

**Responses to Preliminary Bikeway Recommendations -- Submittal #2**

Name	Policy Area	Page	Comment	Response	Action
Jack Cochrane	General	General	<b>Key Road Bike Routes</b> - Certain roads in the county are popular with road cyclists (whether for training, touring or commuting) because they provide 1) good on-road accommodations such as shoulders, 2) long stretches with relatively few interruptions, and 3) connectivity over a fair distance. Often they form part of recreational routes, or they connect populated areas to recreational routes. Breezeway designations notwithstanding, sidepaths usually aren't suitable for this due to inherent pavement lumpiness, riding speed, intersection issues, user conflicts, and typical path undulations and bends. The routes tend to be more between development clusters than within them, so paths aren't as needed anyway. It's important not to lose the few roads we have like this. Examples include Tuckerman Lane, Layhill Rd, Briggs Chaney Rd and Darnestown Rd.	Okay	Make change.
Jack Cochrane	General	General	<b>Line Colors</b> - Protected bike lanes and shared use paths are shown as the same color on the maps. This makes it hard to comprehend some of the maps, like the R&D Village map where the distinction really matters.	Our challenge is tha we have nine types bikeway types and using nine different colors wouldn't be helpful. I will check with our graphics folks about any additional differentiation we can provide. Perhaps we can maintain the same colors but add features to differentiate the recommendations.	Follow up with graphics team.  (4a in agenda)
Jack Cochrane	General	General	<b>Facility type on 36' roads with parking</b> - Just a general comment... Tilden Lane and similar roads like Grosvenor Lane, and Bel Pre Road typically have 36' total width (including gutter) with parallel parking. This size doesn't allow room for protected bike lanes or even conventional bike lanes. Even removing parking on one side, you need 39'- 40' for a two-way protected bike lane one one side; <i>maybe</i> you could do it within 38' with no buses. Because of driveways, two-way PBLs are inferior to one-way PBLs, which would require at least 42'. Conventional bike lanes require 41' total width to barely avoid the door zone (Battery Lane has 40') . So I'm not recommending bike lanes (protected or otherwise) on 36' roads unless pavement can be widened. The best solution is usually to retain parking on both sides and allow cyclists to ride in the parking area, making the street a shoulder bikeway (even if the shoulders aren't delineated from the roadway).	Most of the primary residential streets in the County are 36 feet wide and we have also found it very difficult to make recommendations. Generally these roads are comfortable for most adults (unless traffic volumes are really high). Our focus on these roads is to provide connectivity to schools via shared use paths.	Discuss  (4c in agenda)
Joe Fritsch	General		Replace "Off-Road" with "Off-Street" to not confuse paved trails with dirt/natural surface trails.	Discuss	Discuss
Stacy Cook	General	n/a	It would be very helpful to add to the table for each subsection one additional column between "To" and Bikeway type.This would be the larger category in which each bikeway type falls, Trails, Separated Bikeways, Striped Bikeways and Shared Roads. I think that would make the tables easier for us- but also for publ/other stakeholders to review the maps and track them to the bikeway types in the table.	We will consider this. Space is limited so we should also weigh whether the table should note whether the bikeway is existing or planned, or whether the bikeway has some deficiency that needs to be addressed.	Discuss  (4b in agenda)

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Stacy Cook	Fairland / Colesville, Kensington / Wheaton, R&D Village (DRAFT), North Potomac (DRAFT), North Bethesda / Twinbrook (Draft).		It seems all lines are shown as 'existing' and some of them are, but I'm assuming most of these are meant to be dashed to indicate "proposed" - map lines and legends should be aligned before release to public/other stakeholders	Yes, this will be corrected.	Discuss  (4a in agenda)
Stacy Cook	Derwood (and several other locations)	8	There are many sidepaths in Derwood and in many of the other areas. I've reviewed the facility toolkit and I understand the application/the reason they are being recommended instead of seperated bikeways where you have applied them in this second set. At first I was thinking seperated bike lanes might be best here, but given the high traffic, low pedestrian suburban nature of these areas, the seperation from traffic is logical. My biggest concern is the frequent gap between plans and what is actually constructed. I am concerned about how to ensure the sidepaths are built for transportation purposes, at transportation quality (not only recreational). (For example, the sidepath on River Road is hardly useful). If the sidepaths are too narrow, too interrupted by curb cuts or are not adequately maintained, I'm concerned they will simply function like sidewalks, serving only beginning riders. Naturally we want the bicycle plan/ funding to generate the desired bicycle system for all users. If a bike lane it taken to create a sidepath, but experienced riders who commute for work who find the sidepaths insufficient, we might see a net loss in connectivity and safety. I'm also concerned about transitions between the different types of facilities - how do we ensure the construction of the recommendations results in quality, well integrated transportation infrastructure?	We are also concerned about the design of sidepaths. Pavement quality is poor, intersections / driveways are poorly conceived, obstructions are not moved, and the paths are often not maintained. We are spending a lot of time working out changes that need to be made to make sidepaths function as intended. We will need your help in advocating for these changes.	Discuss  (4h in agenda)
Peggy Dennis	General	3	general comments: (1) maps are too skimpy. Schools, libraries and recreation/community centers are not shown, so multiple routes - one from each direction - to these heavily used public facilities are missing. (2) Also missing are suggested safe crossing facilities at major intersections on major roads where bicyclists need safer ways to cross such as pedestrian refuges, signals giving added time for both bikes and pedestrians to safely cross. (3) many sidepaths are indicated but some may be impossible to build given realities of difficult topography. Side paths should not be recommended or built where they will, in the end, only be used by runners and dog-walkers and avoided by most bicyclists due to sharp turns, steep hills,too many blind driveway crossings and impossibility of maintenance	1) We agree that it would be helpful to identify schools, libraries and other communities facilities on the maps, but our graphic designers are concerned that this will make the maps more crowded and difficult to read. 2) Crossing treatments are an operational issue, which master plans are supposed to avoid. 3) At the master plan level is it very difficult to determine whether construction of sidepaths is infeasible.	No change.

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Peggy Dennis	General		Safe passages across the beltway, I-270 and the ICC need to be along every road crossing these major thoroughfares. Currently, all three routes are major barricades to bikers, especially commuters, because the crossovers are so limited. That's why every crossover should have facilities designed to get bicyclists and pedestrians safely across. Without this, connectivity is minimized.	Agree. Is there a specific change you would like us to consider?	Follow up with Peggy
Jack Cochrane	Aspen Hill	4	<b>Bel Pre Rd (Norbeck to Georgia)</b> - The proposed sidepath might be doable but would be substandard because there are way too many driverways. So whether or not a path is planned, also declare it a shoulder bikeway. This helps ensure the county doesn't mess with the shoulders.	Along this segment the shoulders are actually on-street parking. We are not proposing to remove the on-street parking.	No change.
Jack Cochrane	Aspen Hill	4	<b>Aspen Hill Rd (Veirs Mill to Georgia)</b> - Same comment as Bel Pre Rd (Norbeck to Georgia) - Whether it gets a path or not, also note that it's a shoulder bikeway.	Along this segment the shoulders are actually on-street parking. We are not proposing to remove the on-street parking.	No change.
Jack Cochrane	Aspen Hill	4	<b>Arctic Ave</b> - Whether it gets a path or not, also note that it's a shoulder bikeway. Arctic is less busy than Bel Pre or Aspen Hill Rd so a path might not even be necessary.	Along this segment the shoulders are actually on-street parking. We are not proposing to remove the on-street parking.	No change.
Jack Cochrane	Aspen Hill	4	<b>Chesterfield Rd</b> - This could easily be connected to Bel Pre Rd via a cut-thru path at the west end to make it a nice alternative to Bel Pre Rd.	Do you mean extend a bikeway along Chesterfield as it parallels Bel Pre Road? If so, we considered that, but rejected it because Chesterfield is a lot steeper than Bel Pre Rd.	Follow up with Jack.
Jack Cochrane	Aspen Hill	4	<b>Layhill Rd</b> - This is a virtual bike expressway that serves training/touring riders well. Removing the long conventional bike lanes would undermine its value. There seems to be room to widen the sidewalk on one side, though given the length it could be expensive. Also, it needs an easier and safer junction with the Matthew Henson Trail.	We will recommend both a sidepath and conventional bike lanes between Glenallan and the ICC Trail.	Make change.
Deborah Turton	Aspen Hill	4	We need to have a protected bike lane down Parkland. There is already lots of pedestrian traffic with 2 schools on or near Parkland. This route is also used as a car and bike commuter route. With the planned BRT station at the southern end of Parkland there will only be increased negative interactions between people on foot, on bike and in cars as people travel to the BRT station. With a shared use path, cyclists will be traveling much faster down the hills than the pedestrians will and with a shared road, they will be traveling much slower than cars on the uphills. This road has a long wide median that can be used to create protected bike lanes. We talk a lot about car/bike interactions creating stress, but bike/ped interactions cause stress also. Many cyclists will avoid the shared use path and use the road anyway, so there will be cyclists on both the path and the road, without being safe and comfortable in either. We need to acknowledge that people on foot, on bikes and in cars need to be separated in situations like this.	Traffic counts at two locations along Parkland Dr show that between 6000 and 7,000 vehicles use this road on a typical day. Most adults should be comfortable bicycling in that environment (our threshold for considering separated bikeways (separated bike lanes or sidepaths) is 6,000 vehicles per day). However, this level of traffic is inappropriate for bicycling by most children.  The issue with primary residential streets such as Parkland Dr is that the curb-to-curb width of 36 feet does not easily enable on-street bikeways. To add in separated bike lanes we have to either remove both rows of parking (a non-starter) or one row of parking and remove a row of trees (also probably a non-starter). The only option we believe that is left is to provide a sidepath.	No change.

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Deborah Turton	Aspen Hill	6	Norbeck Rd. I'm assuming that the shared priority lane on the north side of Norbeck is actually the frontage road like is explicitly state on the plans for the south side of Norbeck. If people are going to come up out of RCT and take the frontage rd. north then what we really need is a contraflow bike lane or signs that allow cyclists to go against the one way there. We can't expect cyclists to cross Norbeck to the south side, travel east and then recross Norbeck at Muncaster to take the bikeways on Muncaster. That would add about 5 minutes to each trip to cross Norbeck twice. You will find that cyclists won't do that. You can also just make the neighborhood greenway Bauer to Emory to Sunflower as you come out of RCT and head east parallel to Norbeck.	Yes, the bikeway on the north side of Norbeck Rd is intended to be in the frontage road. And as you note, bicyclists need to be able to travel contraflow. This is an issue that we will be exploring more with our consultant. We will label the street at "Norbeck Rd Access Road".	Make change and continue to explore.  (4d in agenda)
Deborah Turton	Aspen Hill	6	Chesterfield from Bel Pre and then Parkland to at least Grenoble is generally OK even during rush hour. The road is wide for parking and usually there's plenty of room to let cars pass. Going downhill on Parkland lets you easily get up to the speed limit on the narrow section. There are also neighborhood roads available for those who want to avoid Parkland. There's a lot of pedestrian traffic in that area and building a sidepath will only increase the interactions between pedestrians and cyclists. With the BRT being built the pedestrian traffic will only increase, so a multi-use sidepath won't be appealing to cyclists trying to make it to the bus stop on time.	We will remove the sidepath on Chesterfield Rd between Bel Pre and Heathfield. Bicycling on Bel Pre south of Heathfield may be less comfortable with kids, since motorists are reluctant to cross a double-yellow line and may pass to close to children.	Make partial change.
Eva Waaks	Aspen Hill	4	Map says that there is already existing separated bikeway on part of Bel Pre road. Is that referring to the sidewalk in that area of the road? If so, the other part of Bel Pre (left of Georgia Ave) also has a sidewalk but the map indicates a proposed sidepath. What is the change being made here if both parts already have a sidewalk? expansion of that sidewalk?	Per County standards Bel Pre Rd qualifies as having a sidepath. However, you are correct that it looks more like a wide sidewalk because: 1) it is concrete, and 2) the concrete is two panels side-by-side (with a fissure down the middle). In our opinion this is poor sidepath design and as part of this plan we are recommending to elevate the design of sidepaths.	Discuss  (4h in agenda)
Eva Waaks	Aspen Hill	4	Shared road proposed on Norbeck Road according to the map (to the right of Bel Pre intersection) this small road suddenly bcomes large- shouldn't part of it have a proposed separated bikeway? If so the map indicates a shared road	The recommendation is for priority shared lanes on the access road adjacent to Norbeck Rd. We will label the street at "Norbeck Rd Access Road".	Make change.  (4d in agenda)
Joe Fritsch	Aspen Hill	4,5,6	Bonifant Rd, need bicycle amenities added. This is the current ICC Trail alternate route.	The problem of course with having designated Bonifant Rd as the alternative ICC route is that it is very steep in locations.	Discuss  (4f in agenda)
Paul Daisey	Aspen Hill	4,6	Map on p 4, table on p 6: add Hewitt Ave between Rippling Brook Dr and Georgia Ave as a Shared Road. It was part of my bike commute downtown DC for 2 years. There is too much pedestrian traffic to put bikes on the sidewalk as a Sidepath. Commuter bicyclists will not ride an extra two blocks to take the Matthew Henson Trail from GA Ave to Rippling Brook.	While we agree this could be signed as a shared road, our approach is that all roads are shared and that MCDOT should determine which roads should be signed.	No change.
Paul Daisey	Aspen Hill	5	Table lists Norbeck Rd from Hannans Way to Norbeck Rd Access Road as a Neighborhood Greenway on the North Side. No way there could be a neighborhood greenway on an arterial! This must be a mistake! Do you mean Norbeck Rd Access Road from Hannans Way to the Sidepath on the North Side where the Access Road ends?	Yes, this is intended to be the access road. We will label the street at "Norbeck Rd Access Road".	Make change.  (4d in agenda)

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Joe Fritsch	Aspen Hill	4,5,6	Mathew Henson Trail currently ends at Alderton Rd. Map needs to reflect this with dashed green line instead of current solid green line east of Alderton.	We will make this change.	Make change.
Joe Fritsch	Aspen Hill	4,5,6	Alderton Rd needs bicycle facility connecting to Bonifant Rd. Curently the end of the Matthew Henson Trail	It is very steep.	Discuss (4f in agenda)
Phil Shapiro	Aspen Hill	List and map	I still think that something needs to be done to tie the list to the map such as numbeing list and placing numbers on map. I know area pretty well and I couldn't follow everything	Discuss.	Discuss (4b in agenda)
Phil Shapiro	Aspen Hill	List and map	Some entries show terminus on map, even though it continues, others show it on map. Need to be consistent and making termini clear on map in all lists and mapsmap	Agree. The intent was to have the "from" and "to" in the tables correspond to locations in the corresponding map. We will review the maps and tables to make this consistent.	Make change.
Phil Shapiro	Aspen Hill	List and map	Norbeck Rd. from access road to Emory Lane. I ride this freequently and the priority shard lanes would not make me comfortable. Too much traffic and speed.	The priority shared lanes are intended to be located in the access roads.	No change. (4d in agenda)
Phil Shapiro	Aspen Hill	List and map	Aspen Hill between Connecticut and Georgia. Somehow the multitutde of shopping center and gas station driveways need to be dealt with. Separated bike lanes on north side will still create safety challenges.	This would be implemented with redevelopment, which would consolidate driveways.	No change.
Joe Allen	Derwood	8-9	Gaither / Industrial Dr: Missing Protected Bikeway on Gaither Rd and Industrial Drive to connect with City of Gaithersburg at Morris Park. Should connect with Rockville sidepath/protected bikeway across Shady Grove Road	We will make this change.	Make change.
Joe Allen	Derwood	8-9	Railroad St: Missing Sidepath on Railroad from Brown to East Diamond	M-NCPPC does not have planning authority withing several cities and towns, including Washington Grove.	No change.
Joe Allen	Derwood	8-9	Frederick Rd: Sidepath does not appear to be sufficient given the intensive land uses planned for this area; facility should be both sides of street given King Farm and other uses	The east side of Frederick Rd is zoned largely for industrial uses, with about a block on either side of Redland Rd zoned for mixed use development. We will change the recommendation to two-way separated bike lanes on these two blocks.	Make change.
Joe Allen	Derwood	8-9	Shady Grove Rd: Sidepath does not appear to be sufficient given the intensive land uses planned for this area	The density along Shady Grove is moderate, but much of the development will be interior facing and will not generate much activity along Shady Grove Rd.	No change.
Joe Allen	Derwood	8-9	Washington Grove: Lack of connections through Washington Grove planned	M-NCPPC does not have planning authority withing several cities and towns, including Washington Grove.	No change.
Jack Cochrane	Derwood	8	<b>Midcounty Highway</b> - If the state is leaving the shoulder anyway, it should be specified in the plan. Islands have been popping up in the middle of the shoulder at intersections, which happens when roads aren't in the bikeway plan. And shoulders shouldn't be removed from the bike plan until a path is actually going to be built. Otherwise these are nice long shoulders. Midcounty Hwy Extended (south of Shady Grove Rd) doesn't need a shoulder.	Agree that shoulders should remain on this road. Will recommend bikeable shoulders.	Make change.

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Jack Cochrane	Derwood	8	<b>Intercounty Connector (ICC)</b> - Allow bikes on the shoulder. SHA has rejected our request 2 or 3 times but it's important to ask each new administrator. Please help us with that. Shoulder use could be permitted between Rt. 29 and Georgia Ave (or even to Muncaster Mill Lane) with mostly signage.	The posted speed limit is 60 mph on the ICC. We would need to see research that says this is a safe condition before we can recommend permitting bicycling on this road.	No change.
Jack Cochrane	Derwood	8	<b>Redland Rd</b> - Ten years ago the County Council (at the behest of a council member) summarily decided it didn't need a sidewalk on Redland (north of Briardale). But I'm all for it.	Thanks.	No change.
Jack Cochrane	Derwood	8	<b>Baderwood Lane</b> - Connects to Redland Rd and Briardale Rd	This road is very bikeable without a bikeway recommendation. MCDOT could consider signing this route.	No change.
Jack Cochrane	Derwood	8	<b>Briardale Rd</b> - Connects Shady Grove Rd to Redland Rd	This road is very bikeable without a bikeway recommendation. MCDOT could consider signing this route.	No change.
Jack Cochrane	Derwood	8	<b>Shady Grove Rd (east of Crabbs Branch Way)</b> - The bike lanes are useful and fast but a little intimidating. A path is the better solution, but MCDOT has said it would be expensive, involving moving curbs, etc. Find a way to say that the lanes should remain in the plan until a path can be built.	Agree -- this is a general statement that was made in the Framework Report.	No change.
Jack Cochrane	Derwood	8	<b>Oak Meadow Dr, Wick Lane, Panorama Dr</b> - Potential cut-thru route from Needwood Rd to Redland Rd (and Shady Grove Rd)	This road is very bikeable without a bikeway recommendation. MCDOT could consider signing this route.	No change.
Jack Cochrane	Derwood	8	<b>Oakmont Ave</b> - This badly needs bike accommodations. It's a key route from Gaithersburg to Shady Grove Rd.	Would you suggest conventional bike lanes or a sidepath?	Follow up with Jack.
Jack Cochrane	Derwood	8	<b>Washington Grove/Crabbs Branch Way path</b> - Important proposed path from Washington Grove (Brown St or wherever) to Crabbs Branch Way.	Agree.	No change.
Jack Cochrane	Derwood	8	<b>East Gude Dr</b> - The Millennium Trail needs to be set back from the street and driveway crossings consolidated.	Agree, but this will be challenging to implement as there is little development potential here.	No change.
Jack Cochrane	Derwood	8	<b>Gude-Rock Creek Connector Trail</b> - Show the trail planned to run from East Gude Drive to the Rock Creek Trail at Lake Needwood	Will talk with Parks Dept. Only certain park trails will be included in the master plan (Rock Creek, Sligo Creek, CCT, Matthew Henson). If shown this would be for display purposes only.	Follow up with Parks Dept
Jack Cochrane	Derwood	8	<b>Muncaster Mill Rd</b> - Parts of this have wide shoulders. It might be a candidate for identifying as a shoulder bikeway (in addition to getting a path).	This is a good candidate for bikeable shoulders.	Make change.
Paul Daisey	Fairland / Colesville	10,11	Map on p 10 shows existing Separated Bikeway on east side of Columbia Pike from Sandy Spring Rd to Briggs Chaney Rd (listed in table on p 11 as continuing to Cherry Hill Rd) as a solid line. It does not exist and should be shown as a dashed line to indicated it is proposed.	This will be corrected.	Make change.
Paul Daisey	Fairland / Colesville	10,11	Map on p 10 shows existing Separated Bikeway on east side of Columbia Pike from Fairland Rd to Musgrove Rd (listed in table on p 11 as continuing to Cherry Hill Rd) as a solid line. It does not exist and should be shown as a dashed line to indicated it is proposed.	This will be corrected.	Make change.

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Paul Daisey	Fairland / Colesville	10,11	Map on p 10 and table on p 11 should include some bike way on MD Rt 198 between Spencerville Rd and Sandy Spring Rd, and crossing Old Columbia Pike, to connect sections shown on map for Spencerville Rd from Oursler Rd to Old Columbia Pike, and from Columbia Pike Rt 29 to PG County (listed inconsistently on map as Sandy Spring Rd. and table as Spencerville Rd). There is lots of ROW width here, with 4 to 5 lanes including turn lanes in each direction that could all be put on a lane diet.	A recommendation on this road is outside of the Fairland / Colesville policy area and will be included in the next round of bikeway recommendations. Map labels will be corrected.	Make partial change.
Paul Daisey	Fairland / Colesville	10,11	Map on p 10 shows ICC trail as existing between NorthWest Branch and the PG County Line, and table on p 11 lists two sections from Northwest Branch to New Hampshire Ave. and from Pain Branch to PG County line. Only the section between Notley Rd and New Hampshire Ave currently exists. The map should indicate other sections as proposed. The table should list 3 sections; NW Br to Notley (proposed), Notley to NH Ave (existing) and NH Ave to PG (proposed).	This will be corrected in the map. The tables are not intended to distinguish between existing and proposed bikeways.	Make partial change.
Paul Daisey	Fairland / Colesville	10,11	Map on p 10 does not show bikeway on Briggs Chaney Rd from Paint Branch to Old Columbia Pike, although it is included in table on p 11 as Briggs Chaney Rd from Paint Branch to PG county line	This will be shown as a sidepath.	Make change.
Paul Daisey	Fairland / Colesville	10,11	Add Serpentine Way from Fairland Rd to Cherry Hill Rd as Shared Road (It connects to Paint Branch Trail system)	While we agree this could be signed as a shared road, our approach is that all roads are shared and that MCDOT should determine which roads should be signed.	No change.
Paul Daisey	Fairland / Colesville	10,11	Add Stream Valley Park Trail from Cannon Rd (next to Elementary School) to Paint Branch Park Trail (Cross Laurie Dr).	Per discussion between the Parks Dept and Planning Dept, we are only recommending four trails as Stream Valley Park Trails (Sligo Creek, Rock Creek, CCT, Matthew Henson).	No change.
Paul Daisey	Fairland / Colesville	10,11	Map on p 10 shows existing Separated Bikeway on west side of Columbia Pike from Blackburn Rd to Tech Rd as a solid line. It does not exist and should be shown as a dashed line to indicated it is proposed.	This will be corrected.	Make change.
Paul Daisey	Fairland / Colesville	10,11	Map on p 10 and table on p 11 should include Striped or Separated Bikeways on both sides of Greencastle Rd from Columbia Pike US Rt 29 to Old Columbia Pike. There is lots of wasted pavement width available here; a full lane paved shoulder downhill in the first block east of Old Columbia Pike (probably to provide free parking to the religious school) and an yellow striped out center section with no turn lanes in the the second block to Rt 29.	We will recommend both a sidepath and conventional bike lanes in this location.	Make change.
Paul Daisey	Fairland / Colesville	10,12	Add Broadmore Rd from Cannon Rd to Tamarak Rd as Shared Road	This is a very low stress road and does not need a master-planned bikeway. MCDOT could sign this as a bike route.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Tamarak Rd from Broadmore Rd to Fairland Rd as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Thomas Dr from New Hampshire Ave to Lacey Dr as Shared Road	We considered this proposed route from New Hampshire Ave to Randolph Rd as a neighborhood greenway, but due to the steep slopes decided not to include it. MCDOT could sign this as a bike route.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Lacey Dr from Thomas Dr to Eldrid Dr as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Eldrid Dr from Lacey Dr to Eldrid Pl as Shard Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Eldrid Pl from Eldrid Dr to Springloch Rd as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Springloch Rd from Eldrid Pl to Springtree Dr as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Springtree Dr from Springloch Rd to Randolph Rd as Shared Road	See above.	No change.

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Paul Daisey	Fairland / Colesville	10,12	Add Hawksbury Ln from Randolph Rd to Locksley Ln as Shared Road	This is a very low stress road and does not need a master-planned bikeway. MCDOT could sign this as a bike route.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Locksley Ln from Randolph Rd to Finsbury Rd as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Finsbury Rd from Locksley Rd to Scott Dr as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Scott Dr from Finsbury Rd to Vierling Dr as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Vierling Dr from Scott Dr to Notley Rd as Shared Road	See above.	No change.
Paul Daisey	Fairland / Colesville	10,12	Add Notley Rd from New Hampshire Ave to ICC as Shared Road	See above.	No change.
Eva Waaks	Fairland / Colesville	10	Is there a proposed sidepath on Jackson rd? (no difference between proposed and existing bikeways on this map) The sidewalk already existing there seems sufficient.	The Jackson Rd sidepath exists from Ne Hampshire Ave to Renick Ln and is proposed from Renick Ln to the Paint Branch Stream Valley Park.	No change.
Joe Fritsch	Fairland / Colesville	10	ICC trail. Most of the trail does not exist in this area. Map needs to be updated to clarify where the trail currently exists and where it still need to be built.	This will be corrected.	Make change.
Jack Cochrane	Glenmont	14	<b>Layhill Rd (Georgia to Glenallen Rd)</b> - I agree that protected bike lanes on both sides would be appropriate in this busier area.	Okay.	No change.
Jack Cochrane	Glenmont	14	<b>Layhill Rd (Glenallen Rd to ICC)</b> - Add a path, but do not remove the existing bike lanes.	We will recommend both a sidepath and conventional bike lanes between Glenallen and the ICC Trail.	Make change.
Jack Cochrane	Glenmont	14	<b>Denley Rd</b> - Add the segment from Georgia Ave to Holdridge Rd. It's part of the existing signed route.	Okay.	Make change.
Jack Cochrane	Glenmont	14	<b>Flack St</b> - Remove as a bikeway the portion north of Denley Rd, since Holdridge is the signed route.	We prefer Flack St because the slopes are gentler than Holdridge. Why was Holdridge selected as the signed route?	Follow up with Jack.
Phil Shapiro	Glenmont	List and map	Georgia between Glen Allen and Randolph - Are sidepaths included in reconstruction currently occurring for grade separation at Randolph? If not it is unrealistic to expect them to occur.	A sidepath will be located on the west side. We need to double-check on the east side.	Review interchange plans.
Phil Shapiro	Glenmont	List and map	Layhill between GlenAllen and Georgia. - May want to consider sidepath on south side when shopping center is eventually redeveloped.	We recommended two-way separated bike lanes on both sides of Layhill Road in this location.	No change.
Phil Shapiro	Glenmont	List and map	Glenallen between Georgia and Randolph - Is sidepath on north part of new development at Layhill and Glenallen? If not how can we expect it in future?	Yes.	No change.
Joe Allen	Grovesnor	16-17	Tuckerman Ln: Sidepath not sufficient; ROW not available for adequate sidepath; should have in road protected facility	We believe that a sidepath is an appropriate bikeway for this location, but the right-of-way is currently lacking. This road would need to go from 5 lanes to 3 lanes to fit separated bike lanes in between the curbs, since the curb-to-curb distance is about 48 ft. We cannot recommend separated bike lanes without a traffic study, but we could include language in the plan that says consider separated bike lanes in lieu of sidepaths where there is extra pavement.	Make partial change.
Paul Daisey	Kensington / Wheaton	19,20	Add Matthew Henson Trail from Layhill Rd to Alderton Rd. as Stream Valley Park Trail	A portion of the trail was inadvertently left out. We will add it in.	Make change.
Paul Daisey	Kensington / Wheaton	19,20	Add Alderton Rd from Bonifant Rd to Atwood Rd as Shared Road	This road is recommended to have a sidepath in existing master plans, but we question whether this recommendation would be appropriate as an alternative to the ICC Trail, since it is very steep.	Discuss (4f in agenda)

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Paul Daisey	Kensington / Wheaton	19,20	Add Atwood Rd from Alderton Rd to Foggy Glen Dr as Shared Road	This is a very low stress road and does not need a master-planned bikeway. MCDOT could sign this as a bike route.	No change.
Paul Daisey	Kensington / Wheaton	19,20	Add Foggy Glen Dr from Alderton Rd to Soaring Wing Lane as Shared Road	See above.	No change.
Paul Daisey	Kensington / Wheaton	19,20	Add Soaring Wing Lane from Foggy Glen Dr to Poplar Run Drive (Circle) as Shared Road	See above.	No change.
Paul Daisey	Kensington / Wheaton	19,20	Add Poplar Run Drive (Circle) to Tivoli Lake Blvd as Shared Road	See above.	No change.
Paul Daisey	Kensington / Wheaton	19,20	Add Tivoli Lake Blvd from Poplar Run Drive (Circle) to Randolph Rd as Shared Road	See above.	No change.
Paul Daisey	Kensington / Wheaton	19,20	Add Poplar Run Drive from Layhill Road to Poplar Run Drive (Circle) as Shared Road	See above.	No change.
Paul Daisey	Kensington / Wheaton	19,20	Add Connecticut Ave from Layhill Rd to University Blvd as Sidepath West Side (widen existing sidewalk)	Do you mean from VEIRS MILL RD to University Blvd? If so, we can add this.	Follow up with Paul.
Jack Cochrane	Kensington / Wheaton	18	<b>Kensington - General</b> - Kensington is a difficult nut to crack. The few roads that cross Connecticut Ave are busy and have expanded to fill every available inch of right-of-way. North-south routes are mostly poor and there are only three crossings of the RR tracks. The sector plan favors industrial streets lined with service shops, which does help calm traffic but makes separated bikeways difficult to build. For confident road cyclists, it actually kind of works, but it's not good for low stress riders. (If Kensington wants the west side to be mostly service businesses, I suppose low stress bike circulation might not be so important there). I believe Kensington needs to think big. Maybe either the Connecticut/Plyers Mill or Connecticut/Knowles intersection could be redone to favor bikes and peds, while the other intersection remains more car-oriented. Maybe Howard Ave could be a dedicated bike/ped crossing of Conn. with a path along the north side of Howard. Maybe a bike/ped bridge over Connecticut is needed. Unfortunately the sector plan offers few solutions.	Agree that Kensington is very challenging. Intersection improvements are critical here. However, we are only able to recommend general intersection improvements.	Consider change.
Jack Cochrane	Kensington / Wheaton	18	<b>Kensington Parkway</b> - This is a wonderful road that time forgot. I don't mean the antique stores and the 1891 train station. I mean the wide outside lanes! It's a rare and ancient concept. Actually the lanes aren't entirely wide. But traffic volumes and speeds are low and drivers can usually pass pretty easily. I've requested a sidepath there and it seems feasible, so absolutely keep that in the plan. But the street itself should not be narrowed, because it's a key component of a north-south on-road bike route paralleling Connecticut Ave (yet to be signed). It is the only decent road option, since Cedar and Connecticut are pretty terrible. Bike lanes probably couldn't fit on Kensington Pkwy, and striping a narrow shoulder might force cyclists too far to the right. So I recommend priority shared lanes or just leaving it the way it is. But a shoulder bikeway (using the existing pavement) would be much better than narrowing the pavement.	Priority shared lanes (and sidepath) would best fit our bicycle facility toolkit.	Make change.

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Jack Cochrane	Kensington / Wheaton	18	<b>Cedar Lane, Summit Ave (south of Knowles)</b> - Cedar Lane has shoulders for parking, but there are so many parked cars that it's not suitable for biking. Building a path is probably the best among bad options. The further north you go, the less utilized the parking is, but a path is probably still the best option.	Okay.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Summit Ave, Summit Ave Extended, Farragut Ave (Knowles to Connecticut)</b> - North of Knowles, the character of Summit Ave changes completely, to a low volume, low speed industrial street. It must remain low volume, even if it means not connecting Summit through to Farragut. Protected bike lanes would be overkill, and two-way PBLs (or a sidepath) in particular would be hazardous, forcing cyclists to ride the wrong way past front-in parking and car repair businesses (which the sector plan seems to want to retain). The Summit bridge over the RR tracks isn't wide enough to support PBLs or a path anyway. Sharing the bridge is safe because the road calms traffic rather than segregating it. North of the RR bridge (Summit Extended), the plan shouldn't settle for two-way PBLs on a street that hasn't even been built yet. But Summit should NOT be extended (except for bikes) because it would draw traffic to Summit and the RR bridge. These streets need to be slow and calm so cyclists can be comfortable sharing the street or using conventional bike lanes. Calming also seems to benefit from the odd parking configuration, worn pavement, and lack of well-defined road edges.	The Kensington Sector Plan recommends completing the road between Summit Ave and Farragut Ave, and this is a funded facility planning study that MCDOT is currently working on. So if / when the road is completed traffic will increase and separated bike lanes will be needed. The bridge will need to be widened over time.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Howard Ave (Summit to Knowles)</b> - This has numerous service and automotive businesses like Summit north of Knowles, but it's hillier and appears to be narrower, making sharing with cars considerably more difficult. A path or PBLs seems unworkable due to the front-in parking configuration. The sector plan recommends keeping this industrial use. Consider just removing from the bikeway plan.	This road is zoned for a lot of density (see mcatlas.org/zoning). If that happens, separated bike lanes would make sense.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Howard Ave (Summit to Armory)</b> - This road has potential room on the north side for a path next to the RR tracks. If it crossed Connecticut at a signal it could be a decent dedicated bike/ped crossing.	Can you explain why you think this path would be beneficial? It doesn't connect to much and is on the opposite side of the road from the stores.	Follow up with Jack.
Jack Cochrane	Kensington / Wheaton	18	<b>Knowles Ave (Beach to Summit)</b> - This is an established on-road route with decent shoulders. It links to other on-road routes like Beach Drive and Plyers Mill Rd and it's a segment of an east-west countywide spine route. So the shoulders should be retained. A path would be great too, and seems buildable without removing the shoulders except where a path probably couldn't be built at all.	Agree that the path would most likely be built without removing the shoulders. Should the shoulders be upgraded to conventional bike lanes?	Follow up with Jack.
Jack Cochrane	Kensington / Wheaton	18	<b>Knowles Ave (Summit to Armory)</b> - Unfortunately there's very little space in which to squeeze a low stress bike facility. It's easy enough as-is for experienced road cyclists due to slow traffic and extra lanes, but that doesn't help other cyclists.	The right-of-way is tight between Summit Ave and Connecticut Ave. The proposed zoning in this location could help to incentivize redevelopment. The separated bike lanes would likely only be implemented through redevelopment.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Plyers Mill Rd (Summit to Metropolitan)</b> - Ditto the comment for "Knowles Ave (Summit to Armory)".	The proposed zoning in this location could help to incentivize redevelopment. The separated bike lanes would likely only be implemented through redevelopment.	No change.

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Jack Cochrane	Kensington / Wheaton	18	<b>Plyers Mill-Rock Creek path</b> - Show this path, which directly connects the west end of Plyers Mill Rd to the Rock Creek Trail and Beach Dr. The spine route signs on Plyers Mill point to this as a "path" alternative to the main spine route.	We will make this change.	Make change.
Jack Cochrane	Kensington / Wheaton	18	<b>Denfield Ave and Wexford Dr (Newport Mill Rd to Beach Dr)</b> - This is a useful greenway route from the Newport Mill area to Rock Creek Park.	Per the development approval for the end of Brandywine St, the proposed underpass of Connecticut Ave will not be constructed.	Follow up with Jack.
Jack Cochrane	Kensington / Wheaton	18	<b>Newport Mill Rd alternative</b> - A path along Newport Mill would be plagued by innumerable driveway crossings. But Newport Mill from Denfield to Veirs Mill isn't great for road riders either, since the shoulders are heavily utilized for parking. The plan can still specify a sidepath along Newport Mill, but consider also a neighborhood greenway alternative. One alternative uses Denfield Ave, Woodson Ave, Soward Dr, Woodridge Ave, Highview Ave, Gail Pl, and Glorus Pl. The greenway can cross Veirs Mill Rd to Claridge Rd or follow College View Dr back to Newport Mill. I realize this route isn't ideal.	I think a neighborhood greenway here makes sense, but we should discuss the specific routing.	Follow up with Jack.
Jack Cochrane	Kensington / Wheaton	18	<b>Veirs Mill Rd and Randolph Rd crossings</b> - Make sure greenway routes only cross Veirs Mill Rd and Randolph Rd at signals, like Newport Mill Rd, Claridge Rd or Dalewood Dr. What is the Valleywood Trail?	The intent was to only cross major highways at signals. Is there a specific location that you are concerned about?  The Valleywood Trail was proposed in the Aspen Hill Master Plan is would connect Randolph Rd to Weisman Rd.	Follow up with Jack.
Jack Cochrane	Kensington / Wheaton	18	<b>Garrett Park Rd (Beach Dr to Dewey Rd) and Dewey Rd (to Edgebrook Rd)</b> - Note this popular on-road alternate to Rock Creek Trail.	Okay, we thought it would be sufficient to sign this route.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Garrett Park Rd (Beach Dr to Schuykill Rd) and MARC connector path</b> - Note this link between the Rock Creek Trail and the town of Garrett Park through the MARC station.	See above.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Beach Drive (Stoneybrook Rd to Garrett Park Rd)</b> - Note this on-road alternate to the Rock Creek Trail. Is it a greenway? A priority shared roadway? It seems to defy our categorization system.	It's a signed route that doesn't need to be master-planned.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>Original "Greeley Greenway" (Darcy Forest Dr, Clark Pl, Greeley Ave, Dexter Ave, Gardiner Ave, Evans Dr, Haywood Dr, Hunting Place)</b> - Note this original "Greeley greenway" alignment because it's already signed as a spine route and is better for riders heading to Kensington, though it will probably be replaced as the official spine route as noted below.	So we will ignore this in favor of the next two recommendations.	No change.
Jack Cochrane	Kensington / Wheaton	18	<b>New "Greeley Greenway" southern portion (Darcy Forest Dr, Clark Pl, Greeley Ave, Dexter Ave, Douglas Ave)</b> - From Forest Glen Rd to Dennis Ave, this is better than the alignment proposed in the plan (Darcy Forest, Clark, Greeley, Hildarose, McKenney, Darrow, Douglas) because it has two fewer turns and follows the existing bike route signs from Forest Glen Rd to to Dexter before branching off.	This seems to have the same number of turns as our recommendation. Our recommendation was intended to avoid the steep section of Greeley Ave between Hildarose Dr and Dexter Ave.	Follow up with Jack.
Jack Cochrane	Kensington / Wheaton	18	<b>New "Greeley Greenway" northern portion (Douglas Ave, Dennis Ave, Amherst Ave, park path)</b> - This will likely be the new spine route alignment, by virtue of the new Amherst cut-thru path (thru Evans park). The plan's proposed sidepath on the west side of Georgia from Evans Pkwy to Plyers Mill is a good idea, but may not be built for some time, and it's better for spine routes to avoid such sidepaths if possible.	As a long term recommendation we are trying to avoid the very steep block of Amherst Ave from Dennis Ave to Evans Pkwy. Agree that our recommendation may not be built for awhile and that in the interim your recommended signed route makes sense, but we still want to keep the long term recommendation.	No change.

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Jack Cochran	Kensington / Wheaton	18	<b>Dennis Ave (Douglas Ave to Eastwood Ave)</b> - This is a major bike route and part of the signed east-west spine route from Falls Rd to Rt. 29. It provides signalized crossings of Georgia Ave and University Blvd. Call it a shoulder bikeway or neighborhood greenway, as long as it's identified (though the shoulders are not delineated).	The challenge with Dennis Ave is that it has too much traffic to be a neighborhood greenway and shoulders (or bike lanes) are not appropriate for most users. We will recommend a sidepath on the north side of the road. This would connect to Sligo Middle School and would tie in with an MCDOT project to rebuild one of the bridges.	Make change.
Jack Cochran	Kensington / Wheaton	18	<b>Shorefield Rd, Weisman Rd</b> - It would be nice to have a decently wide path along Shorefield to Wheaton Regional Park. Weisman connects Shorefield to Holdridge Rd.	Agree that a path makes sense of Shorefield Rd. Weisman Rd does not seem to require a bikeway.	Make partial change.
Jack Cochran	Kensington / Wheaton	18	<b>Henderson Ave</b> - Might as well continue it east all the way to Wheaton Regional Park.	By itself Henderson Ave does not need a bikeway. It was only recommended to have a shared use path to help bicyclists make the turn to and from Georgia Ave.	No change.
Jack Cochran	Kensington / Wheaton	18	<b>Kemp Mill Rd</b> - Add a path, but do not eliminate the shoulders.	The shoulders are very wide. Wouldn't need to remove them, but may want to narrow them 2 - 3 feet to get space for the path.	No change.
Jack Cochran	Kensington / Wheaton	18	<b>Arcola Rd</b> - Add a path, but do not eliminate the shoulders.	Agree, the shoulders are for on-street parking as well.	No change.
Jack Cochran	Kensington / Wheaton	18	<b>Sligo Creek Trail (near Wheaton Regional Park)</b> - Show the trail extending all the way to Wheaton Regional Park	Okay	Make change.
Jack Cochran	Kensington / Wheaton	18	<b>Brunett Ave and alternatives</b> - It would be good to continue signing the Rt. 29 spine route into Silver Spring. Brunett is ideal but doesn't cross University at a signal. Add a signal and it would work quite well. Without a signal, signs should probably direct cyclists to cross University on Dennis Ave instead, then follow Portland Rd, Lanark Way and Greenock Rd (or similar streets) back to Burnett. Both options should be put into the plan. (FYI crossing Univ. at Lorain or Colesville is unpleasant).	Agree. We would like to stick with Brunett Ave as the long term connection, but agreed that without a signal the signed route you proposed makes sense.	No change.
Jack Cochran	Kensington / Wheaton	18	<b>Eastwood Ave (Dennis to Southwood)</b> - The existing east-west signed route uses Dennis Ave, Eastwood and Southwood to reach Rt. 29. So make Eastwood a greenway from Dennis to Southwood.	I'd like to better understand why Eastwood Ave was selected. Its steeper than Edgewood Ave, which we recommended.	Follow up with Jack.
Jack Cochran	Kensington / Wheaton	18	<b>Estelle Rd, Hathaway Rd</b> - Remove as a bikeway, since Holdridge is the signed route.	We do not have recommendations on Estelle Rd or Hathaway Rd.	No change.
Jack Cochran	Kensington / Wheaton	18	<b>Janet Rd (Holdridge to Dean) and Dean Rd (to Connecticut)</b> - This connects the Holdridge spine route to the Matthew Henson Trail access point at Connecticut, which is much more pleasant than the existing Niles St/Georgia connection to the trail.	This is a very low stress road and does not need a master-planned bikeway. MCDOT could sign this as a bike route.	No change.
Jack Cochran	Kensington / Wheaton	18	<b>Parker Rd or Dawson Rd</b> - These might be useful greenways for connecting Newport Mill Rd to the Grandview/Galt spine route. Parker might be a little busy.	This is a very low stress road and does not need a master-planned bikeway. MCDOT could sign this as a bike route.	No change.
Joe Fritsch	Kensington / Wheaton	18	Map shows ICC trail existing east of Alderman Rd. It does not in this area.	It should be shown as as dashed line indicating it is proposed.	Make change.
Eva Waaks	Kensington / Wheaton	18	Plyers Mill rd might be better off as having a separated bikeway or sidepath since it is not a smaller street and connects to Georgia Avenue (as opposed to a shared road, as it is shown red on the map). (There is also a sidewalk that could act as a sidepath)	If we want to make it more bikeable to more people we would recommend a sidepath. However, we do have a recommendation on McComas Ave to the north, which is a much less busy road.	Needs further discussion.

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Stacy Cook	Kensington / Wheaton	18	Should Dennis Ave be considered for a sidepath? It currently has a sidewalk on both sides, but it seems to be a fairly important neighborhood connector.	Yes, we will make this change.	Make change.
Stacy Cook	Kensington / Wheaton	18	I don't personally know this area well, but from Google Map analysis, there appears to be potential to greatly improve connectivity if a crossing of the creek could be made from Lamberton (heading east) to Quaint Acres Drive. There appears to already be pedestrian access to the walking paths from each street. Maybe the community/preservationists wouldn't be supportive of this idea. Just a thought. See the following link for the specific location. <a href="https://www.google.com/maps/@39.0477115,-77.0098494,16.97z">https://www.google.com/maps/@39.0477115,-77.0098494,16.97z</a>	We will discuss this with the Parks Dept to see if they have considered this.	Follow up with Parks Dept
Phil Shapiro	Kensington / Wheaton	List and map	Colesville Rd. Northwest Branch to Lorain Ave. There is no ROW for sidepath, particularly in northern section, may wish to use parallel residential streets.	There are no other nearby crossings of the Northwest Branch.	No change.
Phil Shapiro	Kensington / Wheaton	List and map	Georgia between Henderson and Randolph - Are sidepaths included in reconstruction currently occurring for grade separation at Randolph? If not it is unrealistic to expect them to occur in northern section.	See previous.	Review interchange plans.
Phil Shapiro	Kensington / Wheaton	List and map	Kemp Mill Rd.- Randolph to Arcola. This road is scheduled for repavement/reconstruction in the near future. Is the sidepath included in plans?	I had not heard about this project, but will check.	Follow up with MCDOT
Phil Shapiro	Kensington / Wheaton	List and map	Lamberton Drive from Sligo Creek to Arcola. At least part of this is privately owned. How can it be in master plan?	Master plans are full of recommendations on private property. It allows the County to require the facilities to be constructed upon redevelopment or to purchase land needed to implement the project. This particular recommendation would most likely happen through redevelopment, which is probably a long way off.	No change.
Phil Shapiro	Kensington / Wheaton	List and map	Plyers Mill is not suitable for a neighborhood Greenway between Lexington St. and Georgia Ave. It is used as a through street from Connecticut to Georgia.	This should have been labeled as priority shared lanes. If we want to make it more bikeable to more people we would recommend a sidepath. However, we do have a recommendation on McComas Ave to the north, which is a much less busy road.	Discuss
Phil Shapiro	Kensington / Wheaton	List and map	Newport Mill is not suitable for a priority shared lanes between Denfield and University Blvd. It is used as a through street and is narrow. It is too dangerous.	Not sure what else we can do here.	Discuss (4g in agenda)
Phil Shapiro	Kensington / Wheaton	List and map	Howard Ave. is not suitable for priority shared lanes. It is narrow and is the major access point to the commercial area.	Not sure what else we can do here.	Discuss (4g in agenda)
Phil Shapiro	Kensington / Wheaton	List and map	Framwall and Colt Terrace between Elkin and Sligo is a good bypass of Arcola after it connects with Sligo it provides low volume access from University to Wheaton CBD.	Agree. These are bikeable without a master plan recommendation.	No change.

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Jack Cochrane	North Bethesda / Twinbrook	24	<b>Tuckerman Lane (Old Georgetown to Seven Locks)</b> - This is a major route for road cyclists with excellent wide shoulders, so it's signed as a spine route. Call it a shoulder bikeway. It's unlikely a path could be added without removing the shoulders, and in some places probably couldn't be added at all. Focus on making shoulders wider at pinch points. The westbound shoulder could be subdivided into bike and pedestrian "lanes" between the two Cabin John trailheads (on opposite sides of the street) and the small park pavillion to serve park users.	MCDOT is proposing to construct one-way separated bike lanes on boths sides of the road between Old Georgetown Rd and Falls Rd. We will probably reflect the direction the are going.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Tuckerman Lane (Rockville Pike to Old Georgetown Rd)</b> - The path on the north side is less than ideal due to frequent pedestrian use and jointed concrete surface, but short of removing a travel lane, that's what we're stuck with.	Agree. And we do not have the ability as part of this plan to study road diets.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Rockledge Dr, Rock Spring Dr, etc.</b> - Unclear why protected bike lanes are on one side of Rock Spring Dr but both sides of Rockledge Dr. Maybe plan should be more vague.	We are reflecting recommendations in the Rock Sping plan. You may want to comment on that plan.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Fernwood Rd (Rockledge Dr to Democracy Blvd) and its extension, Westlake Terrace</b> - Draft is calling for two-way protected bike lanes to switch sides of the street at Rockledge Dr, which is awkward. Unclear how there would be room for any of this on the bridge over I-270. Maybe plan should be more vague.	Rock Springs Sector Plan is recommending bikeway on south side of Westlake Terrace, due to conflict with ramps to I-270 on north side and separated bike lanes on north side wwhere there is additional right-of-way. The Council will take up the Rock Spring plan soon. The Bicycle Master Plan will reflect the approved Rock Spring plan.	No change (at this time).
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Fernwood Rd (Democracy Blvd to I-495)</b> - Concentrate on widening pavement enough for conventional bike lanes, which might not be too difficult ( <a href="https://goo.gl/maps/eqUuUv8b7pF2">https://goo.gl/maps/eqUuUv8b7pF2</a> ) . Traffic speeds aren't high. Adding protected bike lanes, or adding a path that's consistently on one side of the street, would be difficult, and putting such facilities in the plan might prevent feasible improvements. Limited space on the I-495 bridge might also prevent adding a path or protected bike lanes.	We will reflect both a sidepath and conventional bike lanes. I do not think they are mutually exclusive (though the existing bridge is an issue).	Make change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Lone Oak Dr (Fernwood to Old Georgetown)</b> - A good east-west alternative to Democracy Blvd. Call it part of the "Lone Oak greenway".	This is an important road for access to Ashburton ES, but Lone Oak Dr is not appropriate for children. Sidepath may make sense for school access.	Make change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Lone Oak Dr (Old Georgetown to Fleming/BTT)</b> - East-west alternative to Grosvenor Lane. Call it part of the "Lone Oak greenway". Crossing Old Georgetown from Lone Oak to Lone Oak isn't difficult for road riders (it requires riding a few hundred feet on OG itself). It could be easy for novice riders as well if a path could be built on the east side of Old Georgetown as proposed in the plan, allowing riders to cross OG Rd at the traffic signal.	This segment of Lone Oak Dr should be comfortable for most bicyclists without a bikeway recommendation.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Kingswood Rd path</b> - The cut-thru path extending Kingswood Rd from Old Georgetown Rd to Belhaven Rd may be worth putting on the map, though it's very narrow and squeezed between two homes.	We will add this to a list of "neighborhood connections" that we are compiling.	Make change.  (4e in agenda)

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Jack Cochrane	North Bethesda / Twinbrook	24	<b>Old Georgetown Rd (Cheshire to Charles)</b> - A path on the east side is extremely ambitious, given the expense of this year's widening and adding a buffer south of Charles. The Bethesda Trolley Trail is a reasonable alternative to a path here. But adding a path from Manor Oak Way to Lone Oak Dr on the east side would facilitate the Lone Oak greenway I mentioned. For the rest of it, a more modest improvement (like adding a buffer OR widening the sidewalk, but not both) would at least benefit pedestrians.	Agree this is ambitious, but wouldn't want to lose opportunities to get in a sidepath over time through redevelopment.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Grosvenor Lane (entire length)</b> - A sidepath would be problematic due to driveways, and difficult to implement due to trees, utilities, etc. Call it a shoulder bikeway (shared with parking) to ensure that element remains. Rely on Rossmore or Lone Oak as low stress parallel routes.	Agree this would be challenging with the driveways, but we want to connect Grosvenor to Rock Spring and this is the most direct route.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Cheshire Dr</b> - Doesn't hurt, but this sidepath from Grosvenor Lane to Rockville Pike seems expensive and pointless without a path on Old Georgetown Rd. There are ways for novice riders to avoid this block (like riding through the shopping center).	Its just a short segment.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Tilden Lane</b> - The existing bike lanes are being phased out, leaving it as a shared roadway (shoulders with parking allowed).	We will make this change.	Make change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Old Club Rd</b> - Extend a path from the south end of Old Club Rd to Tuckerman Lane, with the understanding that Tuckerman Lane will have shoulders, not a path.	See previous comment -- MCDOT is proposing separated bike lanes on Tuckerman Ln.  Will need to discuss this connection with the Parks Dept.	Follow up with Parks Dept
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Old Stage Rd, Old Bridge Rd</b> - Connects western end of Tilden Lane to Montrose Rd. Or you could pick parallel streets instead (I haven't scouted it). Note: Road marked as white line on the map south of Old Stage Rd doesn't seem to exist.	This is bikeable without a master plan recommendation.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Poindexter Lane</b> - On block of this connects Edson Lane to Luxmanor Lane, so add the block as an on-road route.	This is bikeable without a master plan recommendation.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Edson Lane</b> - Sharrows would be nice. I suppose the plan doesn't have to say that.	Correct.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Fisher's Lane Trail</b> - Show this trail from Fishers Lane to Veirs Mill Rd (skirting Parklawn cemetery). I think it's under construction.	Will need to discuss this connection with the Parks Dept to better understand the connection (for example, is it to be hard surface).	Follow up with Parks Dept
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Rocking Horse Rd, Red Fox Rd, Ashley Dr, Rock Creek Trail connector</b> - "Red Fox" greenway providing access from Boiling Brook Pkwy (and Parklawn Dr) to Rock Creek Park.	This is bikeable without a master plan recommendation.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Macon Rd</b> - Alternate to Randolph Rd. Alternate link from Parklawn to Rock Creek Trail (besides the "Red Fox" greenway). I haven't scouted this first-hand, but I know one cyclist who rides behind Loehmann's Plaza to avoid Randolph.	We would consider this as a neighborhood greenway if it paralleled Randolph Rd to a greater extent, but since it is only a two-block detour and low stress, I don't think a master plan recommendation is needed.	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Randolph Rd (Parklawn Dr to Hunters Lane)</b> - Good luck putting protected bike lanes there. Fortunately Montrose Pkwy will allow riders to avoid Randolph altogether.	The large parcel east of Putnam is redeveloping and Loehmann's Plaza has also expressed interest in redevelopment. So it could happen...	No change.
Jack Cochrane	North Bethesda / Twinbrook	24	<b>Chapman Ave</b> - Coordinate with the City of Rockville. This is the Bethesda Trolley Trail route, so plan it accordingly.	Bethesda Trolley Trail is to be located on the west side and our White Flint planners are coordinating this with the City.	No change.

**Responses to Preliminary Bikeway Recommendations -- Submittal #2**

<b>Name</b>	<b>Policy Area</b>	<b>Page</b>	<b>Comment</b>	<b>Response</b>	<b>Action</b>
Alison Dewey	North Bethesda / Twinbrook	29	Hunters Lane to Rock Creek - suggest that it be recognized as Neighborhood Greenway	Neighborhood Greenways are intended to parallel major roadways. Hunter's Ln already seems like a very bikeable route without a master plan designation. Could we suggest to MCDOT that it should be signed?	No change.
Alison Dewey	North Bethesda / Twinbrook		Marinelli to Pike - Separated Bike Lanes	We are recommending separated bike lanes on Marinelli.	No change.
Alison Dewey	North Bethesda / Twinbrook		I feel like there is a lot of gaps around the White Flint & Grosvner Metros.	We understand that the Planning Board is recommending a bridge across the CSX tracks connecting Nicholson Ct to the Randolph Hill neighborhood. We will reflect that recommendation. Can you identify any other specific locations that are lacking?	Make change. Follow up with Alison.
Deborah Turton	North Bethesda / Twinbrook	24	We should have a neighborhood greenway from the Edson Lane to the Montrose/Tower Oaks crossing. Maybe along Poindexter to Tilden to Old Stage Rd to Hitching Post Ln. This will make it easier to get form the BTT to Rockville /the Millennium Trail.	We are not opposed to a signed route, but do not think any additional roads need master plan recommendations to make them bikeable.	No change.
Deborah Turton	North Bethesda / Twinbrook	24	Not sure an off road trail is necessary on Fleming Dr between the two sections of the BBT. There's very little traffic on that road and we all ride the road right now.	It is very bikeable today. This recommendation is solely intended to achieve a consistent facility. If the advisory group feels strongly about removing this we will.	Discuss
Joe Allen	North Potomac	28-29	Darnestown Rd: Sidepath not sufficient from Main St to Riffle Ford Rd given intensity of uses, multiple driveways and planned development; should be dedicated bikeway facility	We will recommend separated bike lanes between Copen Meadow Dr and Tschiffely Square Rd. While there are intense uses beyond those streets, they do not face Darnestown Road and are unlikely to generate a lot of activity.	Make partial change.
Joe Allen	North Potomac	28-29	Clopper Rd: Sidepath must be on park side to work	Okay.	Make change.
Joe Allen	North Potomac	28-29	PEPCO Off-Road Trail Spur: Missing Trail Spur from QO to undepass under Darnestwon near Stillcreek	Not sure where this is.	Follow up with Joe.
Joe Allen	North Potomac	28-29	Great Seneca Hwy: Missing Connection to State Park at Disc Golf Road Overpass	Not sure where this is.	Follow up with Joe.
Jack Cochrane	North Potomac	28	<b>Darnestown Rd (MD28) and Key West Ave (west of Shady Grove Rd)</b> - Bike lanes need improvement, not removal.	Okay.	Make change.
Jack Cochrane	North Potomac	28	<b>Key West Ave (east of Shady Grove Rd, to Rockville city limits)</b> - Where there are no bike lanes currently, there may be room to create shoulders via restriping, which would also provide additional separation between the path and cars.	This is within the City of Rockville.	No change.
Jack Cochrane	North Potomac	28	<b>Shady Grove Rd (Key West to I-270)</b> - Do not remove the bike lanes north of Darnestown Rd. But ensure a path connection as well.	Okay.	Make change.
Jack Cochrane	North Potomac	28	<b>Corridor Cities Transitway Trail</b> - "CCT" refers to the bike trail in Bethesda. The slow rail route in Gaithersburg should be written out in full (Creepy Crawly Trolleyway?)	Okay.	Make change.
Jack Cochrane	North Potomac	28	<b>Pepco Trail</b> - I guess we should call it the Exelon Trail	There must be a name to the transmission line. We will look into this.	Make change.
Jack Cochrane	North Potomac	28	<b>Dufief Mill Rd</b> - This has great shoulders/bike lanes. Keep them.	Okay.	Make change.
Jack Cochrane	North Potomac	28	<b>Clopper Rd</b> - Much of this has nice shoulders. It's pretty far from housing, so a path might not get much use, whereas the road is used by some road/sport cyclists to ride out from Gaithersburg.	Will change recommendation to sidepath and bikeable shoulders between Great Seneca Hwy and Longdraft Rd	Make change.

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Deborah Turton	North Potomac	28	If we're going to build the Potomac Trail, can we please make two trails, one for foot traffic and one for cycling traffic. This will avoid many of the bad interactions between the two groups. We should acknowledge that cyclist are going to be going 15-20 mph on that trail and build it accordingly.	Do you mean the PEPCO Trail? If so, M-NCPPC and MCDOT have pushed Exelon on a 20 ft wide trail, but they are only required to permit an 8-10 ft wide trail per their agreement with the County.	No change.
Jack Cochrane	R&D Village	30	<b>Paths vs Protected Bike Lanes</b> - Some of these roads, like Decoverly Dr, Belward Campus Dr, Broschart Rd, and Research Blvd, are proposed to have protected bike lanes but do not appear to be in town center areas, so paths may be better than protected bike lanes, especially if the road is relatively bikeable now for experienced riders (if it has multiple lanes to allow easy passing, for example). But if the roads are in fact in a busy urbanized area, protected bike lanes make sense.	All four roads are planned to have high intensity land use with stops for the Corridor Cities Transitway on Belward Campus Dr, and Broschart.	No change.
Joe Allen	R&D Village	30-31	Great Seneca Hwy: Sidepath not sufficient for planned uses and for crossing of entrance to Sam Eig	We will change recommendation to two-way separated bike lanes on both sides of Great Seneca Hwy between Darnestown Rd and Decoverly Dr. Why is a sidepath insufficient crossing Sam Eig Hwy?	Partial change.
Joe Allen	R&D Village	30-31	Fields Rd: Sidepath not sufficient for planned intensity of uses	Agree, but this path was just built.	No change.
Joe Allen	R&D Village	30-31	Frederick Rd: Sidepath not sufficient for planned intensity of uses	Did you mean another road? Frederick Rd is not in this policy area.	Follow up with Joe.
Jack Cochrane	Wheaton CBD	34	<b>Wheaton - General</b> - Making the Wheaton CBD (especially the triangle) work for bikes will require considerable thought and can't really be adequately covered in a countywide plan. Note that the CBD plan calls for about 7 new streets, some of which merit bikeways like Kensington Blvd Extended.	It is a big challenge to plan for CBDs as part of a Countywide plan. For Wheaton we addressed this with consulting services and through development of typical sections (as a planning exercise) with our Wheaton community planners.	No change.
Jack Cochrane	Wheaton CBD	34	<b>Kensington Blvd Extended</b> - The Wheaton CBD plan calls for Kensington Blvd/Galt Ave to be extended across Veirs Mill Rd to connect to East Ave, at least for bikes and peds. The extention should be noted as a bikeway, along with presumably the existing part of Kensington Blvd and/or Galt north of Veirs Mill Rd.	We could recommend one-way separated bike lanes.	Make change.
Jack Cochrane	Wheaton CBD	34	<b>Westfield Wheaton Mall (Veirs Mill Road access)</b> - Entering or exiting the mall on the Veirs Mill Rd side is treacherous, even for pedestrians. The ring road intersection and VM crossing are both nasty on a bike. The CBD plan calls for a new mall entrance across from Ennalls Ave, which could be a chance to create a better way in and out for bikes and peds.	Let's discuss.	Discuss
Jack Cochrane	Wheaton CBD	34	<b>Faulkner Place</b> - Wheaton CBD plan calls for this to connect to the mall ring road, providing another "back door" mall entrance for bikes and peds.	We will reflect this as a "neighborhood connector"	Make change.  (4e in agenda)
Jack Cochrane	Wheaton CBD	34	<b>University Blvd alternate route</b> - An alternate route parallel to University Blvd was suggested at one point, using Kensington Blvd Extended, East Ave, Hillsdale Dr, Oak Dr, West Ave, Geiger Ave and Anderson Rd.	This is a bit out of the way. Perhaps best as a signed route?	No change.
Jack Cochrane	Wheaton CBD	34	<b>Valley View Ave</b> - The Wheaton CBD plan shows Valley View Ave and the connected mall entrance as a bike route. I think the idea was to provide a connection to the the University Blvd alternate route (Oak, West, Geiger, etc.). Just make sure that at least ONE of the two mall entrances on University has bike accommodations!	We prioritized the East Ave entrance on University Blvd.	No change.

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<b>Name</b>	<b>Policy Area</b>	<b>Page</b>	<b>Comment</b>	<b>Response</b>	<b>Action</b>
Jack Cochrane	Wheaton CBD	34	<b>Reedie Dr (Amherst to Georgia)</b> - Two-way PBLs are inferior to one-way, especially if adjoining segments of the street are shared, as is the case with Reedie. Now space is very tight on Reedie, limiting our options. Maybe the time to think about it was when the street looked like this: <a href="https://goo.gl/maps/kUPu1ejuBxt">https://goo.gl/maps/kUPu1ejuBxt</a>	Yes, we lost an important opportunity here. Not sure what else we can do at this point.	Discuss
Jack Cochrane	Wheaton CBD	34	<b>Ennalls Ave/Price Ave (Veirs Mill to Amherst)</b> - Declare these to be shared streets of some kind.	We can recommend them to be priority shared lanes.	Make change.
Jack Cochrane	Wheaton CBD	34	<b>Galt Ave, Elmont St, Henderson Ave</b> - Note Galt Ave as the northbound alternative to Grandin between Elmont and Henderson, since Grandin is one-way southbound there. Also include one block each of Elmont and Henderson. See also the Kensington Blvd Extended comment.	This are bikeable without a master plan recommendation. A signed route may be a better approach.	No change.
Peggy Dennis	Wheaton CBD		Glad to see a "ring road" around Wheaton Plaza. That should encourage more bikers to go into the CBD, go shopping there, and someday be part of an off-Georgia Avenue along the western side of Ga. Ave. having this on the Master Plan is essential to getting the Mall management to buy in (s0me day) to proving other essentials such as frequent bike racks all around the Mall.	Discuss	Discuss
Phil Shapiro	White Oak	List and map	Lockwood misspelled on map.	We will fix this.	Make change.