

Comments on Preliminary Bikeway Recommendations -- 1st Submittal

#	Name	Policy Area	Page	Comment	Response	Action
1	Phil Shapiro	General		Maps are too dense. Very hard to track map element with following tables. Suggest that table elements are numbered and number placed on map. Also suggest that maps are layered by category to make it easier to read. Label for shared roads hard to distinguish with label for separated bikeways	The most difficult map to read is the Bethesda - Chevy Chase map. We are considering splitting this into two sections. We will consider numbering the bikeway recommendations, but are concerned this will clutter the maps. We will reconsider the colors of the bikeways.	Consider change.
2	Phil Shapiro	General		Plan recommends a lot of neighborhood greenways. This treatment could have unanticipated consequences and should be pilot tested in County before they are recommended for wholesale use. Citizens will probably not like these since they will discourage movement within neighborhoods and other factors. Wholesale use could also have major impact on traffic flow. Before wholesale use is recommended, a thorough analysis is needed.	Disagree, the main elements of neighborhood greenways - traffic calming and traffic diversion - have been used by Montgomery County for many years. And it is not clear why they would have a major impact on traffic, since they are only recommended on low-volume residential streets. But before neighborhood greenways are implemented we would expect a thorough evaluation by MCDOT.	No change.
3	Phil Shapiro	General		What were the criteria used to designate type of bicycle treatment for each location. Some seem rather inappropriate. For example creating a neighborhood greenway on East West Highway between Rock Creek trail and Grubb road is not appropriate since E_W highway functions as a major arterial. Even if this one is in error there are other questionable designations.	The criteria are described in the Framework Report and the Bicycle Facility Toolkit. On East-West Hwy, neighborhood greenways are recommended on the frontage roads, not the major highway.	No change.
4	Phil Shapiro	General		May want to consider layering maps. One layer for each bikeway type with the final map showing all facilities and connectivity.	Not sure this would be practical (currently we plan to have about 40 maps, this would increase the number of maps to about 240). But if the point is that some of the maps are difficult to read, we can work on that in other ways.	No change.
5	Phil Shapiro	General		Label the tables so that if they are separated from map, one knows what they refer to.	Good point, we will make this change.	Consider change.
6	Phil Shapiro	General		It becomes confusing to distinguish between categories and specific types of bikeways. Perhaps you could use a different color for category pages.	We will consider this.	Consider change.

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7	Eva Waaks	General		This brings up a small side-idea of mapping. As different bike lanes get built over time, we should make public a map of the surrounding area in order to avoid the scenario of confused young bikers ending up in high difficulty lanes. We should make public a "difficulty level" system which can help parents understand the different types of lanes available, and which ones they feel comfortable letting their kids use. This also applies to non-recreational adult bikers. Of course, we would then have to think about how to get these maps and all the changes made to them over time as accessible to the public as possible (and not just those following the plan). However, this would be crucial in order to increase the amount of people (of all levels) using the bikeways.	We think our bike stress map at www.mcatlas.org/bikestress is a good way to convey difficulty level to community members.	
8	Peggy Dennis	General		I see little evidence that routes – particularly shared roads and neighborhood greenways – have been proposed to facilitate access to schools, community centers and libraries. Every public facility should be surrounded by Shared Roads or Neighborhood Greenways. example: Garfield St. does not provide Safe Routes to Schools access to Bradley Hills E.S. - suggest run Shared Road along Hempstead one block to west from Johnson Ave. past Ayrilawn Park, crossing Greentree (bus stop there) past the elementary school and end at Roosevelt, then head east one block on Roosevelt and south on Garfield to Aberdeen.	Agree that more work is needed around schools and other public facilities.	Consider change.
9	Phil Shapiro	General	2	The description of priority share lanes is inconsistent (plus there is an extra but in it). In the beginning of description you say it is for higher stress roads and then you use Carroll Ave which you say is moderate stress. (perhaps you meant to say that after implementation it would be moderate.	Agree this is confusing. By "higher stress" roads we meant those roads that are currently considered high stress or moderate stress.	Make change.

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10	Paul Daisey	Trails Definition Examples	4	add Matthew Henson Trail as an example of an off-road trail	Agree.	Make change.
11	Eva Waaks	Trails Definition Examples	4	<p>The setup here is very well thought out, and includes everything I had been hoping for. I am especially happy with creating separate lanes in trails with higher levels of walking. One consideration to make could be the width of these trails and in-trail separate bike lanes. In narrow trails such as the one pictured on page 4, a separate bike lane is impossible, but in trails such as the Capital Crescent trail the path is wide enough to include a reasonably wide bike sidepath which is more comfortable than fighting through the hordes of pedestrians. The same goes for the Georgetown Branch trail which parallels Montgomery avenue (neither of these effectively separate their bikers and pedestrians).</p> <p>A medium sized biking space on these trails could serve for all biking abilities, however, on narrower trails a thin "fast lane" area could serve for the experienced "commuter" or recreational bikers which feel constrained by pedestrians and slow bikers, while slower bikers can feel more comfortable riding next to pedestrians, without having to make room for the experienced bikers (one thin lane for fast bikers, a wider lane for slow bikers and pedestrians). In trails, very fast bikers are the equivalent of fast cars for many inexperienced bikers, especially in a narrow area or a high density pedestrian area. This stress can definitely deter these folks from biking, and something like the above suggestion could help.</p>	Agree, we would like to provide separated space for bicyclists on trails with a lot of activity.	
12	Eva Waaks			<p>This is a really good type of bikeway. However, it works best only on a wider street, and with knowledge of the streets one will ride. There is something of this sort on Little Falls Parkway, perpendicular to the Capital Crescent trail, which while it does work, there are two things to consider here:</p>		

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13	Eva Waaks			1. This area is not wide enough to have a bike lane of this sort and avoid distractions. The car travels through a narrow path, between a buffer and a line of obstacles (flex posts similar to those on page 5) which separates the bike lane parallel to the street. There are many signs sticking up in this area, in addition to the posts sticking also up to separate the bike lane. This creates a huge distraction for the driver which is already driving in a narrow space. This creates the most danger at night, in which it is already difficult to see the biker cross, but now, there are tons of illuminated posts, signs, and the like sticking out in front of the driver. It is thus very hard to see people crossing the Capital Crescent trail.	I'd refer you to Pat Shepherd at the Montgomery County Dept of Transportation who was the project manager for this bikeway.	
14				2. This type of bike lane is very suitable for inexperienced bikers, however, the one which I described above, ends abruptly in the middle of a very busy, almost non-bikeable street. This makes it essentially useless for these inexperienced bikers. Referring now to the maps, I think it is highly important to make sure that there is a network of bikeable streets for inexperienced bikers, not just segments which then turn into the less favorable (for this demographic) striped bikeways. Unless it is completely impossible because of the streets we are dealing with at a particular location, we must make sure that someone comfortable only on separated bike lanes and the like, does not get spit out into a narrow striped path on a busy street.	Agree -- we need to consider whether we can extend a bikeway to the south on Little Falls Parkway.	Consider change.
15	Phil Shapiro	Separated Bikeways	5	Photo is of 2-way separated bike lane. This photo should accompany photo page 7 and the text should describe both one-way and two way.	Agree to make change to text. The point of the image is to show the bikeway is separated from traffic. Adding a second image would not work well in the limited space we have.	Make change.

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16	Eva Waaks	Sidepaths	6	These are a great alternative to trails. My only suggestion here would be to make sure that we create a sidepath that does not somehow evolve into a trail, and attract more pedestrians (especially dog walkers), thus less biking commuters which need to get somewhere fast.	We agree that bikeways become less useful for bicyclists when a lot of pedestrians using them. In those instances we are recommending separation between bicycling and walking.	
17	Paul Daisey	Striped Bikeways Definition	8	"reports" should be "report" in 2nd para, 2nd sentence	Okay.	Make change.
18	Jack Cochrane	General	9	Do not depict a substandard buffered bike lane, i.e. one that puts cyclists in the door zone. Also the buffer is a little narrow to be the poster child for buffered bike lanes.	We will look for another image.	Make change.
19	Phil Shapiro	Buffered Bike Lanes	9	Photo is confusing with bullet 3	We will consider ways to make it less confusing.	Consider change.
20	Eva Waaks	Buffered Bike Lanes	9	This is the best uncomplicated type of bikeway. The buffers create a feeling of safety similar to that which colored pavement or lines would. A suggestion here (when looking at the example on page 9), however, could be to put these lanes behind the row of parked cars. An important thing to consider is how opening car doors will usually be on the driver side of the car (left). Creating a bike lane of this sort, but putting it on the other side of the parked cars creates a higher feeling of safety, and will likely decrease the risk of car doors opening on cyclists. The same ideas can be applied to Advisory bike lanes.	This would fit the "separated bike lanes" category on page 7.	

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21	Eva Waaks	Conventional Bike Lanes	10	<p>These lanes are pretty much only comfortable for more experienced bikers. The example (page 8) on Battery lane is one I am quite familiar with. The bike lane being in the middle of the road, and not even on the side of the road, makes this particular bike lane even less attractive to students and commuters. The cars on Battery lane pass quite frequently, and with enough speed to be intimidating. Not to mention many of them drive into the bike lane since it is an exposed narrow curve in the middle of the street. My first suggestion here would be not to create this type of bike lane (passing through the middle of the street) unless there are no other options.</p> <p>Cars are parked on the other side of the bike lane, and there is enough space also in the event of opening car doors- meaning there is enough space to create a bike lane on the other side of these parked cars, and use the row of parked cars as a buffer. Either way, the best type of non-buffered striped bikeway, would have to be next to the sidewalk, on the side of the street (creating more of a feeling of safety), not in the middle of the street.</p> <p>Currently, many of these lanes also end suddenly, at a busy street (refer to the Battery lane bike lane).</p>	We can consider separated bike lanes on Battery Lane, after approval of the Bethesda Downtown Plan.	Consider change.

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22	Eva Waaks	Conventional Bike Lanes	10	<p>Very Important Thing to Consider- the issue of the white lines being just plain confusing. This can also be seen in Battery lane and in many streets with this type of bike lane. There are too many white lines signifying different things, that it becomes confusing to distinguish what separates what. For those riding bikes here, it also destroys the feeling of safety. What if we were to create bike lanes with dotted, or colored lines/ pavement instead?</p> <p>For example- Market street in San Francisco paints the pavement of their bike lanes green, Streetsblog, a website focusing on biking and transit, comments that these colored lanes are "creating the impression of greater safety and dignity for cyclists". http://sf.streetsblog.org/2010/05/10/san-francisco-gets-its-first-green-bike-lanes-on-market-street</p> <p>Lines or pavement colored differently clearly creates more of a feeling of safety for bikers, and makes it so that cars cannot confuse a biking lane as just another lane, or white line (also can be applied to buffered bike lanes, bikeable shoulders, or any on-street bike lane for that matter) . This is especially true when the driver is distracted, which applies to most people in rush hour, including most commuter cyclists who will also be using these lanes during this time.</p>	Agree, the Montgomery County Department of Transportation is making greater use of green paint to denote bike lanes.	
23	Phil Shapiro	Conventional Bike Lanes	10	Shows photo of Marinelli but doe not use as example	We will make this change.	Make change.
24	Jack Cochrane	General	11	Do not depict a substandard advisory bike lane, i.e. one that puts cyclists in the door zone.	This is not considered substandard.	No change.
25	Paul Daisey	Bikeable Shoulders Definition	12	remove ". emergency use and stopped vehicles" from 3rd paragraph	Text will be revised.	Make change.

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26	Paul Daisey	Bikeable Shoulders Examples	12	add Sligo Creek Parkway between University Blvd and Colesville Rd (U.S. Rt 29)	Bikeable shoulders generally only exist on the northbound side of the road. There are no shoulders on the southbound side, so to accommodate them the road would have to be widened. This would increase in imperviousness in Sligo Creek SVP and would not be supported by the Parks Department.	No change.
27	Phil Shapiro	Bikeable Shoulders	12	"for" emergency use	Okay.	Make change.
28	Paul Daisey	Neighborhood Greenways Definition	13	change "designated and designed" to "designed and designated" in the 1st para, 1st sentence, as that is the order in which those actions occur.	Okay.	Make change.
29	Phil Shapiro	Shared Roads	13	If shared road is not recommended nor used, why include it? Unlikely MC DOT will allow private developers to use it for same reasons.	Shared Road is the overall category, with shared streets, neighborhood greenways, and priority shared lanes. Each road is designated with one of the sub-category bikeway types. Document could display this better.	Consider change.

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30	Eva Waaks	Shared Roads	13	<p>The first thing I noticed in the first map was the amount of shared roads. From what I have seen, the shared roads are small, neighborhood streets. To get to school, I have had to ride down (and up) several of these streets. I think it's important to understand that younger or more inexperienced "commuter bikers" will still use the sidewalks in these cases. I'm not sure if this sidewalk over street biking is an issue we are trying to fix, but this is caused by cars parking on one both sides of the streets, creating a narrower area in the middle that bikers and cars have to share (a great example of this is actually Sudbury Road on the first map). On streets such as Rosedale Avenue across from Battery Lane, recycling bins occupy these sidewalks, making it necessary to share the street with cars. In the event of snow, piles of ice will occupy the sides of many of these streets, further minimizing the area bikers and cars have to share (also an occurrence on Rosedale avenue thus also likely an occurrence on the shared roads in this map).</p> <p>With that said, I also do not believe this is preventing too many bikers from commuting- just made these observations in case they are useful.</p>	The idea of the "red" neighborhood greenways is to create a bicycling space that is appropriate for kids by slowing down traffic and reducing traffic volumes.	
31	Paul Daisey	Priority Shared Lanes	15	remove "but" from "where but traffic" in 1st para, 2nd sentence	We will make this change in the "typical application" section.	Make change.
32	Phil Shapiro	Priority Shared Lanes	15	Format same as 2-14. See comment 1 re. Page 2. Photo of Brookline application does not allow vehicles to change lanes as described in text.	We will make these changes.	Make change.

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33	Eva Waaks	Silver Spring Takoma Park East Map	18	It is important that bikeways usable by all types of cyclists of different abilities are near schools and transit stations. The map of Silver Spring- Takoma Park does a wonderful job of this, with separated bikeways and trails that connect to the purple lines, and separated bikeways connecting to the blue line. Do these stations have adequate bike parking? It would be useful to see where the bike parking is in some of these maps (the Silver-Spring CBD map does lable parking).	The stations do not have adequate parking and we will be bringing recommendations to the advisory group about bike parking at transit facilities in the coming weeks.	
34	Paul Daisey	Silver Spring Takoma Park East Map	18	Separated Bikeways line color needs to be lighter orange or gold (my preference, they are the "gold" standard bikeways), and Shared Roads line color needs to be darker red; they are hard to tell apart when interspersed, e.g. Grove St, Sligo Ave, Woodbury St crossing Gist Ave. This comment applies to all subsequent maps as well.	We will work on this.	Make change.
35	Paul Daisey	Silver Spring Takoma Park East Map	18	The map does not show a connection on or near Piney Branch Rd. from Philadelphia Ave. to the D.C. line. This is a key missing connection to the bikeway in D.C. on Piney Branch Road to 13th Street NW. See comment below.	We don't believe there is a feasible option for providing dedicated space for bicycling along this segment of Piney Branch Road without removing on-street parking and the parking is heavily used. We could recommend priority shared lanes and provide an alternative bikeway.	No change.
36	Paul Daisey	Silver Spring Takoma Park East Map	18	The map does not show a connection on Wayne Ave from Sligo Creek Parkway to Sudbury Rd. This section of Wayne Ave is a vital connection to the Silver Spring CBD for the Highland View and Oak View neighborhoods, and between those neighborhoods. It is designated as a main connection between regional bikeways in the 2000 East Silver Spring Master Plan. See comment below.	We will extend the sidepath along the west side of Wayne Ave to Sudbury Rd.	Make change.
37	Phil Shapiro	Silver Spring Takoma Park East	19	Whwere is I-495 bridge	It is the extension of Caroline Ave. The three streets labeled I-495 Bridge, Fairway Ave, and Caroline Ave will be grouped as one bikeway.	Make change.

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38	Phil Shapiro	Silver Spring Takoma Park East	19	How do you suggest that ROW is dedicated for sidepaths and separated bike lanes on University Blvd and NH aves.	Right-of-way dedication occurs through the development approval process. Right-of-way that is not dedicated will need to be acquired by Montgomery County.	N/A
39	Paul Daisey	Silver Spring Takoma Park East Bikeways	21	<p>There is no entry for a connection from Piney Branch Rd. and Philadelphia Ave to the D.C. Line at Piney Branch Rd. and Eastern Ave. See previous entry. That section of Piney Branch Rd. is extremely "traffic calmed" and hilly, so it may not be desirable to have a Shared Road on that section. If not, I'd recommend the following 3 comments.</p> <p>Add: Street: Philadelphia Ave From: Piney Branch Rd. To: Baltimore Ave. Bikeway Type: Neighborhood Greenway</p> <p>Add: Street: Baltimore Ave. From: Philadelphia Ave. To: Takoma Ave. Bikeway Type: Neighborhood Greenway</p> <p>Add: Street: Takoma Ave. From: Baltimore Ave. To: Piney Branch Rd. Bikeway Type: Sidepath on West Side</p>	While this connection is steep, it does help to create a low stress bikeway in what is otherwise a missing connection, so we will consider it.	Consider change.
40	Paul Daisey	Silver Spring Takoma Park East Bikeways	21	The Silver Spring Takoma Park East Map shows a section of the Metropolitan Branch Trail from the D.C. Line at Piney Branch Rd. to New York Ave. and Fenton St., but there are no entries in this table describing the existing configuration as a sidepath along Fenton St. and Takoma Ave., or any future reconfiguration as a Trail.	We will add this to the bikeway table.	Make change.

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41	Paul Daisey	Silver Spring Takoma Park East Bikeways	21	The Neighborhood Greenway on Philadelphia Ave from Maple Ave to Cedar Ave is a path to nowhere if it isn't continued to connect past Holly Ave. to Piney Branch Road, which it should be, as part of a key route into D.C. See previous comments. I think such a continuation and the route proposed in the comments above is far preferable to connecting from Carroll Ave, Maple Ave., or Cedar Ave. to Piney Branch Rd. along Eastern Ave. No one would take the Master Planned alternative route of riding Ray Ave up the hill to Chicago Ave, only to ride back down the hill on Fenton St. and Takoma Ave. to Piney Branch Rd.	I understand the first part of the comment, but not the second part. Lets discuss.	Follow-up needed with Paul.
42	Paul Daisey	Silver Spring Takoma Park East Bikeways	21	Add: Street: Wayne Ave. From: Sligo Creek Parkway To: Sudbury Rd. Bikeway Type: Separated Bikeway. This section of Wayne Ave is a vital connection to the Silver Spring CBD for the Highland View and Oak View neighborhoods, and between those neighborhoods. It is designated as a main connection between regional bikeways in the 2000 East Silver Spring Master Plan.	As indicated above, we will extend the sidepath along the west side of Wayne Ave to Sudbury Rd.	Make change.
43	Phil Shapiro	Silver Spring Takoma Park East	21	City of Takoma Park is not a street	Correct, we will rename this bikeway through the City's parking lot.	Make change.
44	Phil Shapiro	Silver Spring Takoma Park East	21	Ethan allen (410) is a major arterial. Designating it as priority shared lane may not be safe.	Should we remove the recommendation? We do not believe it is desirable to widen the right-of-way on this road.	Discussion needed.
45	Paul Daisey	Silver Spring Takoma Park West Map	24	This map entirely omits the neighborhood bordered on the East by Colesville Rd, on the North by I495, on the West by the Sligo Creek Golf Course, and on the South by Sligo Creek Parkway. This is a key omission because Brunett Ave. is a key link between Sligo Creek Parkway (and its connections to the Silver Spring CBD) and the 4 Corners neighborhoods West of Colesville Rd. It was part of my bike route to EPA in the 1970s. Extend or add an insert to the map to include this neighborhood.	Correct, the map inadvertently excludes this area. We will revise the map.	Make change.

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46	Paul Daisey	Silver Spring Takoma Park West Map	24	This map omits Stewart Ave. between Brookville Rd. and the Capital Crescent / Georgetown Branch Trail. This is the current connection between that trail and the Brookville neighborhood. It should be signed and marked.	This road is intended to be a non-master planned route. MCDOT could sign and mark the road as a bikeway, but we do not a master-planned bikeway is needed.	No change.
47	Paul Daisey	Silver Spring Takoma Park West Map	24	This map omits the section of Lyttonsville Place from the bridge over the Georgetown Branch / Capital Crescent trail to Brookville Rd that is designated as part of the LB-1 proposed separated bike lane in the 2015 Lyttonsville Sector Master Plan. That section should be included.	The Council removed that section of the Lyttonsville Place bikeway when it approved the plan in February 2017. Staff argued to keep it in, but the Council felt that the bikeway only needed to extend to the ramp to the Capital Crescent Trail.	No change.
48	Paul Daisey	Silver Spring Takoma Park West Map	24	This map omits the section of Brookville Rd from Lyttonsville Place to Warren St that is designated as proposed shared roadway LB-9 in the 2015 Lyttonsville Sector Master Plan. That section should be included, and extended (past the plan boundary) to the intersection with Linden Lane and Seminary Rd. Together with the extension of Lyttonsville Place, Brookville Rd provides the only direct bicycle connection between the Rosemary Hills Neighborhood South of the Georgetown Branch Trail and the Montgomery Hills neighborhood North of the trail, which provides further connections north to Forest Glen, Wheaton, and Glenmont.	The methodology approved in the Bicycle Master Plan Framework Plan does not recognize a shared road on a industrial route as a master-planned bikeway. That does not preclude MCDOT from signing and marking this as a bike route.	No change.
49	Paul Daisey	Silver Spring Takoma Park West Map	24	This map omits the section of Linden Lane from Stephen Sitter Ave. to the intersection of Seminary Rd. and Forest Glen Rd. That section should be included as it provides the only direct connection between Brookville and Forest Glen. It also provides connection to the Rock Creek Bike trail via the Ireland trail and Ament St. The section of Linden Lane from Forest Glen to Forsythe Ave. was part of my bike commute to Treasury for 12 years.	This is a steep, winding and constrained environment with historic structures. We will take a second look to see if there is any possibility of adding a sidepath, but it seems unlikely.	Consider change.

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50	Paul Daisey	Silver Spring Takoma Park West Map	24	This map omits Forsythe Ave from Linden Lane to Jones Mill Rd. That section should be included as it is the most direct link from Linden Lane to Jones Mill Rd. and the Sligo Creek Trail northbound.	This is a steep, winding and constrained environment. We will take a second look to see if there is any possibility of adding a sidepath, but it seems unlikely.	Consider change.
51	Paul Daisey	Silver Spring Takoma Park West Map	24	This map omits Newcastle Ave. from Forsythe Ave to Linden Lane. That section should be included as it is the most direct link from Forest Glen to the Sligo Creek Trail. This section was part of my bike commute to Treasury for 12 years.	This is a steep, winding and constrained environment. We will take a second look to see if there is any possibility of adding a sidepath, but it seems unlikely.	Consider change.
52	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Forsythe Ave, Newcastle Ave, Linden Lane - Forms key connection between Silver Spring and Beach Dr. Call it a neighborhood greenway (bike lanes would've been nice on Linden when they built it). Also need to connect to the trail.	See response above.	
53	Jack Cochrane	General	24	There are some gaps between the maps, like Silver Spring-Takoma Park (West) and Silver Spring-Takoma Park (East)	The Silver Spring - Takoma Park (West) map inadvertently cut out a neighborhood west of Colesville Rd. This will be corrected.	Make change.
54	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Brunett Ave - Key Beltway crossing, not on any map. Maps don't come together.	The Silver Spring - Takoma Park (West) map inadvertently cut out a neighborhood west of Colesville Rd. This will be corrected.	Make change.
55	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Ament St - Identify this street as a greenway to connect to the trail leading to Rock Creek (Ireland Trail?).	Okay.	Make change.
56	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Lyttonsville Place - Why can't the PBL's be one-way? Road has lots of width.	The idea was to get people to the planned ramp down to the Capital Crescent Trail on the east side of the road.	No change.
57	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Brookville Road in Silver Spring - This should be in the plan as something (but not a path; if PBLs they must be 2 x one-way).	The Council just approved the Greater Lyttonsville Sector Plan without dedicated space for bicycling. While bicycling facilities would be useful on this road, they were excluded because there was a desire to maintain wider lanes for trucks and to not require additional right-of-way dedication through redevelopment. We could consider a sidepath along the south side of Brookville Road between Stewart Lane (provides access to the Capital Crescent Trail) and Seminary Road.	Consider change.

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58	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Michigan Ave, Talbot Ave, Grace Church Rd - This is critical now and could still be a useful connection after the CCT is done because it crosses the RR tracks. It's currently signed. All greenways.	This would be a signed route, which can be implemented by MCDOT, but does not need a master plan designation.	No change.
59	Jack Cochrane	Silver Spring/Takoma Park (West)	24	Meadowbrook (stub north of E/W Hwy), Freyman Dr, Terrace Dr - Existing signed route from Rock Creek Trail to CCT. Maybe also serve as CCT detour during trail closure. All greenways.	The neighborhood greenway bikeway is largely intended to serve as parallels to major highways. Leaving this recommendation out of the plan does not impact MCDOT's ability to sign bike routes.	No change.
60	Jack Cochrane	Silver Spring/Takoma Park (West)	24	East-west Highway from Beach Dr to Meadowbrook Lane - Needs a path on the north side (or separate bridge) to connect Beach Drive to the Rock Creek Trail and the signed Meadowbrook/Freyman/Terrace route to the CCT. Probably not worth the cost.	Okay.	Make change.
61	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Brunett Ave. From: Sligo Creek Parkway To: Greenock Rd. Bikeway Type: Striped Bikeways	We intended to include Brunett Ave from Sligo Creek Pkwy to University Blvd as a neighborhood greenway.	No change.
62	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Lyttonsville Place From: the bridge over the Georgetown Branch / Capital Crescent trail To: Brookville Rd. Bikeway Type: Separated Bike Lane	See previous response.	
63	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Stewart Ave From: Brookville Rd. To: Capital Crescent / Georgetown Branch Trail Bikeway Type: Shared Road	See previous response.	
64	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Brookville Rd. From: Lyttonsville Place To: Intersection with Linden Lane and Seminary Rd. Bikeway Type: Shared Roadway	See previous response.	
65	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Linden Lane From: Stephen Sitter Ave. To: the intersection of Seminary Rd. and Forest Glen Rd Bikeway Type: Shared Roadway	See previous response.	
66	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Forsythe Ave From: Linden Lane To: Jones Mill Rd. Bikeway Type: Striped Bikeway	See previous response.	
67	Paul Daisey	Silver Spring Takoma Park West Bikeways	25	Add: Street: Newcastle Ave From: Forsythe Ave To: Linden Lane Bikeway Type: Shared Roadway	See previous response.	
68	Phil Shapiro	Silver Spring Takoma Park West	25	Dale Drive GA to Woodland, may run into some ROW problems as approaches Georgia	The right-of-way is actually very wide. The issue may be that home owners think of it as their property.	No change.

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69	Phil Shapiro	Silver Spring Takoma Park West	26	E-W highway as neighborhood greenway?	The frontage road was recommend to be a neighborhood greenway. The main issue here is that frontage roads are one-way, and the neighborhood greenway needs to be two-way.	
70	Phil Shapiro	Silver Spring Takoma Park West	26	Georgia Ave between Beltway and 16th St. is a total mess. Where will you get ROW to build separate bike lanes between lansdowne and 16. It is a bad place to ride, but it is a worse place for autos and buses. Suggest that alley parallel to Georgia on East side is rebuilt to include seperated bikeway or other treatment.	A current SHA project on Georgia Ave thru Montgomery Hills will implement either separated bike lanes or a sidepath. If there is sufficient right-of-way for only the sidepath, the bikeway will be upgraded to separated bike lanes thru redevelopment.	No change.
71	Phil Shapiro	Silver Spring Takoma Park West	26	2nd Ave between Seminary and 16th labeled wrong on map.	There are a number of issues with this map that need to be corrected, including the labeling.	Make change.
72	Paul Daisey	Silver Spring CBD Map	28	The map does not show a bikeway on Ellsworth Ave. between Cedar St and Fenton Street. That section should be added as it is an important link between the Sligo Creek Trail and the pedestrian shopping mall on Ellsworth Ave between Fenton St. and Georgia Ave.	Agree that separated bike lanes are needed on this road, due to the amount of traffic, high frequency of parking turnover from the parking garage and on-street parking. However, implementing this recommendation would require removal of on-street parking.	Make change.
73	Paul Daisey	Silver Spring CBD Map	28	The map does not show a bikeway on Ellsworth Ave. in the pedestrian shopping mall on Ellsworth Ave. between Fenton St. and Georgia Ave. Pedestrian traffic on this link is very heavy on weekends, and putting bicycles in the mix is dangerous.	Agree, however, this is a privately maintained road and may be infeasible. In the future, if Peterson Companies is in agreement, we could perhaps consider making this a shared street.	
74	Paul Daisey	Silver Spring CBD Map	28	The map does not show a bikeway on East West Highway (MD 410) between Colesville Rd (US 29) and Georgia Ave. (MD 97). This section should be added to provide access to NOAA and several large apartment buildings, as well as the bikeways on Newell St. It is the most direct link between Brookville and East Silver Spring, including the Montgomery College campus.	This road technically has a sidepath today, though do to the high level of pedestrian activity we do not think it acts as a sidepath and have removed it.	

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75	Paul Daisey	Silver Spring CBD Map	28	This map does not show a bikeway on Colesville Rd (US 29) from East West Highway (MD 410) to 16th Street. This section is a key link to Rock Creek Park in DC via North Portal Drive.	Consider a two-way separated bike lane on the north side and add a sidepath on the south side.	Consider change.
76	Paul Daisey	Silver Spring CBD Bikeways	29	Add: Street: Ellsworth Ave. From: Cedar St. To: Fenton Street Bikeway Type: Shared Road	If anything, this should become a shared street.	
77	Paul Daisey	Silver Spring CBD Bikeways	29	Add: Street: Ellsworth Ave. From: Fenton St. To: Georgia Ave Bikeway Type: Separated Bike Lanes	See previous response.	
78	Paul Daisey	Silver Spring CBD Bikeways	29	Add: Street: East West Highway (MD 410) From: Colesville Rd (US 29) To: Georgia Ave. (MD 97) Bikeway Type: Sidepath	See previous response.	
79	Paul Daisey	Silver Spring CBD Bikeways	29	Add: Street: Colesville Rd (US 29) From: East West Highway (MD 410) To: 16th Street Bikeway Type: Separated Bikeway	See previous response.	
80	Phil Shapiro	Silver Spring CBD	29	16th St. From georgia to DC, significant portion not on map. Should only include roads on map in table referring to map.	This is a good point that pertains to all of the maps.	Make change.
81	Phil Shapiro	Silver Spring CBD	29	East West Highway 16th to Colesville. Insufficient ROW today. May be able to include separated bikeway in redevelopment of Falklands and Rite Aid shopping center.	Agree.	No change.
82	Phil Shapiro	Silver Spring CBD	29	Metropolitan Trail between King and DC not on map.	The Metropolitan Branch Trail is shown running along Fenton Street in the map on page 28.	No change.
83	Phil Shapiro	Silver Spring CBD	29	Newell St. doesn't connect anywhere, why include?	For discussion.	
84	Phil Shapiro	Silver Spring CBD	29	Philadelphia between Selem and Fenton, heavily utilized. I guess I see a pattern here. Where plan designates priority shared lanes, I have a problem from safety and traffic flow perspective. Recommend alternative paths.	We would expect bicyclists to use the Metropolitan Branch Trail when completed in lieu of Philadelphia Ave.	No change.
85	Phil Shapiro	Silver Spring CBD	29	What about Silver Spring Ave. between Ga and Fenton	This is a desirable connection but would require removal of on-street parking, which our staff believes is needed to support the businesses along the street.	No change.

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86	Peggy Dennis	Takoma Langley	30	University & New Hampshire are both highest priority for Separated Bikeways but also the most difficult and costly to carry out.	On University Blvd the Purple Line project will be dedicating 10 feet of space in the roadway for conventional bike lanes. That space could more effectively be used for separated bike lanes.	Discussion needed.
87	Peggy Dennis	Takoma Langley	30	the eastern corner - Holton Lane and Street B2 - is questionable as an area suitable for bike development. It is a tightly but randomly developed commercial area. Holton is more like a commercial delivery lane, and I could not even find a street with a sign for "B2". The entire stretch of Holton and "B2" would need to be re-constructed and made safe from backing and turning delivery vehicles.	Street B-2 is a planned, but unbuilt street. Improvements to Holton Ln and Street B-2 would be implemented through redevelopment.	No change.
88	Peggy Dennis	Takoma Langley	30	the western roads are more appropriate for bike development. The intersection of Wildwood and Glenside is steeply hilled and has a tricky, tight little traffic circle, but the neighborhood is a real neighborhood where more bikes would be welcome and safe. I suggest Jackson Avenue be added as a Shared Use Road to connect Wildwood and flow straight into the trail crossing Long Branch Valley park.	I don't feel strongly about this recommendation. However, the City of Takoma Park has already signed other streets in this area as bikeways and I'd prefer not to recommend another bikeway in this area.	No change.
89	Peggy Dennis	Takoma Langley	30	The stretch of Carroll Ave. that has arterials should take advantage of those gently used arterials to have either Separated Bikeways or Shared Roads along that length.	We will reconsider separated bike lanes on Carroll Ave, west of University Blvd.	Consider change.
90	Phil Shapiro	Takoma Langley	31	Sligo spelled wrong and route not on map	We will make the correction in the table. The trail is shown on the map in the policy area, but outside our approach is to show bikeways continuing as an arrow outside of the policy area boundary.	No change.
91	Phil Shapiro	Takoma Langley	31	NH and Ethan Allen off map	Do not understand the comment.	Follow-up needed with Phil.
92	Phil Shapiro	Takoma Langley	31	Jackson - make terminus on map	Do not understand the comment.	Follow-up needed with Phil.

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93	Eva Waaks	Bethesda-Chevy Chase	34	On the Bethesda Chevy-Chase map, Goldsboro road has a planned separated bikeway. Knowing how narrow and high-traffic that road is, I am having some trouble understanding how that would be done.	It is very challenging, but the Department of Transportation has put together a design for separated bike lanes.	
94	Eva Waaks	Bethesda-Chevy Chase	34	There is apparently a separated bikeway already on Jones Bridge road (a very fast and high traffic road), I use this road quite often, but have never seen a separated bikeway there. Perhaps there is a striped bikeway there? This road is very important to commuters as it connects Rockville Pike to Connecticut Avenue (two very busy commuting roads). Many people would use this road to bike to work, but it is far too trafficked during work/rush hours for your average biker to feel safe using it. A biker would likely use the sidewalk, alongside pedestrians. The only other thing that might affect this, is the steepness of the hill (in order for people to be more willing to ride uphill, it is important that they feel safe going slowly on their way up).	The bikeway is intended to be the wide sidewalk on the north side of Jones Bridge Road.	

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95	Eva Waaks	Bethesda-Chevy Chase	34	There are tons of bus transit stations on this map of Bethesda, which brings me to another thought: Is it part of the program to make buses/transit more bike friendly? This may seem unimportant at first, but there have been many people who feel comfortable biking to the transit station, but cease biking to school/work altogether because they do not feel comfortable riding the bus with their bike. If we are trying to get more people to ride bikes, this issue must be addressed- the bike lanes may be good, but the unfriendliness of transit to people with bikes is also keeping people to their cars, and will likely be a big bump in the road in getting people out there. Part of the problem is also that buses do not provide enough space for bicycles, and for younger people it is hard to load the bike on the front of the bus every single day. This may destroy the appeal of biking for many commuters.	Space on buses is tight. Therefore, we will be recommending secure bicycle facilities at many transit stations. Buses are more challenging because it is not practical to have secure bike storage at all bus stops. While there is space on the front of buses to store two bikes, these sometimes fill up.	
96	Jack Cochrane	Bethesda-Chevy Chase	34	Roads in park areas are not visible on the maps. Little Falls Parkway for example.	Good point -- we may also need to split this map into two parts to make it more visible.	Make change.
97	Jack Cochrane	Bethesda-Chevy Chase	34	Some road routes that do not have bike accommodations (or maybe have shoulders) but still provide important connectivity for confident riders should be identified as shared roadways somehow. They also provide context. Little Falls Parkway and Western Ave north of Connecticut are examples.	Our approach in the Framework Report was to exclude shared roadways and signed routes from the master plan. MCDOT can of course continue to sign routes that are not recommended in the master plan.	No change.
98	Jack Cochrane	Bethesda-Chevy Chase	34	Fernwood Rd (Greentree to Bradley) - A sidepath is impractical. Segment is narrow but short, sharrows would help.	The right-of-way is 65' here. Not sure why this is impractical.	Follow-up needed with Jack.
99	Jack Cochrane	Bethesda-Chevy Chase	34	Fernwood Rd (I-495 to Greentree) - Separated bike lanes likely could not be continuous due to pinch points (like the I-495 crossing and northward), and they would only lead to conventional bike lanes or shared roads at the south end. What's really needed is widening of the shoulders north of I-495, especially on the west side.	The right-of-way is typically 70' wide, 80' at the intersections. We will change this to a sidepath instead of separated bike lanes.	

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100	Jack Cochrane	Bethesda-Chevy Chase	34	FYI the Fernwood north-south "spine" route is (from Democracy Blvd): Fernwood, Marywood, Kirkdale, Wilmett, Lindale, Sonoma, Grant, cut-thru path, Moorland, Custer, Park, Battery, Exeter, Bethesda Ave (to Arlington Rd). In the reverse, it follows Bethesda Ave to Clarendon to Elm to Exeter, due to one-way restrictions.	We followed the MCDOT bikeway map, which uses Bulls Run Pkwy / Bradmoor Dr instead of Lindale. This seemed to make sense as it passes by North Bethesda Middle School. But we don't have strong feelings either way.	
101	Jack Cochrane	Bethesda-Chevy Chase	34	Greenway on Bulls Run Parkway, NBMS trail, Bradmoor Drive, Rolston Rd, and Oak Place - It's hard to believe this is in someone's records! We removed the bike route signs because they were incomplete, and the signed route now follows the Fernwood "spine" route. It's logical to keep Bulls Run Parkway (south of Wilmett) and the North Bethesda M.S. trail in the plan. But not the Bradmoor/Roston/Oak piece, which is somewhat circuitous.	See above.	
102	Jack Cochrane	Bethesda-Chevy Chase	34	Lincoln Street Path - Lincoln St. from Grant to Old Georgetown was eliminated due to hospital expansion . The connection needs to be restored for bikes on hospital property (the hospital is building a path but it only goes from Grant to Southwick - not too smart).	I don't see any options for restoring the bikeway on the hospital property.	Discussion needed.
103	Jack Cochrane	Bethesda-Chevy Chase	34	Greentree Rd - The road was redone not long ago, and the shoulders are too intermittent to call it a bikeway. The easternmost block, between Grant and Old Georgetown, needs sharrows, because it's the interim signed connector from the Grant spine route to the BTT and NIH. That connection is interim pending a route through the hospital to Old Georgetown.	We will replace the bike lane recommendation with a sidepath.	

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104	Jack Cochrane	Bethesda-Chevy Chase	34	Greenway on Aberdeen Rd/Place and Garfield Rd (from Wilson Lane to Greentree Rd). We removed most of the bike route signs because no one knew this was a route! (half the signs were missing already). There might still be a few signs to be removed. Calling it a greenway is harmless, but we removed the signs to avoid confusion with the newly signed north-south spine route that uses Lindale, Grant, etc.	We will remove this.	
105	Jack Cochrane	Bethesda-Chevy Chase	34	MacArthur Blvd - Also designate it as a shared roadway with shoulders. The ongoing MacArthur project is specifically adding shoulders for bikes as well as improving the existing path. The project will not extend west of I-495, but west of I-495 it should still be tagged as a shared roadway without shoulders.	Shared roadway is not one of our bicycle facility types, but we can designate MacArthur Blvd with "bikeable shoulders" between DC and I-495.	Make change.
106	Jack Cochrane	Bethesda-Chevy Chase	34	C&O Canal Towpath - Be sure to mark this and all the little trail connections to access it, for context if nothing else.	Good point, we will make this change.	Make change.
107	Jack Cochrane	Bethesda-Chevy Chase	34	Goldsboro Rd - It will be hard to find room for protected bike lanes. The current plan is to provide conventional bike lanes, and I'm not sure there's even room for that. In some places a climbing lane/shoulder on only the uphill side might be the practical solution.	We are reflecting the Council's decision to upgrade the conventional bike lanes to separated bike lanes in 2014.	No change.
108	Jack Cochrane	Bethesda-Chevy Chase	34	Wilson Lane - This is a long road with varying widths. Some segments may have space for a path but others will not. In some spots the shoulders are wide enough, or a climbing lane (bike lane on one side only) might work. Long segments have a service road. This needs to be planned segment by segment.	Agree, but the facility needs to be continuous. There are many constraints along this road and our thinking was to widen the existing sidewalk to a sidepath would result in fewer impacts than adding conventional bike lanes. The sidepath would also attract a wider range of users.	No change.

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109	Jack Cochrane	Bethesda-Chevy Chase	34	Burning Tree Rd and Beech Tree Rd - Could be part of a neighborhood greenway route from Bradley to River Rd, possibly using Fernwood (south of Bradley) at the north end. Could extend it south of River Rd via Nevis Rd, etc. It seems like more routes are needed west of Bethesda besides just Wilson, Goldsboro, River and MacArthur which aren't that appealing. Maybe when the map is distributed to the public for comments, a fuzzy wide line with a question mark could be shown to solicit input.	We will consider this.	Consider change.
110	Jack Cochrane	Bethesda-Chevy Chase	34	Kennedy Dr - Some consider this a valuable connection from the CCT (at Dorset) to Bradley Blvd.	Agree, we are not sure a master-planned bikeway recommendation is needed.	No change.
111	Jack Cochrane	Bethesda-Chevy Chase	34	Clarendon St from Bethesda Ave to Elm St - Add this as a greenway because it's the spine route detour where Exeter is one-way	Not opposed to this, would like to better understand how it improves the bicycling network.	Follow-up with Jack.
112	Jack Cochrane	Bethesda-Chevy Chase	34	Glenbrook Rd (south of Bradley Blvd) - This should be identified as path + shared roadway. Recent changes created a northbound contraflow bike lane on the east side, while southbound cyclists share the travel lane. A path is needed on the west side to complete the separated connection from the CCT to Bradley, which is mostly in place.	A sidepath is already recommended.	No change.
113	Jack Cochrane	Bethesda-Chevy Chase	34	Little Falls Parkway between the CCT and Glenbrook Rd - This should be planned as a shared roadway (shoulders) as well as a separated facility (shared use path/TWPBL on the west side). Where the southbound right travel lane has been closed, it's a de facto two-way protected bike lane.	Why do we need both shoulders and separated bike lanes?	No change.
114	Jack Cochrane	Bethesda-Chevy Chase	34	Little Falls Parkway south of the CCT - Declare it a shared roadway (shoulders) all the way to Massachusetts Ave. There are already shoulders.	Why not bikeable shoulders?	
115	Jack Cochrane	Bethesda-Chevy Chase	34	Hillandale Rd - Should be officially noted in the plan as some kind of bikeway, presumably shared roadway. Important connector from downtown Bethesda to Little Falls Parkway which in turn can connect to Dorset and Friendship Heights.	This has impacts for the Bethesda Downtown Plan, which we can address after that plan is approved by Council.	

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116	Jack Cochrane	Bethesda-Chevy Chase	34	Chevy Chase Dr from Hillandale to Bradley - Should be noted as some kind of bikeway. Possibly shared roadway.	This has impacts for the Bethesda Downtown Plan, which we can address after that plan is approved by Council.	
117	Jack Cochrane	Bethesda-Chevy Chase	34	River Road from Willard Ave to Little Falls Pkwy - The sidewalk on the north side needs to be widened into a path with buffer. This critical segment allows cyclists to reach Friendship Heights from Little Falls Parkway, which in turn provides access from Bethesda. Also forms part of the connection along River from the River Rd commercial hub (Whole Foods, etc). The bridge over Little Falls Branch is a problem, but Willard St trail can be used to bypass the bridge.	This is already included in the recommendations.	No change.
118	Jack Cochrane	Bethesda-Chevy Chase	34	River Road from Little Falls Pkwy to Westbard St - Plan calls for two-way cycle track on the north side - that's critical to providing access to (and within) this little commercial hub (Whole Foods, etc.), Friendship Heights and the CCT. But make businesses on both sides of the street accessible by providing a path or PBL on the south side as well. Cyclists can use the CCT bridge to cross back and forth over River Rd.	This would require expanding the master planned right-of-way, and needs further discussion among our staff.	Consider change.
119	Jack Cochrane	Bethesda-Chevy Chase	34	River Road west of Westbard St - SHA has been marking the shoulders as bike lanes where possible. So in addition to the path, the plan should note it as a shoulder bikeway with an asterisk noting bike lanes where possible (SHA sometimes puts down bike symbols, sometimes not).	I'm okay with adding a second recommendation to this road, but we should state that it is either bike lanes or bikeable shoulders.	Follow-up with Jack.
120	Jack Cochrane	Bethesda-Chevy Chase	34	Massachusetts Ave from Goldsboro Rd to Sangamore Rd - Has shoulders now and adding a path would be problematic, certainly for now. Plan as a shoulder bikeway. Possibly one-way protected bike lanes would work, but if they don't fit on Goldsboro there's little point in putting them here.	This recommendation could be costly to implement, but shoulders do not provide the same level of separation from traffic as sidepath.	No change.

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121	Jack Cochrane	Bethesda-Chevy Chase	34	Massachusetts Ave detour via Worthington Dr, Baltimore Ave - Google Maps notes a slightly different route. Investigate.	Google Maps follows our recommended alignment.	No change.
122	Jack Cochrane	Bethesda-Chevy Chase	34	Sangamore Rd - Has some shoulders now. Plan as a shoulder bikeway, pending further investigation.	Sangamore Rd has on-street parking, not shoulders. This recommendation would require removing on-street parking.	No change.
123	Jack Cochrane	Bethesda-Chevy Chase	34	Westbard Ave from River to Ridgefield - This appears to be residential with on-street parking. On similar streets (like Tilden Lane) we've found it's far better for cyclists to ride in the parking lane (shoulder) than provide bike accommodations that put cyclists in 4' bike lanes or in the door zone. Investigate.	The Westbard Sector Plan recommends separated bike lanes on this segment of Westbard Ave north of Westbard Circle, and sidepaths south of Westbard Circle.	
124	Jack Cochrane	Bethesda-Chevy Chase	34	Westbard Ave from Ridgefield to Massachusetts - Why call for a path on some of this and protected bike lanes on the rest? Two one-way protected bike lanes are generally better than a sidepath, though lots of cyclists would probably prefer a path they can ignore rather than a protected bike lane they have to use.	The original idea was that the one-way separated bike lanes + sidewalk would transition to a shared use path on both sides of the road. It was somewhat of an awkward solution, but it could work. It became less workable when the Council removed the shared use path from the east side of the road as part of the Westbard Sector Plan.	No change.
125	Jack Cochrane	Bethesda-Chevy Chase	34	Wisconsin to Beach Drive greenway (general comment) - It's important to be able to get from Wisconsin Ave (at Woodmont Ave or Willow Lane) to Beach Drive. DOT is signing an official CCT detour during trail closure, so they looked at a northerly route that uses Woodbine to cross Connecticut at a ped signal, and a southerly route that uses Rosemary to cross at a signal. The first route is more direct, the second is less hilly. The detour would cross Beach Dr and rejoin the CCT at Grubb Rd (or wherever). Ultimately DOT decided to use the E/W Hwy sidewalk as its detour because Chevy Chase was being difficult about signs. But one or both greenways are still needed. (DOT was also looking at a far north route, north of the CCT).	This is a 20 year plan, and the Capital Crescent Trail will be in place in that timeframe, so we don't think a detour route is needed in the master plan.	No change.

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126	Jack Cochrane	Bethesda-Chevy Chase	34	Wisconsin to Beach Drive greenway (southern route) - Plan indicates the greenway along Ridge St, East St, Stanford St, Rosemary St, etc. - This is a great route, but why Ridge St? The logical starting point is Leland St at Wisconsin. I recommended this CCT detour to DOT: Leland, East, Stanford, Rosemary, Raymond, Cummings, Brennon, Shepherd, Pomander, Leland, Beach, cut-thru trail, Meadowbrook, etc. Variations are possible. The route is mostly flat before descending to Rock Creek. See https://goo.gl/maps/Mj64rhsGAL92 .	The idea was that it would be a connection both from Woodmont Ave and Bradley Blvd. If the bikeway is rerouted to Leland St, bicyclists traveling from Bradley Blvd would have to go out of their way. Agree with adding the bikeway east of Connecticut Ave.	Partial change.
127	Jack Cochrane	Bethesda-Chevy Chase	34	Wisconsin to Beach Drive greenway (northern route) - This is hilly but fairly direct as a CCT detour. The starting point could be Leland/Wisconsin or Willow/Wisconsin, so make Leland (to Oak), 46th St and Willow all greenways to provide options. I recommended the following to DOT: Leland (or Willow then Leland), Oak, Woodbine, Meadow, Woodbine, Beach, Meadowbrook, etc. Variations are possible. I have emails on this. See https://goo.gl/maps/P5pQMKv49g82	This is a 20 year plan, and the Capital Crescent Trail will be in place in that timeframe, so we don't think a detour route is needed in the master plan.	No change.
128	Jack Cochrane	Bethesda-Chevy Chase	34	Winnett Rd - We laid out a route from Beach Drive (at Leland) to Western Ave to be part of the Connecticut Ave spine route if it followed such an easterly route. Given the Wisconsin to Beach "southern" greenway described above, just call Winnett a greenway between Pomander and Western to accomplish this. Winnett is also a direct route to Rock Creek Park (via Chestnut St NW).	This should be a signed route but does not need to be a master-planned bikeway.	No change.
129	Jack Cochrane	Bethesda-Chevy Chase	34	Western Ave from Winnett Rd to Chevy Chase Circle - Forms part of the same spine route as Winnett, if the spine route goes that far east. Shared roadway, no changes needed, but at least establish it in the plan because we're not the only jurisdiction that owns the street.	We will consider this.	Consider change.

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130	Jack Cochrane	Bethesda-Chevy Chase	34	Maryland Ave - Why does this greenway end at Chase Ave? Shouldn't it connect to the greenway on Sleaford?	The table is incorrect. The bikeway will continue all the way to the Capital Crescent Trail on Pearl St.	Make change.
131	Jack Cochrane	Bethesda-Chevy Chase	34	Beach Drive, Jones Mill Rd - I think you have the names of these switched. Be careful before doing any restriping of Beach Drive or Jones Mill Rd, which lots of road cyclists use. DOT was considering widening the sidewalk on the south side of Beach for a short segment near Leland or Woodbine to support low-stress crossing of Beach into Meadowbrook area (since park entrances and side streets don't line up).	I think the labels are correct. We've designated these roads as Priority Shared Lanes, which would not result in restriping.	No change.
132	Jack Cochrane	Bethesda-Chevy Chase	34	Meadowbrook Lane - Useful road (or roads) within Rock Creek Park Meadowbrook area. It means not having to use the trail to make quick thru-connections.	Okay.	
133	Jack Cochrane	Bethesda-Chevy Chase	34	Kensington Parkway - If you think you can make this a neighborhood greenway, great! But it has enough traffic caliming to make biking difficult but not enough to make traffic really slow.	We are reconsidering this recommendation. Our current think is two-way separated bike lanes from Jones Bridge Rd to Inverness Drive. While we wouldn't traditionally recommend separated bike lanes in this environment, the recommendation is more driven by the desire to include a sidepath on Kensington Pkwy north of Inverness Drive.	No change.

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134	Peggy Dennis	BCC	35	<p>MacArthur Blvd from Falls Road to the District Line. The western end is way off the map, but because it is so heavily used by bicyclists, it should be addressed now. There is a sidepath ending a couple hundred yards east of Old Angler's Inn. Where the path ends, it should merge into a Separated Bike Lane on the western shoulder going to the parking lot. This would provide a double benefit in that it would prevent drivers from parking illegally along the shoulder robbing bikers and peds from the safe, walkable shoulder they need. At the corner across from Old Angler's Inn, there should be a well sign posted ped/bike crossing. The Separated Bike Lane should continue up the eastern side of MacArthur. This is the steep, uphill side and many timid cyclists would venture up the hill if they felt safe doing so. The Separated Bike Path should continue all the way up the hill to Fawsett Road at which point a Side Path becomes available. On the western (down hill) side of the MacArthur Blvd. Hill, a Bikeable Shoulder should suffice, as most bikers go down the hill almost as fast as the cars anyway. (continued)</p>	We will consider this.	Consider change.

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135	Peggy Dennis	BCC	35	The current plan proposes a Sidepath up the hill on the western side. This is not only impossible to engineer in areas where there are steep drop offs or hills up against the road. Creating a Sidepath would cause immense environmental destruction (hundreds of mature trees would have to be removed), alter the character of MacArthur Blvd, most likely be opposed by the U.S. Park Service, and most bikers would not use it anyway. Thus, it would be an immense waste of funds. I suggest a Side Path be tabled for the Pedestrian Master Plan at which time a modest Side Path on the eastern side of MacArthur could be recommended using the water-permeable plastic mats used at the U.S. Botanic Garden. These environmentally friendly mats can be put down fast and inexpensively requiring little or no excavation, preserving the root systems of the trees, and needing little maintenance.	We will consider this.	Consider change.
136	Peggy Dennis	BCC	40	side path along Jones Bridge makes sense, but where bikers cross from north side to south side, intersection needs pedestrian refuges.	Agree, but this is beyond the scope of the Bicycle Master Plan.	No change.
137	Jack Cochrane	Friendship Heights	42	General Friendship Heights comment - There are only three ways to bike to Friendship Heights from downtown Bethesda: Wisconsin Ave, River Rd, or the Vinton Park connector. Each of these needs improvement or else access will remain inadequate.	Agree.	No change.
138	Jack Cochrane	Friendship Heights	42	Vinton Park Connector - This path is of critical importance. But the path is narrow and the surface is wood chips, so it needs to be improved. Also the parking lot where it starts has a gate across the entrance. Linking it to the Westbard Ave trail would be a bonus but would require a bridge.	Agree, but this is a sensitive environmental area and the bikeway is likely to be a boardwalk.	No change.

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139	Jack Cochrane	Friendship Heights	42	Dorset Ave - Add as an east-west greenway from CCT to Wisconsin Ave. It's part of the west-side Wisconsin detour and connects it to the east-side Wisconsin detour. It connects everything to the CCT.	This is a through route for traffic and is not appropriate as a neighborhood greenway. Instead we can designate it as priority shared lanes.	Make change.
140	Jack Cochrane	Friendship Heights	42	Wisconsin Ave from Bradley to Grafton (path) - This east-side path serves in a pinch, but it's inadequate for bikes. It gets as narrow as 6' and must be shared with pedestrians. On the west side of Wisconsin there's only a sidewalk that's even narrower. Perhaps Wisconsin should not be identified as a bikeway in this stretch.	We would prefer to keep it in and upgrade the path over time. (We recognize this path was just constructed and widening the path would be a very long term goal.)	No change.
141	Jack Cochrane	Friendship Heights	42	Wisconsin Ave from Hesketh to Grafton (path) - The new east side path is only 5' or 6' wide and there's no buffer, so it shouldn't be marked as a bikeway of any kind. Objections were raised during design, to no avail. Still, it's so short that riders might prefer it to detouring around the block.	We would prefer to keep it in and upgrade the sidewalk to a sidepath over time. (We recognize this path was just constructed and widening the path would be a very long term goal.)	No change.
142	Jack Cochrane	Friendship Heights	42	Wisconsin Ave from Grafton to Oliver (path) - Widen the sidewalk into a full 8' path, because it supports a connection from Dorset (which is on the other side of Wisconsin in the middle of the block). From Oliver cyclists could head south on the sidepath or turn east to the east-side detour.	Agree that the sidewalk should be widened to a path, but without a traffic signal, this does not provide a safe crossing to Dorset Ave.	No change.
143	Jack Cochrane	Friendship Heights	42	Hesketh St - Improve the cut-through for bikes where Hesketh dead-ends short of Wisconsin.	Agree.	Make change.
144	Jack Cochrane	Friendship Heights	42	Grafton St - This is two-way except at the intersection with Wisconsin which is one-way eastbound for cars. Allow bikes to go both ways.	Grafton is a two-way road for local traffic, so I don't think a change is needed.	No change.
145	Jack Cochrane	Friendship Heights	42	Oliver St - This is signed as a two-way bike route despite being one-way, so provide a contra-flow bike lane to prevent collisions. The street mainly provides access from Dorset.	There appears to be insufficient space to strip a contra-flow bike lane, without removing on-street parking (which we don't want to do). This road could be made two-way for bikes, but MCDOT would need to make that change.	No change.

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146	Jack Cochrane	Friendship Heights	42	Wisconsin Ave from Oliver to Somerset Terrace (path) - May be able to widen sidewalk into a path to improve connectivity. Better yet, make it a continuation of the separated bike lanes planned for south of Somerset Terr.	We will change this to separated bike lanes.	Make change.
147	Jack Cochrane	Friendship Heights	42	Wisconsin Ave/Friendship Heights East-side Detour - Define a detour on the east side of Wisconsin south of Hesketh St. The logical route (starting at Wisconsin) is Hesketh to Kirkside to Western Ave. Oliver St. would be a lateral connection connecting the detour to Wisconsin and Dorset. Kirkside is already signed as a bike route, as is Oliver. Montgomery St. (and cut-thru path at the end) would be a lateral connection linking the detour to Wisconsin and Park Ave. There's an existing sign indicating Grove St is a bike route west of Kirkside and it's unclear why (maybe to reach the south end of the Belmont path). A new park will extend the Belmont path to Western Ave, but it's still not suitable for bikes.	We will designate Hesketh St / Kirkside Dr as a neighborhood greenway.	Make change.
148	Jack Cochrane	Friendship Heights	42	Belmont Ave Trail - This isn't suitable as a bike route right now, and shouldn't be labeled as such unless it can be improved. It's narrow, brick and surely gets lots of pedestrian use. Improving it could detract from the beauty and isn't really necessary except for one short segment that crosses the trail -- the critical east-west segment that spans the break in Montgomery St. Just improve that segment.	We will remove this.	Make change.

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149	Jack Cochrane	Friendship Heights	42	Wisconsin Ave/Friendship Heights West-side Detour (north end) - A detour on the west side is essential because that's where most destinations are in both Bethesda and Friendship Hts (and the route on the east side is inadequate in any case). The detour route in the draft plan (using Stratford/Warwick) needs to start at Bradley Blvd, not Norwood Dr. Widening the entire sidewalk on the west side of Wisconsin is impractical. But you could widen the first block of sidewalk south of Bradley, then turn west on Nottingham Ave and follow it to Norwood Park at the end. Then provide a quality path through Norwood Park to reach Norwood Dr. The detour along Stratford is good until the path that spans the gap to Warwick, which is narrow (in part because of stone "shoulders"). Widen that path if possible.	We believe our existing recommendations address this comment.	Follow-up with Jack.
150	Jack Cochrane	Friendship Heights	42	Wisconsin Ave/Friendship Heights West-side Detour (south end) - Any detour on the west side of Wisconsin requires getting from Dorset to Friendship Heights. For the northern half of the block from Dorset to Somerset Terrace, widen the sidewalk on the west side of Wisconsin or create a parallel path through the little wooded area there. For the southern half of that block, widen the sidewalk. This is important.	We don't understand this comment.	Follow-up with Jack.
151	Jack Cochrane	Friendship Heights	42	Willard Ave path - This path is paved but still needs to be improved, as it's an essential route from River Rd to Willard Ave because it bypasses part of the River Rd sidewalk. Most important is the path segment west of the stream crossing, because it allows cyclists to cross the stream on the path rather than on the River Rd sidewalk which probably can't be widened at the bridge. The path may have to be widened and moved away from play areas. Lack of connectivity to Friendship Heights justifies this.	Agree	No change.

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152	Jack Cochrane	Friendship Heights	42	Somerset Terrace - Should be improved or at least noted as some kind of bikeway, whether it's shared roadway or bike lanes. There's a lot of width to work with.	This is a private street, so its likely that nothing will happen. That said, we can continue to recommendation for bike lanes from the 1998 Friendship Heights CBD Sector Plan.	Make change.
153	Peggy Dennis	Friendship Heights	42	Wisconsin Ave from Willard to Western shows nothing. Are we not recommending any bike improvements along this last southern stretch of Wisconsin?	A major constraint is that WMATA has bus bays all along the east side of Wisconsin Ave.	No change.
154	Jack Cochrane	Chevy Chase Lake	44	Chevy Chase Lake area - The bike plan needs some work here. Among other issues: 1) The CCL Sector Plan calls for a north-south street (B-1) just east of Connecticut that's not in the bike plan, which should be a bikeway to provide an alternative to Connecticut. 2) Don't forget the Coquelin Run Trail (SP-82). 3) Provide a path from Chevy Chase Lake Dr to the Hamlet neighborhood to the south.	1) Good point, the planned road will be reflected. The map indicates all roads are bikeways, but some are master-planned bikeways. We do not believe this road warrants a master-planned bikeway. 2) The Coquelin Run Trail is shown. 3) This was consider, but rejected as part of the Chevy Chase Lake Sector Plan and we don't see a reason to revisit that decision.	Partial change.
155	Jack Cochrane	Chevy Chase Lake	44	Connecticut Ave south of East-West Highway - Agree that a path on the east side of Connecticut from E/W Hwy to Blackthorn is absolutely critical.	Thanks.	No change.
156	Jack Cochrane	Chevy Chase Lake	44	Connecticut "spine" route - This needs to be accommodated. We conceived a spine route that starts in Aspen Hill and ends near Chevy Chase Circle. It crosses the Beltway via Kensington Parkway, and follows Inverness and Montgomery (or parallel street) to get to Jones Bridge Rd. Then it keeps either west or east, depending on other improvements. WEST alignment: Manor, Connecticut, Blackthorn, Glendale, Woodbine, Brookville. EAST alignment: future Coquelin Run Trail, CCT, Jones Mill, Beach Dr, Leland, Pomander, Winnett, Western Ave. Manor Rd would be a spur if not the main spine route. None of this is set in stone; it's a concept. Spine routes should avoid sidepaths if possible.	West Trail -- we are recommending this. East Trail -- we will add.	Partial change.

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157	Jack Cochrane	Chevy Chase Lake	44	Manor Road - This needs more than just a path shared with peds. Declaring this to be a path + on-road bikeway could ensure that future traffic calming accommodates bicyclists. Calming islands are why Kensington Parkway isn't part of the spine route south of Kenilworth, putting pressure on Manor Rd to be the on-road route. One-way protected bike lanes might be acceptable if not placed between parking and curb.	Where would you locate the separated bike lanes?	Follow-up with Jack.
158	Jack Cochrane	Chevy Chase Lake	44	Jones Bridge Rd east of Connecticut - This was a better road route before all the traffic calming. Put it in the plan as a shared roadway (plus path) if possible.	We don't believe master-planning this road as a shared roadway is appropriate. We have indicated that all white lines are bikeways, so traffic calming should not impede on-road bicycling anywhere.	No change.
159	Jack Cochrane	Chevy Chase Lake	44	Jones Bridge Rd west of Connecticut - The path can't just be a sidewalk with no buffer. Why must the path switch to the other side of the street at Platt Ridge Rd?	That was a decision that MCDOT made as part of the BRAC improvements.	No change.
160	Jack Cochrane	Chevy Chase Lake	44	Chevy Chase Lake Drive - If you made this a shared roadway (greenway, whatever) + path, I would be happier.	Not sure why a greenway or shared roadway is needed.	No change.
161	Deborah Turton	Chevy Chase Lake	45	There will be a side path on the south side of Jones Bridge Rd, but to make safe access to Montgomery Ave going north at the elementary school, we're going to need a light to allow the kids to cross. I'm not sure this is part of this plan, but it should be part of the greenway headed north.	Agree that a safe way to convey kids across the street to the school is needed, but master plans are not able to recommend traffic signals.	No change.
162	Eva Waaks	Bethesda Downtown Plan	46	On the Bethesda Downtown plan, I really like how there is a recommended separated bike lane on Woodmont Avenue parallel to the bike lane on Arlington road. Arlington is a very busy street that many may not feel comfortable biking on. However, having bike lanes be useful for all abilities in downtown Bethesda is especially important, because the amount of pedestrians on the sidewalks render them completely non-bikeable.	Thanks.	

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163	Eva Waaks	Bethesda Downtown Plan	46	Does this downtown Bethesda map include all already existing bike parking stations in Bethesda? While the placement of the bike parking station near the metro and Woodmont avenue is a definite necessity, I think there would also be tons of demand for more bike parking near Bethesda Row (Arlington road) (that area is very busy and one cannot ride their bike through the sidewalks or the streets). There is also a need for more bike parking near Norfolk or Cordell avenue.	No, the map does not show the existing bike parking at the existing entrance to the Bethesda metrorail station. We will need to add that.	Make change.
164	Deborah Turton	Bethesda Downtown Plan	46	Pearl Street going from East West to Montgomery Ave should no have a bike lane. Traffic never picks up speed on that street since everyone is stopped by the lights on either end, so it's a relatively easy ride in the lane even at rush hour. If the bikes are in a bike lane on the right, they can't make a left turn - the only allowed turn at either end of this segment. Some cars will be going straight while the cyclists will want to turn left. Cyclists will do what they do now and stay in the lane to take the turn. The segments on either end of this segment are shared lanes. I'd recommend that this section also be a shared lane.	The County Council looks like it is going to approve bike lanes in this location.	No change (at this time).
165	Deborah Turton	Bethesda Downtown Plan	46	Montgomery Ave. I work on Montgomery Ave and see dozens of peds and cyclists come up from the path and use Montgomery ave to get to Bethesda. The sidewalk on the south side of this street needs to be improved and turned into an official sidepath designed for walkers/cyclists. The plan shows access from the CCT to Montgomery Ave and if that access is improved more people will be using Montgomeory Ave.	The County Council's T&E Committee is recommending separated bike lanes on Montgomery Ave and East-West Highway.	No change.

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166	Deborah Turton	Bethesda Downtown Plan	46	Pearl/Maryland would make a great greenway from East west highway to Jones bridge where a side plath is planned. I use that route now. The three sidewalks connecting the 2 sections between Chelsea and Maple can be improved to accommodate more people and riders can go directly to Jones Bridge and then to the east easily.	Agree - this is reflected in our recommendations.	No change.
167	Jack Cochrane	Bethesda Downtown Plan	46	Woodmont Ave (Hampden Lane to Bethesda Ave) - Protected bike lanes would fail due to swarming pedestrian traffic and the complexity of the 6-way intersection with Bethesda Ave and the CCT. A protected intersection would be too complicated and put cyclists (if they actually obeyed it) at a disadvantage to both drivers and pedestrians. It's essential to find a traffic management/calming solution that allows conventional bike lanes or shared lanes to be low stress.	The Bethesda Downtown Plan provides flexibility to implement Woodmont Ave as separated bike lanes or conventional bike lanes, though there is a strong preference for separated bike lanes. The County Council T&E Committee appears to agree.	No change.
168	Jack Cochrane	Bethesda Downtown Plan	46	Woodmont Ave (Bethesda Ave to Wisconsin Ave) - There probably isn't room for protected bike lanes. Traffic is generally slow. I measured it and conventional bike lanes should fit by removing turn lanes and some parking. Wisconsin intersection will be difficult to improve but is critical as a gateway to Chevy Chase.	See above.	
169	Jack Cochrane	Bethesda Downtown Plan	46	Woodmont Ave (Battery Lane to north end) - Whether to provide one-way or two-way protected bike lanes or a path should be determined when Woodmont between Old Georgetown and Battery is designed. If that redesign puts bike lanes on both sides, maybe they should be on both sides here.	This could be reconsidered.	Make change.
170	Jack Cochrane	Bethesda Downtown Plan	46	Arlington Rd (north of Bradley) - DOT was amenable to protected bike lanes on this part of Arlington. Should be a one-way protected bike lane on each side of the street.	The County Council T&E Committee appears to be recommending a strong preference for one-way separated bike lanes on each side of the street.	No change.

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171	Jack Cochrane	Bethesda Downtown Plan	46	Arlington Rd (south of Bradley) - Plan something here if possible. One lane might be closed, depending on changes at the CCT/Little Falls Parkway crossing	We do not believe this is feasible without severely impacting traffic flow to / from Bethesda.	No change.
172	Jack Cochrane	Bethesda Downtown Plan	46	Battery Lane from Wisconsin Ave to Old Georgetown Rd - Try two-way protected bike lanes on one side instead of the existing conventional bike lanes, which have a door zone issue.	We can consider separated bike lanes on Battery Lane, after approval of the Bethesda Downtown Plan.	Consider change.
173	Peggy Dennis	BCC-CBD	46-47	Strongly recommend removing on-street parking along Woodmont. This would decrease congestion from cars waiting for parked cars to decamp; improve the European like ambiance favoring sidewalk dining and bench sitting. There is plenty of parking available in the public garages, and merchant complaints about losing customers have no validity as it is almost impossible to find a parking place in front of a given merchant anyway.	The Bethesda Downtown Plan provides an option for removing one row of on-street parking. Removing two rows of on-street parking would have excessive impacts on businesses at this time.	No change.
174	Peggy Dennis	BCC-CBD	46-47	Suggest adding Shared Roadway along Leland from Woodmont to Bradley. This facilitates connection to the Capital Crescent Trail by those biking west along Leland from east of Wisconsin and brings bikers onto Bradley very close to the proposed new ramp connection.	I'm not sure this adds much to the bicycling network.	No change.
175	Peggy Dennis	BCC-CBD	46-47	strongly urge a Bike Parking Station at the main Metro station at Wisconsin and Old Georgetown	Agree.	Make change.