

Feedback for Little Falls Parkway Improvements

August 29, 2024 19:08 pm

Name: Kerry Moore
Location: BETHESDA
Date: June 18, 2024

Little Falls Parkway should remain a 4 lane parkway with just a narrowing at the CCT crossing. It would be more appropriate to use any funds to create a pedestrian and bike bridge. If a bridge is not possible than a light at the crossing would be better than the current situation. If no bridge or light then use the funds for CCT trail improvements or a sidewalk for pedestrians from the beg. to end in addition to the 4 lanes needed for cars.

Name: Chuck Sullivan
Location: BETHESDA
Date: June 18, 2024

Please build a bridge for safe crossing over Little Falls Pkwy. This is the best solution for cars, bikers, and pedestrians. Please do not waste any money on creating a park along Little Falls Pkwy. No one will use it. Instead use those funds for a bridge and open all the lanes to traffic, so there are two lanes in each direction. This allows the driver to experience a natural and calm ride.

Name: Ann K. Bolten
Location: Chevy Chase
Date: June 18, 2024

It is remarkable how badly this project has been managed to date. You took one of the few beautiful, safe, peaceful, and functioning roadways and made it dysfunctional, ugly, and unsafe. It is almost laughable the few number of pedestrians and bikers who actually use the current configuration. So while the new configuration will be an improvement on the damage you have done, it will still be a ridiculous waste of resources to very little public benefit. The wasted resources could have easily been better spent simply by improving on the existing Capital Crescent Trail and focusing on improving safety at the crossing by Arlington Road. No wonder people have lost all faith in government.

Name: Travers Daniel
Location: Cabin john md

Date: June 18, 2024

Have you considered an over or underpass for where the Crescent trail crosses LFP? The cars back up both ways waiting, burning gas and polluting. During busy times it can be longer than a light cycle. Two lanes would keep cars moving as designed

Name: Lynne Baum

Location: Bethesda, MD

Date: June 18, 2024

LFP is not broken. It is a waste of resources to break up an important transportation artery, creating bottlenecks both on LFP and increased cut-through traffic in residential neighborhoods. The environmental impact includes increased idling of vehicles on LFP, increased gasoline usage from idling and traffic backups, increased pollution and traffic from cut through traffic through residential neighborhoods, and increased gasoline usage to take "the long way" by using Goldsboro Rd instead of LFP. The net carbon emissions from your completely resident-opposed idea to ruin 2 lanes of a 4-lane road will be more than if you had left it as is. Parks is spending money to ruin a good road instead of tackling runaway invasive plants that are killing hundreds of trees and ruining landscapes on County-owned and Parks-owned land. Trees absorb carbon but are being decimated by fast growing invasive vines. You have not used your resources to eliminate invasive vines and rehabilitate areas damaged by your years of neglect of County lands, including as one small example, the County lands along Little Falls Parkway and River Road. And yet you have resources to make a million-dollar road only half as useful as it currently is to cars, at a time when a huge residential development is being built 3 blocks away for thousands of new residents.

Name: Michele Baker

Location: Bethesda MD

Date: June 18, 2024

Since the day I was almost hit by a car in the two lane west heading side of LFP I have been praying for one lane on each side of the grassy median at the crescent trail walkway. LFP was still four lanes then and a large Suburban vehicle which stopped for me to cross over at the crescent trail hid my person from the car on his right which proceeded to almost run over my feet. It is not a safe walkway unless the road is one lane only on each side of median so walkers can be seen. I thought this decision was voted and passed. Please do not leave four lanes of traffic or people will be hit. Speed regs are never followed even now with only two lanes on LFP. And I will add that the reduction to one lane heading east on LFP at Dorset is very poorly marked. Need signs earlier before intersection. I honestly prefer leaving only one lane each way all the way to River. That would get rid of merge on the west side of River as well. Drivers these days are always rushing and merges are usually nasty situations. Going from 1 lane to 2 to 1 is just stupid.

Name: Diane Reis
Location: Bethesda, MD
Date: June 18, 2024

You can't possibly call this an "improvement" project if it results in bigger traffic tie-ups, more gasoline expended waiting in long lines for the light, more stress on people's lives and on their vehicles. It makes no sense to have two lanes cut off for no reason and creating traffic that did not exist before and pollution that is not necessary. Please finally do the sensible thing--leave our road as it was without putting more stress in the environment unnecessarily.

Name: Brian Berns
Location: Bethesda
Date: June 18, 2024

How does creating a chokepoint on the artery connecting Westbard to downtown Bethesda benefit the environment? Traffic on Little Falls Parkway will only increase as Westbard is developed, leading to traffic jams if only two lanes are open.

The intersection of LFP with the Capital Crescent Trail is dangerous and should be mitigated ASAP. However, this provides no justification for closing lanes along LFP far from the LFP/CCT intersection. Common sense says the best solution is to fix the intersection and revert the rest of LFP to its original state.

Bike lanes are great, but probably unnecessary in this area, because we already have the CCT. If you really want to add bike lanes to LFP anyway, please do it without closing existing lanes. The current proposal is irrational and will reduce the quality of life and the environment for everyone in the vicinity.

Name: Carl Becker
Location: Bethesda, MD
Date: June 18, 2024

Areas for improvement:

1) moving the merge of northbound LFP north of Dorset Avenue - this would separate the merging activity from the right turn lane and make the flow of traffic smoother..... an evolution of this idea is to just keep two northbound lanes up to hillandale so vehicles don't have to merge and then un-merge to get back to the right turn lane.

2) have two southbound stacking lanes leading up to Dorset Avenue. This would allow more vehicles to pass per light cycle and smooth the southbound flow of traffic

3) move the trail crossing to arlington road - it doesn't make sense to have vehicles wait at the arlington road traffic light then be interrupted at the current trail crossing every few seconds during high pedestrian activity. Having pedestrians (and my young children!) cross at a signalized intersection would be safer because vehicles stop better for red lights than they do for pedestrian yield signs (that are laying on the ground!) A bicyclist (employee at bike shop on rugby ave) did collide with a vehicle last year at the trail crossing. Watch Frans interview from MyMoCoMedia for his interview. No police report.

4) curve LFP into arlington road similar to the changes that were just made at Westbard.. then have bicyclists and pedestrians push a crossing signal while we wait for a bridge.

5) keep all northbound pavement.

Name: Elizabeth Levy

Location: Bethesda

Date: June 18, 2024

I am extremely disappointed that Little Falls parkway has reverted from 4 lanes to 2. This has caused traffic backups resulting in more gasoline being expended and cut-through traffic causing more pollution in residential neighborhoods. The invasive vines are destroying the trees on Parks-owned and County-owned land that Parks should be addressed instead of messing up a good and important road. There are lots of invasive vines along Little Falls Parkway and River Road, just to name two small examples, that have killed off dozens of trees, caused hazards, and thus have had a negative environmental impact due to fewer mature trees absorbing carbon emissions. Fix this problem and return Little Falls Rd to 4 lanes. You are causing people to cut through neighborhoods which is very unsafe. Pedestrians and bikers have the adjacent Capitol Crescent trail and do not need Little Falls Parkway which is for cars.

Name: Amy Hoang Wrona

Location: Chevy Chase

Date: June 18, 2024

I believe that lessening traffic and eliminating a lane on Little Falls Parkway, as planned, is better for the environment, better for the speeding problem on that road, and better for the community. I fully support the Planning Commission's plans and agree that, if there were higher density of people to come in, it would be easy to change the configuration of Little Falls Parkway back. But the Capital Crescent trail is so congested and dangerous with speeding cyclists, it's nice to have another alternative to walk dogs or let little children practice riding bikes in peace.

Name: Vanessa
Location: DC
Date: June 19, 2024

Please consider actual numbers usage and meeting needs of majority of citizens. Not sure what rules are being applied here but suggest they be reviewed as well. Our democracy should not mean that a few (who espouse bikes as a major mode of transportation) should control decisions that impact all (tax paying drivers, walkers and regular bikers who seek safety and convenience)

Please see ongoing citizen comments and discussion on this link.
https://nextdoor.com/p/3sW-G4cPmfg7?utm_source=share&extras=NDU2MjQ3OTI%3D&utm_campaign=1718798968148
Please restore Little Falls Parkway. Thank you

Name: Gillian Shinkman
Location: Bethesda
Date: June 19, 2024

I am very concerned, from an environmental perspective, that the build-up of traffic due to making a four-lane road two lanes, will result in more gasoline being expended, and that cut-through traffic will cause more pollution in residential neighborhoods. This four-lane road (already in place) is a good and useful one, and seldom have I seen anyone using the closed lanes as a walking alternative. Funding could, I feel, be better spent in many other areas, including the maintenance of roads.

Name: Alok
Location: Bethesda, MD
Date: June 19, 2024

The changes to little falls parkway are ridiculous. An unused stretch of asphalt benefits no one. A line of cars stuck in traffic everyday hurts many, and the exhaust from idling cars is a major problem that is not considered often enough in today's largely ridiculous road changes.

Name: Pamela Mertz
Location: Bethesda MD
Date: June 19, 2024

I have been writing and commenting for over 3 years so I will repeat myself again. With the large scale development at Westbard and increasing traffic on River Rd much of which heads to downtown Bethesda narrowing Little Falls Pkwy seems a totally contrary move.

Not to mention it is really only creating a bottleneck from 2 lanes in each direction to one then in less than half a mile back to 2.

Plus the whole issue of the bike path is absurd. Why can't bikes and walkers just use the stoplight on a redirected trail to the light at Old Georgetown Rd?

This whole process seems to me to be a bureaucracy gone mad.

Pamela Mertz

Name: Joseph Geraci

Location: Bethesda, MD 20816

Date: June 19, 2024

Correlations and causality are not related. Worse, are spurious correlations, for example, absent other environmental factors and non-factual or guessed assumptions with merely implied causality. This poorly conceived study combines a tossed salad of misleading assumptions, correlations, causality, and conclusions throughout the "analysis". Furthermore, there is no insight as to the economic opportunity costs or externalities that are typically significant. This study simply arrived where it started, a guess with substantial consequences. No way to run a business or government, especially with scarce taxpayer monies and thousands of homeless or migrants that truly need the money. Revert back to four lanes except Cap Crescent crossing and be done with this needless spending and lost time.

Thank you, for your consideration.

Name: Richard A Lundregan

Location: Bethesda

Date: June 19, 2024

The decision to take away a full traffic lane for cyclists, runners and walkers was based upon an erroneous assumption that there's enough demand for such draconian measures. This decision was flawed and based upon very incorrect data. These lanes sit empty 99% of the time. I travel along Little Falls Parkway daily and most days, never see anyone using that lane. It's time the authorities accept their flawed assumptions and realize the error. At the very least, these lanes should be monitored for daily use and if the demand doesn't approach an agreed upon factor, return the lane to its original plan. The "build it and they will come" approach has not worked. A huge majority of citizens do not support these bike lanes. There are better ways to institute traffic calming.

Name: Josiane Gabel

Location: Bethesda, MD

Date: June 19, 2024

Hello,

I am so happy that this part of the Little Falls Parkway has been reduced to fewer lanes and

that the newly opened space can be used for recreation and nature. I am a resident of the adjoining neighborhood of Westbrook and I drive on this stretch every day of the week. The traffic is completely manageable and easy, so there has been no negative impact at all from a driver's perspective.

I do hope that there is a plan for what to do with this extra space that has been created, however, where the unused lanes are. For the sake of stormwater runoff and for the opportunity to enhance our local natural environment, it would be wonderful to see new trees, native plants and pollinator-friendly vegetation given some space here. This would make this space much more inviting for walking, biking, walking dogs, taking our kids to ride their bikes and play, etc. This is a wonderful and special opportunity to do something with this newly open space where cars no longer are.

Thank you!

Name: Narayanan Ramachandran

Location: BETHESDA

Date: June 19, 2024

Its outrageous that the only way for us from Glen Echo Heights to downtown Bethesda has been reduced to a single lane in either direction. The right thing to have done is to either build a bridge for the trail or an underpass. The excuse that costs Millions simply does not wash. Turning the lanes to bicycle paths which are hardly ever used is also a travesty of justice. I guess you guys got good bribes from the rich folks in Kenwood and Somerset so you don't care but for those of us having to use the road we are spewing more junk into the atmosphere whilst we wait to get through the LFV to Bethesda. I guess that's OK by you as well since you simply don't care for the overwhelming public opposition to what you have done. Please restore the road to its original condition.

Name: Thomas Buckley

Location: Bethesda

Date: June 19, 2024

If the primary objective of alterations to the Little Falls Parkway is safety of pedestrians and bikers traveling on the intersecting Capital Crescent Trail, as it stated that it is, I submit that the proposed alterations by the Montgomery County Parks Department do little to improve that safety. Meanwhile, the density of population in the area surrounding the Little Falls Parkway will soon be increasing with the completion of the nearby Westbard redevelopment, placing greater demand on this transport conduit right at the time that the conduit is potentially being narrowed more permanently as proposed.

I submit that the optimal solution to truly impact safety while also allowing for the growth of road traffic demand will be to construct a bicycle/foot bridge for the Capital Crescent Trail (CCT) traffic that would span OVER the Little Falls Parkway. This would be a smaller scale

bridge but similar in concept to what is in place for CCT traffic that runs over Massachusetts Ave. and runs over River Rd.

Name: David Sproul
Location: Bethesda
Date: June 19, 2024

I believe the Little Falls Parkway lanes should be substantially returned to their original state, with adequate protections, of course, for pedestrians and bikers crossing from the Capital Crescent Trail.

I served on the board of the Coalition for the Capital Crescent Trail for a number of years, so I'm not at all opposed to liberal protections and privileges for bikers and pedestrians, but the interim "road diet" has only succeeded in snarling critical traffic patterns, to the detriment of all. The cordoned off western pair of lanes is now a wasted capital asset and should be returned to useful service as quickly as plans can be implemented.

Thanks for reading!

Name: Claire Callahan
Location: Bethesda, MD (formerly Palisades NW DC)
Date: June 19, 2024

Please extend a safe walking (or mixed use) trail along Little Falls Parkway all the way down to Massachusetts Avenue. It is dangerous trying to walk or even bike this route currently. (The CCT veers too far west for neighborhood access on the east side of the parkway.)

Many thanks!

Name: Nikki Lak
Location: Bethesda, MD
Date: June 19, 2024

My family have lived in this neighborhood since 1985 so I do think I have a say in what happens to LFP. I didn't vote on this. This assessment was done during the pandemic. That would be a kin to using outliers to prove one's case. Already, the intersection of LFP and Dorset has become a problem. It is too narrow and if people are not familiar with the sudden right turn only lane, it can be dangerous so your safety is not for the motorists. I have rarely seen cyclists on the closed lanes. Occasional joggers and dog walkers, yes but we have the trail for that. Another big concern of mine is that you are opening the door to development and I very much oppose that.

How can you expect people to support you, when the time comes, if you are not supporting the

will of the people now?

Name: Francis
Location: MD
Date: June 20, 2024

If NCPD refuses to reopen all four lanes (which is what the community wants), then I'd say keep the inner two lanes on each side of the parkway (with a shoulder) and plant trees on the outside lanes. It's silly to build another trail when there are already two trails running alongside Little Falls Parkway. Include turn lanes at Dorset Ave., Hillandale Rd., and Arlington Rd.

Name: Sean McKee
Location: Bethesda, MD
Date: June 20, 2024

Dear Commission,

We need bike and walking lanes on Little Falls Parkway. Thank you for your consideration.

Sean

Name: Samantha Burman
Location: Bethesda, MD
Date: June 20, 2024

Please re open the two lanes of little falls parkway that have been closed since 2020 (Covid) - without them, there is very dangerous two way traffic with no median on the two lanes of the parkway that are open. In addition, their closure makes the traffic in the area absolutely horrible. Finally, the two lanes are closed for pedestrians and bikers - however no one is ever on them. They are closed for absolutely nothing as none of the pedestrians and bikers they are supposed to be for even use them!

Name: Deborah Demaree
Location: Bethesda, MD
Date: June 20, 2024

The environmental impact of the traffic backup into bethesda and back to massachusetts avenue every night is a WAY worse situation than leaving all the lanes open on LFP. This is an idiotic nightmare created by MNCPPC and needs to be reversed immediately.

Name: Mark Wilmot
Location: Bethesda
Date: June 20, 2024

An empty strip of asphalt is neither aesthetically pleasing nor much of a benefit to a park that already has the Crescent Trail. Either reopen the two lanes to vehicular traffic, which would make the most sense, or remove the asphalt and plant grass and trees in its place. If the former, do whatever needs to be done to protect pedestrians in the Crescent Trail crossing. Why all this was done in the first place remains a mystery to me. In the immortal words of the great Professor Quincy Adams Wagstaff, "No matter what it is or who commenced it/I'm against it."

Name: David Saltzman
Location: Bethesda, MD
Date: June 20, 2024

I HEARTILY ENDORSE ALL OF THE PROPOSED SAFETY IMPROVEMENTS FOR LITTLE FALLS PARKWAY. I use this road daily, both as a driver and a cyclist, and have witnessed zero additional traffic or wait times for automobiles since it was realigned into 2 lanes. I, therefore, can see no reason to reject the improvements and revert to a purely car-oriented alignment.

Name: Thomas M Sherman
Location: Bethesda
Date: June 20, 2024

This project is not logical to me. The vehicular traffic on the LF Parkway is expected to increase dramatically in the near term due to new residential construction in Friendship Heights and Westbard Ave. The closure of the west side of LF Parkway has resulted in traffic backups and safety concerns on the open east side. On the other hand, bike and pedestrian traffic on the west side is almost non-existent since the closed lanes go nowhere. Please don't go to the expense and disruption to close and reconfigure the road, only to reverse the plan in a few years due to increased traffic. If you are truly concerned about safety, use your money to build a pedestrian bridge over LF Parkway at the Crescent Trail crossing.

Name: Oliver Harris
Location: Bethesda
Date: June 20, 2024

Please return the LFP to as close a configuration as it was pre-COVID with a N/S travel lane on either side of the grass/treed median.

I think a better solution would have been to just add boardwalks to one or both sides of the stretch between River Rd. and the CCT, and hope that is something that can be considered for the section from River to Dorset.

Thank you.

Oliver Harris

Massachusetts Ave.

Name: Lisa O'Brien

Location: Chevy Chase, MD

Date: June 20, 2024

Hello,

I live on Hillandale Road, in the neighborhood where this Parkway Improvement project is being considered. I urge you to reconsider the current plan and to re-open the 4 lanes of roadway on Little Falls Parkway.

If safety is a concern, please consider installing a flashing light at the Little Falls Parkway/ Crescent Trail crossing that can be activated by non-motorists.

If the need for additional green space is the driver behind this project, I completely reject that argument. This neighborhood (perhaps one of the wealthiest in Montgomery County) has free and easy access to the Crescent Trail. We do not need more walkways.

Perhaps information on accidents and fatalities has already been made public but I have not seen it. Please make this information more visible.

Thank you for the opportunity to comment.

Lisa O'Brien

Name: Ruth Harwood

Location: Bethesda, MD

Date: June 20, 2024

The real solution should be aligning the trail crossing with one of the two existing crosswalks and stoplights. The crossing is dangerous because it is essentially in the middle of two already close crossings. All these changes are dangerous for drivers and pedestrians still.

"Comprehensive" should be looking at all possible solutions for a better experience for all. I can't ride a bike anymore. A visually clear road, not a mish mash of bollards and random lane markings is safer for drivers and for bikers and walkers.

Name: Jonathan M Solomon

Location: Rockville, MD

Date: June 20, 2024

I fervently hope that you will move forward with the project to make the crossing of the Capital Crescent Trail at Little Falls Parkway safer by reducing two lanes of traffic to one lane. Prior to

the temporary lane closure, I had multiple experiences of cars not stopping (per the law) for pedestrians and cyclists at this crossing. I've also experienced one car stopping while the car in the second lane drove right through the crosswalk (again, with pedestrians and cyclists in the crosswalk). This crossing is part of a highly used trail and is in close proximity to a community pool, so the change is both warranted and long overdue. In deference to those who live in that community, I think a traffic study should be done (I believe you have already done this and have found that there would be a negligible change in driving time. Given all of the above, I ask that M-NCPPC move forward with the proposed safety improvements that will also add more recreational space.

Name: Jamie Weinbaum

Location: Bethesda, MD

Date: June 20, 2024

Keeping the two lanes closed to vehicular traffic is a terrible decision. It's prolonging traffic and the amount of pollution in the air from cars that are waiting to pass through this area. It is not reducing cars, it's just increasing the amount of time that traffic is spent in this area. Further, we need ways to safely move cars east west to and from downtown Bethesda. For cyclists and walkers, WE HAVE A WONDERFUL TRAIL. Let's put our money into making it better and better (lighting, potential widening, regular repaving, etc.).

Name: Sharon Newman

Location: Silver Spring, Md

Date: June 20, 2024

I support Little Falls Parkway having the one motorized traffic lane in each direction between Arlington and Dorsett. I walk the Capital Crescent Trail and it was too dangerous to try to cross a 4 lane street. I would like to see synchronized traffic lights to help traffic and pedestrians.

Name: Christine Knauer

Location: Friendship Heights, MD

Date: June 20, 2024

I walk daily all year long in the Friendship Heights and Somerset, MD neighborhoods and rarely see any walkers or bikers in the closed off part of Little Falls Parkway between Arlington and Dorset. Because of its location on a busy street this area is not suitable for picnic, biker and pedestrian use, and we who live here don't like it. No one uses it! What I do see is traffic backed up every day on the narrowed vehicle road part. This project is a huge waste of time and money and it should be shelved.

Name: Jacob Barker
Location: Takoma Park, MD
Date: June 20, 2024

Please put both directions of traffic on one side of the parkway. This encourages slower driving and does more to protect cyclists and pedestrians from vehicular violence.

Name: Nancy McBride
Location: Bethesda
Date: June 20, 2024

Little Falls Parkway Improvements are just the contrary! Taking away the double lane road just as the Westbard Development is going to increase the population in the area is foolhardy. We need the double lanes to improve traffic flow.

Hikers and bikers already have a pathway through the area. Improve that pathway if needed.

Name: Vince Bartozzi
Location: Chevy Chase, MD
Date: June 20, 2024

I OPPOSE Parks' plan for a 2-lane roadway with no barrier between the 2 lanes, and I OPPOSE their plan to remove pavement in the 2 southbound lanes that Parks proposes to eliminate. I SUPPORT 2 lanes from Arlington Rd. to Hillandale Rd. with a wide median at the CC Trail Crossing, and I SUPPORT 4 lanes from Hillandale Rd. to Dorset Ave. with the existing median.

Name: Robin
Location: Bethesda MD
Date: June 20, 2024

I oppose the current configuration.

1. If it is necessary to maintain a two-lane road diet, then the northbound and southbound lanes must be divided by a median. It is terribly ironic that the Parks Department has turned a pleasant parkway into a dangerous eyesore purportedly in the name of "safety". Driving southbound between Hillandale and Dorset at night is dangerous and will inevitably lead to a head-on collision. There is no lighting along this road and the lane markings are poor. The orange plastic cones are confusing to many drivers as well as an eyesore. I have seen numerous vehicles turn left onto LFP from Hillandale into the wrong lane and nearly hit oncoming traffic. How is this safer?
2. The alleged reason for the reconfigured road - to create more recreational space - is disingenuous. Few people use the empty southbound lanes for walking or biking, as there are already sufficient trails immediately adjacent. Twice, I have witnessed cyclists biking in the

road with the cars instead of bothering to switch to the bike lanes, which remain empty; it's inexplicable.

Name: Melissa Grady

Location: Bethesda

Date: June 20, 2024

I STRONGLY believe that the lanes on Little Falls Parkway should be reopened. There are virtually no bikers or pedestrians that use the open lanes as the Capital Crescent Trail (CCT) is much more pleasant and right nearby. In addition, because the lanes on Little Falls do not extend down to Mass Ave, those who use the open lanes for the short section that it is available to them must make their way back to the CCT at either end. Therefore, there is little to no benefit to them to take the .25 miles of open lanes compared to the traffic issues that have resulted from the closures.

I am an avid biker and runner and was just on the CCT this morning. I NEVER choose to use the open lanes because of these issues. I would have to cross back onto the CCT and it is much less pleasant as a runner to be on the road next to the cars. I cannot imagine a scenario that would increase the odds that I would use it other than expanding the open lanes all the way down to Mass Ave. from the Bethesda pool, which I would not recommend anyways due to the lane closures that would have to occur.

PLEASE REOPEN THE LANES TO TRAFFIC to help with the congestion and also the confusion that is occurring now as drivers have to change lanes at Dorset, which is confusing and causes many people to have to break at the last minute once they realize that there is a change in the traffic pattern.

Thank you-

Melissa Grady

Name: William H Howe

Location: Bethesda

Date: June 20, 2024

Little Falls Parkway should be returned to its original configuration: two lanes each way between Arlington Blvd and River Rd. From an environmental standpoint this is the best solution to move traffic from south of River Rd to downtown Bethesda, and it will keep traffic out of surrounding neighborhoods. The current situation is inconvenient, dangerous and an eyesore. Bicyclists on the trail should start heeding the stop signs.

Name: Katherine Davies

Location: Bethesda

Date: June 20, 2024

I would like for Montgomery County to withdraw from the Maryland National Capital Park and Planning Commission. The citizens of Montgomery County are supporting an entire agency that is accountable to no one and is unresponsive to the views of Montgomery County citizens. This project is a perfect example of the situation. It was unasked for, created entirely by MNCPP, and when Montgomery County citizens made it clear that they did not want this project, MNCPP paid no attention and proceeded apace anyway. The only way to get out of this situation is to withdraw from MNCPP. If Prince George's County wants it they can have the whole thing.

What astounds me is the short sightedness of the project. The amount of building going on in this area is incredible. Not only is every building lot being developed but entire communities are being built on shopping center parking lots. This project might cause mild congestion today, but when all of these projects become operational, there will be much more congestion.

If MNCPP wanted to be useful, why couldn't they give us something that we want? I look in envy at the recreational opportunities that the people in Virginia enjoy and what do I get for my money? A lane of parkway that I can't use. And don't forget the Thrive idea. Those Virginians were smart, they didn't get involved with something like MNCPP.

Name: Robert Shapiro
Location: Bethesda
Date: June 20, 2024

Thank you for doing this. I am a regular user of the Capital Crescent Trail, which is becoming increasingly overcrowded and dangerous. I am hopeful that this project will relieve some of the pressure on the trail, but stress that this project needs to be lengthened to Mass Ave., as it is difficult to convince a cyclist or even a runner, to leave the trail for the relatively short distance of this improvement.

Name: Santiago
Location: Chevy Chase, MD
Date: June 20, 2024

Good afternoon,
The following petition has voted against this project:
<https://www.change.org/p/let-s-make-little-falls-parkway-safe-again>

Since there wasn't another petition with over 5K signatures requesting the project discussed here, the 4 lanes should be brought back

Name: Reid Detchon
Location: Bethesda, MD
Date: June 20, 2024

I support the EA and the proposed BUILD alternative.

Name: Karen Smith
Location: Bethesda Md 20826
Date: June 20, 2024

I have replied earlier this year that the changes to LFP have created unnecessary traffic for this side of River Road to seek businesses in Bethesda- for example Strosnidars, shops and many restaurants in that whole quadrant. It also affects homes and shoppers in NW Washington along Mass Ave creating traffic. Taking it back to the original 4 lanes will smooth all the problems current modifications have created.
Thank you.

Name: Glenn Spiegel
Location: Chevy Chase
Date: June 20, 2024

I totally approve of the plan. The additional green space will be welcome, and, despite the complaints of a few noisy car owners, two lanes is clearly enough to handle automotive traffic.

Name: CHRISTOPHER P CADOU
Location: Bethesda
Date: June 20, 2024

It is not clear why this project is necessary. First, the area already has a lot of parks. Why not use the resources required to develop this new park to improve the ones we have instead? Second, restricting traffic or eliminating it entirely makes it harder for local residents to get to and from Bethesda. It also increases traffic in the neighborhoods surrounding Little Falls Parkway as people try to avoid the bottleneck. It is hard to see how driving traffic from a large two-lane road into narrow residential streets helps with 'Vision Zero'. Third, restricting traffic will not stop residents from going to and from Bethesda in their cars. What it will do is increase travel time/distance resulting in more vehicular carbon emissions. So, if a park isn't needed, residents are inconvenienced, traffic problems are increased, and carbon emissions are increased, why in the world are we doing this? This is a classic case of a solution looking for a problem. This project should be abandoned immediately.

Name: Alexander Nichols-Vinueza

Location: Chevy Chase

Date: June 20, 2024

I'm for these improvements to protect pedestrians and cyclists, and I think it's smart to keep the new area open for emergency vehicles as proposed. With extreme heat, and the water quality so terrible along Little Falls, I hope more trees and vegetation would be helpful for shade to make the park usable during summer and to help with runoff. The Capital Crescent is great but not as leisurely for those of us with dogs or kids wanting to walk in nature, so hopefully what you design in space for families and those looking for contrast from faster Capital Crescent

Name: Sarah Newman

Location: Washington DC

Date: June 20, 2024

Hi
I live in Washington DC but often bike to my parents in downtown Bethesda. I cross and use Little Falls Parkway and hope that you will continue to keep it more park/pedestrian/cyclist friendly by expanding the green space in the closed roadways. thank you.

Name: P Ruhlmann

Location: Bethesda, MD

Date: June 21, 2024

Please reopen all lanes on Little Falls Parkway. The lane closures have created multiple problems and safety issues for cars, pedestrians & bicycles.

Name: Marny

Location: Bethesda

Date: June 21, 2024

Please bring back the extra LF PKWY lanes that are sitting idle! Rarely are there walkers using those lanes- go see for yourself! Am tired of being stuck in traffic on those single lanes while watching virtually no one walking, running etc on the closed lanes. And with the current Westward development, traffic in our area is going to get much worse for the parkway. And there are no easy alternatives! And with Moco's ATTAINABLE HOUSING PLAN, traffic in this corridor is going to get far worse. You can't build more housing without infrastructure.. pls reinstate the extra lanes! There's plenty of extra land to build bike lanes if you want on the Parkway- just add those!

Name: Bahram Soroosh

Location: Chevy Chase

Date: June 21, 2024

Dear Planning Board Members:

As a citizen of Montgomery County, I oppose the Little Falls Parkway road diet, and the associated plan for a linear park. Please restore Little Falls Parkway to four lanes and restore the median in the interest of public safety and the safety of the adjacent neighborhoods. Over 4000 citizens have signed the petition to "Take Little Falls Parkway Back"!

Sincerely,

Name: John Sikking

Location: Bethesda

Date: June 21, 2024

This plan does not address the unsafe Capital Crescent Trail Crossing. A recumbent bicyclist was killed at this crossing and the changes proposed would not prevent that tragedy. Please consider a lateral park the length of the parkway and a comprehensive bike lane from Bradley Blvd. to the Capital Crescent Trail.

Name: Fred Shank

Location: Bethesda, MD

Date: June 21, 2024

Completely ignoring community feedback at the request of a small number of bikers. You will push traffic to roads people live, walk, and play near instead of using a road designed to move traffic. Waste of resources.

Name: angela desmond

Location: bethesda, MD

Date: June 21, 2024

I strongly oppose the taking of little falls parkway, I urge you to return it to its original 2 lane highway.

Name: Diane Feinberg

Location: Bethesda, MD

Date: June 21, 2024

Reducing the number of lanes from four to two is totally unnecessary and a major

inconvenience to those of us who use the parkway on a daily basis.

I do see pedestrian and bike use but none that would merit such a wide reduction for such a short length.

Name: Carol Malia Dreher

Location: Bethesda

Date: June 21, 2024

I support this project. Before the pandemic, cars sped through the area. The pandemic changes and current plan contribute to safety, especially for cyclists.

Name: Jami Axelrod

Location: Bethesda

Date: June 21, 2024

I am completely against this plan. I regularly drive Little Falls Parkway between Arlington Rd and Dorset, and every day, at 3:00, there is a huge backup. Taking a left onto Little Falls Parkway from Arlington Road is backed up and the whole stretch, from Arlington Road to Dorset, takes almost 10 minutes to drive the 0.4 miles because there is only one lane. I also walk/jog on the CCT multiple times per week so understand that the intersection for pedestrians can be dangerous, but reducing Little Falls Parkway to one lane in each direction is NOT the answer.

Respectfully,
Jami Axelrod
Bethesda

Name: Carolyn Montrose

Location: Bethesda

Date: June 21, 2024

This is a terrible idea to spend money on Little Falls Parkway permanent lane closures. I am so tired of hearing about it and no matter what the residents want, the Parks department and county will do whatever they want. I used to patronize downtown Bethesda businesses but with the new configuration, I avoid going to Bethesda and instead take my business to DC or Chevy Chase which is closer and easier to get to. Traffic on LFP is much worse now and I never see anyone using the opposite lanes to run, bike or walk. I use the CCT daily to walk and never have an issue that would make me want to walk on LFP.

Name: Lee McNair

Location: Chevy Chase

Date: June 21, 2024

I commend Parks and Planning and also the staff doing the environmental impact statement. This is beautiful planning and I truly appreciate the thoughtful planning that went into this.

I wish I could say the same for the so-called park near the Giant on Arlington Road. What an environmental disaster! White cement and missing hills and trees do not equate to green and cool space. Sure hope better thinking goes into all other projects.

Name: Maj-Britt Dohlie
Location: 245 E 54th St, apt 22 N, NYC, NY
Date: June 21, 2024

We formerly lived and continue to be frequent visitors to the townhouse development Kenwood Forest, that is we both walk on the trail and drive on little Falls Parkway. Provided the lights are properly synchronized and nearby neighborhoods receive proper traffic calming measures, we support the proposed plan. This translates, among other things, to a properly synchronized light at the crosswalk at Kenwood Forest Lane and Arlington Rd. This crosswalk is very dangerous because of speeding cars that frequently do not stop for pedestrians. Synchronized lights would help.

Also, we would like to see trees planted to create shade for pedestrians and cyclists along Little Falls. Currently, this area is bathed in sun and too hot. However, with proper shade, it would be a great alternative to the trail in an area where it is sometimes too busy to be enjoyable. We applaud the addition of safe walkable areas.

Name: Nancy Richert
Location: Chevy Chase
Date: June 21, 2024

The Capital Crescent Trail is less than 2 blocks away from Little Falls parkway. I don't understand why a handful of bicyclists need additional bikelanes . A year ago Little falls parkway was closed to all traffic on weekends so that walkers and bikers could have free reign. I never saw more than 2 people walking and biking on Little falls during the street closure. This is project is an absurd waste of money

Name: Alina Ptaszynski
Location: Silver Spring, MD
Date: June 21, 2024

I support the proposed project and believe it's critically important to expand our bike and pedestrian networks across the county. This is a great place to reduce lanes. Residents will benefit from better, safer access to our natural park spaces.

Name: Howard Marlowe
Location: Chevy Chase
Date: June 21, 2024

The proposed road diet in no way is consistent with the goals of the Capper-Cramton Act. It does not enhance public safety, improve water quality in streams, improve park accessibility, or preserve any park resources. In-fact, it is a blight on the existing aesthetics of this once beautiful parkway and the park trail that exists immediately next to it. There is ample room next to the existing roadway for people to walk on a walkway that could stand some improvement but is currently used by more people than those who use the walkway created out of the lanes of Little Falls Parkway.

Name: JoAnn Lang
Location: Sumner
Date: June 21, 2024

We are opposed to your making changes to Little Falls Parkway. Please keep the parkway as it has been for as long as I've lived here, a 4 lane roadway. Allow traffic to run SMOOTHLY and not become backed up due to having to slow down for merging activity. Think about the hazards of traffic back-ups burning fuel and contributing to air pollution in this time of climate change concern. Think about traffic cutting through surrounding residential areas. And think about the impact of allowing invasive vines to destroy the trees along the parkway thus preventing their usefulness in absorbing the result in carbon emission. Thank you.

Name: Peter Salinger
Location: Bethesda MD
Date: June 21, 2024

Reducing the capacity of Little Falls Parkway is short-sighted, because there will be a large increase in the number of residents on what used to be called Westbard Avenue.

Name: Stu Simon
Location: Chevy Chase
Date: June 21, 2024

I live off Hillandale Road. My main transportation is by bike. I welcomed the creation of the car free lane along Little Falls Parkway between Hillandale and Dorset. This helped me and fellow cyclists avoid accidents along the crowded Capital Crescent Trail between the Bethesda Pool at Little Falls Pkwy and Dorset. However, if the goal of the reconfiguration is to make Little Falls Pkwy route at least as easy and safe for cyclists and pedestrians as it is for cars, then please provide direct access from Hillandale to the south bound (towards River Road) lane of the

proposed bike/pedestrian. path.

Name: Leslie Kefauver

Location: Bethesda MD

Date: June 21, 2024

Disagree with project in its cost and purpose! Waste of time and money!

Name: John Richert

Location: Chevy Chase, MD

Date: June 22, 2024

The capital trail is already available to them in the same vicinity. Bikes are RARE on Little Falls Parkway. What are you trying to prove here? What are the data that say that there's a need? Just publish it for us instead of just giving us opinions.

Name: J. Sparrow

Location: Bethesda MD

Date: June 22, 2024

Improvements for safety conditions for pedestrians and cyclists??!?? What about drivers/cars? I exoerience the mess made on old Georgetown road with the bike lanes, sticks, more lines than can be taken in. It's a wonder there are not accidents there. And now you are taking a Parkway and making it for bikes and walkers? VERY few bikers or walkers use it. They are ALL on the trail! I live on LFP and River and can see with my own eyes what reality is. This is a terrible idea. Stop it!

Name: Sarah Durrant

Location: Bethesda

Date: June 22, 2024

****Petition for Action: Urgent Safety Improvements Needed at Little Falls Parkway Intersection****

As a dedicated cyclist, runner and 37 year old mother of four, I am writing to express my grave concern over the dangerous intersection at Little Falls Parkway in Bethesda, Maryland. The state's proposal to permanently reduce traffic lanes is a necessary and urgent measure, driven by the extremely unsafe crosswalk that endangers countless lives daily. This intersection is a critical route for children heading to the Bethesda Outdoor Pool and for numerous cyclists and pedestrians using the Capital Crescent Trail, which crosses here.

My recent near-miss incident underscores the peril at this crossing. While cycling on the trail, I narrowly avoided a collision with a driver in a black Mercedes who, despite slowing down, almost struck me when I was in her blind spot. As I went to proceed so did she. It was an extremely close call where she thought she hit me. The driver's visible shock and horror, coupled with the intervention of concerned angry pedestrians, highlight the immediate danger posed by this intersection. A fight almost broke out in the aftermath too.

As an adult, I found this experience unnerving; it is unimaginable how a child could navigate this hazardous crossing safely, or a teen distracted on a phone while walking. It is imperative that we implement comprehensive safety measures, such as raising the entire path, akin to the crossing on River Road near McDonald's. This action will ensure the safety of all road users, especially the most vulnerable. The need for these improvements is underscored by the fact that my near-accident occurred despite the existing lane closures. For the safety and well-being of our community, I urge immediate action to rectify this deadly spot. Thank you for your attention to this critical matter.

Name: John Bik
Location: Bethesda
Date: June 23, 2024

The proposed changes to Little Falls Parkway, reducing it from a four lane divided road to a two lane road, is both ill-advised and unnecessary. The resultant "linear park", from the conversion of half of the roadway, will provide little as a public amenity. The nearby Capital Crescent Trail offers a far better park experience than a "park" next to an existing roadway. The Little Falls Parkway was and should remain a vital transportation artery for the surrounding neighborhoods. In fact, widening the southern portion of the parkway, between River Road and Massachusetts Avenue, and converting it to a four lane divided road would be a much better use of public funds. Alternatively, using funds allocated for this needless project, to create a grade-separated crossing for the Capital Crescent Trail at the Little Falls Parkway would be a far better option for all concerned.

Name: Carroll Dunn
Location: Chevy Chase, MD
Date: June 23, 2024

The Little Falls Parkway project is a disaster. I have never seen any more than 2-4 people in the lane reserved for walkers/bikers. Please restore the Parkway to its original state. The turn at Dorset is a nightmare and an accident in waiting. Having two lane traffic in what used to be 4 lanes is creating congestion and backlog. Why anyone thought it was a good idea to mess with something that was already effective is a mystery.

Name: Todd S Rich

Location: Chevy Chase, MD

Date: June 24, 2024

I am a resident of the Kenwood neighborhood in Chevy Chase. I have serious concerns that the two-lane configuration of little falls parkway is not sufficient to handle the current and anticipated traffic flowing from downtown Bethesda to the Westbard neighborhood (once fully built). As a result, it is likely that additional vehicular traffic will divert into the Kenwood neighborhood. This certainly happened at the times when Little Falls Parkway was temporarily closed during COVID. The kenwood neighborhood does not have pedestrian sidewalks, not sufficient speed bumps (eg along Kennedy) to deter rapid traffic. This is a safety concern for residents as well as the numerous guests who frequent the Kenwood neighborhood to enjoy the cherry trees.

I have no problem with encouraging park uses in places requested by local residents. But this plan is not supported by nearby residents. Nor are the future traffic concerns adequately addressed in the Environmental Assessment (which refers to traffic levels from prior to the single, but tragic, death of a bicyclist in 2016). This plan should be tabled until the Westbard traffic levels are able to be assessed and until the adjoining residential neighborhoods support this plan.

Thank you,

Todd

Name: Peter Ventimiglia

Location: Chevy Chase, MD

Date: June 25, 2024

The EA report is focused on safety. It erroneously states that this current and future plan has greatly reduced "accidents" on the Parkway. That is untrue—the only major accident was in 2016 and there have been none of note since. The Parkway was much safer with the large median in-between the north and southbound lanes. The report also states that the empty lanes are "popular" with walkers/bikers—in fact, very few are using it.

The future project is unsafe for neighborhoods because of cut-through traffic when backups occur during rush hours.

The backups are also contributing to carbon release in the air with lines of cars idling at the lights.

The lanes narrow abruptly at Dorset when driving north from River Road, and are dangerous for both converging traffic and those making a left hand turn into Kenwood (cars now turn as the light changes to red).

The blind bike lane on the right side of traffic headed south at Dorset makes that right hand turn into Kenwood unsafe.

The trail crossing is unsafe now without the wide median in-between for refuge.
This was never needed or asked for on the part of the public.

Name: Bruce Berman

Location: Chevy Chase, MD 20815

Date: June 25, 2024

The so-called "improvements" to Little Falls Parkway are anything but. First, they have resulted in a traffic pattern--changing from two lanes to one for a very short stretch--that makes no sense. Second, the barriers that have been installed to effectuate this plan are unsightly. They have caused a lovely stretch of road to look like a permanent construction zone. Third, they are unnecessary. An extremely small number of walkers and bikers use the newly-dedicated roadway for that purpose. Walking and biking were easily possible on the shoulder before the Parkway was modified, and the car-free Capital Crescent Trail is less than a block away. Fourth, it's hard to believe the changes make the road safer. The need to change lanes, the barriers that have been constructed, and the need to cross the dedicated bike/walk area at Dorset Avenue all seem inconsistent with increased safety. As someone who believes that government can and should actively be involved in improving our lived environment, I must say what's been done on LFP is a travesty: It's something that isn't needed, wasn't called for by people who live nearby or use the road (for driving, walking, or biking), hasn't been well-executed, and doesn't serve any positive purpose.

Name: Pablo Collins

Location: Chevy Chase, MD

Date: June 25, 2024

I support the Little Falls Parkway Improvements program and make the following three points.

1. Public policy must overturn historic policies which have made the auto the dominant means of transportation.
2. Reducing this road section to one lane in each direction, with appropriate signal timing should handle the traffic load. Rock Creek Parkway, also only two lanes, carries much more traffic.
3. Additional bike lanes will provide an alternative to the most heavily used section of the Crescent Trail.

Name: Jessica O Rosenberg

Location: Chevy Chase, MD

Date: June 25, 2024

I think it's great to prioritize bicyclists and pedestrians over cars. This is the right thing to do for our planet

Name: Marcia Kramer Simon
Location: Bethesda, MD 20817
Date: June 26, 2024

Little Falls Parkway is a main thoroughfare for vehicles. I have driven it many times and have yet to see a single bicyclist. Besides, there are off-road bike paths not far from Little Falls Parkway. I urge you to restore the traffic lanes for vehicles.

Name: Siobhan Wilan
Location: Bethesda, MD
Date: June 26, 2024

You have to do some about LFP. The traffic is awful and all the cars that take at least twice as long to drive down the road are adding to the pollution. Additionally, the number of people significantly impacted by the increased traffic on the road and with the neighborhood cut through far exceeds the minuscule number of people who use the road for recreational purposes.

Finally, I have seen cars driving the wrong way, crossing over the median and numerous near collisions and I witnessed a collision. Return the road to its original design. This is a pathetic attempt to make some people happy but it's miserable for everyone.

Name: Deborah Jessiman
Location: Chevy Chase, MD
Date: June 26, 2024

As a lifelong resident of Chevy Chase, I respectfully dispute the NCPC's Environmental Impact Assessment of the Little Falls Parkway Project. The changes made have been nothing short of a disaster for surrounding neighborhoods' cut-through traffic, traffic on all sections of Little Falls Parkway, and safety.

The NCPC asserts that the current and future plan has greatly reduced "accidents" on the Parkway. I believe that the NCPC is mistaken in that statement. The Parkway was much safer for drivers, bikers and pedestrians with the large median in-between the north and southbound lanes. The NCPC report also states that the empty lanes are "popular" with walkers/bikers—in fact, I live in an adjacent neighborhood, and very few are using it ever. Why would anyone choose to walk along a heavily trafficked road instead of on the bike path which is lovely? The future project is unsafe for neighborhoods because of cut-through traffic when backups occur during rush hours.

The backups are also contributing to carbon release in the air with lines of cars idling at the lights and frustrated drivers..

The lanes narrow abruptly at Dorset when driving north from River Road, and are dangerous for both converging traffic and those making a left hand turn into Kenwood (cars now turn as

the light changes to red). Often cars have to wait for mutiple light changes to make that left turn.

The blind bike lane on the right side of traffic headed south at Dorset makes that right hand turn into Kenwood unsafe - for the bikers and the autos. One has to cross over the bike lane to turn right.

The trail crossing is now much more unsafe without the wide median in-between for refuge. The NCPC changes were never needed or asked for on the part of the surrounding neighborhoods, and they are not welcome.

Please restore Little Falls Parkway to its former highly functional and much needed status.

Name: Robert William Metzler

Location: Bethesda

Date: June 26, 2024

Please restore Little Falls Parkway to four lanes.

Name: Jerold J Principato MD

Location: Chevy Chase, Maryland 20815

Date: June 26, 2024

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The NCPC changes were never needed or asked for on the part of the surrounding neighborhoods, and they are not welcome.

Please restore Little Falls Parkway to its former highly functional and much needed status.

Name: Lewis bremer

Location: Bethesda MD

Date: June 26, 2024

The plan says it is based in safety. This cannot be correct. We have had no major accident on Little Falls Parkway for almost ten years and the reduction in accidents has nothing to do with the plans for the park. In fact the Parkway was safer before the planners got involved. And they have made it more dangerous. Now they have done away with the much safer design which featured a wider median between the two direction traffic. For example I live on Dorset Avenue and given the heavy traffic coming from Arlington road, there is no safe way to make a left handed turn off parkway onto Dorset Avenue. I and many other drivers find the left turn is only possible by turning left after the light turns red. This design cannot rationally be called a "safer".

Moreover I can attest that there is no evidence that the one lane is "popular". There are rarely cyclists and pedestrians on the empty lane.

Meanwhile we have experienced a heavy increase in cut through traffic which surely contributes to the dangers of the plan.

An honorable out come of the polling of residents would have the park service instructed to throw away the plan for the parkway.

Paul Bremer

Name: Debra Sheldon

Location: Bethesda

Date: June 26, 2024

No one is using the Little Falls bike path because the Crescent Trail to Bethesda runs right alongside the parkway and the trail is much nicer. We don't need two paths right next to each other. In the daily trips along the parkway, I have seen a TOTAL of 3 people using the parkway path. All of my friends and neighbors have similar observations. You have put up ugly orange and dirty white plastic barricades, and encouraged a dry, dead, dusty road space.. The traffic backups, now legendary where before there were none, are causing emissions from idling cars which can no longer travel forward. Stop wasting tax dollars on projects no one wants. Clean up the extreme pollution in Little Falls creek, which is so contaminated we are advised to stay away. Please return our previously lovely and functional road to its original state.

Name: Eric Schroeder
Location: Bethesda, MD
Date: June 26, 2024

The section of Little Falls Parkway between Arlington Road and Dorset Avenue is flanked by not one, but two pedestrian/ bicycle paths. The Crescent Trail on one side, and the path between Dorset Avenue and Norwood Park and Hillandale on the other side. Given these multiple choices, there is absolutely no legitimate reason to close off any lanes on Little Falls Parkway. The walkers and bikers have these options, that precludes any need for closing off any of Little Falls Parkway, which should be restored to two lanes in each direction.

Name: Tim Osumi
Location: Bethesda, MD
Date: June 26, 2024

Thank you for going through this necessary step and for keeping the community informed of your activities. After going through this assessment I'm re-assured that this is the right step for us to take and as a biker who frequently goes down to the River Road Whole Foods Market, I am whole-heartedly supportive of this project.

Name: ANTONIO PAULO COSTA
Location: Bethesda
Date: June 27, 2024

I live in the area and you've caused unneeded traffic backup on Little Falls Pkwy. It's frustrating to pay over 10k in property taxes and expect a little common sense. One afternoon as I waited 13 cars back on a single lane to pass Dorset, I saw no one using the formerly two road lanes. Those two lanes were absolutely not being used. Is that really the best use for the majority of roads that serve the public? I wish you had to commute everyday thru there.

Name: Benjamin Englert
Location: Chevy Chase, MD
Date: June 28, 2024

Of course a road diet and an improved park is better for the environment. Get on with finalizing and finishing this project!

Name: John Michael Hemmer
Location: BETHESDA
Date: June 28, 2024

Thank you for accepting comments on the EA. I am writing to support the pending proposal.

I cross Little Falls Parkway at least four times a day, twice on a bicycle and twice as a pedestrian. That crossing is much safer since it was reduced from four lanes to two lanes, and it should stay that way permanently. At four lanes, it was impossible to make visual contact with all four drivers, and one or more of them was likely to push through the crossing, sometimes at speed. The brief delays drivers encounter at rush hour do not justify reopening two lanes, as some are advocating.

Name: Linda Kirvan

Location: Bethesda

Date: July 2, 2024

Please return the Little Falls Parkway to its' original configuration. It was designed that way for a reason. We payed for it with our tax money and there is NO reason to change it. Leave well enough alone. Linda Kirvan

Name: Roger Cochetti

Location: Chevy Chase, Maryland

Date: July 3, 2024

I have lived within a mile of Little Falls Parkway (LFP) for over 30 years and for about 10 years lived a half block from Norwood Park and 2 blocks from Little Falls Park. I believe the proposed closure of 2 lanes of LFP is misguided, wasteful and counterproductive for the following reasons:

1. We have 4 magnificent parks (3 acre Norwood, .25 acre Kenwood, 1 acre Little Falls & 2 acre Crescent) with 100 yards of LFP including 2 (Little Falls and Crescent) that are around 100 feet away. This will add essentially nothing to usable park space (when asked about this, County staff replied "we've heard that Norwood Park is busy", showing that they know nothing whatsoever about Norwood Park's usage or potential usage)
2. The closure of these lanes actually does cause needless auto congestion contributing to both needless auto pollution an global warming
3. The closure of these lanes actually does cause needless auto congestion, wasting countless hours of time by local residents
4. The closure of these lanes creates a needless safety risks since: an emergency breakdown or stop by any vehicle in the 2 remaining lanes stops all traffic and causes traffic to risk going onto the oncoming lane; and any emergency vehicle trying to navigate the 2 remaining lanes will inevitably be needlessly slowed down or blocked (and the alternative plans are virtually unworkable.)

As someone who has walked and ridden my bike along the two blocked lanes for the past 2 years, I can verify that they are utterly empty and unused. There must be thousands of things that Montgomery County Parks can do with their time and money that would generate more

benefits than closing 2 lanes on LFP; but there is nothing that could do more damage.

Name: Thea Mason
Location: Bethesda, MD
Date: July 5, 2024

I am a frequent driver on Little Falls Parkway and a frequent biker and walker on the Crescent Trail. I am writing to request that all 4 lanes on Little Falls Parkway be reopened. The current configuration is confusing for drivers and adds congestion, making the Crescent Trail less safe.

Safety on the trail could be improved by extending the trail along both shoulders of the parkway to the light on Arlington Rd so that trail users will be directed to cross Little Falls at a traffic light.

Name: Robert E McGarrah Jr
Location: Bethesda
Date: July 5, 2024

The Little Falls plan has been flawed from the start. Not only was it never needed and never requested by residents like me who use it everyday, but it has already resulted in major rush hour traffic problems and wasteful public expenditures for planning and hearings. If approved, even more money will be wasted. I urge you to reject this ill conceived plan!

Name: Patrick Garvey
Location: Bethesda
Date: July 6, 2024

The Little Falls Parkway Improvements Project should just consider the position of having a car lane on each side of the current median and NOT construct further features. The current Pilot configuration has not been positive for vehicle drivers, or bikers/walkers. Few bikers/walkers use the freed lane on the Parkway. Most outside users continue to use the Capital Crescent Trail that is very close by. The current pilot configuration is dangerous to drivers and does not support a linear park in any positive feature. In the months pilot, the community and outdoor users have NOT accepted this pilot project. Please avoid an expensive project. Please just return a car lane to each side of the median. Have the lanes go from Arlington Road to Dorset Ave. Thank You. Stop this pilot project.

Name: G Chan
Location: Bethesda, MD

Date: July 8, 2024

I urge the NCPC to make permanent the Little Falls Parkway as it is currently configured with 2 lanes both on one side of the median. This configuration makes it safer for those crossing LFP as drivers will stop if they see the opposing traffic stop. Safety is especially important as this area has a school, playgrounds, and pool where many children and seniors crossing. Parks are for people and not cars and commercial vehicles. The current configuration has made this road safer for everyone.

Name: Barry Miller

Location: Bethesda, MD 20816

Date: July 8, 2024

Looks like a good plan that will improve access and safety for cyclists and pedestrians. Fully support this.

Name: AJ Gross

Location: Chevy Chase MD

Date: July 12, 2024

I am a resident of a neighborhood that adjoins Little Falls Parkway and am writing to ask that you reject Park's plan to realign the parkway because of concerns about the safety of runners, walkers and cyclists who use neighborhood streets and cross Little Falls on the Crescent Trail. Please return to two lanes in each direction from Hillandale to Dorset. Consider a signal of some type at the Capital Crescent Trail crossing. Here are some of the reasons I oppose the plan: 1) Parks has not adequately addressed the significant increase in traffic in surrounding areas when Little Falls is constricted. We have observed significant speeding and distracted driving as Waze and other apps divert traffic from LFP. We regularly hear of close calls (I have also experienced) and no action has been taken to address these Vision Zero concerns. 2) Parks has not studied the impact on traffic of future development in Westbard and other areas in Bethesda. Westbard is a major development that will surely rely on Little Falls Parkway. 3) The current crossing of the Capital City trail is not safe as there is no median. As a runner, I am supposed to look both right and left at the same time to evaluate when it is safe to cross.

Name: Janet H Ansary

Location: Bethesda

Date: July 15, 2024

I address the situation of Little Falls Parkway. Perhaps you think of cars, idled, sitting on a one way road waiting for traffic to move an environmental issue. While sitting there, waiting and waiting, there sits a two lane stretch of perfectly paved road right next to you. I would say 90% of the time there is no one on those lanes walking or riding a

bicycle. We were getting along with the road as it was. Then an attempt to put a park on a portion of the road with no place to park for no reason seemed to go against common sense. I have used the bike path nearby over the years. It is still available.

In fact there is a path on both sides of the 4-lane highway. Why take a road when you know there will be more and more cars in the area to reach the allowed development of Westbard Avenue.

Name: Rob Danegger

Location: Bethesda

Date: July 15, 2024

Please end this wasteful project as quickly as possible. Close one of the two lanes in each direction, maintain the median strip, and move on.

While possibly well-intentioned, NCPS appears to be solving a problem that does not exist and is expending time, energy, and tax dollars that would be better utilized elsewhere. This is no need for an additional bike lane, "linear parks" or other recreational space in this immediate area.

If NCPS or other government offices intend to eventually use this space for light-rail, as is rumored, this would be very concerning and a massive violation of requirements for transparency.

Name: Dennis DuFour

Location: Chevy Chase

Date: July 15, 2024

I read the Vision Zero Environmental Assessment dated June 18, 2024. I make two comments here. First, the council received 1,251 unique responses from residents with 929 (80%) strongly opposed to the Parks proposal and supporting the return to the pre-pandemic configuration. Second, is an analysis letter dated 3/16/2023 from Adam Jones the Assistant Chief of the Montgomery County Fire and Rescue Service who sees 3 "potential hazards or concerns" and recommends "a pedestrian bridge would alleviate many of these issues." Please listen to the residents and professionals and put the parkway back to pre-pandemic configuration.

Name: Stephen M. Shapiro

Location: Bethesda, MD

Date: July 15, 2024

National Capital Planning Commission
ATTN: Michael Weil, Little Falls Parkway Environmental Assessment

401 9th Street, NW, Suite #500N
Washington, DC 20004

July 15, 2024

Dear Mr. Weil:

Thank you for the opportunity to comment on the Little Falls Parkway Environmental Assessment (EA).

Little Falls Parkway is not a typical park road. It serves as a critical artery connecting the Massachusetts Avenue and River Road corridors with downtown Bethesda. For most users, this transportation function is more significant than its recreational function. NCPC and Montgomery Parks should appreciate and respect this critical transportation purpose and need of this road, even though Parks is not a transportation-specific agency. Thus, design parameters for other park roads are not necessarily appropriate here.

I agree with the findings in the EA that the environmental impacts of the proposed project are negligible. Therefore, a Finding of No Significant Impact would be appropriate.

However, it is well established that the NEPA process and associated documents can and should also serve as key planning tools, and not solely to document environmental impacts. In this regard, it is unfortunate that only one build alternative was considered.

Specifically, I would recommend adoption of Alternative 2, the “Build Alternative” in the segment between Arlington Road and Hillandale Road, but adoption of Alternative 1, the “No-Build” Alternative, in the segment between Hillandale Road and Dorset Road. This is because the documented Vision Zero safety problems are only present in the northern segment, at the Capital Crescent Trail crossing. Changes proposed for the segment south of Hillandale Road are not properly characterized as Vision Zero safety improvements. I do appreciate that the changes proposed for this segment, while largely unrelated to safety, reflect the compromise position adopted by the Montgomery County Council.

Comments on specific pages follow:

Page 6: The “Need for the Action” documents safety problems at the Capital Crescent Trail crossing, but not with the segment below Hillandale Road. While vehicles travelling at speeds above the former 35 mph posted limit may well be a safety hazard, “calming” those speeds through a lower speed limit and implementation of a “road diet” is overkill. There are methods to gain better compliance with posted limits that are appropriate for the roadway design. Nothing has been shown to indicate that a 35 mph speed is unsafe for the existing four-lane configuration south of Hillandale Road—or south of Dorset Road, which remains a four-lane configuration.

Page 13: The discussion of Phase II implies that the Parkway between River Road and Hillendale Road can and should be reconfigured like other Parks roadways. Not all roads under the State Highway Administration or MCDOT have the same configuration or speed limits. Nothing suggests that a 35 mph speed is inconsistent with safety or with the existing road design between River Road and Hillendale Road. This segment carries more traffic than the segment between River Road and Massachusetts Avenue. While a case might be made that a new road being designed now should be 2 lanes rather than 4, there is no safety or engineering justification to modify the existing 60-year-old configuration south of Hillendale Road. I also take issue with the conclusion that the Phase II configuration has been safe. In particular, the transition from 2 to 4 lanes just north of Dorset Road is patently unsafe, especially at night or during bad weather. Only luck has prevented a serious accident there. The only true Vision Zero safety improvement has been near the Capital Crescent Trail crossing—and the Build Alternative will be safer there than Phase II.

Page 17: A Finding of No Significant Impact is appropriate for this project.

Page 34: More relevant data may well be traffic volumes per hour during peak traffic hours than the volume per day.

Page 36: The Level of Service findings are an aggregate from River Road to Fairfax Road. This may well be misleading. It could be telling to show the levels of service of the separate segments. Congestion often appears to be worse than Level C around the Capital Crescent Trail crossing, particularly when there are many trail users that, of necessity, interrupt traffic, and the adjacent signals at Arlington Road and Hillendale Road. There has also been congestion with respect to traffic waiting to turn onto Dorset Road.

Page 37: The No Build alternative is consistent with Vision Zero south of Hillendale Road. It is also not at all clear how many pedestrians and bicycle riders will use the lane afforded by the Build Alternative. It is likely that more pedestrians and bicycles would use a separate lane that continued south to Massachusetts Avenue. Alternatively, Parks should restore the No Build configuration south of Hillendale Road if experience under the Build Alternative shows low use of the pedestrian and bicycle lane, or higher traffic volumes.

Page 40: Figures 11 and 12 demonstrate the safety issues at and near the Capital Crescent Trail crossing—between Arlington and Hillendale Roads. They do not show a safety problem with the existing (No Build) configuration south of Hillendale Road.

Sincerely,

/s/

Stephen M. Shapiro, P.E.

5111 Westridge Road

Bethesda, MD 20816

SteveS@md.net

Name: Russell Porter
Location: Bethesda, MD 20816
Date: July 15, 2024

Dear Planning Commission,
I have provided comments multiple times through multiple fora about the Little Falls Parkway. I am so frustrated that the County continues to ignore the wishes of the residents who live near or next to the Parkway. This change has now been proposed as part of Vision Zero. There has been one tragic death on this road, and the changes proposed would not have prevented that accident. That accident was in large part the fault of the bicyclist riding a recumbent bike, and not stopping at the crosswalk. The proposal will create traffic increased congestion with the addition of several hundred new housing units the county approved. Furthermore, until the County require bicyclist to ride ONLY on bike lanes and on bike paths, the Vision Zero approach become a complete joke. I have seen far more bicyclist riding on the road on the LFP than on the area put aside for a bike path. This is a complete waste and it's a real shame the County Parks Commission cannot find a more appropriate place to focus their attention. It's a disgrace and embarrassment to the citizens who have no say in what happens in their own backyard.

Russell Porter

Name: Mrs. D. Dale Clayton-Morrison
Location: Bethesda, MD. 20816
Date: July 16, 2024

Having worked for the Texas Highway department as a draftsman (person) I can tell you after having lived in this area for 40 years that this parkway is very well designed for the traffic that it carries.

Why close one portion of a parkway that takes care of the traffic load as it is and then open it back up? Plus the environmental destruction of tearing up a road and then a few years later that that was a mistake and having to put it back into place. THINK of the SAFETY ISSUES of having a parkway be wide and then small and then wide again. Really that's silly.

Name: Patricia Depuy Johnson
Location: Chevy Chase, Maryland
Date: July 16, 2024

Please see my testimony (attached) given to the Planning Board on March 30,2023 re the continued reconfiguration of Little Falls Parkway. My photos in the video taken over a 9 month period between October 2020 and June 2021 (when the Parkway was closed to vehicular traffic), show that no one used the empty parkway contrary to the #'s Parks has reported

erroneously. The walker/biker use is confined to the CCT (also in my photos) not the Parkway. The Parkway as it is narrowed, without use of the wide median, is dangerous. The traffic backups cause cut through traffic in neighborhoods. Vision Zero is important in neighborhoods. The safety study Parks conducted is flawed. This parkway as it is now and planned for the future is very unsafe. Please read my testimony and look at the video of over 100 photos taken of the empty parkway and the walker/biker use confined to the CCT. The changes to this Parkway since February 2017 were never needed or asked for by the public. Over 5500 people have signed a petition asking for LFP to be reopened to 4 lanes with the wide median reinstated. Our concerns have been ignored, and our questions unanswered. The county executive has supported our request and concerns. There has been no democratic process in dealing with the public on the part of the Parks Department. Parks has already spent hundreds of thousands of dollars on changes to this Parkway and plans to spend over \$600,000 more for future plans that no one wants. That is taxation without representation. This is a travesty of the democratic process. It started with arrogance on the part of a Parks Director who want an award for a "linear park". That linear park was voted down by the county council, but the changes continue now in the name of "safety". This plan was not safe then and it is not safe now. It is hubris and arrogance on the part to the Parks Dept. to continue to push it through. Please return the Parkway to the "option" of all 4 lanes open from Hillandale to Dorset with the wide median and two lanes at the CCT crossing with the wide median as safe refuge. Sincerely, Patricia Johnson

[Attachment](#)

Name: Patricia Johnson

Location: Chevy Chase Maryland

Date: July 16, 2024

Please note: On my first comment sent in : the dates the photos were taken was October 2021-June 2022. I misquoted the dates of the photos on my original comments in error. Sincerely, Patricia Johnson

[Attachment](#)

Name: David Johnson

Location: Chevy Chase

Date: July 16, 2024

Montgomery County Parks and Planning has not been completely forthcoming in their analysis and planning suggestions for changes to a 0.4 mile stretch of Little Falls Parkway. It all started when an elderly cyclist sustained a fatality when he willfully (and chronically, according to his wife) ignored the stop sign on Capital Crescent Trail and LFP, and struck a car while riding in a recumbent bicycle with the flag down (the driver of the car was not cited). No other fatalities

or significant MVAs have occurred on this stretch of road before or since, yet MCPP used this event to ultimately move all traffic on this stretch of this heavily used road to the east side, not for safety reasons, but for a vanity project by Parks to hopefully win an award for a "linear park"

on the south-traveling two abandoned lanes (they lost!). This new configuration of traffic created a new danger to cars (5 near head-on collisions just north of Dorset, communicated to MCPP; a risk of collision going northbound when cars suddenly find they must jockey over into the left lane (after coming around a blind turn), as the right lane suddenly stops (and there is no signage that only the left lane will continue north after Dorset Avenue (still, and long after being communicated to MCPP--so much for safety considerations!) Instead of returning this tortured stretch of LFP to its original configuration of 4 lanes divided by a wide grassy median between Dorset and Hillandale Road, (as before, for reasons of safety, traffic efficiency, police and fire response times, carbon print mitigation, increasing density, and cost), and as overwhelmingly supported by the County Executive, the adjacent communities and users, the Montgomery County Council, on 1/23/2024, "compromised" and decreed that MCPP should quickly and expeditiously return that stretch of LFP to one lane north and south separated by a wide grassy median (and to preserve the unused adjacent lane pavement for future use), which the Head of MC Parks nodded in agreement. So far, Parks has done nothing, ignoring the above issues for a further "torturing" of the two outside lanes. I urge the NCPC to reject the plans put forth by MCPPC and the compromise of the MC Council, and decree that this 0.4 mile stretch of LFP be returned to its original pattern--which has always been one of the options--for all the issues and reasons noted above. Thank you.

Name: Kate Jahnig

Location: Chevy Chase, Maryland

Date: July 16, 2024

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused. 5. Now "No Right Turn on Red" signs have been added at each corner which makes the traffic situation that much worse.

Name: Carina Bartozzi

Location: 5804 Kennedy Drive, Chevy Chase, 20815

Date: July 16, 2024

I am a resident in Kenwood and i have the following comments regarding LFP below:

Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Need: the continual changes to the Parkway were never needed or asked for by the citizens.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: David Scharff

Location: Chevy Chase, MD

Date: July 16, 2024

I urge the council and agency to remove all impediments to the free vehicular use of Little Falls Parkway. It was previously a well-functioning road, and now is impaired by all the insertions -- none of which provide useful additions. There is virtually never any foot traffic, no biking use because there is a much more beautiful bike path parallel to it.

In addition

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.
4. Lack of use: The open lanes continue to be unused.

Please have it revert to its previous configuration allowing for 4 lanes of vehicular traffic.

Name: jill scharff
Location: Kenwood subdivision. Chevy Chase MD
Date: July 16, 2024

No-one asked us if we wanted this. It was imposed on us. And neighbors uniformly hate it. Bikers do not use the lane as they prefer the trail that runs alongside. The preparatory structure is unsightly. Squashing traffic into one lane going to Bethesda is UNSAFE. Crossing from one side of the parkway to another is UNSAFE. This is a misuse of traffic funds. We want it restored to the way the parkway was.

Name: Kay Stevens
Location: Chevy Chase
Date: July 16, 2024

I have never understood the need for all the radical changes that have been made over the past several years to Little Falls Parkway. It feels like a solution in need of a problem. Yes, there was a tragic accident at the bike trail and Little Falls Parkway (whether the bicyclist or the auto driver was at fault, as I remember it, was in some dispute), but that crossing could be made relatively safe by creating a single lane in each direction, one on each side of the median, from Hillandale to Arlington Rd. The vehicular lane closures and channeling of traffic to one side of Little Falls Parkway between Hillandale and Dorset is confusing for drivers and only sparsely used by bicyclists. Striping of the shoulders on both sides of the road for bicycle/pedestrian travel would be safer.

Name: Robert Bein
Location: Chevy Chase, MD
Date: July 16, 2024

I have a number of concerns about what's happening with Little Falls Parkway. I live nearby and use LFP all the time.

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.
4. Lack of use: The open lanes continue to be unused.

Name: Laurence G Long

Location: Chevy Chase

Date: July 16, 2024

These comments are being submitted as concerns for the proposed changes to Little Falls Parkway as our experience with the new routing and road layout have provided no value to the neighboring community, created unsafe biking, walking, and driving conditions, created a significant amount of cut through traffic via Sommerset and Kenwood neighborhoods, result in back ups at Dorset during rush hour, causes drivers to "bail out" when realizing the right lane approaching Dorset is a Right Turn Only lane, and resulted in a barren/abandoned looking landscape that is not in keeping with the natural beauty of LFP.

The lack of consultation by the planning committee with the community is surprising and the proposed changes appear to have created a lack of trust in the Planning Commissions charter and those who are responsible for listening to and responding to community concerns.

It would be appreciated and the "right thing to do" for the NCPC to have those leaders that have been stubbornly proposing the permanent changes to stand in front of the community to talk about why they are proposing these changes and back up their assertions with data that suggests they're good for the community when we have the CCT right next to LFP.

Name: Kim Kelly

Location: Chevy Chase, MD

Date: July 16, 2024

Strongly against the commissions LFP proposal. Citizens impacted not consulted nor does it provide any benefit to anyone. Reeks of politicians trying to get this kind of move on their record.

Name: Penelope Shapiro
Location: CHEVY CHASE
Date: July 16, 2024

The recent changes to LFP are a disaster. They have reduced safety by causing confusion and increased head to head traffic, and they have a negative environmental impact by increasing traffic wait times. Those who live in the area and use LFP are uniformly opposed to the alterations and would like LFP to return to the 4 lane road it was before the park service began making changes.

Name: James Paragamian
Location: Chevy Chase, MD
Date: July 16, 2024

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.
 4. Lack of use: The open lanes continue to be unused.
-

Name: Lynne Chandler
Location: Chevy Chase
Date: July 16, 2024

The original motivation to reconfigure Little Falls Parkway was to improve pedestrian and bicyclist safety. The changes made to LFP have unfortunately done exactly the opposite. As

both a bicyclist and a driver in the area, I constantly see cars and bikes confused by established traffic pattern and this uncertainty has led to many near accidents that I have witnessed. Fundamentally, the changes have taken a 4 lane road where (1) traffic direction was clear, (2) there was only one point of intersection between bicycles and cars, where (3) that crossing was separated by a large median where bikes and people could wait safely, and turned it into a 2 lane road (1) where cars and bicycles are evidently confused by the new lane markings that appear to force them onto the same side of the road as oncoming traffic, when there are completely unoccupied traffic lanes across the median and (2) created two points of intersection between bicycles and cars, one of which is very poorly marked with no safe stopping place for cars or bikes. To sum up, the changes to LFP simply do not meet the goals of park improvements or progress as they have significantly decreased safety in the area for all types of users.

Name: Lloyd S Guerci

Location: Chevy Chase, MD 20815

Date: July 16, 2024

Attached are my comments on the Little Falls Parkway draft Environmental Assessment

[Attachment](#)

Name: Brian Matsui

Location: Chevy Chase, MD

Date: July 16, 2024

This is a terrible idea, and the lanes should be reopened. My main concerns are:

Safety: I have literally nearly died several times as people are confused by the lane shift. Whoever decided this configuration should lose their job or become liable for all accidents/injuries that will occur. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. People are flying through neighborhoods with small children on small bikes—it will be on you if injuries happen as they inevitably will. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Need: the continual changes to the Parkway were never needed or asked for by the citizens.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again,

and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: Ann Marie M Etergino

Location: Chevy Chase, MD 20815-6508

Date: July 16, 2024

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.

3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. How can your arbitrarily decide what we need and push it through without our wishes? Sounds like a vanity project.

4. Lack of use: The open lanes continue to be unused. This weekend, i counted 2 people on Sunday afternoon on the trail. How can this possible make sense.?

Name: Amy Matsui

Location: Chevy Chase, MD

Date: July 16, 2024

I am writing to identify safety concerns on Little Falls Parkway that the proposed project will exacerbate. The future project is unsafe for neighborhoods because the increased number of drivers traveling on Little Falls will increase backups on Little Falls during rush hours, which are already significant. The backups will also cause more cars to cut through the Kenwood neighborhood to get to River Road (or vice versa), putting pedestrians, bikers, and drivers at risk.

There are also safety concerns with the intersection of Dorset and Little Falls, which will likewise be exacerbated with additional significant increases in traffic. For example, the lanes narrow abruptly at Dorset (driving north on Little Falls) from River Road and there is no left

hand turn signal at the light, such that the intersection is thus dangerous for both converging traffic and cars making a left hand turn into Kenwood (cars now turn as the light changes to red). In addition, the blind bike lane on the right side of traffic headed south on Little Falls (which ends right after the intersection with Dorset) is unsafe both for bikers and for cars making the right hand turn into Kenwood.

Thank you for your consideration.

Name: The Dagenais

Location: CHEVY CHASE

Date: July 16, 2024

Our entire family opposes the proposed Little Falls Parkway for a number of reasons including:

Safety:

Safety: LFP is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project forces traffic through neighborhoods because of back-ups at rush hours. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Reducing lanes from four to two does not resolve the issue of pedestrian or cyclist crossing safety. It actually worsens it. Alternative options should be considered as a priority.

Need: the changes to the Parkway were never needed nor asked for by the citizens and neighborhoods who are most impacted by the LFP plan. There are a number of much nicer and safer pathways available for pedestrians and cyclists in that neighborhood.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: frederic meister smoak

Location: bethesda

Date: July 16, 2024

There was extensive study before the original plan was implemented. I have seen no reason to change it. Inconvenience to drivers is minimal, and people have appreciated the free lanes as a place to stroll, skateboard, teach their children to bike, etc.

Drivers carp at any change, but we can no longer afford to ignore all other forms of transportation to favor the automobile.

Name: Matt Mauney
Location: Chevy Chase, MD
Date: July 16, 2024

Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Need: the continual changes to the Parkway were never needed or asked for by the citizens.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: Eileen Lee
Location: 5205 Dorset Ave, Chevy Chase, MD
Date: July 16, 2024

LFP as currently configured to 2 lanes is unsafe. Traffic backs up in the am and pm as well as during school pick up times. At night, I feel the road is confusing and more dangerous without the median. It is also hard for emergency vehicles to get by with the 1 lane configuration and traffic. Please change it back to 2 lanes with a median except at the bike crossing

Name: Mary Eileen
Location: Chevy Chase, MD (Kenwood)
Date: July 16, 2024

The current and proposed changes on LFP were never needed, requested and 5500+ people have voted against them, but NO ONE is listening to us, the tax payers whose money is being wasted! NO ONE is using the open bike lanes at any time. Yet the amount of cars using the road has increased and will continue to do so as the Westbard project adds over 1000 units and many more people/drivers needing to get to downtown Bethesda.

“Safety” was the supposed reason for the changes but what has been done has caused the conditions on LFP to be more dangerous than ever. Each day I travel on LFP I witness near-miss head on collisions and angry drivers sitting in traffic, honking. Who thought it was safer

for pedestrians/bikers to cross the road at a cross walk located between 2 stop lights and dependent on drivers to use their own decision making skills to either stop or try to beat the walker/cyclist crossing? We won this argument several years ago when the unanimous decision was to move the crosswalk to the light at Arlington Rd. You all seem to think that didn't happen!

I live in Kenwood on Kennedy Dr which is the road receiving the most cut through traffic all day long, in spite of the Do Not Enter signs and No Entry hours. Drivers ignore stop signs and the lower neighborhood speed limit of 20mph so they can make up time lost on LFP. We don't have sidewalks which means walkers, bikers, children and pets are all at a higher risk of being hit. Large, tall trucks cutting through the neighborhood rip off limbs from the beloved Cherry Trees that we who live here aren't allowed to touch/trim, but it's ok to allow trucks to leave behind limbs that hang down and hit car windshields as they drive down the roads? I've had my Suburban windshield cracked by one of these hard to see limbs, costing me over \$850 to replace. We also lost our dog to a speeding car who didn't stop.

This part of Bethesda has several parks and no one who lives here feels another one is needed. There are many other places in the county that need a park and safe gathering place, this isn't one of them.

Please listen to the people who live in the neighborhoods along LFP, the drivers who need LFP to get to downtown Bethesda and the safety experts who we have hired to assess the safety of LFP and gave it failing marks. Stop using fake data and have public hearings with accurate data provided by impartial experts. This is our home and we have the right to determine the changes made to it.

Thank you for listening.

Name: James Farmer
Location: Chevy Chase, MD
Date: July 16, 2024

NCPC states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

I believe the project runs afoul of most of these requirements. My main concerns are:

Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are

dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Need: the continual changes to the Parkway were never needed or asked for by the citizens.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: Stacey Band

Location: Chevy Chase, MD

Date: July 16, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.
4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: John Orlando

Location: Bethesda

Date: July 16, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

This proposed project stretches the bounds of common sense. It not only is environmentally spins but puts lives at stake .

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

John Orlando

Name: Susan Hostetler

Location: BETHesda MD

Date: July 16, 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Thea Mason
Location: Bethesda Maryland
Date: July 16, 2024

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Thank you for your time and consideration.

Name: Michael Meyer
Location: Chevy Chase
Date: July 16, 2024

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Name: Deborah Vergara

Location: Bethesda

Date: July 16, 2024

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Deborah Vergara

Name: Carolyn Bou
Location: Chevy Chase MD
Date: July 16, 2024

July 2024

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Thank you for your time and consideration

Name: Missy Walker
Location: Chevy Chase, MD
Date: July 16, 2024

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Thank you for your time and consideration.

Name: Sam Farnum
Location: Bethesda, MD
Date: July 16, 2024

As a very close by neighbor to, and as well as daily traveling of the Little Falls Pkwy, it is time to reopen all 4 lanes. Stop spending money on this exercise and listen to what the majority of residents and businesses want. Why do we keep delaying this process?!?

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Sam Farnum

Name: Katie McCarthy
Location: Chevy Chase 20815
Date: July 16, 2024

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Thank you for your time and consideration.

Name: Diane Seltzer
Location: Bethesda MD
Date: July 16, 2024

July 2024

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Thank you for your time and consideration.

Name: Alan Matsumoto
Location: Bethesda, Maryland
Date: July 16, 2024

July 2024

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Name: Mickey Lee
Location: Bethesda
Date: July 16, 2024

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Thank you for your time and consideration.

Name: Benjamin Lee
Location: Chevy Chase
Date: July 16, 2024

As currently configured, Little Falls Parkway is unsafe and at morning and evening rush hours, congested. It will be just a matter of time before there is a tragic accident. Reverting back to two lanes in each direction is a safer and more efficient option.

Name: William F. Magner

Location: Chevy Chase, Md.

Date: July 16, 2024

The current state of Little Falls Parkway is so disappointing - unattractive, unclear and even dangerous at times. The amount of traffic now racing through the adjacent neighborhoods has unfortunately altered the culture and pedestrian activity of these neighborhoods. We would prefer that the impediments are removed and the former park like setting be reintroduced. It seems senseless and wasteful to alter this area where so few benefit

Name: Daniel Standish

Location: Bethesda MD

Date: July 16, 2024

Dear NCPC,

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Thank you for your time and consideration.

Dan Standish
5605 Overlea Road
Bethesda MD 20816

Name: Mitch Narins
Location: Somerset, MD
Date: July 16, 2024

What has been done to Little Falls Parkway is an embarrassment. How any organization could possible take the beauty and usefulness of the parkway and the joy it provided to all its adjacent neighbors and covert it into the abomination that now exists is simply a travesty. If I were the County Executive, I would have excused those who proffered this plan from any future work in the County. We are better than this -- ruining what our predecessors put in place with such design acumen and beauty should be left as it was intended. The concept of a road diet is a farce. The roadway is so much more dangerous now and the pollution from extended traffic waiting at lights increases pollution. Is the traffic meant to convince people to leave their cars home? Is this the business of the government - to take away the right of people to drive? I am appalled. Put it back as it was and then please walk away.

Name: Patricia Johnson
Location: Chevy Chase Maryland
Date: July 16, 2024

July 2024

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Please read the brilliant letter submitted by Lloyd Guerci of Chevy Chase West. Mr. Guerci's letter states clearly where the plan for Little Falls Parkway fails abysmally to meet the criteria for safety or environmental benefit . Thank you for your time and consideration.

Name: Robert Cole
Location: Bethesda Md
Date: July 16, 2024

July 2024

Dear NCPC,

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again, and have been continually ignored. We have had no say in the process.

4. Lack of use: The open lanes continue to be unused.

And how long is NCPC going to take to make Little Falls Parkway whole?

Will it take someone who loses a loved one due to emergency vehicles unable to get through suing NCPC for millions of dollars?

Thank you for your time and consideration.

Name: Nancy Pindus

Location: Bethesda, Maryland

Date: July 16, 2024

Dear NCPC,

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Please consider the comments of residents who are regular users of Little Falls Parkway for driving, biking, and walking.

Thank you for your time and consideration.

Nancy Pindus

Name: Heather Paul

Location: Chevy Chase, MD 20185

Date: July 16, 2024

July 2024

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Thank you for your time and consideration.

Name: James Simmons

Location: Bethesda

Date: July 16, 2024

Just exactly what is the purpose of closing two lanes of Little Falls Parkway? How much will it cost to close these two lanes? What exactly is Park and Planning's rationale for closing half of this major thoroughfare connecting River Road with Bethesda. I drive this road frequently and rarely see a car or a pedestrian using this "abandoned" roadway.

Name: Tom Eldridge

Location: Chevy Chase

Date: July 16, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

This project runs afoul of most of these requirements. My main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

At some point, the continued actions of NCPC to ignore the will of the people will result in NCPC being reformed or eliminated as a public body. I urge you to reverse course, embrace a more democratic, and less authoritarian approach, and LISTEN to what communities affected by your actions actually think. If not, you risk losing all legitimacy for your actions.

Thank you for your time and consideration.

Name: malcolm ohagan

Location: Kenwood

Date: July 16, 2024

As a tax paying resident of Montgomery County for 55 years I respectfully ask that the county stop wasting time and tax dollars on this ridiculous proposal which should have been rejected long ago. Please remove the barriers and return the road system to it former configuration without further delay.

Thank you.

Malcolm O'Hagan

Name: Mihal

Location: 5503 Burling ct Bethesda MD

Date: July 16, 2024

Dear NCPC,

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Name: Andrew Malay

Location: Bethesda, MD

Date: July 16, 2024

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Name: Malloy Evans

Location: Chevy Chase, MD

Date: July 16, 2024

July 2024

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Thank you for your time and consideration.

Name: Rebecca Houston

Location: Bethesda, MD

Date: July 16, 2024

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Name: Diane B. Manning

Location: Bethesda, MD

Date: July 16, 2024

July 2024

Dear NCPC,

In addition to the reasons stated below, I feel strongly that any resources directed to the closure of Little Falls Parkway lanes, should be used in other parts of the region that do not

have the dedicated bike and pedestrian lanes and areas that the Little Falls corridor already has, such as the Capital Crescent Trail and Little Falls trails. There is greater need elsewhere! NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Amy Cevario
Location: Bethesda, MD
Date: July 16, 2024

Dear NCPC,

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process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Randi Levinas
Location: BETHESDA
Date: July 16, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Ellen Stuhlmann
Location: Bethesda, MD
Date: July 16, 2024

Dear NCPC,

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Thank you for your time and consideration.

Ellen & Dan Stuhlmann

Name: Beret Moyer
Location: MD
Date: July 16, 2024

I live at the corner of Little Falls Parkway and Dorset Avenue. The changes to the Parkway are ridiculous, unsafe, indulgent to walkers and bicyclists considering there is a shady walking and bike trail feet from the glaring pavement now designated as a walking street, while car pile up on the other side of the median, And most of all, the new arrangement is confusing and dangerous.

Name: Anna Maria Nunez
Location: Bethesda, MD
Date: July 16, 2024

July 16, 2024

Dear NCPC,

I am a life-long resident of the area and have lived in Bethesda for 39 years.

This project is a dismal failure.

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Please end this ASAP and return to the way it was for the almost 40 yrs I have traveled that route.

Anna Maria Nunez

Name: Sharon L leininger

Location: bethesda

Date: July 16, 2024

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asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Name: Theodore Frank

Location: Bethesda

Date: July 16, 2024

I am writing as long term Bethesda resident who lives near Little Falls Parkway to express my concurrence with the Comments the CCCFH concerning plans to alter the Parkway. The current configuration is manifestly unsafe, delays traffic, increases automobile pollution as cars sit and idle waiting to get through traffic lights. It also back up traffic on Arlington. Please return Little Falls Parkway to its former condition and honor the requests of the citizens to leave near it and use it.

Name: Pam Gelfand

Location: Bethesda MD

Date: July 16, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Pam Gelfand

Name: Linda Mastoris
Location: Fort Sumner neighborhood
Date: July 16, 2024

Let's get going! The current configuration is unacceptable for many reasons! The unused lanes are UNUSED! It's dangerous as it is right now, for vehicles, and would be for pedestrians, if there were any!

It's been too long without a permanent resolution. The original configuration was lovely to drive on and we need to use it just about everyday!

Name: Erik Bertin
Location: Bethesda MD
Date: July 16, 2024

July 2024

Dear NCPC,

The current configuration of Little Falls Parkway is a disaster that cries out to be fixed.

No one in this community asked for this and evidently no thought went into how or why or more importantly if it should be implemented.

The short answer is that the change was not and is not needed and for that reason the roads should be restored to its original sensible design.

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

This project runs afoul of most of these requirements.

My main concerns and the concerns of other residents include the following:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.
4. Lack of use: The open lanes continue to be unused.

I pass through this stretch of road on a regular basis. The portion of the road that has been closed has been completely empty every time. I have no memory of ever having seen anyone walking biking jogging or engaging in any other activity on the unused portion of Little Falls Parkway.

Thank you for your time and consideration.

Name: Judith Sparrow
Location: Bethesda MD
Date: July 16, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Aviva Rosenthal

Location: Chevy Chase, MD

Date: July 16, 2024

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Name: Miriam Brandao

Location: Bethesda, MD

Date: July 16, 2024

July 16, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources.

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Thank you for your time and consideration.

Sincerely,

Miriam Brandao

Name: ann G Humphrey

Location: Bethesda

Date: July 16, 2024

The county is allowing greatly increased housing density in Westbard and the Shops at Sumner place at the same time it is cutting off the only convenient access these communities and the surrounding areas have to downtown Bethesda. It is not a mass-transit-friendly area, and the result will be increased cut-through traffic through neighborhoods. There is already bumper-to-bumper traffic at the intersection of Little Falls Parkway and Mass Ave at certain times of day. Little Falls Parkway is much more than a park, but the county is insisting on treating it as if its commuting value is of no importance. Like the George Washington Parkway, however, it is an essential thoroughfare. There were and are practical ways to ensure safety on the roads and on the pedestrian crossing at Arlington Blvd. The bikers have a beautiful bike path. The county is ignoring the needs of its citizens. Little Falls Parkway should be returned to a four-lane road.

Name: Steven P. Neeck
Location: Chevy Chase, MD
Date: July 16, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Kunio Francis Tanabe
Location: Bethesda MD
Date: July 16, 2024

The current road setup is confusing since they converted half the parkway into a pedestrian and park walkway. I witnessed a car that crashed into another car at one junction there. And I see very, very few pedestrian and bike traffic in the new lanes that were opened for their use.

Please reset the parkway that was designed only for cars.

Name: Liz Levy
Location: Bethesda, MD
Date: July 16, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Asimina Coroneos
Location: Chevy Chase, MD
Date: July 16, 2024

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2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.

3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

4. Lack of use: The open lanes continue to be unused.

5. With all of the housing that is being built at Westbard, the traffic on Little Falls Parkway is going to increase and the current configuration will not handle that increase and will cause more safety issues..

Please return Little Falls Parkway to it's original formation.

Name: Sara Kodsi

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Andrew Bartley

Location: Town of Somerset, MD

Date: July 17, 2024

17 July 2024

Dear NCPC,

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Thank you for your time and consideration.

Regards,

Andrew Bartley

Name: Monica Das Gupta

Location: Bethesda

Date: July 17, 2024

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Thank you for your time and consideration.

Name: Mikel Frazee
Location: Bethesda Maryland
Date: July 17, 2024

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Thank you for your time and consideration.

Name: Patricia Eanet

Location: Bethesda, Maryland

Date: July 17, 2024

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Thank you for your time and consideration.

Name: Maureen shuler
Location: Chevy Chase, MD
Date: July 17, 2024

The changes to little falls parkway make the parkway unsafe. These changes were not requested by the citizens of the surrounding area, and to the contrast over 5,000 citizens have signed a petition they do not want this road configuration. Why does the parks department continue to embark on this project that the people don't want, makes the road less safe and is costing precious resources??

Name: Gillian Ward
Location: Chevy Chase, MD
Date: July 17, 2024

I strongly oppose the proposed changes to LFP for the following reasons:

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Name: Bill Kearney
Location: Bethesda, MD
Date: July 17, 2024

Please end the "experiment" that is Little Falls Parkway. No one local asked for it. It continues to cause SIGNIFICANT traffic problems both on the road itself AND in surrounding neighborhoods. Citizens have repeatedly petitioned about this and have been ignored.

Put all four lanes back in use!

If a complete rebuild is necessary then put that up for consideration.

Name: Brenda Reid
Location: Bethesda, MD
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The

blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Mark Hallett
Location: BETHESDA
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Peter Miovic
Location: BETHESDA

Date: July 17, 2024

July 17 2024

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Thank you for your time and consideration.

Name: Frances Li

Location: Chevy Chase MD

Date: July 17, 2024

The narrowing and lane changes on Little Falls Parkway have made that road more hazardous for pedestrians and bicyclists and more congested for motorists at the light at Dorset. Please return Little Falls to the configuration it had before all these variations were attempted.

Name: Michael Lang
Location: Chevy Chase, MD
Date: July 17, 2024

I walk the Crescent Trail every day from my home in Kenwood into downtown Bethesda and then back again. The current configuration is demonstrably unsafe. I twice have had drivers not stop or slow down as I was setting foot on the roadway because, at least in part, they were preoccupied with looking at oncoming traffic in the lane next to them. Restoring the median between the lanes will significantly help to alleviate this problem. And, by the way, in the current configuration I hardly ever see anyone, on foot or on a bicycle, using the blocked off two-lane section.

Name: David Johnson
Location: Chevy Chase
Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration. Please read Lloyd Guerci's letter and analysis. He's a resident of Chevy Chase West, and former president of CCCFH.

David C. Johnson, MD

Name: Nora Shuler

Location: Chevy Chase, MD

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: RIA MALINAK

Location: Little Falls Parkway

Date: July 17, 2024

July 2024

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Thank you for your time and consideration.

Name: Brenda Freeman

Location: Silver Spring, MD 20910

Date: July 17, 2024

The changes to Little Falls Parkway create delays and confusion. The road is a danger to drivers and likely pedestrians because of them. I shop in Downtown Bethesda walk on the foot path there and also use Little Falls Parkway to go medical appointments at Sibley Hospital, visit people in the area, or attend day time events at the Washington Waldorf School on Sangamore Drive. The poor planning affects everyone and is not limited to people who live in the immediate area.

Name: Jan Schaffer

Location: 4918 Earlston Dr., BETHESDA

Date: July 17, 2024

July 17, 2024

Dear NCPC,

As you undertake your review of the changes on Little Fall Parkway, I wish to register deep concerns about the safety of the crazy design of the current layout.

- The lane design, abruptly thinning to one lane from two, is terribly CONFUSING. The bollards marking the lanes are hard to follow and difficult to see at night.
- This road is VERY DARK at night because there are very, very few street lights. That is typical for a park, but dangerous on this high-use road.
- This is our neighborhood's MAJOR ARTERY to downtown Bethesda. It is so unpleasant to travel that it makes one hesitate to even try to support the businesses in the retail district.
- The one-lane constriction causes the parkway to be VERY CLOGGED during peak travel times and drivers try to divert into adjacent neighborhoods.
- It is SCARY to try to make either a right-hand or left-hand turn into Kenwood, depending on which direction you are traveling.
- The now-empty lanes are SELDOM USED by either bikers or pedestrians.

In short, I feel that our representatives have used precious taxpayer dollars to CREATE problems for residents, not FIX them.

Please help restore the original four lanes and wide median so we can again enjoy traveling along this beautiful stretch of park land.

I appreciate your consideration.

Name: Kelly Klapow

Location: Bethesda MD

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

I believe the project runs afoul of most of these requirements. My main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. The traffic pattern including swerving from the left side of the road crossing over to the right and oddly placed mergers are confusing and dangerous. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. The community has had no say in the process. 4. Lack of use: The blocked off lanes continue to be unused.

Thank you for your time and consideration.

Name: Jason Seiken

Location: Chevy Chase, MD

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Syedur and Tannaz Rahman

Location: BETHESDA

Date: July 17, 2024

With a new large apartment complex being built (Westwood Development) of 450 apartments, traffic is going to increase. There is also the planned development near the school.

Just at the time of expansion you are considering narrowing the road availability.

I applaud your decision making acumenship.

Name: Juyoung Seo

Location: Bethesda, MD

Date: July 17, 2024

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Thank you for your time and consideration.

Name: JAMES A GOOLD

Location: Chevy Chase

Date: July 17, 2024

Please reopen the closed lanes on Little Falls Parkway as soon as possible. The current configuration is unsafe

Name: Mary Ann Tierney
Location: Bethesda, MD 20816
Date: July 17, 2024

The closing of the lanes on Little Falls Parkway are an inconvenience to the many drivers using it daily. There is rarely anyone in the closed lanes, while the open lanes are often crowded. There seem to be more tax paying drivers using the road than people using it for recreation. There are so many places for people to walk around that area and many of the bike trails in the County are unused while bicycles use the roads instead. Please put the road configuration back to its original form and use.

Name: Elizabeth Prezioso
Location: Bethesda, MD
Date: July 17, 2024

Dear NCPC,

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process. 4. Lack of use: The open lanes continue to be unused. 5. The existing single lanes won't be able to sustain the increase in traffic resulting from added homes in the Westbard development.

Give us back our lanes. This was a terrible idea, significantly disrupting traffic to those who actually live here.

Name: Carla Vale

Location: Bethesda, MD 20816

Date: July 17, 2024

Dear NCPC,

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The current configuration is also particularly unsafe at night. The lack of adequate lighting and the narrow lanes make very difficult to move through it whether one is driving, riding or walking. I've seen bike riders at night using the vehicular lanes against traffic flow to either get to River Rd or turn on Hillandale at the risk of causing an accident.

Need: the continual changes to the Parkway were never needed or asked for by the citizens. It appears you are still on this course to force people into accepting this project regardless of its merits.

3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. Please show us a petition with the same or more number of supporters.

4. Lack of use: The open lanes continue to be unused. I've watched this since inception. On even the most clear and beautiful day, I can count with my fingers the number of users on those lanes and have fingers left.

Name: Kathleen and Charles Buffon

Location: Chevy Chase, MD

Date: July 17, 2024

July 2024

Dear NCPC,

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This project seems to demonstrate that the planning process is deeply flawed and has been taken over by zealots who think they know better than the taxpaying residents who live here. It is now impossible to try to shop at Whole Foods or American Plant or in the Westwood Shopping area because the traffic snarls are so horrendous. The so called planning process is destroying the quality of life in our community! This is undemocratic and counter productive. Please rethink what's going on here!!!

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Chevy Chase, MD 20816

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Name: Kathleen Zellmer
Location: Bethesda
Date: July 17, 2024

July 17, 2024

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Thank you for your time and consideration.

Name: Samantha Burman

Location: Bethesda, MD

Date: July 17, 2024

Please re open the two lanes of Little Falls Parkway that have been closed since Covid to provide a completely unnecessary and unused walking and bike path. There is an existing walking and bike path there already - closing the lanes of the parkway for this purpose is pointless which is obvious when you consider there is never anyone walking or biking there! In addition, taking away those lanes and having one lane in each direction with no median is incredibly unsafe as well as a traffic nightmare.

Name: Wendy Cimmet

Location: Bethesda, MD 20816

Date: July 17, 2024

I have lived in my house in Bethesda for over 53 years. I have driven and continue to drive on Little Falls Parkway several days a week. This Parkway was designed for automobile use and should be returned to four full lanes from River Road to Arlington Road. In the last six months, I have kept track of the pedestrian and bicycle use of Little Falls Parkway. There is almost NO use by pedestrians or cyclists. Why would they when the beautiful Capital Crescent Trail is just feet away. RESTORE LITTLE FALLS PARKWAY TO ITS ORIGINAL FOUR LANES!

Name: Dona Jones

Location: Chevy Chase, ND

Date: July 17, 2024

While I appreciate many positive things that Parks does, the plans for LFP have been a mistake and waste of money. Virtually no resident wants a park next to lanes of traffic. So, there is no need to close the once-southbound lanes. They should be reopened for vehicles.

Restoring those lanes will better everyone's safety. Right now, near Hillandale, the two-way, two lane road has two lights over both lanes. As you approach going into the curves there, the lights are the same, so it looks like you can go into the oncoming traffic lane when the lights

are green. I pointed that out months ago and nothing has been done. When I first used the road, I went into oncoming traffic because the second green light looked like it was over the left lane. I heard a near crash occurred with another person. I virtually never saw people walking/cycling LFP when it was closed on weekends during Covid. With Westward development, it will be a bottleneck if there were only one lane north and south. Already, it is impossible to turn left onto Dorset because cars are compressed into one lane, causing no break in oncoming traffic going south.

I respectfully ask LFP be returned to its original format. Put a light at the crossing where the bike path crosses LFP! The light should be for pedestrians/cyclists and for autos. There should also be more bike safety rules and classes. I would say I see only about 1% of cyclists stop at a stop sign or red light. I often see them going through busy (Wisconsin Avenue) intersections on red!! I cross the bike path on Dorset where they have a stop sign, and cyclists virtually never stop and dangerously go sailing through, counting on the chance that motorists will in fact obey their stop sign on Dorset. Thank you for considering these comments.

Name: Patricia M Eanet

Location: Bethesda

Date: July 17, 2024

Little Falls Parkway is dangerous now. I have almost been hit by a driver in the wrong lane. He had no idea he was in the wrong lane. It's confusing, dangerous and totally unnecessary. Rarely does anyone use the two lanes that are now closed. I drive the road at least once a day and the two lanes are usually EMPTY. Bikers and walkers have the Crescent Trail and the trail leading to Norwood Park seconds away. This is a ridiculous waste of space. And it is space that vehicular traffic needs since it is a busy area.

Name: Durgesh Das

Location: Kensington

Date: July 17, 2024

Closing Little Falls Parkway is a real nuisance for all residents of the surrounding neighborhoods. Emergency vehicles cannot pass through at rush hour, traffic is immensely backed up, and the worst part of all - I have counted ~10 bikers using the lane in the last 6 months of driving through there. It's really worth re-thinking who we're helping by creating all this public use space especially when the majority of the public is using cars and driving through there. Why can't folks continue to use the Bethesda Trolley Trail for biking? Or any of the other hundreds of trails around?

Name: Greta Malay

Location: Bethesda, MD

Date: July 17, 2024

Hi there! I use Little Falls Parkway nearly every day to get into downtown Bethesda from my home. The current lane closures are ... insane? In my daily use of the road, I can count on my hands the number of times I've seen singular people using the closed lanes. It's simply NOT a smart area for a park and isn't usable for the community. I'm ALL FOR creating more green space that people can use, but as a member of this community, this area is just NOT IT. I use the capital crescent trail regularly, there's no reason to go on Little Falls as a pedestrian or biker. AND it creates more traffic build up on the roads -- more emissions of stalled cars while we huddle in a single lane at the stop light.

Name: Stephanie
Location: Bethesda MD 20816
Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Furthermore, as a parent - money could and should be used to enhance safe play spaces for kids and the community. Our local parks could be improved or more parks could be added with this money instead of spending money to close lanes that no one asked to close. Please focus on projects that meet the needs of the surrounding residents.

Thank you for your time and consideration.

Name: bill bonacki
Location: Bethesda

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

My wife and I believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused. Has anyone taken the time to witness the LACK of use of the lanes in this current setup...We doubt it.

Thank you for your time and consideration.

Name: Cynthia Pugh

Location: Bethesda, Maryland

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

I believe the project runs afoul of most of these requirements. My main concerns are:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. In fact, over just the last week I have been in a backup of at least 15 cars at the light at the Dorset intersection at least 3 times, and I do not use Little Falls Parkway daily. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are

dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

The narrowed lanes are also very dangerous at night, because there is no street lighting.

2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. Closing those lanes was initially a temporary change due to the extraordinary conditions of the pandemic, and they were used during the pandemic. As things began opening up, the need for these closed lanes disappeared entirely. It seems like the Office of Parks is searching for a reason to justify its bad idea of closing these lanes permanently. First it said it was creating a "linear park," now it is coming up with other justifications. It's time to reopen these lanes and use county resources to address legitimate needs.

3.. Lack of use: The open lanes continue to be unused. There is no ongoing need for these closed lanes, as is demonstrated by their complete lack of use. The statistics on use that have been presented by the Parks Department were from the pandemic period, not post-pandemic.

5. Waste of County resources. The amount of staff time and resources that have been spent on this unnecessary change is ridiculous. The county would far better use its scare budget maintaining existing parks and roads. It is scandalous that so many County resources can be wasted on this ill-conceived idea.

Thank you for your time and consideration.

Name: Morris Steiner
Location: Chevy Chase
Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn

into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Michael Steiner
4838 Drummond Avenue
Chevy Chase MD 20815

Contacts:
Email: morris.steiner@gmail.com
Phone: 703-795-6717

Name: Brian Wong
Location: Bethesda, MD
Date: July 17, 2024

I oppose the reconfiguration of Little Falls Parkway to 1 lane in each direction and urge the NCPC to reject the proposal. Instead, Little Falls Parkway should be restored to 2 traffic lanes in each direction from Hillandale to Dorset.

The narrowing of Little Falls Parkway harms safety. It increases the likelihood of dangerous vehicle-vehicle and vehicle-pedestrian conflicts, makes it more likely emergency vehicles will be stuck or delayed, and creates vastly more cut-through traffic in surrounding residential neighborhoods. It has virtually no benefits. The residents of the surrounding neighborhoods overwhelmingly do not want it. And there are already ample park and open space amenities in the area.

Name: Reed hundert
Location: Chevy chase, md
Date: July 17, 2024

Just look at the empty asphalted lanes and ask yourself what government is doing here? It's a flat, hot monument to foolish micromanaging and intense focus on almost nothing of importance. Stop! Open the lanes. Go do something that matters.

Name: Maxine Lesniak
Location: Chevy Chase Dr apt 307, Chevy Chase MD 20815
Date: July 17, 2024

For several decades I have walked along hiker/biker trails. My experience had to do with runners, bicyclists, walkers. Saturdays & Sundays walks along the Little Falls Parkway problems were due to bikers, scooters, both electric and others. I drive on the Parkway road day and night. The proposed road changes will not change human behavior (people walking/crossing with their eyes on the phone and bicyclist on Pky does not seem to change since the ONE bicyclist was killed many years ago,) Unless the planners are the walkers, bicyclist, drivers PLEASE consider the comments from those of us with everyday experiences. Thank you for your consideration and commonsense decision for the people.

Name: William B Worthy
Location: Bethesda, MD 20816
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Andy O'Hare
Location: Bethesda
Date: July 17, 2024

See attached.

[Attachment](#)

Name: John Lawrence Manning, Jr.

Location: Bethesda, MD

Date: July 17, 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Leslie Lawrence

Location: Bethesda

Date: July 17, 2024

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process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: H. Jay Sommerkamp

Location: Bethesda, MD

Date: July 17, 2024

Traffic now is backed up and crowded. Addition of new housing planned will only increase traffic.

LFP needs 4 lanes and a left turn signal light off of Massachusetts Avenue

Name: Hope F Platt

Location: Bethesda

Date: July 17, 2024

Little Falls Parkway has become an unsightly and unsafe mess. It can no longer be called a parkway, nor have the changes made brought increased pedestrian use as was projected. Please give us back our parkway in its original form. Or rename it: Ruined Road. Sorry Street. Awful Avenue.

Name: Kathleen Cantrell

Location: Bethesda, MD

Date: July 17, 2024

For the safety of pedestrians, bicyclists and drivers, please reopen all lanes on Little Falls Parkway. Thank you.

Name: Jane Dealy

Location: Chevy Chase, MD

Date: July 17, 2024

Six days a week I am at the location of the Crescent Trail and LFP. Traffic is usually backed up as currently there is only one lane each way. The temporary installation cost a lot and I'm sure you have in mind, at a later date, digging up the section of the road not in use (very costly). Plus it is an eyesore. A simple fix - install stop signs with blinking lights around the circumference of the stop sign. Have signs approaching the Crescent Trail to notify drivers of approaching stop signs. There is also emergency vehicles that must navigate this confusion. This has all been said before. Taxpayer money poorly spent. NCPC never listens. This survey is one of several I've completed. I believe surveys are not taken seriously by NCPC and the

insanity on LFP will be permanent.

Name: Thalia Farnum
Location: Bethesda, MD
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Lynne Battle
Location: Bethesda, MD
Date: July 17, 2024

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Many thanks for your consideration.

Lynne Battle

Name: Nadim
Location: Bethesda, MD
Date: July 17, 2024

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Thank you for your time and consideration.

Name: Gina Clair
Location: Bethesda
Date: July 17, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Andrew Smith
Location: Bethesda, MD
Date: July 17, 2024

Dear NCPC,

I believe that the Little Falls Parkway Project is unsafe, unneeded, and contrary to the public interest:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
3. Contrary to the public interest: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Elisa Vermilye

Location:

Date: July 17, 2024

July 2024

Dear NCPC,

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petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Jeanne Heger Parker

Location: Bethesda

Date: July 17, 2024

July 2024

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Thank you for your time and consideration.

Jeanne H Parker

Name: Robert M Beecroft

Location: Bethesda

Date: July 17, 2024

To say the least, it is presumptuous to describe the Little Falls Parkway changes as "improvements." The changes were initiated without consultation with citizens in the neighborhood. This high-handed and arrogant approach has resulted in frustration, confusion, and strong dissatisfaction with Montgomery County's lack of democratic process. The sooner the Parkway can be restored to its former safety and attractiveness, the better.

Name: Victoria C Freshley

Location: MONTGOMERY VILLAGE

Date: July 17, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Sherry Bindeman
Location: Chevy Chase, MD
Date: July 17, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: John C Rodgers
Location: Bethesda
Date: July 17, 2024

I believe this project unnecessarily restricts the people who live in the southern Bethesda area from being able to get to and from necessary resources in Bethesda. It causes slowed traffic and increases in travel time (around the affected area), which both lead to increased greenhouse gas emissions. Moreover, the project provides no new benefits to residents in terms of recreation or park area, since the Capital Crescent Trail is already there. I don't know why traffic should be restricted when there is already a park there. Environmental benefits should be pursued through mass transit or smart growth rather than restricting necessary traffic patterns.

Name: Steve Friedman

Location: Somerset

Date: July 17, 2024

Dear NCP Commission, thanks for the opportunity to provide comment. As I live adjacent to both the modified LFP lanes and CCT, I can comment on the utility of this reconfiguration from several different perspectives including cycling, walking, and driving.

This reconfiguration is wanted and needed. You may hear from many NIMBYs about this being a change no one asked for or wants and that's untrue. I've lived in Somerset for 25 years and have listened to and watched cars speeding on LFP and drag racing all the time. Keep in mind that WES is on LFP and Somerset Elementary is just a few blocks away so you have kids wanting to walk or ride to two different schools.

Safety - the reconfiguration creates a need for motorists to have to slow down as they travel between the pool and Dorset. That's a good thing. We used to see cars turn aggressively off of Arlington and skid or roll on LFP. That hasn't happened since the reconfiguration. It's unfortunate that slowing motorists down so they travel at the speed limit is such an inconvenience but I still see and hear the drag racing occur once they get past Dorset and are traveling past WES.

I've heard people comment that it makes it more dangerous to make the right turn onto Dorset in Kenwood. It's unfortunate that motorists are unable to use their side view mirrors before turning or look as they travel in the lane to see if any cyclists are riding on LFP towards River. In my experience, it's the motorists who don't adhere to safe driving practices who make it more unsafe for anyone else.

I do think it's important to thank Parks for improving the walk signals by having them go on even if the walk button is not pushed and that there is a couple of seconds lead time for pedestrians to start crossing.

The reconfiguration does not, despite popular believe by the NIMBYs, impede first responders. I know this is as I'm a member at BCC rescue squad and this has not ever been an issue, ever. I have not encountered any issues when driving an ambulance or medic unit. That point is pure

conjecture meant to illicit a knee jerk response.

The reconfiguration is a welcome change to a parkway which runs through, parkland. It has made it safer for people to move about this area. I walk it almost daily when I take my dog out. I enjoy seeing parents with their kids who may be learning to bike or skate and can do so in a space safe from the crowds and speeds on the CCT. I encourage this configuration to stay in place (and perhaps continue to improve it) but don't give in to the unhappy, car centric NIMBYs who think the way to freedom is sitting in their car in traffic.

Name: Thomas Parker Jr

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Thomas Parker, Jr

Name: Lee Peeler

Location: bethesda

Date: July 17, 2024

thank you for the opportunity to comment. And I realize that you have a limited role in the review of this project but I want to add my voice on behalf of my neighborhood on this project.

the original source of the concern was safety - the bike trail crossing at little falls just south of arlington road. rather than simply fix this issue, it has been used as an excuse to reimagine the whole parkway to fit a mold that does not recognize the key transportation function the parkway was built to serve and increasingly continues to provide.

fixing the safety issue at the capital crescent trail crossing of Little Falls could be a bridge, a ramp, a re-routed trail spur or even a just a well-placed traffic light at the intersection. But it seems that the assumption of the proposal is that the capital crescent trail must function as a bike freeway - no stop signs or stop lights, with that underlying assumption there will be a safety problem there no matter how restricted and dangerous they make the use of parkway for automobile traffic.

the parkway has now been disrupted for several years in a standoff between the community and its elected leaders and the parks department'

Just this week, on Monday, I used the parkway at 9 am. It was backed up from river road to dorset avenue going north, and backed up from dorset avenue back onto Arlington Blvd going south. This on a Monday morning, in the summer, before construction of all the new town homes and apartments at Westbard and at Sumner Village. and the now closed lanes were just sitting there, empty, completely unused, with dead leaves from the drought blowing across them. Picturesque but wasteful.

these back-ups again cause a safety issue, especially at the crossing of dorset where frustrated drivers were pushing through the light and creating cut-through traffic in the neighborhood as residents try to negotiate the back-up. I know the county traffic studies say this isn't happening and won't happen in the future. but it does already and is just going to get worse and worse. anyone can see it themselves despite the studies' conclusions.

I realize that there is probably little NCPC can do to help the communities surrounding little falls parkway with this problem, but hopefully you can recognize them in your findings. In several years when it becomes clear what a mistake has been made and more money is being spent fixing the already expensive fix, at least NCPC we be able to say it recognized the problem although it had limited ability to fix it.

thanks for the opportunity to comment

Name: David Kahn
Location: Chevy Chase, MD
Date: July 17, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Richard Whittle
Location: Chevy Chase, Maryland
Date: July 17, 2024

Dear NCPC,

I have opposed from the first the ridiculous Parks plans to try to turn a useful four-lane parkway into an unsafe, unattractive, expensive "park" wasting millions in taxpayer dollars. I want to see Little Falls Parkway restored to its original, pre-Covid configuration, which was safe and useful and convenient and allowed neighborhoods nearby the peaceful and quiet use of their properties. I associate myself entirely with the comments below and hope to see a decision that respects public opinion and the law.

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

Sincerely,

Richard Whittle
4709 Hunt Avenue
Chevy Chase, MD 20815

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Name: Peter Cameron
Location: Bethesda, MD
Date: July 17, 2024

July 2024

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Thank you for your time and consideration.

Name: Mathews Pierson

Location: Chevy Chase

Date: July 17, 2024

Dear NCPC members,

On behalf of the neighbors of Kenwood and the Kenwood Citizen's Association we submit the following comments.

Per the National Capitol Planning Commission's (NCPC) website:

"The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

The proposed Little Falls Parkway project runs afoul of most of these requirements. This is by no means an exhaustive list, but lays out a number of issues that are illustrative of the ways in

which such project does not meet NCPC's requirements. Our main concerns are:

Safety: The current configuration, with two unseparated opposing lanes is inherently less safe than the previous separated lane configuration. The prior configuration was much safer with 4 lanes open from Hillandale to Dorset with the wide median throughout. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Additionally, backups created by the narrowed roadway creates an incentive for drivers to divert through neighborhoods ill-equipped for larger traffic volumes and higher speeds. For example, restrictions on Little Falls Parkway divert traffic into Kenwood to compete with pedestrians for space on the neighborhood's narrow streets where there are no sidewalks due to the cherry blossom trees.

Furthermore, Fire and Rescue have a difficult time getting around traffic on the narrowed roadway during emergency calls.

Need: The continual changes to the Parkway were never needed or asked for by the citizens, nor has a true need for the project beyond the desires of the Parks Department been demonstrated. Given the near total lack of pedestrian or cyclist traffic in the designated car free areas, it is evident that the residents of the surrounding communities have no desire or need for another "park" in the area. We are fortunate to already have a plethora of beautiful existing parks and trails in our immediate vicinity, including the Capital Crescent trail, Norwood park and Kenwood park; as such, the Parks Department should focus its attention, and direct funds to, areas that lack park accessibility.

The absence of "need" is further underscored by the hundreds of residents who have attended meetings in opposition of this project, by the thousands of emails that have been sent asking for a return to the original configuration, and by the over 5500 people who have signed a petition imploring the relevant governmental authorities to make Little Falls Parkway safe again by halting the project and returning to the pre-project status quo.

In conclusion, we ask that the project be halted and Little Falls Parkway be returned to 4 lanes with a wide median separating opposing streams of traffic.

Sincerely,

Mathews Pierson
President, Kenwood Citizens Association

Name: Richard Gelfand

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Dorothy Leggin

Location: Chevy Chase

Date: July 17, 2024

July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Colleen Shaffer
Location: Silver Spring, MD
Date: July 17, 2024

As a Maryland resident, I greatly enjoy and benefit from safer conditions for pedestrians and people using bikes. I'm in favor of the proposed safety improvements, especially the buffered bike lane / protected shared use path and changes to intersections to improve safety.

Name: John McGrane
Location: Bethesda, MD
Date: July 17, 2024

see attached comments

[Attachment](#)

Name: Emily Rhyne
Location: Chevy Chase
Date: July 17, 2024

As a resident of the neighborhood directly next to the LF Parkway, we are experiencing firsthand the negative implications. NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are:

Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Need: the continual changes to the Parkway were never needed or asked for by the citizens.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: Elizabeth Hurwit

Location: Chevy Chase

Date: July 17, 2024

Dear NCPC,

I am writing to strongly oppose all the unnecessary changes in the configuration of Little Falls Parkway between Dorset Avenue and Hillendale Road. NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

Like many others who have written you, I believe the project runs afoul of most of these requirements. Our main concerns are: 1. **SAFETY:** it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing

with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. NEED: the continual changes to the Parkway were never needed or asked for by the citizens. The road diet between Hillendale and Arlington Roads and the speed table were sufficient to ensure safe crossing on the Capital Crescent Trail. If lower speeds were intended, changing the speed limit, as has been done, was all that was necessary, and no lane closures were needed. 3. LACK OF DEMOCRATIC PROCESS: over 5500 people have signed a petition to make LFP safe again and have been continually ignored. We have had no say in the process. 4. LACK OF USE: The open lanes continue to be unused.

This Little Falls reconfigurations and their constantly changing rationals have resulted in an unhappy community and a colossal waster of time and money all around.

Thank you for your time and consideration.

Name: Sue Mistrett
Location: Chevy Chase, MD
Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or

asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.
Thank you for your time and consideration.

Name: Sally Anne Maloney
Location: CHEVY CHASE
Date: July 17, 2024

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Thank you for your time and consideration.

Name: Mel. Goodman
Location: Bethesda MD
Date: July 17, 2024

The road closures have been a nightmare. The closed lanes are rarely used. A total waste!! The open lanes are inadequate for projecting driving especially in rush hours. This terrible decision must be reversed. The Capitol Crescent trail is more than sufficient forces bothers and hikers in the region.

Name: Ely Hurwitz

Location: 5100 Dorset Ave Chevy Chase MD

Date: July 17, 2024

The reconfiguration of Little Falls parkway as proposed makes the streets more dangerous than before with the restricted lanes. The need for another walk or bike way is not sufficient in that there are already 2 trails parallel to little falls parkway. Improving them with a controlled crosswalk would be a better use of time, effort and funds. Environment improvement is important but not at any cost.

Name: Jocelyn

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Elizabeth Davis

Location: Bethesda

Date: July 17, 2024

In the last few weeks traffic has increased both ways on LFP, which is unusual at this time of year. This increase has led to more failure to follow signage at LFP and Dorset, with last minute lane cutting, red light running heading towards Bethesda. Previously unseen traffic backups on LFP heading from Arlington to Dorset.

Before the Parks Department decided that they needed a line park here, the citizens of Montgomery County had a lovely Parkway which functioned smoothly. Please restore it and keep the Park Department where they are welcomed

Name: Joan Barron

Location: Chevy Chase

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Suzanne Marie MCGovern

Location: Chevy Chase

Date: July 17, 2024

Please reopen all lanes to traffic. So few people use those lanes for exercise- and traffic backs up during rush hour. my view i'd of LFP- so i see this every day.

Name: Carl T. Thomsen

Location: Chevy Chase

Date: July 17, 2024

Changes to Little Falls are terrible!!!

Automobile drivers are often confused by the the lanes tat switch back and forth!
Walkers....particularly those with kidsrarely use the narrow lanes intended for them.

Recommendation: Two lanes on one side for cars --- two lanes on the other side for pedestrians

Name: Dorothy Coleman

Location: Bethesda, MD20816

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park

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Thank you for your time and consideration.

Name: Edward Tabor
Location: Bethesda, MD
Date: July 17, 2024

I am writing to urge that Little Falls Parkway be returned to its original configuration, with two full lanes in both directions.

The current configuration, with ballards and other lane dividers, wandering lanes that snake past closed areas, is extremely dangerous, especially when driving at night.

Name: ROBERT RISSONE
Location: 5100 Dorset Ave Unit 409 Bethesda MD
Date: July 17, 2024

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods

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Name: Gina Pack

Location: Chevy Chase, MD

Date: July 17, 2024

July 17, 2024

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Thank you for your time and consideration.

Gina Pack
Chevy Chase, MD 20815

Name: Patrick Garvey
Location: Bethesda
Date: July 17, 2024

Please stop the road diet on the Little Falls Parkway.
The pilot current configuration is NOT safe for car drivers.
It is unnecessary for walkers, bikers or joggers. Few have used it over the time this pilot configuration has been in place.
And lastly, the community has spoken on this pilot configuration. Many have signed letters and petitions against the pilot and current proposal. The Community did not ask for this Little Falls Project and most of the community wants the Parkway returned to its original road design.
Stop the waste of money and aggravation that this road pilot has caused.

Name: Lisa Resnikoff
Location: Bethesda, md 20816
Date: July 17, 2024

Dear NCPC,

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Thank you for your time and consideration

Name: Mary Catherine Ruocco

Location: Bethesda, MD

Date: July 17, 2024

July 2024

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Thank you for your time and consideration.

Name: Beth Zorc

Location: Bethesda, MD

Date: July 17, 2024

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Thank you for your time and consideration.

Name: Arturo Gonzalez
Location: Bethesda, MD
Date: July 17, 2024

My family and I have been using the blocked off lanes weekly as it creates a great bike pathway to both Bethesda downtown and the public pool. I hope the council continues forward with their plan to support buffered bike lanes on Little Falls Parkway.

Name: Randall Barnette
Location: Bethesda, MD
Date: July 17, 2024

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Thank you for your time and consideration.

Name: Ann Gallagher
Location: Bethesda, Md
Date: July 17, 2024

I find the reduction in lanes, the barriers directing traffic, and the shared use to be a big problem to traffic flow and cross-town accesses. I ask that the project reconsider. There is a hiker-biker trail that is safe. The road is not improved by lane changes and extra usage types.

Name: Howard Garrison
Location: Bethesda, MD
Date: July 17, 2024

Return Little Falls Parkway to its old configuration. The new configuration is dangerous and wasteful.

Name: Sara Morrissey
Location: Chevy Chase, MD
Date: July 17, 2024

Dear NCPC,

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Thank you for your time and consideration.

Sara

Name: Mark Cheng

Location: Bethesda

Date: July 17, 2024

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NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

Let's be honest, the Little Falls project doesn't meet most of these requirements. My main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours--fact. Fire and Rescue have a difficult time getting around traffic during emergency calls--fact. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. The lanes changes and markings are confusing. These are bikes lanes to nowhere. The capital crescent trail runs parallel. 2. Need: the continual changes to the Parkway were never needed nor sought by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process; to claim otherwise is a lie. This was a temporary pandemic project that ballooned into a pet project contrary to residents' desires, railroaded through. 4. Lack of use: The open lanes continue to be largely unused. Again, this is a project looking for a problem that doesn't exist. To continue to cite safety as the bottom line reason is disingenuous. The one tragic death was due unfortunately to the biker's failure to stop and the driver was not charged by the police. No one uses the trail, no one uses

all the bike lanes created throughout the county but traffic remains choked. Be honest, admit what this really is, a pet rock, and do the right thing and open it back up. These 'park' projects are not needed in the most affluent parts of the county with an abundance of resources and where residents are strongly opposed.

Thank you for your time and consideration.

Name: Max Koch
Location: Chevy Chase, MD
Date: July 17, 2024

Dear NCPC,

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Thank you for your time and consideration.
Max

Name: Shelley W. YEUTTER
Location: CHEVY CHASE

Date: July 17, 2024

Please be aware that this entire project and process has been ill-advised in numerous ways: 1. Safety: LFP is unsafe as it is configured now. It was much safer with four lanes open from Hillandale to Dorset and with two lanes at the CCT crossing with the wide median reinstated throughout. The configuration is SO confusing and dangerous. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.

3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

4. Lack of use: The open lanes continue to be barely used.

Thank you for your time and consideration.

Name: Meg OLeary

Location: Bethesda

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic

during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: GARY E. FITCH

Location: BETHESDA

Date: July 17, 2024

The Citizens Coordinating Committee on Friendship Heights (CCCFH) represents 18 communities with 20,000 residents in southwest Montgomery County.

Reminder

The National Capital Planning Commission (NCPC) needs to hear from you by July 18!

Dear Neighbors,

Comments to the National Capital Planning Commission (NCPC) concerning Little Falls Parkway are due by July 18th. Neighbors that have not submitted concerns, should do so immediately. It is important that the NCPC hear from all residents about the changes to this Parkway.

Please submit your Environmental Assessment (EA) comments by copying and pasting the message below online (Click this link <https://www.ncpc.gov/participate/notices/>, then, click on the button that says: "Provide Comments" and when finished, be sure to click "Submit Comments") or send by mail, as long as the comments are postmarked by July 18th. Be sure to add your name, email address, and city/state.

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Jen Kennedy
Location: Chevy Chase
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale

to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Brianne kaufman
Location: Bethesda, md
Date: July 17, 2024

My main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again. This "improvement" is not supported by me or my community

Name: Mike Baker
Location: Kensington, MD
Date: July 17, 2024

Dear NCPC,

I am very much in favor of implementing the Vision Zero safety improvements along Little Falls Parkway from Dorset Avenue and Arlington Road.

Low-profile separators to block unused drive-lanes will not only allow emergency vehicle access as needed, but are less likely to be an obstacle to a bike rider.

Removing unused asphalt pavement will allow more space for water to be gradually absorbed into the ground following rains.

Regards,
Mike Baker

Name: Lindy Hart
Location: Chevy Chase, MD
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Twitter
Facebook
Website

Name: Emily Fahey
Location: Bethesda, MD.
Date: July 17, 2024

Please return Little Falls Parkway back to the 4 lanes of yesteryear. The changes that have been made the last couple of years have been unwelcome, uninvited, and just plain unsafe for all intents and purposes. It has been a nightmare configuration and a total inconvenience for those of us who travel it regularly by vehicle. It has been a change that does not benefit those of us who have been forced to abide by it.

Name: Robert laurenro
Location: Bethesda, MD
Date: July 17, 2024

Traffic is dangerous with the closed lanes. Hardly anybody uses the closed lanes. There was no need because crescent trail is near by.

Name: Moya Chin
Location: Bethesda, MD
Date: July 17, 2024

I live in the woodacres community and I approve the changes to Little Falls Parkway. The changes have made me feel safer as a biker and pedestrian (providing an alternate path to the capital crescent trail for bikers as the capital crescent trail can sometimes become congested with pedestrians, as well as a safer crossing near the public pool) and cars (by reducing driving speeds and potentially traffic). I enjoy using the new configuration of Little Falls Parkway for both biking and driving, as it provides a safe way for me to reach downtown Bethesda. Although I understand there are no longer plans to repurpose it into a linear park, I would support plans to do so.

Name: Santiago Alurralde
Location: Chevy Chase
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.
3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. Additionally, there were no previous petitions that surpass overwhelmingly the "bring back LFP" requiring this linear park.
4. Lack of use: The open lanes continue to be unused. I have only see people sporadically walking there. Before this configuration, hundreds of cars would use that lane. This is illogical.

Thank you for your time and consideration.

Name: Anne Barter
Location: Bethesda 20816
Date: July 17, 2024

I agree with the positions expressed in the attached!!!

[Attachment](#)

Name: George Arnold
Location: Bethesda, MD
Date: July 17, 2024

July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Signed: George Arnold, Bethesda, MD

Name: Dolores Silva Smith
Location: Bethesda, Maryland
Date: July 17, 2024

Dear NCPC:

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include

projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

The project runs afoul of most of these requirements. Time and again the following concerns have been voiced:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The proposed project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.
2. Need: the continual changes to the Parkway were never needed and citizens never asked for them.
3. Lack of Democratic Process: More than 5,500 people have signed a petition to make LFP safe again, and our concerns have been continually ignored. We have been allowed no say in the process.
4. Lack of use: The open lanes continue to be unused.

Please give these concerns your serious consideration.

Name: Eric Schroeder
Location: Bethesda, MD
Date: July 17, 2024

The portion of Little Falls Parkway under discussion is flanked on both sides by paved walking/ biking paths. The Crescent Trail on one side, and the Hillandale to Dorset path on the other side. Closing lanes on Little Falls Parkway when not one, but two alternatives are available makes absolutely no sense.

Name: Judith Newman
Location: Chevy Chase MD
Date: July 17, 2024

July 2024
Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused. 5. There is a backup on LFP at the Hillandale & Dorset lights all the way onto Arlington Road every day at 4 PM. Please return the road to the way it was and allocate the funds to neighborhoods that need more attention.

Thank you for your time and considera

Name: Carl Gray
Location: Bethesda, MD
Date: July 17, 2024

Please undo the proposed changes to Little Falls Parkway. LFP had been a peaceful and pleasant escape from the surrounding crowded and noisy main roads. This reconfiguration with shrunken median space and abrupt lane changes and reduction of lanes is decidedly a giant step backward. My wife and I have lived in this neighborhood since 1969 and have experienced the urbanization of what was a pastoral landscape and generally agreed with the changes. The proposed LFP changes are dangerous and unwanted. Please listen to what those of us who will be effected by these changes are saying. Thank you.

Name: Nicholas Brand
Location: Chevy Chase
Date: July 17, 2024

I strongly support the permanent road lane reduction on Little Falls Parkway as an important safety improvement for users of the Georgetown Branch trail and improvement to the

recreational and natural environment of the Parkway.

I regularly drive the portion between Arlington Road and Dorset Avenue, and there has been no increased delay from the two lane configuration, and in fact the traffic lights are the major source of delay (such as it is). Traffic is slower, calmer, and the road is more pleasant, and the environment better.

Of course converting the excess asphalt lanes to the minimum needed for recreational use will make it even better.

Nick Brand

Name: Sinisa Peric

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Sinisa Peirc

Name: Daniel Freshley

Location: Montgomery Village

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Donna Fey Collins
Location: Bethesda 20816
Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements.

Our main concerns are:

1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated

throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

2. Need: the continual changes to the Parkway were never needed or asked for by the citizens.

3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Donna Collins

Name: Michelle Radcliffe

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

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process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Juan Ignacio Rubiolo
Location: Chevy Chase, Maryland
Date: July 17, 2024

We wanted to express our strong disagreement with the project based on the following concerns:

1- Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

2- Need: the continual changes to the Parkway were never needed or asked for by the citizens.

3- Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

4- Lack of use: The open lanes continue to be unused.

We appreciate your good office to stop this initiative.

Regards,

Name: Aileen Bloom
Location: Bethesda, Md
Date: July 17, 2024

I believe the current configuration of Little Falls parkway represents a safety hazard. The so called temporary configuration was during COVID-19 to allow people to get out and walk. We are passed Covid and the temporary configuration is still in place. The 2 lanes quickly turn into 1 lane making it difficult to move over in time.

Looking to the other side of the street, the street is empty. It's not being used anymore.

I would like to see the original configuration put back in place,

Name: Nicole Maddrey

Location: Chevy Chase

Date: July 17, 2024

I live near Little Falls Parkway, and have for about 25 years. I would like to see it restored to its longstanding original state, with the skinny point where it crosses the trail. It is underutilized in its current state, and makes driving very unsafe, particularly at night. None of the neighbors who live nearby asked for or need the new arrangement. The vast majority would like it back to the way it was. It is not a pleasant place to walk or recreate. We have and use the trail, which is sufficient. Traffic through the nearby neighborhood has increased since the changes were implemented. That will only get worse as development grows. Please, restore it to the way it was. Thank you.

Name: Janet R Austin

Location: Bethesda

Date: July 17, 2024

July 2024

Dear NCPC, My comment may be from a form, but it expresses my anger and concern over this unneeded project!

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Danielle Worthington

Location: Bethesda, MD

Date: July 17, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Ellen Garrison

Location: Bethesda, MD

Date: July 17, 2024

July 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1.

Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: John Landers
Location: Bethesda, MD
Date: July 17, 2024

We have lived in our house across River Road from Kenwood for over 40 years. The Little Falls Parkway (LFP) was part of the environment. It seemed to work well. During the pandemic, part of it was closed to make more space for walkers. Fine. Now it is a mess. Two lanes are not used at all. As far as I can tell, restoring It to its previous condition with two lanes in both directions would be the best solution. As Bert Lance, President Carter's good friend said, "If it ain't broke, don't fix it. I think this applies here.

Name: Arlene Bein
Location: Chevy Chase, MD
Date: July 17, 2024

Is anybody listening to the voices of those of us who live within the Little Falls Parkway corridor?

The proposed plan is UNSAFE, is not and will not be used, and not wanted. Over 5500 people signed a petition to restore LFP to its original configuration and make it safe again, but residents who live in the area apparently have been talking to deaf officials.

In a time when politics on the national level have been more and more undemocratic and irrational, here in Montgomery County, the fantasies of some MoCo officials are being pushed like a tsunami wave down our throats.

The greatest number of LFP users are motorists! What's being proposed will harm them, as well as bikers and pedestrians. Restore LFP to its original purpose as a road through a park-like area and bring back 2 lanes in each direction!

Name: Abby Horwitz

Location: Bethesda, MD

Date: July 17, 2024

Little Falls Parkway should be restored to its original design due to the lack of any substantive use by pedestrian walkers or bikers despite ample opportunities during and after Covid. The continuing major traffic from the automobiles requires two lanes in each direction, as well as installation of an additional green arrow at the intersection of Massachusetts Ave and Little Falls Parkway to avoid frustrating delays even during non-rush hours.

Name: Ruth Lanich

Location: 6685 Fairfax Rd , Chevy Chase Md

Date: July 17, 2024

I have loved her for 43 years now a retired senior .. most recently I drive on LFP up to 3 x a week between hours 11am and 3pm There has been more traffic stop and go and as a older senior , just recently pass Hallandale, on LFP a car almost hit me , speeding and slammed on brakes to stop , converse onto lane before Dorset .. Drivers are more inpatient because of more cars on LFP making it more dangerous .. also I never , NEVER see more than 1 person if that on the open lanes for walking .. it's a very terrible idea to only have that one lane from Arlington Rd to Dorset .. People are many many times bumper, to bumper OFF Peak Rush Hours .. It's terrible ! I no longer feel safe to drive on LFP

Pleasr, Pleae open the 4 lanes again as they were , so us seniors do not have to be constantly on the look out for impatient drivers .. .

Please survey the open recreation lanes .. Mon thru Friday .. hours that I drive 3 times a week 11am - 3 pm .. No One .. I repeat for many many months , NO .. no pedestrians, no dog walker, no bikers use those 2 lanes opened for rec use .. Get it back to safe 4 lanes .. so

Many of us who use LFP daily will

Be SAFER and More at ease to drive again .. Thank you ! Stop the bumper to bumper traffic .. where the 2 open rec lanes are NOT being utilized .. Help

Me to continue to be sa fe on the roads .

Thank you ..! Ruthlanich@ gmail.com

Name: Lisa Miller

Location: Bethesda, MD

Date: July 17, 2024

The Little Falls Parkway project, and related 'road diet' has been a total failure. Many months

after its trial period and subsequent official implementation, it remains a cause of terrible traffic and enormous frustration for the VAST MAJORITY of Bethesda residents. It is a barely-used 'benefit' being forced down the throat of unwilling taxpayers. The press release for this Public Comment Period accurately portrays an empty, closed road occupied by a lone couple with a stroller... the 'LFP linear park' looks more like the aftermath of a nuclear holocaust than a widely-enjoyed public space. There was more than adequate, safe bike lanes on LFP. The numbers used to justify this project were biased, based upon pandemic traffic. Every single commission member who voted in support of this debacle should be removed.

Name: Alex A.

Location: Bethesda, MD

Date: July 18, 2024

I have lived in the neighborhoods adjacent to the linear park most of my life. I use the CCT trail daily. The only way I would be in favor of this park remaining is if it somehow connected a foot path all the way to River Road and made it safe to travel by foot from the sidewalks on River Road up little falls parkway and all the way to Downtown Bethesda, but it doesn't. The most important stretch of the project is the area of Little Falls Parkway between River Rd and Dorset Ave. If you don't make that portion walkable, this entire project is an absolute waste of tax dollars and inconvenient to everyone who drives on that road with zero benefit to the community. To double down on the idea of making that entire area more accessible to foot and bikes, I would also like to see it become safer to travel on little falls all the way down to Mass Ave. Additionallu, I would like to see investments in safety on the CCT like emergency phones and lighting from River Road to Downtown Bethesda. You would drastically increase the walkability of these neighborhoods and increase the feeling of community if people felt safer to walk to and from dinner in the evenings or walk to the metro in the early morning before it's fully light out. The objective with the CCT and the linear park should be to make the entire area safe and walkable from River Road to Bethesda Row...especially with the new Westbard Square development going up. Focusing on the safety and walkability of this stretch would increase business and quality of life for all who live in the area. Short of that vision, I am totally opposed to the current version of the plan which seems to do nothing to address the area between River & Dorset. The current plan shows a total lack of understanding about what the residents actually want and need.

Thank you.

Name: KIRSTIN PARSONS

Location: Bethesda, MD

Date: July 18, 2024

July 16, 2024

Dear NCPC,

NCPC states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

I believe the project runs against many of these requirements. My main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. I used Waze yesterday to figure out the fastest route to Wisconsin and Bradley. It took me through some of the narrowest streets of that part of MD and then I had to turn left across Wisconsin at 6pm! Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: David Freeman
Location: Chevy Chase, MD
Date: July 18, 2024

I am so glad that Little Falls Parkway was closed so much during the pandemic. The sound of traffic in my neighborhood was significantly reduced, the opportunity to walk without fear was significantly enhanced. My quality of life was vastly improved. I was very sad when the parkway was reopened to car traffic. Even now when two of the four lanes are closed I think our neighborhood is improved. The Capital Crescent Trail is very busy in the stretch from Little Falls to Dorset. Having an alternative place to walk and ride bikes, parallel to the Crescent Trail, on the two lanes of Little Falls Parkway improves the living experience in my neighborhood. I wish the national capital planning commission would permanently reduce traffic along Little Falls Parkway between the Bethesda pool and River Road. The more of our neighborhood that can be returned to green space the better our lives will be.

Name: Cheryl Shirley
Location: Bethesda, MD 20816
Date: July 18, 2024

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale

to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.
Thank you for your time and consideration.

Name: Lisa Takesuye
Location: Washington
Date: July 18, 2024

I travel this route frequently and I find the closed off lanes rarely if ever used. The backups can be fairly extreme, especially around afternoon school pick up/rush hours.
I am in favor of restoring the roadway as it was, and eliminating the "linear park".

Name: Diane Sullivan
Location: 5707 brookside drive, Chevy chase md 20815
Date: July 18, 2024

I have signed previous petitions on this issue. I use little falls parkway not only daily but several times a day. The new configuration is essentially useless . In addition it poses increased safety issues and increased traffic (and speed) on brookside drive and Dorset. Finally the blocked lanes are rarely used!

Name: Peter Murray
Location: Bethesda, MD
Date: July 18, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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In addition, remove the speed bumps from the parkway between River Rd., and Massachusetts Ave.

Thank you for your time and consideration.

Name: Peter L Flanagan
Location: Chevy Chase, Maryland
Date: July 18, 2024

July 2024

Dear NCPC,

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Name: Donald Francis
Location: Bethesda, MD
Date: July 18, 2024

July 2024

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Thank you for your time and consideration.

Name: Leslie Kefauver
Location: Bethesda MD
Date: July 18, 2024

View this email in your browser

The Citizens Coordinating Committee on Friendship Heights (CCCFH) represents 18 communities with 20,000 residents in southwest Montgomery County.

Reminder

The National Capital Planning Commission (NCPC) needs to hear from you by July 18!

Dear Neighbors,

Comments to the National Capital Planning Commission (NCPC) concerning Little Falls Parkway are due by July 18th. Neighbors that have not submitted concerns, should do so immediately. It is important that the NCPC hear from all residents about the changes to this Parkway.

Please submit your Environmental Assessment (EA) comments by copying and pasting the message below online (Click this link <https://www.ncpc.gov/participate/notices/>, then, click on the button that says: "Provide Comments" and when finished, be sure to click "Submit Comments") or send by mail, as long as the comments are postmarked by July 18th. Be sure to add your name, email address, and city/state.

July 2024

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Our mailing address is:

CCCFH

Falmouth Road

Chevy Chase, MD 20816

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Please submit your Environmental Assessment (EA) comments by copying and pasting the message below online (Click this link <https://www.ncpc.gov/participate/notices/>, then, click on the button that says: "Provide Comments" and when finished, be sure to click "Submit Comments") or send by mail, as long as the comments are postmarked by July 18th. Be sure to add your name, email address, and city/state.

July 2024

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Thank you for your time and consideration.

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Name: Khadija Seydi
Location: Bethesda Md
Date: July 18, 2024

I really do think little falls need to be reopened because the park is not used by people as previous and traffic is really bad in there that's the reason why a lot of drivers are unhappy when driving there please reop little falls

Name: Erika Jorgensen
Location: Bethesda 20816
Date: July 18, 2024

July 18, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the Little Falls Parkway project runs afoul of most of these requirements. Our main concerns are:

1. Safety: The Parkway is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

JUST YESTERDAY THERE WAS A 3 CAR ACCIDENT ON EXACTLY THIS PART OF THE PARKWAY (1 LANE EACH WAY WITHOUT A DIVIDING MEDIAN) BECAUSE THERE IS

NOWHERE TO SHIFT LANES TO ESCAPE IMMINENT ACCIDENTS.

2. Need: The continual changes to the Parkway were never needed or asked for by the citizens who live near the Parkway. WE HAVE PLENTY OF OTHER PARK SPACE, AND THOSE SPACES NEED MAINTENANCE. STOP WASTING OUR TAX DOLLARS.

3. Lack of Democratic Process: Over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

4. Lack of Use: The open lanes continue to be unused BECAUSE WE HAVE PLENTY OF OTHER BETTER PARK SPACES.

Thank you for your time and consideration,

Dr. Erika Jorgensen

5108 Marlyn Drive 20816

Name: Chip

Location: Betehsda, MD

Date: July 18, 2024

Please revert LF parkway back to 4 lanes. It is hardly/never used by walkers or bikers, but is always used by autos and this closing has caused traffic congestion. It was an ill conceived idea that was brought on by the COVID lockdown, it is time for it to return to a 4 lane divide road again. If bikers and walkers want to use the park, they can use the adjacent bike/walking path. I know I do. Thank you

Name: Sheila Flanagan

Location: 6400 Garnett Dr. Chevy Chase, MD

Date: July 18, 2024

As a resident of the Kenwood neighborhood, we are completely opposed to the proposed changes for the reasons stated below:

Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

Need: the continual changes to the Parkway were never needed or asked for by the citizens.

Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.

Lack of use: The open lanes continue to be unused.

Name: Patricia Depuy Johnson
Location: Chevy Chase, Maryland
Date: July 18, 2024

Even more changes to this small stretch of Parkway: 5 new "no right turn on red "signs have just been installed during the last week. Again, this is an example of the constant tinkering and changing of this small, .4 of a mile of roadway. Again here is an example of more money being spent on changes that the public has never asked for or needed. The no right turn on red signs have now backed up traffic further into neighborhoods where people are walking/ biking. Also it stacks up traffic which emits more carbon into the atmosphere. Also there are new traffic counting strips installed on the parkway and in neighborhoods (another expense) -for what purpose? The traffic counters implemented during a low volume month like July (vacations, no schools etc) are useless if Parks is trying to analyze traffic patterns. Again a waste of time and money. Sincerely, Patricia Depuy Johnson

Name: PATRICIA D JOHNSON
Location: CHEVY CHASE, MARYLAND
Date: July 18, 2024

THE NO BUILD ALTERNATIVE IS THE ONLY WAY TO GO.

Name: Robert Benton
Location: Bethesda, MD
Date: July 18, 2024

Dear NCPC,
I'm adding my voice to the comments below. Me and my family use this street almost daily. NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."
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Thank you for your time and consideration.

Name: jessica Bavinger
Location: Bethesda
Date: July 18, 2024

Closing Little Falls Pkwy. is a terrible idea. The county has approved a large development just under 1 mile from this parkway another will be a huge influx of cars and busses - fortunately no trucks. It will be a traffic nightmare crowding this access to Bethesda. This closure is a short sighted and horrible idea!

Name: Yvonne
Location: Washington DC
Date: July 18, 2024

The current lane closures are unsafe and will cause excessive traffic jams. The current closed off lanes are unused and unnecessary: there is sufficient land provided for walking trails and cycling without these gerrymandered ones. They are unsightly and dangerous. It is suicidal to block off heavily used routes, and, as housing gets denser, the problems will increase. THE LANES SHOULD BE RESTORED TO THEIR ORIGINALLY DESIGNED CONFIGURATIONS!

Name: David Johnson
Location: Chevy Chase
Date: July 18, 2024

Dear NCPC,
I have already written my comments to you, but I have noticed that Montgomery Parks has just laid out traffic counters on LFP and Dorset, and has also suddenly put up signs of "no right turn on red" at Hillendale, Dorset and Arlington. The effect will be to further back up traffic along LFP from Dorset to Arlington, and along Dorset, Hillendale and Arlington into the neighborhoods (increasing the carbon footprint, along with anger and frustration--the opposite of what the Parkway was meant to reduce!), with the result of fewer cars crossing over the

traffic counters per unit time. This has also been placed during summer vacations when commuter traffic is less. All of this will artificially manipulate the numbers to decrease recorded traffic use (although not decreasing real traffic numbers), so beware if Parks uses this data to support anything other than the pre-2017 traffic plan of 4 lanes of traffic divided by a wide grassy median between Dorset and Hillendale (0.4 miles)! I again urge you to reject Montgomery Parks' current plan and to return the beautiful LFP to its original, safe and efficient traffic pattern of pre-2017 (4 lanes of traffic, separated by a wide grassy median from Hillendale to River, and 1 lane north and south separated by a wide median oasis at the crossing at CCT at Hillendale to Arlington), and no removal of pavement.

Thank you for your time and consideration.

David C. Johnson, MD
5301 Oakland Road
Chevy Chase, MD 20815
dcjohnson47@yahoo.com
(301) 922-3633 (cell)

Name: Pete Rizik, Kenwood Past President.

Location: Chevy chase, maryland

Date: July 18, 2024

This is a note to return LFP to its 4 lane state. The parks department has stolen lanes used by millions for the benefit of the 1.4% of us who bike, when there are other bike paths adjacent to LFP. It makes no sense.

Following a bicyclist fatality at the crossing in October 2016, Montgomery Parks implemented safety improvements along Little Falls Parkway between Arlington and Hillendale Roads. The safety improvements included an interim road diet that reduced the cross-section of Little Falls Parkway from four lanes to two lanes at the [Capital Crescent] trail crossing, by closing the outside travel lane in each direction. The travel lanes were closed off with chains and flexible posts, and the speed limit was reduced from 35 mph to 25 mph. The grass median dividing the northbound and southbound travel lanes remained. [p.10] of draft EA

May 2020

The County Council voted to remove the project to realign the CCT crossing to Arlington Road from the Parks FY21-26 CIP, maintaining the interim two-lane road diet condition

indefinitely. [p. 11, emphasis added]

Yet, under Alternatives Considered, the draft EA states:

The “No Build” alternative, is the original “pre-pilot” Parkway configuration that existed prior to 2017, with four general travel lanes (two for northbound traffic and two for southbound traffic) between Dorset Avenue and just north of Arlington Avenue [sic, Road]. [p. 19]

The “Build” alternative is the design approved by the Montgomery County Council. [p. 19] This characterization of the “No Build” is not consistent with the 2017 road diet and creates a false baseline, which is considered in the comparison between No Build and Build alternatives.

A fair look at the situation reveals that a four-lane Little Falls Parkway crossing at the Capital Crescent Trail Crossing de facto has not existed for many years and therefore does not bear any relationship to reality. It is a non-starter as the EA’s No Build alternative.

As the comments of the Action Committee for Transit (draft EA, App. E) stated: the no build alternative in the NEPA study must not be the condition of years ago. Years ago, there was no road diet.

The great Justice Oliver Wendell Holmes famously wrote that “[m]en must turn square corners when they deal with the Government.” *Rock Island, A. & L. R. Co. v. United States*, 254 U.S. 141, 143 (1920). But it is also true, and repeatedly said, that “the Government should turn square corners in dealing with the people.” *St. Regis Paper Co. v. United States*, 368 U.S. 208, 229 (1961) (Black, J., dissenting); *Department of Homeland Security v. Regents of the University of California*, 140 S.Ct. 1891 (2020). That, Montgomery Parks had not done.

Montgomery Parks has long known that a road diet of the Little Falls Parkway at the CCT crossing is a permanent feature that it is not going to be reversed. As EA scoping commenter Sharon Whitehouse said, the majority of the citizens wanted to maintain the previously installed road diet at the crossing. Moreover, the Little Falls Parkway road diet at the CCT is a physical change to the Parkway, which required NCPC approval. Yet Montgomery Parks/M-NCPPC sat on it, making it permanent; they did not bring this permanent physical change to the NCPC for approval under the Capper-Cramton Act. In short, the government body failed to turn square corners.

The NCPC should treat the matter in a way that conforms to the facts and what should have been done and submitted by Montgomery Parks/M-NCPPC. The “No Build” alternative should be the 2017 configuration of the Little Falls Parkway with a road diet at the CCT.

Name: Krista Adams

Location: Bethesda

Date: July 18, 2024

Dear NCPC,

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3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process.
4. Lack of use: The open lanes continue to be unused--because they are ugly, poorly placed and still look like a construction site.

Name: Gabriela Holiat

Location: Bethesda, MD

Date: July 18, 2024

Little Falls Parkway needs to be returned to a four-lane roadway. The increased traffic and lack of pedestrians warrants it. Thank you.

Name: Joan Peterson

Location: Chevy Chase, Md.

Date: July 18, 2024

I live next to Little Falls. Having two lanes going each direction is what most of us want and what we had. Closing on a Sunday afternoon for walkers, roller bladers, etc. is an ok idea, but having only one lane each direction all the time, as is the case now, is not acceptable, nor is it

required. A great deal of money has been spent 'experimenting'; surely there are more important uses for these monies. .

Name: kim london
Location: Bethesda
Date: July 18, 2024

The Little Falls Parkway was better before the Road Diet. It has made life and driving more stressful and with lovely parks like Glen Echo and Little Falls, it is obvious that no one wants to use this failed project of grass along the parkway. Traffic was better for cars and bikes before. It was easy to see bikes. Now it is hard to know where the bikes are coming from. The project is a disaster and whoever came up with this awful idea should be fired. Tax payer dollars should not be spent reducing the quality of life for montgomery county drivers with this poorly thought out useless projects. We should not be paying the salaries for whoever is coming up with these awful projects. Please stop this project and return it to the prior state of two lanes in each direction.

Name: Carolyn Hoover Sung
Location: Bethesda
Date: July 18, 2024

Little Falls parkway is vital for me to get to DC and my best friend on McArthur. Please stop changing it from a road way essential to most to a park for the few who already have tons of green space. I don't understand we just want a way besides Wisconsin to get to DC. Help us out and just change it back without all those silly constrictions. You got it correct first and all the changes make it less functional. The best addition would be a walking bridge similar to the one on Rive for this path through the park. We need it as a road.

Name: Judith Rivlin
Location: Westport Rd, Chevy Chase, MD
Date: July 18, 2024

I often drive on Little Falls Parkway from River Rd to Bethesda. I oppose the current configuration on Little Falls Parkway and urge the return to 4 lanes, separated with a median. The current design, with reduced lanes from Hillandale to Dorset, is not safe, traffic gets backed up, and the extra paved lanes are not much being used - nor are they needed. Please return the road to its former layout.

Name: Homer Moyer
Location: Chevy Chase
Date: July 18, 2024

Thank you for the opportunity to comment. Overall, my comment is that, understandably, we all sometimes have ideas that that prove not to be good ideas. For multiple reasons, the plans to re-configure Little Falls Parkway (LFP) have now been shown to be misguided and not in our collective best interests.

UNNEEDED RECREATIONAL SPACE. First, even without the new problems that closing half of LFP has created, there is not a need for additional "recreational space," as the current low usage of LFP's closed lanes confirms. Three parks that already exist are just steps away from the closed portions of LFP: (a) the park (and pool) by the intersection of LFP and Arlington Road, (b) "Railroad" park adjacent to the existing bike path, and (c) Norwood Park, a 17-acre expanse that features two playgrounds, five tennis courts, lighted basketball courts, two softball fields, a soccer/football overlay field, and two park activity buildings.

As someone who drives on LFP every day, I can say that it is rare to see walkers or bikers on the closed lanes of LFP, even as the Capital Crescent Trail continues to be well used. For those who use the bike path, the closed lanes of LFP offer the alternative of a short, adjacent-to-traffic detour from the wooded bike path, which continues at or near each end of the closed lanes.

INCREASED TRAFFIC CONGESTION. Reducing LFP to a single lane in both directions at Dorset Avenue has greatly increased traffic congestion. As someone who lives close by, I see that on a daily basis. A single lane in place of two lanes in each direction roughly reduces by half the number of cars on LFP that can pass through that intersection. Yesterday--mid-afternoon on a Wednesday--I counted more than 15 cars on LFP in each direction waiting for the light to change so they could cross the intersection. After one light change, the number of cars in line was again roughly the same. This backup also meant that in each direction no more than one car could turn left on Dorset for each light change. I was able to turn off LFP only after three light changes. That intersection is not always that congested, but it often is.

The congestion is exacerbated by two additional factors. The new bike lane in the closed southbound lane on LFP creates a new hazard for any southbound bikers at the intersection of Dorset Avenue, where the new bike lane ends and many cars turn right. Congestion is further worsened by the new "No Turn on Red" sign facing eastbound cars turning right onto LFP from Dorset. When traffic on LFP is light, this restriction can back up traffic on Dorset when a front car is unable to turn right on red.

NEW SAFETY RISKS. Not surprisingly, the current odd mix of road configurations on this short stretch of roadway creates obvious safety issues. With all due respect, the current jumble is almost comically unsafe. Within about a quarter of a mile, drivers encounter (a) a four-lane road separated by a median, (b) a change to a two-lane road separated by a median with closed lanes on each side, (c) a change to a two-lane road with no median, (d) three traffic lights, and (e) an intersection with a bike/pedestrian path with no light. For northbound cars on LFP at the intersection with Arlington Road, there is a new "No Turn on Red" sign. This light seems non-sensical since there is rarely any oncoming traffic on LFP, and almost all of the cars approaching on Arlington Road turn left, facilitating right turns on red, which reduce the congestion at the intersection with the bike path, where traffic is frequently backed up.

We have already seen the safety risks the current configuration has created. We have seen a loaded ambulance stuck in one of the single lane stretches, unable to pass by. We have also already seen automobile wrecks, including at least one head-on collision. And I have seen

confused motorists ending up across the median on the closed-off lanes.

All of the foregoing is compounded by levels of traffic that will continue to increase with the extensive Westbard development underway and the dramatic rise in residential units in Bethesda.

Thank you for taking into account the foregoing observations. In my view, and the view of many others, the best balance for accommodating the many uses of this space for those living near or visiting our various neighborhoods would be to restore the four-lane divided roadway of LFP from the intersection of Hillandale Avenue to Dorset Avenue.

Name: Joanne Tucker

Location: Bethesda, Md

Date: July 18, 2024

Please put the westbound traffic on one side of the median, and the eastbound traffic on the other side. It is confusing and dangerous now.

Creating an urban park on the Little Falls Pkwy is redundant with Capital Crescent Trail there, which is longer than the road, and there are also 2-3 parks adjacent to Little Falls which are much safer and grassier.

Little Falls Parkway was working fine pre-pandemic, and if put back the way it was could work fine again.

Thank you

Name: Meg Stevens

Location: Bethesda

Date: July 18, 2024

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods

because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

No one asked for this current set-up. It was someone's idea of "new and improved" during the height of Covid, and never should have been made permanent; the committee that hatched the current plan didn't think of the long term consequences. Please, please, PLEASE put it back to the way it was!

Thank you for your time and consideration.

Name: Maria S Albornoz
Location: Bethesda, Maryland
Date: July 18, 2024

I use the parkway on a daily basis to get home and go to downtown Bethesda I do not know who was the bird brain that decided to close one of the lanes of the parkway, But it is the most DANGEROUS!!!!!! and stupid idea EVER!!!! specially at night. WE DO NOT NEED ANOTHER BIKE PATH THERE. We have the crescent trail which is a gift in itself. The turn on to the parkway from around the pool coming from Bethesda Ave. is AWFUL!!!!!! i NEvR SEE BIKERS ON THAT SMALL STRECH OF THE PARKWAY. THINK BEFORE YOU PROCEED.

Name: Ingrid Mongini
Location: Bethesda, MD 20826
Date: July 18, 2024

Restore Little Falls Parkway to it's original plan! The residents have asked that the road be restored. Bikers do not use this small area, nor do pedestrians. We don't want another park. We want two lanes in each direction.

Name: Ruth Harwood
Location: Bethesda
Date: July 18, 2024

Dear NCPC,

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

PS: The safest solution has always been to move the trail crossing to one or the other of the two nearby intersections with signals and crosswalks. These so called road diets and "vision" plans are imperiling all: drivers, pedestrians, and bikers with confusing signage and dangerous implementation.

Name: L. Herwitz
Location: Bethesda, MD
Date: July 18, 2024

Dear NCPC,

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As now configured, the road is riskier for drivers and no safer or more convenient for those using the trail. It is spending precious funds which clearly are needed elsewhere.

It is almost as if turning half of Little Falls Parkway is someone's pet project and it is being rationalized as some kind of solution.

Thank you for your time and consideration.

Laura Herwiz

Name: Jane Snyder

Location: Bethesda

Date: July 18, 2024

July 2024

Dear NCPC,

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Thank you for your time and consideration.

Name: Christopher P Arndt

Location: Boyds

Date: July 18, 2024

The current alignment of Little Falls Parkway to allow the one unused roadway to be maintained is illogical and dismissive of the well-reasoned and fact-based arguments of the Parks Department to remove the asphalt for that roadway.

The County Council's statement that this section of the roadway could someday be needed in the future runs contrary to all aspects of what this park represents, and it ignores the continued deleterious effect of the roadway on the environment close by. Here are the facts:

1. The continued asphalt, with its impervious surface on the unused road, threatens the quality of the nearby stream which has always been under stress.
2. Allowing for the possible future use by automobiles of the unused roadway runs counter to any concern for reducing carbon emissions and curtailing climate change.
3. As the Parks Dept. stated, the dual lane nature of this parkway should never have been built
4. The more trafficked section between River Road and Massachusetts Avenue does not have any real issues, and it has always had single lanes of opposing traffic
5. The continued presence of that section of asphalt is an eyesore and greatly inhibits any enjoyment of that section of the park

In sum, the Council's position to keep that unused section of asphalt is illogical and runs counter to any concerns for our environment and climate change. It dismisses any commitment to the VisionZero pledge long endorsed by the full County Government.

As I have written previously, I lived in Kenwood for over twenty years when Little Fall Park was not a park but was a commuter thruway with a great deal of noise and speeding cars. It was dangerous for pedestrians and runners. By any measure, there was little possibility of enjoying the park for any real recreation, and this betrayed its original purpose: to be a park for recreation, rather than a motorway and commuter route. I never understood how a four-lane dual highway could have been built on such a short section of the Park. That original alignment did not make sense particularly when the more trafficked section, the part between River Road and Massachusetts Avenue has, as I noted above, only single lanes of traffic. I have never encountered any traffic problems in that section.

The current alignment is much, much safer than the previous alignment where all four lanes of the parkway were taken for motor vehicle traffic. To remind all of us, there have been fatalities of pedestrians and cyclists by motorists with the old alignment. The current alignment is more than an accommodation for motorists; they can continue to drive the parkway, and it merely extends the road from the two-lane section between River Road and Massachusetts Avenue. More importantly, the new road diet allows for more use by the non-driving public: cyclists, walkers, parents with children in strollers, runners, and others. None of this was possible before. I know from my experience of living there.

Please approve the sound recommendations of the Parks Department. Thank you for your consideration.

Name: Debra Sheldon
Location: Bethesda, MD
Date: July 18, 2024

July 2024

Dear NCPC,

I am extremely disappointed that Little Falls Parkway, once a lovely thoroughfare, has been turned into an unsafe, unattractive, confusing, and dangerous road. Keep in mind that there is already a bike path adjacent to the road, and now the County has added another one just next to it.

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn

into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: David Snyder
Location: Bethesda, MD
Date: July 18, 2024

Dear NCPC,

Let me start by saying I am a nearby resident and frequent user of the trail and park (mainly running, sometimes biking) and a sometime but less frequent user of the road. I used to love it all. What you are doing is going a good long way to ruining it. I now often run the other direction to avoid the problems you have created. Please put LFP back to the way it was. I am not talking about hypothetical issues: I'm talking about real everyday dangers that are there, right now, because of what you have done, which as far as I can tell, no one asked for.

NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

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Thank you for your time and consideration.

Name: Nancy
Location: Bethesda
Date: July 18, 2024

As a longtime resident of Glen Echo Heights, my family and I are grateful that the County Council has endorsed replacing the current configuration for Little Falls Parkway two opposing traffic lanes in the former northbound-only side. I have personally witnessed serious accidents because of the current requirement that drivers shift lanes multiple times in that short segment. I have also had terrifying near-misses while driving there.

My family have used the Crescent Trail for many years to travel from our neighborhood to downtown Bethesda by foot or bike, and greatly appreciate the improvements to make crossing Little Falls Parkway safer. We make use of the Crescent Trail whenever we can, but do need to travel by car as well.

However, we are very concerned about the long-term impact of permanently reducing vehicle capacity on Little Falls Parking to two lanes. The road is one of very few options to travel east-west without having to cut through neighborhoods. The road is already congested. The development at the former Westbard shopping center, while a net positive for west Bethesda, will generate significantly more car traffic.

Please plan ahead and anticipate that the proposed project, while addressing some key safety and access issues, will create new safety and access problems due to the lack of sufficient east-west vehicular road capacity in this part of the county.

Respectfully, Nancy Shute

Name: Katherine Leasure
Location: Bethesda, MD
Date: July 18, 2024

I drive on Little Falls Parkway quite frequently, and I feel it is more dangerous in its current configuration. The current setup congests and hinders the flow of traffic.

Name: Judith Miller
Location: Chevy Chase, Maryland
Date: July 18, 2024

Little Falls Parkway is an important part of our community. Ever since lanes have been close without adequate consideration of the community's comments, we have all suffered. As an example, our usual entrance to our Kenwood neighborhood is to turn left from Little Falls onto Dorset. That turn is much less safe as the line of oncoming traffic often never allows a safe turn

now before the red light comes on—a direct result of only having one lane rather than two lanes on Little Falls Parkway approaching the intersection, so that it is possible to clear it in a timely way before left turns are possible. Second, it is impossible not to notice that the so-called linear park lanes for pedestrians and bikes are remarkably underutilized—probably in part because there is a much more appealing bike and pedestrian trail parallel to the parkway. With respect, none of these changes have been called for or endorsed at all by the adjacent communities—which raises the obvious question of what interests are actually being served by these changes. I personally would question adopting unsafe and unsupported changes to the Parkway’s use simply to satisfy outside planners believing—even in good faith—that they have a better understanding of the needs of the adjacent communities than the communities themselves.

Name: MaryAnn Read

Location: Bethesda

Date: July 18, 2024

The newly closed off area is rarely used by bikers or pedestrians, the configuration for cars is confusing and seems somewhat hazardous and, because of congestion, has had the effect of rerouting traffic into the adjacent neighborhood.

If the closed off area were made more parklike, and the directions for the lane closures were made more attractive, it might become more inviting as both a park and a parkway.

Name: Bill Read

Location: Bethesda

Date: July 18, 2024

The current single-lane set-up makes it much more pleasant to walk from the parking lot at the northwest end of the parkway to the Crescent trail. Many folks use the freed-up lane to push baby carriages, walk their dog, ride their bike, jog, or simply walk free from cars whizzing by. The section from the Crescent Trail down to Dorset is less used, but makes for a pleasant circuit walk free from speeding bicycles, and is a nice place for people to take their young kids with training bikes and scooters. I'm an 80-year old who uses both sections at least once a week in all seasons.

Name: MARLENE S SHAUL

Location: CHEVY CHASE

Date: July 18, 2024

Dear NCPC,

I do not think that the proposed changes provide a safe environment for bikers or walkers. At one point the Planning Board approved crossing Little Falls Parkway at the light at Arlington which is a safe place. And then it reversed this decision at a work session. My assumption is that lobbying particularly by bikers was instrumental in moving the crossing to the current location between Hillendale and Arlington Road. I don't think the current crossing is safe.

I have followed the discussions of the Coordinating Committee on Friendship Heights and endorse the concerns it has expressed. It has said: NCPC explicitly states that, "The purpose of NCPC's review is to ensure the project is consistent as a park use under the requirements of the Capper-Cramton Act. Examples include projects that enhance public safety, improve water quality in streams, improve park accessibility, and preserve park resources."

We believe the project runs afoul of most of these requirements. Our main concerns are: 1. Safety: it is unsafe as it is configured now. It was much safer with 4 lanes open from Hillendale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe. 2. Need: the continual changes to the Parkway were never needed or asked for by the citizens. 3. Lack of Democratic Process: over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no say in the process. 4. Lack of use: The open lanes continue to be unused.

Thank you for your time and consideration.

Name: Haneef Omar

Location: Bethesda, MD

Date: July 18, 2024

I like the lane restrictions on Little Falls Parkway. Due to the swimming pool, bike path, parks, and playground the less traffic in this area the better. More traffic is routed up and down Hallendale this way and away from children and pedestrians. You should shut down traffic on Arlington entirely as Hillendale is sufficient to access Bradley Blvd. Use this space for a long and narrow walking farmers market on the weekend or come up with another creative way to

use this street instead.

Name: George Hager & Monica Healy

Location: AU Park, Washington DC

Date: July 18, 2024

Dear NCPC -

My wife and I live in American University Park in Northwest DC and have for years used Little Falls Parkway as our primary way of getting to Safeway, Strosniders and several other stores in Bethesda. The narrowing of the Parkway from four lanes to two is an inconvenience for us and a largely pointless exercise in creating new bike paths and walking trails. In countless trips back and forth to Bethesda, we've rarely - almost never - seen bicyclists or walkers using the former car lanes. And if we travel at rush hour in the morning or evening, we can see long backups on the narrower Parkway. We'd strongly support returning to four lanes instead of two.

Sincerely,

George Hager & Monica Healy
4627 Alton Pl. NW, Washington, DC

Testimony re. Little Falls Parkway road constriction and plans for a linear park.

March 30, 2023

ANOTHER WEEKEND AND THE PARKWAY IS EMPTY

Here is a video that shows the Parkway from Oct/2021- June 11-2022. Please click on the arrow and watch.



Planning Board Members: I am a resident of Chevy Chase. The Montgomery County Parks Department began changing Little Falls Parkway, without any warning to the surrounding neighborhoods when a cyclist (on a recumbent bike with his

flag down) was fatally injured on the CCTrail crossing. In 2017 a road diet was installed. When the quarantines of Covid arrived in 2020, LFP was closed to vehicular traffic on weekends from Arlington Road to River Road from April 2020 to December 7, 2020 for Parks' Open Parkways Program. In December 2020, the Parks Department was forced to open the Parkway to vehicular traffic because of a successful lawsuit brought by the Little Falls Place community. In October of 2021, the Parks Department closed it again on weekends from Arlington Road to River Road for the months of October 2021 to June 18th 2022. In June 2022, the "phase 1" of their Little Falls Parkway pilot program began. During that nine months (Oct 2021- June 18, 2022) the neighborhood of Kenwood was inundated with rerouted, cut through traffic at 1000 cars per hour. We have no sidewalks and pedestrians walk and cyclists ride in the streets. I took photographs almost every weekend that the Parkway was closed. I photographed for 9 months. I am presenting a packet of those photographs, time and date stamped, at my in person testimony on Thursday, March 30th before the Planning Board. I have included the video here of those weekends plus pictures of the CCT that was always full. The photos are a good example of the Parkway at all times of day during the weekends it was available for walkers and bikers. The pictures tell a 1000 words: **there were very few people using the Parkway. People prefer to use the Capital Crescent Trail where there is a protective tree canopy. The CCT is much more pleasant and provides cover during all kinds of weather, hot or cold. The CCT also goes somewhere for 11 (3.5 in MoCo) miles. The Parkway was closed for less than a mile and was not used. Vehicular traffic was forced into neighborhoods and the**

CCT was full to overflowing. These photos were taken weekends for 9 months (Oct '21-June 11'22). This photo compilation proves that few pedestrians visited the closed section from Arlington Road to River Road of Little Falls Parkway. The Capital Crescent Trail, 11 miles in total, is where people prefer to be walking and biking. Pix are inserted of the CCT the same weekends the Parkway was closed to show the contrast.

The Little Falls Stream Valley Park is 160 acres. There is no need to close .4 of a mile, a very short stretch of Parkway which is between Dorset Avenue and Arlington Road. It is a road to nowhere. This road diet and linear park generates traffic backups with cut through danger to pedestrians/cyclists in neighborhoods where Vision Zero has not been calculated or considered. The Parkway is not safer, in fact it is more difficult to drive day or night. Vision Zero should be evaluated for the surrounding neighborhoods that are affected by these road constrictions and unnecessary linear park.

I sent emails every weekend with photos attached to Mike Riley, the Director of Parks, and to Andrew Friedson, our County Council District Representative. My headline for each email was : **Another Weekend and Little Falls Parkway is empty. Please restore Little Falls Parkway to the way it was before April of 2020. Keep the Parkway open to its original 4 lanes and reinstate the median at the Capital Crescent Trail Crossing.**

Sincerely, Patricia Depuy Johnson
5301 Oakland Road
Chevy Chase, Md. 20815

Testimony re. Little Falls Parkway road constriction and plans for a linear park.

March 30, 2023

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5301 Oakland Road
Chevy Chase, Md. 20815

BEFORE THE NATIONAL CAPITAL PLANNING COMMISSION
LITTLE FALLS PARKWAY IMPROVEMENTS
COMMENTS ON DRAFT ENVIRONMENTAL ASSESSMENT

BY: LLOYD S. GUERCI

JULY 11, 2024

I. The Proposed Build Alternative is Not Adequately Described.

The draft Environmental Assessment (EA) Executive Summary states (p. 4):

The proposed safety improvements include:

1. Reducing the parkway from a four-lane, median-divided configuration to a two-lane, median-divided configuration
2. Installing low-profile separators to block unused drive-lanes but allow emergency vehicle access as needed
3. Removing unused asphalt pavement
4. Creating a buffered bike lane / protected shared use path
5. Installing intersection safety improvements
6. Installing accessible pedestrian landings
7. Installing new lane markings
8. Implementing signal timing changes
9. Installing new lane separators
10. Installing new turn lanes
11. Installing new signage

Many of these “improvements” are not adequately described. Based on a word search of the draft EA:

- “low-profile separators” does not appear again in the draft EA.
- “unused asphalt pavement” is not delineated in the draft EA. The drawing in Appendix B to the draft EA merely indicates “pavement removal” “(typical)” in two locations but other areas of the drawing are shaded the same color green.
- “Intersection safety improvements” merely appears two other times in the draft EA, in the project drawing (Appendix B), with an arrow to a crossing of the Little Falls Parkway, just to the north of the Parkway – Arlington Boulevard intersection (in green), and at the Parkway-Dorset Avenue intersection (in blue).
- “Accessible pedestrian landings” does not appear again in the draft EA.
- “New lane markings,” “turn lanes,” “signal timing” updates appear in the EA in a very brief sentence that says: “new lane markings, turn lanes, signal timing updates, signage, drainage, and stormwater management improvements would be installed as part of this proposed alternative.”

The generalized phrases on categories of improvements (draft EA p. 4, restated above) without specifics in the EA presents numerous problems. First of all, the Build Alternative is not adequately described. Second, and as further noted below, the Build Alternative is not related to many of the safety concerns described by the public or for that matter some by Montgomery Parks. Third, these shortcomings draw into question the draft EA, as a structurally unusual document with some general identifications of Build actions in the Executive Summary that lack descriptions in the body of the document, and as an inadequately documented EA. Fourth, the inadequate descriptions of “improvements” underscore the shabby way that Montgomery Parks has treated the local residents; for this important document, released about 7 months after the Montgomery County Council Planning, Housing and Parks Committee work session (Nov. 2023) and about 5 months after the County Council session on the Little Falls Parkway (Jan. 2024) which has been followed by design work, Montgomery Parks has not bothered to fairly describe, for the benefit of those affected, what it proposes.

II. The Purpose and Need Statement Needs to be Revised to Conform to the Facts and Reality.

The draft “Purpose of the Action” states in part: “the purpose of the Little Falls Parkway improvements is to improve safety and reduce the potential for collisions between autos and vulnerable roadway users (bicyclists and pedestrians) crossing or traveling along Little Falls Parkway.” Draft EA, p. 6.

The Purpose statement seemingly captures but one part of Montgomery Parks’ shifting story of what the proposed project is about. It ignores, for example, crashes between motor vehicles.

As to Need, the draft EA says “the project need is based on a history of serious injuries and fatal crashes between Capital Crescent Trail (CCT) users and vehicles traveling along and across Little Falls Parkway.” p. 6. There are at least two problems with this statement. First, there has been one fatality, not fatal crashes, *plural*. See comments of Leanne Tobias on the EA scoping, App. E to draft EA. And, in fact, as to history, figure 11 of the draft EA (p. 40) shows NO CRASHES AT THE CAPITAL CRESCENT TRAIL CROSSING SINCE 2019.

There is more. Over the course of Montgomery Parks’ fashioning of the changes to the Little Falls Parkway, Montgomery Parks has shifted its story as its proffered rationales have crumbled under scrutiny. This was addressed in EA scoping comments by Leanne Tobias, which are in appendix E to the draft EA.

As Ms. Tobias noted, the Parks Department’s rationale for closing lanes between Hillandale Road and Dorset Avenue has shifted conspicuously over time. Public documents and testimony released by the Parks Department in 2022 and 2023 emphasized the desire to create a new “linear park” along Little Falls Parkway as the reason to narrow the roadway. App E to draft EA.

Ms. Tobias further explained that it was only after being confronted by overwhelming public opposition to the linear park, including the irrefutable observation that Little Falls Parkway is surrounded by abundant parkland, that the Parks Department shifted the “Need” focus of its

proposal to public safety. In this context, it is notable that the Parks Department has not proposed less disruptive and widely supported mechanisms to improve safety on Little Falls Parkway, including speed bumps (already in use along Little Falls Parkway south of River Road), speed cameras and heightened enforcement of speed limits. Appendix E to draft EA.

Even here, Montgomery Parks did not allow the facts to get in the way of what they apparently considered to be a good story. Fact 1: the 2017 road diet of the Little Falls Parkway at the CCT crossing fixed the key safety problem. (This change was tweaked by a raised crosswalk installed in 2020). *See* figure 11 of draft EA. Fact 2: the speeding on the Parkway occurred between Dorset Avenue and Hillandale (or south of Dorset) but there were very few crashes on this stretch of a divided highway with no access points between them. *See* EA scoping comments by Leanne Tobias, Phyllis Edelman, David Forman and Lloyd Guerci).

The Little Falls Parkway project purpose should be viewed in the following temporal phases:

Road diet on Little Falls Parkway at Capital Crescent Trail crossing in 2017. Safety problem solved.

Closure of Little Falls Parkway 24/7 during Covid pandemic (April – November 2020; suspended in the winter of 2020-21; and reinstated in March of 2021). But due to cut through traffic circumventing the Parkway, which adversely affected nearby neighborhoods some of which lack sidewalks, in October of 2021 the Parkway was opened during the week but closed on weekends (draft EA pp. 11-12, 42; comments of Patricia Johnson).

Parkway closures spawn Montgomery Parks consideration of repurposing of part of Little Falls Parkway (As noted in my comments on EA scoping, Malcolm O’Hagen from the Kenwood community testified before the Montgomery County Planning Board: *“I asked the question (of the Parks Dept), what is the problem you are trying to solve”, Parks replied “there is no problem, we are doing this because some people would like to see more park area.”*

Phase I changes to Little Falls Parkway, eliminating one northbound lane and one southbound lane, but retaining the grass median between lanes, between Arlington Road and Dorset Avenue; two traffic lanes of Parkway opened around the clock (May 2022). Phase I was presented by Montgomery Parks as a *fait accompli* to residents.

Montgomery Parks’ ill-advised and ill-fated Linear Park proposal of Oct.10, 2022. (see comments of Lloyd Guerci on EA Scoping document App E at 3; *see also* draft EA, Montgomery County Council prohibits use of funds for Linear Park, draft EA, p. 14).

Phase II changes to Little Falls Parkway, eliminating former southbound lanes of Parkway between Arlington Road and Dorset Avenue and, in the former northbound Parkway lanes placing one northbound lane and one southbound lane next to one-another. This eliminated the refuge island in the former median between the Parkway lanes and made the Capital Crescent Trail crossing dangerous (Nov. 2022).

Montgomery Parks rolls out a safety justification for eliminating one lane each way on the Little Falls Parkway between Dorset Avenue and Arlington Boulevard at Montgomery County Planning Board hearing. (March 2023).

Montgomery County Council approves a modified Parkway project with one northbound and one southbound lane separated by the historic median and re-institution of the refuge island between parkway lanes at the CCT, and with retention of asphalt on former northbound lane from Dorset Ave to Hillandale Road. (Jan. 2024).

III. The No Build alternative needs to be redefined as the Parkway as it existed after the Road Diet was installed in 2017.

At the beginning of the “History of the Project,” the draft EA states:

Following a bicyclist fatality at the crossing in October 2016, Montgomery Parks . . . implemented . . . safety improvements along Little Falls Parkway between Arlington and Hillandale Roads.

The safety improvements included an interim road diet that reduced the cross-section of Little Falls Parkway from four lanes to two lanes at the [Capital Crescent] trail crossing, by closing the outside travel lane in each direction. The travel lanes were closed off with chains and flexible posts, and the speed limit was reduced from 35 mph to 25 mph. The grass median dividing the northbound and southbound travel lanes remained. [p.10]

The history discussion in the draft EA goes on to state:

May 2020

The County Council voted to remove the project to realign the CCT crossing to Arlington Road from the Parks FY21-26 CIP, maintaining the interim two-lane road diet condition indefinitely. [p. 11, emphasis added]

Yet, under Alternatives Considered, the draft EA states:

The “No Build” alternative, is the original “pre-pilot” Parkway configuration that existed prior to 2017, with four general travel lanes (two for northbound traffic and two for southbound traffic) between Dorset Avenue and just north of Arlington Avenue [*sic*, Road]. [p. 19]

The “Build” alternative is the design approved by the Montgomery County Council. [p. 19]

This characterization of the “No Build” is not consistent with the 2017 road diet and creates a false baseline, which is considered in the comparison between No Build and Build alternatives. A fair look at the situation reveals that a four-lane Little Falls Parkway crossing at the Capital Crescent Trail Crossing *de facto* has not existed for many years and therefore does not bear any relationship to reality. It is a non-starter as the EA’s No Build alternative.

As the comments of the Action Committee for Transit (draft EA, App. E) stated: the no build alternative in the NEPA study must not be the condition of years ago. Years ago, there was no road diet.

The great Justice Oliver Wendell Holmes famously wrote that "[m]en must turn square corners when they deal with the Government." Rock Island, A. & L. R. Co. v. United States, 254 U.S. 141, 143 (1920). But it is also true, and repeatedly said, that "the Government should turn square corners in dealing with the people." St. Regis Paper Co. v. United States, 368 U.S. 208, 229 (1961) (Black, J., dissenting); Department of Homeland Security v. Regents of the University of California, 140 S.Ct. 1891 (2020). That, Montgomery Parks had not done.

Montgomery Parks has long known that a road diet of the Little Falls Parkway at the CCT crossing is a permanent feature that it is not going to be reversed. As EA scoping commenter Sharon Whitehouse said, the majority of the citizens wanted to maintain the previously installed road diet at the crossing. Moreover, the Little Falls Parkway road diet at the CCT is a physical change to the Parkway, which required NCPC approval. Yet Montgomery Parks/M-NCPPC sat on it, making it permanent; they did not bring this permanent physical change to the NCPC for approval under the Capper-Cramton Act. In short, the government body failed to turn square corners.

The NCPC should treat the matter in a way that conforms to the facts and what should have been done and submitted by Montgomery Parks/M-NCPPC. The "No Build" alternative should be the 2017 configuration of the Little Falls Parkway with a road diet at the CCT.

This is not an abstract matter. The use of the four-lane Little Falls Parkway (LFP) at the CCT crossing configuration without a road diet as the No Build alternative produces a ridiculous comparison of a safe crossing (once the southbound lane of the LFP is moved back across the grass median) - as in the proposed Build alternative - to a long-ago changed and unsafe No Build configuration that is not sought to be reinstated. That is arbitrary and capricious. And if NCPC is entertaining a thought that there is any reality to going back to a four-lane Little Falls Parkway at the Capital Crescent Trail crossing, I suggest that you call Montgomery County Council President Andrew Friedson who, I predict, will tell you there is no reality to it. It has been and would be D.O.A.

IV. The Draft EA's discussion of Plan Consistency Needs to be Revised.

The draft EA discusses several plans (draft EA p. 28). Unfortunately, it contains errors.

A. The Backdoor Attempt to Address Sections of The Little Falls Parkway Other Than the One Where the Build Alternative Would Be Located Must Be Rejected

Westbard Sector Plan. The Draft EA states: “The Westbard Sector Plan which covers the southwestern part of Montgomery County, in a radius of approximately two miles from the Bethesda and Friendship Heights commercial areas. In the plan, Little Falls Parkway is classified as a “limited access park road that runs along the eastern boundary of the Sector Plan area with truck restrictions. The Sector Plan endorses two total lanes of traffic on Little Falls Parkway.” Draft EA p. 28.

This paragraph must be stricken. First, the Westbard Sector Plan does not cover the southwestern part of Montgomery County; it covers a specific area specifically delineated in the plan. Insofar as it includes the Little Falls Parkway, the Sector Plan area ends at Dorset Avenue. See Westbard Sector Plan p.35, Exhibit C hereto p. 2 (note Westbard Plan Boundary line in the figure). The Sector Plan does not include the segment of the Little Falls Parkway north of Dorset Avenue that is at issue here. Simply put, it is not within the ambit of the Sector Plan.

Second, the Sector Plan does not endorse “two total lanes of traffic on Little Falls Parkway,” as the draft EA asserts. There is not a single sentence within the Sector Plan itself that mentions or supports changing Little Falls Parkway north of Dorset Avenue (or River Road for that matter) from four to two lanes. In Montgomery County, Sector Plans (a type of master plan for a specific area) commonly go through a multi-step process, including a public hearing draft, a Planning Board draft and a final version. In the Public Hearing Draft of the Westbard Sector Plan (Aug. 2015), the table on Roadway Classifications (Table 2.3.1, p. 29) does not mention the Little Falls Parkway. Exhibit A hereto p. 2; [WestbardPublicHearingDraft.pdf \(montgomeryplanning.org\)](#). In the Planning Board Draft (Dec. 2015), the table on Roadway Classifications (Table 2.3.1, p. 29) similarly does not mention the Little Falls Parkway. Exhibit B hereto p. 2; [WestbardPlanningBoardDraft-Final12.21web.pdf \(montgomeryplanning.org\)](#). The Little Falls Parkway appears in the Sector Plan final version’s Table on Roadway Classifications, Table 2.4.1: Little Falls Parkway, “within the limits of Dorset Avenue to Massachusetts Avenue,” target speed of 35 mph, 2 lanes. In contrast to the draft EA’s language, the Sector Plan does not say two “total” lanes. Exhibit C hereto p. 3; ([westbard_for_web9.1.pdf \(montgomeryplanning.org\)](#)) “Total” is a new word not in the adopted Westbard Sector Plan, added as a Montgomery Parks wish list item in the draft EA. There was no discussion or suggestion of a change in the number of lanes, which I know because I was heavily involved in the Westbard Sector Plan.

The Appendix to the Sector Plan ([WestbardAppendixCurrent.pdf \(montgomeryplanning.org\)](#)) contains the following explanation for the two “2” lanes on Table 2.4.1 of the final plan: “The road has *two divided travel lanes in each direction north of River Road and one undivided travel lane in each direction from River Road to Massachusetts Avenue.*” Sector Plan Appendix p. 32. Exhibit D hereto p. 2 We know beyond doubt that the two divided lanes north of River Road

amount to four roadway lanes. The Appendix goes on to say on modeling: “No modifications were made to the local road network as the existing roads contained the number of travel lanes called for in the currently approved 1982 Westbard Sector Plan. Additionally, no modifications were made to the current or future transit networks in the model. The Traffic Analysis Zones (TAZs) structure of the model in the study area remained intact as it was determined that the TAZs were sufficient to forecast vehicle trips resulting from the proposed changes in land use.” Sector Plan Appendix p. 40, Exhibit D hereto p. 3.

On a similar note, there is a partial statement that four total travel lanes are no longer necessitated. (draft EA p. 8) This lacks a citation. Importantly, whatever the future of the Little Falls Parkway between River Road and Dorset Avenue, including the number of lanes, that should be addressed based on the facts in the future, and not in the instant EA.

The paragraph on the Westbard Sector Plan and the sentence on p. 8 of the draft EA should be stricken.

B. Other Plans.

Thrive Montgomery 2050. The draft EA says “Thrive establishes a commitment to improving connectivity and safety through alternate means of transportation, including conversion of “existing traffic lanes and on-street parking to create space for walkways, bikeways, and street buffers with landscaping and street trees.” EA p. 28. I respectfully suggest that draft EA makes too much of this. Conversions of lanes are not automatic. They must make sense based on competing needs and matters such as safety. One need look no further than Montgomery’s Tuckerman Lane project, in which bike lanes were installed then removed, to realize this.

Out of candor, it should be noted that Montgomery County’s Bicycle Master Plan does not include the proposed Build project. The approved bicycle network Bicycle Master Plan (mcatlas.org), as I read it, does not show a bicycle path on Arlington Road south of Bradley Boulevard to the Little Falls Parkway.

V. In Resource Topics Retained for Detained Analysis, the Draft EA Does Not take the Required Hard Look at Public Health & Safety.

Before turning to the draft EA discussion on Public Health and Safety (draft EA pp. 38 – 41), it is noteworthy that the draft EA does not adequately describe the proposed Build Alternative, as explained at pages 1-2 of these comments. Therefore, the EA rests on an incomplete and inadequate foundation. And given that the Build Alternative is not fairly described, the public health and safety consequences are not adequately discussed.

For better or worse (actually, worse), local residents have had a lot of experiences with Montgomery Parks’ reconfigurations of the Little Falls Parkway between Dorset Avenue and Arlington Road. These experiences, often problematic, have arisen with both Montgomery Parks Phase I reconfiguration (May 2022 – Nov. 2022) and Phase II reconfiguration (Nov. 2022 – present) of that section of the Parkway.

Two of the main shortcomings with the draft EA, as it addresses health and safety, are (A) that it does not address the many real world safety problems presented by a reconfigured Little Falls Parkway and (B) the discussion in the draft EA, such as it is, is incomplete or erroneous.

Real world safety problems presented by a reconfigured Little Falls Parkway

In their EA scoping comments, a number of local residents raised questions about so-called “improvements” to the Parkway.

For example, Leanne Tobias said:

The following specific safety concerns cited in public testimony and at community meetings should be examined by NCPC in the EA:

1. Safety problems for southbound bicyclists where the proposed dual direction “Buffered Bike Lane” ends at Dorset Avenue. (The new bike lane would be installed in the southbound, westernmost lane of Little Falls Parkway from the Capital Crescent Trail to Dorset Avenue and would serve as an alternate route for bike riders coming southbound from Bradley Boulevard or for those riding north or south on the Capital Crescent Trail.)

a) To turn right from Little Falls Parkway and bike along to the Capital Crescent Trail, some 400 feet from the Parkway, is not a safe situation for bicyclists. Dorset Avenue at Little Falls Parkway is a major entrance/egress for vehicles into the Kenwood community. If bicyclists are encouraged to share 400’ of roadway with cars by virtue of the proposed plan, this creates a major safety hazard. If a collision happens on this short segment of roadway, at some point the responsibility will fall to the Montgomery County of Transportation, not to the Parks Department.

b) Existing infrastructure is insufficient to ensure the safety of bicyclists attempting to access the Capital Crescent Trail via Dorset Avenue. Dorset Ave to the west of the Little Falls Parkway and then to the Capital Crescent Trail has lanes that are only about 12’ wide – not wide enough for a bike lane. There is a sidewalk on the south side of Dorset Avenue, but it is only 47” wide before the driveway to Kenwood House Co-op Residences and shrinks to 44” thereafter. On the north side of Dorset Avenue, the path along a 43”-wide segment between the curb and private property is bisected by a driveway to several private homes, and is insufficient for the needs of bicyclists. The insufficiency of existing infrastructure is heightened when one considers that sidewalks are expected to be shared by bicyclists and pedestrians.

2. Safety problems for southbound vehicle drivers at the right turn from Little Falls Parkway to Dorset Avenue. A driver turning right onto Dorset Avenue from the southbound lane of Little Falls Parkway may not be able to see a bicyclist, who will also be turning right to access the Capital Crescent Trail. At the scoping meeting, someone asked if a signal, specifically for bikes turning right into the Kenwood community could be installed. The response from Kyle Lukacs of the Parks Department was concerning, “As we get into detailed design, we’ll look at how bikes transition. . . . Bike signals can be challenging with right-turning cars, but we’ll look into making bike connectivity as safe and as well-functioning as possible.” The objective should be to make this transition safe—not a substandard “as safe as possible.” And safety should be for everyone –

walkers, bikers and drivers. Anything less is an abrogation of responsibility by the Parks Department.

3. Inadequate directional signage differentiating the northbound middle lane for Little Falls Parkway from the right turn into the Somerset neighborhood at the intersection of Little Falls Parkway and Dorset Avenue. This flaw wrongly positions drivers who wish to proceed north along Little Falls Parkway, leading to greater accident risk.

4. The inability to make left-hand turns from both the northbound and southbound lanes at Little Falls Parkway and Dorset Avenue. These conditions increase the risk of accidents.

5. Inadequate turning radius for right turns from the east side of Dorset Avenue into northbound through traffic on Little Falls the parkway.

6. Inadequate differentiation for the proposed northbound emergency vehicle lane at Dorset Avenue. With only armadillo lane delineators and striping to distinguish the proposed northbound emergency lane, will drivers unfamiliar with the Parkway realize this is not a through lane? Will pedestrians realize this is not a walking path? These concerns need to be assessed in the EA.

7. Heightened potential for collisions in the vicinity of Little Falls Parkway and Hillandale Road deriving from the proposed removal of pavement on Little Falls Parkway in front of Bethesda Pool.

8. Heightened potential for collisions and conflict between walkers and vehicles at Little Falls Parkway near Hillandale Road due to the possible closure of entry and/or exit points because of the proposed road narrowing.

9. Insufficient parking for the Bethesda Pool, resulting in illegal parking on grassy areas. This already occurs on summer weekends along the grassy area by the pool on the north side of Hillandale Road. It is probable that people will do the same along the grassy area that the Parks Department proposes to install along Little Falls Parkway in the vicinity of Hillandale Road. This probability is likely to undercut any recreational value or connectivity improvements associated with the grassy area and may increase the risks of collisions between vehicles and pedestrians.

10. Need for better sidewalks between the north side of Arlington Road, the Bethesda Pool parking lot, Fairfax Drive and the Fairfax Court Apartments. Better sidewalks in these areas are needed to ensure better and easier connections for children and their parents to safely visit nearby parks and recreation facilities.

11. Need for a dedicated right-turn lane and a “No Right Turn on Red” sign from Little Falls Parkway to Arlington Road. Community members believe that these improvements would reduce the risk of accidents and protect pedestrians without impeding traffic flow.

* * *

Maurene Shuler of Kenwood said: the intersection of Dorset and the LFP has become considerably more dangerous.

* * *

David Forman, Chair, Citizens Coordinating Committee on Friendship Heights, said:

It should be noted, however, that the 2022 pedestrian accident [12/1/22 at CCT crossing of LFP] took place **after** the Parks Department instituted Phase I of its pilot project to expand the LFP road diet from Hillandale Road south to Dorset Avenue. It is therefore unclear that extending the LFP road diet south from Hillandale Road to Dorset Avenue, as proposed in Parks' latest plan, will itself enhance safety at the intersection of Little Falls Parkway and the Capital Crescent Trail. The EA should therefore carefully examine the safety improvements proposed for the Capital Crescent Trail to ensure that safety is truly improved for Trail users, consistent with Montgomery County's Vision Zero goals.

Conditions at Intersections from Arlington Road to Dorset Avenue

While the 2024 Parks proposal focuses on conditions along LFP **between intersections**, it should be noted that an estimated two-thirds of the collisions on Little Falls Parkway between Arlington Road to Dorset Avenue (the area of the 2017 and proposed 2024 road diets) occur **at intersections**. Between 2015 and 2022, 30 of the 45 collisions on Little Falls Parkway (67%) occurred at the Dorset Avenue, Hillandale Road and Arlington Road intersections:

- The intersection of Little Falls Parkway and Arlington Road has been most problematic – 16 minor and 1 serious crash there, with 5 bicyclists and 1 pedestrian involved in those incidents.
- The intersection of Little Falls Parkway and Dorset Avenue is another crash-prone area with 9 incidents between 2015-2022. Two of those crashes involved bicyclists, but all of the collisions resulted in minor injuries.
- The intersection of Little Falls Parkway and Hillandale Road was the site of 4 accidents. Conditions on Hillandale Road are discussed in greater depth below.

Because LFP accidents are most prevalent at intersections, the EA should evaluate whether the 2024 Parks proposal sufficiently addresses safety needs in those areas

Connectivity and Safety Northbound

Northbound along LFP from River Road the safety issues are again at the intersections. These safety issues are exacerbated or not addressed in the Parks proposal.

Dorset Avenue. At Dorset Avenue, there are numerous vehicles that turn into the right lane as if to turn right into Somerset, only to realize they need to be in the middle lane to continue on LFP. The signs for the right turning lane at Somerset need to be placed earlier so that drivers know to be in the middle through lane.

In addition, at a March 19, 2024 community meeting sponsored by CCCFH and held at Somerset School, with Mr. Lukacs and Mr. Tsai of the Parks Department, several community members complained about the inability to make left-hand turns from both the north and southbound lanes of LFP at Dorset Avenue, even though there are left-turn lanes. With through traffic in each direction corralled into one lane, during peak travel hours there is rarely a break in traffic from

the opposite direction while the traffic signal is green, and consequently it's difficult for drivers to make left turns safely. Timing for signals is important in this case in order to prevent collisions and meet the Vision Zero goals of the County. But signals alone cannot solve all the problems, as an unintended consequence of an iterative signal sequence is traffic backups, which are both problematic and spawn unsafe driving.

In addition, several residents of Somerset complained about the turning radius to make a right-turn from the east side of Dorset Avenue into northbound through traffic onto the parkway. With only armadillo lane delineators and striping to distinguish between the closed off northbound lane which is intended to be used only for emergency vehicles, will drivers unfamiliar with LFP realize this is not a through lane? Will pedestrians realize this is not a walking path? These concerns need to be assessed in the EA.

Hillandale Road. Moving further north, at Hillandale Road, there were only 4 collisions from 2015-2022, all occurring between 2018-2020. There is concern, however, that with the removal of pavement on LFP in front of the pool and the narrowing and possible closure of the entrance/egress along LFP for emergencies only, more collisions near or along Hillandale could result. The EA should evaluate these conditions, as well as alternatives to ensure the safety of entrances and exits to the Bethesda Pool. Separating entrances and exits might enhance safety, and entrance and exit points should not interfere with the lane narrowing for the CCT road diet to minimize the possibility of conflicts between walkers and vehicles.

As has been pointed out to Parks, many people walk from the Little Falls Trail on the south side of Hillandale to the pool and through the pool parking lot to make the connection with the CCT. This connection, they've complained, is not safe. Could a sidewalk along the edge of the pool property along Hillandale, coming around the corner to LFP where pavement will be removed and then connecting to the CCT path provide this safe haven for walkers? Although not specifically in the Parks Department proposal, if safety is a priority, this should be seriously considered. As it is now, on busy weekends during the summer, people park along the grassy area by the pool on the north side of Hillandale. What will prevent people from doing the same along the grassy area the Parks Department plans on developing along LFP? These problems need to be examined in the EA.

Arlington Road. Arlington Road and the LFP intersection are where most of the collisions occur between vehicles, bikers and pedestrians. While the Parks Department has talked about better connectivity between the CCT and the pool and the parking lot for the Little Falls Stream Valley field just north of Arlington Road, for safety reasons community members have again asked if a sidewalk from the north side of Arlington Road could extend along the edge of the parking lot and continue to Fairfax Drive and the Fairfax Court Apartments. If the objective of Parks is to provide connections for community members to go to nearby parks and recreation facilities, then the connections should be easy and safe for children accompanied by their parents.

The intersection at LFP to Arlington Road also offers some challenges for drivers. Although the Parks Department plans on providing a right turning lane, they claim that 6-7 cars could stack in that area. Community members viewing this intersection do not see more than four cars stacking between this intersection and the enhanced CCT crossing. There was also discussion at the

March 19 meeting of putting a “no right turn on red” sign at this intersection to allow walkers to safely cross. How any of these changes will affect both traffic congestion and safety needs to be carefully studied both now and after implementation and changes should be made as appropriate to ensure pedestrian safety and a smooth flow of traffic.

* * *

Lloyd Guerci, said, in part (for complete discussion in his comments, see Appendix E to draft EA):

The Environmental Assessment (EA) should address traffic safety concerns, and in so doing, include both a full rendering of data and a description of credible experiences that, although having not resulted in crashes, demonstrate dangerous conditions.

Safety of users– pedestrians, joggers and bicyclists - of the Capital Crescent Trail as it crosses the Little Falls Parkway.

The EA should discuss the current and anticipated use of the heavily used Capital Crescent Trail at and near the Little Falls Parkway, the potential impacts of the alternative(s), and proposed measures, if any, to avoid or reduce adverse impacts to the Trail’s users. The safety of Trail users has been and remains a key concern. The EA should present and discuss data on crashes, a death and injuries, and previous assessments by Montgomery Parks. The EA should address the human factors problems with the current absence of a safety refuge island in the Capital Crescent Trail between the northbound lane and southbound lane of the Little Falls Parkway. And, given the numbers of Trail users, it should discuss the need for a substantial refuge island.

Safety of intersection of Little Falls Parkway and Arlington Road.

The EA should discuss the safety of the intersection of Little Falls Parkway and Arlington Road, under at least several scenarios.

Safety of segment of Little Falls Parkway between Hillandale Road and Dorset Avenue

The EA should discuss the safety of the Little Falls Parkway between Hillandale Road and Dorset Avenue.

Safety of intersection of Little Falls Parkway and Dorset Avenue and the area of the Parkway north of that intersection.

The EA should discuss the safety of intersection of Little Falls Parkway and Dorset Avenue, under at least several scenarios. These include . . . the safety problems encountered by northbound vehicles on the Parkway turning left into Dorset Avenue (toward Kenwood), the safety problems encountered by southbound vehicles on the Parkway turning left into Dorset Avenue (toward Somerset), and the safety problems encountered by westbound vehicles on Dorset Avenue turning right onto the Parkway (to go north toward the Bethesda pool).

Safety of Bethesda Pool Traffic and Parking Lot

The EA should discuss traffic safety at the Bethesda pool. The EA should at a minimum discuss the alternatives of two-way traffic into/from the pool parking lot from/to the Parkway, one way traffic into the parking lot from the Parkway, one way traffic from the parking lot onto the

Parkway, and the impacts of proposed changes to the Parkway entrance/exit on traffic onto and on Hillandale Road, including turns into the pool parking lot from Hillandale Road.

Safety of Connection of Little Falls Stream Valley Park Parking Lot to the Capital Crescent Trail

The EA should discuss pedestrian safety in travelling *from* Montgomery Parks' parking lot on the Parkway, north of Arlington Road *to* the Capital Crescent Trail. Montgomery Parks' parking lot appears at the far left, lower part of the page in the drawing Appendix A Little Falls Parkway - Arlington Road to Dorset Avenue (Updated based on 11/27/23 PHP Committee Meeting), which is after page 14 of the Project Plan, as linked on the NCPC website.

Safety of the protected shared use path connection from north of Arlington Road to the Capital Crescent Trail and of the buffered bike lane from Capital Crescent Trail to Dorset Ave in former right, southbound lane of Little Falls Parkway

The EA should evaluate the safety and utility of both the proposed protected shared use path connection from north of Arlington Road to the Capital Crescent Trail and the buffered bike lane from Capital Crescent Trail to Dorset Ave in former right, southbound lane of Little Falls Parkway. It should consider alternative safety mechanisms to and within the proposed six-foot-wide buffer zone of the Buffered Bike Lane along the road length from the Capital Crescent Trail to Dorset Avenue. In addition, the EA should evaluate the safety of right turns from the buffered bike lane at its southern terminus, eastward onto Dorset Avenue.

Safety related to Little Falls Trail

The EA should evaluate the safety of the Little Falls Trail at the intersection of Little Falls Parkway and Dorset Avenue and at Hillandale Road. Connectivity to the pool is important and less than ideal.

In addition, local resident Sharon Whitehouse said in EA scoping comments: "Careful attention should be given to the turn lanes at Dorset Ave. and Arlington Rd. to make them safe for pedestrians to cross, but further signaling that produces further delays on a road that is already slow enough for vehicles to pass should not be created."

But Montgomery Parks has not responded, at least in any detailed, meaningful way, to that comment, or others.

Margaret Hennessey noted safety problems near the Bethesda Pool and Arlington Road.

Carl Becker presented video evidence of safety problems.

The Discussion of Safety in the Draft EA

The draft EA says: “Little Falls Parkway is heavily used by bicyclists and pedestrians. During the Open Parkways Program Little Falls Parkway saw an average of 544 users per day.” p. 38. This statement, cast in the present tense in the draft EA, is factually wrong. The conditions in the Open Parkways/Covid pandemic era have not existed for quite a while and no longer exist.

In the EA scoping comments, numerous local residents with real knowledge commented on the sparse use of the Parkway by pedestrians/bicyclists in 2024. These included:

- Larry Semakis
- Asimina Coroneos
- Jackson Bennett
- Linda Kirvan
- Dan Ginolfi
- Elizabeth Katz
- Naomi Spinrad
- Patricia Johnson

The following real-world eyes-on-the-parkway survey data was presented by Lloyd Guerci:

Little Falls Parkway users other than motor vehicles Counts of walkers/joggers/runners/cyclists on the Little Falls Parkway on 1/10/2024. Location of counts/people counted: counts were of people on the Parkway crossing in front of the Bethesda pool. Human counters sat in their motor vehicles, in the Bethesda Pool parking lot, facing the Little Fall Parkway. If a counter noticed that an individual crossed in front of the counter more than once, that person was counted as one user.		
Time period	Number of walkers/joggers/runners	Number of cyclists
7:52 am to 9 am	3	2
9 am to 10 am	3	1
10 am to 11 am	2	
11 am to noon	2	
Noon to 1 pm	1	1
1 pm to 2 pm	2	
2 pm to 3 pm	3	
3 pm to 4 pm	4	1
4:00 to 4:30 pm	5	
TOTAL	25	5

The draft EA refers to “additional pedestrian/bicycle safety measures” (p. 39) but does not appear to identify them.

A major shortcoming is that the draft EA does not identify the “Intersection safety improvements” (see p. 1 above) or address how they will or will not address serious safety problems identified by EA scoping commenters including Leanne Tobias, David Forman, Carl Becker, Sharon Whitehouse, Naomi Spinrad and Lloyd Guerci. (*see pp. 7-13 above*)

The draft EA also refers to “traffic calming measures” [plural] (p. 39) but does not appear to identify and document them except elsewhere as to the reduction of the number of road way lanes from four to two.

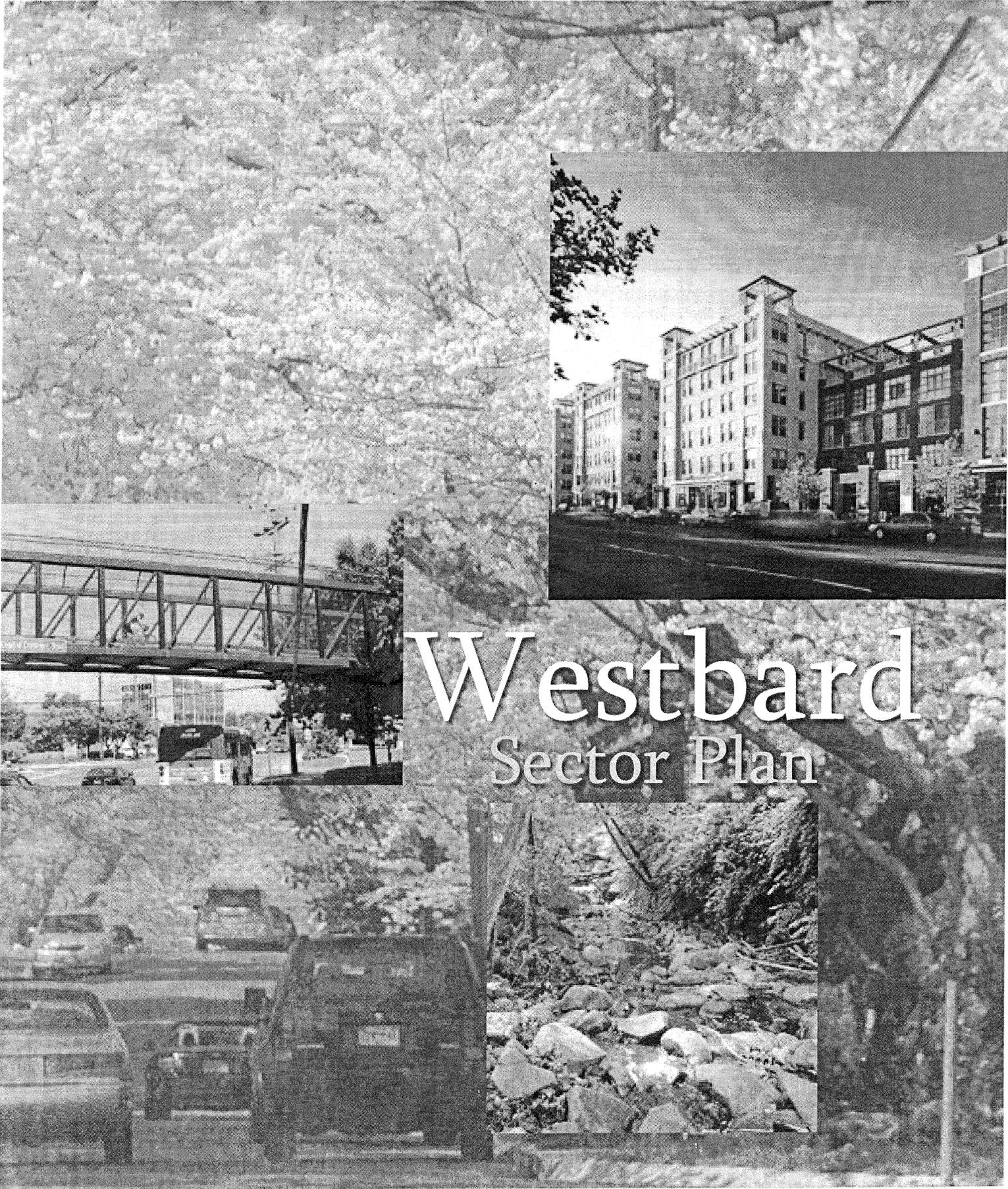
The draft EA says the “Pilot Program has resulted in substantial crash reductions along the parkway and at the CCT crossing. Since the raised crosswalk was installed in 2020, no crashes have been reported at the CCT crossing, as compared to six crashes in 2016 alone.” p. 39. But 2016 was before the road diet on the LFP and there were no crashes in 2020 and 2021, which were before the Phase I reconfiguration. Cause and effect are not what Parks seemingly makes them out to be.

The draft EA says, “as shown in the table above (Figure 8), the number of CCT crashes has decreased from six to zero (which represents a 100% decrease), and this trend would be expected to continue under the build condition.” But figure 8 is a photo and once the number has decreased to zero, a downward trend cannot be continued.

The draft EA concludes “Overall, the “Build” alternative is expected to have a moderate, long-term, beneficial impact with respect to public health and safety.” P. 41. But as noted above, the No Build alternative is improperly cast, and Montgomery Parks continues to decline to evaluate and answer basic question about safety problems, particularly at intersections.

Respectfully submitted,

Lloyd S. Guerci
4627 Hunt Ave.
Chevy Chase, MD 20815



Westbard Sector Plan

Exhibit A

Public Hearing Draft August 2015

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Table 2.3.1: Roadway Classification

Designation	Roadway	Limits
Major Highway		
M-2	River Road (MD 190)	W. Sector Plan Boundary to E. Sector Plan Boundary
Minor Arterial		
MA-5	Westbard Avenue	Westbard Circle to Massachusetts Avenue
Business District		
B-1	Ridgefield Road	Westbard Avenue to River Road
B-1	Westbard Avenue	Ridgefield Road to Westbard Circle
B-2	New Connector Road	River Road to Westbard Avenue
B-3	Landy Lane	River Road to Little Falls Parkway
B-4	Clipper Lane	River Road to Little Falls Parkway

Westbard Avenue extended/Ridgefield Road (B-1)

(100-foot minimum right-of-way; Westbard Circle to River Road):

Westbard Avenue, a business district street, heading toward River Road should be reconfigured to prioritize the traffic movement from Westbard Avenue to Ridgefield Road, instead of Ridgefield Road to River Road. This reconfiguration would create Westbard Avenue extended that would connect directly with River Road. Ridgefield Road would be reconfigured and would no longer connect directly to River Road. Westbard Avenue should be studied to evaluate the feasibility and implementation of on-street, off-peak parking. Special consideration should be given to implementation of on-street parking on weekends and whether this weekend parking could be accommodated due to the retail and residential demands during those days.

Westbard Avenue should contain the following elements within the right-of-way:

- Travel Lanes: Two, 10-11-foot-wide lanes per direction.
- Median: None.
- Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track) on each side of the road with a buffer from traffic.
- Landscape Buffer: To accommodate street trees.
- Sidewalks: 15-foot-wide at a minimum.

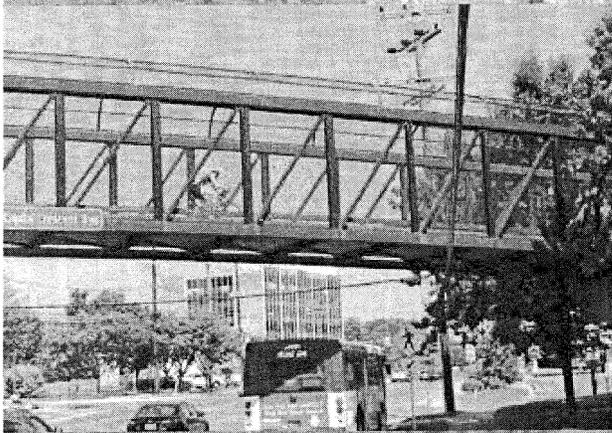
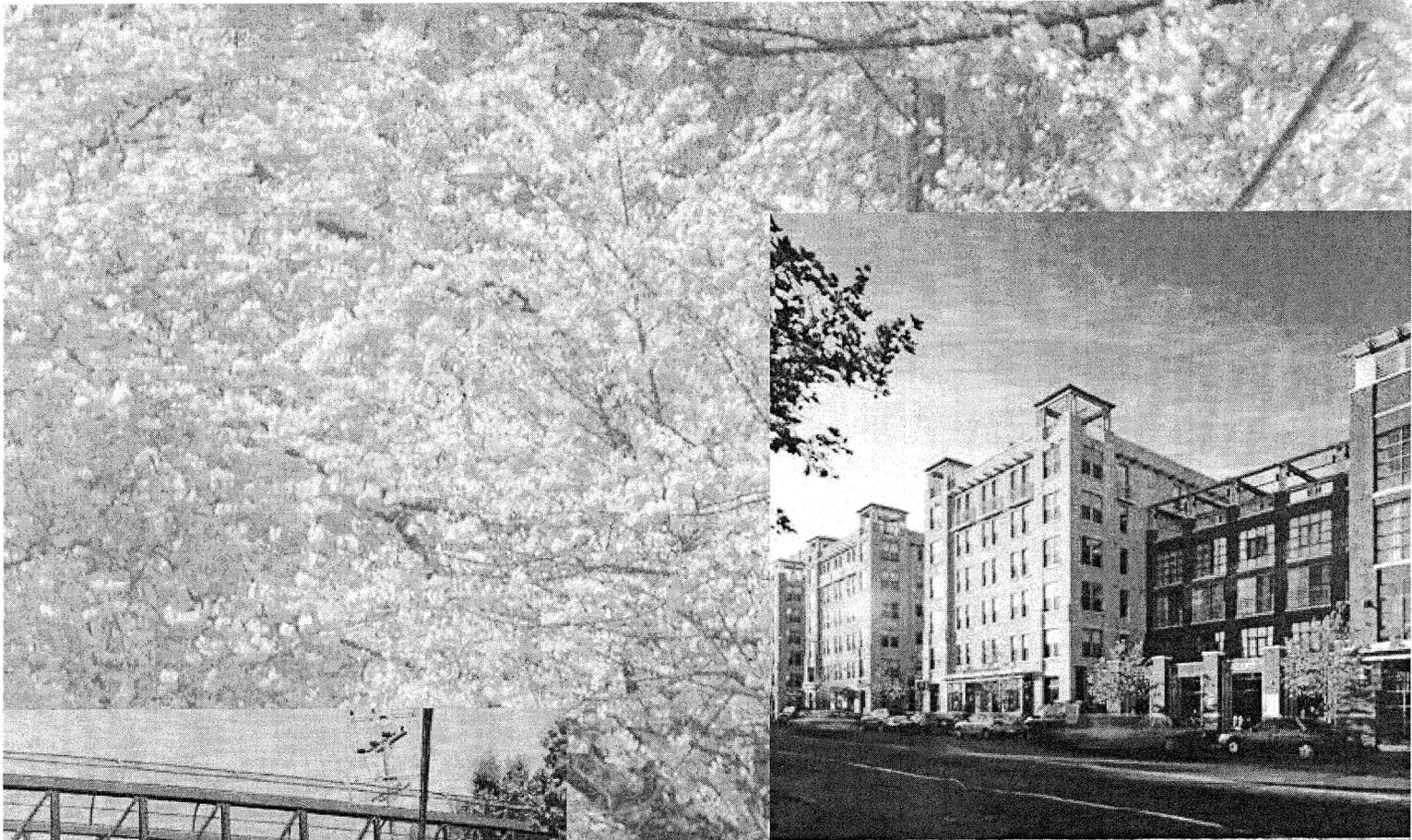
New Connector Road (B-2)

(52-foot minimum right-of-way; Westbard Avenue to River Road):

This business district street would improve local connectivity and contribute to providing a parallel route to Westbard Avenue. The street would serve local developments as well as provide a more direct connection to destinations on River Road on the west side of the Capital Crescent Trail (CCT). It would also provide for access to the CCT directly from Westbard Avenue. This street should align opposite intersections and consolidate adjacent driveways to the extent practicable at the time of implementation. Final road alignment and design should minimize conflicts between automobiles and park and trail users. The design and alignment of the road should be context sensitive to minimize impacts on existing and proposed parkland. If an alignment is chosen that runs adjacent to the CCT, then a high visibility pedestrian/ bicycle crossing should be implemented that signifies a major trail connection.

Westbard Avenue should contain the following elements within the right-of-way:

- Travel Lanes: one, 10-11-foot-wide lane per direction.
- Median: None.
- Bikeways: On-street.
- Parking: On-street on the west side.
- Landscape Buffer: To accommodate street trees.
- Sidewalks: Minimum 5-foot-wide.



Westbard Sector Plan



Exhibit B

Planning Board Draft December 2015

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Table 2.3.1: Roadway Classification

Designation	Roadway	Limits	Minimum Right-of-Way	Lanes
Major Highway				
M-2	River Road (MD 190)	W. Sector Plan Boundary to E. Sector Plan Boundary	110'	4
Minor Arterial				
MA-5	Westbard Avenue	Westbard Circle to Massachusetts Avenue	74'	4
Business District				
B-1	Ridgefield Road	Westbard Avenue to River Road	100'	4
B-1	Westbard Avenue	Ridgefield Road to Westbard Circle	100'	4
B-2	New Connector Road	River Road to Westbard Avenue	52'	2
B-3	Landy Lane	River Road to Little Falls Parkway	60'	2
B-4	Clipper Lane	River Road approximately 300' north	60'	2

Westbard Avenue extended/Ridgefield Road (B-1)

(100-foot minimum right-of-way; Westbard Circle to River Road):

Westbard Avenue, a business district street, heading toward River Road should be reconfigured to prioritize the traffic movement from Westbard Avenue to Ridgefield Road, instead of Ridgefield Road to River Road. This reconfiguration would create Westbard Avenue extended that would connect directly with River Road. Ridgefield Road would be reconfigured and would no longer connect directly to River Road. Westbard Avenue should be studied to evaluate the feasibility and implementation of on-street, off-peak parking. Special consideration should be given to implementation of on-street parking on weekends and whether this weekend parking could be accommodated due to the retail and residential demands during those days.

Westbard Avenue should contain the following elements within the right-of-way:

- Travel Lanes: Two lanes per direction.
- Median: None.
- Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track) on each side of the road with a buffer from traffic.
- Landscape Buffer: To accommodate street trees.
- Sidewalks: 15-foot-wide at a minimum.

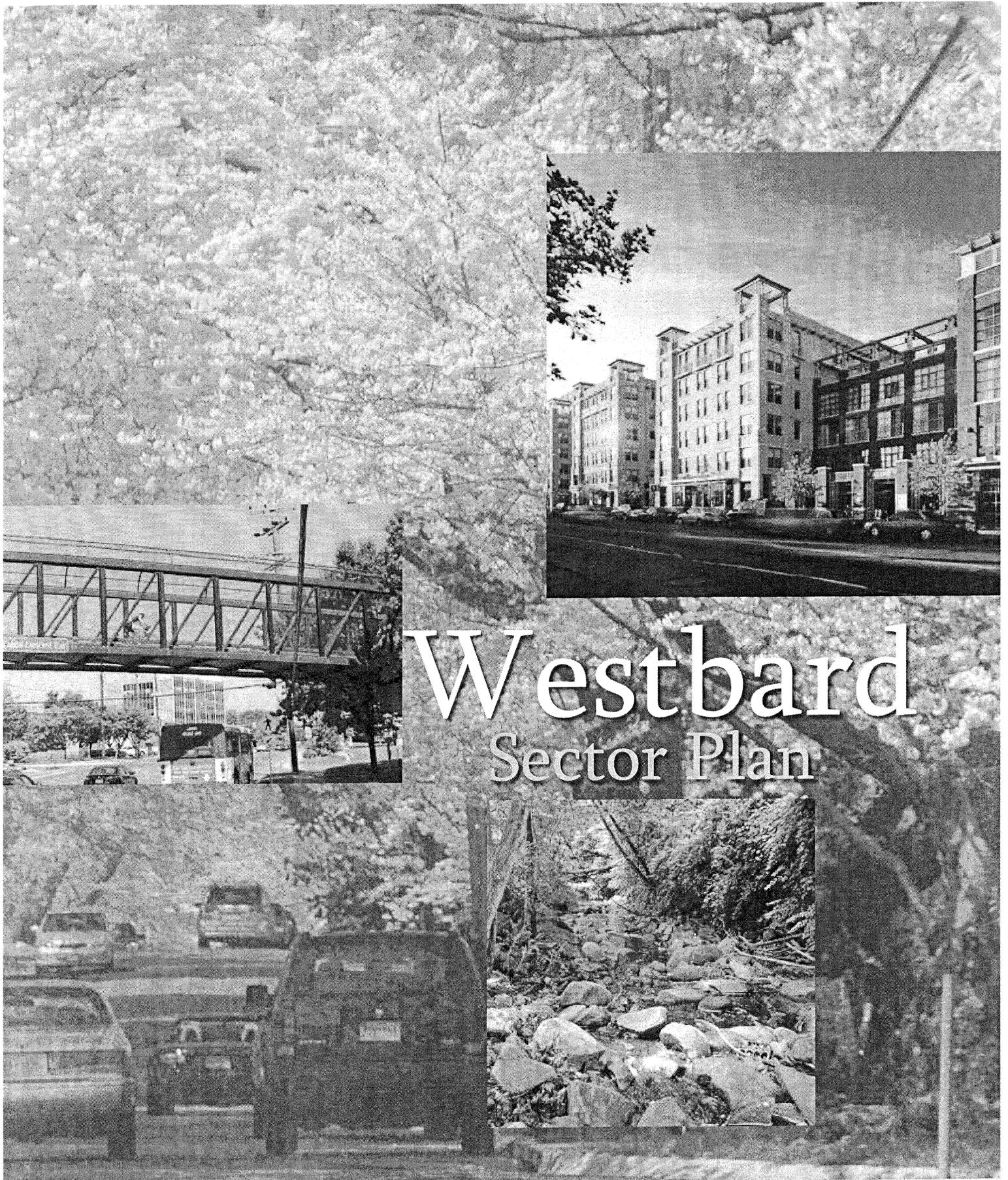
New Connector Road (B-2)

(52-foot minimum right-of-way; Westbard Avenue to River Road):

This business district street would improve local connectivity and contribute to providing a parallel route to Westbard Avenue. The street would serve local developments as well as provide a more direct connection to destinations on River Road on the west side of the Capital Crescent Trail (CCT). It would also provide for access to the CCT directly from Westbard Avenue. This street should align opposite intersections and consolidate adjacent driveways to the extent practicable at the time of implementation. Final road alignment and design should minimize conflicts between automobiles and park and trail users. The design and alignment of the road should be context sensitive to minimize impacts on existing and proposed parkland. If an alignment is chosen that runs adjacent to the CCT, then a high visibility pedestrian/ bicycle crossing should be implemented that signifies a major trail connection.

Westbard Avenue should contain the following elements within the right-of-way:

- Travel Lanes: one, 10-11-foot-wide lane per direction.
- Median: None.
- Bikeways: On-street.
- Parking: On-street on the west side.
- Landscape Buffer: To accommodate street trees.
- Sidewalks: Minimum 5-foot-wide.



Westbard Sector Plan

Exhibit C

Approved and Adopted • July 2016

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Figure 2.4.1: Roadway Classifications

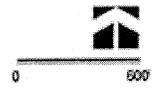
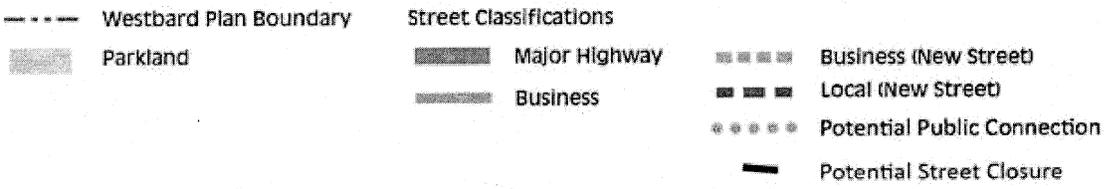
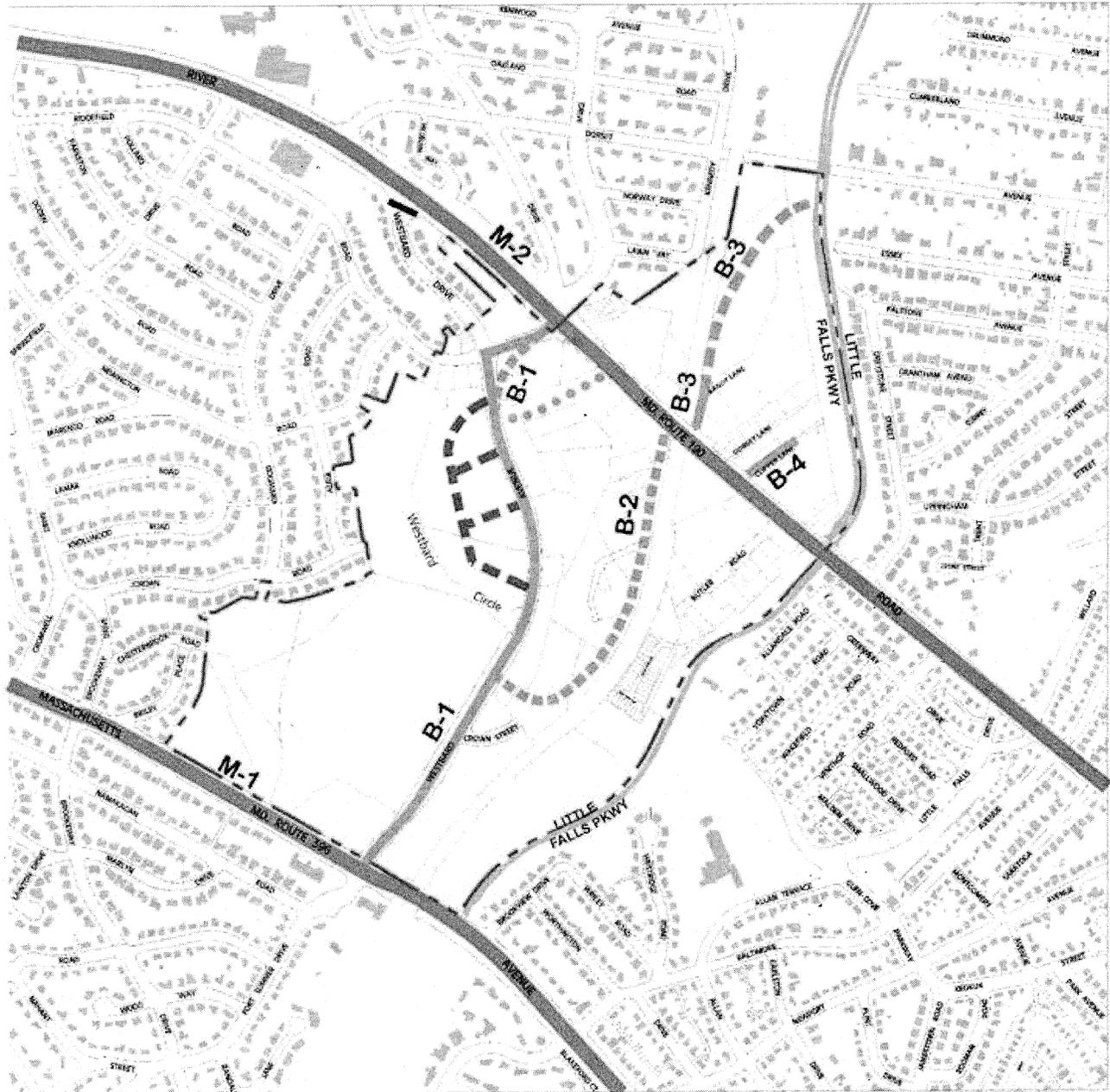


Exhibit C p. 2

Table 2.4.1: Roadway Classifications

Designation	Roadway	Limits	Minimum Right-of-Way	Target Speed	Lanes
Major Highway					
M-2	River Road (MD 190)	W. Sector Plan Boundary to E. Sector Plan Boundary	110'	30 mph	4
Business District					
B-1	Ridgefield Road	Westbard Avenue to River Road	100'	25 mph	4
B-1	Westbard Avenue	Ridgefield Road to Westbard Circle	110'	25 mph	4
B-1	Westbard Avenue	Westbard Circle to Massachusetts Avenue	74'	25 mph	4
B-2	New Connector Road	River Road to Westbard Avenue	54'	25 mph	2
B-3	Landy Lane	River Road to Little Falls Parkway	54'	25 mph	2
N/A	Little Falls Parkway	Dorset Avenue to Massachusetts Avenue	N/A	35 mph	2

connect directly with River Road. (Ridgefield Road would be reconfigured to tee into reconfigured Westbard Avenue extended. The block of Westbard Avenue south of River Road would tee into Ridgefield Avenue.) Westbard Avenue should be studied to evaluate the feasibility and implementation of on-street, off-peak parking. Special consideration should be given to implementation of on-street parking on weekends and whether this weekend parking could be accommodated due to the retail and residential demands during those days.

Westbard Avenue should contain the following elements within the right-of-way:

- Travel Lanes: Two lanes per direction.
- Median: 6-foot wide for pedestrian refuge; mountable curb/load bearing construction for emergency access.
- Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track) on each side of the road outside of the curb to provide a buffer from traffic.
- Landscape Buffer: To accommodate utility poles.
- Sidewalks: 13-foot-wide at a minimum, except in the realigned portion where they should be 11 feet wide at minimum.

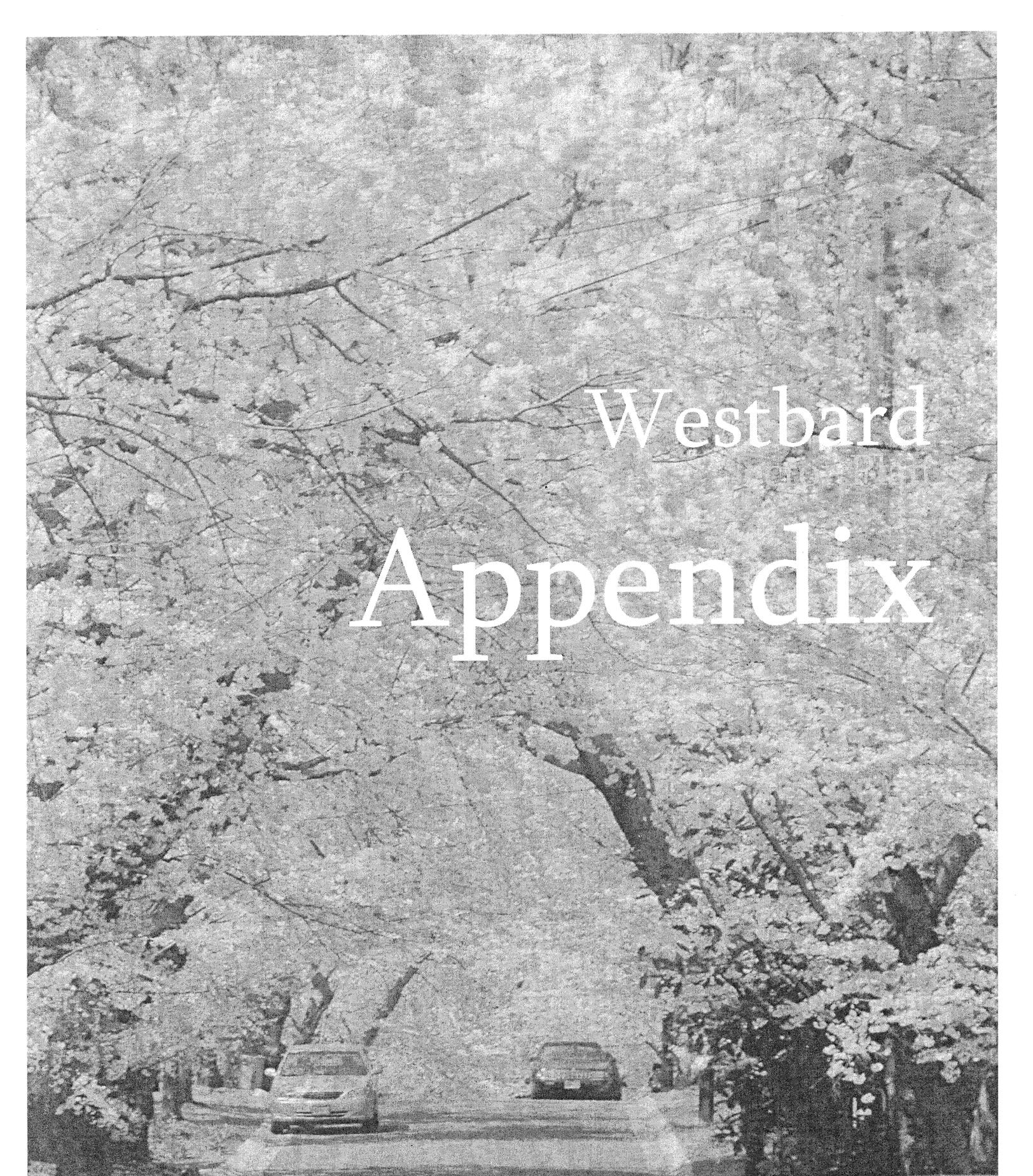
The Montgomery County Department of Transportation should explore whether additional

traffic signals are needed on Westbard Avenue.

Neighborhood Protection: Westbard Avenue (Residential Portion)

This Plan endorses the permanent closure of the residential portion of Westbard Avenue between River Road and Ridgefield Road at the River Road end. The closure should not occur until the existing Westbard Road/River Road intersection is realigned to intersect River Road with a right-angled turn. The closed end should have a 3-inch-high mountable curb to allow emergency vehicles to access the block from River Road. The closed end should be reconstructed to create a turnaround. Action on this closure is predicated on the submittal of a formal neighborhood application for street closure in accordance with Chapter 49 of the County Code, and its subsequent approval by the County Council.

The Department of Transportation and the State Highway Administration should work with the Kenwood community to develop a design and operations plan for the River Road/Brookside Drive intersection that better protects Kenwood from cut-through traffic without restricting safe and convenient access between realigned Westbard Avenue and River Road.



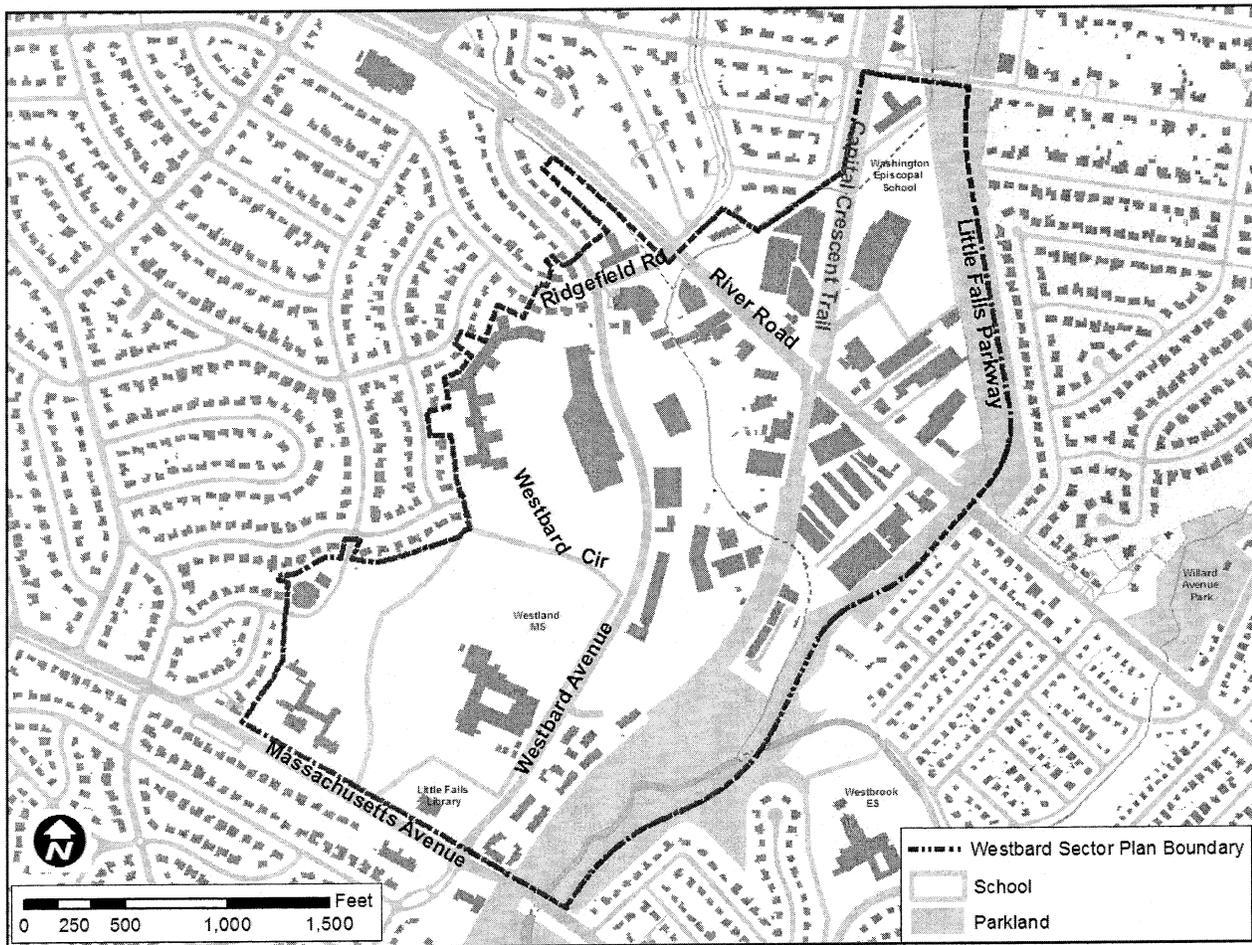
Westbard Appendix

Exhibit D

Approved Draft April 2016
MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Figure B.1: Sector Plan Study Area and Vehicular Access



B.2.2 Major Roadways

River Road (MD 190) is a major highway with two travel lanes in each direction and a center turn lane throughout the majority of the study area. At Ridgefield Road and Little Falls Parkway, the center turn lane becomes a dedicated left turn lane. The current 1982 approved and adopted Westbard Sector Plan calls for a right-of-way of 128 feet.

Massachusetts Avenue (MD 396) is a major road with two travel lanes in each direction. This road is not technically within the Westbard Sector Plan. The 1990 approved and adopted Bethesda-Chevy Chase Master Plan states that the existing right-of-way should be retained at 120 feet.

Westbard Avenue is currently an unclassified road from Massachusetts Avenue to Ridgefield Road. The unclassified segment continues to include Ridgefield

Road from Westbard Avenue to River Road, since these two segments of roadway technically operate as one segment. The road is currently two undivided travel lanes in each direction with a master plan right-of-way of 70 feet.

Little Falls Parkway is a park road owned by the Maryland-National Capital Park and Planning Commission. Since it is a park road, there is no classification, although the intent of the road is to be a park road that has a few access points. The road has two divided travel lanes in each direction north of River Road and one undivided travel lane in each direction from River Road to Massachusetts Avenue.

B.2.3 Intersection Capacity and Roadway Operations

There are a number of ways to measure the quality of service provided by a transportation network. In Montgomery County, the method of measuring

B.3 Travel Demand Forecasting Methodology and Process

The following steps were undertaken to develop peak hour forecasts and conduct operational analysis of plan area intersections. The first section describes the travel demand modeling conducted to generate 2040 daily forecasts and the second outlines the process used to gather existing intersection counts and develop 2040 peak hour forecasts.

B.3.1 Travel Demand Modeling

The Metropolitan Washington Council of Governments (MWCOC) travel demand model version V2.3.52 was used as the basis for forecasting vehicle trips on the road network. The baseline for the model incorporates land use and regional transportation network changes from the Round 8.2 Cooperative Forecasts. Two different analysis years were used to estimate the impacts of the proposed land use change in the Westbard area. The first was year 2015 that established current year conditions, and the second was year 2040 that incorporated background growth, changes from the proposed Westbard Master Plan, as well as nearby master plan proposed changes. Land use verification was also done to ensure that the model incorporated known changes in nearby land uses that were not associated with any proposed Sector Plan changes.

No modifications were made to the local road network as the existing roads contained the number of travel lanes called for in the currently approved 1982 Westbard Sector Plan. Additionally, no modifications were made to the current or future transit networks in the model. The Traffic Analysis Zones (TAZs) structure of the model in the study area remained intact as it was determined that the TAZs were sufficient to forecast vehicle trips resulting from the proposed change in land use.

8002 Kentbury Drive
Bethesda, MD 20814

July 17, 2024

National Capital Planning Commission (NCPC)
401 9th Street, NW
Suite 500N
Washington, DC 20004

Sir/Madam,

I am writing regarding the changes that have been made to the Little Falls Parkway right-of-way over the past several years. I am a long-time resident of Bethesda and have had many reasons over the years to traverse the section of Little Falls Parkway that has been the subject of modifications by Montgomery County. The current configuration is not safe and the proposed plans to restore median separated two-way traffic are inadequate. The Parkway right-of-way should be restored to its original condition, with two lanes heading north and two lanes heading south. This is the safest and most practical configuration and will facilitate movement between the Westbard community and Downtown Bethesda. The Capital Crescent trail parallels the Parkway and there is no need to close a portion of the Parkway to provide a "supplemental" trail.

The Bethesda community did not request any changes to the configuration of Little Falls Parkway, nor was there a transparent public process arranged to solicit community feedback on the unilateral changes made by Montgomery County. The County has, therefore, not demonstrated the need for nor the benefit of, the current or planned reconfiguration.

I strongly encourage the NCPC, pursuant to the requirements of the Capper-Cramton Act, to restore Little Falls Parkway to its original configuration. Thank you for your consideration.

Sincerely,

Andy O'Hare

Comments on the

LITTLE FALLS PARKWAY Vision Zero Environmental Assessment, dated June 18, 2024

As noted in Section 2.1 of the Assessment, the purpose of the proposed modifications to Little Falls Parkway “is to improve safety and reduce the potential for collisions between autos and vulnerable roadways users (bicyclists and pedestrians) crossing or traveling along Little Falls Parkway.” Although it may improve safety somewhat for bicyclists, for a short section of the Parkway, it does not do so for pedestrians and is inconsistent with Vision Zero goals. Indeed, the proposed action is contrary to the evidence from the Planning Board, which indicated that the April 2023 Planning Board Approved Plan would be the safest alternative for bicyclists and pedestrians.

The proposed action eliminates the current, temporary protected path for pedestrians on the Parkway between Hillandale and Dorset. Instead, the proposed action will encourage pedestrians to walk alongside traffic in an unprotected lane separated by low-profile lane separators. (The completely separated bike lanes are intended for bikes only and thus may themselves cause safety concerns for pedestrians who attempt to use them, especially during heavy travel times for bikes and cars.)

In Section 5.3, the Assessment addresses a proposed solution to this safety issue – the April 2023 Planning Board Approved Plan – but determines it to be outside the scope of the Assessment, since the only alternative it will consider to the proposed action is the “No Build” option, which the Planning Board staff indicated was even less safe than the proposed alternative now before the Commission.

Similarly, if Vision Zero were really a consideration, the proposal would also have included changes to the Parkway between Dorset Avenue and River Road. As even the Assessment notes, that portion of Little Falls Parkway will continue to be a four-lane divided highway, where traffic is clocked at as much as 60 mph in a 25-mph zone, by a school, with no protected paths for pedestrians or bicyclists. Still, the Assessment also declines to consider this safety issue.

It is therefore hard to understand the conclusion in Section 8.1 of the Assessment that the proposed action is consistent with Vision Zero requirements. The more apt conclusion would be that the Planning Board clearly proposed the current action because the County Council directed it to do so and the Assessment does not really take safety into account, not because it complies as much as possible with Vision Zero.

To say that this effort meaningfully moves forward with Vision Zero on Little Falls Parkway is not supported by the facts.

John McGrane

1. **Safety:** It is unsafe as it is configured now. It was much safer with 4 lanes open from Hillandale to Dorset and with 2 lanes at the CCT crossing with the wide median reinstated throughout. The future project with the narrowed lanes is unsafe and forces traffic through neighborhoods because of back-ups at rush hours. Fire and Rescue have a difficult time getting around traffic during emergency calls. The lanes that narrow abruptly at Dorset when headed north are dangerous for both converging traffic and those making a left hand turn into Kenwood. The blind bike lane on the right side of traffic heading south at Dorset makes the right hand turn into Kenwood unsafe.

2. **Need:** the continual changes to the Parkway were never needed or asked for by the citizens.

3. **Lack of Democratic Process:** over 5500 people have signed a petition to make LFP safe again, and have been continually ignored. We have had no