Thanks to Montgomery Parks for Swift Action to Fix the
Capital Crescent Trail Crossing at Little Falls Parkway

Collected by the Washington Area Bicyclist Association

Michael Riley, Director of Parks, Montgomery Parks
Casey Anderson, Chair, Montgomery County Planning Board

Thank you for taking fast and decisive action to make the Capital Crescent Trail at Little Falls Parkway safe for everyone. You and your staff deserve enormous credit for your quick work to prevent future crashes at this intersection with this road diet and speed reduction.

Montgomery County Resident Signatures = 256

Other Washington Area Signatures (VA, DC, MD) = 35

Total = 291

*In addition to their signature, some signers included recommendations to study similar treatments at other intersections in the county. While many are not under the Parks Department or Planning Board’s jurisdiction, they are included unamended in case it is helpful in future analysis.

### Montgomery County Signatures

<table>
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<tr>
<th>#</th>
<th>First Name</th>
<th>Last Name</th>
<th>City</th>
<th>State</th>
<th>Comments / other intersections to consider for low-cost changes like these</th>
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<tbody>
<tr>
<td>1</td>
<td>Carol</td>
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<td>Mollyann</td>
<td>March</td>
<td>Bethesda</td>
<td>MD</td>
<td>Metropolitan branch crossing at Connecticut Avenue.</td>
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<td>3</td>
<td>Linda</td>
<td>Blackman</td>
<td>Bethesda</td>
<td>MD</td>
<td>Thank you for making this intersection safer. My husband and I use it quite frequently and I was always worried that no matter what we did we would not be visible to the second lane of traffic. I am so sorry that this older gentleman on his usual fun and healthy ride met with such a tragic end.</td>
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<td>16</td>
<td>Jeremy</td>
<td>Rider</td>
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<td>MD</td>
<td>Very dangerous where the Cabin John Trail crosses Tuckerman. Seems like a low cost solution could make it much, much safer. Thanks!</td>
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<td>Norma</td>
<td>Dugger</td>
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<td>19</td>
<td>Michael</td>
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<td>The point where the Bethesda Trolley Trail crosses Tuckerman Lane (at the Brighton Gardens care facility) is also very dangerous. After a child was hit by a car there a few years ago, the county added flashing yellow lights. But cars routinely drive through those lights. Worse, sometimes one lane stops but another does not - which is particularly risky when vehicles in the stopped lane block our view of the lane that failed to stop! That intersection needs a proper traffic signal, before someone else is seriously injured or killed. Thanks in advance, Michael</td>
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<td>Thomas</td>
<td>Kish</td>
<td>Bethesda</td>
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<td>Cross walk through Wisconsin Ave (MD 355) on both sides of intersection of Stanford Street and 6900 Wisconsin Ave. I see near misses of pedestrians by cars EVERY TIME I’m in that area.</td>
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<td>David</td>
<td>Sieradzki</td>
<td>Bethesda</td>
<td>MD</td>
<td>Grosvenor Lane &amp; Fleming Rd/North Bethesda Trolley Trail (identical fix). Beach Drive/Grosvenor Lane/Rockville Pike (wider and more visible sidewalk/path for cyclists to access each Drive from the Pike).</td>
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<td>Kristen</td>
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<td>Howard</td>
<td>Spira</td>
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<td>MD</td>
<td>We definitely need a stop sign for cars at the other intersection close to this. At Dorsait Avenue and the Capital Crescent Trail...which has also been the scene of numerous accidents. I am a daily bicycle commuter and appreciate what you are doing here to improve our safety.</td>
</tr>
<tr>
<td>42</td>
<td>Wendy</td>
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<td>43</td>
<td>Susanna</td>
<td>Parker</td>
<td>Bethesda</td>
<td>MD</td>
<td>Anywhere along Arlington Road and (state-owned) Old Georgetown Road. THANK YOU!</td>
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<td>Job</td>
<td>Gang</td>
<td>Bethesda</td>
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<td>45</td>
<td>Adam</td>
<td>Glass</td>
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</table>
117 Stephen Allen Gaithersburg MD
116 Elizabeth Lindahl Gaithersburg MD
115 JOHN PUGH Gaithersburg MD
114 Kathy Kranzfelder Gaithersburg MD
113 Eddie Reotutar Gaithersburg MD
112 Kevin Bond Gaithersburg MD
111 Eric Reinhold Gaithersburg MD
110 David Webber Gaithersburg MD Hunter Mill Road and Sunrise Valley intersections on W&OD
109 Joseph Clapper Gaithersburg MD
108 Stephen Dembek Derwood MD
107 Dale Hall Derwood MD
106 Tim O’Neill Damascus MD
105 Steve Friedman Chevy Chase MD
104 Piper Mullins Chevy Chase MD
103 Stephen Linck Chevy Chase MD
102 Dominique Calabrese Chevy Chase MD
101 Natasha Calderwood Chevy Chase MD
100 Cecily Baskir Chevy Chase MD
99 cesar bouillon Chevy Chase MD
98 Ramin Riahikhoee Chevy Chase MD
97 John Cobau Chevy Chase MD
96 John Colbey Chevy Chase MD
95 John Colbey Chevy Chase MD
94 Brennan Adams Chevy Chase MD
93 Robert Jacobs Chevy Chase MD
92 Eris Filice Chevy Chase MD
91 David Churchill Chevy Chase MD
90 Steven Singler Chevy Chase MD
89 Richard Humphreys Chevy Chase MD
88 Jeff Kupfer Chevy Chase MD
87 Robert Jacobs Chevy Chase MD
86 Kate Trail Chevy Chase MD
85 Robert Jacobs Chevy Chase MD
84 Brennan Adams Chevy Chase MD
83 Andrea Boyarsky-Maisel Chevy Chase MD
82 Andrea Boyarsky-Maisel Chevy Chase MD
81 Robert Jacobs Chevy Chase MD
80 Jeff Kupfer Chevy Chase MD
79 Jessica Banthin Chevy Chase MD
78 Robert Jacobs Chevy Chase MD
77 Helen Zeitmer Cabin John MD
76 Stephen Ashurst Burtonsville MD
75 Peter Tsai Brookville MD
74 Michael Bax Bethesda MD
73 Margaret Springe Bethesda MD
72 John Rogers Bethesda MD
71 Nick Bartalos Bethesda MD
70 Jessica Banthin Bethesda MD
69 Sergey Ponosmanov Bethesda MD
68 James Zwibel Bethesda MD
67 Austin St John Bethesda MD
66 Austin St John Bethesda MD
65 Austin St John Bethesda MD
64 Laura Catter Mr.
63 Diann Martin Bethesda MD
62 Georgeann Smale Bethesda MD
61 Helen Zitomer Cabin John MD
60 Blaise Collson Bethesda MD
59 Denise Ikonik Bethesda MD
58 Michelle Richman Bethesda MD
57 Robert Jacobs Chevy Chase MD
56 Dan Dozier Bethesda MD
55 Dan Dozier Bethesda MD
54 Larry Slaughter Chevy Chase MD
53 Jason Matus Bethesda MD
52 Kathy Kranzfelder Bethesda MD
51 Aline Coudouel Bethesda MD
50 Gary Hudiburgh Bethesda MD
49 Janet Stotsky Bethesda MD
48 Michael Bax Bethesda MD
47 Lisa Avalos Bethesda MD
46 Alan Davis Bethesda MD
45 Eris Filice Chevy Chase MD
44 Adam Axdorff Chevy Chase MD
43 Steven Singer Chevy Chase MD
42 John Clapper Gaithersburg MD
41 Eris Filice Chevy Chase MD
40 Joseph Clapper Gaithersburg MD
39 John Colbey Chevy Chase MD
38 David Churchill Chevy Chase MD
37 Eris Filice Chevy Chase MD
36 Joseph Clapper Gaithersburg MD
35 Dan Dozier Bethesda MD
34 Danny Sr.
33 Andrea Frisch Chevy Chase MD
32 Andrea Frisch Chevy Chase MD
31 Robert Jacobs Chevy Chase MD
30 Michael Bax Bethesda MD
29 David Churchill Chevy Chase MD
28 John Colbey Chevy Chase MD
27 Joseph Clapper Gaithersburg MD
26 Joseph Clapper Gaithersburg MD
25 Joseph Clapper Gaithersburg MD
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19 Daniel C. Towery Chevy Chase MD
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13 Joseph Clapper Gaithersburg MD
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5 Joseph Clapper Gaithersburg MD
4 Joseph Clapper Gaithersburg MD
3 Joseph Clapper Gaithersburg MD
2 Joseph Clapper Gaithersburg MD
1 Joseph Clapper Gaithersburg MD

The cross-road between Woodmont and Bethesda avenues... currently hard for all cyclists to squeeze between post and pedestrians to cross Bethesda avenue on a very narrow pedestrian zebra line.... could easily be improved by (1) making a much larger zebra line for all foot/bike traffic, and (2) adding an access (lowering sidewalk) in front of trail for bikes/wheelchairs/strollers/striders, thereby avoiding current bunching at small lowered sidewalk (half-blocked by traffic light). Very small cost for a great fix! thank you once again.
118 John Smith Germantown MD
119 John Robinson Germantown MD
120 Robert Parker Germantown MD
121 Edward Cogrove Germantown MD
122 Claire Kelly Glen Echo MD
123 Thomas Pollak Kensington MD
124 Tim Carls Kensington MD
125 Fred Carson Kensington MD
126 Graham Davis Kensington MD
127 Trevor Earles Kensington MD
128 Nicholas B. Kensington MD
129 Wendy Core Kensington MD
130 Catherine Harvey Kensington MD
131 Keith Walker Kensington MD
132 Nancy Rhyne Bethesda MD
133 Ventura Bengoechea Bethesda MD
134 Antonio Carrillo Potomac MD
135 Robert Nelson Olney MD
136 Marc Lieber Rockville MD
137 Rick Jervey Rockville MD
138 William Crump Potomac MD
139 Steve Katz Potomac MD
140 Joe Silvestri Potomac MD
141 Evan Krichevsky Potomac MD
142 Ryan Heltz Potomac MD
143 Sergio Ardila Potomac MD
144 Alain Mincu Potomac MD
145 Alan Lipson Rockville MD
146 Tim Wojan Rockville MD
147 Ethan Soffman Rockville MD
148 Gary Masters Rockville MD
149 Seth Pollak Rockville MD
150 Kerry Anne Rice Rockville MD
151 Jon Stingle Rockville MD
152 Ferenc Lisak Rockville MD
153 John Tesesco Rockville MD
154 Alan Landay Rockville MD
155 Mark Eldridge Rockville MD
156 John Chadnick Rockville MD
157 Daniel Schneider Rockville MD
158 Peter Erinov Rockville MD
159 Armando Benavides Rockville MD
160 Kate Miccari Rockville MD
161 Karen Corey Rockville MD
162 Carmen Vodnala Rockville MD
163 Ron Stingle Rockville MD
164 Sanjay Patel Rockville MD
165 Cheryl Ginn Rockville MD
166 Kyle Gallagher Rockville MD
167 Aliert Kang Rockville MD
168 Meghan Ginn Rockville MD

The trail crossings over Viers Mill Rd. and Tuckerman.

168 Cheryl Camillo Rockville MD
167 Eric Palakovich Carr Rockville MD
166 Sanjay Patel Rockville MD
any place the cct crosses a major road, please help fix these areas to make it safer for bikers/peds

165 Ron Engle Rockville MD

161 Armando Benavides Rockville MD
162 Kate Miccari Rockville MD
163 Karen Corey Rockville MD
164 Carmen Vodnala Rockville MD
165 Ron Stingle Rockville MD
166 Sanjay Patel Rockville MD
167 Cheryl Ginn Rockville MD
168 Kyle Gallagher Rockville MD
170 Aliert Kang Rockville MD

171 Meghan Ginn Rockville MD
At Alta Vista road and Old Georgetown, the North Bethesda trail (on the sidewalk for this portion of Old Georgetown) is a blind crossing. Bushes block the view of both the trail users going south and the cars approaching on Alta Vista. Please either demolish the fence/bushes or install a mirror so that bikes can see approaching cars.

Thank you so much for your hard work and quick response regarding this crossing so highly used by bikers, runners and pedestrians. Another intersection that is tricky in Connecticut Avenue and Knowles Avenue in Kensington. The intersection is very busy and very crowded. Many people are taking “right on red” from Connecticut southbound to Knowles Ave. westbound and from Knowles Ave. eastbound to Connecticut southbound. This makes the crossing very difficult for pedestrians as drivers don’t always come to a full stop and are most concerned about looking left for oncoming traffic rather than to the right for pedestrians. There are a lot of pedestrians in the area, including many children as there are nearby schools with young children crossing. Thank you, Kerry Grace Rice.

Thank you for working to fix Little Falls - I have commuted to work using this route, and also ridden it for several years for pleasure and exercise. I would comment that while the lanes on Little Falls that were added for bikes and cars make sense theoretically, I have noticed that cars, including large SUVs will try to use the narrower road as a curvy race channel, and if you turn down that street from Bradley with cars behind you they are on your tail.

University Blvd and Newport Mill Rd. - when crossing from the southeast side across University, cars traveling southbound on Newport Mill and making a left turn cannot easily see pedestrians in the crosswalk because of the strange angle of the streets. From the driver’s view, pedestrians are behind the pillar of the windshield. I’ve almost been hit twice there, including by a school bus! Making the cars turning left stop further back may allow them to see the pedestrians.

Thank you so much for your hard work and quick response regarding this crossing so highly used by bikers, runners and pedestrians. Another intersection that is tricky in Connecticut Avenue and Knowles Avenue in Kensington. The intersection is very busy and very crowded. Many people are taking “right on red” from Connecticut southbound to Knowles Ave. westbound and from Knowles Ave. eastbound to Connecticut southbound. This makes the crossing very difficult for pedestrians as drivers don’t always come to a full stop and are most concerned about looking left for oncoming traffic rather than to the right for pedestrians. There are a lot of pedestrians in the area, including many children as there are nearby schools with young children crossing. Thank you, Kerry Grace Rice.

There are Designated Road Crossings requiring drivers to stop for pedestrians/ cyclists (by law); however, they do not always promote safety. An example is on Veirs Mill Rd between the Randolph Rd and University Blvd intersections. There is a crossing not at an intersection presumably to allow crossing Veirs Mill in a long stretch between intersections. It is not well lighted and motorists are not given adequate warning that someone is crossing (especially if they are wearing dark clothing.) Veirs Mill is a main thoroughfare with heavy traffic and speed limit that goes with this type of road. Such crossings are accidents waiting to happen.

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Little Falls Parkway Road Diet Petition Signatures
- 3 -
There is a large trailer on the southbound side of Beach Drive just north of the intersection at Franklin which blocks the view of the crosswalk there both for drivers and people trying to cross Beach. A friend of mine nearly hit a boy who was crossing here on his bike. I know there is some kind of construction/maintenance project going on nearby, but this has to be the worst possible location for the trailer.

In addition to this Capital Crescent Trail / Little Falls Pkwy intersection, the other dangerous intersections I use regularly are probably not as easy to fix: (1) the Henson Trail crossing of Viers Mill Rd. in the Aspen Hill area and (2) the Grandin Ave crossing of 1st St in Rockville. I see number (2) as vastly more dangerous than number (1) even though there have been 2 deaths in the past year at the Henson / Viers Mill crossing. I've been an avid road cyclist for 45 years and the Grandin / 1st crossing is one of the most dangerous and challenging I've ever seen. It scares me to death every time I approach this intersection on my way between Silver Spring and downtown Rockville. The intersection of 1st St and Viers Mill is too close, 1st St is 4 lanes wide, and there is barely enough room for a cyclist to pause in the center of 1st St when crossing. Thank you for your diligence. FYI, I specifically chose Montgomery County as a place to live because of its bicycle friendliness when I moved from North Carolina in 2015. I have been very pleased with my decision.

The Matthew Henson Trail crossing at Viers Mill Road is terrifying.

Viers Mill intersection @ mathews Jensen trail. This crossing has allowed two fatalities and crossing it gives me anxiety every time.

Any path crossing a roadway, such as the Matthew Henson Trail and Viers Mill Road and on The Bethesda Trolley Trail and Tuckerman lane.

Your work to improve the safety on the CCT is very welcome! As a daily commuter on various Maryland Trails, I will urge the Planning Board to look at the very dangerous crossing at Viers Mill and the Matthew Henson Trail. Two deaths there in the past year have not resulted in any change to the crossing to improve the safety for the pedestrians or cyclists. I also ask for your support to ensure the new cycle lanes in downtown Silver Spring are as safe as possible. I urge you to ask the State Highway Department to reconsider its refusal to allow the bike lanes to be painted green across the intersections on State roads Georgia Avenue, Colleselle Road, and Wayne Avenue. The high visibility of the green cycle lanes at these busy crossings will raise awareness of the vehicle drivers and improve the safety of these roads for all users. We have the chance to get it right during the installations in 2017; why deny the use of safety-enhancing paint on a State road? Best regards, Katherine Meyer Olson Silver Spring resident

Little Falls Parkway Road Diet Petition Signatures
The intersection of Reading Rd. and Manchester is an accident looking for a place to happen. Motorists use both roads to avoid busy intersections on Flower and Piney Branch, and speed through here at rates much higher than the speed limit (Metrobus is especially derelict in this regard). The intersection is at the crest of a hill, so peds and cyclists coming from either direction are difficult to see in advance, particularly during darkness. The intersection is particularly wide, with parking on one side, so it is not unusual to see motorists PASSING other motorists at the crest.

Candy Cane City in Rock Creek Park needs better lighting and signage. Also crossing Jones Mill off the Crescent Trail. Rock Creek at Blagdon and better signage in Rock Creek at the Zoo and at Military Road.

Bike lanes on Dale Drive, if possible, would be great. I realize that Dale is a high-traffic road, but many people in Woodside Forest would use bike lanes for short errands if they were available. This would reduce car traffic at Sniders, Whole Foods, and the new library.

Some signs on Wisconsin indicating that bikes can take the entire lane from the woodmont area down to Bradley would be great. Also the new intersection at Bethesda row from the trail remains an issue. Bicyclists get to a dead end have to turn and the brouhaha is with pedestrian, This whole intersection should be a diagonal crossing with a simultaneous stop from all directions. Also using green markings on road to show bike lanes would help all to see the bike lanes. Another Ps i ride from Somerset to woodmont area of Bethesda many times a week. Veronique. Marier Executive Director Bethesda Green.

Thank you for doing something! A bridge over River Rd would be better, but this is a good start to making the CCT a safer trail for the many thousands of people that use it on a daily basis.

Many crossings on Sligo creek Trail between New Hampshire Ave and Route 1 in Pd County have flashers, not stoplights, and are 3-4 lanes of traffic in each direction with crossings at grade. A bridge would be a far better solution.
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<th>#</th>
<th>First Name</th>
<th>Last Name</th>
<th>City</th>
<th>State</th>
<th>Comment: I support this petition because:</th>
</tr>
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<td>Brett</td>
<td>Ferber</td>
<td>Alexandria</td>
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<td>Eric</td>
<td>Wagner</td>
<td>Alexandria</td>
<td>VA</td>
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</tr>
<tr>
<td>3</td>
<td>Carolyn</td>
<td>Schroeder</td>
<td>Alexandria</td>
<td>VA</td>
<td>I applaud the quick action and the approaches/changes to prevent and reduce such accidents. The narrowing of the road to one lane is such a smart move - it reduces confusion (will all cars stop in all lanes) for drivers and cyclists, and increases line of sight. Thank you.</td>
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<td>Arlington</td>
<td>VA</td>
<td>Just wanted to say thanks for being a regional leader in how to make responsive changes to areas with known issues. Hopeful that other jurisdictions will catch on, too.</td>
</tr>
<tr>
<td>7</td>
<td>Steven</td>
<td>Anders</td>
<td>Arlington</td>
<td>VA</td>
<td>Even though I live in Arlington, I frequent the Crescent Trail and other rides in MD. Thanks for making this a safer crossing!</td>
</tr>
<tr>
<td>8</td>
<td>Alfred</td>
<td>Castillon</td>
<td>Arlington</td>
<td>VA</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Richard</td>
<td>Holt</td>
<td>Arlington</td>
<td>VA</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Laurie</td>
<td>Lemieux</td>
<td>Greenbelt</td>
<td>MD</td>
<td>Matthew Henson trail at viers mill</td>
</tr>
<tr>
<td>11</td>
<td>Ty</td>
<td>Houck</td>
<td>Greeneville</td>
<td>DC</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Phil</td>
<td>Johnson</td>
<td>Lanham</td>
<td>MD</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Allen</td>
<td>Muchnick</td>
<td>Manassas</td>
<td>VA</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>PAUL</td>
<td>REUTHER</td>
<td>Mount Rainier</td>
<td>MD</td>
<td>Thank you!</td>
</tr>
<tr>
<td>15</td>
<td>David</td>
<td>Watson</td>
<td>Oxon Hill</td>
<td>MD</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Robert</td>
<td>Jason</td>
<td>Sterling</td>
<td>VA</td>
<td>This will be an example for all local governments to follow. Thank You!</td>
</tr>
<tr>
<td>17</td>
<td>Garrett</td>
<td>Hennigan</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Jeff</td>
<td>Wetzel</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Gregoire</td>
<td>Billing</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Martin</td>
<td>Mouton</td>
<td>Washington DC</td>
<td></td>
<td>New York Avenue and Massachusetts Avenue where they intersect 6th St / Rt 1 NW</td>
</tr>
<tr>
<td>21</td>
<td>Charlie</td>
<td>Ban</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Hale</td>
<td>Hoh</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Drew</td>
<td>Smith</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Brian</td>
<td>McEntee</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Doug</td>
<td>Trapp</td>
<td>Washington DC</td>
<td></td>
<td>As a Georgetown resident who works in Bethesda, I commend this common sense solution to protect bikers, walkers, and runners at this important crossing. I was worried that MoCo wasn't thinking about us when I recently saw an officer posted at the intersection who seemed to be more focused on warning cyclists than drivers.</td>
</tr>
<tr>
<td>26</td>
<td>Aaf</td>
<td>Beach</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Monica</td>
<td>Fernandez</td>
<td>Washington DC</td>
<td></td>
<td>New York Ave &amp; 1 St NW</td>
</tr>
<tr>
<td>28</td>
<td>James</td>
<td>Sweeney</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Abigail</td>
<td>Porter</td>
<td>Washington DC</td>
<td></td>
<td>Thank you for making the changes at the Little Falls intersection with the Capital Crescent Trail. I am a regular cycle commuter to NIH from DC on this trail. Another very problematic intersection for pedestrians, cyclists, and the Capital Crescent Trail is the intersection of the trail with Bethesda Ave in Bethesda. There is no direct easy way for walkers or cyclists to access the trail from Woodmont Ave due to the configuration of the streets, the location of the crossing, the lack of a curb cut where cyclists have to cross, and the way traffic moves through the intersection. It creates dangerous situations for all who pass through the intersection -- cyclists trying to get through the small not well-located curb cut while pedestrians cross; cars turning right into the bike lane while cyclists are trying to go straight to get to the curb cut; pedestrians and cyclists not having enough room at the trail head due cyclists having to approach the trail from the left side and the turning into the trail. I would highly suggest you study and make modifications to this intersection. Although high speeds are not an issue at this intersection it should have been better designed for the high density of users there.</td>
</tr>
<tr>
<td>30</td>
<td>Tori</td>
<td>Quinn</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Jacob</td>
<td>Mason</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Jeffrey</td>
<td>Drobis</td>
<td>Washington DC</td>
<td></td>
<td>I am relieved to hear that action is being safer to make this intersection safer. I both bike and drive through this area and believe that the plan is a good compromise to increase safety.</td>
</tr>
<tr>
<td>33</td>
<td>Beth</td>
<td>Merricks</td>
<td>Washington DC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Doug</td>
<td>Barnes</td>
<td>Washington DC</td>
<td></td>
<td>Capital Crescent and Dorsett Ave (MD). Motorists should yield to bicyclists and pedestrians given the volume of users. Perhaps a mini-traffic circle with yield to those in circle could be installed.</td>
</tr>
</tbody>
</table>