



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

July 20, 2012

Melinda Peters, Administrator
Maryland State Highway Administration
707 North Calvert Street, C-400
Baltimore, MD 21202

RE: Connecticut Avenue (MD185)/Jones Bridge Road/Kensington Parkway Intersection
SHA Contract No. MO5935870
Mandatory Referral No. MR2012036

Dear Ms. Peters:

The Planning Board reviewed the Mandatory Referral of the above project at our regularly scheduled meeting on July 16, 2010 and approved only the proposed improvements on the west leg of Jones Mill Road, with the condition and comments listed below:

Condition

1. No disturbance will be permitted in the area of the Category I Conservation Easement until a plat of the revised easement has been submitted to the Planning Board and approved. The mitigation for the approximately 11,357 s.f. of impacts to the easement must include a minimum of 2,615 s.f. of new Category I easement along the south side of the existing easement and an additional area of approximately 20,099 s.f. of Category II easement along the MD185 frontage of the HHMI property, for a total of 2:1 easement mitigation.

Additional Board Comments

2. Maintain the existing median break at Spring Valley Road until the Planning Board has approved the Platt Ridge Drive Extended project.
3. Provide an update at the time of the submission of the revised Conservation Easement on the effectiveness of the temporary signal at Spring Valley Road.
4. Provide a median pedestrian refuge island on the west leg of Jones Bridge Road at Connecticut Avenue (MD185).

5. Provide a two-foot-wide minimum offset from the curb for all proposed sidewalks wherever possible.
6. Work with our staff to identify additional areas where trees can be planted in the right-of-way.

The Planning Board did not approve the proposed improvements on the east leg of Jones Bridge Road (east of Connecticut Avenue). We believe that the impacts to the existing wall, trees and property of the residents of Chevy Chase Park would be too great for the anticipated traffic benefit. We also believe that the County's recent successful traffic-calming project on this segment of Jones Bridge Road would be adversely impacted by your project.

Should your agency choose to proceed with any improvements on the east leg, we recommend that you consider eliminating the proposed additional eastbound lane to reduce the impacts to Chevy Chase Park and to pedestrian safety in this area. We also recommend that you:

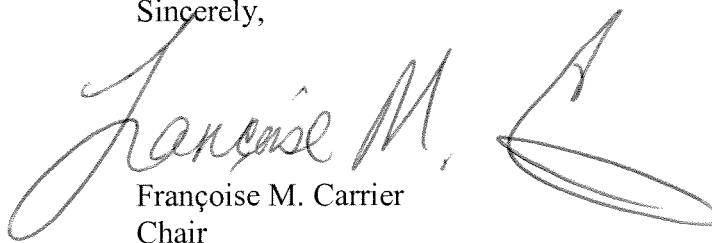
7. Work with the Chevy Chase Park HOA on how best to achieve an acceptable replacement for their boundary wall, fence, and trees.
8. Coordinate with MCDOT on these recommended changes to the traffic-calming devices along Jones Bridge Road to ensure the safety of North Chevy Chase Elementary School students and other pedestrians:
 - a. Relocate the proposed median pedestrian refuge island to the east leg of the Montgomery Avenue intersection, in line with the existing sidewalk on Montgomery Avenue, and provide handicap ramps at this location.
 - b. Provide an ADA-accessible crossing of Jones Bridge Road at Montrose Driveway, including the use of a pedestrian refuge in the proposed traffic island.
9. Coordinate the design of the proposed improvements with area citizens associations, including the Coquelin Run Citizens Association.
10. Coordinate with the Village of North Chevy Chase on the proposed sidewalk improvements on the north side of Jones Bridge Road.
11. Ensure that the home at the corner of Jones Bridge Road and Kensington Parkway will continue to have adequate driveway access.

12. Provide an eight-foot-wide shared use path along Jones Bridge Road from the southeast corner of the intersection with MD185 to the eastern project limit:
 - a. Consider the use of pervious concrete for the path.
 - b. The handicap ramps at intersecting driveways along this path should be eight feet wide to accommodate bike traffic.
 - c. Where the path is bordered by the future Chevy Chase Park HOA boundary wall and/or fence, the path should be separated from both the curb and the wall by a minimum of two feet.
 - d. East of the future Chevy Chase Park HOA boundary wall and/or fence, the landscaped offset of the path from the curb should be a minimum of five feet wide.

We appreciate your staff's willingness to work with the community to continue to improve the design of this project and ensure that it furthers Montgomery County's long-term goals.

Thank you for your attention to this matter and we look forward to continuing to work together on this project. If you have any questions or comments concerning our review, please do not hesitate to call me at 301-495-4605, or you may call Larry Cole at 301-495-4528.

Sincerely,

A handwritten signature in cursive script, reading "Françoise M. Carrier". To the right of the signature is a large, stylized, handwritten flourish or mark.

Françoise M. Carrier
Chair

FMC/LC:kr

bcc: Cherian Eapen
Robert Kronenberg
Marco Fuster
Bill Gries
Doug Redmond
Christina Minkler
Yuqiong Bai
Barb Solberg
Phil Alperson
Tom Robertson
Suzanne Maloney
Henry Levin
Patrick O'Neill
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