

**Judy Penny**

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**From:** Rachel Kramer <kramerrachel@gmail.com>  
**Sent:** Friday, June 11, 2021 3:26 PM  
**To:** mayorcouncil  
**Subject:** Thank you!

*Hello!*

*Thank you for keeping RedGate a park! Natural open places like RedGate Park are essential to the health and well-being of our community.*

*As you work on the 2040 Comprehensive Plan for the City, please make sure that it includes the protection and expansion of natural green spaces and wildlife corridors, the trees in our communities, and the planting of native species.*

*Thank you,*

Rachel, Stephen, Annelise & baby Genevieve

4 Eldon Ct., Rockville, MD

**Judy Penny**

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**From:** Tim Hale <tim.hale2@aol.com>  
**Sent:** Friday, June 11, 2021 3:42 PM  
**To:** mayorcouncil  
**Subject:** Redgate

Thanks so much for keeping redgate park open!!! My wife and kids love going there to enjoy the ponds! I worked there when it was a golf course and its still just as amazing! Thanks!!!

[Sent from the all new AOL app for Android](#)

**Judy Penny**

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**From:** Deborah Tallman <dtallman090@gmail.com>  
**Sent:** Friday, June 11, 2021 4:21 PM  
**To:** mayorcouncil  
**Subject:** Redgate Park

Dear Mayor Newton and Council Members,

*This is my second letter regarding plans for the development of RedGate Park. I initially wrote a letter more than a year ago, shortly after I first discovered the park on moving to Rockville. In that letter I wanted to convey my fondness for the area that closely approximates the natural surroundings I left behind when I sold my acreage of fields and forest. Since then, I've made it a point to monitor the ongoing discussions about development. In completing the survey, I was disappointed that no option was offered for keeping the park in its present state. Given that all the options focused on development, which varied from remaking the park into yet another sports and recreation facility to installing an amphitheatre and expanding the parking lot, I was forced to enter a response that didn't actually reflect my true opinion. I don't understand why the 'no-action/no-development' option wasn't represented in the survey.*

*I would like to point out that apart from RedGate, there are no parks in Rockville with wild and open spaces, unadulterated by large paved areas for pavilions, grilling stations, or basketball courts. The forest preserve at Croyden Creek is the closest thing we have to RedGate. It's a place where people can walk in the shade of mature trees and feel enveloped by the natural environment, but the preserve is small and limited to those able-bodied people who can easily negotiate narrow, unpaved paths. Rockville and surrounding areas already offer an abundance of parks for recreational activities, including Dogwood Park and Cabin John Park. The local community doesn't need more baseball fields, but we do need a place for families to walk together and enjoy the birds in spring and the lightning bugs in summertime. RedGate is a quiet oasis, a lovely place for couples to walk together on a balmy evening without interference from the sounds of competitive sports or large-scale gatherings.*

*I hope you'll take into account the need for more places like RedGate in your deliberations. The park has been adopted by bird watchers and nature lovers of all stripes. It's enjoyed and appreciated in its present state as a natural setting away from traffic and noise and development.*

Thank you,

Deborah Tallman

822 Bowie Rd, Rockville

**Judy Penny**

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**From:** Sheila Cochran <sscochran@erols.com>  
**Sent:** Friday, June 11, 2021 8:50 PM  
**To:** mayorcouncil  
**Subject:** Redgate

Dear Mayor,

Redgate is very special. I'm so glad it is still a park. Thank you!

My great great grandfather started Arbor Day so perhaps that's why my family either plants new trees or maintains older ones every April.

I hope. Please be sure indigenous trees will be planted under the 2040 Rockville Comprehensive plan and that there will be green and open spaces which are so important for our environment.

Thank you for what you have already done.

Sincerely, Sheila Cochran

Sent from my iPhone

**Judy Penny**

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**From:** Steve Bindman <smb7us@yahoo.com>  
**Sent:** Saturday, June 12, 2021 4:23 AM  
**To:** mayorcouncil  
**Subject:** Keep Redgate Park as it is

mayorcouncil@rockvillemd.gov

*Thank you for keeping RedGate a park! Natural open places like RedGate Park are essential to the health and well-being of our community.*

*As you work on the 2040 Comprehensive Plan for the City, please make sure that it includes the protection and expansion of natural green spaces and wildlife corridors, the trees in our communities, and the planting of native species.*

Thank you all for keeping RedGate a park, and tell them we need to continue to protect natural open spaces and trees in our neighborhoods. Please include natural open spaces, the preservation of trees, and the planting of native species in the 2040 Rockville City Comprehensive Plan

*Thank you,*

Steven Bindman  
smb7us@yahoo.com

**Judy Penny**

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**From:** Staci Pies <spies99@gmail.com>  
**Sent:** Saturday, June 12, 2021 10:36 AM  
**To:** mayorcouncil  
**Subject:** Maintain RedGate Park for the health and wellness of the people of Rockville

Thank you for keeping RedGate a park! Natural open places like RedGate Park are essential to the health and well-being of our community.

My family, friends and I, including our two dogs, discovered RedGate park during the pandemic, and it has been a lifesaver! We took advantage of the sunshine, cool peaceful walking paths, and expanded access to fresh air and natural open space almost every day the last year and a half. It is such a blessing to have access to this beautiful park, right here in Rockville. There were times I hesitated to tell friends about our "discovery," wanting to keep the park to ourselves. Ultimately, I shared the delights of the park with friends all over the neighborhood.

I understand that you have important decisions to make about the future of Rockville, including RedGate Park. As you consider the 2040 Comprehensive Plan for the City, on behalf of friends and family across the City of Rockville, I urge you to include the protection and expansion of natural green spaces and wildlife corridors, the trees in our communities, and the planting of native species as essential to what makes Rockville such a welcome community.

Thank you,

Staci L Pies  
mobile: 202-340-4178  
5512 Amesfield Court  
Rockville, MD 20853

**Judy Penny**

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**From:** Shweta Bansal <shweta.bansal@gmail.com>  
**Sent:** Saturday, June 12, 2021 11:31 AM  
**To:** mayorcouncil  
**Subject:** RedGate Park

Dear Mayor Newton and Council Members,

Thank you for keeping RedGate a park! Natural open places like RedGate Park are essential to the health and well-being of our community.

As you work on the 2040 Comprehensive Plan for the City, please make sure that it includes the protection and expansion of natural green spaces and wildlife corridors, the trees in our communities, and the planting of native species.

My husband and I have been contributing to pandemic response efforts over the last 15 months and RedGate Park has become a sanctuary for us to escape to on the weekends for a destressing walk/run or occasional picnics. To have such a green space so close to home has been such a blessing and I hope as a city we continue to protect it.

Thank you,

Shweta Bansal Khandelwal  
321 Lorraine Dr, Rockville, MD 20852  
Associate Professor of Biology, Georgetown University

**Judy Penny**

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**From:** Eric Fulton <chair.rpac@gmail.com>  
**Sent:** Saturday, June 12, 2021 11:40 AM  
**To:** mayorcouncil  
**Cc:** David Levy; Marissa V.  
**Subject:** Transportation Element Vision Statement

Dear Mayor and Council-

Thank you for the opportunity to participate in your work session discussing the Transportation Element of the draft Rockville 2040 Comprehensive Plan on Thursday,. I appreciate how hard you worked that day and still gave us full attention through the meeting.

I did want to reach out, as a resident, regarding one item discussed. I appreciate that the Vision statement will be amended to include and address persons with disabilities and mobility needs. I would like to offer an inclusive alternative to the phrase "differently-abled." I suggest that the text be amended to address "persons of all abilities and mobilities." I think this small change to more inclusive language will make a meaningful impact on those to whom it applies (of which I am one).

Thank you  
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Eric Fulton  
Chair  
Rockville Pedestrian Advocacy Committee  
240-498-8808



**Judy Penny**

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**Subject:** FW: RBAC Written Testimony and Comments on the Rockville

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**From:** [nancy.breen@yahoo.com](mailto:nancy.breen@yahoo.com) <[nancy.breen@yahoo.com](mailto:nancy.breen@yahoo.com)>  
**Sent:** Saturday, June 12, 2021 12:46 PM  
**To:** mayorcouncil <[mayorcouncil@rockvillemd.gov](mailto:mayorcouncil@rockvillemd.gov)>  
**Cc:** Emad Elshafei <[eelshafei@rockvillemd.gov](mailto:eelshafei@rockvillemd.gov)>; Faramarz Mokhtari <[fmokhtari@rockvillemd.gov](mailto:fmokhtari@rockvillemd.gov)>; David Levy <[dlevy@rockvillemd.gov](mailto:dlevy@rockvillemd.gov)>; [rockville-bicycle-advisory-committee@googlegroups.com](mailto:rockville-bicycle-advisory-committee@googlegroups.com); [b\\_michie@yahoo.com](mailto:b_michie@yahoo.com)  
**Subject:** RBAC Written Testimony and Comments on the Rockville

<<...>> Honorable Mayor and Council, <<...>>

Thank you for the opportunity to serve on the panel on Thursday, May 10, 2021, to discuss the Transportation Element of the Rockville 2040: Comprehensive Plan Update. Attached are written comments from RBAC. Most comments pertain to the Transportation Element of the plan; a few address other elements related to cycling in Rockville. In addition to the RBAC comments, please find attached a photo of distance and destination signage, which pertains to the suggestion (Section 3, point 3, RBAC comments) that the photo of a color-coded bike route sign be replaced by an example of distance and destination signage, the current signage being used.

Respectfully yours,

Nancy

Nancy Breen, Chair

Rockville Bicycle Advisory Committee

<http://www.rockvillemd.gov/index.aspx?NID=319>

## **RBAC Comments on the Rockville 2040 Comprehensive Plan Update**

The Rockville Bicycle Advisory Committee (RBAC) appreciates the opportunity to provide comments on Rockville's 2040 Comprehensive Plan Update (2040 plan). RBAC comments are organized in three sections: an overview section, **ten recommendations**, and **eight wording changes**.

**Section 1 - Overview:** RBAC strongly supports the vision and goals stated in the 2040 plan, particularly Vision Zero. The world-class safe and connected bicycle network we aspire to is consistent with all of the 2040 Land Use and Transportation goals stated in the plan. In fact, such a network is essential to fulfilling other parts of the plan - particularly affordable housing and economic development - in equitable and environmentally sustainable ways. Increasing bicycling and walking while reducing motorized vehicle miles traveled will reduce traffic congestion, minimize pollution, and increase safety. It will also help the city meet our environmental goals to drastically reduce greenhouse gases.

To implement the vision and goals stated in the 2040 plan, especially Vision Zero, we strongly encourage the city to collaborate with Montgomery County and the state of Maryland because all have jurisdiction over roads in Rockville. Most roads and trails under Rockville's jurisdiction are lower stress. Greater emphasis on collaborating with Montgomery County and the state of Maryland to reduce traffic stress is imperative in subsequent Rockville bikeway master plans. To do so, Rockville can use tools developed by Montgomery County. The county developed a bicycle stress map and two documents of design standards: 1) Montgomery County Bike Master Plan ([Montgomery County Bicycle Master Plan \(montgomeryplanning.org\)](https://montgomeryplanning.org)) and 2) Montgomery County Design Standards for Complete Streets ([Complete Streets Design Guide - Montgomery Planning](https://montgomeryplanning.org)). RBAC recommends the 2040 plan reference these new documents because they provide important technical information that Rockville can use going forward. We suggest this in recommendation 8 below. The most stressful roads in Rockville for cyclists are under jurisdiction of SHA and extend into the county, so it is also important for Rockville to work closely with both the county and the state to reduce stress on SHA highways in Rockville.

Rockville's Bikeway Master Plan was adopted in April 2017 and Montgomery County's Bike Master Plan was adopted in November 2018. To develop their plan, the county evaluated nearly 3,500 miles of roads and trails in Montgomery County, including Rockville. Each road segment and crossing were assigned a level of stress, from very low to very high. An award-winning *Bicycle Stress Map* ([Bikeway Stress Levels \(mcatlas.org\)](https://mcatlas.org)) was the result. While the Montgomery County and Rockville bike master plans both recommend specific applications for particular street segments, the Montgomery County plan goes on to recommend default bikeway types based on a roadway's functional classification and whether the area is planned to support higher or lower activities. Rockville already uses the *Bicycle Stress Map* in planning. RBAC recommends the city use the categories, tools, and application guidelines provided in the Montgomery County Bikeway Master Plan and that this be noted in the 2040 update to categorize need and prioritize bicycling improvements. This is also suggested in recommendation 8 below.

Biking in Rockville must be safe and low stress for all residents, from ages eight to eighty. Already, adults under 40 drive fewer vehicular miles per year. Moreover, car transportation simply is not an

option for all. To meet Rockville's diverse mobility needs, the city must implement Complete Streets on every road and intersection. Montgomery County is nearing adoption of design standards for complete streets ([Complete Streets Design Guide - Montgomery Planning](#)), which Rockville can deploy to more fully implement its own Complete Streets Policy. RBAC recommends that the 2040 plan reference the county design standards in recommendation 8 below.

At the next opportunity for amendment of the Rockville Bikeway Master Plan, RBAC intends to incorporate the categories and comprehensive guidelines from the Montgomery County Bike Master Plan. Meanwhile, RBAC recommends that the 2040 plan reference the Montgomery County Bike Master Plan ([Montgomery County Bicycle Master Plan \(montgomeryplanning.org\)](#)). The idea behind referencing the county plan is to ensure that all streets are designated for cycling infrastructure going forward, even if they are not specifically listed in the Rockville Bikeway Master Plan. This (in combination the Rockville Complete Streets Policy) should protect the city from the argument that there is no need for bike infrastructure because a segment is not in the Bikeway Master Plan.

Finally, Rockville seeks equity. Adopting comprehensive standards for the city, such as those that Montgomery County planners have adopted will increase the likelihood that Rockville treats all neighborhoods equitably. It will also build a foundation to work with residents from throughout the city to determine their needs and preferences. To increase cycling equity in Rockville, the Rockville Bike Hub already has refurbished bikes for Rockville's Terrific Kids program. The vision of the Rockville Bike Hub, a non-profit organization, is to bring together those who want to cycle from throughout Rockville regardless of resources. It would be a place to repair, refurbish, exchange, and purchase bicycles. The Rockville Bike Hub needs a permanent location to realize this vision and RBAC encourages the city to include the Rockville Bike Hub in its long-term planning. This is included in recommendations 6 and 7 below.

**Section 2 - RBAC has ten recommendations to the Rockville 2040 Comprehensive Plan Update, most of which address issues in the Transportation section:**

1. RBAC supports reordering the transportation goals in the Plan as proposed by the Traffic and Transportation Commission and affirmed by the Rockville Pedestrian Advocacy Committee, so that the order aligns more closely with Rockville's transportation priorities (Transportation section, Goals, page 56):
  - o Goal 1 Provide safe transportation facilities for all modes by implementing Complete Street projects and Vision Zero goals (Originally Goal 1)
  - o Goal 2 Promote pedestrian and bicycle modes with upgraded facilities (Originally Goal 5)
  - o Goal 3 Maximize the use and value of transit assets and services. (Originally Goal 4)
  - o Goal 4 Utilize an approach to development review that seeks to reduce vehicle miles traveled and promote a shift to alternative modes of travel. (Originally Goal 3)
  - o Goal 5 Monitor new mobility technologies and reduce carbon emissions and other pollutants from transportation (Originally Goal 6)
  - o Goal 6 Manage Rockville's roadway network to provide for safe and efficient movement of vehicles, bicycles, and pedestrians, for all types of trips and delivery of goods and services. (Originally Goal 2)

2. Connectivity for cycling and walking among the three sections (west, middle, east) of Rockville is essential for achieving equity in Rockville. RBAC recommends underscoring this by adding to the text of both policies 5 and 6, "Improved connectivity and signage will promote equity."  
(Transportation Element, Goal 2, Policies 5 and 6, page 61, 63)
3. RBAC shares RPAC's concerns for the safety of pedestrians and cyclists if left turns are allowed at the intersection of East Middle Lane and MD355 (Transportation Element, Goal 2, Policy 8, Action 8.3, page 65). As a general policy RBAC does not support either left turns into busy pedestrian crossings or right turns on red lights into busy pedestrian crossings.
4. RBAC emphasizes the need for protected bicycle lanes or side paths on major arterial roads. For major highways, the Montgomery County Bike Master Plan recommends two-way separated bike lanes on both sides of the street or a side path on both sides of street. RBAC agrees with this recommendation and urges the city to "identify funding to including exploring ways to incorporate bike lanes or side paths along major arterials" in its long-term planning. (Transportation Element, Goal 2, Policy 7, page 65)
5. Advocate WMATA install bike parking at bus stops, especially high ridership bus stops. Bike lockers that are installed must be able to accommodate the range of available bicycles  
(Transportation Element Goal 3, Policy 12, Action 12.2, page 73).
6. Add new Actions to Goal 4, Policies 14 and 15 "prioritize bicycle and pedestrian access to the Rockville and Twinbrook Metro Station. Advocate for WMATA to upgrade the space to be more friendly to bicyclists, including expanded bicycle parking, improved signage, and connections over the rail tracks and (for Rockville Metro) MD 355." (Transportation Element, Goal 4, Policy 14, Action 14.x, page 77 and 15, Action 15.x, page 77)
7. Add underlined text to 18.1 to read: "Continue to implement the 2017 Bikeway Master Plan and Complete Streets Policy recommendations. Rockville transportation planning already uses the Montgomery County Bicycle Stress Map ([Bikeway Stress Levels \(mcatlas.org\)](#)), and anticipates using the Montgomery County bikeway classification system and applications (RBAC will incorporate it when revising the Rockville Bikeway Master Plan). From most to least separated from vehicular traffic, the five classifications are trails, separated bikeways, striped bikeways, bikeable shoulders, and shared roads. Montgomery County is nearing adoption of design standards for complete streets, which Rockville may wish to deploy to more fully implement its own Complete Streets Policy ([Complete Streets Design Guide - Montgomery Planning](#))." (Transportation Element, Goal 5 Policy 18 Action 18.1, page 83)
8. Delete "as a transport mode" from the title of Transportation Element, Goal 5 Policy 18 (page 83) to read "Policy 18 - Improve infrastructure for bicyclists to increase bicycle riding". There is considerable overlap in infrastructure used for commuting and recreation and both should be encouraged.
9. RBAC emphasizes the importance of coordinating with Maryland DOT, the State Highway Administration and Montgomery County and, to this end, recommends adding the following four goals from the Montgomery County Bike Master Plan ([Montgomery County Bicycle Master Plan \(montgomeryplanning.org\)](#)). These goals are to: 1) increase bicycling rates; 2) create a highly connected, convenient and low-stress bicycling network; 3) provide equal access to low-stress bicycling for all members of the community; 4) improve the safety of bicycling. RBAC recommends adding these four goals to the Transportation Element (Goal 5 Policy 18 Action 18.x<sub>1</sub>, page 83 or 84).

10. RBAC supports annexing the section of Gude with the Carl Henn Millennium Trail so the city will maintain it. Current maintenance of this section of the trail is consistently substandard. (Municipal Growth Element, Goal 1, Policy 1, Figure 35, page 226).

**Section 3 – RBAC recommends eight wording changes** to make the Rockville 2040 Comprehensive Plan Update more bicyclist friendly and inclusive:

1. Throughout the 2040 update, RBAC proposes all language in all elements of the plan that discusses “walkability” be expanded to include “bikability” (e.g., Land Use and Urban Design, Transportation, and Economic Development).
2. Recreation and Parks, Goal 1, please add after the word accessible: “by foot, bicycle or other transport, and with bicycle parking conveniently available and clearly signed”.
3. The photo on page 83 is outdated: Rockville and the county no longer use color coding; the current standard is distance and destination signage (e.g., Town Center - 1 mile). The current photo could be presented alongside more modern signage with information indicating a trend toward improved standards for cycling signage, or simply deleted and replaced.
4. Community Facilities Element, Goal 3, Policy 6, suggest adding after high quality schools “with bicycle parking”.
5. Economic Development Element, Goal 1, suggest adding two items to list of competitive advantages: 1) “A world-class, low-stress, safe, connected, and clearly signed bicycle network with bicycle parking readily available”. 2) “A centrally located community bicycle hub and a bike station near the renovated Rockville Metro Station would facilitate travel to and within Rockville Town Center and increase commerce there.”
6. Transportation Policy 18, page 83, first paragraph: change “make to” to “play in” for more conventional wording in the sentence “...the important role that bicycle use can play in reducing carbon emissions and traffic congestion.”
7. Add “and networks” to the Title of Policy 18 to read: “Policy 18 - Improve infrastructure and networks for bicyclists to increase bicycle riding as a transport mode” (Transportation Element Goal 5, Policy 18, page 81)
8. Add text to item 18.3 “and build networks promoting equity” to read: “Work with neighborhood groups to identify projects that will provide improved bicycle connections to major trails or destinations and build networks promoting equity” (Transportation Element Goal 5, Policy 18, Action 18.3 page 83)

We hope these comments are helpful and timely. Thank you again for the opportunity to comment on the Rockville 2040 Comprehensive Plan Update.

Sincerely,

*Nancy*

Nancy Breen, Chair  
Rockville Bicycle Advisory Committee



↑ Rockville Civic  
Center Park 1.0

↑ Town Center and  
Rockville Metro 1.0

↑ Rock Creek Trail 2.0



**Judy Penny**

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**From:** Jessica Reynolds <jlgreynolds@gmail.com>  
**Sent:** Saturday, June 12, 2021 2:06 PM  
**To:** mayorcouncil  
**Subject:** 2040 Comprehensive Plan

Dear Mayor and Council,

Please include the protection of existing natural green spaces in the 2040 Comprehensive Plan for the City. Green spaces, like the Tree Protection Area on Halpine Drive, are essential to the health of our community. As Twinbrook continues to grow it is essential that natural open spaces, our tree canopy, and the establishment of additional green spaces, are part of the plan.

I have noticed that as older trees in the neighborhood are removed, they are rarely replaced, even when on City property (specifically around the playgrounds in Hillcrest and Rockcrest Parks). I would like to see a greater effort to encourage or require tree replacement in the City. One suggestion is that the City put a focus on street trees that provide benefits to the entire community. There are many locations even within a couple of blocks of my home that would be ideal locations to add street trees (where there would be minimal conflict with power lines). I would like to know more about how that may work, if property owners are consulted or encouraged in that process or if they could be.

Also, I would like to see only native trees planted by the City. Some street trees that have been planted in recent years were not native. These may have been planted by the County or State, but efforts to work with them on native trees would also be much appreciated.

I am very interested in this subject and am open to learn more about how to encourage more tree planting in the Twinbrook neighborhood.

Thank you,  
Jessica Reynolds  
1022 Paul Dr