



December 2, 2015

Mr. Casey Anderson
Chair, Montgomery County Planning Board
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Mr. Anderson,

David Anspacher has presented the proposed White Flint Separated Bike Lane Network to members of the White Flint Partnership within the last month. We have met with Rose Krasnow and Mr. Anspacher to ask some questions of the proposed network and the impact on our various development/redevelopment plans.

The White Flint Partnership members have long supported separated/dedicated bike lanes on Rockville Pike and have embraced the need for accommodating the bicycling community on the grid of streets within the Sector. We have partnered with WABA and local bicycle enthusiasts when crafting the Sector Plan.

We have however, concerns relating to this new network proposal. We envisioned an urban area with narrower roads, connecting pedestrians, bicyclists, rapid transit, and motorists to an enriched mixed use community. Our development plans, albeit at different stages, have incorporated the necessary rights of way to contribute to this vision. This proposal goes above and beyond what is within the White Flint Sector Plan.

If additional right of way is required by this new plan, it could impact our existing plans and cost us time and money to redesign and develop our projects. The Sector's network of streets, bike paths and sidewalks should be constructed within the road right-of-way widths specified in the Sector Plan. We believe that any additional allocation of cross-section for separated bike lanes needs to be obtained through a "road diet" process of reallocating existing roadway cross-section, as well as taking advantage of space allocated in the White Flint Sector Plan for Shared-Use Paths.

The timing of this proposal, when members of the Partnership are in discussion with M-NCPPC staff, creates an uncertainty in the approval process. Moreover, the connectivity of these various sections of separated bike lanes due to the various stages of development will be incomplete and confusing.

In addition, we are concerned that this consideration of the proposed separated bike lanes network plan may be premature. Bike paths are an essential component of the White Flint grid; however, more study appears necessary to determine whether an entire separated bike lanes network could be added into the White Flint grid without compromising the other essential components of the grid (vehicular, pedestrian and public transit). Also, responsibility for the costs of this network expansion would need to be clarified; the White Flint special tax district proceeds apply only to certain improvements already identified in the White Flint Sector Plan.

The Partnership fully supports the Sector Plan's vision for a grid of connections – vehicular, public transit, pedestrian and bicycle – throughout the Sector Plan area. While we support the general concept expressed in the White Flint Separated Bike Lanes Network Plan, we can only support its implementation if it is done in concert with the ongoing redevelopment under the White Flint Sector Plan. It appears to us that these separated bike lanes need further study, and we look forward to working with Planning staff and the Planning Board in that effort.

Thank you for your consideration.

The White Flint Partnership

Federal Realty Investment Trust
Gables Residential
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White Flint Mall Redevelopment