



Montgomery County Department of Transportation

GLENBROOK ROAD PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECT

PUBLIC INFORMATIONAL MEETING MINUTES

MAY 5, 2016, 7 PM to 9 PM at
Thomas W. Pyle Middle School Cafeteria
6311 Wilson Lane, Bethesda, MD

Montgomery County Department of Transportation (MCDOT) held a Public Informational Meeting for the Glenbrook Road Shared Use Path project, at Thomas W. Pyle Middle School, on May 5th at 7pm. Representatives from MCDOT, and the engineering consultant RK&K, presented the two concepts being considered. Concept 1 included a 10-foot wide concrete shared use path and on-street parking. Concept 2 included a 10-foot wide concrete shared use path and an on-street bike lane, and would eliminate parking along a portion of Glenbrook Road. Plans for the concepts are available on the MCDOT website.

Two residents attended the meeting, and offered the following comments on the concepts:

- They noted that there was a great deal of existing bike traffic along Glenbrook Road, particularly in the morning and evening, with a large proportion being commuter traffic traveling to and from the Capital Crescent Trail.
- They liked the efforts in both concepts to slow down vehicular traffic, and advised that there is currently a problem with speeding vehicles.
- They liked the inclusion of the shared use path.
- They generally preferred Concept 2, with the bike lane, and did not feel that the removal of parking was a problem.
- They advised that during rain events, the water run-off along Fairglen Lane tends to flood and overwhelm the inlet on the east side of Glenbrook Road, in the location of the proposed bike lane.

As requested, Pat Shepherd, the MCDOT Project Manager read aloud comments from a resident who was unable to attend the meeting. The comments from the resident were:

1. The important bike route between the Capital Crescent Trail and downtown Bethesda already exists. Bikers continue on the Capital Crescent Trail past the Bethesda Pool. They do not get off early to go into downtown Bethesda. Clearly, that's a misunderstanding. There is little bicycle traffic on Glenbrook Road, based on our experience as residents for 20+ years.
2. We were never informed or asked about alternatives being considered for on-street bike lanes, or we would have totally supported that option. The street bike lane is the best option, instead of a dual bike/walk/dog walk sidewalk. Bicyclists do not amicably share space on bike/trail paths with pedestrians, as has been reported repeatedly in the news about the Crescent Trail (i.e. Bethesda Magazine and Patch).

3. The current sidewalks were put in, after our initiating a petition (as concrete instead of asphalt) about 15 years ago. These sidewalks are only in need of minor repair, but if you want to waste taxpayers / county money on replacing the existing sidewalk, we insist it be replaced with concrete again.
4. The plans show the need for an extra foot from one side to the other side. There's been no explanation of where the foot is coming from. We do not want any of our landscaping to be affected.
5. We have no objections to removing the parking on Glenbrook Road, as long as both bike lanes are in the street and separate from the pedestrian sidewalk. We want to reiterate that it is a safety hazard to have a dual use lane 10' wide in front of the homes on the West Side of the street. As you pull out of the driveways, you do not see the bicyclists coming from the Bradley Blvd. direction.
6. Before adding a bump, access the situation after you have reduced the car lane on the street to a single lane. That change most likely will solve the issues, with no need for an added bump/noise annoyance. Nobody appreciates the added noise from cars going over bumps, as our neighbors on the other side of Glenbrook Road has shared with us.

Pat Shepherd clarified during the meeting that there was no speed bump (hump) used for traffic calming. The traffic calming proposed includes only median island treatments, as shown in Concept 1 – speed humps or speed bumps are not proposed as part of this project.

MCDOT will keep the record open for comments through Wednesday, May 25, 2016, and requests that all written or emailed comments be provided by that date. Construction of the shared use path is expected to take place in June 2016, repaving will take place after July 1 followed by striping. These elements are being constructed in conjunction with the Edgemoor/Bradley Hills Community Rehabilitation Project that is currently underway in the area.