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Montgomery County Planning Board  
The Maryland-National Capital Park and Planning Commission  
8787 Georgia Ave.  
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May 13, 2020

Chairman Anderson and Board members,

As the Mayor of Washington Grove and an original participant in the creation of the 2006 Shady Grove Master Plan, and also as a member of the Shady Grove Master Plan Advisory Committee since then, I'm writing to urge the Board to consider the following recommended inclusions in this Amendment to the Shady Grove Master Plan:

Bikeway Connection to Washington Grove

*Recommended changes/clarifications:*

- In Table 3 (p131) modify the description of the proposed project "Piedmont Crossing Local Park Trail" to read "From: ~~Brown St.~~ Washington Grove To: Crabbs Branch Rd/Amity Drive Ext.
- In Table 4 (p131) for the Project "Oakmont Street" modify the Status description to read, "Focus on Safer Parallel Connection at ~~Brown Street~~ to Washington Grove"

The creation of a safe and direct bikeway/multiuser pathway connection to the Shady Grove Metro will realize a significant goal of the Washington Grove Master Plan. Montgomery County has funded Planning and then constructing the pathway has been funded by Montgomery County, and the MCDOT "Washington Grove Connector – Crabbs Branch Extension" study currently in progress is evaluating a number of roughly parallel alternative routes from Crabbs Branch, any of which achieve the desired connection to Washington Grove. *A specific route for construction will not be chosen until this study is completed and the Town of Washington Grove and County agree on how to proceed.*

In previous plans we viewed naming "Brown Street" as shorthand for Washington Grove. This Amendment should recognize the current study goals of MCDOT study and accurately describe the connection as being to Washington Grove.

Oakmont Street Pedestrian Safety.

*Add a Plan Recommendation:*

- That explicitly recognizes the extreme safety hazard to pedestrians using Oakmont Avenue.
- Acknowledges that Oakmont is deficient in safety features of roads through comparable industrial zones, and
- Recommends significant sidewalk installations and other safety improvements.

Unaccountably, the safety of pedestrians using Oakmont Avenue has been virtually ignored in this Amendment. As light industrial use along Oakmont Avenue increased over the last decades bringing increased truck and vehicle traffic, and increased employment, little attention has been paid to pedestrian access to businesses or through traffic. The area has been re-classified moderate industrial. Though road improvements were made about 3 years ago, attention to pedestrian safety was given short shrift. It is irresponsible not to plan to rectify this immediately, let alone in the period of this master Plan.

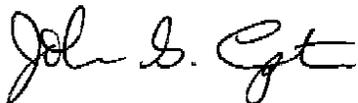
School and Jeremiah Park Amenities **Required** for Development of Shady Grove Station/Jeremiah Park (the east side of Crabbs Branch Rd).

*Add to the Plan Amendment:*

- Make a very clear Statement that continued failure to relocate the MCPS buses has consequences for the Master Plan goals and proposals.
- Acknowledge that if the MCPS property isn't yet available, not providing most of the recommended amenities shouldn't be contemplated.
- Therefore address what changes should be made to development in the Shady Grove Station/Jeremiah Park sector to a) reduce the need for the proposed amenities, and/or b) relocate these amenities within any development proposal.

I won't belabor this point, but merely remind the Board that the residential component of the Metro are development was predicated as a transit-oriented neighborhood that included necessary public amenities to support the density of and attractiveness of living there. Failure to provide the proposed spectrum of amenities should not be allowed. Relocation of the MCPS buses is necessary for the area, and promises to benefit MCPS and the County as well.

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Thank you for entertaining these recommendations in the context of Washington Grove and of a viable Metro-centered residential community.



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