

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

Collected by the Washington Area Bicyclist Association



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

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

Montgomery County Resident Signatures = 256

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

Total = 291

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

Montgomery County Signatures

#	First Name	Last Name	City	State	Comments / other intersections to consider for low-cost changes like these
1	Carol	Linden	Bethesda	MD	
2	Mollyann	March	Bethesda	MD	Metropolitan branch crossing at Connecticut avenue.
3	Linda	Blackman	Bethesda	MD	Thank you for making this intersection safer. My husband and I use it quite frequently and I was always worried that no matter what we did we would not be visible to the second lane of traffic. I am so sorry that this older gentleman on his usual fun and healthy ride met with such a tragic end.
4	Mark	Flugge	Bethesda	MD	
5	Jim	Kohlenberger	Bethesda	MD	
6	Ranjit	Teja	Bethesda	MD	
7	David	Sokolower	Bethesda	MD	
8	Sophia	Molina	Bethesda	MD	
9	robin	truitt	Bethesda	MD	
10	Donald	Cuming	Bethesda	MD	
11	Richard	Fisher	Bethesda	MD	
12	Murray	Sacks	Bethesda	MD	
13	Geane	Schubert	Bethesda	MD	
14	Christopher	Gilson	Bethesda	MD	
15	Jan	Bove	Bethesda	MD	
16	Jeremy	Rider	Bethesda	MD	Very dangerous where the Cabin John Trail crosses Tuckerman. Seems like a low cost solution could make it much, much safer. Thanks!
17	Norma	Dugger	Bethesda	MD	
18	Steven	Hockman	Bethesda	MD	
19	Michael	Schoenbaum	Bethesda	MD	The point where the Bethesda Trolley Trail crosses Tuckerman Lane (at the Brighton Gardens care facility) is also very dangerous. After a child was hit by a car there a few years ago, the county added flashing yellow lights. But cars routinely drive through those lights. Worse, sometimes one lane stops but another does not - which is particularly risky when vehicles in the stopped lane block our view of the lane that failed to stop! That intersection needs a proper traffic signal, before someone else is seriously injured or killed. Thanks in advance, Michael
20	Sandip	Datta	Bethesda	MD	
21	Carol	Calhoun	Bethesda	MD	
22	MICHAEL	BOPF	Bethesda	MD	
23	Thomas	Kish	Bethesda	MD	Cross walk through Wisconsin Ave (MD 355) on both sides of intersection of Stanford Street and 6900 Wisconsin Ave. I see near misses of pedestrians by cars EVERY TIME I'm in that area.
24	Nancy	Avitabile	Bethesda	MD	
25	Clint	Wolcott	Bethesda	MD	
26	John	Fisher	Bethesda	MD	
27	Allan	Coukell	Bethesda	MD	
28	Naomi	Cahn	Bethesda	MD	
29	Ari	Gerstle	Bethesda	MD	
30	Ashleigh	Sun	Bethesda	MD	
31	Nicolas	Kotschoubey	Bethesda	MD	
32	elizabeth	skarzynski	Bethesda	MD	
33	Alexander	Ferguson	Bethesda	MD	
34	Adrianne	Silver	Bethesda	MD	
35	Ben	Labaree	Bethesda	MD	
36	David	Sieradzki	Bethesda	MD	Grosvenor Lane & Fleming Rd/North Bethesda Trolley Trail (identical fix); Beach Drive/Grosvenor Lane/Rockville Pike (wider and more visible sidewalk/path for cyclists to access each Drive from the Pike).
37	Kristen	Mosbaek	Bethesda	MD	
38	Philip	Kehl	Bethesda	MD	
39	Timothy	Choppin	Bethesda	MD	
40	Margaret	Dailey	Bethesda	MD	
41	Howard	Spira	Bethesda	MD	We definitely need a stop sign for cars at the other intersection close to this. At Dorset Avenue and the Capital Crescent Trail....which has also been the scene of numerous accidents. i am a daily bicycle commuter and appreciate what you are doing here to improve our safety.
42	Wendy	Leibowitz	Bethesda	MD	Anywhere along Arlington Road and (state-owned) Old Georgetown Road. THANK YOU!
43	Susanna	Parker	Bethesda	MD	
44	Jon	Gang	Bethesda	MD	
45	Adam	Glass	Bethesda	MD	

46	Alan	Davis	Bethesda	MD	
47	Lisa	Avalos	Bethesda	MD	
48	Michael	Buening	Bethesda	MD	
49	Janet	Stotsky	Bethesda	MD	
50	Gary	Hudiburgh	Bethesda	MD	
51	Aline	Coudouel	Bethesda	MD	The cross-road between Woodmont and Bethesda avenues.... currently hard for all cyclists to squeeze between post and pedestrians to cross Bethesda avenue on a very narrow pedestrian zebra line.... could easily be improved by (1) making a much larger zebra line for all foot/bike traffic, and (2) adding an access (lowering sidewalk) in front of trail for bikes/wheelchairs/scooters/strollers, thereby avoiding current bunching at small lowered sidewalk (half-blocked by traffic light!). Very small cost for a great fix! thank you once again a line
52	Michael	Katz	Bethesda	MD	Cedar at Old Georgetown
53	Jason	Matus	Bethesda	MD	
54	Larry	Soler	Bethesda	MD	
55	Dan	Dozier	Bethesda	MD	
56	Dan	Dozier	Bethesda	MD	
57	John	Hanna	Bethesda	MD	
58	Charlie	Richman	Bethesda	MD	
59	Denise	Ifkovic	Bethesda	MD	
60	Blaine	Collison	Bethesda	MD	Seriously: Thank you! I use this intersection twice/week day on my commute into DC. This will be a welcome improvement. The intersection of Bethesda Ave/Woodmont Ave/CCT would benefit from a re-think. It's godawful as a cyclist or pedestrian.
61	Ad	Bax	Bethesda	MD	
62	Georgeann	Smale	Bethesda	MD	
63	Diann	Martin	Bethesda	MD	
64	Laura	Cutler	Bethesda	MD	
65	Haruhisa	Ohtsuka	Bethesda	MD	Speed bump will be cost effective
66	Austin	St John	Bethesda	MD	The crosswalk on Goldsboro Rd. between River Rd. and Bradley Blvd. that connects the two portions of the Kenwood golf course.
67	James	Zwiebel	Bethesda	MD	
68			Bethesda	MD	
69	Sergiy	Ponomarov	Bethesda	MD	
70	Jessica	Banthin	Bethesda	MD	
71	Nick	Batselos	Bethesda	MD	
72	John	Rogers	Bethesda	MD	
73	Margaret	Springe	Bethesda	MD	
74	Michael	Bailey	Bethesda	MD	
75	Peter	Tsai	Brookeville	MD	Railroad St. and Hickory Rd. Mill Run Dr and Redland Rd.
76	Stephen	Ashurst	Burtonsville	MD	Old Columbia Pike and National Dr does not need to be 6 lanes + 4 turn lanes - (lon/lat: 39.112687, -76.932774). It should be reduced to a single lane in each direction and maybe add signalized left turn turn lanes. The extra lanes can be converted into Protected Bike Lanes between Dustin Rd and the MD198 Intersection.
77	Helen	Zitomer	Cabin John	MD	MacArthur Boulevard intersections: 1 - at Cabin John entrance to the Clara Barton Parkway 2 - at Glen Echo entrance to the Clara Barton Parkway 3 - at Maryland Ave (Brookmont) where motor traffic has blessing to violate the trail crossing because its stop sign is AFTER the crosswalk.
78	Robert	Kibler	Cabin John	MD	
79	Ronit	Dancis	Chevy Chase	MD	
80	Jeff	Kupfer	Chevy Chase	MD	
81	Richard	Humphreys	Chevy Chase	MD	The junction outside Barnes and Noble also needs rethinking, given the high volume of pedestrian and cycle traffic.
82	Andrea	Boyarsky-Maisel	Chevy Chase	MD	
83	Andrea	Frisch	Chevy Chase	MD	Very grateful for these changes. I think it would also be useful to have better lighting on the CCT where it meets Little Falls so that drivers can see riders/walkers emerging at dusk/dark.
84	brennan	adams	Chevy Chase	MD	
85	Robert	Jacobs	Chevy Chase	MD	
86	Kate	Tapley	Chevy Chase	MD	
87	Peter	Ladegaard	Chevy Chase	MD	
88	Ben	Englert	Chevy Chase	MD	
89	Steven	Singer	Chevy Chase	MD	
90	David	Churchill	Chevy Chase	MD	Long term, maybe a pedestrian bridge or tunnel would be the best way to de-conflict this intersection.
91	Patrick	O'Sullivan	Chevy Chase	MD	
92	Lance	Slaughter	Chevy Chase	MD	Beach Drive and Crescent trail crossover.
93	Theodore	Andrews	Chevy Chase	MD	
94	Rachel	Young	Chevy Chase	MD	
95	Ross	Filice	Chevy Chase	MD	Thank you so much for taking swift action to make our community safer!
96	John	Cobau	Chevy Chase	MD	
97	John	Dorsey	Chevy Chase	MD	
98	Ramin	Riahikhoee	Chevy Chase	MD	
99	cesar	bouillon	Chevy Chase	MD	
100	Cecily	Baskir	Chevy Chase	MD	
101	Natasha	Calderwood	Chevy Chase	MD	
102	Dominique	Calabrese	Chevy Chase	MD	
103	Stephen	Linck	Chevy Chase	MD	
104	Piper	Mullins	Chevy Chase	MD	
105	Steve	Friedman	Chevy Chase	MD	While the crossing needs to be made safer for cyclists and peds, this crossing sees a high volume of motor vehicle traffic during rush hours and good infrastructure allows for momentum for all road users. Hopefully the changes won't put significant stress on other road users. Visibility needs are key here including the need for adding lighting at night. Trail users need to fulfill the responsibility of stopping at the trail crossing so long as stop signs are posted there.
106	Tim	O'Neill	Damascus	MD	
107	Dale	Hall	Derwood	MD	
108	Stephen	Dembek	Derwood	MD	
109	Joseph	Clapper	Gaithersburg	MD	This is currently a tough intersection, especially this time of the year. Thanks you for redoing it for our safety. Joe
110	David	Webber	Gaithersburg	MD	Hunter Mill Road and Sunrise Valley intersections on W&OD
111	Eric	Reinhold	Gaithersburg	MD	
112	Kevin	Bond	Gaithersburg	MD	
113	Eddie	Reotutar	Gaithersburg	MD	
114	Kathy	Kranzfelder	Gaithersburg	MD	
115	JOHN	PUGH	Gaithersburg	MD	
116	Elizabeth	Lindahl	Gaithersburg	MD	
117	Stephen	Allen	Gaithersburg	MD	

118	John	Smith	Germantown	MD	The trail crossings over Viers Mill Rd. and Tuckerman
119	Julie	Robinson	Germantown	MD	
120	Robert	Parker	Germantown	MD	
121	Edward	Cosgrove	Germantown	MD	Rock Creek trail crossing Viers Mill Rd
122	Claire	Kelly	Glen Echo	MD	
123	Thomas	Pollak	Kensington	MD	Beach Drive south of East-West Highway!!! Horrible problems with cars passing cyclists on winding roads with no way to know if cars are about to appear from opposite direction.
124	Tom	Carty	Kensington	MD	
125	Tricia	Oreilly	Kensington	MD	
126	Fred	Carson	Kensington	MD	
127	graham	davis	Kensington	MD	Thank you for making this intersection safer
128	Trevor	Garbow	Kensington	MD	
129	francois	B	Kensington	MD	16st & Georgia Ave
130	Wendy	Core	Kensington	MD	
131	Catherine	Harvey	Kensington	MD	
132	Keith	Walker	Kensington	MD	University Blvd and Newport Mill Rd. - when crossing from the southeast side across University, cars traveling southbound on Newport Mill and making a left turn cannot easily see pedestrians in the crosswalk because of the strange angle of the streets. From the driver's view, pedestrians are behind the pillar of the windshield. I've almost been hit twice there, including by a school bus! Making the cars turning left stop further back may allow them to see the pedestrians.
133	Nancy	Rhyne	North Bethesda	MD	
134	Ventura	Bengoechea	North Bethesda	MD	
135	Antonio	Carrillo	Potomac	MD	
136	Robert	Nelson	Olney	MD	
137	Willis	Van Devanter	Poolesville	MD	
138	David	Brochstein	Potomac	MD	
139	William	Crump	Potomac	MD	
140	Steve	Katz	Potomac	MD	Thank you for working to fix Little Falls - I have commuted to work using this route, and also ridden it for several years for pleasure and exercise. I would comment that while the lanes on Little Falls that were added for bikes and cars make sense theoretically, I have noticed that cars, including large SUVs will try to use the narrower road as a curvy race channel, and if you turn down that street from Bradley with cars behind you they are right on your tail.
141	Joe	Silvestri	Potomac	MD	MacArthur Ave access points to Clara Barton at near the Clara Barton Community Center and the Irish Inn at Glen Echo. Just making clear who has right of way when would increase safety and ease tension between cyclists and drivers during rush hour. it is currently a mess with the bike trail acting as an additional street intersecting with the two+ motorized roads.
142	Evan	Krichevsky	Potomac	MD	
143	Ryan	Heitz	Potomac	MD	
144	Sergio	Ardila	Potomac	MD	
145	Alan	Rhinesmith	Potomac	MD	
146	Marc	Lieber	Rockville	MD	
147	Tim	Wojan	Rockville	MD	
148	Ethan	Goffman	Rockville	MD	
149	rick	jervey	rockville	MD	
150	Gary	Masters	Rockville	MD	
151	Seth	Pollack	Rockville	MD	
152	Kerry grace	Rice	Rockville	MD	Thank you so much for your hard work and quick response regarding this crossing so highly used by bikers, runners and pedestrians. Another intersection that is tricky in Connecticut Avenue and Knowles Avenue in Kensington. The intersection is very busy and very crowded. Many people are taking "right on red" from Connecticut southbound to Knowles Ave. westbound and from Knowles Ave. eastbound to Connecticut southbound. This makes the crossing very difficult for pedestrians as drivers don't always come to a full stop and are most concerned about looking left for oncoming traffic rather than to the right for pedestrians. There are a lot of pedestrians in the area, including many children as there are nearby schools with young children crossing. Thank you, Kerry Grace Rice
153	ron	engle	Rockville	MD	
154	Ferenc	Livak	Rockville	MD	restricted bike lane. Cars in "passing" lane happily speed by cars that stop at the intersection for bikes/pedestrians. There is a stop sign, since it is a designated crosswalk and in MD that is the state law, but motorists may not realize that it is also a bike lane intersection which is entirely different from a simple pedestrian crosswalk. Reducing traffic to single lane should help, like at Bethesda Trail x Grosvenor lane.
155	Mark	Eldridge	Rockville	MD	The Bethesda trolley trail crossing of Tuckerman lane.
156	John	Telesco	Rockville	MD	
157	Alan	Landay	Rockville	MD	There are Designated Road Crossings requiring drivers to stop for pedestrians/ cyclists (by law); however, they do not always promote safety. An example is on Veirs Mill Rd between the Randolph Rd and University Blvd intersections. There is a crossing not at an intersection presumably to allow crossing Veirs Mill in a long stretch between intersections. It is not well lighted and motorists are not given adequate warning that someone is crossing (especially if they are wearing dark clothing.) Veirs Mill is a main thoroughfare with heavy traffic and speed limit that goes with this type of road. Such crossings are accidents waiting to happen.
158	Willie	Hardin	Rockville	MD	
159	Daniel	Schneider	Rockville	MD	
160	Peter	Eriksson	Rockville	MD	
161	Armando	Benavides	Rockville	MD	
162	Katie	Mencarini	Rockville	MD	
163	Karen	Corey	Rockville	MD	
164	Suman	Vodnala	Rockville	MD	
165	Ron	Engle	Rockville	MD	
166	sanjay	patel	Rockville	MD	any place the cct crosses a major road. please help fix these areas to make it safer for bikers/peds
167	Eric	Palakovich Carr	Rockville	MD	
168	Cheryl	Camillo	Rockville	MD	
169	Kyle	Gallagher	Rockville	MD	Painting a bike lane along E Gude dr in rockville wouldn't take that many resources as the road is already really wide. This road (then along crabs branch) and rock creek part are the two ways to get from twinbrook to Gaithersburg without going all the way to Wooten. Thanks for all your hard work and progressive transportation mindset. -Kyle G.
170	Albert	Kang	Rockville	MD	
171	Meghan	Ginn	Rockville	MD	At Alta Vista road and Old Georgetown, the North Bethesda trail (on the sidewalk for this portion of Old Georgetown) is a blind crossing. Bushes block the view of both the trail users going south and the cars approaching on Alta Vista. Please either demolish the fence/bushes or install a mirror so that bikes can see approaching cars.

					There is a large trailer on the southbound side of Beach Drive just north of the intersection at Franklin which blocks the view of the crosswalk there both for drivers and people trying to cross Beach. A friend of mine nearly hit a boy who was crossing here on his bike. I know there is some kind of construction/maintenance project going on nearby, but this has to be the worst possible location for the trailer.
172	Nancy	Taylor	Rockville	MD	
173	RAUL	QUIROS	Rockville	MD	
174	Mary	Haber	Rockville	MD	
175	Claudia	Seelig	Rockville	MD	
176	Shannon	Shea	Rockville	MD	
177	Monte	Fisher	Rockville	MD	
178	Joseph	Kanney	Rockville	MD	
179	Mary	anders	Rockville	MD	
180	Maxwell	Sanborn	Rockville	MD	
181	Jeremy	Jacobsohn	Rockville	MD	At Montrose Parkway and Hoya Street there is no safe way to get from the bike path over to the large Pike and Rose development, due to westbound parkway traffic turning right from the second lane and ignoring pedestrian priority in the crosswalk.
182	Charles	Schwieters	Rockville	MD	
183	Matthew	Greene	Silver Spring	MD	
184	Wayne	Clark	Silver Spring	MD	In addition to this Capital Crescent Trail / Little Falls Pkwy intersection, the other dangerous intersections I use regularly are probably not as easy to fix: (1) the Henson Trail crossing of Viers Mill Rd. in the Aspen Hill area and (2) the Grandin Ave crossing of 1st St in Rockville. I see number (2) as vastly more dangerous than number (1) even though there have been 2 deaths in the past year at the Henson / Viers Mill crossing. I've been an avid road cyclist for 45 years and the Grandin / 1st crossing is one of the most dangerous and challenging I've ever seen. It scares me to death every time I approach this intersection on my way between Silver Spring and downtown Rockville. The intersection of 1st St and Viers Mill is too close, 1st St is 4 lanes wide, and there is barely enough room for a cyclist to pause in the center of 1st St when crossing. Thank you for your diligence. FYI, I specifically chose Montgomery County as a place to live because of its bicycle friendliness when I moved from North Carolina in 2015. I have been very pleased with my decision.
185	Jeff	Gilleo	Silver Spring	MD	
186	Pedro	Carvalho	Silver Spring	MD	
187	Patricia	Fulton	Silver Spring	MD	
188	William	Trapmann	Silver Spring	MD	
189	Abigail	Rome	Silver Spring	MD	
190	David	Gray	Silver Spring	MD	
191	Peter	Gray	Silver Spring	MD	
192	Alan	Burnstine	Silver Spring	MD	
193	Pedro	Martinez	Silver Spring	MD	
194	charles	goldman	Silver Spring	MD	Rock Creek Park entrance off East West Highway and from Candy Cane City. Crescent Trail Crossing at Jones Bridge Road. Crescent Trail in downtown Bethesda (near Barnes and Noble and car dealership)
195	Glen	Worrell	Silver Spring	MD	
196	Bruce	Goldberg	Silver Spring	MD	
197	Louis	Hostler	Silver Spring	MD	
198	James	Young	Silver Spring	MD	
199	Thomas	Bergin	Silver Spring	MD	All intersections for the Henson Trail, only Viers Mill has a warning light (and a cyclist was killed there in 2014).
200	Daniel	Peck	Silver Spring	MD	
201	Paris	Wilson	Silver Spring	MD	
202	Dan	Leggett	Silver Spring	MD	
203	Ashish	Gupta	Silver Spring	MD	
204	Jay	KapLon	Silver Spring	MD	
205	Robin	Eisch	Silver Spring	MD	The Matthew Henson Trail crossing at Veirs Mill Road is terrifying.
206	Cheri	Wiggs	Silver Spring	MD	Rt 29 (headed north) and entrance to Inner Loop Beltway in Silver Spring MD. Cars are traveling very fast and it is difficult to see pedestrians/bicycles crossing the entrance ramp. It is very close to Blair High School, thus many crossing here are kids.
207	Jennifer	McGuire	Silver Spring	MD	
208	David	Benack	Silver Spring	MD	
209	Eric	Williams	Silver Spring	MD	Viers Mill rd at mathew henson trail
210	Paul	Daisey	Silver Spring	MD	
211	One	Bicyclist	Silver Spring	MD	
212	Jeff	Dalhoff	Silver Spring	MD	
213	Roy	Isenberg	Silver Spring	MD	
214	Nathaniel	Smith	Silver Spring	MD	
215	Lisa	Silverman	Silver Spring	MD	
216	Robert	Bertera	Silver Spring	MD	Viers Mill intersection @ mathews Jensen trail. This crossing has allowed two fatalities and crossing it gives me anxiety every time.
217	Elizabeth	Rogers	Silver Spring	MD	Any path crossing a roadway, such as the Matthew Henson Trail and Viers Mill Road and on The Bethesda Trolley Trail and Tuckerman lane.
218	Nicbholas	Damico	Silver Spring	MD	
219	Eddie	Hyder	Silver Spring	MD	
220	Yan	Xu	Silver Spring	MD	
221	Kate	Meyer Olson	Silver Spring	MD	Your work to improve the safety on the CCT is very welcome! As a daily commuter on various Maryland Trails, I will urge the Planning Board to look at the very dangerous crossing at Viers Mill and the Matthew Henson Trail. Two deaths there in the past year have not resulted in any change to the crossing to improve the safety for the pedestrians or cyclists. I also ask for your support to ensure the new cycle lanes in downtown Silver Spring are as safe as possible. I urge you to ask the State Highway Department to reconsider its refusal to allow the bike lanes to be painted green across the intersections on State roads Georgia Avenue, Colesville Road, and Wayne Avenue. The high visibility of the green cycle lanes at these busy crossings will raise awareness of the vehicle drivers and improve the safety of these roads for all users. We have the chance to get it right during the installations in 2017; why deny the use of safety-enhancing paint on a State road? Best regards, Katherine Meyer Olson Silver Spring resident
222	Allan	Hutchison-Maxwell	Silver Spring	MD	
223	Jane	Lehman	Silver Spring	MD	Where bike trails intersect Viers Mill, East-West Hwy, Queen's Chapel and Rhode Island in Montgomery and PG Counties.
224	John	Hall	Silver Spring	MD	
225	Jane	Cawley	Silver Spring	MD	
226	Andrew	Malone	Silver Spring	MD	
227	Julie	Starling	Silver Spring	MD	

					The intersection of Reading Rd. and Manchester is an accident looking for a place to happen. Motorists use both roads to avoid busy intersections on Flower and Piney Branch, and speed through here at rates much higher than the speed limit (Metrobus is especially derelict in this regard), The intersection is at the crest of a hill, so peds and cyclists coming from either direction are difficult to see in advance, particularly during darkness. The intersection is particularly wide, with parking on one side, so it is not unusual to see motorists PASSING other motorists at the crest.
228	John	Tonetti	Silver Spring	MD	
229	Mike	Zielinski	Silver Spring	MD	
230	Erik	Leaver	Silver Spring	MD	
231	Dana	Wise	Silver Spring	MD	
232	Rick	Hawthorne	Silver Spring	MD	
233	Paris	Watson	Silver Spring	MD	
234	charles chuck	goldman	Silver Spring	MD	Candy Cane City in Rock Creek Park needs better lighting and signage. Also crossing Jones Mill off the Crescent Trail. Rock Creek at Blagdon and better signage in Rock Creek at the Zoo and at Military Road.
235	Mary	Kelley	Silver Spring	MD	
236	Eric	Shepard	Silver Spring	MD	
237	David	West	Silver Spring	MD	
238	Mark	Grabber	Silver Spring	MD	
239	Edward	Hagarty	Silver Spring	MD	
240	Terry	Smith	Silver Spring	MD	
241	Richard	Reis	Silver Spring	MD	
242	George	Zipf	Silver Spring	MD	Bike lanes on Dale Drive, if possible, would be great. I realize that Dale is a high-traffic road, but many people in Woodside Forest would use bike lanes for short errands if they were available. This would reduce car traffic at Sniders, Whole Foods, and the new library.
243	David	Conklin	Silver Spring	MD	The crossing on Viers Mill - the one at the bottom of the valley with a special stop light for hikers/bikers.
244	John	Sullivan	Silver Spring	MD	
245	Veronique	Marier	Somerset	MD	Some signs on Wisconsin indicating that bikes can take the entire lane from the woodmont area down to Bradley would be great. Also the new intersection at Bethesda row from the trail remains an issue. Bicyclists get to a dead end have to turn and the brouhaha is with pedestrian, This whole intersection should be a diagonal crossing with a simultaneous stop from all directions . Also using green markings on road to show bike lanes would help all to see the bike lanes . Another Ps i ride from Somerset to woodmont area of Bethesda many times a week. Veronique. Marier Executive Director Bethesda Green
246	Stephen	MacKley	Takoma Park	MD	
247	Emily	Townsend	takoma park	MD	
248	Tony	Camilli	Takoma Park	MD	Thank you for doing something! A bridge over River Rd would be better, but this is a good start to making the CCT a safer trail for the many thousands of people that use it on a daily basis.
249	John	Nolan	Takoma Park	MD	Please keep a decent trail along coming Purple line metro.
250	Stephanie	Kaufman	Takoma Park	MD	
251	David	Rodgers	Takoma Park	MD	
252	Reuben	Snipper	Takoma Park	MD	
253	Rasto	Brezny	Takoma Park	MD	
254	Andre	Mershon	Takoma Park	MD	
255	Matt	Liddle	Takoma Park	MD	Many crossings on Sligo Creek Trail between New Hampshire Ave and Route 1 in PG County have flashers, not stoplights, and are 3-4 lanes of traffic in each direction with crossings at grade. A bridge would be a far better solution.
256	Chris	Campbell	Takoma Park	MD	

Other Washington Area Signatures

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

