

Responses to Preliminary Bikeway Recommendations - 3rd Submittal

Name	Policy Area	Page	Comment	Response	Action
Cochrane	General	General	<b>Keep shoulders in rural areas</b> -- Keep existing shoulders on long distance roads in rural and semi-rural areas, whether a path is provided or not, even if the shoulders aren't continuous. These types of roads are commonly used by touring/training cyclists. River Road west of Falls Rd is a good example (as noted in the plan).	We believe this is consistent with our recommendations.	No change.
Cochrane	General	General	<b>Differentiating sidepaths</b> -- This is not a new comment, but it would be nice to see a map differentiating bikeways that do and don't have to be shared with pedestrians, as an indicator of quality. The map would be easy enough to generate if we had a way of distinguishing sidepaths from protected bike lanes besides a note in the text. Hiker/biker trails can be shown as a third category, since they tend to be higher quality than sidepaths.	We can produce the requested map, but we do not envision this will be included in the bike plan.	Make map.
Cochrane	Clarksburg	10	<b>Clarksburg (general)</b> - This looks a lot like the 1994 plan for Clarksburg bikeways, which I vented about a few years ago: <a href="http://cyclemoco.com/2011/10/bikepath-crazy-in-clarksburg/">http://cyclemoco.com/2011/10/bikepath-crazy-in-clarksburg/</a> . The accommodations in this plan are almost entirely off-road. This needs discussion.	We will discuss this at the advisory group meeting.	For discussion. (Agenda Item 3a)
Joseph Allen	Clarksburg	15	Frederick Rd, Sidepath should be on East Side of Rd along park to provide direct access to campgrounds	Per long standing plans, MCDOT will construct a sidepath along the west side of MD 355 and the Parks Dept will construct a trail along the east side of MD 355.	No change.
Cochrane	Cloverly	16	<b>Briggs Chaney Rd</b> - This has existing bike lanes from Automotive Blvd. to Old Briggs Chaney Rd, which should be preserved in addition to providing a sidepath. Briggs Chaney Rd then has shoulders almost to New Hampshire Ave, which should be preserved because Briggs Chaney provides an on-road connection to the west, serves as a long distance semi-rural bikeway, and has numerous driveways. Although the shoulders end (and a sidepath begins) about 2000' before New Hampshire Ave, cyclists can use the "Piping Rock Greenway" and Bonifant to continue west without using sidepaths.	We are not opposed to preserving bikeable shoulders and bike lanes, as long as it remains feasible to implement the sidepath. We have a note in the "Standardized Bikeway Recommendations" page that the advisory group reviewed that states that on major highway, arterials and minor arterials that "Where space is available and does not substantially detract from the default bikeway, bike lanes or bikeable shoulders can be added." We can work with you to beef up that language, but do not want to recommend that the bike lane / shoulder be given the same level of priority as the sidepath.	For discussion. (Agenda Item 3a)
Cochrane	Cloverly	16	<b>Countryside Dr, Nees Lane</b> --FYI, if the ICC trail is built on the north side of the ICC through Upper Paint Branch Park, the trail would likely have to terminate at the Countryside neighborhood and utilize Countryside Dr and Nees Lane to reach Briggs Chaney Rd to continue east.	Okay, but for now we will reflect the alignment in the 2009 ICC Bikeway Functional Plan.	No change.
Cochrane	Cloverly	16	<b>Piping Rock Dr, Peachwood Dr, Windmill Lane, Lear Lane (from Briggs Chaney Rd to Bonifant Rd)</b> - This "Piping Rock Greenway" connects Bonifant Rd to Briggs Chaney Rd and allows cyclists to ride all the way from Automotive Blvd to Layhill Rd without using any sidepaths, assuming existing shoulders are retained on Briggs Chaney and Bonifant.	Okay.	No change.

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Cochrane	Cloverly	16	<b>Bonifant Rd</b> - Keep the existing shoulders to maintain a continuous road route from Automotive Blvd to Layhill Rd. I believe the sanctioned "ICC detour" sidepath would have to be on the south side of Bonifant from Pebblestone to Notley and on the north side from the trolley museum entrance (the ICC trailhead more or less) to Pebblestone, in order to avoid driveways and cross Bonifant at a signal. But additional sidepath would be useful to connect Alderton Rd (which links to the Matthew Henson Trail) to the detour trail somehow. Lack of room for all this plus shoulders is a problem. Maybe the ICC trail could even be routed along the ICC south of Bonifant, making the detour unnecessary. A larger assessment of the ICC and M.H. trails and Bonifant is needed at some point. <i>For now, recommend both a sidepath and shoulders and be flexible on the details.</i>	I believe our preliminary recommendations reflect these comments. Please let me know if this is not correct.	Follow up with Jack.
Cochrane	Cloverly	16	<b>Norbeck Rd/Spencerville Rd (Georgia Ave to Old Columbia Pike)</b> - Keep any and all existing shoulders, improve where possible, and call it a shoulder bikeway in addition to any path.	We will consider this.	Consider change.
Cochrane	Cloverly	16	<b>Norwood Rd</b> - Keep existing shoulders, call it a shoulder bikeway in addition to any path.	We will consider this.	Consider change.
Deborah Turton	Damascus	18	We need a bike facility on Hawkins Creamery Rd from Woodfield School Rd to Woodfield Rd. This road is a higher stress road. There are hundreds of houses off of Hawkins Creamery Rd that are less than 5 miles from downtown Damascus or the high school. Without access to a bike facility on Hawkins Creamery Rd they have no access to the Woodfield Rd bike facility. There are neighborhood routes for most of the houses east of Woodfield School Rd to get to any riders to the bike facility that would start at this point.	Where should the eastern terminus of the bikeway be?	Follow up with Deborah.
Cochrane	Germantown	20-27	<b>Germantown - General comment</b> -- According to the Germantown sector plan, "The Germantown of the future will be the center of business and community life in upper Montgomery County." And yet cyclists will be, for the most part, kept off the streets. It's unlikely this vision will attract many cyclists interested or comfortable riding in the road. With avid cyclists self-selecting not to live there (I wouldn't), transportation biking seems unlikely to develop any kind of critical mass, and the roads will be all the more dangerous for lack of cyclists using them. The remaining riders would probably be afraid to leave the protected network, yet it wouldn't be completed for years. Germantown doesn't have the robust population of cyclists like Bethesda or Silver Spring to rely on. Ultimately, building a community with zero opportunities for road riders may actually reduce the use of the low stress facilities by driving cyclists away. The plan should provide at least a modest number of bikeable road routes to get from area to area in Germantown.	We will discuss this at the advisory group meeting.	For discussion. (Agenda Item 3a)
Cochrane	Germantown	20-27	<b>Germantown Rd/MD 118 (east of MD 355) and Watkins Mill Rd (to at least Stedwick Rd)</b> - This is one the few major roads that serves road cyclists in Germantown, and it's a key route from Germantown to the west side of G'burg and Montgomery Village. MD 118 has a center lane that allows drivers to pass cyclists, which could be ruined with little effort. Or the road could actually be improved for biking. Parts of Watkins Mill Rd are narrow, but the rest is wide. So call these a shoulder bikeway in addition to any path.	Same as response to "Germantown - General Comment"	For discussion

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Cochrane	Germantown	20-27	<b>Century Blvd (Aircraft Dr to Middlebrook Rd)</b> - This is the heart of the Germantown town center. Yet for all the planned paths and protected bike lanes in Germantown, Century Blvd lacks any bike accommodations. The "interested but concerned" riders attracted to Germantown for its low stress bikeways might be helpless here.	This road has been rebuilt in the past 10 years with a 70' right-of-way and brick sidewalks. Unless the need for on-street parking drops, I see no way to get space for bicycling (and that would only get you 8 ft).	No change.
Cochrane	Germantown	20-27	<b>Century Blvd (Aircraft Dr to Father Hurley Blvd)</b> - There appears to be ample width, which should provide space for on-road bike accommodations. This is complicated by the CC Transitway I suppose.	We are recommending two-way separated bike lanes. We could consider changing this to one-way separated bike lanes. But we do not think conventional bike lanes in addition to separated bike lanes are necessary.	Follow-up with Jack.
Cochrane	Germantown	20-27	<b>Observation Dr, Shakespeare Dr, Seneca Meadows Pkwy, Crystal Rock Dr (south of MD 118), Wisteria Dr (south of MD 118)</b> - Most of these have ample width and some will be rebuilt, which should allow for road diets, providing room for on-road bike accommodations. That's why I asked for on-road space in the Germantown sector plan in addition to sidepaths, and the County Council agreed (in the form of wide outside lanes or something similar, reflecting the standards then, but bike lanes would be better, as part of a dual bikeway). I make the same recommendation here, with appropriate caveats (since I don't know all the constraints on each block).	Same as response to "Germantown - General Comment"	For discussion. (Agenda Item 3a)
Cochrane	Germantown	20-27	<b>Crystal Rock Dr (Father Hurley to Rexmore), Wisteria Dr (north of MD 118)</b> - Since these will already be getting a path, why not provide conventional bike lanes on both sides instead of protected bike lanes? I guess I need to understand the constraints better. Generally, Crystal Rock and Wisteria (entire lengths) could be part of a core set of road routes serving Germantown given their location and length, if we must choose sparingly.	We are recommending two-way separated bike lanes on the east side and two-way separated bike lanes transitioning to a sidepath on the west side.	No change.
Cochrane	Germantown	20-27	<b>Schaeffer Rd (Richter Farm Rd to Clopper Rd)</b> - This is a key connector to the Ag Reserve and the Soccerplex. It has shoulders already, which should be preserved, so call it a shoulder bikeway in addition to any path. (South of Richter Farm Rd, cyclists can ride in the road easily enough).	Same as response to "Germantown - General Comment"	For discussion. (Agenda Item 3a)
Cochrane	Germantown	20-27	<b>Richter Farm Rd</b> - This has existing shoulders, reportedly because DOT was thinking of bikes at the time. Traffic speeds make it work for cyclists, but restriping could help by making them wider. It's a good connector to Schaeffer Rd too. Make a shoulder bikeway in addition to any path.	Same as response to "Germantown - General Comment"	For discussion. (Agenda Item 3a)
Cochrane	Germantown	20-27	<b>Hopkins Rd</b> - Similar comment as Richter Farm Rd.	Same as response to "Germantown - General Comment"	For discussion. (Agenda Item 3a)
Cochrane	Germantown	20-27	<b>Dawson Farm Rd</b> - It's unclear why this needs to be a four lane road. Provide buffered bike lanes or shoulders.	Agree, but we do not have the ability to conduct the necessary traffic analysis to reduce this from 4 lanes to 2.	No change.
Cochrane	Germantown	20-27	<b>Wisteria Dr (south of MD 118)</b> - This has a fair amount of extra pavement to work with, and is a useful bike connection already. Provide bike lanes or shoulders.	Same as response to "Germantown - General Comment"	For discussion. (Agenda Item 3a)
Joseph Allen	Germantown East	21	Remove reference to proposed Midcounty Highway (does not exist and is not currently funded)	I don't want to take this recommendation out because MidCounty Highway is not funded, as there are many roads that are planned but unfunded for which we have bikeway recommendations. We do understand that the Council is considering changes to MidCounty Hwy, and we will reflect those if and when the Council acts.	No change.

**Responses to Preliminary Bikeway Recommendations - 3rd Submittal**

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Cochrane	Olney	28	<b>North Branch Trail</b> - Shouldn't this planned trail be shown in the plan for Olney, Aspen Hill and Derwood? Construction will start in a year or two.	Per discussion with the Parks Dept, we are only to show four park trails: Capital Crescent Trail, Matthew Henson Trail, Rock Creek Trail and Sligo Creek Trail.	No change.
Cochrane	Olney	28	<b>MD 108 (Olney to Damascus)</b> - I like declaring shoulder bikeways even if the shoulders are intermittent, but they don't even meet that standard on 108. Is this a realistic recommendation?	Shoulders would need to be added to this road.	No change.
Joe Fritsch	Olney		OlneyPlanned trail #1 it to Morningwood Dr, not Morningside Dr.	We will make this change.	Make change.
Joe Fritsch	Olney		Where exactly is Olney Bikeway #2 ? Is part of this the driveway through Safeway?	While we understand that the Safeway was recently renovated, there is potential for the area to redevelop to even greater density. If that happens -- and it is likely a long way off -- the driveway would become a new road.	No change.
Joe Fritsch	Olney		Wellfled Dr has east and west sides not north and south	We will make this change.	Make change.
Cochrane	Potomac	32	<b>Potomac general comment</b> - The draft plan recommends some shoulder bikeways in Potomac, which is good. But it needs more, mainly to preserve the shoulder bikeways that already exist. Potomac land use west of Seven Locks Rd tends towards larger lots and less commercial delopment. Even in the more suburban parts of Potomac, the ratio of road cyclists (touring/training riders and those making longer trips) to low-stress riders (making shorter transportation trips) is higher than in most areas. It's a gateway to the Ag Reserve and it's popular among road riders in its own right. Destinations tend to be farther apart. So sidepaths are less needed and shoulders are more needed here than in many areas. Removing shoulders from key roads would deteriorate conditions for the predominant rider type and take away the bikeability that makes Potomac popular for riding in the first place.	We will discuss this at the advisory group meeting.	
Cochrane	Potomac	32	<b>Democracy Blvd (Seven Locks Rd to Falls Rd)</b> - The bikeable shoulders must be retained. This is an important east-west route for road cyclists riding to Potomac and rural areas. A path is most needed from Seven Locks Rd to Newbridge Dr where the westbound shoulder is missing or tight and cars reach speeds of 50-55 mph (but still call it a shoulder bikeway as well). West of Newbridge, however, the case for a sidepath is weaker and shouldn't preclude shoulders.	We can reflect bikeable shoulders west of <b>Seven Locks Rd</b> .	Make change.
Cochrane	Potomac	32	<b>Tuckerman Lane (Seven Locks Rd to Falls Rd)</b> -This is a another key east-west route for road cyclists, and it has nice shoulders for biking which should not be removed. The overwhelming need here is to serve road cyclists. Additionally, the segment from Seven Locks Road to Gainsborough Rd is in need of a sidewalk. Tuckerman Lane bike accommodations will be the subject of a public meeting on June 15th. See also my comments in North Bethesda policy area.	MCDOT is currently considering separated bike lanes on the road. We plan to reflect whatever bikeway they ultimately select.	No change.

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Cochrane	Potomac	32	<b>Bells Mill Rd (Seven Locks Rd to Falls Rd)</b> - Traffic speeds are not high, which solves a lot of problems. There are three distinct segments, some with shoulders and some without sidewalks. Existing shoulders (Democracy Lane to Falls Rd) should be retained. Missing sidewalk should be added on the portion most likely to get pedestrian use (Deborah Dr to Seven Locks). Widening sidewalks to make them shared use paths would be beneficial, but forcing cyclists to use them would create conflicts by forcing them to cross driveways and mix with children walking to school. Shoulders should take priority over adding sidewalks west of Gainsborough Rd, though it seems feasible to do both.	We think the priority is shoulders -- this is very much a residential area.	No change.
Cochrane	Potomac	32	<b>Falls Road (Dunster Rd to River Rd)</b> - The east-side shared use path project here is still identified in the county budget, but it's not funded because it would be enormously expensive (\$20 million last I checked). The road also lacks shoulders for the most part, and while adding shoulders would add a much needed road route and provide a safer walking experience, it's likely to be very expensive as well. The backup plan is to add a sidewalk that may occasionally cross from one side to the other. Shoulders can remain in the plan in case they become viable when a sidewalk is added, but are probably wishful thinking.	Ok	No change.
Cochrane	Potomac	32	<b>Gainsborough Rd (Seven Locks Rd to Bells Mill Rd)</b> - The existing shoulders, which are not delineated, should be retained to preserve the bike-friendly conditions there now. Parking is permitted in the shoulders, and tends to be either unused or completely full (when Churchill H.S. is in session). When on-street parking is full, drivers must go very slowly because it's narrow. So it works. Widening the sidewalks to path width would be welcome and could probably be done without impacting the shoulders, but cyclists shouldn't be forced to use them due to driveways and frequent pedestrian conflicts, hence the need for shoulders.	We do not envision removing the shoulders, but we do not believe they take priority over the sidepath.	No change.
Cochrane	Potomac	32	<b>Postoak Rd</b> - This is yet another primary street with parking on both sides, often unoccupied. Consider calling it a shoulder bikeway.	We do not envision removing the shoulders, but we do not believe they take priority over the sidepath.	No change.
Cochrane	Potomac	32	<b>Montrose Rd (Seven Locks Rd to Falls Rd)</b> - This has existing shoulders which should be retained, though it's not as critical as some roads. DOT found a way to add a sidewalk abutting the shoulder in the last couple years, with the shoulders providing some buffer.	We do not envision removing the shoulders, but we do not believe they take priority over the sidepath.	No change.
Cochrane	Potomac	32	<b>Seven Locks Rd (north of Montrose Rd)</b> - The path recommendation is fine, but there is no room to add shoulders on this segment. I pushed for shoulders there for years, but the Parc Potomac development was allowed to go in without providing shoulders (even the sidewalk is terribly squeezed for no good reason). Fortunately a serviceable shared use path exists on the west side already.	Okay	No change.
Cochrane	Potomac	32	<b>Seven Locks Rd (Bradley Blvd to River Rd)</b> - The path recommendation is fine, but there is no room to add shoulders, so it doesn't need to be a shoulder bikeway.	Our understanding was that the facility plan for Seven Locks Rd (supported by the Council) includes bikeable shoulders and so we think we should reflect them.	No change.
Cochrane	Potomac	32	<b>Falls Chapel Way</b> - Whether noted in the plan or not, this road should continue to provide shoulders. The shoulders, which are not delineated, allow parking, but the parking is only sparsely used.	We do not envision removing the shoulders, but we do not believe they take priority over the sidepath.	No change.
Cochrane	Potomac	32	<b>PEPCO Utility trail</b> - Show this starting at Westlake Drive. It would probably use Seven Hill Lane to avoid the steep slope east of Seven Locks Rd.	The PEPCO Trail design committee is not planning to extend the trail south of Tuckerman Ln due to very steep grades.	No change.

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Cochrane	Potomac	32	<b>Westlake Drive</b> - North of Westlake Terrace (roughly) this already has wide bike lanes, as well as a path on the west side. There is no reason to eliminate the bike lanes, even if they don't quite reach Westlake Terrace. From Westlake Terrace to Democracy Blvd, per agreements with Westfield Montgomery Mall, a path is planned for the east side (not the west side), the sidewalk on the west side will be set back from the street, and the street will be widened to add bikeable shoulders, if/when the mall expands. If the mall doesn't expand, this isn't really feasible.	We will recommend the sidepath on the east side of Westlake Dr. If there is sufficient space for bike lanes and a sidepath, then we are okay with preserving the bike lanes, but we do not think they are the priority on this road.	Partial change.
Cochrane	Potomac	32	<b>River Rd (Counselman Rd to Gary Rd)</b> - While separated a facility would be good, two-way protected bike lanes seem less feasible than a shared use path, so the exact treatment should be left TBD. To retain a sidewalk <i>and</i> provide protected bike lanes would probably require removing a travel lane and the River/Falls intersection is heavily congested already. But widening the sidewalk might be possible by moving the curb and narrowing the existing travel lanes.	A sidepath would be an appropriate interim treatment, but if / when the area redevelops separated bike lanes should be implemented.	No change.
Stacy Cook	Potomac		Oaklyn Drive from Falls Rd to Persimmon Tree Rd - the existing path there is insufficient for fast riders	Agree - it is low quality.	No change.
Joseph Allen	Riffle Ford Road	26	Should be at least buffered bike lane	Okay.	Make change.
Cochrane	Rural East	34-35	<b>Sandy Spring Rd/MD 198 (from Rt. 29 to PG County line)</b> - This road has wide shoulders that appear to be good for cycling as far as Old Gunpowder/Bond Mill Rd in P.G. County (even though they're occasionally overlaid with turn or merge lanes). Then cyclists can continue via Old Gunpowder/Bond Mill, even to Laurel. SHA is likely to retain the shoulders and even improve them for bikes by restriping, given their policy to provide for cyclists wherever there's space to do so. So identify Sandy Spring Rd as a shoulder bikeway plus whatever path is needed.	This road is the subject of an SHA study, and most of the alternatives include shoulders and a sidepath. We will add bikeable shoulders to the recommendation.	Make change.
Cochrane	Rural East	34-35	<b>Woodfield Rd/MD 124 (Airpark Rd to Rosewood Manor Ln)</b> - This already has robust bike lanes and a shared use path (thank you SHA!). There is no reason to remove the bike lanes.	We do not envision removing the bike lanes, but we do not believe they take priority over the sidepath.	No change.
Cochrane	Rural East	34-35	<b>Woodfield Rd/MD 124 (Rosewood Manor Ln to East Village Ave)</b> - This 800' segment has a sidewalk (which should be improved) and a southbound shoulder which should be preserved by indicating it as a shoulder bikeway, even if it's not terribly feasible to add a northbound shoulder. East Village Ave is worth connecting to. There is however a good alternate route to avoid the 800', using Hadley Farms Dr and Cinnabar Dr to East Village Ave, so it's not a critical issue.	We think the sidepath is the priority.	No change.
Cochrane	Rural East	34-35	<b>ICC Trail west of Needwood Rd (northern detour)</b> - The latest plan is to provide a northern detour/extension of the ICC Trail along Muncaster Mill Rd west of Needwood Rd (as a sidepath), on Applewood Lane (in the roadway), and then alongside Midcounty Hwy Extended (as a path) to Shady Grove Rd and beyond. This should be drawn and noted on this map and the Derwood map (submission 2, page 8).	We are missing the Applewood Ln segment and will add that as a neighborhood greenway.	Make change.
Joe Fritsch	Rural East		Olney Laytonsville Rd, might be good to put the orange on the North (East) side to properly represent which side of the road the trail will be on.	Thanks. This is a more extensive issue that needs to be addressed in many of our maps.	Make change.

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Joseph Allen	Rural West	39	Lack of connectivity to C&O Tow Path	There are a number of ways to get to the towpath, but we do not think they need a designated bikeway to make them low stress. Are there any locations in particular you are concerned about?	Follow up with Joe.
Joseph Allen	Rural West	39	Should include bike lanes where present and extend them rather than bikeable shoulders; transition them across turns	Further discussion needed.	For discussion. (Agenda Item 3a)
Joseph Allen	Rural West	39	Seneca Rd should be bike lane	Further discussion needed.	For discussion. (Agenda Item 3a)
Joseph Allen	Rural West	39	Lack of connectivity to White's Ferry to Virginia; extend bike lane or at least bikeable shoulder	Further discussion needed.	For discussion. (Agenda Item 3a)