
Sudbury Rd / Plymouth St / Walden Rd	Neighborhood Greenway	Franklin Ave	Arliss St	Tier 2	Tier 1	Completion of this bikeway will expand connections to the Long Branch Purple Line Station, which will be operational by 2022. Neighborhood greenways are low-cost bikeways.
Prosperity Dr	Sidepath	Cherry Hill Rd	Tech Rd	Tier 3	Tier 2	Completion of this bikeway will connect the bikeways to be constructed by the Washington Adventist Hospital and Viva White Oak development projects.
Lorain Ave, Woodmoor Circle, Woodmoor Dr, Pierce Dr, Lexington Dr	Neighborhood Greenway	US 29	University Blvd	Tier 3	Tier 2	Completion of these segments will create a continuous bikeway to downtown Silver Spring.
Fairway Ave, Caroline Ave, Franklin Ave, Bennington La, Bennington Dr, Ellsworth Dr	Neighborhood Greenway	Montgomery Blair High School	Sligo Creek Pkwy	Tier 3	Tier 2	

8

Recommended Changes to Bikeway Prioritization

Road Name	Bikeway Type	From	To	Existing Priority	Proposed Priority	Justification
Arcola Ave	Sidepath	Grandview Ave	Amherst Ave	None	Tier 2	Completion of this segment will create a continuous, high-quality bikeway between Aspen Hill and Downtown Wheaton.
Veirs Mill Rd (south side)	Sidepath	Twinbrook Connector Trail	Glorus Pl	Tier 3	Tier 2	The Veirs Mill Corridor is the only Bicycle Pedestrian Priority Area that existed when the Bicycle Master Plan Planning Board Draft was completed without substantial improvements in bicycling connectivity in Tier 1 and Tier 2.
Glorus Pl and College View Dr	Neighborhood Greenway	Veirs Mill Rd	Veirs Mill Rd	Tier 3	Tier 2	Consistency with the T&E Committee's recommendation to implement an off-road bikeway in conjunction with bus rapid transit improvements. A significant portion of the south side of Veirs Mill Rd does not have sidewalks.
Burtonsville Access Rd	Sidepath	MD 198	MD 198	None	Tier 2	In July 2018, the County Council created a Burtonsville BiPPA as part of the Master Plan of Highways and Transitways. Consistent with the prioritization methodology, substantial improvements should be made in a BiPPAs by completion of Tier 2 of the Bicycle Master Plan. MDOT / SHA is planning improvements to MD 198, which will connect to the Burtonsville Access Road. The Burtonsville Access Road is programmed for design / land acquisition in the 6-year capital budget and construction in the out years.

6

Bicycle Master Plan Errors and Recommended Changes

Recommended Changes

- Forthcoming memo on changes to bikeway prioritization.
- Page 83: Replace “Interstate Ramps” section as follows:

Freeway Crossings: Freeway ramps present significant safety concerns for crossing pedestrians and bicyclists. Motorists tend to accelerate to freeway speeds on entrance ramps and are often more focused on finding a gap to merge into traffic at exit ramps and less aware of non-motorized users crossing the ramps. To eliminate these impediments and improve the safety of pedestrians and bicyclists, the following design standards and considerations for designing and constructing safe, comfortable, grade-separated crossings are recommended.

New freeways, freeways undergoing major change or stand-alone capital projects will include grade-separated crossings for bisecting road networks. Preferably, these grade-separated crossings will avoid crossing freeway ramps. Grade-separated crossings will:

- Be a minimum of 12 feet wide (2-foot-wide buffer, 8-foot-wide sidepath, 2-foot-wide buffer) between walls and railings where the connecting bikeway is a sidepath and a minimum of 17 feet wide (2-foot-wide buffer, 8-foot-wide striped two-way separated bike lanes, 5-foot-wide sidewalk and 2-foot-wide buffer) where the connecting bikeway is separated bike lanes.
- Strive to make all locations on the crossing visible from both ends of the crossing.
- Avoid sharp-angled turns.
- Include pedestrian-scale lighting.
- Provide intuitive wayfinding.
- Incorporate welcoming public art and aesthetic features.

Freeways that are undergoing minor or no changes will preferably include traffic signalization to reduce conflicts between motorists and ramp crossers. The goal of signalizing freeway ramps is to minimize conflicts between motor vehicles, bicyclists and pedestrians while maximizing visibility between all modes in constrained right-of-way. Unsignalized treatments with geometric changes are not recommended and should only be considered when overpasses, underpasses and signalized ramps are not feasible.

Montgomery County’s Bicycle Facility Design Toolkit (Appendix B) provides additional details on freeway crossing treatments.

- Page 148, Third paragraph: Change “can” to “should”
- Page 184: Bowie Mill Rd should be prioritized from Muncaster Mill Road to Olney-Laytonville Road (MD 108).
- Page 199: Update Objective 4.1 with 2017 data: 12 serious injuries and 0 fatalities.
- Pages 314, 315, 328, 330: Update Tuckerman Lane bikeway recommendation based on direction from T&E Committee on October 11.
- Page 373: Prosperity Drive: Change “Sidepath (West Side) to “Sidepath (East Side)” per discussion as part of US 29 BRT project. South of Tech Rd the sidepath is on east side and the crosswalk at Cherry Hill Rd is on east side.
- Page 376: Include list of volunteers: Jon Morrison.

Bicycle Master Plan Errors and Recommended Changes

Errors

- Page 5, last bullet: change “facilities” to “fatalities”
- Page 158: Add the Piedmont Crossing Trail between Brown St and Crabbs Branch Way

Piedmont Crossing Trail	Brown St	Crabbs Branch Way	Off-Street Trail	Derwood	0.1
-------------------------	----------	-------------------	------------------	---------	-----

- Page 265: For the Ridge Road bikeway, “Oak Drive” should be changed to “Oak Drive (North)”.
- Page 315: Last Row: in the “from” column change “Twinbrook Pkwy” to “City of Rockville”. In the “Bikeway Type” category change “Sidepath (Both Sides)” to “Sidepath (South Side)”
- Page 318: add a row:

Veirs Mill Rd	City of Rockville	Rock Creek Trail	Separated Bikeway	Sidepath (North Side)	
---------------	-------------------	------------------	-------------------	-----------------------	--

- Page 328: The MacArthurr Blvd bikeable shoulders were inadvertently removed from the map and should be added back in. They are shown on the table.
- Appendix J, Page 3: Change “Burlington Ter” to “Burling Rd / Burling Ter”



OFFICE OF MANAGEMENT AND BUDGET

Isiah Leggett
County Executive

Jennifer A. Hughes
Director

MEMORANDUM

September 11, 2018

TO: Hans Riemer, President, County Council

FROM: Jennifer A. Hughes, Director, Office of Management and Budget

SUBJECT: Fiscal Impact Statement for the Bikeway Master Plan

Please find attached the fiscal impact statement for the Bikeway Master Plan.

The Fiscal Impact Statement for this Master Plan indicates it will potentially add over \$3 billion in County capital costs over the next 25 years. This calculation does not include any land acquisition costs, which will also be substantial. The implementation schedule presented in this Master Plan is aggressive and given the County's fiscal policies, sets unrealistic community expectations.

While the County Executive supports the Planning Board's effort to encourage bikeway use throughout the County, implementing the scope and timing of the proposed plan would cause extreme duress to the capital and operating budgets. In FY19, the Council approved the Executive's recommendations to reduce GO bond issuance levels from \$340 million a year in FY18 to \$300 million by FY22, to reduce tax-supported debt service and to increase our budget flexibility. Funding the plan within existing CIP resources would force reductions in other compelling capital needs such as schools and mass transit projects and reduce our ability to address emergency situations. (As an example, Priority Tier 1 projects in the proposed Master Plan alone would require \$68 million, or 86 percent of the available GO bond set-aside for those years.)

Alternatively, increasing the Capital Improvements Program to implement this Plan would add significantly to our debt service at a time when the County faces considerable levels of mandated operating budget expenditures, with debt service being the fastest growing category. In the FY19 approved operating budget, close to two-thirds of general fund revenues were dedicated to Montgomery County Public Schools, Montgomery College and tax-supported debt service. Increasing debt service obligations would be contrary to maintaining fiscal resilience in the operating budget.

I urge the Council to consider these concerns as it reviews the changes to the Bikeway Master Plan.

Office of the Director

101 Monroe Street, 14th Floor • Rockville, Maryland 20850 • 240-777-2800
www.montgomerycountymd.gov

Hans Riemer, President
September 11, 2018
Page Two

I would also propose that the process for considering fiscal implications of master plans be reevaluated. The Office of Management and Budget is happy to work with Planning Board staff earlier in the process so that the Planning Board staff and Planning Board members have the benefit of a fiscal analysis as they carry out their deliberations.

JAH:aaa

cc: Bonnie Kirkland, Assistant Chief Administrative Officer
Glenn Orlin, County Council
Marlene Michaelson, County Council
Joy Nurmi, Special Assistant to the County Executive
Patrick Lacefield, Director, Public Information Office
Lisa Austin, Offices of the County Executive
Anita Aryeetey, Office of Management and Budget

**County Capital and Operating Cost Estimates Assumed to be Incurred as a Result of the
Bicycle Master Plan
9/11/2018**

Capital Improvement Projects

	Project	Mileage or Bike Spaces	Description	Public Cost	
Priority Tier 1	Breezeways	2.7 mi	Includes Tier 1 bikeways specifically identified as Priority on p152 of the Planning Board Draft. Due to more pressing need, it is most likely that these would be constructed by standalone CIP projects rather than by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.	\$ 34,000,000	
	Trails	0.0 mi		\$ -	
	Separated Bikeways	6.5 mi		\$ 34,000,000	
	Striped Bikeways	0.0 mi		\$ -	
	Bikeable Shoulders	0.0 mi		\$ -	
	Shared Roads	0.2 mi		\$ 1,000,000	
	Dual-Facility	0.0 mi		\$ -	
	Maintenance	9.4 mi		Total cost of Priority Tier 1 maintenance until 2045, assuming an average implementation year of 2022. Includes new equipment needs.	\$ 1,000,000
	SUBTOTAL			An average \$17m/yr from 2018 to 2022.	\$ 70,000,000
Tier 1	Breezeways	14.9 mi	Due to more pressing need, it is most likely that these would be constructed by standalone CIP projects rather than by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.	\$ 115,000,000	
	Trails	0.4 mi		\$ 1,000,000	
	Separated Bikeways	12.8 mi		\$ 74,000,000	
	Striped Bikeways	0.1 mi		\$ -	
	Bikeable Shoulders	0.0 mi		\$ -	
	Shared Roads	12.6 mi		\$ 14,000,000	
	Dual-Facility	1.2 mi		\$ -	
	Maintenance	42.0 mi		Total cost of Tier 1 maintenance until 2045, assuming an average implementation year of 2024. Includes new equipment needs.	\$ 3,000,000
	Bike Parking Stations	3420 spaces			\$ 14,000,000
	Short-Term Bike Parking	839 spaces			\$ 1,000,000
	SUBTOTAL			Cumulative \$48m/yr from 2018 to 2024, or Incremental \$111m/yr from 2022 to 2024.	\$ 222,000,000

h1

Tier 2	Breezeways	14.9 mi	Due to more pressing need, it is likely that these would be constructed by standalone CIP projects rather than predominantly by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.	\$	113,000,000	
	Trails	0.1 mi		\$	-	
	Separated Bikeways	18.9 mi		\$	195,000,000	
	Striped Bikeways	0.0 mi		\$	-	
	Bikeable Shoulders	0.0 mi		\$	-	
	Shared Roads	4.3 mi		\$	2,000,000	
	Dual-Facility	3.0 mi		\$	40,000,000	
	Maintenance	41.2 mi		Total cost of Tier 2 maintenance until 2045, assuming an average implementation year of 2028. Includes new equipment needs.	\$	5,000,000
	Bike Parking Stations	1170 spaces			\$	5,000,000
	Short-Term Bike Parking	996 spaces			\$	1,000,000
	SUBTOTAL		Cumulative \$65m/yr from 2018 to 2028, or incremental \$90m/yr from 2024 to 2028.	\$	361,000,000	
Tier 3	Breezeways	44.2 mi	A share of these projects may be constructed by CIP projects, but a sizeable share are likely to be conditioned upon new development to construct or be part of other CIP projects. The public-private share given is intended to be conservative. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.	\$	289,000,000	
	Trails	0.0 mi		\$	-	
	Separated Bikeways	20.5 mi		\$	47,000,000	
	Striped Bikeways	0.0 mi		\$	-	
	Bikeable Shoulders	22.6 mi		\$	603,000,000	
	Shared Roads	19.8 mi		\$	10,000,000	
	Dual-Facility	25.6 mi		\$	514,000,000	
	Maintenance	132.8 mi		Total cost of Tier 3 maintenance until 2045, assuming an average implementation year of 2038. Includes new equipment needs.	\$	9,000,000
	Bike Parking Stations	410 spaces			\$	2,000,000
	Short-Term Bike Parking	122 spaces			\$	1,000,000
	SUBTOTAL		Cumulative \$106m/yr from 2018 to 2038, or incremental \$147m/yr from 2028 to 2038.	\$	1,475,000,000	

Tier 4	Breezeways	22.5 mi	It is likely that few of these projects will be built by standalone CIPs, but rather they will be built by new development or as a part of other CIP projects. The public-private share given is intended to be conservative. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.	\$ 181,000,000	
	Trails	1.8 mi		\$ 3,000,000	
	Separated Bikeways	16.7 mi		\$ 57,000,000	
	Striped Bikeways	0.0 mi		\$ -	
	Bikeable Shoulders	24.5 mi		\$ 560,000,000	
	Shared Roads	4.6 mi		\$ 2,000,000	
	Dual-Facility	6.9 mi		\$ 107,000,000	
	Maintenance	77.0 mi		Total cost of Tier 4 maintenance until 2045, assuming an average implementation year of 2043. Includes new equipment needs.	\$ 2,000,000
	Bike Parking Stations	200 spaces			\$ 1,000,000
	Short-Term Bike Parking	68 spaces			\$ -
	<i>SUBTOTAL</i>		Cumulative \$122m/yr from 2018 to 2043, or incremental \$183m/yr from 2038 to 2043.	\$ 913,000,000	
Misc	Bikeways Program - Minor Projects		Per 2.1 (p101) of the Planning Board Draft, focused on new and upgraded neighborhood connectors. Existing program is \$9.2m over 6 years. This value represents an additional 50% per year until 2045, and does not include the existing baseline \$9.2m/6yrs.	\$ 20,000,000	
	BikeMontgomery Outreach Program		Per 3.1 (p103) of Planning Board Draft. Represents total costs from 2019-2045.	\$ 3,000,000	
	Neighborhood Greenway Program		Per 3.3 (p104) of the Planning Board Draft. Represents total costs from 2019-2045. Focuses on wayfinding and marketing, as design/construction is accounted for in Tiered estimates.	\$ 1,000,000	
	Bicycle Facility Education		Per 3.6 (p105) of Planning Board Draft. Represents total costs from 2019-2045.	\$ 3,000,000	
	Bicycle Count Program		Per 3.7 (p105) of Planning Board Draft. Represents total costs from 2019-2045.	\$ 2,000,000	
	Countywide Wayfinding Plan		Per 3.8 (p103) of Planning Board Draft. Represents total costs from 2019-2045.	\$ 4,000,000	
		<i>SUBTOTAL</i>		An average \$1.2m/yr from 2018 to 2045.	\$ 33,000,000
Total Estimated Cost				\$ 3,071,000,000	

Notes

- (1) ROW - Right-of-Way is assumed to be dedicated, in accordance with typical master plan estimates. This may not be fully applicable particularly toward Tier 1 and Tier 2 bikeways as well as bike parking stations, which may advance at a sooner timeframe than redevelopment would likely dedicate ROW.
- (2) Previous Excluded - This table only shows new costs proposed by the master plan, and does not include costs already defined in previous master plans. An exception to this is in the case of Breezeways, where existing infrastructure is assumed to necessitate reconstruction.
- (3) Untiered Excluded - These estimates do not include proposed bikeways that are not categorized into a tier. Such bikeways are not anticipated to be built within the lifetime of the plan, other than potentially by development or ancillary to other projects.
- (4) CCT Bikeways - Both sets of Tier 1 as well as Tier 2 projects along the Corridor Cities Transitway are estimated as standalone projects; not assumed to be part of the CCT.
- (5) Breezeways - No such facilities have yet been built and no standards exist; it is likely that design standards for Breezeways will rapidly evolve as the County gains more experience with them. A 100% contingency was applied to all Breezeway segments to account for significantly increased design quality and impacts, and to provide fiscal leeway given the unknowns associated with these facilities.
- (6) Accuracy - Planning-level analyses aim to be within $\pm 50\%$ of the actual cost.
- (7) Variance - Costs were estimated via basic master planning-level methods for achieving program costs. This analysis is not intended to be a tool for affirming the costs of projects at an individual level.
- (8) Inflation - All Dollars are in 2018 Dollars.
- (9) Rounding - Individual values rounded up to nearest \$1,000,000, which is the cause of any apparent summation discrepancies.
- (10) Mileage - Mileage is given for helping to understand the scale of each tier. These mileage values may not match total mileage given in the plan for each tier, as these values exclude previously planned segments as well as those identified as highly likely to be built by development or as ancillary to another project.
- (11) Total estimated cost, including private sector investment, is \$4.4M. Majority of newly proposed bikeways are adjacent to State roads and may be eligible for State Aid. Total public cost includes both County and State costs. Approximately \$2.7B of the total \$4.4B comprises shoulders in rural areas.

LINOWES
AND | **BLOCHER LLP**
ATTORNEYS AT LAW

July 10, 2018

C. Robert Dalrymple
bdalrymple@linowes-law.com
301.961.5208

By Email

Council President Hans Riemer
and Members of the County Council
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850

Re: Written Testimony for the County Council's Public Hearing on the May 2018 Planning Board Draft (the "Draft Plan") of the Montgomery County Bicycle Master Plan (the "Bicycle Master Plan") – Requested Clarifications and Changes to the Implementation Section

Dear President Riemer and Members of the Council:

On behalf of the Land Use/Zoning practice group at Linowes and Blocher LLP, we offer these comments to one specific issue that is critical to implementation of the goals and objectives of the Bicycle Master Plan. We support the Draft Plan's goal of creating a highly-connected, convenient and low-stress bicycling network in Montgomery County, as this will provide an alternative transportation option to the single-occupancy vehicle and enhance the quality of life in the County, create additional economic development opportunities, and support the land use visions embraced by various master plans.

We agree with the Draft Plan's statement that development projects must facilitate the future implementation of master planned "bikeways or protected intersections by dedicating land or establishing other necessary easements ... and ensuring that utilities, stormwater management facilities, streetscape improvements, landscaping, and other features do not conflict with the future implementation of the permanent bikeway." (Draft Plan, p. 139). The design of a development project should accommodate necessary right-of-way dedication (per the applicable master plan) and leave adequate space to accommodate the specific bikeway recommended.

However, while we support the goals and objectives of the Bicycle Master Plan to ensure compatibility between development projects and recommended bikeways, the responsibility for constructing or financing these bikeway projects is a separate and distinct issue. Since requiring a developer to construct a bikeway or otherwise pay for such bikeway along a project's frontage constitutes an exaction, the Draft Plan's recommendations on funding mechanisms for

**L&B 7015726v2/09000.0002

Council President Riemer
and Members of the Council

July 10, 2018

Page 2

implementing bikeway facilities through the development approval process must be consistent with the 2016-2020 Subdivision Staging Policy (the "SSP").

The SSP serves as the County's Adequate Public Facilities Ordinance and is intended to ensure that there are sufficient transportation facilities and capacity to accommodate existing and proposed development. The SSP is also designed to ensure that any transportation related exaction imposed through the development review process is roughly proportionate in nature and extent to the impact of the proposed development project. In this respect, the County Council adopted the SSP in a manner that recognizes that all exactions must satisfy the takings clause of the Fifth Amendment.

We note that the Supreme Court has analyzed whether a local government could require a landowner to dedicate a portion of its property for a pedestrian/bicycle pathway easement. *Dolan v. City of Tigard*, 512 U.S. 374 (1994). In *Dolan*, the Supreme Court found that "[n]o precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development." *Id.* at 391. Notwithstanding the fact that City of Tigard estimated that proposed development was estimated to generate 435 additional trips per day, the Supreme Court ultimately found that the City failed to meet its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the proposed commercial development reasonably related to the city's requirement of dedication of pedestrian/bicycle pathway easement.¹ Since the Bicycle Master Plan recommends exactions for bicycle infrastructure (either through construction of the bikeways or provision of a pro-rata financial contribution), we urge the County Council to modify the implementation provisions of the Draft Plan to be consistent with the SSP (and lawful under the takings clause of the Fifth Amendment).

The Draft Plan states that "Montgomery County supplements its capital projects by requiring the construction of bikeways through the development approval process," and that "[d]evelopers are required to construct bicycle facilities within and along the frontage of their projects, as required by applicable master plans and local law." (Draft Plan, p. 139). While it is true that local law (i.e., the SSP) contemplates the construction or funding of bicycle lane improvements through the development review process (in coordination with other public and private funding sources through the CIP or otherwise), the SSP establishes the magnitude of transportation impact that legally supports conditioning the approval of a development project upon the construction of bicycle infrastructure (or payment of a pro-rata financial contribution). Significantly, the SSP requires bicycle infrastructure improvements for projects that generate 50 peak hour non-

¹ We note that the Court of Appeals recognized that the "rough proportionality" is applicable in the State of Maryland. *Steel v. Cape Corp.*, 111 Md. App. 1, 16 (1996).

Council President Riemer
and Members of the Council
July 10, 2018
Page 3

motorized trips or more (i.e., bicycle trips). (SSP, Section TL1 at p. 5). To this end, the County Council established a 50-trip threshold through the SSP as being roughly proportionate in nature and extent to the impact of proposed development to support the requirement of a financial contribution towards bicycle lane infrastructure. In order to be consistent with the SSP (and the takings clause of the Fifth Amendment), we respectfully request that the implementation section of the Draft Plan (pages 139-142) be revised to state that only projects that generate 50 or more non-motorized peak hour trips must construct bicycle infrastructure (or make a pro-rata financial contribution).²

In addition to the foregoing, we also recommend that the County Council clarify the process for the collection and use of pro-rata financial contributions for bicycle infrastructure projects. The Draft Plan states “[i]n cases where the Planning Department and MCDOT staff determine that the project is unsafe, the developer must pay a pro rata share of the proposed bikeway or protected intersections construction costs to an appropriate capital improvements project.” (Draft Plan, p. 139). As noted above, in order for any required financial contribution to be lawful, it must satisfy the takings clause of the Fifth Amendment. To this end, if a financial contribution to Montgomery County is required as a Planning Board condition of approval, such funds should be applied to a specific bicycle infrastructure project along the project’s frontage. We recommend that the Bicycle Master Plan establish a general framework for the timing and application of financial contributions that are collected by Montgomery County for bicycle infrastructure.

More specifically, the Draft Plan should be revised to state that Montgomery County must hold any collected funds in an escrow account for the specific bicycle improvement for a reasonable time period (6 years or less, which coincides with a CIP cycle) to ensure that the funds are applied to the specific bicycle improvement sought (as opposed to being used for any unrelated

² In addition to the Draft Plan’s recommendation that all projects provide funding for master-planned bicycle improvements, the Development Impact Tax for Transportation Improvements (the “Impact Tax”) is already designed to ensure that all projects are paying their fair share of bicycle infrastructure improvements. Section 52-50(e) of the Montgomery County Code expressly provides that Impact Tax funds may be used for a “hiker-biker trail and protected bike lanes used primarily for transportation.” A separated bicycle facility is a protected bike lane used primarily for transportation. In connection with the adoption of the recent SSP, this language was added to the Impact Tax law at the Planning Board’s direction to acknowledge that Impact Tax funds need to play a role in the financing of these bicycle lane projects. Please see Page 14 of the Council’s November 1, 2016 worksession packet for more information. Thus, development projects are already paying for bicycle lane improvements through the Impact Tax, and requiring projects to construct bikeway facilities (irrespective of the traffic impact associated with such a project) will result in requiring some development projects to pay for these improvements twice.

Council President Riemer
and Members of the Council
July 10, 2018
Page 4

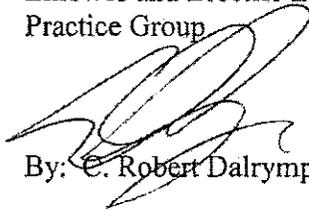
means and thereby failing to have a nexus with development project). If the bicycle improvement project does not go forward within a reasonable period of time (i.e., 6 years), the funds held in escrow should be returned to the applicant because they were collected only on the basis of a specific bikeway recommended along the project's frontage (not to be used for any other purpose deemed appropriate by the County). Absent these clarifications to the Draft Plan to ensure that any collected financial contribution is specifically tied to the bicycle lane improvement along the project's frontage, the exaction (and Bicycle Master Plan) conflict with the takings clause of the Fifth Amendment.

Thank you for consideration of these comments. While we are supportive of the vision of the Bicycle Master Plan, it is vital that there be an equitable standard for the public/private financing of these bikeway facilities and we look forward to continuing to work with all stakeholders in the implementation of the Bicycle Master Plan and specific bicycle facilities identified in other area master plans.

Very truly yours,

LINOWES AND BLOCHER LLP

Linowes and Blocher Land Use/Zoning
Practice Group



By: C. Robert Dalrymple

- cc: Dr. Glenn Orlin, Deputy Council Administrator
Mr. Jeff Zyontz, Senior Legislative Analyst
Ms. Gwen Wright, Planning Director
Mr. David Anspacher, Project Manager
Ms. Pam Dunn, Functional Planning and Policy
Ms. Rebecca Torma, MCDOT Development Review Manager

From: Riemer's Office, Councilmember [Councilmember.Riemer@montgomerycountymd.gov]
Sent: Friday, August 24, 2018 2:41:42 PM
To: Council President
Subject: Fw: Bicycle Master Plan

----- Forwarded message -----

From: tdugan@shulmanrogers.com

Date: Fri Aug 24 2018 13:06:25 GMT-0400 (EDT)

Subject: Bicycle Master Plan

To: councilmember.riemer@montgomerycountymd.gov, councilmember.berliner@montgomerycountymd.gov,
councilmember.hucker@montgomerycountymd.gov, councilmember.floreen@montgomerycountymd.gov,
councilmember.elrich@montgomerycountymd.gov, councilmember.navarro@montgomerycountymd.gov,
councilmember.katz@montgomerycountymd.gov, councilmember.rice@montgomerycountymd.gov,
councilmember.leventhal@montgomerycountymd.gov

Cc: glenn.orlin@montgomerycountymd.gov, lao@chevychaseclub.org

Subject: Bicycle Master Plan

Message From Timothy Dugan, attorney for Chevy Chase Club, Inc.

Dear Members of the Montgomery County Council:

We represent Chevy Chase Club, Inc. (the "Club"). The property is bounded on its west side by Wisconsin Avenue, on its north side by Bradley Lane, and on its east side by Connecticut Avenue. Only a few years ago, the Club worked closely with the Maryland State Highway Administration to facilitate SHA's construction of a shared use path, to allow for the joint presence of bikers and pedestrians, along the east side of Wisconsin Avenue, and adjacent to the edge of the Club's property. The project was federally funded in an effort to create more accessibility to mass transit. The entire existing right of way was utilized to accommodate the new shared use path.

We request that the Montgomery County Council include language in the Bicycle Master Plan directing that the Club is not obligated: (1) to dedicate right of way; (2) to install; nor (3) to contribute to the cost of a shared use path along Wisconsin Avenue simply because the Bicycle Master Plan recommends one, [1] if the Club were to initiate a project on its property sometime in the future. Rather, such an imposition should only be considered in light of applicable Constitutional standards.

Please see *Nollan v. California Coastal Comm'n*, 483 U.S. 825, 107 S. Ct. 3141 (1987), and *Dolan v. City of Tigard*, 512 U.S. 374, 114 S. Ct. 2309 (1994). In order for the government to impose a dedication as a condition of approval, using the current example, there must be a nexus and rough proportionality between such a shared use path and a Club project, not merely the fact that the Club may have a project. Similarly, please consider *Koontz v. St. Johns River Water Mgmt. Dist.*, 570 U.S. 595, 133 S. Ct. 2586 (2013). It is not automatic that the Club would be required to contribute to the cost of such a shared use pathway simply because the Club might have a project. The existence of a nexus and a rough proportionality must be established by the government.

We make our request because during the course of entitlement applications, an applicant might find itself alone and faced with demands for dedication, installation and/or payment conditions of approval that do not meet the Constitutional standard. Indeed, in the context of the discussions about the Bicycle

Master Plan, the term "redevelopment" is used; however, the extent or scope of the term "redevelopment" is not defined.

Our request is that the Bicycle Master Plan include language similar to the following:

Where in the context of a pending development application the establishment of a particular section of the Bicycle Master Plan is under consideration, the Constitutional standard of nexus and rough proportionality shall be satisfied in order for any condition of approval to be imposed related to the implementation of a section of the Bicycle Master Plan.

In conclusion, and to reiterate our concern, we wish to avoid the knee jerk imposition of a County Bicycle Master Plan project for a possible future project where the scope of such a project is far short of what ought to constitute a "redevelopment."

Thank you for your consideration.

Timothy Dugan
Shulman Rogers
Attorney for Chevy Chase Club, Inc.

104443.00049

TIMOTHY DUGAN
ATTORNEY AT LAW

tdugan@shulmanrogers.com | T 301.230.5228 | F 301.230.2891

SHULMAN, ROGERS, GANDAL, PORDY & ECKER, P.A.
12505 PARK POTOMAC AVENUE, 6TH FLOOR, POTOMAC, MD 20854

ShulmanRogers.com | [BIO](#) | [VCARD](#)

[1] Please see the Bicycle Master Plan: at pages 68 78; about Breezeway routes; page 71 concerning the improvements along the east side of Wisconsin Avenue from Bradley Blvd to Dorset Ave.

The information contained in this electronic message and any attached documents is privileged, confidential, and protected from disclosure. It may be an attorney-client communication and, as such, is privileged and confidential. If you are not the intended recipient, note that any review, disclosure, copying, distribution, or use of the contents of this electronic message or any attached documents is prohibited. If you have received this communication in error, please destroy it and notify us immediately by telephone (1-301-230-5200) or by electronic mail (LawFirm@ShulmanRogers.com). Thank you.



Working to enhance the economic prosperity of greater Silver Spring through robust promotion of our member businesses and unrelenting advocacy on their behalf.

July 10, 2018

Council President Hans Reimer
and Members of the Council
Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20854

RE: Bicycle Master Plan (Planning Board Draft, May 2018)

Dear Council President Reimer and Members of the Council:

The Greater Silver Spring Chamber of Commerce, representing more than 470 employers that provide more than 17,000 jobs in greater Silver Spring, most of whom must use public transit or individual or shared vehicles to get to work, appreciates the opportunity to express our views on the Bicycle Master Plan (Planning Board Draft, May 2018) (the "Plan").

In signing up to testify, we were restricted to testifying either "for" or "against" this Plan. This limited choice creates a dilemma because there are aspects of the Plan with which we agree and aspects of the Plan with which we disagree. The Chamber supports cycling as an important transportation mode for commuting and recreational trips. We recognize the environmental and health benefits of cycling and support the concept of providing a system in which bicyclists feel comfortable and safe. But we also support a transportation system that acknowledges the needs of pedestrians, drivers and passengers in automobiles, and travelers using METRO buses, METRO rail, trucks, and light rail. All these users should have an equal opportunity to have stress reduced from their daily travel routines as that proposed for cyclists in this Plan. We fear, however, that this Plan will reduce the stress for cyclists at the expense of users of other modes of transportation because travel lanes will be reduced or eliminated, on-street parking will be reduced or eliminated, and travel times will be increased. We have already experienced these challenges with the bicycle priority projects undertaken in Silver Spring.

We are also concerned that much of the costs of implementing the recommendations in the Plan will ultimately be borne by property owners, developers, and members of the business community. As a result, the cost of building housing will continue to rise and affordable housing will remain difficult to retain. In the balance, we determined that the Chamber had to testify in opposition to this Plan because the impacts on users of other modes of transportation have not been fully considered.

The construction and operation of the "new" bike lanes along Spring Street and Cameron Streets in downtown Silver Spring have resulted in major traffic congestion on streets already

stressed during peak commuting hours. The replacement of traffic lanes that once accommodated right-hand turns has not only caused long waits at intersections, but it has also endangered drivers who follow the rules and wait patiently to turn right from the single middle lane only to have those who ignore, or don't understand, the new lane markings, barrel down what was once a right-hand lane and either prevent turns from the center lane or nearly hit cars turning from the correct lane. The next round of bike lane additions along Fenton Street is of enormous concern to the small businesses that have made that street their home for decades because the Plan will remove already scarce, but critical on-street parking. You will hear more from speakers tonight about some problems that have resulted from the introduction of bike lanes into an urban setting that have not yet been resolved.

Developers are required to prepare various reports and impact statements to demonstrate that a particular development will not adversely impact traffic or that mitigation of potential adverse impacts is possible. Did MCDOT perform such an analysis before installing the separated bike lanes along Spring and Cameron Streets? Will MCDOT perform such analyses in the future?

Silver Spring will soon have a Purple Line light rail system to provide an additional mode of public transportation. Silver Spring will also have a Bus Rapid Transit system that will run from Burtonsville to the Silver Spring Transit Center along Colesville Road (US 29) beginning in 2019. Have the passenger ridership numbers from these projects been factored into this Plan? In addition, the BRT will run on the shoulder for much of this route. There is already concern in the community about the need for the BRT to share traffic lanes and have signal priority on the section of Colesville Road south of New Hampshire Avenue. How will the proposed "separated bike lanes" be squeezed into this area?

We are particularly concerned with the Section of the Plan titled "Implementing the Vision". This Section lists three (3) methods for implementing the Plan: the Capital Improvements Program, development approvals, and public facility projects. We find the language used pertaining to "development approvals" to be disturbing. The language used is not a suggestion that certain actions be taken by a property owner or developer and it is not a recommendation. Rather, it appears to be an edict and the actions contemplated by the language are onerous. For example, on pages 139-142, the Plan lists standards to which "all development must conform" to accommodate various types of bicycle facilities, including those bikeways internal to a project, along a project's right - of - way frontage, possible upgrades of interim bike lanes to permanent bike lanes, and contributions of "fees in lieu" where full implementation may not be possible. Presumably, these costs of "conforming" to the "standards" would be in addition to the costs a developer or property owner is already obligated to pay for constructing road improvements and for providing bike share stations and associated maintenance costs. In addition, if Staff determines that construction at a particular time is "not desirable," the owner or developer "must facilitate future implementation of the bikeway by dedicating land or establishing other necessary easements to accommodate the future bikeway or protected intersections and ensuring that utilities, storm water management facilities, streetscape improvements, landscaping and other features do not conflict with future implementation of the permanent bikeway" (Plan, p. 139).

The Supreme Court has ruled that exactions, such as requirements to construct a road, park, bikeway, or similar infrastructures improvements, or to pay a “fee in lieu”, must pass a two-fold test to be constitutional. First, there must be an “essential nexus” between the government’s stated public purpose and the proposed exaction; and second, there must be “rough proportionality” between the exaction demanded and the projected impacts of the particular development. (Nollan v. California Coastal Commission, 483 U.S. 825 (1987); Dolan v. City of Tigard, 512 U.S. 374 (1994), and Koontz v. St. John’s Water Management District, 133 S. Ct. 2586 (2013)). The burden imposed by a particular development must be analyzed by an individualized examination of the particular property involved. We do not believe that individualized examinations have been undertaken for properties in this Plan. Nevertheless, the mandatory language employed in this section of the Plan appears to apply across the board and may prove problematic for the County in the future.

If one of the major purposes of the proposed bikeways is to serve the “public interest”, we believe that “the public” should share the cost. The costs, both financial and practical, should not fall on the shoulders of property owners, businesses, and developers. The public can share the cost by the County identifying a dedicated funding source to pay for bike lanes, by the County imposing a bike tax at the time a bike is purchased, or by the County charging a licensing fee for the privilege of riding a bike in a public right – of – way (similar to the licensing requirements for driving).

And, while we support the idea of a public school education program, we believe that an education program must also be directed toward current bikers, who need to know--but often appear not to understand--the rules of the road and the need to co-exist with drivers of motorized vehicles.

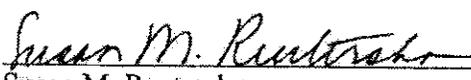
Finally, this Plan strives to create a “world class biking community.” We have to ask, “Is there sufficient demand to support this investment?” Is it really realistic to expect that “with targeted investment... much of the daily travel in Montgomery County can be made by bicycle, since half of all trips in the County are 3.5 miles or shorter, about a 20 to 25-minute bike ride for most people”? (Plan, p. 9). Where is the research to back up this theory? We have not yet seen an economic analysis of what it would cost to implement the Plan, but it will undoubtedly be very expensive. Given the lack of data to support creating a “world class” system in the hope that such a system will dramatically increase cycling, wouldn’t it be more prudent to test an improved system in a few communities and assess changes in public demand before adopting a plan that will drastically impact already challenging traffic congestion and potentially increase the cost of housing in our community?

Thank you for your consideration of these comments.

Sincerely,



Jane Redicker,
President



Susan M. Reutershan
Chair, Economic Development Committee



THE GREATER BETHESDA
CHAMBER of COMMERCE
Smart Business. Bright Future

7910 Woodmont Avenue, Suite 1204
Bethesda, MD 20814
T (301) 652-4900 F (301) 657-1973
gitaliano@greaterbethesdachamber.org
www.greaterbethesdachamber.org

VIA EMAIL

August 26, 2018

Councilmember Han Riemer, President
Montgomery County Council
100 Maryland Avenue, Sixth Floor
Rockville, Maryland 20850

Re: Montgomery County Bicycle Master Plan

Dear Council President Riemer and Members of the Montgomery County Council:

The Greater Bethesda Chamber of Commerce attended the public hearing on the Bicycle Master Plan held on July 10, 2018. The Chamber chose not to testify at that time, in order to absorb the reaction to this massive document and its appendices, as well as to understand the vastness of its implementation. We applaud all efforts to support connectivity and solving transportation problems in the region. We herald the Plan's efforts to encourage folks to use means other than automobiles to traverse Bethesda and its environs, give the Countywide effort to reduce NADMS on a master plan -by -master plan basis. Despite the small percentage of bike riders who commute, any car eliminated from the highway is a plus for our congested world.

The business community, whom we represent to the tune of more than 550 members, is currently dealing with access and connectivity problems associated with the much-welcomed growth and construction in downtown Bethesda. While the growth is vital, the ability of the business community to survive brings to mind some of the possible impacts of implementing a very aggressive bike plan, without full knowledge of its impact on current congestion.

Quantifiable data is needed to fully understand the benefits of potential lane closure and parking elimination in Bethesda. It seems that removal of traffic lanes in favor of bike lanes could be considered a backward step absent true information on the resulting traffic flow. Additionally, potential loss of parking, which is already limited, creates concern when such numbers are not available. The loss of parking is particularly difficult for many of our small businesses and restaurants, for whom some on-street parking is the life blood of their existence. It is our understanding that Councilmember Floreen asked for such data during the initial public hearing on the Plan, and it is our hope that such information will be forthcoming for us to examine prior to the Plan's consideration by T & E.

The building community has many questions about the integration of the bike plan's improvements as part of the development requirements imposed by Planning Board staff during the development review process. There must be care to avoid redundant responsibilities (and therefore costs), as well as the integration of the Transportation Impact Tax which is required to be paid and should be directed to a variety of infrastructure improvements including possible bikeway improvements. It is not readily apparent that developers are eligible for credit on their substantial tax contribution if they build planned bikeways. It is clear that the next consideration of the Subdivision Staging Plan (SSP), work on which will start in 2019, must meld these issues together and produce a non-redundant

process for the next adoption of the SSP in 2020. The Bike Plan seems to be a separate vehicle that injects duplication into an already challenging review process, even though that is probably not its intent.

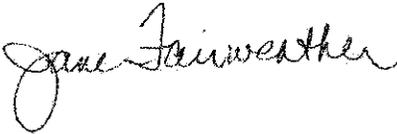
At the center of many of the issues associated with this truly comprehensive plan is the lack of information available on costs. We recognize that the market does dictate the timing of development and therefore the improvement of adjacent bike lanes, however the County's infrastructure needs are tremendous. Accordingly, it would be cogent to know what percentage of the bike plan's improvements will be publicly funded when only 0.5 % of people use bikes to commute. We are all reminded by current facts: only 6 net new businesses in the County last year, a spiraling downward tax base and the need to incentivize economic development as a resource for the County's budget, since tax increases must be out of consideration for the foreseeable future.

The makeup of our membership dictates that the utmost priority should be given to bike routes that connect with Metro in an effort to encourage more biker-commuters. We all must work together in a variety of ways to reduce the use of cars in the areas such as downtown Bethesda that are lucky enough to have Metro or a similar form of transit, including busses. The long-term solution will not be provided by the single occupancy vehicle, but by a host of technology-based solutions coming online more quickly than we realize.

We intend to continue to be part of the conversation about this Bicycle Master Plan which we believe does have some plusses for our business community as we deal with the challenges of congestion, improving Metro and on-going construction in our "City Center."

Thank you for your consideration.

Sincerely,



Jane Fairweather
Chair
The Greater Bethesda Chamber of Commerce

INCREMENTAL FISCAL IMPACT (page 1)

Notes

- (1) Previous Excluded** - This table only shows new costs proposed by the master plan, and does not include costs already defined in previous master plans. An exception to this is in the case of Breezeways: (a) Existing infrastructure is assumed to require reconstruction; (b) In cases where the only change from previous master plans is assigning it as a Breezeway, cost estimates represent the incremental cost of the additional quality; no costs are assumed for the base facility itself.
- (2) Tier 5 Excluded** - These estimates do *not* include proposed bikeways that are not categorized into Tiers 1-4. Such bikeways are not anticipated to be built within the lifetime of the plan, other than potentially by development or ancillary to other projects.
- (3) ROW** - Right-of-Way is assumed to be dedicated, in accordance with typical master plan estimates. This may not be fully applicable particularly toward Tier 1 and Tier 2 bikeways as well as bike parking stations, which may advance at a sooner timeframe than redevelopment would likely dedicate ROW.
- (4) CCT Bikeways** - Both sets of Tier 1 as well as Tier 2 projects along the Corridor Cities Transitway are estimated as standalone projects; not assumed to be part of the CCT.
- (5) Breezeways** - No such facilities have yet been built and no standards exist; it is likely that design standards for Breezeways will rapidly evolve as the County gains more experience with them. A 100% contingency was applied to all Breezeway segments to account for significantly increased design quality and impacts, and to provide fiscal leeway given the unknowns associated with these facilities.
- (6) Accuracy** - Planning-level analyses aim to be within $\pm 50\%$ of the actual cost.
- (7) Variance** - Costs were estimated via basic master planning-level methods for achieving program costs. This analysis is not intended to be a tool for affirming the costs of projects at an individual level.
- (8) Inflation** - All Dollars are in 2018 Dollars.
- (9) Rounding** - Each value under the Total Cost column is rounded to the nearest \$100,000. Each value under the Public Cost and Private/Ancillary Cost columns are rounded to the nearest \$100,000.
- (10) Mileage** - Mileage is given for helping to understand the scale of each tier. These mileage values may not match total mileage given in the plan for each tier, as these values exclude previously planned segments as well as those identified as highly likely to be built by development or as ancillary to another project.

Plan Info

Plan Year =
Plan Lifetime =

**Previous EXCLUDED
Tier 5 EXCLUDED**

	Project	Mileage or Bike Spaces	Total Cost	Total Cost		Public Cost	Private / Ancillary Cost	Notes
				Pub	Pvt			
Priority Tier 1	Breezeways	2.7 mi	\$ 34,600,000	100%	0%	\$ 34,600,000	\$ -	Includes Tier 1 bikeways specifically identified as Priority on p152 of the Planning Board Draft. Due to more pressing need, it is most likely that these would be constructed by standalone CIP projects rather than by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	0.0 mi	\$ -	100%	0%	\$ -	\$ -	
	Separated Bikeways	6.5 mi	\$ 34,000,000	100%	0%	\$ 34,000,000	\$ -	
	Striped Bikeways	0.0 mi	\$ -	100%	0%	\$ -	\$ -	
	Bikeable Shoulders	0.0 mi	\$ -	100%	0%	\$ -	\$ -	
	Shared Roads	0.2 mi	\$ 200,000	100%	0%	\$ 200,000	\$ -	
	Dual-Facility	0.0 mi	\$ -	100%	0%	\$ -	\$ -	
	Maintenance	9.4 mi	\$ 800,000	100%	0%	\$ 800,000	\$ -	Total cost of Priority Tier 1 maintenance until 2045, assuming an average implementation year of 2022. Includes new equipment needs.
	SUBTOTAL		\$ 69,600,000			\$ 69,600,000	\$ -	An average \$17m/yr from 2018 to 2022. (public cost)

INCREMENTAL FISCAL IMPACT (page 2)

	Project	Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Tier 1	Breezeways	14.9 mi	\$ 115,100,000	100%	0%	\$ 115,100,000	\$ -	Due to more pressing need, it is most likely that these would be constructed by standalone CIP projects rather than by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	0.4 mi	\$ 1,100,000	90%	10%	\$ 1,000,000	\$ 100,000	
	Separated Bikeways	12.8 mi	\$ 81,800,000	90%	10%	\$ 73,700,000	\$ 8,100,000	
	Striped Bikeways	0.1 mi	\$ 100,000	90%	10%	\$ 100,000	\$ -	
	Bikeable Shoulders	0.0 mi	\$ -	90%	10%	\$ -	\$ -	
	Shared Roads	12.6 mi	\$ 14,600,000	90%	10%	\$ 14,500,000	\$ 100,000	
	Dual-Facility	1.2 mi	\$ 2,100,000	90%	10%	\$ 1,900,000	\$ 200,000	
	Maintenance	42.0 mi	\$ 2,700,000	100%	0%	\$ 2,700,000	\$ -	
	Bike Parking Stations	3420 spaces	\$ 13,300,000	100%	0%	\$ 13,300,000	\$ -	
	Short-Term Bike Parking	839 spaces	\$ 300,000	80%	20%	\$ 200,000	\$ 100,000	
	SUBTOTAL		\$ 231,100,000			\$ 222,500,000	\$ 8,600,000	Cumulative \$48m/yr from 2018 to 2024, or Incremental \$111m/yr from 2022 to 2024. (public cost)
Tier 2	Breezeways	14.9 mi	\$ 113,300,000	100%	0%	\$ 113,300,000	\$ -	Due to more pressing need, it is likely that these would be constructed by standalone CIP projects rather than predominantly by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	0.1 mi	\$ 300,000	80%	20%	\$ 200,000	\$ 100,000	
	Separated Bikeways	18.9 mi	\$ 243,900,000	80%	20%	\$ 195,100,000	\$ 48,800,000	
	Striped Bikeways	0.0 mi	\$ -	80%	20%	\$ -	\$ -	
	Bikeable Shoulders	0.0 mi	\$ -	80%	20%	\$ -	\$ -	
	Shared Roads	4.3 mi	\$ 3,200,000	80%	20%	\$ 2,600,000	\$ 600,000	
	Dual-Facility	3.0 mi	\$ 50,000,000	80%	20%	\$ 40,000,000	\$ 10,000,000	
	Maintenance	41.2 mi	\$ 4,000,000	100%	0%	\$ 4,000,000	\$ -	
	Bike Parking Stations	1170 spaces	\$ 4,600,000	100%	0%	\$ 4,600,000	\$ -	
	Short-Term Bike Parking	996 spaces	\$ 300,000	60%	40%	\$ 200,000	\$ 100,000	
	SUBTOTAL		\$ 419,600,000			\$ 360,000,000	\$ 59,600,000	Cumulative \$65m/yr from 2018 to 2028, or Incremental \$90m/yr from 2024 to 2028. (public cost)

30

INCREMENTAL FISCAL IMPACT (page 3)

	Project	Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Tier 3	Breezeways	44.2 mi	\$ 283,300,000	100%	0%	\$ 283,300,000	\$ -	A share of these projects may be constructed by CIP projects, but a sizeable share are likely to be conditioned upon new development to construct or be part of other CIP projects. The public-private share given is intended to be conservative. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	0.0 mi	\$ -	70%	30%	\$ -	\$ -	
	Separated Bikeways	20.5 mi	\$ 67,900,000	70%	30%	\$ 47,500,000	\$ 20,400,000	
	Striped Bikeways	0.0 mi	\$ -	70%	30%	\$ -	\$ -	
	Bikeable Shoulders	22.6 mi	\$ 861,500,000	70%	30%	\$ 603,000,000	\$ 258,500,000	
	Shared Roads	19.8 mi	\$ 14,800,000	70%	30%	\$ 10,400,000	\$ 4,400,000	
	Dual-Facility	25.6 mi	\$ 734,000,000	70%	30%	\$ 513,800,000	\$ 220,200,000	
	Maintenance	132.8 mi	\$ 8,900,000	100%	0%	\$ 8,900,000	\$ -	Total cost of Tier 3 maintenance until 2045, assuming an average implementation year of 2038. Includes new equipment needs.
	Bike Parking Stations	410 spaces	\$ 1,600,000	100%	0%	\$ 1,600,000	\$ -	
	Short-Term Bike Parking	122 spaces	\$ 100,000	40%	60%	\$ -	\$ 100,000	
	SUBTOTAL		\$ 1,972,100,000			\$ 1,468,500,000	\$ 503,600,000	Cumulative \$106m/yr from 2018 to 2038, or Incremental \$147m/yr from 2028 to 2038. (public cost)
Tier 4	Breezeways	22.5 mi	\$ 181,500,000	100%	0%	\$ 181,500,000	\$ -	It is likely that few of these projects will be built by standalone CIPs, but rather they will be built by new development or as a part of other CIP projects. The public-private share given is intended to be conservative. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	1.8 mi	\$ 5,100,000	60%	40%	\$ 3,100,000	\$ 2,000,000	
	Separated Bikeways	16.7 mi	\$ 95,400,000	60%	40%	\$ 57,200,000	\$ 38,200,000	
	Striped Bikeways	0.0 mi	\$ -	60%	40%	\$ -	\$ -	
	Bikeable Shoulders	24.5 mi	\$ 934,000,000	60%	40%	\$ 560,400,000	\$ 373,600,000	
	Shared Roads	4.6 mi	\$ 3,500,000	60%	40%	\$ 2,100,000	\$ 1,400,000	
	Dual-Facility	6.9 mi	\$ 177,100,000	60%	40%	\$ 106,300,000	\$ 70,800,000	
	Maintenance	77.0 mi	\$ 1,700,000	100%	0%	\$ 1,700,000	\$ -	Total cost of Tier 4 maintenance until 2045, assuming an average implementation year of 2043. Includes new equipment needs.
	Bike Parking Stations	200 spaces	\$ 700,000	100%	0%	\$ 700,000	\$ -	
	Short-Term Bike Parking	68 spaces	\$ -	20%	80%	\$ -	\$ -	
	SUBTOTAL		\$ 1,399,000,000			\$ 913,000,000	\$ 486,000,000	Cumulative \$122m/yr from 2018 to 2043, or Incremental \$183m/yr from 2038 to 2043. (public cost)

INCREMENTAL FISCAL IMPACT (page 4)

Project		Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Misc	Bikeways Program - Minor Projects		\$ 20,700,000	100%	0%	\$ 20,700,000	\$ -	Per 2.1 (p101) of the Planning Board Draft, focused on new and upgraded neighborhood connectors. Existing program is \$9.2m over 6 years. This value represents an additional 50% per year until 2045, and does not include the existing baseline \$9.2m/6yrs.
	BikeMontgomery Outreach Program		\$ 3,000,000	100%	0%	\$ 3,000,000	\$ -	Per 3.1 (p103) of Planning Board Draft. Represents total costs from 2019-2045.
	Neighborhood Greenway Program		\$ 800,000	100%	0%	\$ 800,000	\$ -	Per 3.3 (p104) of the Planning Board Draft. Represents total costs from 2019-2045. Focuses on wayfinding and marketing, as design/construction is accounted for in Tiered estimates.
	Bicycle Facility Education		\$ 3,000,000	100%	0%	\$ 3,000,000	\$ -	Per 3.6 (p105) of Planning Board Draft. Represents total costs from 2019-2045.
	Bicycle Count Program		\$ 1,400,000	100%	0%	\$ 1,400,000	\$ -	Per 3.7 (p105) of Planning Board Draft. Represents total costs from 2019-2045.
	Countywide Wayfinding Plan		\$ 3,400,000	100%	0%	\$ 3,400,000	\$ -	Per 3.8 (p103) of Planning Board Draft. Represents total costs from 2019-2045.
	SUBTOTAL		\$ 32,300,000			\$ 32,300,000	\$ -	An average \$1.2m/yr from 2018 to 2045. (public cost)
TOTAL ESTIMATED COST			\$ 4,123,700,000			\$ 3,065,900,000	\$ 1,057,800,000	

FULL FISCAL IMPACT (page 1)

Notes

- (1) **Previous Included** - This table includes new costs proposed by the master plan, *and also includes* costs already defined in previous master plans.
- (2) **Tier 5 Included** - These estimates *do* include proposed bikeways that are not categorized into a tier. Such bikeways are not anticipated to be built within the lifetime of the plan, other than potentially by development or ancillary to other projects.
- (3) **ROW** - Right-of-Way is assumed to be dedicated, in accordance with typical master plan estimates. This may not be fully applicable particularly toward Tier 1 and Tier 2 bikeways as well as bike parking stations, which may advance at a sooner timeframe than redevelopment would likely dedicate ROW.
- (4) **CCT Bikeways** - Both sets of Tier 1 as well as Tier 2 projects along the Corridor Cities Transitway are estimated as standalone projects; not assumed to be part of the CCT.
- (5) **Breezeways** - No such facilities have yet been built and no standards exist; it is likely that design standards for Breezeways will rapidly evolve as the County gains more experience with them. A 100% contingency was applied to all Breezeway segments to account for significantly increased design quality and impacts, and to provide fiscal leeway given the unknowns associated with these facilities.
- (6) **Accuracy** - Planning-level analyses aim to be within ± 50% of the actual cost.
- (7) **Variance** - Costs were estimated via basic master planning-level methods for achieving program costs. This analysis is not intended to be a tool for affirming the costs of projects at an individual level.
- (8) **Inflation** - All Dollars are in 2018 Dollars.
- (9) **Rounding** - Each value under the Total Cost column is rounded to the nearest \$100,000. Each value under the Public Cost and Private/Ancillary Cost columns are rounded to the nearest \$100,000.
- (10) **Mileage** - Mileage is given for helping to understand the scale of each tier. These mileage values may not match total mileage given in the plan for each tier, as these values exclude previously planned segments as well as those identified as highly likely to be built by development or as ancillary to another project.

Plan Info

Plan Year = 2018
Plan Lifetime = 2045

Previous INCLUDED
Tier 5 INCLUDED

		Project	Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Priority Tier 1		Breezeways	3 mi	\$ 36,200,000	100%	0%	\$ 36,200,000	\$ -	Includes Tier 1 bikeways specifically identified as Priority on p152 of the Planning Board Draft. Due to more pressing need, it is most likely that these would be constructed by standalone CIP projects rather than by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
		Trails	0 mi	\$ -	100%	0%	\$ -	\$ -	
		Separated Bikeways	8 mi	\$ 35,400,000	100%	0%	\$ 35,400,000	\$ -	
		Striped Bikeways	0 mi	\$ -	100%	0%	\$ -	\$ -	
		Bikeable Shoulders	0 mi	\$ -	100%	0%	\$ -	\$ -	
		Shared Roads	0 mi	\$ 200,000	100%	0%	\$ 200,000	\$ -	
		Dual-Facility	0 mi	\$ -	100%	0%	\$ -	\$ -	
		Maintenance	11 mi	\$ 300,000	100%	0%	\$ 300,000	\$ -	
		SUBTOTAL		\$ 72,100,000			\$ 72,100,000	\$ -	Total cost of Priority Tier 1 maintenance until 2045, assuming an average implementation year of 2022. Includes new equipment needs. An average \$18m/yr from 2018 to 2022. (public cost)

33

FULL FISCAL IMPACT (page 2)

Project		Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Tier 1	Breezeways	15 mi	\$ 122,300,000	100%	0%	\$ 122,300,000	\$ -	Due to more pressing need, it is most likely that these would be constructed by standalone CIP projects rather than by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	1 mi	\$ 2,000,000	90%	10%	\$ 1,800,000	\$ 200,000	
	Separated Bikeways	16 mi	\$ 122,200,000	90%	10%	\$ 110,000,000	\$ 12,200,000	
	Striped Bikeways	0 mi	\$ 200,000	90%	10%	\$ 200,000	\$ -	
	Bikeable Shoulders	0 mi	\$ -	90%	10%	\$ -	\$ -	
	Shared Roads	13 mi	\$ 35,400,000	90%	10%	\$ 31,900,000	\$ 3,500,000	
	Dual-Facility	1 mi	\$ 3,600,000	90%	10%	\$ 3,200,000	\$ 400,000	
	Maintenance	46 mi	\$ 3,200,000	100%	0%	\$ 3,200,000	\$ -	Total cost of Tier 1 maintenance until 2045, assuming an average implementation year of 2024. Includes new equipment needs.
	Bike Parking Stations	3420 spaces	\$ 13,300,000	100%	0%	\$ 13,300,000	\$ -	
	Short-Term Bike Parking	839 spaces	\$ 300,000	80%	20%	\$ 200,000	\$ 100,000	
SUBTOTAL			\$ 302,500,000			\$ 286,100,000	\$ 16,400,000	Cumulative \$60m/yr from 2018 to 2024, or Incremental \$143m/yr from 2022 to 2024. (public cost)
Tier 2	Breezeways	15 mi	\$ 141,900,000	100%	0%	\$ 141,900,000	\$ -	Due to more pressing need, it is likely that these would be constructed by standalone CIP projects rather than predominantly by new development. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	1 mi	\$ 2,000,000	80%	20%	\$ 1,600,000	\$ 400,000	
	Separated Bikeways	33 mi	\$ 292,300,000	80%	20%	\$ 233,800,000	\$ 58,500,000	
	Striped Bikeways	0 mi	\$ -	80%	20%	\$ -	\$ -	
	Bikeable Shoulders	0 mi	\$ -	80%	20%	\$ -	\$ -	
	Shared Roads	4 mi	\$ 3,200,000	80%	20%	\$ 2,600,000	\$ 600,000	
	Dual-Facility	3 mi	\$ 53,700,000	80%	20%	\$ 43,000,000	\$ 10,700,000	
	Maintenance	56 mi	\$ 4,900,000	100%	0%	\$ 4,900,000	\$ -	Total cost of Tier 2 maintenance until 2045, assuming an average implementation year of 2028. Includes new equipment needs.
	Bike Parking Stations	1170 spaces	\$ 4,600,000	100%	0%	\$ 4,600,000	\$ -	
	Short-Term Bike Parking	996 spaces	\$ 300,000	60%	40%	\$ 200,000	\$ 100,000	
SUBTOTAL			\$ 502,900,000			\$ 432,600,000	\$ 70,300,000	Cumulative \$79m/yr from 2018 to 2028, or Incremental \$108m/yr from 2024 to 2028. (public cost)

34

FULL FISCAL IMPACT (page 3)

Project		Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Tier 3	Breezeways	44 mi	\$ 438,000,000	100%	0%	\$ 438,000,000	\$ -	A share of these projects may be constructed by CIP projects, but a sizeable share are likely to be conditioned upon new development to construct or be part of other CIP projects. The public-private share given is intended to be conservative. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	2 mi	\$ 4,200,000	70%	30%	\$ 2,900,000	\$ 1,300,000	
	Separated Bikeways	31 mi	\$ 99,500,000	70%	30%	\$ 69,600,000	\$ 29,900,000	
	Striped Bikeways	0 mi	\$ -	70%	30%	\$ -	\$ -	
	Bikeable Shoulders	23 mi	\$ 861,500,000	70%	30%	\$ 603,000,000	\$ 258,500,000	
	Shared Roads	20 mi	\$ 14,900,000	70%	30%	\$ 10,400,000	\$ 4,500,000	
	Dual-Facility	26 mi	\$ 793,000,000	70%	30%	\$ 555,100,000	\$ 237,900,000	
	Maintenance	145 mi	\$ 9,700,000	100%	0%	\$ 9,700,000	\$ -	Total cost of Tier 3 maintenance until 2045, assuming an average implementation year of 2038. Includes new equipment needs.
	Bike Parking Stations	410 spaces	\$ 1,600,000	100%	0%	\$ 1,600,000	\$ -	
	Short-Term Bike Parking	122 spaces	\$ -	40%	60%	\$ -	\$ -	
SUBTOTAL			\$ 2,222,400,000			\$ 1,690,300,000	\$ 532,100,000	Cumulative \$124m/yr from 2018 to 2038, or Incremental \$169m/yr from 2028 to 2038. (public cost)
Tier 4	Breezeways	22 mi	\$ 207,000,000	100%	0%	\$ 207,000,000	\$ -	It is likely that few of these projects will be built by standalone CIPs, but rather they will be built by new development or as a part of other CIP projects. The public-private share given is intended to be conservative. Existing bike facilities along Breezeways are assumed to require reconstruction / upgrading.
	Trails	5 mi	\$ 14,000,000	60%	40%	\$ 8,400,000	\$ 5,600,000	
	Separated Bikeways	27 mi	\$ 123,200,000	60%	40%	\$ 73,900,000	\$ 49,300,000	
	Striped Bikeways	1 mi	\$ 500,000	60%	40%	\$ 300,000	\$ 200,000	
	Bikeable Shoulders	25 mi	\$ 934,000,000	60%	40%	\$ 560,400,000	\$ 373,600,000	
	Shared Roads	5 mi	\$ 3,500,000	60%	40%	\$ 2,100,000	\$ 1,400,000	
	Dual-Facility	7 mi	\$ 190,700,000	60%	40%	\$ 114,400,000	\$ 76,300,000	
	Maintenance	91 mi	\$ 1,800,000	100%	0%	\$ 1,800,000	\$ -	Total cost of Tier 4 maintenance until 2045, assuming an average implementation year of 2043. Includes new equipment needs.
	Bike Parking Stations	200 spaces	\$ 700,000	100%	0%	\$ 700,000	\$ -	
	Short-Term Bike Parking	68 spaces	\$ -	20%	80%	\$ -	\$ -	
SUBTOTAL			\$ 1,475,400,000			\$ 969,000,000	\$ 506,400,000	Cumulative \$138m/yr from 2018 to 2043, or Incremental \$194m/yr from 2038 to 2043. (public cost)

55

FULL FISCAL IMPACT (page 4)

Project		Mileage or Bike Spaces	Total Cost	Pub	Pvt	Public Cost	Private / Ancillary Cost	Notes
Tier 5	Trails	36 mi	\$ 53,700,000	0%	100%	\$ -	\$ 53,700,000	<p>It is not anticipated that any Tier 5 projects will be constructed as their own standalone CIP projects within the lifetime of the plan, but rather that they will be built beyond the lifetime of the plan, be built by new development, or be built as part of other CIP projects.</p> <p>Tier 5 estimates are not based on a per-segment estimate, but are rather based on the remainder of mileage identified in the plan that is not already accounted for in the Tiered sections. The values in this Tier 5 section are only intended to give a sense of scale of remaining infrastructure.</p> <p>The mileage-based estimation used in this section may not accurately encompass unique traits and exceptions along segments, such as mileage along Dual-Facilities or Breezeways. We reiterate that this value is only for a sense of scale.</p> <p>Assumed to be built later in or beyond the lifetime of the plan. It is not practicable to estimate total maintenance costs over the lifetime of the plan.</p>
	Separated Bikeways	339 mi	\$ 693,800,000	0%	100%	\$ -	\$ 693,800,000	
	Striped Bikeways	4 mi	\$ 1,700,000	0%	100%	\$ -	\$ 1,700,000	
	Bikeable Shoulders	56 mi	\$ 1,131,600,000	0%	100%	\$ -	\$ 1,131,600,000	
	Shared Roads	2 mi	\$ 13,800,000	0%	100%	\$ -	\$ 13,800,000	
	Maintenance	439 mi	\$ -	100%	0%	\$ -	\$ -	
	SUBTOTAL		\$ 1,894,600,000			\$ -	\$ 1,894,600,000	
Misc	Bikeways Program - Minor Projects		\$ 20,700,000	100%	0%	\$ 20,700,000	\$ -	Per 2.1 (p101) of the Planning Board Draft, focused on new and upgraded neighborhood connectors. Existing program is \$9.2m over 6 years. This value represents an additional 50% per year until 2045, and does not include the existing baseline \$9.2m/6yrs.
	BikeMontgomery Outreach Program		\$ 3,000,000	100%	0%	\$ 3,000,000	\$ -	Per 3.1 (p103) of Planning Board Draft. Represents total costs from 2019-2045.
	Neighborhood Greenway Program		\$ 800,000	100%	0%	\$ 800,000	\$ -	Per 3.3 (p104) of the Planning Board Draft. Represents total costs from 2019-2045. Focuses on wayfinding and marketing, as design/construction is accounted for in Tiered estimates.
	Bicycle Facility Education		\$ 3,000,000	100%	0%	\$ 3,000,000	\$ -	Per 3.6 (p105) of Planning Board Draft. Represents total costs from 2019-2045.
	Bicycle Count Program		\$ 1,400,000	100%	0%	\$ 1,400,000	\$ -	Per 3.7 (p105) of Planning Board Draft. Represents total costs from 2019-2045.
	Countywide Wayfinding Plan		\$ 3,400,000	100%	0%	\$ 3,400,000	\$ -	Per 3.8 (p103) of Planning Board Draft. Represents total costs from 2019-2045.
	SUBTOTAL		\$ 32,300,000			\$ 32,300,000	\$ -	An average \$1.2m/yr from 2018 to 2045. (public cost)
TOTAL ESTIMATED COST			\$ 6,502,200,000			\$ 3,482,400,000	\$ 3,019,800,000	

36



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: Transportation, Infrastructure, Energy and Environment Committee

From: Casey Anderson, Chair, Montgomery County Planning Board

Date: September 13, 2018

Re: Response to the Fiscal Impact Statement for the Bicycle Master Plan Planning Board Draft

The Bicycle Master Plan is a visionary proposal to create a world-class bicycling community in Montgomery County. Using sophisticated planning analyses that are redefining bicycle planning nationwide, it has already been recognized with multiple awards, including the highest award in transportation planning – the 2017 National Planning Achievement Award for Transportation Planning – Gold from the American Planning Association. When implemented, it will enable everyone in Montgomery County to travel by bicycle on a comfortable, safe and connected bicycle network. This vision is supported by four goals: 1) increasing bicycle rates, 2) creating a highly-connected, convenient and low-stress bicycling network, 3) providing equal access to low-stress bicycling for all members of the community, and 4) eliminating bicycle-related fatalities and severe injuries, per the County’s Vision Zero policy.

The fiscal impact statement for the Bicycle Master Plan estimates the cost of implementing the Planning Board Draft at \$6.5 billion. While the methodology is well documented and adheres to the Office of Management and Budget’s standard approach to estimating the cost of master plans, it is important to note that these cost estimates overlap other county objectives and should therefore be viewed in that light. In reviewing the fiscal impact statement, please keep in mind the following:

- The plan prioritizes implementation of Tiers 1 – 4, which account for about 40 percent of the bikeway network (333 miles) and is focused on those projects that most support the goals of the plan (increasing bicycling rates, improving connectivity, achieving equity and eliminating fatalities and serious injuries). Implementing the 40 percent priority bikeways is estimated to cost approximately \$4.6 billion. The remaining 60 percent of the bikeway network (488 miles), while not prioritized, remains valuable to the success of achieving a world-class bicycling community. And, should these facilities be constructed by as part of an yet unknown development proposal or a state project, the Bicycle Master Plan provides guidance that identifies the appropriate bikeway. **The cost of the Bicycle Master Plan should be limited to those bikeways that are prioritized for implementation within the 25-year life of the plan.**
- Many of the bikeways in the Bicycle Master Plan serve multiple purposes. For instance, there are 23 bikeable shoulder projects that are also highway safety projects that need to be constructed regardless of whether they are included in the Bicycle Master Plan. They are reflected in the Bicycle Master Plan so that the projects will include bicycle-friendly design standards. Of the prioritized bikeways (those in Tier 1 – 4), these projects are estimated to cost about \$1.8 billion. **Only a portion of the cost of bikeable shoulders should be attributed to the Bicycle Master Plan.**

- **The private sector will implement many of the bikeway projects in this master plan through development approvals. This is estimated to reduce the cost of the Bicycle Master Plan by an additional \$0.5 billion. Only a portion of the cost of Bicycle Master Plan will be the responsibility of state and local government to implement.**
- **Many of the bikeways in the Bicycle Master Plan are already recommended in approved master plans. Excluding bikeways that are existing county policy reduces the cost of the plan by an additional \$0.4 billion. The cost of the Bicycle Master Plan should reflect only new bikeway recommendations.**
- **Many of the 450 miles of sidepaths recommended in the Bicycle Master Plan are also pedestrian projects. Only a portion of the cost of sidepaths should be assigned to the Bicycle Master Plan.**
- **Transportation systems operate most efficiently when there are multiple ways to travel between destinations, and therefore the Bicycle Master Plan contemplates a network of low-stress bikeways. In practice, it is likely that many of the bikeways will not be implemented.**

Therefore, if these considerations are applied to the cost developed in the fiscal impact statement, it is likely the actual cost of the Bicycle Master Plan to state and local government would be substantially less than \$1.9 billion and would be spread over the life of the plan – more than 20 years.

Goal 1 of the Bicycle Master Plan sets a target of shifting 8 percent of daily trips in the County to bicycling. While this is an ambitious target, it was selected with the understanding that most daily trips in the county are less than 3.5 miles (roughly a 25-minute bike ride). A \$1.9 billion investment in bicycling infrastructure would be highly cost-effective if the plan is able to shift 8 percent of trips to bicycling, as it will result in the need for fewer road improvements and will have a large impact on public health. Furthermore, the Bicycle Master Plan will help to eliminate bicycle and pedestrian fatalities and severe injuries per the County's Vision Zero policy. In 2017, there were 73 severe injuries and 11 fatalities among bicyclists and pedestrians.



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: Transportation, Infrastructure, Energy and Environment Committee
From: Casey Anderson, Chair, Montgomery County Planning Board 
Date: September 26, 2018
Re: Proposed Changes to the Bicycle Master Plan Planning Board Draft from T&E Committee Worksession #1

On September 17, 2018, the Montgomery County Council's Transportation, Infrastructure, Energy and Environment (T&E) Committee conducted the first worksession of the Bicycle Master Plan and directed the Planning staff to propose revisions to the plan as follows:

1. Remove references to specific years from the implementation timeline.
2. Add clarification that removing travel lanes shall not cause the street segment in question to fail the required Subdivision Staging Policy transportation adequacy tests.
3. Reiterate that the Bicycle Master Plan does not commit the County to building all of the recommended facilities.
4. Change references from "2043" to "Build Out".

This memorandum summarizes the proposed changes to the plan.

p. 3, second paragraph:

This plan makes recommendations for a low-stress network of bikeways throughout Montgomery County. These recommendations are intended to help identify opportunities that may arise in the future to install bikeways. The goal of this system is to ensure cyclists of all ages and abilities are comfortable and safe riding to transit stations, employment centers, shops, public facilities and other destinations in Montgomery County.

p. 4, third bullet:

This plan recommends a framework for establishing a[n extensive] network of low-stress bikeways in Montgomery County. This will create an environment where people of all ages and bicycling abilities feel comfortable and safe riding bicycles to work, shop, transit, public facilities and other destinations in the county. The purpose of proposing an extensive network of bikeways is to identify options for bikeways that should be constructed if possible, to achieve the goal of creating a network that connects people and destinations by bicycle. The Plan does not assume that every proposed bikeway in the master plan will be constructed.

p. 4, sixth bullet:

Remove "by 2043"

p. 17, second paragraph:

Defining a vision for the Bicycle Master Plan does not simply mean stating the goals on paper. It also lays the foundation for a comprehensive monitoring program, which supports the implementation of the plan by providing an ongoing assessment of how effective Montgomery County is in meeting the plan's goals and objectives over time [the next 25 years]. The components of the Bicycle Master Plan vision are clear and measurable.

p. 21, 22, 25, 26, 27, 28 and 31:

Remove all references to: "By 2043,"

p. 33:

By 2030, eliminate bicycling fatalities and serious injuries, per the Two-Year Vision Zero Action Plan.

p. 80, third paragraph

Overall, the Bicycle Master Plan recommends about 1,100 miles of bikeways, of which slightly more than one-quarter currently exist. The largest category of bikeways comprises sidepaths (573 miles), followed by trails (172 miles), bikeable shoulders (128 miles), separated bike lanes (99 miles) and neighborhood greenways (48 miles). As previously discussed, the network proposed in the plan lays out a set of options to achieve the goals of connecting people and destinations by bicycle.

p. 137, under the heading "Implementation Mechanism":

Like other master plans, the bicycling network proposed in the plan is not a capital improvement program. The plan does not require the County to construct all master-planned bikeways, but instead provides options for implementation and network redundancy, so bikeways can be installed as opportunities arise. Montgomery County's bicycling network will be implemented through a number of mechanisms, including:

- Montgomery County Capital Improvements Program
- Montgomery County Planning Board's approval of development
- Public facility projects undertaken by the Montgomery County Department of Transportation, Maryland State Highway Administration, federal government and other agencies

p. 137, bullet #3:

In determining whether existing space can be repurposed, designers should consider road diets and lane diets. If sufficient space can be repurposed from existing elements in the roadway, the project should begin with more detailed design following the master plan recommendation. The relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied. If sufficient space within the existing right-of-way cannot be repurposed, additional right-of-way may need to be purchased. If neither option is desirable, designers need to consider interim solutions.

p. 145, subpoint “Eliminating Travel Lanes,”:

If a road has more travel lanes than necessary based on traffic volume, the lanes can be removed to provide space for separated bike lanes. There are other instances with travel lane removal should be considered due to the safety or operational benefits of fewer lanes. However, the relevant Subdivision Staging Policy requirements in effect at the time of implementation must be satisfied.

p. 148, first paragraph:

The network of bikeways and bicycle parking stations recommended in the Bicycle Master Plan is extensive but as previously discussed is not likely to be fully constructed, partly because of budget limitations and partly because the plan identifies redundant options to ensure that the goal of connectivity can be achieved.[and i] It is likely to be only partially completed during the [25-year]life of the plan through County capital projects, state highway projects and private development. Such a large network is proposed so that opportunities to implement the preferred bicycling network are not lost when unforeseen circumstances arise. However, it is important to identify bikeway network priorities because funding for implementation is limited.

p. 149, first paragraph:

The figure below shows how the proposed bicycle network would be built out. Currently about 261 miles of the recommended bikeway network exists. [Within the 25-year life of this plan, a] An additional 356 miles [would be constructed, including bikeways that are currently programmed in the county’s capital budget and projects prioritized]are recommended as priorities for construction in one of four tiers. Approximately 44 percent of the recommended bikeway network [would be constructed beyond the 25-year life of this plan]is recommended for implementation as opportunities arise rather than as a set of stand-alone projects. For example, these improvements can be incorporated in private development, and state and local road construction, or spot safety improvements where bikeways can be implemented as part of another project.

p. 149, second paragraph:

To support implementation of the [meet the aggressive timeframe for implementing] Tier 1 bikeway projects, it is recommended that Montgomery County [will need to]program additional funds for the Bicycle Pedestrian Priority Areas program and create a new Neighborhood Greenway program.

p. 152, first paragraph

Tier 1 projects are recommended to be substantially completed [within five years of] in the near term following approval of the Bicycle Master Plan. These projects include:

p. 162

Tier 2 projects [are recommended to be substantially completed within 10 years of approval of the Bicycle Master Plan. These projects] include bikeways located in the remaining Bicycle Pedestrian Priority Areas.

- [• Bikeways located in the remaining Bicycle Pedestrian Priority Areas.]

p. 172

Tier 3 projects [are recommended to be substantially completed within 20 years of approval of the Bicycle Master Plan. These projects] include:

p. 182

Tier 4 projects [are recommended to be substantially completed within 25 years of approval of the Bicycle Master Plan. These projects] include:

- All remaining bikeways that are recommended for completion within the [25-year] life of the plan.
- Several heavily-used recreational bicycling routes.

p. 192, Prioritization of Bicycle Supportive Programs

PROGRAM	RECOMMENDED TIMEFRAME
1.9 Bicycle Pedestrian Priority Areas	[Immediately] <u>Short Term</u>
2.1 Bikeways Program – Minor Projects	[Immediately] <u>Short Term</u>
2.2 Roadway and Bikeway Related Maintenance	[Three years after plan approval] <u>Medium Term</u>
2.3 Snow Removal / Wind / Rain Storms	[Three years after plan approval] <u>Medium Term</u>
2.4 Resurfacing: Primary/Arterial AND Sidewalk & Curb Replacement	[Three years after plan approval] <u>Medium Term</u>
3.1 BikeMontgomery Outreach Program	[Three years after plan approval] <u>Medium Term</u>
3.2 Bicycle Master Plan Monitoring Report	Ongoing
3.3 Neighborhood Greenway Program	[Immediately] <u>Short Term</u>
3.4 Bicycle Parking Program	[Two years after plan approval] <u>Short Term</u>
3.5 Public School Bicycle Education	[Three years after plan approval] <u>Medium Term</u>
3.6 Bicycle Facility Education	[Immediately] <u>Short Term</u>
3.7 Bicycle Count Program	[One year after plan approval] <u>Short Term</u>
3.8 Countywide Wayfinding Plan	[Three years after plan approval] <u>Medium Term</u>

p. 193, Prioritization of Bicycle Supportive Laws, Regulations and Policies

LAW, REGULATION AND POLICY	RECOMMENDED TIMEFRAME
ROADWAY LAWS AND POLICIES	
2.1 Authorize Lower Posted Speed Limits	Ongoing
2.2 Repeal the Mandatory Use Law	Ongoing
2.3 Conduct a “Rules of the Road” Assessment	[Two years after plan approval] <u>Short Term</u>
2.4 Replace the State’s Marked Bike Lane Policy	Ongoing
2.5 Develop a County Policy on E-Bikes	[Two years after plan approval] <u>Short Term</u>
DESIGN STANDARDS AND PRACTICES	
2.6 Establish Level of Traffic Stress Targets	[One year after plan approval] <u>Short Term</u>
2.7 Update Context Sensitive Road Design Standards	11/1/2019 (Per Vision Zero Action Plan)
2.8 Review all Designed Projects Against Best Practices	[One year after plan approval] <u>Short Term</u>
2.9 Make Separated Bikeways the Preferred Bikeway Facility Type	[One year after plan approval] <u>Short Term</u>
2.10 Extending Separated Bike Lanes Through Intersections	[One year after plan approval] <u>Short Term</u>

2.11 Consolidate Driveways along Master-Planned Bikeways	[Two years after plan approval] <u>Short Term</u>
2.12 Develop a Shared Lane Marking Policy	[Two years after plan approval] <u>Short Term</u>
2.13 Develop Bicycle Parking Standards for County Facilities	[One year after plan approval] <u>Short Term</u>
2.14 Reassess Road Code Urban Area Boundaries	[One year after plan approval] <u>Short Term</u>
2.15 Establish Standards for Trail Crossings at Major Roads	[One year after plan approval] <u>Short Term</u>

p. 194, Prioritization of Bicycle Supportive Laws, Regulations and Policies (continued)

LAW, REGULATION AND POLICY	RECOMMENDED TIMEFRAME
MAINTENANCE	
2.16 Develop Protocols for Bicycle Facility Closures and Detours	[Two years after plan approval] <u>Short Term</u>
OTHER	
2.17 School Site Selection	[Two years after plan approval] <u>Short Term</u>
2.18 Enable Traffic Calming and Access Restrictions on Neighborhood Greenways	[Immediately] <u>Short Term</u>
2.19 Update the Zoning Code	[One year after plan approval] <u>Short Term</u>
2.20 Revise the Bicycle to School Policy	[Two years after plan approval] <u>Short Term</u>
2.21 Abandonments	[Two years after plan approval] <u>Short Term</u>
2.22 Loading Zones	[Two years after plan approval] <u>Short Term</u>

Appendix E p. 8, First paragraph after “Prioritization of Bikeways”:

The network of bikeways recommended in the Bicycle Master Plan is extensive and is likely to be only partially completed during the [25-year] life of this plan. The first step in the prioritization process is, therefore, to identify those bikeways that are most important to implement to meet the overarching goals of the Plan. [will be implemented within the life of the Bicycle Master Plan.] To develop a list of prioritized bikeways, segments were grouped into potential projects. Those bikeways that are most important to implement [recommended to be implemented over the next 25 years] include one or more of the following conditions:

Appendix E p. 10, First paragraph after the “Potential Demand for the Prioritized Bicycling Network”:

The potential bikeway demand model was then analyzed with only those bikeways that are included in the list of projects as most important to be implemented over the life of the [to be implemented in the 25-year life of the] Bicycle Master Plan. The figure below shows the results of the prioritized bikeway model and similarly categorizes each road segment as having high, moderate-high, moderate-low, or low potential bicycling demand.

Those bikeways that are most important to implement over the [recommended to be implemented within the 25-year] life of the Bicycle Master Plan were categorized into four levels of priority: high, moderate-high, moderate-low, and low.

Tier 4 includes:

- All remaining bikeways that are important to implement over the [recommended for completion within the 25-year] life of the plan.



SUBURBAN MARYLAND TRANSPORTATION ALLIANCE

July 10, 2018

Mr. Hans Riemer, Chair
Montgomery County Council
100 Maryland Ave.
Rockville, MD 20850

Dear Chairman Riemer and Members of the County Council,

I am writing on behalf of the Suburban Maryland Transportation Alliance (SMTA) whose mission is to advocate for transportation improvements that reduce congestion and increase mobility. SMTA supports cycling as an important mode of travel for recreational and commuting trips and strongly supports adoption of a Bicycle Master Plan to guide future investments.

The draft plan is an impressive and extremely thorough document and will be a useful tool for decades to come. SMTA's comments are focused on the overall parameters of the plan rather than on specific routes or facility types. Our comments on the public hearing draft of the Bicycle Master Plan (BMP) focus on the following major topics:

- Safety should be the number one goal
- Prioritization methodology should be revisited
- Implementation issues
- Cost
- Plan Assumptions
- Effectiveness

Safety First

Improving safety should be Goal #1, followed by increasing bicycling rates in the County, then the other goals listed in the plan in their current order, renumbered as goals #3 and #4.

Goal 1: Improve the safety of bicycling

Goal 2: Increase bicycling rates in Montgomery County

Increasing future bicycle-commuting rates is a lofty goal but increasing safety and comfort for current riders should be the highest priority. While the plan notes the use of bicycles for work trips has increased over the past 10 years, that increase has been from 0.4% of work trips in 2006 to 0.5% of work trips in 2016. This is still half of one percent of trips.

The plan appears to give short shrift to recreational routes and safety of current riders, which in our view are of the highest importance. As noted on page 172, "high demand recreational bicycling routes"

are relegated to Tier 3 priority which is recommended for a 20-year completion. Dangerous locations such as the area around Sam Eig Highway and the crossing of Rt. 355 near Grosvenor/Tuckerman, should be at the top of the priority list.

Further, the very purpose of the plan (page 13) states: "The plan focuses on increasing bicycling among what surveys consistently reveal as a majority of the public who would like to bicycle more..." It does not mention making it safe for those who already bike, and whom will make up the majority of bikers in the future, which is contrary to the County's Vision Zero Action Plan. Current riders who are mostly recreational need to be protected in this plan as that is presumably where the largest increases in ridership can reasonably be expected.

Prioritization

Safety should be the key criterion for prioritizing projects. Because there is no accident data provided, and none of the four tiers specify safety as a criterion, it is difficult to assess whether the most dangerous locations are at the top of the list. For example, page 152 specifies four criteria for 56 miles of Tier 1 Projects and once again, safety factors are not mentioned. Instead, it focuses on "the highest demand" rather than safety.

The priority criteria should be revisited. Access to mass transit with a focus on Metrorail stations should be a high prioritization criteria to reduce single occupancy vehicle work commutes. Ease of implementation or low cost should not put projects above those that improve access to transit or improve safety.

The plan states that Tier 1 projects should be substantially completed within five years of plan approval, yet there are still Programmed Bikeways are only partially funded (page 151). There are 160 projects listed for Tier 1, totaling 56 miles. This list should be prioritized and the timeframes should be revised to reflect reality.

Implementation

Several implementation questions should be answered before adopting the plan. These include:

- Is the Design Toolkit a guide or a requirement?
- How will the Subdivision Staging Policy relate to this plan?
- Will development and redevelopment projects get credits on their impact taxes for building planned bikeways?
- Interim separated bike lanes should only be used for urgent safety locations; other projects should be designed and built as permanent solutions as time and budget permit. Given the cost of this plan, when would "funding become available" for an upgrade for an existing facility?
- Regarding developer fees in lieu of constructing bike facilities: the methodology on page 139 is wasteful to the County and the development community. If such a fee is desired, the county should adopt a standard fee schedule rather than having developers design and cost out a "fake" project so they can be assessed a pro rata share.
- On Page 111 recommendation 2.1 to lower posted speed limits across the board should be removed and much more thoroughly evaluated. Additional input should be solicited before

pursuing this as a blanket policy, as this may have significant unintended consequences including adverse safety and congestion impacts.

- On Page 145 and elsewhere, this plan makes reference to “eliminating travel lanes” as one way to accommodate new bike lanes. While we strongly support adding new bike lanes wherever practical, in a region that is routinely rated as among the most congested in the nation and has a very poor history of delivering the number of travel lanes called for in our master plans, it is ludicrous to contemplate removing existing travel lanes. All such references should be struck from this plan (and any others).

Elimination of current travel lanes is, in general, both impractical and politically problematic, as well as contrary to the comments below regarding overall prioritization of this plan relative to other master plans for transit and road networks, which serve many times more people each day. While there may be one or two streets somewhere in this county with excess capacity, we have yet to find them. The willingness to inconvenience over 80% of commuters for improvements that only benefit 0.5% of commuters needs to be reconsidered to make this plan more feasible. As it stands, this statement makes no sense whatsoever as sound transportation policy.

- Similarly, references to eliminating on-street parking need to be carefully analyzed to make sure we are not driving customers away from restaurants and other small businesses that rely on convenient access by all modes of travel. Language should be added to this plan to make clear that small business impacts will be considered in making parking decisions.

Costs

The plan should include cost estimates or rules-of-thumb for “per foot or per mile” costs for various types of facilities. The County Council may want to reconsider the emphasis on 456 miles of shared use paths which average \$720,000 (nationwide), in order to adopt a more implementable plan. In addition, small area infrastructure plans (page 121) seem like an unnecessary layer that adds cost and time to constructing a network. The purpose of the plan is to direct and prioritize land use and infrastructure dollars. If another plan is needed to interpret this one, it is not an effective plan.

Assumptions

While important, given Montgomery County’s challenges, we need to properly assess the priority we place on the stated goal to “become a world class bicycling community.” The County has fiscal, social service, school and other transportation challenges to consider. The County must already deal with 151 planned transportation projects that have never been built. Adopting this plan, as is, not only competes for limited transportation dollars with this backlog of other needed transit and road projects, it creates unrealistic expectations for the cycling community because the current tax base is not adequately supporting other needs today.

Given our current fiscal condition, near-zero net new job growth, and a declining commercial tax base, is the basic assumption of this draft plan good public policy at this time?

A plan whose primary purpose is to attract the "50 percent of the population" who would "like to bike more" (but is not primarily focused on what most of these potential cyclists are interested in, which is recreation) may not be serving the needs of cycling stakeholders as well as it should and may not be grounded in fiscal or traffic reality. There are many other reasons that 50% of the population who want to bike more, don't (time, weather, distance, etc.). In this fiscal environment, is adding 639 miles of separated bike lanes for \$110 million a positive cost-benefit ratio to serve people who may cycle more? We are not sure that this plan, as it is currently written, provides County taxpayers and commuters using transit and roads, the best use of their tax dollars.

Effectiveness

This draft plan is an excellent resource to drive this discussion further, and offers a rich compendium of the existing and proposed bicycle network. However, even a world class plan won't be implemented if it isn't readable and focused on the right priorities. If this plan is to be implemented, a separate third document that pulls out the "plan elements" should be adopted. One that cycling stakeholders, developers and transportation professionals will use.

In conclusion, SMTA appreciates the opportunity to comment on this plan and offer our assistance to work on any plan revisions.

Sincerely,

Jennifer Russel, Chair



Suburban Maryland Transportation Alliance (SMTA)

Cc:

Members of the County Council

SMTA Board of Directors

SMTA Advisory Board

Members of the County Council,

My name is David Helms. I am co-representing Kim Lamphier, Bike Maryland, and Potomac Pedalers Touring Club, a local bicycling club; together, we have 21,000 members organizing 1,000 rides per year.

My Personal Story: 10 years ago, I started bicycling again after years of a sedentary lifestyle. At first, I could bike only 5 miles, but slowly my endurance and physical ability improved. Last year, I cycled over 8,000 miles, and since 2008, I have shed 130 pounds. Bicycling has changed my life, and I hope that others may have the same opportunity, through the implementation of the Bicycle Master Plan, to improve their lives through walking and bicycling as a primary means of transportation and as a way of life.

I support the plan because:

- adoption of the Bicycle Master Plan complements the Countywide Park Trails Plan, and Vision Zero Plan, as well as the (future) Pedestrian Master Plan, will enhancing community health consequences, improve air and water quality, and reduce (the growth of) congestion on our roads.

A Vision for Our Future:

Implementing this plan will provide safe, equitable, healthy, active transportation options resulting in families providing an opportunity reduce dependence on cars (allowing ownership of 1 or no cars) which will improve a family's ability to live in the county with a good quality of living on a modest income.

Caveats - Recommendation Changes to the Plan: (See appendix for detailed discussion)

- **Goal 2, objectives 2.2, 2.3, and 2.4:** Extend metric from 2 miles to 5 miles radius from service centers (excluding elementary and middle school metric)
- **Goal 3, objective 3.1:** Update / replace the current Bicycle Master Plan Goal 3 equity objective using Equity targets and measures of progress relevant to active and multi-model transportation as provided by the Office of Legislative Oversight report recommendations upon the report's acceptance in FY19 by the Council. Further, the Office of Legislative Oversight baseline report should include **transportation** equities in addition to **education, employment, housing, health, employment**, and other measures of opportunity.

Very Respectfully,

David Helms
 224 Whitmoor Terrace
 Silver Spring, Maryland 20901
 PPTC Web Page:
<https://www.potomacpedalers.org/>

Kim Lamphier
 1414 Bush Street
 Baltimore, Maryland 21230
 Bike Maryland Web Page:
<https://www.bikemaryland.org/>

Appendix - Recommended Bicycle Master Plan Changes Detailed Discussion

GOAL 2 CREATE A HIGHLY CONNECTED, CONVENIENT AND LOW-STRESS BICYCLING NETWORK

"You are what you measure"

Metric: Objectives 2.2, 2.3, and 2.4 are limited to 2 mile radius of county services, e.g. transportation (2.2), schools (2.3), and libraries, recreation and parks (2.4).

Issue: By limiting the metric to 2 miles, large population centers may be excluded from planning and ultimately disadvantaged in terms of transportation equity.

Recommendation: Extend metric from 2 miles to 5 miles radius from service centers (excluding elementary and middle school metric) for Goal 2, objectives 2.2, 2.3, and 2.4.

Rationale: Current U.S. Census American Consumer Surveys indicate bicycle trips are 20-25 minutes in duration. At 15 mph, a bicyclist can travel 5 miles in 20 minutes. Montgomery County geography includes significant hills and valleys to overcome in a 5 mile bicycle ride. These physical barriers and a lack of bicycle infrastructure networks limit bicycle commuting on #MoCo to 0.3% (by comparison, D.C. is 4.6%).

The opportunity for commuters to leverage electric motor assisted bicycles (e-bikes) and scooters will expand dramatically over the next 25 years. Market capitalization for companies in the e-bikes and scooters sector is over \$3 billion with acquisitions by Uber¹, Lyft², and Alphabet¹ and other venture capital sources³. These companies are keen to use e-assisted bikes and scooters to feed into their Mobility as a Service ecosystems.

Montgomery County Ride On monthly ridership peaked in 2008 at 2.7 million trips, since then, ridership has decreased by about 100,000 per year, currently near 1.7 million trips per month. #MoCo can encourage residents to use its bicycle infrastructure to feed into and grow the potential ridership for Ride On core routes anticipating e-bike adoption and commensurate longer travel distances to transportation centers from residences. Additional benefit to families will be greater quality of life through lowered monthly expenses by reducing number of cars per family from 2-3 cars to 0-1.

References:

1. Uber teams up with Lime scooters for latest non-car offering, CNN Tech, July 9, 2018
<https://money.cnn.com/2018/07/09/technology/uber-lime-scooter/index.html>

The new deal, lead by Alphabet's venture capital company GV, values Lime at \$1.1 billion.

2. Lyft Just Became America's Biggest Bikeshare Company, CityLab, July 2, 2018
<https://www.citylab.com/transportation/2018/07/lyft-buys-motivate-bikesharing-systems/564347/>

GOAL 3 PROVIDE EQUAL ACCESS TO LOW-STRESS BICYCLING FOR ALL MEMBERS OF THE COMMUNITY

Metric: By 2043, the percentage of bicycle trips that can be made on a low-stress bicycling network in US census tracts where the median income is below 60 percent of the county average median income will be the same as or greater than the county overall.

FACT: The #MoCo Council unanimously adopted a resolution on April 24, 2018, to develop an Equity Policy Framework in county government.

http://montgomerycountymd.granicus.com/MetaViewer.php?view_id=169&event_id=7709&meta_id=153195

The Resolution states:

- While we embrace our diversity, disparities exist by ethnicity, income, disability, gender, sexual identity, and other factors that can impede our future prosperity. These disparities in **education, employment, health, and housing** result from institutional and individual biases that undermine opportunities for vital members of our community.
- A equitable Montgomery County will address “disparities based on race, ethnicity, national origin, English language proficiency, gender, gender identity, sexual orientation, religion, age, differing abilities, and income.”
- The county seeks to “operationalize equity, and integrate it into the decision-making process. These include the use of an “equity lens” to determine who benefits from public policies, regulations and practices and the development of equity tools and plans to inform local decision-making.”

Issue: The Bicycle Master Plan Goal 3 objective of assessing equity based on a single (economic) metric is insufficient per the county equity resolution “equity lens” scope which aims to address equity across a much broader range of diversity metrics.

Recommendation: Update / replace the current Bicycle Master Plan Goal 3 equity objective using Equity targets and measures of progress relevant to active and multi-modal transportation as provided by the Office of Legislative Oversight report recommendations upon the report’s acceptance on FY19 by the Council. Further, the Office of Legislative Oversight baseline report should include **transportation** equities in addition to **education, employment, housing, health, employment**, and other measures of opportunity.

Rationale: #MoCo operating budget in FY18 is \$5.4 billion. Of the \$5.4 billion, the transportation budget \$221 million or about 4% of the budget. Resourcing and implementing critical elements of the Bicycle Master Plan and Vision Zero will require about \$20 million per year. The substantial cost of implementation will require support from a broad base of citizens. Using sufficient metrics to transparently guide and prioritize implementation of the plan will help gain community support for ALL of our citizens.

Lyft announced the acquisition of Motivate, a New York-based company that currently operates bikeshare systems in some of the largest, densest U.S. cities. That includes the four largest station-based bikeshare systems, with New York's Citi Bike, Chicago's Divvy, D.C.'s Capital Bikeshare, and Boston's Bluebikes. Those four systems alone generated 74 percent of the 35 million bikesharing trips—docked or dockless—taken in the United States in 2017, according to NACTO's annual bikesharing report. Motivate is also getting a new name: Lyft Bikes.

3. E-scooters take to the streets, CNN Money, July 9, 2018

<https://money.cnn.com/2018/07/09/technology/bird-valuation/index.html>

Scooter rental startup Bird Rides is now valued at \$2 billion, CEO and founder Travis Vanderzanden told CNNMoney. "People have been trying to find ways to get Americans out of cars for a long time, and we think Bird can have a big impact."

4. Montgomery County Ride On Ridership By Month from Stats on Demand

<https://reports.data.montgomerycountymd.gov/dataset/Ride-On-Ridership-By-Month/2vkt-re4h>

5. A North American Survey of Electric Bicycle Owners, NITC-RR-1041, March 2018

https://ppms.trec.pdx.edu/media/project_files/NITC_RR_1041_North_American_Survey_Electric_Bicycle_Owners.pdf

"e-bikes are making it possible for more people to ride a bicycle, many of whom are incapable of riding a standard bicycle or don't feel safe doing so. Additionally, the electric assist of the e-bike helps to generate more trips, longer trips and different types of bicycle trips. These findings are represented by the high value attributed to being able to avoid or tackle hills easier, ride farther and faster with less effort, and being able to carry more cargo or children when needed."

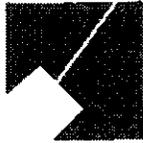
6. Rise of the ebike: how going electric could revolutionise your ride, The Guardian, September 2017

<https://www.theguardian.com/lifeandstyle/2017/sep/16/rise-of-the-ebike-how-going-electric-could-revolutionise-your-ride>

"A recent survey of 2,000 commuters commissioned by Evans Cycles estimated that by switching from car, bus, tube or train to ebikes, commuters could save an average of £7,791 (\$10,300) over five years."

References:

1. Evaluating Transportation Equity Guidance For Incorporating Distributional Impacts in Transportation Planning, April 11, 2018, Todd Litman, Victoria Transport Policy Institute (VTPI)
<http://www.vtpi.org/equity.pdf>



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: Transportation, Infrastructure, Energy and Environment Committee

From: Casey Anderson, Chair, Montgomery County Planning Board 

Date: September 10, 2018

Re: Proposed Changes to the Bikeway Prioritization in the Planning Board Draft of the Bicycle Master Plan

Recommendation: The Montgomery County Planning Department, in consultation with the Montgomery County Department of Transportation, recommends several changes to the prioritization of bikeway infrastructure proposed in the Planning Board Draft of the Bicycle Master Plan. The revised prioritization will provide a more expeditious and efficient approach to achieve the plan's goals of increasing bicycling rates in Montgomery County (Goal 1) and ensuring an equitable distribution of low-stress bicycling to low-income areas of the county (Goal 3). The attached table identifies the recommended changes to bikeway prioritization and the justification for each proposed change.

Background: The network of bikeways recommended in the Bicycle Master Plan is extensive and is likely to be only partially implemented during the 25-year life of this plan. Such a large network is proposed so that opportunities to implement the preferred bicycling network are not lost when yet unknown circumstances arise, such as future capital projects and development applications. Because this network is so large it is important to identify and prioritize bikeway investments. To that end the Bicycle Master Plan identifies about 350 miles of bikeways that are to be implemented during the 25-year life of the plan and organizes them into four tiers with Tier 1 receiving the highest priority and Tier 4 receiving the lowest priority.

The approach to prioritizing the bicycling network is based on reaching the targets established for each metric in the Goals, Objectives, Metrics and Targets section of the plan. The goals focus on increasing bicycling in the county as quickly as possible and ensuring an equitable distribution of low-stress bicycling, by focusing initial efforts on constructing networks of bikeways in places that the Montgomery County Council has designated as Bicycle Pedestrian Priority Areas (BiPPA) and by completing connections between major activity centers to low-income areas. Also prioritized are missing gaps in the existing low-stress bicycling network and low-cost bikeways, such as neighborhood greenways, which will funnel bicyclists to the BiPPAs.

In summary, these recommended changes to the prioritization of bikeway infrastructure proposed in the Planning Board Draft of the Bicycle Master Plan will achieve the plan's goals of increasing bicycling rates and ensuring an equitable distribution of low-stress bikeway infrastructure in a more efficient and timely manner.

53

Recommended Changes to Bikeway Prioritization

Road Name	Bikeway Type	From	To	Existing Priority	Proposed Priority	Justification
Lyttonsville Pt	Separated Bike Lanes	Brookeville Rd	Lyttonsville Rd	Tier 2	Tier 1	Connects to the Capital Crescent Trail and the Lyttonsville Purple Line station, which will be operational by 2022.
Lyttonsville Rd / Grubb Rd	Separated Bike Lanes	East-West Hwy	Lyttonsville Pt	Tier 2	Tier 1	
Lyttonsville Rd / Michigan Ave / Pennsylvania Ave / Sundale Dr	Neighborhood Greenway	Lyttonsville Pt	East-West Hwy	Tier 2	Tier 1	
University Blvd (south side)	Sidepath / Separated Bike Lanes	Connecticut Ave	Veirs Mill Rd	Tier 2	Tier 1	Provides a direct connection between downtown Kensington and downtown Wheaton. Staff believes that University Blvd may have excess capacity and that traffic lanes could be repurposed for the bikeway.
Wendy La, Loyola St, Ralph Rd, Holdridge Rd, May St, Estelle Rd, Kayson St, Flack St, Judson St	Neighborhood Greenway	Georgia Ave / Wendy La	Georgia Ave / Layhill Rd	Tier 2	Tier 1	Completes the connection between Aspen Hill and Glenmont, improving low-stress connectivity from a low-income area to the Red Line. Neighborhood greenways are low-cost bikeways, though some segments of this route would likely require construction of a sidepath and a bridge.
Sudbury Rd / Plymouth St / Walden Rd	Neighborhood Greenway	Franklin Ave	Arliss St	Tier 2	Tier 1	Completion of this bikeway will expand connections to the Long Branch Purple Line Station, which will be operational by 2022. Neighborhood greenways are low-cost bikeways.
Prosperity Dr	Sidepath	Cherry Hill Rd	Tech Rd	Tier 3	Tier 2	Completion of this bikeway will connect the bikeways to be constructed by the Washington Adventist Hospital and Viva White Oak development projects.
Lorain Ave, Woodmoor Circle, Woodmoor Dr, Pierce Dr, Lexington Dr	Neighborhood Greenway	US 29	University Blvd	Tier 3	Tier 2	Completion of these segments will create a continuous bikeway to downtown Silver Spring.
Fairway Ave, Caroline Ave, Franklin Ave, Bennington La, Bennington Dr, Ellsworth Dr	Neighborhood Greenway	Montgomery Blair High School	Sligo Creek Pkwy	Tier 3	Tier 2	

54

Recommended Changes to Bikeway Prioritization

Road Name	Bikeway Type	From	To	Existing Priority	Proposed Priority	Justification
Arcola Ave	Sidepath	Grandview Ave	Amherst Ave	None	Tier 2	Completion of this segment will create a continuous, high-quality bikeway between Aspen Hill and Downtown Wheaton.
Veirs Mill Rd (south side)	Sidepath	Twinbrook Connector Trail	Glorus Pl	Tier 3	Tier 2	The Veirs Mill Corridor is the only Bicycle Pedestrian Priority Area that existed when the Bicycle Master Plan Planning Board Draft was completed without substantial improvements in bicycling connectivity in Tier 1 and Tier 2.
Glorus Pl and College View Dr	Neighborhood Greenway	Veirs Mill Rd	Veirs Mill Rd	Tier 3	Tier 2	Consistency with the T&E Committee's recommendation to implement an off-road bikeway in conjunction with bus rapid transit improvements. A significant portion of the south side of Veirs Mill Rd does not have sidewalks.
Burtonsville Access Rd	Sidepath	MD 198	MD 198	None	Tier 2	In July 2018, the County Council created a Burtonsville BiPPA as part of the Master Plan of Highways and Transitways. Consistent with the prioritization methodology, substantial improvements should be made in a BiPPAs by completion of Tier 2 of the Bicycle Master Plan. MDOT / SHA is planning improvements to MD 198, which will connect to the Burtonsville Access Road. The Burtonsville Access Road is programmed for design / land acquisition in the 6-year capital budget and construction in the out years.

55

Bicycle Master Plan Errors and Recommended Changes

Recommended Changes

- Forthcoming memo on changes to bikeway prioritization.
- Page 83: Replace “Interstate Ramps” section as follows:

Freeway Crossings: Freeway ramps present significant safety concerns for crossing pedestrians and bicyclists. Motorists tend to accelerate to freeway speeds on entrance ramps and are often more focused on finding a gap to merge into traffic at exit ramps and less aware of non-motorized users crossing the ramps. To eliminate these impediments and improve the safety of pedestrians and bicyclists, the following design standards and considerations for designing and constructing safe, comfortable, grade-separated crossings are recommended.

New freeways, freeways undergoing major change or stand-alone capital projects will include grade-separated crossings for bisecting road networks. Preferably, these grade-separated crossings will avoid crossing freeway ramps. Grade-separated crossings will:

- Be a minimum of 12 feet wide (2-foot-wide buffer, 8-foot-wide sidepath, 2-foot-wide buffer) between walls and railings where the connecting bikeway is a sidepath and a minimum of 17 feet wide (2-foot-wide buffer, 8-foot-wide striped two-way separated bike lanes, 5-foot-wide sidewalk and 2-foot-wide buffer) where the connecting bikeway is separated bike lanes.
- Strive to make all locations on the crossing visible from both ends of the crossing.
- Avoid sharp-angled turns.
- Include pedestrian-scale lighting.
- Provide intuitive wayfinding.
- Incorporate welcoming public art and aesthetic features.

Freeways that are undergoing minor or no changes will preferably include traffic signalization to reduce conflicts between motorists and ramp crossers. The goal of signalizing freeway ramps is to minimize conflicts between motor vehicles, bicyclists and pedestrians while maximizing visibility between all modes in constrained right-of-way. Unsignalized treatments with geometric changes are not recommended and should only be considered when overpasses, underpasses and signalized ramps are not feasible.

Montgomery County’s Bicycle Facility Design Toolkit (Appendix B) provides additional details on freeway crossing treatments.

- Page 148, Third paragraph: Change “can” to “should”
- Page 184: Bowie Mill Rd should be prioritized from Muncaster Mill Road to Olney-Laytonsville Road (MD 108).
- Page 199: Update Objective 4.1 with 2017 data: 12 serious injuries and 0 fatalities.
- Pages 314, 315, 328, 330: Update Tuckerman Lane bikeway recommendation based on direction from T&E Committee on October 11.
- Page 373: Prosperity Drive: Change “Sidepath (West Side) to “Sidepath (East Side)” per discussion as part of US 29 BRT project. South of Tech Rd the sidepath is on east side and the crosswalk at Cherry Hill Rd is on east side.
- Page 376: Include list of volunteers: Jon Morrison.

Bicycle Master Plan Errors and Recommended Changes

Errors

- Page 5, last bullet: change “facilities” to “fatalities”
- Page 158: Add the Piedmont Crossing Trail between Brown St and Crabbs Branch Way

Piedmont Crossing Trail	Brown St	Crabbs Branch Way	Off-Street Trail	Derwood	0.1
-------------------------	----------	-------------------	------------------	---------	-----

- Page 265: For the Ridge Road bikeway, “Oak Drive” should be changed to “Oak Drive (North)”.
- Page 315: Last Row: in the “from” column change “Twinbrook Pkwy” to “City of Rockville”. In the “Bikeway Type” category change “Sidepath (Both Sides)” to “Sidepath (South Side)”
- Page 318: add a row:

Veirs Mill Rd	City of Rockville	Rock Creek Trail	Separated Bikeway	Sidepath (North Side)	
---------------	-------------------	------------------	-------------------	-----------------------	--

- Page 328: The MacArthur Blvd bikeable shoulders were inadvertently removed from the map and should be added back in. They are shown on the table.
- Appendix J, Page 3: Change “Burlington Ter” to “Burling Rd / Burling Ter”

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "Lee R Keiser" <president@southbradleyhills.org>
Date: 8/14/2018 4:24:39 PM
To: "Councilmember.Berliner@montgomerycountymd.gov"
<Councilmember.Berliner@montgomerycountymd.gov>,
"County.Council@Montgomerycountymd.gov" <County.Council@Montgomerycountymd.gov>
Cc:
Subject: Bicycle Master Plan: Proposed Technical Amendment

Dear County Council:

At the July 10, 2018 public hearing on the Bicycle Master Plan, Councilmember Berliner said that this Plan would help Montgomery County achieve "the level of some of the top biking communities in America." However, in order for today's bicyclists to optimally contribute to this goal and pave the way for future generations to access safer bicycling routes, a technical amendment to this otherwise comprehensive bicycle "road map" is required prior to its adoption by the County Council.

As my neighbor Will Carrington (a past president of the South Bradley Hills Neighborhood Association, Bethesda) testified on July 10, we find perplexing the Plan's variable prioritization of different segments of Bradley Blvd. (MD 191), along which our 250-home community exists, and on which bicyclists who reside far beyond South Bradley Hills rely to access "low-stress," safer bicycle routes (such as the Capital Crescent Trail), many for daily commuting. Please note this reference chart, originally presented in Mr. Carrington's written testimony:

Montgomery Planning Board's Bicycle Master Plan (May 2018 draft) -- Bradley Blvd. (MD 191) Tiers

Bradley Blvd. from Wilson Lane (MD 188)

to Fairfax Rd.

Majority w/in South Bradley Hills; Beth/CC (East) Policy Area

Tier 4

(page 184)

Bradley Blvd. from Fairfax Rd.

58

to Wisconsin Ave.

Bethesda CBD

Tier 1 (page 154)

Bradley Blvd. from Aberdeen Rd.

to Fairfax Rd.

Portions of South Bradley Hills; Beth/CC (East) Policy Area

No tier; page 245, "Additional Recommendation"

The Bradley Blvd. segment from Wilson Lane (MD 188) to Fairfax Rd. was assigned Tier 4. This is perplexing because it is principally by traveling along this section of Bradley Blvd. that one can access (1) Glenbrook Rd., which leads to the ever-popular Capital Crescent Trail; and (2) Cornish Road (20814), one of South Bradley Hills' residential streets. Recognizing the value of Cornish Road, the Bicycle Master Plan designated this street Tier 1: it provides direct access to the existing Neighborhood Greenway leading to Bethesda's Central Business District and the Bethesda Metro, both about one mile east.

Further, amending to Tier 1 the segment of Bradley Blvd. from Wilson Lane to Fairfax Road would ensure consistency with County Council action earlier this year. FY 2019-2024 Capital Improvement Program #P501733, "Bradley Blvd. (MD 191) Improvements," would ultimately provide sidewalks and bike lanes to a closely-overlapping geographic area, from Wilson Lane almost to Fairfax Rd. Such infrastructure was first proposed by the Planning Board in their Bethesda-Chevy Chase Master Plan of 1990 (Comprehensive Amendments, p. 121); and the "Bradley Blvd. Dual Bikeway" was proposed in the Countywide Bikeways Functional Master Plan of 2005. Meanwhile, facility planning for these "Bradley Blvd. Improvements" commenced about one decade ago, with final design phase scheduled early in this current CIP budget cycle.

<https://apps.montgomerycountymd.gov/BASISCAPITAL/Common/Project.aspx?ID=P501733> If this timeline is maintained, it would be about 35 cumulative years -- for bike lanes first proposed by the Planning Board in 1990 -- before realizing safer travel for Bradley Blvd. bicyclists. Assigning any level other than Tier 1 to the Bradley Blvd. segment from Wilson Lane (MD 188) to Fairfax Road would push that cumulative delay to possibly 50-60 years.

Such a time frame is incongruous for a County Council that in 2017 approved Non-Auto Driver Mode Share goals as part of the Bethesda Downtown Sector Plan; and that regularly cites many CIP projects' alignment -- including CIP #P501733 -- with Vision Zero goals. Therefore, I respectfully urge the County Council to amend to Tier 1 the Bicycle Master Plan's prioritization for

Bradley Blvd. "from Wilson Lane to Fairfax Road" in Bethesda, before voting to approve this Plan.

Thank you for your consideration.

Sincerely,

Lee R. Keiser

President, South Bradley Hills Neighborhood Assn.

Bethesda, MD 20814 / 20817

Close

(60)



County Council Public Hearing:
Bicycle Master Plan (May 2018 draft)
July 10, 2018, 7:30 p.m.,
100 Maryland Ave., Rockville, MD

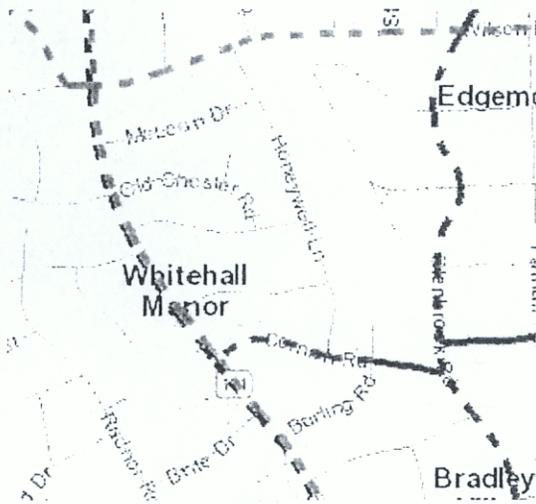
Testimony Presented by Will Carrington*
Member and a Past President of the
South Bradley Hills Neighborhood Assn.
Bethesda, MD 20814 / 20817
(P.O. Box 31224, Bethesda MD 20824)

*Opinions expressed are those of the presenter, and may not necessarily represent opinions of all Association members, nor of all South Bradley Hills residents.

E-mail: President@SouthBradleyHills.org

Good evening Council President Riemer, Councilmember Berliner, and fellow Council members. I am Will Carrington, a Bethesda resident for over 20 years, an active bicyclist, and a Past President of the South Bradley Hills Neighborhood Association. This testimony may not necessarily reflect the opinions of all South Bradley Hills residents. However, as newcomers to our community increasingly include young, active families who are daily or weekend cyclists, the need for sustained infrastructure to promote safer cycling and pedestrian options is a growing refrain among diverse-aged neighbors. Thus, I appreciate this opportunity to discuss the Planning Board's draft *Bicycle Master Plan*.

(continued)



South Bradley Hills represents a "last-mile" community: we are one mile W of Bethesda's Central Business District, the Metro, and one mile NW of the Capital Crescent Trail. Our civic association boundaries (closely configured within and alongside Whitehall Manor) are shown on the *Master Plan* map (left): both sides of Bradley Blvd. (MD 191), 12 intersecting streets along it; and south of Wilson Lane (MD 188) to Audubon Rd. Our eastern border extends to Honeywell Lane.

My fellow active-cyclist neighbors and I commend the Montgomery County Planning Board on their comprehensive, thoughtful *Bicycle Master Plan*. It respectfully crafts a delicate balance between experienced daily cyclists, like me; and occasional riders or those who are new to Montgomery County, and its proliferation of distracted drivers.

Given its strong foundation, the County Council should prevent the risk of this *Plan* becoming a "median strip" where cyclists cluster in protected refuge from whizzing vehicular traffic. This *Plan* cannot devolve into an island unto itself, gathering dust on a Planning Board shelf. Rather, upon adoption by the County Council, ***Bicycle Master Plan*** recommendations should be promptly cross-tabulated with other regional Master Plans, and with related Capital Improvement Program (CIP) projects, to promote holistic, well-aligned, cost-effective implementation where shared geographic parameters exist; and where development goals reinforce funding priorities.



Permit me to share one South Bradley Hills' example of why such an integrated approach would be prudent, and beneficial to bicyclists who live beyond our borders, too. The *Bicycle Master Plan* ranks as "Tier 1" a short, paved path at the end of Cornish Road (left). Proceeding east along

two semi-connected sections of this tri-part "Neighborhood Greenway" brings one to Bethesda's Central Business District, a few blocks from the Metro. I happen to live on Cornish Road, and thus can confirm the popularity of this vital neighborhood link for cyclists and walkers.

My proximity enables me to access this path in 10 seconds. Yet among cyclists who reside on or near Bradley Blvd. (MD 191) or further north, many likely access this public path - and/or access the Capital Crescent Trail - by first traveling along Bradley Blvd. (which Cornish Rd. intersects). Bicyclists and pedestrians who travel along Bradley Blvd. do so at increasing peril, for the portion of Bradley Blvd. within South Bradley Hills lacks sidewalks and bike lanes.

This deficit is not due to lack of county planners' forethought: such infrastructure was proposed in the Bethesda-Chevy Chase Master Plan of 1990 (Comprehensive Amendment, p. 121). Next, the "Bradley Blvd. Dual Bikeway" was proposed in the Countywide Bikeways Functional Master Plan of 2005 (Table 2-2). In 2009, facility planning commenced for the "Bradley Blvd. Improvements Project." Further, the Bradley Blvd. "dual bikeway" was referenced in a Jan. 2012 project summary list (CIP #509337); its current iteration is **CIP #P501733**. In summary, increasingly detailed plans for a variety of Bradley Blvd. "improvements" have been on county books for nearly 30 years; the FY 19-24 CIP timeline would extend that delay to over 35 total years, see:

<https://apps.montgomerycountymd.gov/BASISCAPITAL/Common/Project.aspx?ID=P501733>

This historic cumulative delay is reflected in the 2018 draft *Bicycle Master Plan's* **variable prioritization for different segments of Bradley Blvd.**, detailed below.

Bradley Blvd. from Wilson Lane (MD 188)	to Fairfax Rd.	Majority w/in South Bradley Hills; Beth/CC (East) Policy Area	Tier 4 (page 184)
Bradley Blvd. from Fairfax Rd.	to Wisconsin Ave.	Bethesda CBD	Tier 1 (page 154)
Bradley Blvd. from Aberdeen Rd.	to Fairfax Rd.	Portions of South Bradley Hills; Beth/CC (East) Policy Area	No tier; page 245, "Additional Recommendation"

This Tier 4 designation for Bradley Blvd. "from Wilson Lane (MD 188) to Fairfax Rd." is unsurprising, given the county's nearly 30-year delay in providing safe roadway options for cyclists and pedestrians along most of this same geographic area. However, it remains perplexing due to apparent inconsistency with the draft *Plan's* stated criteria:

1. Two of the four types of "Tier 1" bikeway eligibility are: (a) "Neighborhood greenways feeding into these Bicycle Pedestrian Priority Areas (such as the Cornish Rd./Elm St. neighborhood greenway)," and (b) "Bikeways with high demand that are included in the Capital Improvement Program" (Appendix E, *Bikeway Prioritization Methodology*, p. 10). As noted previously, the CIP Bradley Blvd. Improvements Project (#P501733) features bikeways.
2. "Also prioritized are missing gaps in the existing low-stress bicycling network and low-cost bikeways, such as neighborhood greenways, which will funnel bicyclists to the BPPA" (*Bicycle Master Plan*, p. 148).

Even if I were not a Cornish Rd. resident, few would disagree that our community's Bradley Blvd. section represents one of those "missing gaps in the existing low-stress bicycling network," considering its direct access to the path to Bethesda's CBD; and to the Capital Crescent Trail. Therefore, I respectfully urge the Planning Board to amend to Tier 1 its draft prioritization for Bradley Blvd. "from Wilson Lane to Fairfax Road."

Moreover, CIP #P501733, as well as countless recommendations throughout the *Bicycle Master Plan*, would potentially support the county's *Vision Zero* goals; as well as achieving the Non-Auto Driver Mode Share goals within the 2017 Bethesda Downtown Sector Plan (*Bethesda Downtown Plan, Annual Monitoring Report, Montg. County Planning Report, M-NCPPC, May 2018, pps. 26-27*).

Finally, upon approval of this *Bicycle Master Plan*, the County Council and the Planning Board should perform a side-by-side analysis that carefully examines parallel recommendations, CIP projects (their evolution and current funding timelines), and community-specific development plans. More holistic consideration of such findings could help to inform future budget decisions, which in turn could benefit Montgomery County infrastructure, bicyclist and pedestrian safety for generations to come.

Thank you for your consideration.

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "Robert Levy" <robertjlevy@gmail.com>
Date: 8/13/2018 9:17:41 PM
To: "County.Council@montgomerycountymd.gov" <County.Council@montgomerycountymd.gov>
Cc:
Subject: Bicycle Master Plan Feedback

Dear County Council Members,

As a 25-year resident of Bethesda, I have been a daily bicycle commuter between Bethesda and DC for the last four years. I live just off Bradley Boulevard (MD 191) on Aberdeen Road, and bike down the Capital Crescent Trail every weekday to Foggy Bottom.

I am excited by the Montgomery County Planning Department's Bicycle Master Plan, and the additional facilities and safeguards that it will provide to bicyclists in the area, and I greatly appreciate the repaving of the shoulder on Bradley Boulevard north of Wilson Lane (MD 188). That was one of the most dangerous parts of my ride, and it is now a lot better.

Adding bicycle lanes to Bradley Blvd. between Wilson Lane and Glenbrook Rd. would greatly improve the longstanding hazardous situation confronting bicyclists. All the bicyclists coming off the Capital Crescent Trail through this stretch are forced to ride on shoulders that widen and narrow erratically and are frequently impeded by trash cans, parked cars, fallen branches, and thick trailings of pebbles after a heavy rain. These obstacles force us to go out into fast-moving traffic and make the ride extremely hazardous for us and for drivers. A widened shoulder clearly marked for bicycle traffic would alleviate many of these problems.

I am concerned that in the Bicycle Master Plan, the portion of Bradley Boulevard between Wilson Lane and Fairfax Road has been given a Tier 4 priority (as noted on pages 154, 184, and 245 of the Plan). This stretch is a major thoroughfare that bike commuters rely on to access the Capital Crescent Trail. This low-level priority would entail a very long lag time until implementation. This would be inconsistent with the County Council's existing "Bradley Blvd. Improvements" project in the Capital Improvements Program budget – a project that, when implemented, would bring sidewalks and bike paths to Bradley Blvd. in the area where there is the greatest need. Instead, a Tier 1 designation (to complete projects within about 5 years) would align closely with the current capital project timetable, as noted in the Bradley Blvd. Improvements" project site (<https://apps.montgomerycountymd.gov/BASISCAPITAL/Common/Project.aspx?ID=P501733>)

).

The Montgomery Planning Board first proposed adding sidewalks and bike lanes to Bradley Blvd. in the Bethesda-Chevy Chase Master Plan of 1990; the Bradley Blvd. Dual Bikeway was proposed in the Countywide Bikeways Functional Master Plan of 2005. So, given this nearly 30-year delay already, bicyclists should be able to count on safe travel routes along this major Bradley Blvd. corridor sooner rather than additional decades from now, provided the 2018 Bicycle Master Plan reflects a Tier 1 priority for Bradley Blvd. from Wilson Lane to Fairfax Road.

Safer bicycle commuting is likely to attract a growing number of regular cyclists and help reduce car traffic on roads that are already congested.

Again, I appreciate all the County's efforts on our behalf.

Sincerely,

Robert J. Levy

7840 Aberdeen Road
Bethesda, MD 20814

Close

66

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "Stephen S. Polan" <Steve@Primeinvestor.com>
Date: 8/24/2018 5:09:42 PM
To: "Councilmember.Berliner@montgomerycountymd.gov"
<Councilmember.Berliner@montgomerycountymd.gov>,
"County.Council@montgomerycountymd.gov" <County.Council@montgomerycountymd.gov>
Cc: "Lee R Keiser" <president@southbradleyhills.org>
Subject: Bicycle Master Plan -- Proposed Technical Amendment

My name is Stephen Polan and I have been a South Bradley Hills/Bethesda resident for 7 years and lived in the area for 35 years. I am a cyclist who commutes to downtown Bethesda and cycles for several hours on the weekends and occasionally late weekday afternoons. We are lucky to have access to some of the areas enjoyable bike routes but I'm disappointed in the lack of safe access available to me nearest my home on Bradley Blvd. I am not an activist in public causes. But I am grateful that others in the area have been active on my behalf in trying to make needed improvements to the Bradley Blvd portion of the Montgomery Master Plan.

The Master Plan's variable prioritization of different sections of Bradley Blvd. (20814/20817) is of great concern. Many bicycle riders are dependent on traveling along Bradley Blvd. in order to access Glenbrook Road, from which they can access the "low-stress" Capital Crescent Trail. Traveling in the south-bound lanes of Bradley Blvd., south of Wilson Lane (MD 188), bicyclists have to navigate a shoulder of barely 8-10 inches in a nearly one-mile stretch to Glenbrook Road, alongside heavy -- and often speeding -- vehicular traffic on this two-lane road. Despite the critical "connector" roadway this segment of Bradley Blvd. represents, the Master Plan assigned it a "Tier 4" prioritization, meaning the longest time until safe bikeways would be built. Meanwhile, a more southern portion of Bradley Blvd. -- where additional road lanes currently exist -- was assigned "Tier 1" due to its immediate proximity to Bethesda's Central Business District.

Delays associated with a "Tier 4" assignment are totally unacceptable, considering that (a) Bradley Blvd. bikeways were first proposed in the 1990 Bethesda-Chevy Chase Master Plan; and (b) in 2018, the County Council agreed to complete within the current 6-year Capital Improvement Program (CIP) budget cycle the final planning/design phase for CIP #P501733, Bradley Blvd. (MD 191) Improvements. This CIP project, when implemented, would bring long-promised sidewalks and bikeways to this critical one-mile segment of Bradley Blvd. Therefore, to prioritize cycling safety and to ensure consistency with recent County Council CIP action affecting the same geographic area, I urge you to adopt a technical amendment that would assign "Tier 1" for all portions of Bradley Blvd. referenced in the Bicycle Master Plan.

Lastly, I am an experienced cyclist who can manage in most conditions but the current conditions on Bradley Blvd aren't safe for the most avid cyclist. I urge you to take action.

[steve's sig]
Stephen S. Polan

[PIA]

(67)

We provide the tools for successful financial decision making.

Right-of-Way Changes Needed to Support the Bicycle Master Plan

The ongoing Bicycle Master Plan recommendations have been assessed countywide to identify areas where current Master Plan Rights-of-Way are deficient to support Bicycle Master Plan recommendations. A total of ten locations have been identified, and these locations are displayed in Table 18. For these locations, an increase in the Master Plan Right-of-Way is recommended within the MPOHT, with widening needs ranging from two feet to a maximum of ten feet.

Table 18: Proposed ROW Changes

ID	Name	From Location	To Location	Classification	Master Plan	Existing Lanes	Planned Lanes	Master Plan ROW Feet	Proposed ROW Feet
1	Aspen Hill Rd	Georgia Ave	Connecticut Ave	Arterial	Aspen Hill	4	4	80	90
2	Blackwell Rd	Dar-nestown Rd	Great Seneca Hwy	Business (Planned)	Great Seneca Science Corridor	N/A	2	70	80
3	Century Blvd	Dorsey Mill Rd	Cloverleaf Center Dr	Business with planned BRT	German-town Employment Area Sector Plan (2009)	4D	4D + 2T	134	136
4	Century Blvd	Cloverleaf Center Dr	Aircraft Dr	Business with planned BRT	German-town Employment Area Sector Plan (2009)	4D	4D + 2T	134	136
5	Cherry Hill Rd	Columbia Pike (US 29)	Prince George's County Line	Arterial with planned BRT	White Oak Science Gateway	4	4	80	90
6	Connecticut Ave	Georgia Ave	Bel Pre Rd	Arterial	Aspen Hill	4	4	80	90

68

ID	Name	From Location	To Location	Classification	Master Plan	Existing Lanes	Planned Lanes	Master Plan ROW Feet	Proposed ROW Feet
7	East Ave	Upton Dr	University Blvd (MD 193)	Primary Residential	Wheaton CBD Sector Plan	2	2	50	60
8	Leland St	Wisconsin Ave	46th St	Business	Bethesda Downtown Plan	2	2	60	70
9	Summit Ave Extension	Plyers Mill Rd	Farragut Ave (to Connecticut Ave)	Business (Planned)	Kensington Sector Plan	2	2	60	70
10	Twinbrook Pkwy	760' south of Parklawn Dr (southern Rockville City Limits)	Ardennes Ave	Arterial	Twinbrook Sector Plan	6D	6D	104	110

69



WABA

WASHINGTON AREA
BICYCLIST ASSOCIATION

August 23, 2018

Montgomery County Council
Council Office Building
100 Maryland Avenue, 4th Floor
Rockville, MD 20850

RE: Bicycle Master Plan

Members of the County Council,

On behalf of the 1500 WABA members who live in Montgomery County and the thousands of other Montgomery County residents who participate in WABA events, programs and advocacy actions, I wish to make additional comments on the Bicycle Master Plan under consideration by the County Council.

We urge the Council to retain the specific Bikeways recommendations in the Draft Plan, especially in the Silver Spring CBD with regards to placing a protected bike lane on Fenton Street. A protected lane on Fenton St is the only solution that provides bicyclists of all abilities with a safe and convenient way to go from Cameron Street on the north end of the CBD to the Metropolitan Branch Trail near Montgomery College on the south end of the CBD. Fenton St. is well-used by confident bicyclists today specifically because it connects dozens of businesses, housing, and civic destinations. Yet, without a separated bike lane, it remains too stressful for most people to bike. Aside from the planned Metropolitan Branch Trail which deliberately avoids commercial areas, there is no continuous route the length of the CBD, particularly on the Eastern side of the Georgia Ave.

WABA also supports the proposed Neighborhood Greenway on Grove Street and Woodbury Dr in the East Silver Spring-Takoma East area. It would run from Cedar St at Wayne to Fenton St at MD-410, following the route of an existing signed Bike Route. A neighborhood greenway would include traffic calming, signage and minor bicycle improvements to make this neighborhood route even more enjoyable for local trips, yet the route is not a reasonable substitute for a protected lane on Fenton St. The route requires multiple turns, frequent stops and a small hill, and serves neighborhood, rather than commercial destinations. We believe that both Fenton and the nearby neighborhood greenway are worthwhile improvements.

Finally, we urge the Council to make certain that transportation equity shapes the prioritization of bicycle projects built under the Master Plan. Neighborhoods in the Eastern part of the County have historically lagged behind other parts of the County in having such facilities built, including

70

areas like Wheaton, Langley Park and Olney, among others. Implementation of the Bicycle Master Plan is a key opportunity to begin correcting this pattern of inequitable investment. Regular evaluation of the county's transportation investments through an equity lens is critical.

Thank you for considering our comments.

Best regards,

Peter Gray

WABA Board Member and Advocacy Task Force Chair

To: Maryland Montgomery County Council Members
From: Stevan Lieberman & Debora McCormick
 800 Silver Spring Ave, Silver Spring, MD 20910
RE: Comments in consideration of the May 2018 Bicycle Master Plan

The May 2018 Bicycle Master Plan Public Hearing Draft: "Implementing the Vision," states as follows: "The priorities focus on increasing bicycling in the county as quickly as possible, by focusing initial efforts on constructing networks of bikeways in places that the Montgomery County Council has designated as Bicycle Pedestrian Priority Areas (BPPA) and completing connections between major activity centers. Also prioritized are missing gaps in the existing low-stress bicycling network and low-cost bikeways, such as **neighborhood greenways**, which will funnel bicyclists to the BPPAs (Bicycle Pedestrian Priority Areas), (May 2018 Bicycle Master Plan Public Hearing Draft (Bike Master Plan): "Implementing the Vision," page 147).

We are submitting these comments **to support the creation of Neighborhood Greenways**, and more specifically in support of the **Silver Spring Ave Neighborhood Greenway ("SSAve Greenway")** and the **Wayne Ave /Fenton St - Philadelphia Ave Neighborhood Greenway ("Wayne/Fenton-Philly Greenway")**(designated a neighborhood bike route over 25 years ago with wayfinding signs added over 10 years ago) both of which are in the Silver Spring BPPA. A good percentage of our neighbors support the two Greenways as well.

Additionally, we would like the Council to take into consideration **the ways Neighborhood Greenways could protect susceptible populations, including children, from the dangers of nearness to auto-emission sources.** These comments also address the **negative impacts the S. Fenton Bike Route (separated bike lanes) would have on the Silver Spring Park neighborhood, especially on Grove Street** - a 24 ft wide secondary neighborhood roadway with few sidewalks, parking on the east side, and not in the Silver Spring Central Business District (SS CBD) but part of the Wayne/Fenton-Philly Greenway.

Neighborhood Greenways: Wayne/Fenton-Philly Greenway and SSAve Greenway

The concept of bicycles sharing the roadway with automobiles is not new to Montgomery County – "all streets where bicycles share space with automobiles are de facto shared roads, but only some are master-planned." Therefore, the concept of a master-planned Neighborhood Greenway should be approved as it is a type of shared roadway that merely creates a safer environment for bicyclists by means of, among other things: 1) using traffic-calming elements to slow motor traffic speeds, 2) using traffic diverters at key intersections to reduce through motor traffic while permitting passage for through bicyclists and 3) using shared-lane markings (sharrows) to alert drivers to the path bicyclists need to take on shared roadways. Neighborhood Greenways are designated to give walking and bicycling priority. (May 2018 Bicycle Master Plan Public Hearing Draft; "Achieving the Vision," Pg. 63).

Many of the proposed Neighborhood Greenways in the Silver Spring BPPA are also routes to neighborhood schools, and thus when implemented, school children would have a safer walking and bicycling path to and from school. As the SS CBD with the Purple Line is built-out, it is anticipated that motor vehicle traffic will increase, neighborhoods adjacent to the SS CBD will be heavily impacted by the increased traffic and walking and bicycling will be the only viable mobility alternatives in our Silver Spring Park neighborhood. The Wayne/Fenton-Philly Greenway and SS Ave Greenways are pathways that allow residents to easily use bicycles to get their children to schools and parks, to run errands and get around the neighborhood safely without using a motor vehicle - and most importantly, to connect to other activity centers.

Currently the roads incorporated in Wayne/Fenton-Philly Greenway are a “designated bike route with wayfinding signs,” but there needs to be improvements to this designated bike route. Through the Neighborhood Greenway designation, improvements could be easily and inexpensively realized, especially those measures that slow traffic and possibly eliminate oversized vehicles. It has been observed that many Greyhound, RideOn and tour buses, as well as Single Unit (SU) Trucks¹ and Combination Trucks (18-wheelers) use this bike route, especially the portion on Grove Street (see below images showing signs and recent buses and 18-wheelers along Grove St). The trucks cut-thru on the bike route to make deliveries to the businesses along Fenton Street and to others in the SS CBD. This is the case even though “NO THRU TRUCKS OR BUSES OVER 7000 LBS GVW” signs (with variations such as NO TRUCKS and NO THRU VEHICLES OVER 7000 LBS GVW) are posted along the route. (As a point of reference, a 2017 Chevrolet Silverado 3500HD Pickup weighs 7,229 LBS unloaded and 13,025 LBS loaded). Design elements (signs, pavement markings, speed and volume management measures) should also be used to prevent SU Trucks and 18-wheelers from using Neighborhood Greenways.

It is imperative to keep heavy-duty diesel trucks and buses off the Neighborhood Greenways for the safety of all bicyclists and pedestrians, as well as to eliminate the pollution caused by these vehicles. One issue not addressed in the Bike Master Plan, the impact of air pollutants on bicyclists when bike lanes are placed on roadways with high pollutants. **Discussions about whether or not to build, expand or reconfigure roadways to**

¹ Commercial trucks can be defined and classified in many ways. The Federal Motor Carrier Safety Administration (FMCSA) defines commercial vehicles designed to carry freight as trucks with a GVW rating of 10,001 lbs. or more. The FHWA defines nine classes of vehicles designed to carry freight based primarily on the number of axles and whether the vehicle is a single unit truck or a combination vehicle (a power unit pulling one or more semitrailers or trailers). Straight trucks refer to SU vehicles where the power unit and vehicle chassis are permanently attached. Straight trucks are popular vehicles for retail delivery (e.g., delivery vehicles, beverage trucks), construction (dump trucks, ready-mix concrete), and utilities and services (e.g., trash compactors, boom trucks, and snow plows). (Compilation of Existing State Truck Size and Weight Limit Laws, May 2015 Report to Congress prepared by the Federal Highway Administration, US Department of Transportation).

include bike lanes are dominated by the topics of traffic congestion relief, urban planning, and greenhouse gasses. The impact of roadways on health and morbidity is often lost in the discussions. Current policies and regulations do little to protect susceptible populations, including children, from the dangers of nearness to auto-emission sources. Motor vehicles are a major source of air pollution in the United States. Research suggests that particulate matter (PM) from vehicles, notably heavy-duty diesel vehicles, may be especially harmful (<https://www.epa.gov/schools/basic-information-about-best-practices-reducing-near-road-pollution-exposure-schools>)(What can you do ? – Reduce car and bus idling, upgrade school bus fleet, and encourage active transportation like walking and biking to school). However, walking or biking to school along a Neighborhood Greenway that allows heavy-duty diesel vehicles is poor planning. It is also poor planning to have separated bike lanes on heavily polluted roadways.

Negative Impacts on Silver Spring Park If S. Fenton Bike Lanes are Implemented

Fenton St, a SS CBD heavily used motor vehicle corridor that runs parallel with the Wayne/Fenton-Philly designated bike route, is one such roadway where heavy-duty diesel engine vehicles are superabundant. The Bike Master Plan proposes to build separated bike lane along Fenton St from Wayne Ave to King Street (S. Fenton Bike Lanes). This plan is not a healthy alternative to the Wayne/Fenton-Philly Neighborhood Greenway because Fenton St is heavily used by Greyhound, PeterPan, RideOn and tour buses, as well as SU Trucks /18-wheelers delivery trucks, all of which are classified as heavy-duty diesel engine vehicles. **If plans for the S. Fenton Bike Route is approved, the Montgomery County Council is endorsing it as a safe place to bicycle, thus encouraging neighborhood children to use this route although it would increase young bicyclists' exposure to harmful PM and other pollutants.** Additionally, if the S. Fenton Bike Lanes are constructed by eliminating "street parking" the following is likely: 1) traffic will back-up behind stopped buses in the thru lane (currently buses use the curb lane to load and unload) and peel off into the neighborhood as a short-cut; and 2) even more unwanted SU Trucks /18-wheelers delivery trucks will be forced onto neighborhood roads to avoid the back-ups because there are no loading zones for truck deliveries for east side Fenton businesses. Taking away "street parking" in exchange for separated bike lanes will cause more unwanted trucks to go onto our neighborhood roads. Since Fenton St was narrowed over 10 years ago, the constraints of the 3-lane road inhibit trucks from stopping on Fenton to make commercial deliveries as only a few are able to find spaces next to the curb. The Silver Spring Park neighborhood has experienced a significant uptick of these SU / 18-wheeler delivery trucks using Grove St, even though there are signs at every roadway intersecting with Fenton St, as well as along Grove St, stating NO THRU TRUCKS OR BUSES OVER 7000 LBS GVW. Some of these trucks are construction vehicles which "stage" along Grove St and other neighborhood roads to wait until needed at construction sites. These heavy-duty diesel engine trucks idle next to our homes and are spewing unhealthy

pollutants into the air harming the Silver Spring Park neighborhood. These pollutants are not healthy for residents, including children, living, playing, walking and bicycling along neighborhood roadways and specifically those that are designated bike routes, soon to be Neighborhood Greenways.

Good planning dictates that taming motor vehicle traffic and eliminating heavy-duty diesel engine trucks from the master-plan Neighborhood Greenways are essential to implementing the basic concepts in the Bike Master Plan. By approving the Neighborhood Greenway Network the Wayne/Fenton-Philly Greenway and SS Ave Greenway could be implemented creating a safer environment for residents, pedestrians and bicyclist in the Silver Spring Park neighborhood.

Additionally, we suggest that Montgomery County Planning, Montgomery County Department of Transportation and the Montgomery County Council have an obligation under the Montgomery County, MD "Road Code" to maintain the character of our neighborhood when designing transportation facilities:

"Each transportation facility in the County must be planned and designed to respect and maintain the particular character of the community where it is located."
(Mont. Co. Code 1965, § 103-8; 2007 L.M.C., ch. 8, § 1; 2007 L.M.C., ch. 8, § 1.)[Expedited Bill No 33-12]

Separated bike lanes are "transportation facilities." Please seriously consider the negative impacts a S. Fenton Bike Lane (a separated bike lane facility) will have on the Silver Spring Park neighborhood, chiefly Grove St - the unwanted commuter and commercial corridor for Silver Spring CBD. It seems there is an established unwritten policy to use our neighborhood roadways to accommodate all overflow traffic, especially heavy-duty diesel engine trucks, from the Silver Spring CBD instead of protecting us from it. We want the motor traffic, especially heavy-duty diesel engine trucks and buses to stay on Fenton St and the bicyclists to stay on Grove St as part of the Wayne/Fenton-Philly Greenway. Since Fenton St was narrowed, such overflow traffic has degraded our neighborhood, but a **Wayne/Fenton-Philly Greenway** and a **SSAve Greenway** would be the first step in reversing this degradation.

Thank you for considering our comments.

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "Heidi Coleman" <heidi.l.coleman@gmail.com>
Date: 8/24/2018 6:56:28 PM
To: "County.Council@montgomerycountymd.gov" <County.Council@montgomerycountymd.gov>
Cc: "Anspacher, David" <david.anspacher@montgomeryplanning.org>, "Casey.Anderson@mncppc-mc.org" <Casey.Anderson@mncppc-mc.org>, "vrnnndrsn" <vrnnndrsn@gmail.com>, "Chris Arndt" <chris@arndthome.com>, "Jonathan Bernstein" <dccampfin@gmail.com>, "Spencer W. Clark" <spencerwclark@gmail.com>, "Heidi Coleman" <heidi.l.coleman@gmail.com>, "Roger Coleman" <musicguy55@hotmail.com>, "Joe Edgell" <joe@edgell.us>, "Laura Egan" <laurapcoward@gmail.com>, "Ross Filice" <rwfilice@gmail.com>, "Steven Friedman" <shf918@me.com>, "Peter Gray" <peter@waba.org>, "Dave Helms" <david.helms570@gmail.com>, "Garrett Hennigan" <garrett.hennigan@waba.org>, "David Hickson" <david.hickson100@gmail.com>, "Allan Hutchison-Maxwell" <awm52@georgetown.edu>, "Daniel Marcin" <dsmarcin@gmail.com>, "Deirdre Middleton" <defarrell@gmail.com>, "jeff poretsky" <jeff.poretsky@gmail.com>, "Martin Posthumus" <martin.posthumus@gmail.com>, "Ray, David" <David.Ray@care.org>, "Eric Shepard" <ericshpard@gmail.com>, "Vicki Taitano" <vktaitano@gmail.com>, "Zachary Weinstein" <zcweinstein@gmail.com>
Subject: Comments on the Bicycle Master Plan

Montgomery County Council
Council Office Building
100 Maryland Avenue
Rockville, MD 20850

Dear Montgomery County Council,

This letter concerns the proposed Montgomery County Bicycle Master Plan and the hearing that the Montgomery County Council held on July 10, 2018. You heard testimony from nearly 30 individuals, the vast majority of which were wholly supportive of the plan.

A few speakers expressed overall support, but raised particular issues that were of concern to them. Some of these concerns relate to Silver Spring. In this letter, we wish to address (for the record) some statements regarding Silver Spring that warrant correction, or at least clarification.

The primary concerns raised include:

- That the Bicycle Master Plan does not sufficiently recognize the needs of road users other than bicyclists (i.e., drivers)
- That the costs of implementing the Bicycle Master Plan will be too high and are likely to be borne by developers and property owners
- That implementation of the Bicycle Master Plan will lead to a loss of parking spaces
- That the inclusion of bicycle lanes in certain corridors (e.g., Fenton Street) will lead to an increase of motorist traffic on neighborhood streets (e.g., Grove Street)

We wish to address each of these issues in turn:

- It is wholly appropriate that the Bicycle Master Plan focuses primarily on the needs of bicyclists. The County has long failed to address the needs of road users *other* than motorists. This is a long overdue effort to address that imbalance, with regard to bicyclists (and an additional effort is expected to get underway soon to consider the needs of pedestrians). Moreover, the Planning Department's effort was extremely thoughtful and thorough, and reflects the latest information and research on this topic. The process should be respected and the plan should be implemented fully.
- While full implementation of the plan will involve a sizeable cost, it is quite modest when you consider the costs that have been incurred and continue to be planned in connection with infrastructure for motor vehicles. In addition, it is important to note that many aspects of the plan can be implemented as *part* of these other projects for a mere fraction of their cost. Plus, there is clear, verifiable research that having bicycle infrastructure helps create positive economic outcomes. The speakers at the hearing who claimed that the costs would be borne by developers and property owners cited no foundation for these statements.
- Whenever the County considers introducing new bicycle infrastructure, they carefully consider the impact on parking. For example, during the recent introduction of a protected bicycle lane on Spring and Cedar Streets in Silver Spring, most of the parking spaces were maintained. And by moving the parking spaces away from the curb, they serve as a protective barrier between bicyclists and motorist traffic. Future efforts should similarly consider the impact on parking and seek to maintain parking spots in a similar fashion.

We note that, independently, additional parking facilities are currently being introduced into Silver Spring, which may reduce the need for some

street parking. We note also that as bicycle facilities improve and more residential units are being constructed in the downtown Silver Spring area, more and more people may choose to travel by walking or bicycling, which may mitigate the need for as much street parking as well and reduce congestion.

· Fenton Street is already a popular route for *both* motorists and bicyclists, and recent construction has added to the challenges along this corridor. We think that it's critical that a study be conducted soon to consider the best options for balancing the needs of community members, including those of motorists, businesses, pedestrians and bicyclists.

Finally, we wish to emphasize that swift and full implementation of the Bicycle Master Plan will not only improve safety, and is important as we seek to achieve "Vision Zero" (zero traffic fatalities and serious injuries) by the year 2030. It also will enhance the environment in our County and the health of our residents. And, as a Bicycle and Pedestrian Priority Area (BiPPA), it is critical that priority be given to Silver Spring, to ensure the safety of our residents and visitors.

Very Sincerely,

Members of the Washington Area Bicyclists Association (WABA) Montgomery County Action Team and/or "Bike Silver Spring" (a Facebook Group), including the following:

Vernon Anderson (Silver Spring, 20904)

Christopher Arndt (Boyd's, 20841)

Jonathan Bernstein (Silver Spring, 20910)

Spencer Clark (Takoma Park, 20912)

Heidi Coleman (Silver Spring, 20910)

Roger Coleman (Silver Spring, 20910)

Joe Edgell (Takoma Park, 20912)

Laura Egan (Silver Spring, 20910)

Ross Filice (Chevy Chase West, 20815)

Steven Friedman (Chevy Chase, 20815)
Peter Gray (Silver Spring, 20902)

David Helms (Silver Spring, 20910)

Garrett Hennigan (WABA)

David Hickson (Silver Spring, 20905)

Allan Hutchison-Maxwell (Silver Spring, 20910)

Daniel Marcin (Silver Spring, 20902)

Deirdre Middleton (Burtonsville, 20866)

Jeff Poretsky (Silver Spring, 20902)

Martin Posthumus (Silver Spring, 20910)

David Ray (Takoma Park, 20912)

Eric Shepard (Silver Spring, 20910)

Vicki Taitano (Silver Spring, 20910)

Zachary Weinstein (Silver Spring, 20910)

Close

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "Tim Haverland" <tim.haverland@gmail.com>
Date: 8/19/2018 9:02:31 PM
To: "councilmember.hucker@montgomerycountymd.gov" <councilmember.hucker@montgomerycountymd.gov>
Cc: "Karroper@aol.com" <Karroper@aol.com>, "silverspring.steve" <silverspring.steve@yahoo.com>, "Mark Paster" <mark@sunnydoor.net>, "Tracy Vandebroek" <twadlington@hotmail.com>, "county.council@montgomerycountymd.gov" <county.council@montgomerycountymd.gov>
Subject: ESSCA comments on Bike Master Plan

Dear Council Members,

The East Silver Spring Citizens' Association (ESSCA) applauds the County's forward thinking in developing the Bike Master Plan. We believe that bicycling is an important and growing mode of travel in the area and that making room for bikes can add to the quality of life for those who live, work in, or commute through, Silver Spring. The challenge will be finding ways for bicyclists, pedestrians, and drivers to coexist on our older street network.

We are concerned about the feasibility of separated bike lanes on the constrained Fenton St. corridor south of Wayne Avenue. Almost two years ago the MCDOT started a study of a bikeway on Fenton St., which has yet to be completed. ESSCA requests the Council refrain from a vote for or against the Master Plan, or at least the parts affecting Fenton and Grove Streets in our neighborhood, until MCDOT has completed this important feasibility study.

Adding to our concern is the fact that the Fenton St. separated bike lanes have been slated for immediate implementation, whereas the Grove St. Neighborhood Greenway is identified as a "Future Bikeway" which is outside of the 25-year Master Plan. Fenton St. and Grove St. are one block apart, and are inextricably linked. *We urge the Council to request that the Grove St. Neighborhood Greenway be added as a Tier 1 bikeway along with the Fenton St. bikeway.*

Successful streets are a delicate ecological balance of buildings, sidewalks, trees, curbs, parking and traffic, and any change to one element will ripple through to the others.

Fenton St. already has limited space to support cars, buses, bikes, pedestrians, parking, and loading for businesses. Any changes to the flow of traffic on Fenton St., for example removing a parking lane and adding

80

separated bike lanes, must be designed carefully so as to not increase traffic congestion to the point where it overflows onto Grove St.

Grove St. is one of the oldest roads in Silver Spring, having been platted in the early 1900's for one of Silver Spring's earliest subdivisions, Silver Spring Park. Grove St. is an important thoroughfare for the neighborhood, providing connections between neighborhood streets and a low-stress way for residents to walk, bike, and drive to Downtown Silver Spring and area schools. Because of its older design, Grove St. has limited sidewalks and limited space to add them, so drivers, walkers, and bikers have to share the road on many blocks.

We think that the Bike Master Plan's designation of Grove St. as a neighborhood Greenway is an essential part of the plan. With Greenway design elements, vehicular traffic can be calmed on Grove St. so that walkers, drivers, and bikers can share the road safely. Another benefit can be discouraging large truck traffic, which is prohibited on Grove St. but occurs nonetheless due to loading zone limitations on Fenton St.

Both Fenton St. and Grove St. are part of the MCDOT bikeway study underway. With this study completed the County's Bike Master Plan will be more realistic and achievable and better supported by residents in the Fenton St. corridor. Again, we urge the Council to delay vote on the Bike Master plan until this important study is completed.

Sincerely,

East Silver Spring Citizens' Association Board

Tim Haverland, President

Steve Knight, Treasurer

Tracy Vandenbroek, Corresponding Secretary

Mark Paster, Recording Secretary

Karen Roper, Chair of Planning, Zoning & Public Works Committee

Close

81

Oral Testimony

My name is Martin Posthumus. I live in Silver Spring and I support the Bicycle Master Plan because I've seen firsthand the importance of well-thought-out bicycle infrastructure in convincing people to try riding.

I grew up here in Montgomery County, but in an area that was not particularly bicycle-friendly, and so I never learned to ride as a child. I was one of those kids who got my learner's permit on the very first day I could, and quickly started driving by myself to high school every day—my apologies to all the other Randolph Road commuters back then!

In college, however, I lived in Chicago, and a couple of years into school the city put down a pair of parking-protected bike lanes on the main road through my neighborhood. I had never seen such a thing before, but it did suddenly make the idea of biking seem a lot more practical. That summer, I taught myself to ride (as an adult).

I now live in downtown Silver Spring. I no longer own a car—by choice—and I use biking and public transit for nearly all of my daily trips, and wouldn't have it any other way.

I'm certainly not saying that everyone can or should go car-free, but I can say that having well-designed bicycling infrastructure is an essential prerequisite to convincing many people to try to convert any short distance trips from car trips and make it possible to have "car-lite" households.

Last year, the county created a protected bike lane on Spring and Cedar Streets in downtown Silver Spring, not far from where I live, and I believe I've already started to see my experience repeat itself. A few years ago, I never would ride on those roads because I thought they were far too unsafe. Now, I've regularly seen families with young children use those lanes, and I've heard people who don't currently bike say those streets seem far safer than they did before. It's just one street, yet it seems as though it's already having an impact.

It shouldn't be a requirement to drive just to get around your own neighborhood. Unfortunately, the area where I grew up—just off Route 29—is still very much that way.

Additional comments on back

Since I live in downtown Silver Spring, I'd like to share some specific comments about the area. Last year, DTSS got its first protected bike lane on Spring and Cedar Streets. These are roads that I always used to completely avoid when traveling by bicycle, because I felt them to be incredibly unsafe, with traffic often blowing by at far too high a speed and far too close for comfort.

Now, it's changed dramatically. On a road I used to think was too unsafe to use, I've now seen young children with their parents on multiple occasions. I've heard from others my own age who only ride recreationally on trails say that if more streets look like Spring/Cedar do that they would start biking to more places.

If it is Montgomery County's goal to get more people to convert some of their daily trips to bikes, though, the location of such protected facilities is critical. The design of Spring/Cedar is fantastic, but its usefulness is limited due to the comparatively small number of homes and businesses along it when compared to other streets in the CBD; for me just to get there (living on East-West Highway), I have to take several much busier streets first.

This is why the Bicycle Master Plan is so important. The old master plan seems at times as though it were designed to completely avoid urban areas; the new proposed plan embraces tight networks and connectivity between homes, businesses, recreation, transportation, and schools/civic institutions. This is a radically different approach, and a much better one.

To that end, I would like to express my strongest support for several specific elements in the plan for Silver Spring, particularly:

- Fenton Street—as a major commercial street and the most significant north/south connection proposed in DTSS proposed in the Master Plan. Fenton also connects to the Library, a future Purple Line station, the Civic Center, the businesses on Ellsworth Street, and the Farmers Market and other events held at the plaza. If I could pick one street that needs such facilities more than anywhere else, it would be Fenton, because so much lies along it.
- East-West Hwy—as the only road that really links up South Silver Spring. I bike on East-West almost every day since I live there, but it is rather unpleasant to do so. This road also has what to me seems like a rather puzzling design, since near its eastern end at Georgia Avenue it's only three lanes, before widening to four (plus turn and parking lanes) despite not having any major junctions to explain the sudden widening. If three lanes is sufficient near Georgia, why are there six at Newell? (four through-lanes, one turn lane, one parking lane). This road seems to have an excess of space available, and would serve well as a bicycle connection.
- Colesville Rd between East-West Hwy and Wayne—for providing both access to the Metro/transit center/future Purple Line and serving as a link between the north and south of Silver Spring (particularly given how few connections there are across the railroad tracks)

Martin Posthumus
County Resident

County Council,

I am writing to you in response to the Proposed I am writing to you in response to the Proposed Bikeway on Cedar Lane/Summit Avenue. I have examined the plans and I know the area well. As a resident of Kensington for the past 15 years and a resident of Montgomery County for over 40 years, I wish to object strongly to the building of this Bikeway on Cedar Lane/Summit Avenue, specifically with one of the proposed ways to implement the bikeway. The removal of a row of parking from Summit Ave to extend the sidewalk another 8-10 feet wide.

My reasons for my objection:

1. The removal of the row of parking would be a huge impact. Currently, the county has already removed the parking lane on the other side of Summit Ave. and implemented parking restrictions during rush hour. The result, residents that live on Summit have no where to park there personal vehicles. The residents do not have anywhere for visitors/deliveries to park without parking illegally. Currently, some people park on the other side of the street and cross jaywalk across the street. If you remove the only remaining parking options for anyone that lives on Summit Ave, where will residents park? There will be no options.
2. I live on the corner of Summit Ave and Matthews lane. The renter that lives on the other side of the street has many vehicles (more than 5). He only has a one car driveway. He currently parks his cars on Summit and Matthews. The county has installed "No parking" signs on my side of the street. Since the renter across the street occupies the only legal spaces on Matthews, I have no where to park my vehicles. In fact, because the street is so narrow, it is extremely difficult (if not impossible) to pull out of my driveway because of the cars that are parked there. I have actually had to spend a large amount of money to widen my driveway in order to be able to safely exit my driveway. Unfortunately, this has not helped as much as I would like because cars still make it very difficult to pull out of my driveway without hitting a car parked on the other side of the street. I have drawn a picture to illustrate what I am talking about.

My house is highlighted in yellow and the parking is highlighted in red.



84

In conclusion, I hope I have presented my thoughts on this proposal as clear and precise as possible. Therefore, I

seriously hope that this proposal is denied. Thank you for your time and effort and for taking my thoughts into consideration. If there are any questions regarding what I have discussed above, please feel free to respond.

Thank you again,

Scott Friedman

To: Members of the Montgomery County Council
Subj: Bicycle Master Plan

I am a strong supporter of the Montgomery County Bicycle Master Plan and the goals of making the county better and safer for bicycle riders. There are many places in the county where the proposed bicycle master plan will significantly improve the situation for riders. I commend the staff of the Planning Department for an outstanding job of planning and communicating.

However, I am writing regarding a part of the plan about which I have specific concerns. The current plan proposes a separated bikeway along Summit Avenue and Cedar Lane between Knowles Avenue and Beach Drive. It is my understanding that the goal is to connect Kensington to the Rock Creek Trail. While I support this goal, there is an alternative already in the plan that I think will achieve the same objective, will be less costly, and will be less disruptive to residents. The proposed bikeway would likely eliminate a substantial amount of parking along Summit Avenue and Cedar Lane in a residential community.

The master plan already proposes a separated bikeway along Knowles Avenue between Summit Avenue and Beach Drive. This proposed bikeway along Knowles would accomplish the same purpose of connecting Kensington to the Rock Creek Trail. While the route would be slightly longer, I do not think that would be a significant impediment to its use. And as noted above, eliminating the bikeway along Summit Avenue and Cedar Lane would save money and preserve parking spaces for residents on the street.

By way of full disclosure, I must state that I do not park on Summit Avenue or Cedar Lane; therefore the proposed bikeway would not inconvenience me personally at all. However, it would inconvenience many of those who do park there.

I hope that as you review the proposed master bikeway plan at your hearing on July 10 and at subsequent council sessions, that you will take these concerns into consideration and perhaps adopt the less costly and less disruptive option suggested here.

Thank you for your consideration.

Jeffrey Griffith
4502 Saul Road
Kensington, MD 20895

301-633-4512

jeff@jandjgriffith.com

copy to: David Anspacher, Montgomery County Planning Department

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "Pat Newman" <landscapeanswers@gmail.com>
Date: 7/3/2018 4:26:48 PM
To: "County.Council@montgomerycountymd.gov" <County.Council@montgomerycountymd.gov>
Cc:
Subject: proposed bikeway Cedar, Summit, Knowles

I don't think you realize how squeezed residents feel in the area from all the changes over time on our main access roads: not one but 2-lane narrowing of Cedar Lane, our main road to anything; "traffic calming" obstructions; parking added, right turns not allowed on red, or only allowed from the right lane, 1.1 miles of difficult egress and drive-around and then U-turning to simply go across Rockville Pike onto Grosvenor Lane. And then the middle lane was made so narrow that cars can't get around it to go north on Rockville Pike and relieve the long backup at the Beach Drive stop sign. Sometimes there have been 35 cars waiting to U-turn to get back to Beach Drive, through 4 lights, and a dangerous merge with cars coming off the Beltway. And recently I heard a reduction in the 25 mph speed limit for residential areas is in the works too! Why not just sit on me so I can't get anywhere? I'm very frugal in my driving habits; it's not what I do for fun or speed. I feel punished, neglected, run over by a truck trying to adapt to all the traffic concerns.

Shall I continue? I resent greatly that I thought I was buying a home in one kind of area and it's been changed so dramatically that it's just pretty awful to try to get out or in to the area any more. And don't forget, we also have to deal with, what was it?, 1 million additional vehicle visits/yr and all the construction that has blocked Rockville Pike because of Walter Reed.

Have mercy! And look at the whole picture, please.

Pat Newman
4624 Edgefield Rd
Bethesda, MD 20814

Close

87

Testimony of Alain Norman before the Montgomery County Council
in Favor of the Bicycle Master Plan and Certain Adjustments Thereto

July 10, 2018

Good evening, everyone.

My name is Alain Norman, a long-time resident of Montgomery County, currently residing on Dale Drive in the Woodside community of Silver Spring. It may interest you to know that I have also lived in the Netherlands where bicycling is seen as a transportation mode and where bicycle lanes are well integrated into cities.

So, I come to express my support for the Montgomery County Bicycle Master Plan, May 2018 draft, because it advances the view, here in the U.S., that bicycling is a transportation mode, not just a form of recreation. Indeed, I understand that the Bicycle Master Plan will make Montgomery County a leader, in this nation, as regards integrating bike paths of various sorts into the transportation system and people's daily lives.

That said, I would urge the County to ensure that existing metro stops – and planned Purple line stops – are linked by bike paths as much, and as efficiently, as possible.

Specifically, I support the recommendation – found on pages 352 and 358 of the Plan – that *“a sidepath or sidewalk is recommended on Dale Drive between Woodland Drive and Piney Branch Road”* [emphasis added]. It is my understanding that the placement of the recommendation in footnotes was not (repeat: not) intended to lessen the weight of the recommendation. Yet to prevent any misunderstanding, I ask that this recommendation also be included in the bikeway tables relevant to the maps found on pages 352 and 358.

Further, I urge that the installation of a sidepath along Dale Drive be given the highest priority status possible, i.e. assigned Tier 1 priority, given the following factors:

1. Dale Drive provides a common-sense way of readily connecting the existing Red Line stop at Forest Glen with the Purple Line stop currently being built at the corner of Wayne Avenue and Dale Drive, and doing so will facilitate the use of those rail systems, thus making them more commercially viable.
2. There is a dire need for safety improvements on Dale Drive, particularly for those trying to walk or bicycle *along* Dale Drive. (This, I might add, is why I founded the Dale Drive Safety Coalition some two years ago.) Installing a

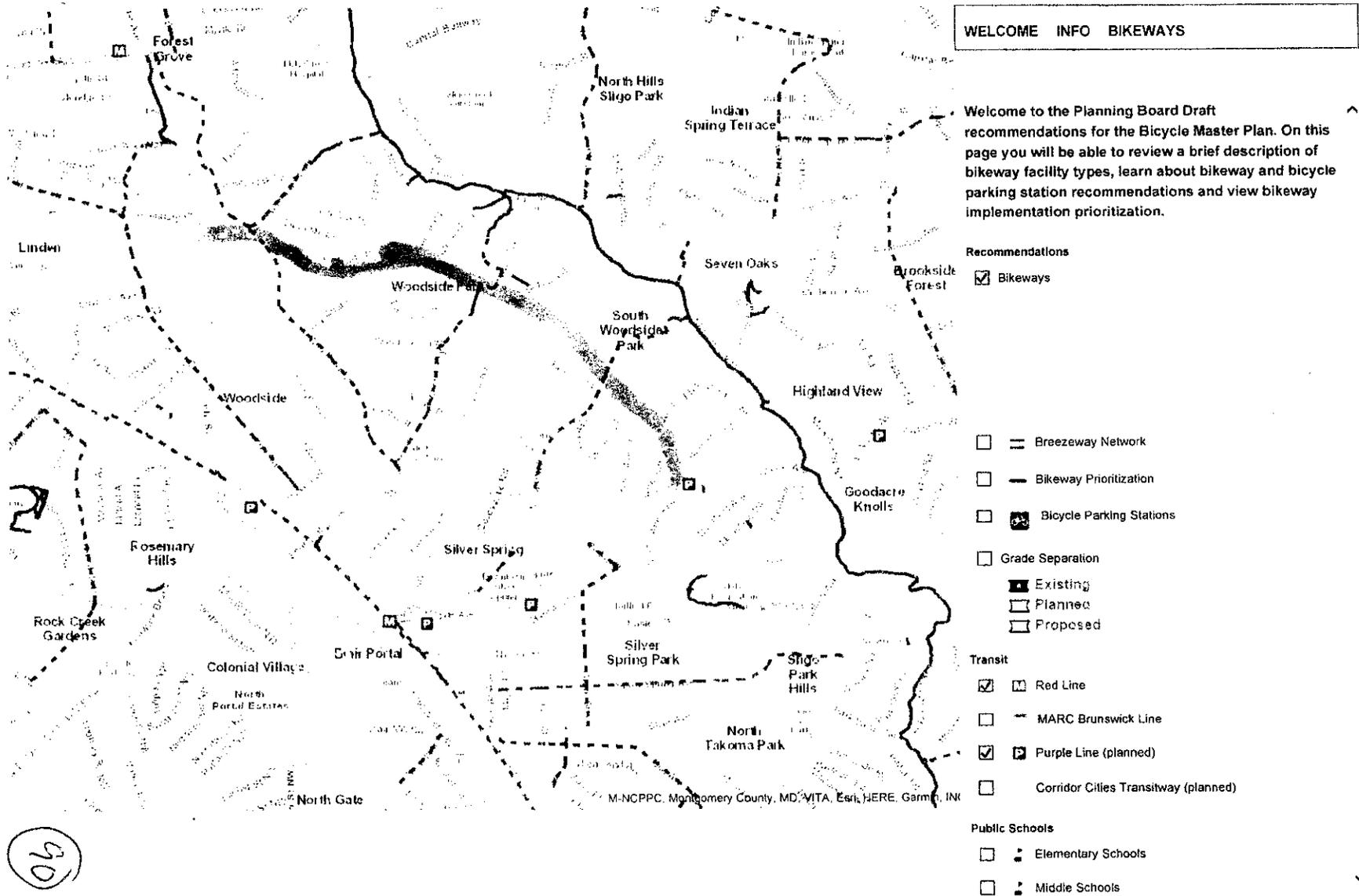
bike path and/or sidewalk on Dale where no such infrastructure exists will greatly enhance people's safety and quality of life.

3. There is a golden opportunity – now – given the growing grassroots efforts to improve safety on Dale Drive and to revitalize the Georgia Avenue / Forest Glen area, as well as given the installation of more bike lanes in downtown Silver Spring and the advent of bike-sharing options in the area, to create a coherent network of bike-friendly paths that will link current and future public transportation stations.
4. Connecting Red and Purple line stations via a sidepath and/or sidewalk on Dale would facilitate access by people in the community – and from outside it – to local businesses, places of worship, and other points of interest. Doing this will enhance the economic and social vitality of the region.

[If time permits: Allow me to elaborate a bit more: The Red Line stops of Silver Spring and Forest Glen already exist, and there will soon be Purple Line stops at Dale Drive and Wayne Avenue, and at Woodside and 16th Street. As already mentioned, there is a dire need to improve safety for bicyclists and pedestrians on Dale Drive itself – which lacks a sidewalk between approximately Georgia Avenue and Colesville Road – and residents have formed the Dale Drive Safety Coalition to seek traffic calming and safety measures on Dale because there were 11 accidents on Dale in that area during 2017 and five (5) already this year. Also, it is likely that the network of bike lanes in downtown Silver Spring could include a path that goes up Wayne Avenue to the new Purple Line stop at Wayne and Dale. Finally, efforts are underway to revitalize parts of Georgia Avenue near Forest Glen – to include installation of a bike path.]

In sum, given all of the above – and glancing at the map – it is evident that installing a multiuse path, and/or sidewalk, along Dale Drive (as indicated in the attached map), is necessary, timely, and should be accomplished soonest.

I hope my testimony helps. Thank you for listening.



90

Good evening. I am Ira Raskin. My wife and I have lived on Wilson Lane (MD 188) for 43 years. I support bicycling in this era of pollution and climate change. I also support bike lanes if designed and implemented in a way that is safe and does not adversely impact nearby residents or the environment. With respect to Wilson Lane, the 2018 Bicycle Master Planning Board Draft does not achieve this.

The current draft calls for a **separated bike lane** and a **sidepath** on the north side of Wilson Lane (pp. 19-22). Wilson Lane is already congested with traffic and dangerous for cars, children, pedestrians, and bicyclists during AM and PM rush hours.

The proposed sidepath would parallel MD 188 and would be shared by bicyclists and pedestrians. It would require the removal of 40 trees from Bradley Boulevard to Arlington Road, sidewalks, and other "obstacles" on the north side of MD 188. **A sidepath with a separated bike lane, however, would not be feasible** because the draft plan requires a minimum of 10 feet for the bike lane and 5 feet for a walkway (Appendix B, *Bicycle Facility Design Toolkit*, p. 10). The current width of the sidewalk to the curb on the north side of Wilson Lane is 10 feet. There is also about 1 1/2 feet from the curb to the bold white line that defines the perimeter of the west bound lane, which could serve as a buffer between motorists and bicyclists. This means that **the width of the current area under consideration is 5 feet short of the minimum required for a combined, separated bike lane and walkway** that are considered safe.

The alternative is a **shared sidepath** of 10 feet in width, but this is also problematic. The potential for right-of-way impact is high, especially if bicyclists are moving at high speed, ride side by side, or try to pass. **It is not logical to propose a minimum of 10 feet for a separate bike lane and then settle for the same 10 foot width as a shared sidepath.** There is not enough space and it would be ill-advised to implement. A two way obstacle course of bicyclists, baby strollers, dog walkers, adults on their way to the Metro, senior citizens, and children/teens walking to nearby schools would result in even more dangerous conditions and injuries.

I recommend that the Council consider other options for the bike path, especially roads that are less congested and narrow than Wilson Lane, even if it results in a less direct path to downtown Bethesda.

If Wilson Lane is to continue as a shared roadway, I suggest the following **actions to improve the safety of this highway for motorists, bicyclists, and pedestrians:**

- **Mark the highway with more visible signage** that bicyclists and motorists are to share MD 188.
- **Remove the "do not enter" signs on the south side of Wilson Lane.** These signs, such as those at the corners of Exeter, Edgemoor, and Fairfax force more traffic onto Wilson Lane during rush hour.
- **Improve maintenance of county right-of-way,** including repair of sidewalks damaged by tree roots and the clearing of overgrowth and branches along curbs that hinder walking on both sides of Wilson Lane.
- **Install additional traffic calming devices** (e.g., speed cameras, speed bumps, warning lights, and stop lights triggered by pedestrians or waiting vehicles). For example, there are no speed cameras installed between Bradley Boulevard and Arlington Road, even though nearby schools warrant this warning or caution to slow down. The many accidents that occur along Wilson Lane merit further study of vehicular speed and safety on this highway.

Thank you for the opportunity to testify.

July 10, 2018

Via Electronic Mail

Mr. Hans Riemer, President
And Members of the Montgomery County Council
100 Maryland Avenue
Rockville, Maryland 20850
Councilmember Hans Riemer, councilmember.Riemer@montgomerycountymd.gov

Re: Montgomery County Bicycle Master Plan – 7/10/18 County Council Public Hearing on Planning Board Draft

Dear Mr. Riemer and Members of the County Council:

My name is Nicole Totah, and I am the Manager of Symmetry at Cloverleaf, LLC (“Symmetry”), the owner of an approximate 25-acre property in Germantown, MD, located between I-270 and Century Boulevard, north of Father Hurley Boulevard and just south of the proposed new Dorsey Mill Road bridge.

We are generally supportive of the vision of the Bicycle Master Plan, especially with regard to our site in Germantown, which is adjacent to future transit (the Corridor Cities Transitway and the station at the intersection of Century Boulevard and the future Dorsey Mill Road). However, for a Plan that pertains Countywide, the Plan’s recommendations are far too specific and narrow, and do not allow for flexibility given the unique situation at Poplar Grove (what we have named the project as we move into the Sketch Plan process, in recognition and honor of Zachariah Waters’ original name for this land).

We gave a significant portion of our site for the County to construct the Century Boulevard extension from its previous terminus south of Father Hurley Boulevard to the future Dorsey Mill Road bridge, years prior to beginning any development on our site. The roadway was designed and constructed based on the right-of-way required at the time for Century Boulevard as well as the future CCT along Century Boulevard. The required right-of-way has since been reduced, and the amount of land that Symmetry gave to construction of the roadway/right-of-way is 16 feet greater in width than would be currently required. Unfortunately, the roadway has been constructed, and the median was constructed wider than is required today and the curb along our property frontage set accordingly, 16 feet further into our property than would be required today. Unless the County pays for the significant expense of re-designing and re-constructing the alignment of the median in the Century Boulevard extension, as well as the travel lanes and curb on our side of the street, that land cannot be recovered for the development of our site, which is already a narrow site.

With the proposed Bicycle Master Plan requirements, we would have to give up even more land – despite the advance over-dedication – to accommodate separated bike lanes on the east side of Century Boulevard behind the curb (per the requirements on pages 288-289 of the Plan). This is because there is no room in the existing pavement section within the curb, despite the over-dedication, unless the County reconstructs the overly wide median.

This brings us to the point that a Plan such as the Bicycle Master Plan – that pertains Countywide – cannot envision every site-specific scenario, and thus needs to incorporate flexibility in order to address situations as they arise such as with Poplar Grove. Here, sites that have given up significant land in advance for County road construction should not then be punished by having to give up even more land for separated bike lanes.

Symmetry at Cloverleaf, LLC

We note that there is already a shared use path on the west side of Century Boulevard. Symmetry should be allowed to install a similar shared pedestrian-bike path on the east side of Century Boulevard, which still allows for pedestrian and bike access on the east side to supplement the shared use path on the west side. Separated bike lanes should only be required along the east side of Century Boulevard along the Symmetry property frontage if the County is willing to pay for and reconstruct the overbuilt median width and the travel lanes and curb accordingly.

Please include this letter in the record for the Montgomery County Bicycle Master Plan. We look forward to participating in the upcoming worksession.

Very truly yours,



Nicole Totah
Manager
Symmetry at Cloverleaf, LLC

cc: Councilmember Marc Elrich, councilmember.Elrich@montgomerycountymd.gov
Councilmember Roger Berliner, councilmember.Berliner@montgomerycountymd.gov
Councilmember Nancy Floreen, councilmember.Floreen@montgomerycountymd.gov
Councilmember Tom Hucker, councilmember.Hucker@montgomerycountymd.gov
Councilmember Sidney Katz, councilmember.Katz@montgomerycountymd.gov
Councilmember George Leventhal, councilmember.Leventhal@montgomerycountymd.gov
Councilmember Nancy Navarro, councilmember.Navarro@montgomerycountymd.gov
Councilmember Craig Rice, councilmember.Rice@montgomerycountymd.gov
Gwen Wright, gwen.wright@montgomeryplanning.org
Sandra Pereira, sandra.pereira@montgomeryplanning.org
Benjamin Berbert, benjamin.berbert@montgomeryplanning.org
Steve Kaufman, skaufman@linowes-law.com
Heather Dithopolsky, hdlhopolsky@linowes-law.com

93

Orlin, Glenn

From: Kraut, Aaron
Sent: Friday, September 14, 2018 3:22 PM
To: Orlin, Glenn
Subject: FW: Countywide Bike Plan

Importance: High

Glenn,

FYI: Bike Master Plan concern – St. Elmo Avenue Bethesda:

From: Robins, Steven A. [mailto:sarobins@lercheearly.com]
Sent: Friday, September 14, 2018 2:23 PM
To: Floreen's Office, Councilmember <Councilmember.Floreen@montgomerycountymd.gov>; Hucker's Office, Councilmember <Councilmember.Hucker@montgomerycountymd.gov>; Berliner's Office, Councilmember <Councilmember.Berliner@montgomerycountymd.gov>
Cc: Gibson, Cindy <Cindy.Gibson@montgomerycountymd.gov>; Osias, Tedi <Tedi.Osias@montgomerycountymd.gov>; Anleu, Brian <Brian.Anleu@montgomerycountymd.gov>; Robins, Steven A. <sarobins@lercheearly.com>
Subject: Countywide Bike Plan
Importance: High

Dear Councilmembers Berliner, Floreen and Hucker:

As the T & E Committee begins its review of the Montgomery County Bicycle Master Plan (MCBMP), I wanted to bring to your attention one aspect of the MCBMP that was just pointed out by Nancy Randall of Wells + Associates. A review of the Bethesda Downtown Plan (BDP) that was approved by the Council and thereafter adopted by the MNCPPC Planning Board, designates St. Elmo Avenue as a shared use roadway for vehicles and bicycles. The proposed MCBMP designates St. Elmo Avenue a Tier 1 conventional or separated bike lane facility. Thus, there is an inconsistency between the two plans, a bit of an oddity since the BDP is literally "hot of the press."

Given the existing configuration of St. Elmo Avenue, Ms. Randall indicated that the change in the recommendation for St Elmo Avenue would likely require removal of on-street parking on at least one side of the street and the removal of the pedestrian refuge/bump-outs constructed in 2006-2007 at the intersection of St. Elmo Avenue and Norfolk Avenue. It also could impact modification to a travel lane on the southwest approach at Old Georgetown Road.

The BDP plan was vetted by the business owners, property owners and residents in a comprehensive outreach process where the recommendations in the BDP were supported and thereafter approved by the Council. Now, the MCBMP proposes a change that could have a significant impact to the businesses along St. Elmo Avenue. The on-street parking is very important to the businesses that serve drop-in/off customers such as dry cleaners, coffee shops, carry-out dining, etc.

We are working with a property owner that is redeveloping a residential project along St. Elmo and truly values the businesses along St. Elmo Avenue. We request that the MCBMP be revised to mirror the recommendations contained in the BDP for St. Elmo Avenue.

We wish you well in your review of this important plan.

Thank you for your consideration regarding this matter.

94

Greater Colesville Citizens Association

PO Box 4087
Colesville, MD 20914
July 10, 2018

Montgomery County Council
Attn: Hans Riemer President
100 Maryland Ave
Rockville, MD 20850

Re: Draft Bicycle Master Plan

Dear Council President Riemer:

The Planning Staff has put a lot of work into the Bicycle Master Plan, but in some areas their proposal is excessive. The proposed facilities will cost many billions, fail to achieve a balanced mobility approach by focusing on bikeways at the expense of other forms of transportation (roads and transit), and ignores the impact on properties.

We recommend that the Master Plan process be changed so that staff takes into consideration cost, which they don't today. We are not suggesting that they determine actual cost but rather the approximate cost of one alternative compared with another. Everyone knows for example that it is substantially more costly to widen a road and take a row of houses compared to staying within the land that the county already owns. Since the master plan is viewed by citizens as a commitment that the county will fund and build, the plan needs to provide a realistic expectation that the county facilities will be built. There is no way the county will be able to fund more than a small part of what this plan proposes.

The Greater Colesville Citizens Association (GCCA) supports the following concepts:

- Goal 2 of providing a low stress bicycle network. We support the proposals for bike parking and the three support programs (bikeway maintenance, removal of snow and storm debris and resurface them as with roads).
- Goal 3 of providing equal access to all, but this should focus on ensuring funds evenly within each region, not on the income of residents as identified in Objective 3.1.
- Goal 4 of improving safety: but there is no objective, just a reporting proposal. The low stress network would be the major tool for addressing this goal.

We recommend that Goal 1 of increasing bicycling rates be eliminated since some increase will occur by achieving Goal 2. There is no basis for setting an objective number of bikers that will use select facilities by 2043, especially a 15 time increase.

As indicated above, the plan is not affordable, and severely impacts many properties. GCCA recommends the following changes to the plan:

- Eliminate the Breezeway network. The proposed Breezeway network is largely for leisure, not for mobility. It would cost many billions with the replacement of many bridges, and effectively widen many roads to add the bikeways. Also in many places it would require substantial taking of both residential and commercial property, with Randolph Rd, East Randolph Road and US29 south of New Hampshire Avenue being several prime examples. The Bike Master Plan proposes taking property that was specifically excluded in the Transit Master Plan – US29 south of New Hampshire Ave. It appears to also take lanes the county is using to implement BRT, which is needed to provide mobility and start to address severe road congestion we face daily.
- Cost. The plan calls for various types of bikeways along most master planned roads in the county and some secondary roads. The most common bike type is the separated sidepath, which requires a 15 feet wide strip - 10 feet of asphalt and 5 feet for a grass buffer. This is wider than a single vehicle lane which is typically 12 feet or a driveway which is about 9-10 feet. Sidepaths are proposed on most master plan roads, either on one or both sides. A sidepath on both sides is almost as wide as adding two lanes of vehicle travel. The large cost is not in the asphalt but the cost to relocate utilities (assume \$100,000 per pole), taking property where the county doesn't

already own it (which is often the case.) The total cost will surely be many billions, even without the Breezeway network. The next point starts to address the high cost.

- One Size Doesn't Fit All. The Plan fails to realize that the biking needs are different in different parts of the county. Bikeway needs are different in Bicycle Pedestrian Priority Areas (BPPAs), urban areas, suburban areas, and rural areas. The plan takes what is needed in a BPPA and applies that everywhere. Because biking is so infrequent in suburban areas, sidewalks along major roads can often be used. Sidepath bikeways are also not needed on primary residential streets since the traffic volume and speed limit is low (once the classification changes proposed in the Master Plan of Highways and Transitways are approved). Young children can use sidewalks and teens and adults can just ride in the road. This current situation works well. Cannon Road is but one such example.

We think the main focus of the Master Plan and funding should be on the BPPAs. These are the areas where bike ridership to jobs or activity centers will be the highest. This is where home and work/activity center are close (typically one mile), thus only requiring a relatively short travel distance. There is often a network of streets where bike riders don't need to ride on major roads and therefore separated bike lanes can be used safely.

Suburban areas are where the density is lower and distance between home and work/activity center is much longer. The three miles identified on page 38 of the draft plan is not always the situation, especially in the outer suburban area. The distance to work is typically much further and almost no one is willing to bike for groceries. Thus there is a low demand for people who want to ride bikes for mobility purposes in suburban area. The interconnecting roads are for the most part high volume and relatively higher speed. The 10-20 feet of additional land outside the existing sidewalks is often not available along these major roads in the older part of the county without the taking of property. In the older areas of the county, available land has often already been taken to provide the travel lanes. In these areas, a sidewalk would often be sufficient. Also the bikers can ride their bike to a BRT station, ride the BRT vehicle near to their destination and then ride their bike the final way. Once the BRT network is fully implemented as planned, some 10% of the master planned roads will have that service.

Few people in rural areas ride their bike for mobility purposes because the distance is so long. Most bikers in these areas are leisure or recreation in nature. We place a different priority on providing solutions for mobility needs than leisure needs. A small number of bike corridors should be provided for leisure bikers, not every road in the county.

- Not Needed. Some of the proposed bikeways in suburban areas are not needed. For example, a new bikeway on Cherry Hill Road is not needed on the south side because a bikeway already exists on the north side, and a sidewalk already exists on the south side. The White Oak Science Gateway Master Plan indicates a bikeway exists, so why the change? Walker or bikers are not often seen on this road. Briggs Chaney Road, Greencastle Road and Fairland Road east of US29 are other examples of where a bikeway already exists – been built since the 2005 Bike Master Plan..

In summary, we recommend the Bicycle Master Plan focus only on BPPA and leave a statement that sidepath should be investigated when master planned roads, except for Primary Residential, are widened or undergo major reconstruction. DOT needs to use an improved process to get public feedback on such bikeways, much along the line currently used for BRT.

Sincerely,

Daniel L. Wilhelm,
GCCA President

96

Email Viewer

Message	Details	Attachments	Headers
Source			

[HTML](#)

From: "James (Jay) Everhart" <J54ac@icloud.com>
Date: 8/20/2018 1:06:16 PM
To: "County.Council@montgomerycountymd.gov" <County.Council@montgomerycountymd.gov>
Cc:
Subject: Comments on Montgomery County Council Public Hearing on the Bicycle Master Plan

Montgomery County Council:

At the Montgomery County Council Public Hearing on the Bicycle Master Plan on July 10, 2018 several persons emphasized the importance of bicycle transportation for both the economically disadvantaged and residents of ethnically diverse communities. Concern was also raised about impediments to cycling on busy, high-speed roads. I write to support a mid-county trail that fully addresses these issues.

Rockville and Gaithersburg are two of the most ethnically diverse cities in the country and both contain significant pockets of poverty. Yet, there are major impediments to cycling between these contiguous cities because of both dangerous and obstructing roads. Two of the dangerous roads are Maryland 355 and its major connector Shady Grove Road, both of which are dreadful to bike along. These are six lane roads with speed limits that are often ignored and, in any case, are too high for comfortable cycling. For those who live and commute on the east side of I-270, an even greater barrier is the I-370 and Maryland 200 (ICC) corridor, which block north-south travel for several miles.

A nearly ideal connecting route between Rockville and Gaithersburg would be via Crabbs Branch Way. This road parallels Maryland 355, starting at Gude Drive and the Carl Henn Millennium Trail, passes within a few yards of the Shady Grove Metro Station, and, most important, runs under I-370, where it ends abruptly. The Bicycle Master Plan and Department of Transportation have recognized the significance of a connection to the northern terminus of Crabbs Branch Way by prioritizing (tier 1) the creation of a long, paved trail to Amity Drive. I urge completion of this trail. However, the current implementation plan (in the Prioritization of Bikeways section) does not include a trail of less than 200 yards between Crabbs Branch Way and the end of Brown Street in Washington Grove. Whether or not this could be an oversight, the connection needs to be included. In addition to being considerably shorter than a trail to Amity Drive, this route runs towards population and commercial centers of Gaithersburg and will better suit the needs of the higher concentration of economically disadvantaged there.

The bicycling section in the current Washington Grove Master Plan supports the Shady Grove Sector Plan regarding a trail connection. That Plan's 2015 Monitoring Report calls for "a shared use path along Crabbs Branch Way extended to Brown Street in the Town of Washington Grove." Furthermore, in the past year, a strong awareness has developed within Washington Grove of the need for bike access to the Shady Grove Metro Station and beyond. Positive discussions have been stimulated by the Bicycle Master Plan. Town members have testified and written letters in favor of a bike connection. Consequently, the revision to the 2009 Washington Grove Master Plan, which is now underway, is likely to have a greater emphasis on bicycling.

I urge the Council to direct the Department of Transportation to prioritize a direct bikeway connection to Washington Grove. This is all the more important to help address inequalities with in the county.

Yours truly,

James Everhart
j54ac@icloud.com
M: (240) 277-0427

Close

98



MONTGOMERY COUNTY PLANNING Department
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: Glenn Orlin, Deputy Council Administrator

From: David Anspacher, Master Planner / Supervisor

Date: September 26, 2018

Re: Response to MoBike Comments on the Planning Board Draft of the Bicycle Master Plan

Per your request, this memorandum responds to specific bikeway comments on the Planning Board Draft of the Bicycle Master Plan from Montgomery Bicycle Advocates (MoBike).

Bethesda CBD

Wisconsin Ave (Bradley to Nottingham Dr) – Widen the sidewalk on the west side of Wisconsin for this block to help get riders from downtown Bethesda to Nottingham Drive so they can easily get to the "Stratford/Warwick greenway". Ideally extend to Norwood Dr for an easier connection to Stratford. See Bethesda to Friendship Heights route below.

Response: The value of adding one block of a sidepath on the west side of Wisconsin Ave, between Bradley Blvd and Nottingham Drive, is limited, especially since there is a recommendation for a trail extending from Strathmore Street to Norwood Drive. That said, Planning Department staff is not opposed to this recommendation.

Bethesda-Chevy Chase (East)

Old Georgetown Rd (Greentree Rd to McKinley St) – A short east-west linkage from the Bethesda Trolley Trail to the Fernwood/Battery Neighborhood Greenway (Grant St) is needed. This link existed until a block of Lincoln St was closed as part of Suburban Hospital's expansion. A sidepath on Greentree isn't remotely feasible to build (despite being in the plan) leaving either Southwick St or McKinley St – both useful depending on one's destination. The planned sidepath on the west side of Old Georgetown Rd from Greentree to Southwick will allow riders to reach Grant via Southwick. The planned path on the west side from Lincoln St to McKinley St will allow riders to reach Grant via McKinley, but would be more feasible to build on the east side (where room could be obtained by starting the third northbound lane of OGR slightly further north, with no impact to car traffic). Planning the Lincoln-to-McKinley path on the west side also begs the question of why not build it all the way to Southwick (which would be quite easy) to close a gap between the proposed Greentree-to-Southwick and Lincoln-to-McKinley paths.

Response: Planning Department staff recommends adding a neighborhood greenway on McKinley Street between Grant Street and Old Georgetown Road, as there is a traffic signal at the intersection of Old Georgetown Rd / McKinley St. This bikeway should be included as a Tier 1 recommendation, consistent with the Tier 1 designation for the Fernwood/Battery Neighborhood Greenway. Planning Department staff supports extending the sidepath on the west side of Old Georgetown Road from Southwick Street to McKinley Street.

Glenbrook Road (Bradley Blvd to Little Falls Parkway) – This segment already has an incomplete shared use path on the west side and a northbound contra-flow protected bike lane on the east side. The plan only notes the path (calling for its completion) but should also note the northbound protected bike lane.

Response: Planning Department staff supports adding the northbound separated bike lane on the east side of Glenbrook Road between Bradley Blvd and Little Falls Parkway.

Little Falls Parkway (Glenbrook Rd to the Capital Crescent Trail) – This segment of Little Falls Parkway is likely to be modified, but the temporary configuration works for bicyclists. This configuration effectively provides a two-way protected bike lane on the west side (the closed car lane), which links to the sidepath to the north. The temporary configuration also provides a northbound shoulder on the east side, which connects to the Little Falls Pkwy shoulder to the south and the Glenbrook contraflow bike lane to the north. This northbound shoulder should be retained; otherwise, why was the contraflow bike lane provided? So the plan needs to stipulate the northbound shoulder and a two-way protected bike lane on the southbound side.

Response: While Planning Department staff is not opposed to considering a northbound shoulder, this needs to be coordinate with the Department of Parks, which has an active project that is considering alternatives for improving the safety of the Capital Crescent Trail crossing. The Project Manager is Andrew Tsai and he can be reached at: 301-495-2508.

Little Falls Parkway (Capital Crescent Trail to Massachusetts Ave) – The existing shoulders are frequently used by cyclists, yet the Bicycle Plan does not propose any kind of bikeway for this segment, perhaps because the CCT is somewhat parallel to it. The plan should recommend that the existing shoulders be retained.

Response: This is a park road and needs to be coordinated with the Department of Parks.

Massachusetts Ave (Goldsboro Rd to Sangamore Rd) – Good shoulders already exist on this mile-long segment that's mostly a hill. The proposed sidepath would be problematic for all but the slowest riders due to frequent driveways and impaired visibility, so the plan should keep the shoulders while adding the path. The plan can note that if the path absolutely can't be built without removing a shoulder, provide the path and at least an eastbound shoulder as a climbing lane. If that doesn't fit, provide *one-way* protected bike lanes as the only accommodation (rationale: this at least supports riding on the correct side of the street, important with all the driveways and side streets).

Response: There are a number of roads in the County where the Bicycle Master Plan recommends a sidepath and where MoBike recommends also adding conventional bike lanes or bikeable shoulders. In some cases, the conventional bike lanes or bikeable shoulders exist and in some cases they do not. MoBike brought these comments up during the development of the Bicycle Master Plan Working Draft and during the Planning Board worksessions. In response, the plan was modified to provide language on page 37 that says: "Where space is available and does not substantially detract from the default bikeway, conflict with another master plan recommendation or exceed the master plan right-of-way, bike lanes or bikeable shoulders can be added in addition to the default bikeway, in some cases overlapping with on-street parallel parking...Moreover, before taking away existing shoulders or parking lanes, road designers and future planners should be cognizant that cyclists often ride in the spaces, even if they are not specifically identified as bikeways in the plan." Planning Department staff continues to believe that this is the appropriate response, as implementation of a high-quality sidepath should be prioritized over conventional bike lanes and bikeable shoulders on many wide and fast roads.

Kensington Parkway (south of Beach Drive) – This is a street with limited space, and the plan should not presume a particular bikeway type without more study. The bikeway type should be left TBD, with notes providing some guidance. From Beach Drive to Husted Driveway, this is an important road cycling route, since it's an alternate route to Jones Bridge Rd and Manor Rd (via Inverness, Montgomery, etc.). The plan should either favor protected bike lanes (reasonable for this short distance) or both a path *and* shoulders. The plan should *not* specify *only* a sidepath for this stretch, since this would force most cyclists off the road. South of Husted, adding almost any bikeway would have impacts on the neighborhood, so the plan shouldn't commit to a particular separated bikeway type at this time. Also, the Bethesda-Chevy Chase (East) map in the plan indicates shared roadway, which is inconsistent with the tables.

Response: We strongly disagree with this recommendation. Kensington Parkway is the main connection between Kensington and Connecticut Avenue Purple Line Station / Chevy Chase Lake. A sidepath is needed on this road. MoBike is correct that the bikeway is incorrectly shown in red on page 242 (Bethesda-Chevy Chase East) and should be changed to orange.

Vinton Park Connector – This path connecting the Stratford Rd/Warwick St corridor to North Park Ave is critically important for biking from Bethesda to Friendship Heights. It should be included in the plan and paved. Linking it to the Westbard Ave trail would be a bonus but would require a bridge.

Response: This proposed bikeway was removed from the plan at the request of the Village of Friendship Heights. The staff and Planning Board deferred to the requests of the municipalities where M-NCPPC has planning authority, but where the municipality controls their roads.

Grafton St at Wisconsin Ave – Improve this two-way cut-thru for bikes between Wisconsin and the neighborhood (which in turn provides an alternate bike route parallel to Wisconsin). The street only allows eastbound vehicles, so westbound cyclists must use the narrow sidewalk. Widen the sidewalk, which is short.

Response: We agree. This connection could be included in Appendix J.

Bethesda to Friendship Heights route – It's astonishing how difficult it is to get from downtown Bethesda to Friendship Heights by bike. Resistant communities are much to blame. There are essentially three ways to do it by bike: Wisconsin Ave, Stratford St/Warwick St, or the Capital Crescent Trail and River Rd. Wisconsin Ave requires riding on the sidewalk on one side or the other (except for the boldest riders). Stratford/Warwick is hindered by poor connections to the north and by the narrow unpaved Vinton Park connector path to North Park Ave. The CCT/River route puts cyclists perilously close to River Rd, is the longest route, and forces riders to cross busy commercial driveways. Knowledgeable cyclists can combine routes and use Dorset to cut over from the Stratford/Warwick route to Wisconsin – call it the Stratford/Wisconsin route. Providing the full Wisconsin route would be a huge undertaking – a west side path would be difficult to build, whereas the east side path theoretically exists but isn't wide enough. A prior draft of the plan included the Stratford/Warwick route, but it was shot down by Drummond and other communities. The prior draft also tried to improve the Wisconsin route by utilizing Somerset Circle or at least South Park Ave, but the unincorporated Village of Friendship Heights shot that down. Now some Friendship Heights residents seem to be opposing the Willard Ave path on the CCT/River route. Someone should put representatives from all the neighborhoods in a room and not let them out until they pick one route.

Here's what can feasibly be done: In the Bicycle Plan, specify a wide path on the west side of Wisconsin from Bradley to at least Nottingham (or ideally to Norwood). Alternatively, the path could run behind the fire station from Bradley to Nottingham. Then widen the path from the west end of Nottingham to

the Norwood/Stratford intersection (through Norwood Local Park). Even better, if the path along Wisconsin is extended to Norwood, it's not necessary to go through the park. At the Friendship Heights end, build a wide path on the west side of Wisconsin from Dorset to South Park Ave, extend the Friendship Blvd bikeway to Somerset Terrace, and make the entire length of South Park Ave a low stress bikeway of some sort. Indicate that the county should negotiate with the private owner of Somerset Terrace for rights to provide through-access to bikes. This pushes for Somerset Terrace as a bikeway but also provides a South Park Ave bikeway if Somerset doesn't pan out. Residents of the area creatively claim that a bikeway on South Park would endanger pedestrians, and they say bikes don't belong on privately owned Somerset Terrace. So plan both routes. This entire proposal would improve the north and south ends of the Stratford/Wisconsin route and should require no approvals from incorporated towns.

Response: A bikeway on Friendship Blvd / Somerset Ter between Willard Avenue and Wisconsin Ave was proposed in the Working Draft of the Bicycle Master Plan. However, both the Village of Friendship Heights and the Somerset House I and II object to this recommendation. In deference to the Village of Friendship Heights, this bikeway was removed from the plan.

Bethesda-Chevy Chase (West)

Fernwood Road (Democracy Blvd to Greentree Rd) – The plan is premature in trying to identify so many details. The draft plan calls for a shared use path on the east side here, but it's a primary street that has numerous driveways, relatively low car speeds and traffic calming. Better solutions than just a path are possible. There's more flexibility north of I-495 where either protected bike lanes or a dual bikeway (path + shoulders) are a good solution, requiring only a modest amount of extra pavement. South of I-495 and on the 495 overpass, a shared use path on the east side and a shoulder on the west side could be provided as a hybrid solution. The path could look like a two-way separated bike lane (with bollards) but allow pedestrian use. It's hard to figure all this out in a master plan without the necessary analysis and public input, so the plan should indicate TBD as bikeway type, with more details in the notes. Also make this Tier 1 priority (as some neighborhood groups requested) because it's already signed as a spine route serving important destinations, and a new 300-home development is coming soon (on the WMAL site).

Response: See Massachusetts Avenue response.

River Rd (MD 190) (Ridgefield Rd to Norwood School main entrance) – This already has bikeable shoulders, and in fact the portion east of I-495 has conventional bike lanes. Plan to keep the shoulders (marking them as bike lanes where appropriate) and add a sidepath, with a note saying if both don't fit, provide at least the path. Consider it a qualified dual bikeway.

Response: See Massachusetts Avenue response.

Clarksburg

Clarksburg Rd/Stringtown Rd (roughly Dowitcher Way to Frederick Rd) – This already has conventional bike lanes and a shared use path, built by SHA. Plan both facilities to reflect what's already there.

Response: Planning Department staff does not object to this recommendation.

Cloverly

Bonifant Rd (Layhill Rd to New Hampshire Ave) – A sidepath is needed, but the plan is premature in recommending details about the path. Note that the southbound ICC trail will reach Bonifant near the Trolley Museum entrance, continue east via a sidepath on Bonifant, and then head south as a sidepath

on Notley Rd. The latest analysis calls for a sidepath along the *north* side of Bonifant from the ICC trail to Pebblestone Dr and along the *south* side from Pebblestone to Notley, in order to avoid driveways and cross Bonifant at a signal (Pebblestone). The Bicycle Plan simply proposes that the entire sidepath be on the south side. Quite possibly both sides are needed, so just leave the side TBD. Also, how to extend the sidepath west of the ICC trail requires further analysis, since it should connect to Alderton Rd (which leads to the Matthew Henson Trail) but also to the ICC trail. So leave the side TBD all the way from Layhill Rd to New Hampshire Ave.

| Response: Planning Department staff supports removing the recommendation for a specific side of the road, especially since the development potential is limited on this road and because the existing public facilities (schools, etc) do not favor a bikeway on a specific side of the road.

Briggs Chaney Road (Columbia Pike to New Hampshire Ave) – This and Norwood Road comprise an important east-west route connecting the Rt. 29 corridor to the Olney area as well as Rockville. Its loss would leave few road cycling routes in the area. The existing shoulders (sometimes marked as conventional bike lanes) should be retained while adding a sidepath. Some segments may require widening the pavement.

| Response: See Massachusetts Avenue response.

New Hampshire Ave (Briggs Chaney Rd to Norwood Rd) – This short segment forms part of the Briggs Chaney Rd/Norwood Rd shoulder route, so it too should have shoulders in addition to a sidepath. Some shoulder already exists, and confident bicyclists can use the existing right turn lanes where there are no shoulders, leaving only small segments that need to be improved.

| Response: See Massachusetts Avenue response.

Norwood Road (New Hampshire Ave to Norbeck Rd) – This has existing shoulders. Together with Briggs Chaney Rd, this forms a long shoulder bikeway where few are being provided. Shoulders and a sidepath should be planned.

| Response: See Massachusetts Avenue response.

Fairland-Colesville

Fairland Road (Old Columbia Pike to East Randolph Rd) – This has important existing shoulders, so the plan should recommend keeping them as well as adding a sidepath. Space may be lacking, so the plan can note that if both facility types don't fit, at least provide the path (qualified dual bikeway).

| Response: See Massachusetts Avenue response.

Germantown (West)

Richter Farm Rd (Great Seneca Hwy to Germantown Rd) – This already has conventional bike lanes and a shared use path. Plan both facilities to reflect what's already there.

| Response: See Massachusetts Avenue response.

Dawson Farm Rd (Great Seneca Hwy to Germantown Rd) – This already has conventional bike lanes and a shared use path. Plan both facilities to reflect what's already there.

| Response: See Massachusetts Avenue response.

Kensington-Wheaton

Knowles Ave (Beach Dr to Summit Ave) – Knowles Ave connects to the very Beach Drive road bike route, and also forms part of a signed bike route from North Bethesda to Wheaton, so it should keep its shoulders. Have the plan provide a path and keep the existing shoulders, but with a note that if both don't completely fit, provide at least a shoulder (climbing lane) on the eastbound side (in addition to a path on the westbound side). Do not omit the climbing lane. Also the plan misstates that the road runs north-south. It actually runs east-west.

| Response: See Massachusetts Avenue response.

Plyers Mill Road (Lexington St to Amherst Ave) – This is part of a signed cross-county road route (along with Dennis Ave, Tuckerman Lane, Knowles Ave, etc.). The shoulders aren't ideal due to frequent parking. Protected bike lanes may work where shoulders aren't adequate. So either 1) provide protected bike lanes or 2) provide a path *and* shoulders shared with parking. Simply providing a path is completely inadequate, forcing cyclists to cross numerous driveways. (West of Lexington, road cyclists can take advantage of turn lanes or the downhill grade to share the roadway).

| Response: See Massachusetts Avenue response.

Plyers Mill Road Extension Path (Summit Ave to Rock Creek Trail) – Plyers Mill Rd dead-ends west of Summit Ave, but a shared use path continues from the dead end to Rock Creek Trail (Beach Drive). Specify both the path and the segment of Plyers Mill west of Summit (as a shared roadway) in the plan.

| Response: The plan is discontinuing the use of signed shared roadways. We have retained a "shared road" category, which can be implemented as a neighborhood greenway, shared street or priority shared lane markings. None of these are appropriate on Plyers Mill Rd Extended. A signed route is appropriate, but signing should be included as part of a signing plan by MCDOT, which is recommended in the Policy / Program section of the plan.

Kemp Mill Rd (Arcola Ave to Randolph Rd) – DOT specifically striped this as a shoulder bikeway and there appears to be room to add a path as well. Plan both.

| Response: See Massachusetts Avenue response.

Montgomery Village-Airpark

Woodfield Rd (MD 124) (Lindbergh Dr north intersection to East Village Ave) – This already has conventional bike lanes and a shared use path, both built by SHA. Both facilities should be in the plan to reflect what's already there.

| Response: See Massachusetts Avenue response.

North Bethesda-Twinbrook

Grosvenor Lane (Cheshire Dr to Rockville Pike) – This important route from the Rock Spring area to Rock Creek Park currently has wide shoulders shared with parking, and there should be room to add a path as well. Plan shoulders and a sidepath.

| Response: See Massachusetts Avenue response.

North Potomac

Dufief Mill Rd (Travilah Rd to Darnestown Rd) – This has wide existing shoulders (marked as conventional bike lanes) and connects MD 28 to rural roads. Plan to keep the shoulders (whether marked or not) and also provide a path.

Response: See Massachusetts Avenue response.

Potomac

Utility Corridor Trail #1 – As stated earlier, the segment of the future Exelon trail from Westlake Drive to Tuckerman Lane should not be omitted from the plan. See comments above.

Response: The topography between Westlake Drive and Tuckerman Lane is very steep, which is why MCDOT and the Department of Parks have recommended that the trail continue along Tuckerman Lane from the utility corridor to Westlake Drive AND Westlake Drive from Tuckerman Lane to Westlake Terrace. The Planning Board's reviewed the Tuckerman Lane project on September 6, 2018, and recommended upgrading the project in part to accommodate the extension of the Utility Corridor Trail #1.

Bells Mill Road (Gainsborough Rd to Falls Rd) – The existing shoulders in this section allow it to serve as a bypass of the high stress part of Democracy Blvd. It's also a gateway to rural routes. The plan should retain the shoulders as well as add a path.

Response: See Massachusetts Avenue response.

Gainsborough Road (Bells Mill Rd to Seven Locks Rd) – This currently has wide shoulders shared with parking, and there should to be room to add a path as well. Plan to keep the shoulders and add a sidepath.

Response: See Massachusetts Avenue response.

Montrose Rd (Seven Locks Rd to Falls Rd) – This already has shoulders and needs a path, so the plan should stipulate both. Note in the plan that if both facilities don't fit, at least build the path.

Response: See Massachusetts Avenue response.

Tuckerman Lane (Old Georgetown Rd to Falls Rd) – The plan should keep the existing shoulders and add a shared use path, not add protected bike lanes. A complete upgrade of the bike/pedestrian accommodations is being studied (in Facility Planning) by DOT, and the Planning Department should not override that process. Tuckerman Lane between Old Georgetown and Falls is important and popular with road cyclists for both transportation or recreation. Its shoulders allow for fast, safe cycling over a considerable distance, serving riders who travel longer distances to work and other destinations, who often reach it via Seven Locks Rd (another shoulder route). It's also popular with recreational cyclists and is a gateway route to Potomac and the rural west. So Tuckerman has an existing constituency of road cyclists.

Tuckerman can be thought of as two separate segments. From Old Georgetown to Westlake Drive, it is more like a park road, with relatively few homes or at-grade crossings along it. West of Westlake Drive, there are the Cabin John Park entrances, the Cabin John shopping center, Churchill High School, Hoover Middle School, and several suburban homes with driveways. The need for local bike connectivity is much higher west of Westlake Drive. There is also a third part of Tuckerman, not covered here, which has four lanes and an existing sidepath, and connects to the Bethesda Trolley Trail and Grosvenor Metro station.

For all the reasons stated in these comments, protected bike lanes would be problematic for many of the cyclists who use Tuckerman, making it difficult and unsafe for them to maintain the higher speeds they usually attain on this road, especially downhill. The impact to longer distance trips would be

significant. The barrier would make it difficult to avoid hazards or ride defensively. Protected bike lanes would fundamentally degrade the experience for recreational riders.

The best solution is to add a shared use path along the entire segment while keeping the shoulders as they are now. The number of driveways crossed by the path would be manageable. Street parking is needed, so road cyclists would just share the shoulders with parked cars, as they do today. The shoulders currently are overlaid with turn lanes at the intersections, and that could continue, since confident cyclists can handle that easily enough. The shoulders should not be marked as conventional bike lanes, as this would mean putting parking next to the bike lanes, putting cyclists too close to car doors. The path would serve low stress cyclists. A sidewalk must be built in any case, so the path is effectively a widening whose cost would be modest (though if desired, a sidewalk could be built as well west of Seven Locks Rd). An important consideration is the need to link the future PEPCO Trail to Cabin John Park as intended. That segment of the trail may be difficult to build (and planners seek to omit it from the Bicycle Plan), so the Tuckerman path might have to serve in its place for some time. A sidepath is much more suitable as a trail substitute than one-way protected bike lanes are, especially for families.

Response: See the Planning Board's comments on the Tuckerman Lane project.

R&D Village

MD 28 (Key West Ave) (Shady Grove Rd to Darnestown Rd) – This is the eastern portion of the six mile stretch of MD 28 (from Shady Grove Rd to Seneca Rd) that should have both shoulders and a sidepath. It's part of the only direct road biking route from western Rockville to Gaithersburg. The existing shoulders should be retained along with the sidepath. Planners want to eliminate the shoulders to widen the grass buffer, though this would not actually increase the distance between the path and cars.

Response: Bikeable shoulders are not appropriate in what is to become an urban area. If anything, the sidepath on the south side of MD 28 could be upgraded to two-way separated bike lanes on the south side. Additionally, the R&D Policy Area table in the plan did not specify that the separated bike lanes are to be two-way. This was an oversight and should be added.

Rural East (West) and Damascus

Ridge Rd (MD 27) (Brink Road to Damascus High School) – Good shoulders (marked as conventional bikes lanes in some places) already exist for most of this segment, and there appears to be room for both shoulders and a sidepath. Plan as having shoulders and a path.

Response: See Massachusetts Avenue response.

Rural West

MD 28 (Darnestown Rd) ("Utility Corridor" to Seneca Rd) – This is the western portion of the six mile stretch of MD 28 (from Shady Grove Rd to Seneca Rd) that should have both shoulders and a sidepath. It's a very important road biking link to rural areas further west on MD 28 (including MD 28 itself). The existing shoulders should be retained from the "utility corridor" (just west of Riffleford Rd) to Seneca Rd, filling in a gap where the Bicycle Plan proposes to remove the shoulders. A path should also be built.

Response: Planning Department staff supports this change, as MD 28 between the Utility Corridor and Seneca Road is in a rural area of the county.

Silver Spring-Takoma Park (West)

Brookville Road in Silver Spring (Stewart Ave to Warren St) – The plan's call for a separated bikeway on the east side of Brookville all the way from Stewart Ave to Seminary Rd is appropriate, but implement

the southern portion (from Stewart to Warren) as a protected bike lane, not a sidepath, because there is a huge amount of pavement width (for both trucks AND bikes), very few parking spaces, and *little space for a path*. The segment is currently a detour for the Georgetown Branch Trail and should be implemented quickly.

Response: This could require repurposing a minimum of 11 feet of space in the road (min 8' two-way separated bike lanes and min 3' buffer, though a wider buffer may be needed).

White Oak

Cherry Hill Rd/East Randolph Rd (Prosperity Drive to Old Columbia Pike) – This already has conventional bike lanes and a shared use path. Put both facilities in the plan to reflect what's already there.

Response: See Massachusetts Avenue response.

Orlin, Glenn

From: Ann Bowker <glenwood543@gmail.com>
Sent: Friday, September 28, 2018 4:20 PM
To: Kraut, Aaron; Orlin, Glenn
Cc: erapompei@msn.com; Dawn Armstrong
Subject: Fwd: Draft Bicycle Master Plan recommendations for Grosvenor Lane in Bethesda

The following paragraph should be added to my correspondence (below) after the paragraph that starts, "Homeowners are responsible for snow removal on the sidewalks in front of their homes" and before the paragraph that starts, "Currently, adult cyclists safely and comfortably use the street and/or parking/stopping area...":

I believe that many adult cyclists (such as the groups of 2 or more cyclists that ride rapidly in the traffic lanes on weekends) would continue to use Grosvenor Lane itself rather than a side path. Rather than crossing the street to use the side path, children would continue to use the remaining sidewalk if they live on, or have a destination on or nearer, this side of the street.

Ann Bowker

----- Forwarded message -----

From: Ann Bowker <glenwood543@gmail.com>
Date: Fri, Sep 28, 2018 at 3:51 PM
Subject: Draft Bicycle Master Plan recommendations for Grosvenor Lane in Bethesda
To: <Councilmember.berliner@montgomerycountymd.gov>, <Councilmember.floreen@montgomerycountymd.gov>, <Councilmember.hucker@montgomerycountymd.gov>
Cc: <glenn.orlin@montgomerycountymd.gov>, <erapompei@msn.com>, Dawn Armstrong <kaylouandy@comcast.net>

This correspondence explains my concerns about, and opposition to, the "separated bikeway" proposed for Grosvenor Lane in Bethesda in the Planning Board Draft of the Montgomery County Bicycle Master Plan -- specifically, for the western part of Grosvenor Lane, the part between the 4-way-stop Grosvenor Lane/Cheshire Drive/Wildwood Shopping Center intersection and the Grosvenor Lane/Fleming Avenue intersection. This section of Grosvenor Lane is largely lined by single-family homes, including my home.

On-line information for the plan says that separated bikeways include side paths and separated bike lanes, "[p]rovide physical separation from traffic and are generally considered for roads with 3 or more lanes, posted speed limits of 30 mph or faster, or in commercial areas." The western part of Grosvenor Lane does not meet any of these criteria: it has 2 traffic lanes and a posted speed limit of 25 mph, and it is not in a commercial area. Per David Anspacher of the Montgomery County Planning Department, the Planning Board draft recommendation for Grosvenor Lane (and Cheshire Drive between the Cheshire Drive/Old Georgetown Road intersection and the 4-way-stop intersection) is to "[r]eplace the existing sidewalk with a 10-foot-wide asphalt sidepath (aka a shared use path) on one side of the road."

I strongly disagree with the proposal to replace current sidewalk along the western part of Grosvenor Lane with a 10-foot-wide asphalt side path, or to add a separated bike lane in Grosvenor Lane. Both a side path and a separated bike lane would have significant, ongoing negative impacts on the day-to-day lives of residents of our single-family homes and our quality of life. They would be very disruptive for residents of homes here and would cause considerable inconvenience.

Grosvenor Lane is a largely residential street in an established residential neighborhood. Single-family homes with driveways, but often no garages, are along the western part of Grosvenor Lane (as well as a nursing home/rehabilitation facility, a public school, and a church). Grosvenor Lane is a 2-lane street -- one lane for eastbound traffic and one lane for westbound traffic -- with a parking/stopping area on each side of the street along the curb on most parts of the street. A white line separates the traffic lane in the center of the street from the parking/stopping area along the curb. There are sidewalks along both sides of the street. The speed limit on Grosvenor Lane is 25 mph west of Fleming Avenue and 30 mph between Fleming Avenue and MD 355/Rockville Pike.

I believe that the current combination of shared street and sidewalks on Grosvenor Lane between the 4-way-stop and Fleming Avenue/Bethesda Trolley Trail -- the western part of Grosvenor Lane -- works well and should be retained. Adult bikers ride in the street and/or in the parking/stopping lanes, and child bikers usually use the sidewalks on both sides of the street.

In the draft Bicycle Master Plan, the "stress tolerance level" for Grosvenor Lane between the 4-way-stop and Fleming Avenue is considered to be "Low (LTS 2) (most adults will bicycle [on the roadway])." Only the eastern part of Grosvenor Lane between Fleming Avenue and MD 355 is considered to have a "stress tolerance level" of "moderate high (some adults will bicycle [on the roadway])."

Considerably more vehicles use the eastern part of Grosvenor Lane than the western part, and considerably more vehicles use Cheshire Drive between Old Georgetown Road and the 4-way-stop Cheshire Drive/Grosvenor Lane/Wildwood Shopping Center intersection than the western part of Grosvenor Lane. Average daily traffic for the Grosvenor Lane/MD 355 intersection and the Cheshire Drive/Old Georgetown Road intersection therefore is considerably higher than average daily traffic for the western part of Grosvenor Lane; and traffic volume and average daily traffic estimates for these 2 higher-traffic intersections should not be considered estimates for the western part of Grosvenor Lane or used to "justify" a separated bikeway on the western part of Grosvenor Lane.

Mr. Anspacher wrote, "The Cheshire Drive/Grosvenor Lane bikeway, between Old Georgetown Road and the Bethesda Trolley Trail [Fleming Avenue] is not prioritized for implementation by the draft plan. The Grosvenor Lane bikeway between the Bethesda Trolley Trail and MD 355 is prioritized in Tier 2 (there are four tiers and Tier 1 has the highest priority)." I agree that, at a minimum, the proposed separated bikeway for the western part of Grosvenor Lane should not be prioritized for implementation.

I regret that my comments come such a short time before the County Council's Transportation, Infrastructure, Energy, and Environment Committee holds a work session on individual bikeway recommendations. I hope you will give my comments full consideration. I only recently learned about the recommendation for Grosvenor Lane, and there has been confusion about what the recommendation includes. I have discussed the recommendation with several other residents on my block, and they share my concerns.

Problems with a 10-foot-wide asphalt side path on the western part of Grosvenor Lane include the following:

A side path along the western part of Grosvenor Lane would have significant negative and disruptive impact for the residents of the single-family homes here, especially for those of us with already-shallow front yards.

Installation of a 10-foot-wide side path would require taking of property (land acquisition) from our front yards and would more than double the impermeable pavement close to our homes. Based on surveys of our property, it appears that a 10-foot-wide side path would extend about 4 1/2 feet beyond the current front property line, into our current property. In addition to significant loss of private property, all of the trees, landscaping, and fences in this area would be lost, as well as significant driveway space for our cars.

Many of the front yards along Grosvenor Lane are shallow. The distance between the front property line and most houses on the south side of Grosvenor Lane in my block is about 29 feet (or less), and about 25 feet for at least one of these houses. Our front porches generally extend almost 3 more feet toward the front property line. We would end up with a wide asphalt side path only about 24 1/2 feet from our homes and 21 1/2 feet from our front porches -- and only about 20 1/2 and (less than) 18 1/2 feet, respectively, for the latter house (which has a deeper front porch). The side path would be too close to our houses and would adversely impact our property and our privacy. Loss of 4 1/2 feet across our front yards would have significant adverse impact on our quality of life and our property values.

Past widening of Grosvenor Lane created shallower/smaller front yards, steeper slopes in some front yards, and in some cases required construction of retaining walls at the edge of the sidewalk. Adding a 10-foot-wide side path would create even smaller front yards and (in some front yards) steeper slopes, and likely would require construction of more retaining walls at the edge of the side path.

Homeowners are responsible for snow removal on the sidewalks in front of their homes. Who would be responsible for snow removal on the 10-foot-wide side path, which would be more than twice as wide -- and be covered with more than twice as much snow -- as the sidewalk it replaced? It clearly would be an unfair burden to make homeowners responsible. Also, the wide asphalt side path would reduce accessibility of underground natural gas, water, and sewer lines and communication cables.

Currently, adult cyclists safely and comfortably use the street and/or parking/stopping area, and child cyclists safely and comfortably use the existing sidewalks -- on both sides of the street. I believe that it would not make sense to replace the current combination of shared street plus sidewalks that works well with an expensive, disruptive side path. The adverse impacts would be too great, and the costs too high (including costs for study, planning, design, right-of-way purchase, accommodation of utilities, construction, and maintenance) for the limited benefits that would result for a limited number of adult bikers.

Problems with separated bike lanes on the western part of Grosvenor Lane include the following:

Because the draft bicycle Master Plan recommends a "separated bikeway" for Grosvenor Lane, and separated bikeways include both side paths and separated bike lanes, I am including concerns about separated bike lanes as well as concerns about (the recommended) side paths. I assume that a separated bike lane would take up and eliminate the existing parking/stopping area/lane on one side of the street and be physically separated from the adjacent traffic lane. Eliminating space for parking and stopping on the bike lane side of the street would cause significant problems, disruption, and inconvenience for residents, their visitors, and service providers.

There are multiple important, safe uses for the stopping/parking areas/lanes on both sides of Grosvenor Lane. These areas provide needed parking space for residents and their visitors, especially in front of homes that have a short driveway and no garage. They also are used when people pick up and drop off residents and visitors. They are used by delivery and services vehicles, including large lawn and garden maintenance trucks with attached trailers.

On the bike lane side of the street, people would not be able to park or stop in front of their own homes. They, their visitors, and delivery and service vehicles would have to park in the remaining parking/stopping area on the other side of the street, if space is available, and delivery and service personnel would have to move heavy, bulky items across the street. Vehicles would stop in the traffic lane when picking up and dropping off residents and visitors on the bike lane side of the street, causing safety issues.

A separated bike lane would cause additional safety problems by eliminating the parking/stopping area/lane on one side of the street. Emergency vehicles including ambulances, large fire trucks, and police cars frequently use Grosvenor Lane, going in both directions; other vehicles pull to the side of the road into the parking/stopping area so that these emergency vehicles can safely pass. Ambulances use Grosvenor Lane when going to and from the existing nursing home/rehab facility on the street as well as private homes, and there soon will be additional ambulance traffic when a new assisted living and "memory care" facility is built on Grosvenor Lane. On the side of the street with the separated bike lane, there would be no place where vehicles can pull to the side, to the curb, to allow emergency vehicles to pass safely.

Grosvenor Lane is a snow emergency route. Taking up a parking/stopping area/lane with a physically separated bike lane would cause significant problems regarding snow removal and use of the street in snowy conditions.

Ann Bowker, 5908 Grosvenor Lane, Bethesda, MD 20814



1040 Spring Street
Silver Spring, MD 20910
tel 301.608.9292
fax 301.608.9291

August 23, 2018

Montgomery County Councilmembers

100 Maryland Avenue, 4th Floor

Rockville, Maryland 20850

Dear Montgomery County Councilmembers;

United Therapeutics (UT) supports cycling as a means of transportation and appreciate its potential to reduce traffic congestion, and, therefore fully supports the Bicycle Master Plan. We also applaud its health and environmental benefits. UT promotes and encourages a health conscious lifestyle to its staff. In addition we champion environmental sustainability initiatives. We are proud to report that our site "net zero" building located at 1000 Spring Street will have its grand opening next month.

We have had a front row seat as the cycle track along Spring and Cameron Streets was constructed and has since opened to the public. However, it has not been a smooth ride. We have several concerns about the manner in which this particular cycle track was planned and implemented. We are confident by sharing our observations, the County can improve the future implementation of bicycle lanes in the County.

UT Observations on Cycle Track Execution:

1. Public education should precede the construction and the implementation of new bikeways.
 - a. Education should include a flyer with "rules of the road" that the County should make available online. This should be made public before the



construction begins. All written materials should reference the website where the rules are located.

- b. The County should provide advance notice to property owners, tenants, employers, and employees in the immediate area. The notice should state that construction is about to begin, what to expect, and when to expect it. A dedicated phone line should be available and manned.
- c. Signs should be posted along the affected route at least thirty (30) days before work begins and should state that “new road patterns” will be implemented beginning on a particular date
- d. Signs to be installed after construction is completed should be vetted with the public during the design phase to make sure the signs convey clear messaging.

2. Once construction is completed, a “trial period” should commence for use of the bike lanes, parking, and drive lanes. Problems should be identified and resolved quickly before those issues result in potential injuries, traffic issues, access issues or other unidentified complications due to the bicycle lane introduction.

3. During the proposed “trial period” the County should proactively engage locally impacted property owners, building employees and bicycle advocates for feedback on operations of the particular cycle track.

4. In densely populated areas, a traffic control officer should be on-site for the first few weeks to ensure that drivers and cyclists all follow the rules of the road. The potential for conflicting movements among automobiles, bicyclists, and pedestrians constantly exists and people need to know how they are expected to act and to react.

5. To the extent possible, existing driveways and access points to existing businesses should be retained. Viewing distances, turning radius and other traffic analysis, all required by property developers, were not considered when the cycle track program was implemented along Spring Street. Many projects have been approved after a long administrative process. The exits



and entrances that now exist were the result of that process and should be respected. Redirecting traffic from these existing entrances and exits should be a last resort and should be in joint consultation with property owners.

6. On-street parking is necessary for small retailers and office tenants. These spaces should not be sacrificed at the expense (literally) of these businesses.

7. On Spring Street at Cameron Street, right turns on red should be allowed. Since the bike lanes were implemented and no right turns on red permitted, traffic has been seriously impacted both at Spring and Cameron and at Spring and Colesville. Spring Street periodically backs up all the way from Georgia Avenue to Colesville Road. Though there are few cyclists on this route as identified by our own traffic analysis.

8. Before installing additional bike lanes, the County needs to ensure that the travel lanes are wide enough to accommodate (1) cyclists; (2) parked cars; and (3) cars, trucks, service vehicles, delivery vehicles and commercial coaches/buses in the travel lanes. At the same time, the County needs to ensure that there is sufficient space provided for drivers to safely exit from the driver's side of their vehicles.

9. Area Fire and Rescue Services should evaluate and sign off on potential travel lanes prior to construction of those lanes. As some of you may know, the median in Spring Street between Georgia Avenue and the entrance from Spring Street into County Garage No. 7 became a "victim" of lanes that are too narrow for large trucks and buses. These emergency vehicles need to be able to drive through these and other areas at posted speeds in order to respond to area emergencies.

10. The County should require -- or at least encourage -- cyclists to wear helmets at all times. Please note that a few of the pictures in the Bicycle Master Plan show adult cyclists without helmets (See, e.g., pages 20, 29, 34, 49). Is this the public safety message the County wants to convey?



United Therapeutics has been working with County officials to resolve many of the issues that were caused by the rushed implementation of the bike lanes which impact our daily operations.

Thank you for your consideration of these comments.

Sincerely,

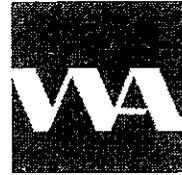
A handwritten signature in black ink, appearing to read "A. Halpert". The signature is written in a cursive style with a large initial "A".

Avi Halpert

United Therapeutics

Vice President, Corporate Real Estate

WELLS + ASSOCIATES



September 14, 2018

Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

1110 Bonifant Street
Suite 210,
Silver Spring, MD 20910
301-448-1333
WellsandAssociates.com

RE: Montgomery County Bicycle Master Plan (MCBMP)
Planning Board Draft – May 2018

Fivesquares JDA @ Grosvenor Metro, LLC (Fivesquares) has entered into a Joint Development Agreement with Washington Metropolitan Transit Authority (WMATA) with the goal of creating a transit-oriented development, known as Strathmore Square directly adjacent to the Grosvenor-Strathmore Metro Station Property. As part of this development, Fivesquares intends to implement a permanent separated bikeway along its frontage on Tuckerman Lane.

The Grosvenor-Strathmore Minor Master Plan Amendment (GSMMPA) calls for two different bikeway cross-sections along the project frontage on Tuckerman Lane. It has a provision of a two-way separated bikeway along the section of Tuckerman Lane from Strathmore Park Court to the WMATA Park and Ride entrance and calls for a two-way separated bikeway, behind the curb, along the side of Tuckerman Lane from the Park and Ride entrance to the Route 355 intersection. The Montgomery County Bicycle Master Plan (MCBMP) indicates that the permanent design of the bikeway along this section of Tuckerman lane should consist of one-way separated bike lanes on either side of Tuckerman Lane. Fivesquares and WMATA have, over the past two (2) years, been coordinating and working with County planning and transportation staff in the development of the recently adopted GSMMPA and support the design proposed therein. We respectfully request that the MCBMP be revised to mirror the recommendations of the GSMMPA.

This configuration will allow the installation of the complete permanent separated bikeway between MD 355 (north) and Strathmore Park Court as part of the development of the Strathmore Square. Additionally, the provision of a two-way separated bikeway on the Metro Station side of Tuckerman Lane can be implemented more efficiently, with less impacts on existing improvements, and with less impervious surface than would be encountered if one-way separated bike lanes were implemented along both sides of Tuckerman Lane.

115

WELLS + ASSOCIATES

Fivesquares respectfully requests that the Montgomery County Bicycle Master Plan – Planning Board Draft be amended to call for a two-way bikeway along the side of Tuckerman Lane fronting the Metro Station Property.



John J. Andrus | Senior Associate

WELLS + ASSOCIATES

1420 Spring Hill Road, Suite 610 | Tysons, VA 22102

D: 301.971.3419 | O: 703.917.6620

116