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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8811 Spring Valley Road  
Chevy Chase, MD 20815  
November 15, 2010

Mr. Edgar Gonzales  
Deputy Director for Transportation Policy  
Montgomery County Department of Transportation  
101 Monroe Street, 10<sup>th</sup> floor  
Rockville, MD 20850

Ms. Barb Solberg  
Assistant Chief, Highway Design Division  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Mr. Larry Cole  
Master Planner, Montgomery County Planning Department  
Maryland National Capital Park and Planning Commission  
8787 Georgia Ave  
Silver Spring, MD 20910

Dear Mr. Gonzales, Ms. Solberg, and Mr. Cole,

Thank you for attending our neighborhood meeting last month and making your presentation and recommendations regarding the Base Realignment and Closure Intersection Improvement Project at MD 185 (Connecticut Avenue) and Jones Bridge Road/Kensington Parkway.

This letter outlines the decision our community made about possible solutions to eliminate cut-through traffic in our neighborhood. And it also states our position on the recommendation of the Chevy Chase Valley Traffic Study for an extension of Platt Ridge Road to connect with our neighborhood at Montrose Drive.

Our community voted in overwhelming support of making our side streets of Woodlawn, Montrose, and Parsons exit only, prohibiting vehicles going south on Connecticut from making right turns onto those streets and into our neighborhood. As is the current practice, vehicles would be allowed to exit onto Connecticut.

To add an additional deterrent to cut-through traffic from Connecticut, we would also request that the curbs along Connecticut be extended to the middle of the side streets to obstruct the path of any vehicle that would try to turn off Connecticut. (These curbs should be planted with large shrubs for a more residential look.) Such a design would leave an opening only on the south side of the side streets for cars exiting onto Connecticut. We would also request the standard "Do Not

Enter" signage for each of the streets, replacing the current signs that restrict access from 7am -- 11am.

We anticipate that any reconstruction of the curbs would be made in conjunction with the larger proposed changes for the Connecticut/Jones Bridge Road intersection. However, our community requests that temporary barriers simulating that effect be installed at the same time the county plans to install the traffic signal at the Jones Bridge/Spring Valley Road intersection.

Our community is aware the Spring Valley traffic light is planned as a temporary measure because of concerns raised by the County Executive, the State Highway Administration, and in the traffic study. However, it is our hope that once the light is installed, the actual operation of the intersection would disprove the assertions that the signal would inadvertently cause more harm than good.

But if our community's "hope" fails to materialize into an intersection that effectively works with the surrounding roadway network, there is strong support for building the extension of Platt Ridge through an unused section of North Chevy Chase Park. We agree with MCDOT's proposal for a modest two-lane access road, constructed in a way that yields the smallest impacts on the parkland and the residential property that would abut it.

To be clear, the Platt Ridge extension is not an ideal solution for our community or North Chevy Chase Park. But because safe ingress and egress to our community is paramount -- a view also expressed by Montgomery County transportation officials -- we support the county and state efforts to address this concern in the most expedient and effective way possible.

Sincerely,



Ken Strickland, president  
Chevy Chase Valley Citizens Association

cc: Françoise Carrier, Chair, Montgomery County Planning Board  
Roger Berliner, Council member, Montgomery County Council  
Phil Alperson, Coordinator, Montgomery County BRAC  
Andy Scott, Special Assistant to the Secretary, Maryland Department of Transportation