

## MEMORANDUM

To: The Board of Managers, Chevy Chase Village  
From: Porter Wheeler, Chair, Traffic Committee  
Date: March 2, 2014  
Subj.: **Report on Traffic Committee Meeting of February 25, 2014**  
Copies to: Shana Davis-Cook, Village Manager; Members of the Traffic Committee

The Board of Managers has referred to the Traffic Committee the report and recommendations of Chief Fitzgerald related to the Village Sign Survey, dated February 3, 2014. The Traffic Committee met on February 25, 2014, to discuss the various policy issues on signage related to that Memo, and other traffic matters.

The Chief attended and made a thorough report including responding to numerous questions regarding the survey and documentation of signage throughout the Village. The Committee was favorably impressed by objective quantitative detail captured and the rationale underlying the recommendations. Most of the recommendations were seeking more consistent intersection and parking signage to encourage adherence to existing laws and regulations. General safety and coherence were the theme, not speed or crash experience. The Committee concurs in these recommendations and encourages favorable consideration by the Board.

The Committee considered the first section, namely "Actions Requiring Policy Decisions," in detail section by section, and makes the following recommendations:

1. Children at Play. The Committee unanimously concurs. Removal seems well founded. Children live on virtually all our streets, but should not be "at play" on the roadway. Drivers should be continuously alert.
2. 'Bump' Warning Signs. The Committee unanimously concurs. Bump warning signs should be as close to the bumps as possible, but we suggest reasonable flexibility to accommodate the individual locations. The Committee further suggests that before or upon repaving streets, households be surveyed about whether to continue existence of said bumps.
3. No Parking Any Time (NPAT). The Committee concurs with one abstention. Even though parking is not allowed near Stop signs with or without signage, the NPAT signage should be added to problem locations to reduce sight line hazards and intersection clogging. However, the Committee is concerned was about sign proliferation, and restraint was urged to focus new signs only on those locations where violations are prevalent, troublesome, or parking violations are likely to interfere with emergency access to Village residences.
4. Parking (other). The Committee requested identification of the locations recommended for the 11 additional parking restriction signs, and further information was provided promptly by the Chief. After review, the number proposed was reduced to nine. The Committee was polled and concurs with these additions to remove observed parking and/or travel hazards, but further suggests that the installations at the Laurel Park location be delayed. We understand that there is an ongoing review of traffic and parking in the vicinity of Town Hall and

the Post Office and those findings should be taken into account in case there might be inconsistencies.

5. No Trucks. The Committee unanimously concurs with the three additional signs to fill in where missing at Village entry points.
6. Stop/Yield Signs. There was substantial discussion of the rationale for these two changes of signage. The Committee concurs (two opposed) with conditions. The added signage at the intersection of Laurel and W. Melrose should be a 'Yield' sign, not a Stop sign, in better keeping with the MCUTD Section 2B.06 that states: "At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs." And, a brief explanation of the rules of entry and circulation at Chevy Chase Circle should be prepared for the *Crier*.

Remaining Sections of Signage Report (actions not requiring policy decisions). The Committee discussed the remaining sections of recommended actions in some detail, and then endorsed all the additional recommendations *en masse*. The Committee commented very favorably on the removal of numerous signs that no longer served any useful purpose or conveyed outdated messages. The Committee suggests that all the signage work be performed as convenient in order to minimize the installation cost.

#### OTHER MATTERS CONSIDERED

Pedestrian Crossing. The Committee also discussed with great dismay the SHA decision on the Village request for a pedestrian activated signal on Connecticut Avenue as conveyed by SHA (Mr. Young) letter of February 10, 2014. **A separate resolution is attached urging the Board of Managers to persevere** and redouble their much appreciated efforts on behalf of obtaining this needed pedestrian crossing.

Wisconsin Sidewalk. The Committee heard a report from members on the Wisconsin sidewalk meeting with SHA held at Village Hall on February 19, 2014. The discussion primarily focused on our inability to understand the speed and priority given to this improvement, and its inclusion of a pedestrian-activated signal without any clear indication of metrics or warrants that had been demanded related to our desired crossing on Connecticut already requested by the Village.

## MEMORANDUM

To: The Board of Managers, Chevy Chase Village  
From: Porter Wheeler, Chair, Traffic Committee, with Jan Acton  
Date: March 4, 2014  
Subj.: **Resolution on Connecticut Avenue Pedestrian Crossing**  
Copies to: Shana Davis-Cook, Village Manager; Members of the Traffic Committee

At the Traffic Committee Meeting on February 25, 2014, we revisited the Chevy Chase Village request for a pedestrian-activated traffic signal for crossing along Connecticut Avenue, and reviewed the SHA letter addressed to Mr. Younes.

**The Traffic Committee does not agree with the findings of the SHA letter** transmitted on February 10, 2014. As we have on several occasions in the past, we expected that SHA would consider alternative metrics in addition to live counts of vehicles and pedestrians. The Traffic Committee is dismayed that SHA did not consider alternatives at all, neither alternative metrics nor alternative solutions. Yet, senior SHA representatives on several occasions committed to doing exactly that, at least to consideration of other important factors.

The Traffic Committee is now also concerned about the apparent inequitable treatment of pedestrian crossing safety on Connecticut Ave. (MD-185) versus Wisconsin Ave. (MD-355). In a public meeting with Village residents on February 19, 2014, regarding the proposed sidewalk on the east side of Wisconsin Ave. between Hesketh and Bradley, the SHA announced that it was **planning to install a pedestrian-activated traffic signal** at Chevy Chase Blvd. The sole stated purpose of this signal is to provide safe crossing for pedestrians coming to and from a bus stop. This is a worthwhile reason. However, the SHA provided no information regarding the number of pedestrians currently crossing Wisconsin at this point—whereas SHA focused solely on the number of individuals crossing Connecticut at Lenox Street and deemed the number insufficient to warrant a pedestrian activated signal.

The inconsistent treatment of the situation on Wisconsin Ave. versus Connecticut Ave. is further heightened by the fact that both proposed crossings involve access to bus stops, whereas the Connecticut Ave. crossing also provides access to our Village Hall and to the Post Office for the roughly 50 percent of Village residents who are cut off by Connecticut Ave. In contrast, there are no residents living on the east side of Wisconsin Ave. who might visit any community facilities across Wisconsin Ave.

Traffic Committee members are disturbed by this patently inconsistent, arbitrary, and discriminatory treatment of Village residents and by the SHA's continued unwillingness to provide comparable safety measures for Village residents along Connecticut Ave.

**Resolved:** We urge the Board of Managers to redouble its efforts to pursue some alleviation of the difficult and dangerous conditions facing pedestrians seeking to cross Connecticut Avenue between Chevy Chase Circle and Bradley Boulevard. Members of the Traffic Committee stand ready to assist the Board in any manner requested.