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Transcript of Public Hearing

Date: December 12, 2023

Case: Amherst Avenue Bikeway Project, In Re:

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MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

Case No. 1100167

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DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS, :
Petitioner. :
In Re: Amherst Avenue Bikeway Project :
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PUBLIC HEARING
BEFORE THE HEARING OFFICER PHILIP MCLAUGHLIN
Rockville, Maryland
Tuesday, December 12, 2023
6:38 p.m.

Job No: 516067
Pages: 1 - 53
Transcribed by: Nicole Mastrosimone

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Hearing held at:

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

Before Shegaw Mekonen, Notary Public in and for the
State of Maryland.

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A P P E A R A N C E S

PHIL MCLAUGHLIN, Hearing Officer MCDOT
JOSE THOMMANA, Acting Chief Division of Transportation
Engineering MCDOT
REBECCA PARK, Transportation Unit Manager MCDOT
ANGEL CHENG, Project Manager MCDOT
LORI JEAN MAIN, MCDOT Coordinator
MATT JOHNSON, MCDOT
STEVE ZEENDER, Stantec
ROBERT MILSTEAD, Stantec
UMA KOTA, Stantec

Transcript of Public Hearing
Conducted on December 12, 2023

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P R O C E E D I N G S

Whereupon,

MR. MCLAUGHLIN: Okay. Good evening. Today is Tuesday, December 12, 2023, and the time is 6:38 p.m. My name is Phil McLaughlin. I am the hearing officer designee at this hearing for the Montgomery County Department of Transportation for the Amherst Avenue Bikeway Project in Wheaton, Maryland. Here with me this evening to conduct this public hearing are Mr. Jose Thommana, Acting Chief for the Division of Transportation Engineering for Montgomery County Department of Transportation; Ms. Rebecca Park, Transportation Unit Manager for MCDOT; and Ms. Angel Cheng, Project Manager for MCDOT. Mr. Thommana will be providing the information and details regarding the proposed project.

Thank you for joining us in person and on the virtual platform tonight. Although we have held quite a few virtual hearings, this is the first time holding a hybrid public hearing, so please bear with us if we encounter any technical difficulties tonight. Tonight's hearing is being held in person and simultaneously broadcasted via Zoom and it is also being recorded. A link to the recording will be posted within 48 hours after tonight's hearing on the project website for the Amherst Avenue Bikeway Project. The link to the project webpage is provided by scanning the QR code in person and at the top of the chat on the virtual

1 forum.

2 Please note your video camera is turned off by
3 default this evening. This is to reduce the bandwidth of
4 the meeting and maximize technical efficiency. We request
5 that you do not turn your camera on during this hearing.
6 Likewise, your microphones have been muted once the
7 testimony portion of this hearing begins. Those who wish to
8 testify can raise their hand, and you will be called on when
9 it's your turn. For those who are attending in person, a
10 microphone will be passed to you when it is your turn to
11 speak. And for those who are attending virtually, you will
12 be unmuted when it is your turn to speak. If you're joining
13 us via telephone only, you may raise your hand by pressing
14 star nine on your telephone keypad. Please wait until the
15 testimony portion of this hearing to raise your hand. You
16 may raise your hand at any time during the testimony portion
17 of the hearing. We will call on you to provide your oral
18 testimony when it is your turn to speak. Written testimony
19 and comments may be submitted as well, and will be
20 considered with the same weight as oral testimony.

21 Following the testimony portion of this hearing,
22 we will hold a question and answer session, if time allows.
23 During that time, you may raise your hand to ask a question,
24 or you are welcome to type your question in the chat box by
25 clicking on the chat icon at the bottom of your screen in

1 the virtual platform.

2 Tonight's hearing is being held pursuant to
3 Section 49-53 of the Montgomery County Code. The purpose of
4 this public hearing is to obtain resident testimony and
5 comments regarding the potential project to assist in
6 determining if the project is in the best interest of the
7 public, and whether or not it should be authorized for
8 construction in its entirety, or any portion thereof. This
9 forum allows you to provide testimony about the project
10 either in support or in opposition. Testimony and comments
11 received may influence the final design. Your testimony and
12 comments should be focused entirely on the project, which is
13 the topic of discussion. All interested parties are
14 entitled to be heard at this hearing. However, the
15 testimony portion of the hearing is not a forum for
16 dialogue, questions and answers or cross-examination.
17 Please direct your remarks to the specific project that is
18 the subject of this hearing. If comments stray into areas
19 not related to the project, I will ask that you refocus your
20 comments on the subject of this project.

21 Following the conclusion of this public hearing,
22 the record will remain open for one month to allow any
23 person who was unable to attend this hearing an opportunity
24 to have their comments included in the public record and be
25 fully considered. The official closing date by which all

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1 written testimony and comments must be received is Friday,
2 January 12, 2014 at 6:30 p.m. Submissions should be
3 provided by the online comment form at the following link,
4 which is seen on your screen, or e-mailed to Angel Cheng at
5 angel.cheng@montgomerycountymd.gov by the close of the
6 hearing record. Please be sure to provide your name and
7 property address on your submission. Written submissions
8 will be considered with the same weight as oral testimony.
9 After the hearing is concluded and the record is officially
10 closed, I as the hearing officer will review and weigh all
11 the information submitted into the public record and make a
12 recommendation to the Director of Montgomery County
13 Department of Transportation Christopher Conklin for his
14 decision regarding the final detailed design of the project.

15 And now to discuss the replacement of Amherst
16 Bikeway, I'll pass it along to Jose Thommana.

17 MR. THOMMANA: Good evening, Mr. McLaughlin.
18 Ladies and gentlemen, for the record, I am Jose Thommana
19 with the Montgomery County Department of Transportation
20 Division of Transportation Engineering.

21 The subject of this evening's public hearing is to
22 consider a proposal to construct the Amherst Avenue Bikeway
23 and other associated work at the approaches. For your
24 convenience, we have posted a few downloadable displays that
25 will aid in the visual description of this project on the

1 project website. We will review them as I describe the
2 project.

3 Display A is a project vicinity map showing
4 Amherst Avenue in Wheaton. The blue line represents the
5 project limits of the Amherst Avenue Bikeway on Amherst
6 Avenue from Windham Lane to Arcola Avenue. The total length
7 of the proposed bicycle facilities will be approximately 1.1
8 miles long.

9 Next slide. Display B shows the improvements in
10 more detail. The large plan shown on the screen can be
11 downloaded for review. For tonight's presentation, we will
12 use zoomed-in images of the plan as I highlight several of
13 the key features. The next several slides will show the
14 Amherst Avenue Bikeway in more detail. Each of these slides
15 include a key map in the upper left corner that shows what
16 segment of the path we're discussing. In the upper right
17 corner of the slide is the legend highlighting what the
18 various colors and line styles are showing. The proposed
19 two-way cycle track is shown along the southbound Amherst
20 Avenue. The light green shaded area represents the grass
21 buffer and green spaces, and the light gray shading
22 indicates the proposed concrete. Finally, the white lines
23 indicate the existing public right of way line.

24 Display B1, beginning at the intersection with
25 Windham Lane, an eight-foot-wide two-way cycle track with a

1 three-foot wide buffer will be on the southbound side of
2 Amherst Avenue. On-street parking area will be eight foot
3 wide on both sides of the street, and existing parking
4 restrictions will remain the same. In addition, the travel
5 lanes will be narrowed down to 10.5 feet wide.

6 Next slide. Display C1 depicts the typical
7 sections of Amherst Avenue corresponding to display B1 from
8 Windham Lane to Prichard Road. The top typical section is
9 what exists today, and the bottom typical section
10 illustrates the proposed eight-foot-wide two-way cycle track
11 with a three-foot buffer along southbound Amherst Avenue.
12 The on-street parking area will be eight foot wide on both
13 sides of the street, and the travel lanes in both directions
14 will be narrowed down to 10.5 feet wide.

15 Display B2, the eight-foot-wide two-way cycle
16 track with a two-foot-wide buffer continues on southbound
17 Amherst Avenue through Prichard Road and Reddie Drive.
18 On-street parking areas will be eight foot wide on both
19 sides of the street where southbound parking will remain as
20 long-term metered parking, and the permeable pavement will
21 be used to construct the parking bays for residential permit
22 parking along northbound Amherst Avenue. The sidewalk along
23 northbound Amherst Avenue will also be reconstructed to five
24 foot wide to comply with the ADA requirements and county
25 standards.

1 Next slide. Display C2 shows the typical sections
2 corresponding to display B2 between Prichard Road and Reddie
3 Drive. Again, the top typical section is what exists today.
4 The bottom typical section illustrates the eight-foot-wide
5 two-way cycle track with a two-foot buffer and eight-foot
6 parking areas on both sides of the street, as well as the
7 travel lanes to be narrowed down to 10.5 feet wide in both
8 directions.

9 Next slide. Display B3, the eight-foot-wide
10 two-way cycle track with a two-foot-wide buffer continues on
11 southbound Amherst Avenue through University Boulevard
12 between Reddie Drive and Blueridge Avenue. On-street
13 parking areas will be 7.5 feet wide on both sides of the
14 street and parking meters will remain. In addition, the
15 travel lanes will be narrowed down to 11 feet wide.
16 Floating bus stop is proposed near the Amherst Avenue
17 parking garage. The intersection at University Boulevard
18 will become a protected intersection featuring corner
19 islands, bike cue areas as well as bike signals to
20 accommodate crossing University Boulevard on the proposed
21 two-way cycle track. The traffic signal at this
22 intersection will also be reconstructed with mast arm
23 traffic signals and a new signal timing plan and phasing, as
24 well as upgraded sidewalk and curb ramps. At the
25 intersection northbound traffic will have one left-turn lane

1 and a through and a right lane, while southbound traffic
2 will have one left-turn lane, a through lane and an
3 exclusive right-turn lane.

4 Next slide. Display C3 shows the typical sections
5 corresponding to display B3 between Reddie Drive and
6 Blueridge Avenue beyond the intersection approach at
7 University Boulevard. Again the top typical section is what
8 exists today. The bottom typical section illustrates the
9 eight-foot-wide two-way cycle track with a three-foot buffer
10 on southbound Amherst Avenue, the 7.5 foot meter parking
11 area on both sides of the street, as well as travel lanes to
12 be narrowed down to 11 feet wide in both directions.

13 Next slide. Display C4 also shows the typical
14 section corresponding to display B3 at the north leg
15 approach with the University Boulevard intersection. Again
16 the top typical section is what exists today. The bottom
17 typical section illustrates the eight-foot-wide two-way
18 cycle track with a three-foot buffer at the same elevation
19 as the proposed sidewalk for southbound traffic, an
20 eight-foot-wide right turn lane, an 11-foot-wide through
21 lane and a 10-foot-wide left turn lane, and for northbound
22 traffic a 12-foot-wide through lane.

23 Display B4, the eight-foot-wide two-way cycle
24 track with a two-foot wide buffer continues on southbound
25 Amherst Avenue through Blueridge Avenue and Elkin Street and

1 ends at Arcola Avenue. On-street parking will be 7.5 foot
2 wide on both sides of the street. In addition, the travel
3 lanes will be 11 foot wide. Sidewalk along southbound
4 Amherst Avenue will also be reconstructed to five feet wide
5 to comply with the ADA requirements and county standard.
6 Floating bus stops are proposed near Blueridge Avenue and
7 Elkin Street. Two proposed bioretention facilities near
8 Arcola Avenue will treat storm water runoff during rain
9 events and provide better drainage pattern. Finally, the
10 Arcola Avenue intersection will be reconstructed to include
11 bike crossing, traffic signals on mast arms with new signal
12 timing and phasing, as well as curb ramps and pedestrian
13 crossing.

14 Display 53 shows the typical section corresponding
15 to display B4 between Blueridge Avenue and Arcola Avenue.
16 Again the top typical section is what exists today. The
17 bottom typical section illustrates the five-foot sidewalk,
18 the eight-foot-wide two-way cycle track with a three-foot
19 buffer on southbound Amherst Avenue, seven-foot-wide parking
20 areas on both sides of the street, as well as travel lanes
21 to be narrowed down to 11 feet wide in both directions.

22 This slide shows an example of a bioretention
23 facility and permeable parking bay constructed previously in
24 Montgomery County. The proposed bioretention facility and
25 permeable parking bay will look similar to the pictures

1 shown here.

2 This slide shows an example of a floating bus stop
3 in downtown Silver Spring. The proposed floating bus stop
4 will look similar.

5 This slide shows a photo simulation of the
6 proposed two-way cycle track on Amherst Avenue.

7 The total project cost is currently estimated at
8 5,900,000, including engineering, land acquisition for fee
9 simple, perpetual easement and temporary construction
10 easement, utility relocations, construction and construction
11 management costs. The design of the project began in the
12 spring of 2019 and is expected to be completed in the summer
13 of 2024. The construction is anticipated to begin in the
14 spring of 2025. The project cost, funding and schedule are
15 subject to change as the project progresses until it is
16 complete. Pursuant to Section 49-52 of the Montgomery
17 County Code, there are no properties which are considered to
18 be specially benefited by the proposed improvement.
19 Therefore, no properties are expected to be assessed.

20 Several exhibits are incorporated into the public
21 record binder for your information and consideration. The
22 exhibits are: One, the approved Fiscal Year 2024 Project
23 Description Form for Capital Improvement Program, CIP number
24 502002, Bicycle-Pedestrian Priority Area Improvements
25 Wheaton CBD; two, the design plans at the level of 90

1 percent completion with the latest revisions; three, written
2 testimony provided prior to and after this public hearing to
3 be added following this hearing; four, Washington Times
4 newspaper online advertisement proof, and Montgomery County
5 governmental press release; five, list of attendees to be
6 added following this hearing; six, hearing transcript, also
7 to be added following the hearing. Project-related data and
8 files can be downloaded from the project website at
9 [https://www.montgomerycountymd.gov/dot-dte/projects/
10 amherstavenue](https://www.montgomerycountymd.gov/dot-dte/projects/amherstavenue). The files will continue to be available to
11 the public until the record for this public hearing is
12 officially closed.

13 As previously stated, here with us this evening
14 are Ms. Rebecca Park and Ms. Angel Cheng of MCDOT. In
15 addition, we have Mr. Steve Zeender, Mr. Robert Milstead and
16 Ms. Uma Kota from the engineering consulting firm Stantec
17 present at this hearing. We will be available after the
18 hearing to answer any questions regarding the construction
19 aspects of this project. And now I will turn things back to
20 Mr. McLaughlin.

21 MR. MCLAUGHLIN: Thanks, Jose. We will now hear
22 your testimony. We will now hear testimony from those in
23 attendance who wish to testify. If you wish to testify,
24 please raise your hand both in person and virtually, and we
25 will call on you in the order that your hand was raised.

1 Alternatively, if you join the meeting by phone, you may
2 dial star nine from your telephone keypad to let us know
3 that you wish to testify. Once you are invited to speak,
4 please clearly provide your name, address -- name and
5 address for the record prior to beginning your testimony.
6 We will begin with those who wish to testify now. Again,
7 please be sure to announce your name and property address
8 before providing your testimony. Now we are going to hear
9 testimony. So if I can get assistance -- is Lori --

10 MS. MAIN: I'm here, yes. I do have a hand
11 raised. Did we want to alternate between people in the room
12 on site and the Zoom?

13 MR. MCLAUGHLIN: I think that makes a lot of
14 sense. Yeah.

15 MS. MAIN: So, Angel, do you want to start with
16 the people on site, or do you want me to go first?

17 MS. CHENG: Yeah, we can start whoever wants to
18 testify --

19 MS. MAIN: Okay.

20 MS. CHENG: You don't have to, but you probably
21 have to speak in the mic because other people can't hear.

22 MR. CARLESCO: My name is Adam Carlesco. I live
23 at 10904 Bucknell Drive, which is just on Amherst Avenue
24 just south of Prichard. And so I rely upon walking and
25 biking and transit for transportation. I personally don't

1 own a car. I'm here to express my kind of overall support
2 for the project, but a particular dismay at the current
3 handling of the cycle track project. What started as a
4 forward-thinking initiative has been a drawn out,
5 inefficient endeavor that's stretched on for six years now
6 and won't be completed for eight. And so all this effort,
7 amendments to like -- it will accommodate essentially 13
8 parking spaces. These are public spaces right next to a
9 Metro station, an underutilized parking garage and on-street
10 parking is on the literal other side of the street. They're
11 being revamped at expensive utility cost, specifically to
12 benefit personal homeowners in a low-density area right in
13 the middle of what is designated as essentially a downtown
14 area under Thrive 2050. So I see it a little baffling how
15 much the county and the MCDOT is bending over backwards to
16 accommodate low-density single family residents in a town of
17 about 20,000. And so what we're seeing is what should have
18 been a pretty quick cost-effective multimodal transportation
19 project that's turned into a pretty overblown, delayed
20 massive \$5.9 million infrastructure project. And so this
21 cycle track, I would like to see it done as quickly as
22 possible. I thought that last time I looked at this this
23 was going to be done this past October before it got blown
24 out. And this cycle track's crucial to a lot of residents
25 in the downtown Wheaton area who depend on non-automotive

1 means to get around, to reach the Metro, to reach groceries,
2 to reach schools, the mall, the library. This promises the
3 safer and more connected way to get around the county, and
4 it's in alignment with MOCO's climate and transportation
5 goals. This project's taken far too long. If we're going
6 to bend over backwards to accommodate a handful of parking
7 spaces next to massive parking garages in the middle of an
8 urban core that's being designated by a master plan, and
9 it's going to take nearly a decade, we are never going to
10 meet any of our goals that we've listed out with our
11 transportation plans, in our pedestrian master plans, and
12 our bike master plans, and our Thrive 2050 master plans if
13 we keep accommodating automotive infrastructure like this,
14 and at taxpayer dollars to benefit private property. I
15 mean, look at this. We're extending the private right of
16 way to start purchasing from these people so we can put
17 parking in front of their own private homes, each of which
18 has a driveway. And it's the same thing on the other end.
19 It's going in front of large condos that have parking lots.
20 The Wheaton area's like 50 percent parking and car
21 infrastructure. This is not the way to do it. I would like
22 to see this project done as quickly as possible and to
23 benefit anyone who doesn't want to be in a personal
24 automobile or tethered to the costs of what it takes. We
25 are connected to a Metro system. We have a bus depot in the

1 middle of downtown. This is within the downtown area. This
2 needs to get done, and we need to cut the cost of trying to
3 put in complete utility reroutes to accommodate private
4 parking. Thank you.

5 MS. CHENG: Thank you.

6 Lori?

7 MS. MAIN: Yes. Next we'll hear from Glen
8 Burnett. Glen, can you unmute yourself?

9 MR. BURNETT: Hi. Yeah, my name is Glen Burnett.
10 I live at 1017 Loxford Terrace in, I guess, the -- our
11 neighborhood's got a really funky designation in terms of
12 names, but we're probably about a mile off of the planned
13 route. I pretty regularly, when I get the opportunity to be
14 able to bike, I bike my kid to school. I've been able to
15 bike my other kid to daycare and things like that. And we
16 actually cross this route. Like we're obligated to do that
17 every time that we want to go somewhere. And I just want to
18 once again come on and really voice my support for this
19 infrastructure that's being built, and also support the last
20 speaker in terms of just saying like this is a great
21 opportunity for Wheaton to become a little bit better. This
22 allows people to be able to -- this allows people to be able
23 to have access that they -- that, frankly, is not a very
24 complicated thing. And I think that it's really important
25 that we actually just allow people to have this.

1 I do want to flag that for where these locations
2 are at that there needs to be continued discussion about
3 some of the connecting lines that this cycle track will then
4 connect up to. So there is a space in-between Amherst, and
5 then as you're heading towards downtown Silver Spring
6 there's a space where there's a -- I think it's a MedStar
7 Health Facility and the Maryland Department of Health and I
8 think it's like mental health or something like that that
9 basically makes it -- really it goes from a passable space
10 to something where you basically just have to go and get
11 onto Georgia to be able to do this. I know that is not part
12 of the exact plan that's being built here, but I think it's
13 really important that you consider the connections that
14 these routes are taking so that when you're making these
15 things happen you also allow people to be able to use it so
16 we're not having a situation like we did with the bike lane
17 on University Boulevard where it goes up to almost the place
18 where it's useful and doesn't actually get to the -- doesn't
19 allow the bicyclist to get where they actually need to go.
20 So that's my point for tonight. Also, you guys rock. Just
21 want to let you all know that. Thank you for doing this
22 work.

23 MS. MAIN: Thank you, Glen.

24 MS. CHENG: All right. Do we have anyone
25 attending in person who would like to do testify orally

1 right now? You can raise your hand.

2 MR. ERNST: Hi. My name is Timothy Ernst. I live
3 at 10616 Dunkirk Drive, which is about a mile south of this
4 building. I am really glad this project is being built. I
5 wish we had more of these projects on the drawing board in
6 Montgomery County.

7 I think, to the gentleman's point, parking rules
8 the world, especially in the United States of America where
9 we have somewhere between two to three billion parking
10 spaces for 330 million cars. That's about seven parking
11 spaces for each motor vehicle in the United States. Great
12 book by a guy named Henry Grabar, Paved Parking -- everyone,
13 if you're my age, you know Joni Mitchell -- awesome book
14 about How Parking Rules the World.

15 However, this is great stuff. I ride to the
16 grocery store. I ride to the post office. I ride my bike
17 to the library, the beautiful Wheaton Library and Community
18 Center. Pedestrians we have to -- we need pedestrian safety
19 in the county. This should be part of the vision to have
20 fewer pedestrian deaths. These projects narrow roadways,
21 and they slow us all down. So, if I'm in my car, I'm forced
22 to slow down. I have to slow down. I have to start paying
23 more attention to people on bikes, people in wheelchairs who
24 are crossing these intersections, people walking, senior
25 citizens. So these types of projects, which are happening

1 in Europe, in South America, all over the world are there to
2 help people get around safely. And, frankly, we all need to
3 do a better job of getting out of our cars, and I'll include
4 myself in that.

5 So thanks to the Department of Transportation for
6 doing this project. I'm sorry it took so long also. But
7 maybe this is a model for how we can move ahead. Maybe we
8 can get a bikeway on Dennis Avenue, which would then connect
9 Amherst from Dennis in front of the health center down to
10 the Sligo Creek Trail. I'm sure this will eventually get us
11 to the public library in a safe and effective way. I'm
12 hopeful. So I think it's a great start. I think the
13 Department of Transportation deserves our thanks. And let's
14 keep moving forward. Thank you.

15 MS. CHENG: Thank you.

16 Lori --

17 MS. MAIN: Okay. Next we'll hear from Ben
18 Jarrett.

19 MR. JARRETT: Hi, my name is Ben Jarrett. I live
20 at 11101 Amherst Avenue. I live in one of the single family
21 homes between Prichard and Reedie. I guess sort of
22 regarding slowing down like what the last gentleman
23 mentioned, I had hoped to see maybe some crosswalks and
24 speed humps in that section because we frequently do have a
25 lot of fast travelers. I didn't see that in this iteration

1 of the plan. I also have a concern about the permeable
2 parking bays. And I guess I don't know. Am I able to share
3 a screen to share a video of what it looks like whenever it
4 rains on the northbound side of the street?

5 MS. MAIN: No. Sorry.

6 MR. JARRETT: Is there a way to submit that
7 afterwards?

8 MS. MAIN: Yes. You can e-mail it to the project
9 manager Angel, and her contact information will be displayed
10 on one of the upcoming slides.

11 MR. JARRETT: Okay. So I had corresponded with
12 Angel a few months ago about it, and she presented to me
13 that there was likely going to be a gutter system that could
14 potentially sort of separate the permeable bays from the
15 street to take on excess storm water. I didn't see that in
16 the diagrams here. You know, I'm not concerned necessarily
17 about home value, but concerned about damaging my foundation
18 and my basement. That's currently where I'm talking to you
19 from now. I just -- I just have a concern that the
20 permeable bays are going to allow water from the road to be
21 absorbed, but it's not just going to segment it off. And I
22 really hope that the team does something to address that.
23 Thanks.

24 MS. MAIN: Thank you, Ben.

25 Okay, Angel.

1 MS. CHENG: In person, anyone that would like
2 to --

3 MR. BZDEGA: My name is Andrew Bzdega, architect
4 owner of 11009 Amherst Avenue. First of all, I would like
5 to say I am very much in -- I very much like this project.
6 I support it.

7 However, I would like to point out that my house,
8 along with those others that apparently are entitled
9 homeowners, are actually outside the central business
10 district. They're zoned residential, and to maintain that
11 residential feel and actual zoning, generally, you have
12 on-street parking. Regardless, we're losing our landscape
13 buffer to give up -- to accommodate parking, which we
14 require. I myself have a five-year-old son and an elderly
15 mom, as I know a lot of the residents there do as well. The
16 last thing we need is having a bunch of kids running across
17 the street to get to our houses, along with elderly people.
18 So, to reiterate the last speaker's comments, crosswalks
19 would be very much helpful on that section of Amherst, as
20 well as some sort of speed regulation, speed humps,
21 something like that. Because we live on a hill, speeding is
22 a huge issue. Very dangerous to get across the street
23 there. And that's it for today. Thank you.

24 MS. CHENG: Thank you.

25 Lori?

1 MS. MAIN: All right. Next we'll hear from Steve
2 Solomon.

3 MR. SOLOMON: Hi. My name is Steve Solomon. I
4 live in 11605 Yeatman Terrace just down Arcola. I am not a
5 biker myself. I am a automobile driver. I was not in favor
6 of the bike lanes at University Boulevard. I thought they
7 were completely put in the wrong place, and were not used
8 and did not connect things. This project seems much more
9 sensible going past the Metro station and connecting a major
10 road and whatnot.

11 And so, as an automobile driver primarily, I am
12 very concerned with the safety of bicyclists who are on
13 roads and now will be much more safer. So I am in favor of
14 this project. We also have a current project of bus lanes
15 on University Boulevard, which don't really connect to this,
16 but we'll go through it.

17 The question and issue I have is that we are just
18 on the heels of a statewide \$3 billion transportation
19 shortfall over the next six years that looks like will cut
20 several projects statewide and will, of course, trickle down
21 to the county. So I'm concerned that any money we spent may
22 mean other projects will not be allowed to happen and what
23 this means for our county. Of course, it's the state
24 budget, but we know that means a lot towards Montgomery
25 County. So \$5.9 million is a lot of money to me and to a

1 lot of people, and I don't know how the county's plans over
2 the next several years will be affected as far as any and
3 all projects which all need to be reevaluated based on what
4 money is coming in from the state. So that's the main
5 concern for me too is that the money will not be coming in
6 anymore, and what effects that will have on many countywide
7 projects. Thank you.

8 MS. MAIN: Thank you.

9 MS. CHENG: We'll go to --

10 MS. KOLTNOW: I'm Nina Koltnow, 2314 Parker
11 Avenue. I live with my husband Louis just north of the
12 Wheaton Library. And to the point somebody was making a few
13 speakers ago, it would be nice to get between the library
14 and downtown Wheaton safely. It is treacherous, as
15 everybody knows, I think, to walk, bike, roll, be a toddler
16 on Georgia Avenue. It's really not supportable. So I'm
17 completely in favor of this project, and I did want to
18 mention also in terms of getting to the library this is
19 where the bike lanes will end. The bike lanes on Arcola
20 currently, which are great east of here, don't continue up
21 the road to the library. But there is -- this is a county
22 DOT right of way that I know is under consideration for
23 being paved. It's used heavily as a walking path right now,
24 although it's not possible for anybody who's not a pretty
25 hale soul to walk on it, but it goes north for three blocks

1 to connect up with Shorefield. It doesn't end at
2 Shorefield. It ends at Henderson, which connects to
3 Shorefield. But getting that made into a bikable and
4 walkable right of way would go a long way toward connecting
5 everybody really from Glenmont on down in a safe way.
6 That's all I wanted to say.

7 MS. CHENG: Thank you, Nina.

8 Lori?

9 MS. MAIN: I do not have anyone else right now.

10 MS. CHENG: Do we have anyone in person? Okay.

11 Yes, my name is Mike Zwolinski. I live at 11366
12 King George Drive, so I'm right off of University Boulevard.
13 And I really appreciated that the effort was made when the
14 bike lanes were put in when you had the sticks in the middle
15 of the street so you could ride from, you know, over at
16 Amherst all the way down to Sligo Creek and you were pretty
17 much separated from the rest of the traffic. I know this is
18 a separate issue. But what I like about this is it's taking
19 into consideration trying to slow down the traffic, create a
20 separate dedicated lane where the bicyclists can be. But my
21 concern would be the trucks that are going to Safeway that
22 are on Amherst and just the general flow of traffic over at
23 Reddie because I walk from the Metro and I see them in the
24 morning, I see them in the evening and I just see people
25 going through the stop signs. What will be done with that

1 would be a consideration of mine.

2 Overall with the project, to the previous
3 gentleman's point about the transportation budget being cut,
4 I'd be curious to know what kind of studies have been done
5 of how many people are actually going to be using this and
6 what is the cost benefit. You're spending nearly \$6 million
7 on this project. You look at the purple line. You look at
8 the transportation that are in the Silver Spring. \$6
9 million now when it's all done will be \$9 million. It's an
10 awful lot of money to spend for how many people are going to
11 be benefiting from this. Even though I'm a cyclist, I like
12 the project, but I just wonder the cost benefit analysis of
13 the whole thing.

14 MS. CHENG: Thank you. Do we have any one else?

15 MS. MAIN: We do not.

16 MS. CHENG: Thanks, Lori. Do we have anyone
17 attending in person who would like to speak? Anyone
18 attending virtually?

19 Phil, we can pass it back to you.

20 MR. MCLAUGHLIN: Okay. Thanks. That concludes
21 the speakers who have expressed an interest in speaking
22 tonight. As a reminder, written testimony and comments may
23 be submitted as well and will be considered with the same
24 weight as oral testimony. We appreciate all your testimony.
25 Seeing that everyone who wishes to speak has had an

1 opportunity to do so, this concludes the oral testimony
2 portion of this public hearing.

3 Now we will move into the question and answer
4 session. Again, please raise your hand or press star nine
5 on your telephone keypad if you wish to ask a question.
6 You're welcome to type your questions in the chat box. If
7 we run out of time before answering all questions in the
8 chat box, questions will be answered via e-mail in the
9 coming days. Does anyone have any questions?

10 MS. CHENG: We have one in person.

11 MR. NINAN: Okay. Hi. My name's Eric Ninan at
12 1939 Westchester Drive. So echoing the comment made
13 earlier, do we have any idea what the anticipated usage of
14 the bikeway will be?

15 MS. CHENG: Okay. I mean, Jose, do you have any?
16 Matt? Okay. I'd like to introduce Matt Johnson. He's our
17 bikeway coordinator from MCDOT. He has a lot of experience
18 with it.

19 MR. JOHNSON: Thank you, Angel.

20 Yeah. So the question is do we have any idea what
21 the ridership, the use will be on this project, and we don't
22 have great modeling for bikes really at this time because we
23 don't have a network. So I want you to imagine the Metro,
24 right. The Metro -- I took the Metro here to this meeting
25 this evening. I'm sure most of you in this room, probably

1 everyone but I don't want to hazard a guess -- probably
2 everyone in this room and probably everyone in this Zoom has
3 ridden the Metro and has found it useful at least at some
4 point. We can imagine maybe the Metro going farther out
5 being more useful to us, the purple line being useful to us.
6 We can imagine this, even though we don't necessarily know
7 maybe know exactly how many people, we can estimate that
8 because we have this history. Right? But if we imagine
9 back to 1976 when the Metro only went from Rhode Island
10 Avenue to Farragut north, out here in Montgomery County
11 there wasn't a Metro. People in Wheaton might have said
12 what is this useful -- I have to drive all the way downtown
13 before I even get on the Metro. Right? It doesn't go where
14 I need it to go. By the time I get downtown, I'm already
15 downtown. Why am I getting the subway? Right? And it took
16 a good 20 years for that Metro line to get out to Wheaton,
17 right? That's the state we have right now of bicycling in
18 Montgomery County. We have little pieces of the network
19 here, little pieces of the network there. Some of them
20 connect. Some of them don't. But we're working on building
21 that network out. And there's sort of an aphorism, a cliché
22 in planning that says we don't judge the demand for a bridge
23 by counting the number of people swimming across the river.
24 Right? We can tell that people want to go from point A to
25 point B because we know that there is a major demand area

1 here in downtown Wheaton. There's jobs here. There's jobs
2 in Silver Spring. There's a Metro station here. There's a
3 lot of housing around here. So we can do the same kind of
4 modeling we do for vehicular trips and say we know where
5 people live, we know people work, we know people shop, we
6 know people go to school, and we can use those numbers to
7 get an estimate of kind of where the demand is. But until
8 the network gets built out, it's hard to say exactly how
9 many people are going to use this. So we're going to build
10 this Amherst piece. But as one of the commenters mentioned,
11 there's kind of a gap between here and Silver Spring. If
12 someone wants to bike from Wheaton to Silver Spring, he
13 can't easily get there yet. But we have a bicycle master
14 plan. So over the next 30 or 40 years, we're going to be
15 building out more and more of the network so this becomes a
16 more useful project. So if you don't see hordes of
17 bicyclists on day one, it doesn't mean that this is a failed
18 project. Right? We look at this not just as a bike
19 project, but also as a pedestrian project and as a safety
20 project and as an accessibility project. Right? We're
21 doing these things to improve intersections. It wasn't
22 really talked about, but we're building islands and corner
23 islands at these intersections to reduce what's called the
24 exposure so that pedestrians aren't exposed to -- even if
25 not a single bicyclist used this, we've still improved

1 pedestrian safety. But bicycles will use this, and we know
2 this because in other parts of the county when we have built
3 separated bike facilities, even ones that are very isolated
4 in the network, we have seen increases year over year of
5 bicyclists. Now, unfortunately, we've been building a lot
6 of a network that -- that part's not unfortunate. It's
7 great that we're building the network out. But,
8 unfortunately, a lot of the network has come online in the
9 last two or three years. Right? And it's hard to judge
10 numbers when we've had this global pandemic. Right? So we
11 count bikes every year at the same locations. We usually
12 add locations as more facilities get built. And we have a
13 lot of great data from 2019, and then we see this huge
14 dropoff in 2020 and this huge dropoff in 2021. Right? But
15 we also saw that in car trips. So it's hard to say we built
16 this bike facility and people didn't use it because people
17 aren't commuting as much. But we know that in the future
18 people are going to make these trips, and we know that
19 people are going to be making trips because not every trip
20 is -- if you think about it, most trips that you make are
21 not your commute trip. Right? You go to work in the
22 morning and you come home from work in the afternoon.
23 That's two trips. But you go to the supermarket, you go to
24 a restaurant, you go to your neighbor's house, you go to
25 church, you go to school. These are all trips that you

1 make. And so bike trips -- we're not necessarily saying in
2 order to use Amherst, you have to commute to downtown DC.
3 You might just be biking over to Wheaton Plaza or biking
4 down to the library up here. So all those trips are trips
5 that people can make, whether they're working -- whether
6 they are returning to work every day or not. So the answer
7 is we don't have a good concrete number, but we do know that
8 when we build low stress bike facilities it does increase,
9 and we've seen increases of over 100 percent on some of our
10 projects in Silver Spring where we're more than doubling the
11 number of people who are using these facilities. But,
12 again, the network is still very incomplete and very
13 stunted, so it's hard to judge from that. But we know that
14 there's demand. We can see that demand. So that was kind
15 of a long answer, and not a very concrete answer. But,
16 unfortunately, that's kind of the state of where things are
17 now. But if we look at DC, we have seen huge increases
18 where their network is much more complete than ours because
19 they've been doing it a little bit longer than us, and they
20 have fewer miles to build because it's a denser place. You
21 can connect a lot more of the city with fewer miles than you
22 can in Montgomery County. But we have seen major increases
23 in DC, and we expect to see similar increases here.

24 MR. NINAN: What's the definition of major
25 increase? Do you have any numbers?

1 MR. JOHNSON: I can't give you a number. What I
2 can tell you is we know that there's demand here. And the
3 question is -- I guess what you're trying to get at is kind
4 of a value statement. And, for me, what I would say is
5 these are all safety projects. Right? We want people to be
6 able to get out of their cars and bike. We want people to
7 get out of their cars and walk or take transit. It's vital
8 to the future of our planet that we reduce our reliance on
9 cars. And for a lot of people, they don't see that option.
10 And, because they don't have a sidewalk in front of their
11 house, they don't have a bike lane in front of their
12 house -- like I'll just give my parents' example. They
13 don't live in Montgomery County, but they require a car for
14 every trip. They can't walk anywhere. And my dad just lost
15 his driver's license. My mom's getting older. And I say,
16 How can you keep living here when, you know -- so people
17 want options. And so this is not a matter of we're gonna
18 have 5,000 cyclists a day out here, so we have to build
19 this. Right? This is about creating mobility, and it's
20 about saving lives. We have an endemic problem. 40,000
21 Americans die every year in car crashes. 40,000. It's a
22 huge number of lost lives, lost productivity and a lost
23 future. And there are deaths -- I don't know what the
24 numbers are Montgomery County, but there are deaths every
25 year in Montgomery County on our roads. And we have adopted

1 Vision Zero. So this is about more than just saying we're
2 getting a lot of people out here. It's about saying we're
3 improving safety, we're improving connectivity. And it is
4 going to take time to change the county because we spent
5 seven decades building without any regard, really, to
6 pedestrians and bicyclists, and so that network is
7 incomplete. So I don't have a concrete number for you, but
8 we do expect this to be heavily used, especially as more of
9 the network gets built out. We have to look farther into
10 the future for that.

11 MS. CHENG: Thank you, Matt.

12 Do we have a question online that we want to
13 address, Lori?

14 MS. MAIN: I do have someone that would like to
15 ask a question.

16 MS. CHENG: Yeah. Why don't we alternate?

17 MS. MAIN: Okay.

18 MS. CHENG: Lori, would you like to call the
19 person --

20 MS. MAIN: Okay. I wasn't sure if I was. So next
21 we'll hear from Ben Jarrett.

22 MR. JARRETT: Just a question regarding the
23 presentation portion. If I remember -- did I hear right
24 that between Prichard and Reddie the sidewalks are gonna
25 change to five feet wide to meet ADA standards?

1 MS. CHENG: That is correct.

2 MR. JARRETT: Okay. So that's both sides of the
3 street, both sides of Amherst?

4 MS. CHANG: I think this on the single family side
5 of Amherst.

6 MR. JARRETT: Okay. On display C2 it still
7 shows -- I think it says 4.5 feet on there, so I just wanted
8 to confirm that that should be five.

9 MS. CHENG: So I think there's a typo on the
10 display, so yes. We apologize for that. It should be five
11 feet wide.

12 MR. JARRETT: Okay. Glad to hear it, especially
13 with some of the buffers being taken away and the sidewalks
14 are narrow as they are now. Sometimes people even have to
15 move out of the way into a yard or a buffer, just people
16 walking through. So I'm glad to hear that that's extended.
17 Thanks.

18 MS. CHENG: Thank you.

19 UNIDENTIFIED SPEAKER: Hi. My name is Jim, and I
20 have been coming in and out, so I apologize. Maybe this has
21 already been answered. But obviously this project has been
22 in planning for a long period of time, and it's nice to see
23 that it's moving forward. Can you or somebody give us kind
24 of a realistic timeframe both in terms of money and
25 timeframe for implementation, considering the cutbacks and,

1 you know, DOT has to make priorities, etcetera? Where are
2 we in this process? I know originally they had tried to
3 move it up faster a year, but now has that changed. So
4 where are we really at with this programming? Thank you.

5 MS. CHENG: So this project is funded by the
6 Wheaton BPA Program, which is the pedestrian bicycle
7 priority area, and is fully funded for construction. We do
8 have the money for the construction of this project.

9 So in terms of timeline, again, we are scheduled
10 to finish final design by summer of 2024, just in a couple
11 months. And then from there we have to, you know,
12 coordinate with utility companies that might be impacted and
13 also, you know, with property owners that, you know, might
14 be impacted because we're reconstructing some of their
15 driveway that is fronting their property. So that process
16 typically takes anywhere between nine to 12 months, and
17 that's why construction can't really start until the spring
18 of 2025. Now, from there, the actual construction can last
19 anywhere between 12 to 18 months, depending on the weather.
20 And, you know, God forbid, you know, snow or not that year,
21 that will put us, you know, a little bit longer in terms of
22 construction timeframe. But, because this is a linear
23 project, not the whole Amherst will be impacted at a time.
24 So obviously we'll, you know, construct this piece by piece
25 so that, you know, we won't be impacting the residents and

1 people who are traveling this area during the whole
2 construction time.

3 UNIDENTIFIED SPEAKER: So that means that it's in
4 the CIP and it's been approved and allocated?

5 MS. CHENG: Yes. So the question was whether the
6 money is in the CIP. Yes, the money is in the CIP already.

7 UNIDENTIFIED SPEAKER: (Indiscernible).

8 MS. CHENG: Yes. So the question was about the
9 Grandview Avenue project. So the Grandview Avenue project
10 is currently on hold. Again, we're gonna have to rethink
11 our budget. And, you know, we just showed everyone that,
12 you know, the cost of this project has risen quite a bit
13 because of inflation, you know, design and a different
14 intricacy that we have to -- you know, in order for this
15 project to be viable, you know, for most of the residents
16 here. So the Grandview project is currently on hold until
17 further notice. So thank you.

18 UNIDENTIFIED SPEAKER: (Indiscernible).

19 MS. CHENG: That is actually four and a half feet.
20 Okay. So I just want to clarify the previous question about
21 the sidewalk. And I apologize for the confusion. So
22 instead of by the proposed five feet, we're actually
23 proposing four and a half feet because of the right of way.
24 And if you have further comments or questions, feel free to
25 raise your hand again and we can get those.

1 Lori, do we have anyone online that raised their
2 hand?

3 MS. MAIN: Actually, Ben Jarrett has another
4 question.

5 MR. JARRETT: Thanks. So I noticed, if I noticed
6 correctly, that some of the parking on different stretches
7 were seven and a half feet, rather than eight. Did you guys
8 consider or was it an option to, you know, take the half
9 foot away from one or both the parking sides to widen that
10 sidewalk a little bit? Because, like I said before, it's
11 pretty tight.

12 MS. CHENG: Yeah, we understand that. So if you
13 look into those particular sections, the travel lane for
14 those sections is also 11 foot, instead of 10 and a half
15 feet. Now, the reason for those sections is because those
16 sections has both the ride-on bus and the Metro bus that
17 goes through that area. And we've been coordinating with
18 both our transit services and the LaMotta buses, and they
19 requested us to keep it at 11 feet at the minimum so that
20 their bus can safely traverse over those areas. But we
21 understand that, you know, we kind of have to do a tradeoff
22 between the two. And if we reduce the traveling to 10 and a
23 half and increased it to eight feet for the parking, it
24 would put the bus really close too. So we're just giving
25 them a little bit more room for the bus to travel through.

1 Does that answer your question, Ben?

2 We'll go for a question here in person. All
3 right. We have to ask everyone to speak in the mic because
4 we want the people who are attending in person to listen to
5 you.

6 MR. UPJOHN-MEDTOW: This is Dan Upjohn-Medtow,
7 11018 Cone Lane. So I noticed you're going to be
8 reconfiguring the University-Amherst, I guess, crosswalks
9 there. So right now in front of the veterinary clinic that
10 button is very hard to push. One, will that be improved?
11 And, two, for that intersection do we even need, you know,
12 push buttons for the pedestrians, rather than just have it
13 automatic? Because there really is enough pedestrian
14 traffic there to justify that being, you know, second to,
15 you know, road traffic.

16 MS. CHENG: Okay. So your first question is about
17 the push button in front of the veterinary hospital. So,
18 yes, we are reconstructing that whole area so that the
19 button will be accessible to anyone really, and then
20 increasing the pedestrian area more, because I know how
21 tight it is between, you know, the utility poles and the
22 fence and the -- you know, the bushes. That really isn't
23 enough to call it ADA compliant, so we will be upgrading
24 that area in particular. Now, in terms of whether pushing a
25 button or not, I think we are designing to have a push

1 button regardless. So, you know, I think people are still
2 used to pushing it regardless, which is -- and that's a
3 programming thing. So we can easily turn it on if that's --
4 you know, if we have enough demand, which is, you know --

5 MR. UPJOHN-MEDTOW: People cross without it.

6 MS. CHENG: Yeah, we can consider that.

7 Matt, do you want to add?

8 MR. JOHNSON: Yeah, I just wanted to follow up on
9 that. Even if the signals are on recall, which is when
10 they're automatic like in downtown Silver Spring, we still
11 have to have a push button because someone who's deaf and
12 blind has to know when the signal's crossing. And so those
13 buttons, if you're deaf and blind, you push the button and
14 you hold -- you keep your hand there, and it vibrates when
15 the walk sign comes on. So even if the signals are on
16 recall, meaning they're automatic, there's still a button
17 there. And frequently, if you're in downtown Silver Spring,
18 for example, you don't have to push those buttons. I
19 actually had someone who complained to us one time and said
20 I can't believe you guys make pedestrians push the button,
21 because every time she got there she pushed the button. And
22 I said, If you just show up and don't push the button, the
23 walk sign is still gonna come on, but we have to have the
24 buttons there for people who have disabilities. So you're
25 always gonna see the buttons. There always has to be a

1 button there. But whether they're on recall, meaning
2 they're automatic or not, is a programming issue, which we
3 can change. Even if it's not installed or is installed, we
4 can change it in the future.

5 MS. CHENG: Lori, do we have anyone raising their
6 hand online?

7 MS. MAIN: I do not.

8 MS. CHENG: We'll go with someone in person.

9 MS. ERNST: I was wondering if maybe Matt could
10 just talk to us and educate us about, in general, how
11 redesigning this entire intersection at University Boulevard
12 and Amherst Avenue will make it safer for everybody. I
13 mean, automobile drivers, it'll be safer. It'll be safer
14 for pedestrians, because now I use that intersection a lot
15 as a pedestrian. I see young people, older people, I see
16 people, you know, trying to cross this intersection, and
17 it's very dangerous. So maybe someone could give us a big
18 picture of why this project isn't just for bicyclists, you
19 know. I mean, I'm a bicyclist; I'm a pedestrian; I'm a
20 driver. I do all these things. Can someone please explain
21 how all these things work together to make everyone safer?

22 MS. CHENG: Yeah. So it might be hard for
23 everyone to see, so if you would like to come closer, or you
24 can look at it later. We can do the slide thing because we
25 have technology, if it works, except it doesn't work. We

1 went to the wrong direction. Okay. Right here. All right.
2 So again we're talking about the intersection at University
3 Boulevard and Amherst Avenue. We're completely redesigning
4 this intersection, including the traffic signal. Here we
5 have to propose two-way cycle track on the top of the
6 screen, which is the west side of Amherst Avenue. We're
7 adding corner islands to heightening the curb radius for
8 this whole intersection. Now, how does that help in terms
9 of safety? Well, with a tighter corner radius, it forces
10 vehicles, drivers to turn much slower. And these corner
11 vehicle also have truck aprons where it will help a larger
12 vehicle to make those turns. So it will make the
13 intersection just much safer when everyone is approaching it
14 slowly and making the turn slowly, and it will increase the
15 time for people to look for pedestrians also. We're
16 restriping all four corners for the crosswalk, as well as
17 adding the bike crossing here. We're also adding a bike
18 signal for this intersection. A bike signal is the same as
19 a traffic signal, but it's for bikes. So basically it will
20 give a signal, a green bike kind of like light bulb when
21 it's ready for -- when it's safe for a bike to go. So the
22 new of signal phasing and timing will include a phase for
23 the cyclists to cross University Boulevard safely. And
24 we're also adding no turn on red for this intersection so
25 that, you know, it will be safe for both pedestrian and

1 cyclists who will be crossing University and Amherst really.
2 Yeah. We're reconstructing the sidewalk approaches for
3 these. The curb ramps will be reconstructed so that it will
4 meet ADA compliance, APS signal push button will be
5 included. And yeah, I think that's kind of a high level of
6 what this intersection will look like in the future.

7 Any question following up?

8 UNIDENTIFIED SPEAKER: Not on that specific
9 intersection, but I am curious about this Prichard and
10 Amherst intersection. Are these curb bump outs to tighten
11 the turn radius?

12 MS. CHENG: Yes.

13 UNIDENTIFIED SPEAKER: Why have the county not
14 considered, as other people have mentioned -- are there
15 speed tables? Because this is a downhill slope meeting a
16 downhill slope. And I have to cross this every single day,
17 and I swear I'm gonna get hit one day, unless something is
18 done to physically, like, curtail that. I understand it's
19 like a narrower lane, but I went to the Netherlands. Speed
20 tables do this. You don't even need a stop sign to do it.
21 So like there and at the Reddie intersection it's the same
22 story on both of those.

23 MS. CHENG: Yeah. And we can take a look at it
24 and see if it is feasible, but one of the things that we
25 have to consider when we're adding speed table or speed bump

1 in general is whether the drainage will work. Because a lot
2 of times when we raise a certain area, we have to consider
3 how the waters flow when it rains. So we don't want to
4 make, you know, the road flood just because of that, but we
5 can -- we can take a look at it again and see what is
6 possible. We can potentially consider a raised crosswalk,
7 if, you know, that could help. But again we have to look at
8 the drainage area to make sure that the water will flow when
9 it rains.

10 UNIDENTIFIED SPEAKER: So as part of the master
11 plan, once this is put in place, what is the next step that
12 you're aware of at this point to take it and do something
13 perpendicular that will take you west of here? Because
14 you're mentioning Wheaton Plaza, downtown shopping; but,
15 essentially, once you leave that bike lane and you head
16 west, you're dealing with Reddie and you're dealing with
17 University. They're both very unsafe for bicycles.

18 MS. CHENG: Yeah. So for the Wheaton CBD area,
19 there is a planned, you know, bicycle network on both --
20 actually, on Reddie as well as on Blueridge, which is north
21 from University. Again, those are kind of like a long-term
22 plan of what we're trying to do to connect. And this
23 gentleman also mentioned Grandview, which is another piece
24 to connect people on bikes to downtown Wheaton. And so
25 there are so many things that we have in the plan. We only

1 have limited funding, you know, with things being more
2 expensive. Our next piece is actually -- it will probably
3 be the Blueridge, actually, in terms of east-west
4 connection, so that'll be upcoming. I don't know when yet.
5 Again, we have to relook at our budget for the whole
6 transportation in general or just funding in general. But
7 there is a planned network for Wheaton, downtown Wheaton in
8 general. But that's a good question.

9 UNIDENTIFIED SPEAKER: Thank you.

10 MS. CHENG: Thank you.

11 MR. NINAN: Following up on that and coordinating
12 it with something else, both of these obviously intersect
13 with an SHA property, and SHA has been promoting this
14 University corridor thing, which will terminate right where
15 you are here. So I guess the question is the coordination
16 there. I know that's a longer-term plan, theoretically, if
17 we are going to -- I don't know how that timing's going to
18 work out. But what is the coordination between SHA and
19 MCDOT for this particular intersection where University and
20 Amherst is which is a terminus for their project?

21 MS. CHENG: Yeah. So we've been coordinating with
22 them for this particular intersection. We have submitted
23 our traffic impact statement to them. They have looked at
24 our preliminary design and approved of it. So moving
25 forward, we just have to get their blessing on the final

1 design. And then, obviously, throughout construction we
2 have to coordinate with, you know, working in the right of
3 way. But they are aware of this project, and they pretty
4 much gave us the approval after, you know, coordinate --
5 making sure that we meet their standards and their criteria
6 in terms of for the bike signal and also reconfiguring the
7 intersection.

8 MR. NINAN: So, assuming that you go first and you
9 make your changes, whatever their requirements are won't
10 undo what you guys have already done? In other words -- you
11 know where I'm coming from. You know, it happens. It
12 happens all the time.

13 MS. CHENG: At this point, no, but --

14 MR. NINAN: The left hand does not always talk to
15 the right hand, which brings us to Blueridge, which we'll
16 talk about separately, but that whole Blueridge-Georgia
17 issue really gets more complicated because you want to have
18 that west bike lane.

19 MS. CHENG: Yes.

20 MR. NINAN: But that also prevents cars that are
21 trying to go north on Georgia from University having -- so
22 we lose a turn lane there. So there really needs to be some
23 community input into that --

24 MS. CHENG: Yes. Absolutely.

25 MR. NINAN: -- particular intersection because

1 nothing's happened there. It's horrendous. We've been
2 fighting with DOT forever and a day to do something and then
3 it gets caught. And then you talk to SHA and they're like,
4 Well, we don't know anything about that so --

5 MS. CHENG: Yes, yes.

6 MR. NINAN: -- that needs to be high up there on
7 the priority list.

8 MS. CHENG: We understand, and we've taken note of
9 that.

10 MR. NINAN: Thank you.

11 MS. CHENG: Thank you.

12 Anyone on line, Lori?

13 MS. MAIN: No.

14 UNIDENTIFIED SPEAKER: Thanks. So people have
15 mentioned linkages of other bike paths in the future. It
16 seemed to make a lot of sense if you're going south of
17 Windham Lane roughly more or less parallel with Georgia
18 Avenue towards Silver Spring. Are there plans in works for
19 that?

20 MS. CHENG: Yes, there is. Yeah. So there is a
21 planned bike facility on -- I believe it's Woodland. Is it
22 Woodland Drive beyond Windham, I think? So there is a
23 neighborhood greenway that is planned for that section.
24 Now, Amherst is funded by the Wheaton BPA program, and it's
25 limited to Wheaton CBD area. And anything beyond Windham is

1 unfortunately not part of the Wheaton CBD anymore. I don't
2 believe we have a plan anytime soon for Woodland Drive yet,
3 but maybe Matt knows, because Matt knows everything.

4 MR. JOHNSON: Not everything, just everything bike
5 related. So yeah, Angel's correct. I just wanted to just
6 add a little bit. So this corridor from Arcola all the way
7 down to Montgomery College, Fenton Street, Woodland Drive,
8 Amherst Avenue, it's one continuous corridor with a few
9 interruptions. So the Fenton Street project, for those of
10 you who aren't aware, is at basically 100 percent design.
11 We're hoping to go to construction next summer, and that
12 will get the bikeway through downtown Silver Spring. It
13 connects to the Metropolitan Branch Trail just south of
14 Burlington Avenue around 410. So the Metropolitan Branch
15 Trail is a regional trail in Montgomery County. It runs
16 basically right next to Fenton Street down past Montgomery
17 College. There's a gap at the DC border, but DC is actively
18 working to connect their piece. Once you get into Fort
19 Totten Metro, it starts up again and it goes all at a Union
20 Station. So this is a continuous corridor that within the
21 next few years will go all the way from Union Station in
22 downtown Washington up to the north end of Silver Spring
23 CBD. This Amherst project will also get built. There'll be
24 a little bit of a gap, though, between Fenton Street and
25 Amherst in Wheaton. But Woodland Drive and Amherst

1 Avenue -- it's still Amherst just south of Windham. It's
2 still -- it doesn't change to Woodland until a little bit
3 further south. But those two projects that will at some
4 point we will do a neighborhood greenway and maybe more --
5 it may be phased. There is that medical campus that was
6 mentioned earlier that's kind of a gap, and then there's the
7 Beltway, which is also a gap. Now, the master plan does
8 call for some kind of better connection across the Beltway,
9 whether that's a wider sidewalk on Georgia Avenue underneath
10 the bridge, whether that's a new bridge across the Beltway
11 maybe even with Woodland Drive, we don't -- it's way too
12 early and it would be very expensive project. But FHA does
13 plan to rebuild that interchange in the future, and so there
14 is some potential that we could leverage a state project to
15 get that connection under the Beltway. And then the medical
16 campus, it's always possible that things redevelop over
17 time. It's in the master plan. When things redevelop,
18 they're required to be in compliance. So, as I said before,
19 we have a big county. We have lots of projects. It's a
20 network that's still growing. But if anyone wants to learn
21 more about what's in the bike master plan, you can go to
22 montgomeryplanning.org/bikeplan, and that will take you to
23 the whole plan. But there is a map there, which is -- I
24 always have that map open. I mean, this is just my day job,
25 but I always have that map open in a window on my browser

1 because I never know when someone's gonna ask me about a
2 project. So it shows everywhere the county contemplates
3 building low-stress bike network. So yes, there is -- it's
4 in the works, but it's not at the stage where we're in
5 design yet. So it's probably several years out. But once
6 these two projects are completed, it's going to be really a
7 high priority for us to kind of build that connection. But
8 exactly where the funding for that comes in is a little
9 different, because it's outside the BPA program boundaries.
10 So figuring out where we get that money is an open question
11 right now, but it's on our -- it's on our radar.

12 MS. CHENG: Thank you.

13 Do we have any other questions in person or
14 virtual on Zoom?

15 MS. MAIN: No questions.

16 MS. CHENG: All right. I think we'll stick around
17 for the next 10, 15 minutes maybe. Or should I just pass it
18 back to Phil? Back to Phil. Sorry. I totally don't know
19 what --

20 MR. MCLAUGHLIN: All right. Thanks, Angel. You
21 may be sticking around, right?

22 MS. CHENG: Yes. I'll be here in person.

23 MR. MCLAUGHLIN: Okay. Seeing that all questions
24 have been answered, we'll now conclude this hearing. As a
25 reminder, we will be keeping the record open for one month.

1 Written testimony and comments are due by Friday, January
2 12, 2024 at 6:30 p.m. Additional written testimony and
3 comments may be submitted by e-mail and must be received by
4 the close of the hearing record. Submissions should be sent
5 to Angel Cheng at angel.cheng@montgomerycountymd.gov, or can
6 be submitted online using the comment form at the following
7 link, which is seen on your screen, hopefully. We
8 appreciate all your comments and questions tonight. At this
9 time the public hearing is now concluded. Have a great
10 night. Thank you.

11 (The hearing concluded at 7:51 p.m.)
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CERTIFICATE OF COURT REPORTER

I, Shegaw Mekonen, the officer before whom the foregoing proceedings were taken, do hereby certify that said proceedings were electronically recorded by me; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.



Shegaw Mekonen, Court Reporter

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CERTIFICATION OF TRANSCRIPT

I, Nicole Mastrosimone, do hereby certify that the foregoing transcript, to the best of my ability, knowledge, and belief, is a true and correct record of the proceedings; that said proceedings were reduced to typewriting under my supervision; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

Nicole Mastrosimone

Nicole Mastrosimone
December 26, 2023

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