

**TOCC Public Services Committee  
Agenda  
June 13, 2019**

- This meeting is open to all Town residents
- A Town wide traffic study is currently planned for the Fall of 2019. The Town manager has executed the contract amendment with VHB dated April 11<sup>th</sup>. The plan is for VHB to develop a final draft of the RFP and to present this to the PSC for comments at the June 13<sup>th</sup> PSC meeting. Eric Tang of VHB will attend and discuss the Draft RFP
- Todd advised that the safety recommendation(s) (center line striping) at Leland & East will be implemented after repaving is complete

**GUEST PARKING PASSES**

- The PSC recommends that the residents in Permit Parking areas be issued (1) additional guest parking pass upon request (for a total of 2). Two guest passes will be the new norm in years following for those requesting same
- The existing protocols for applying for a permit parking pass will apply for the issuance of the second guest parking pass
- Residents are to be reminded that that the guest parking pass is only valid in the vicinity of the Town resident's address
- Town office will decide on the best way to inform residents that they may request a second guest pass
- The Council held a discussion on guest parking passes at the April 24<sup>th</sup> Council meeting and they voted to approve the issuance of a second guest parking pass
- Todd did publish an article in the June Forecast announcing this to residents and how to request a second guest pass
- This issue is now CLOSED

**CLARIFY DEFINITION OF PARKING IN THE "GENERAL VICINITY" OF A RESIDENCE**

- Currently, the Town Code does not qualify for both regular and visitor parking passes what parking in the "general vicinity" of one's residence is. As a result of this, enforcement of permit and visitor parking is non-existent. In May, the PSC recommended to the Council that they define general vicinity to mean "within one block in all directions of the permit holder's residence". This change will be for BOTH permit parking and visitor parking permits. Subsequently, Todd suggested that enforcement of a parking "distance measurement" would be difficult and he suggested that general vicinity be defined as "allowing parking only on the address block and any immediately adjoining block". Barney suggested that general vicinity be defined as "one block past the nearest corner". At the May 22<sup>nd</sup> Council meeting, the Council asked the PSC to do "additional research and analysis" on "general vicinity" and to report back to the Council

- Other PSC items:
  - Request to change speed limit on Oak Lane by Vi Lund (7409 Oak lane). PSC recommended that this be looked at when the traffic study is performed
  - Request for a crosswalk at Leland and 44<sup>th</sup> Street by Melanie Mansfield (Leland & East). The PSC will discuss this at the June PSC meeting. Dave Walton asked Joe Cutro to look at this request. A copy of Joe's 5.13.19 report is attached
  - The PSC was asked to begin a review of parking as it relates to Accessory Dwelling Units (ADU's). Most likely, this topic will be taken up in September
  
- The PSC was asked to look at parking in the vicinity of Zimmerman Park in light of the garden improvements and the possibility of a DEA (dog exercise area). The Town office requested input from Joe Cutro on this subject and his report dated 1.29.19 is on record.
  
- B-CC CAT (Community Advisor Team) – Meeting held on 6.5.19. See Agenda attached to this email
  
- Next Meeting – **Thursday, September 12, 2019 Have a safe and wonderful summer!**

A handwritten signature in black ink, appearing to read "Dave Walton", with a long horizontal flourish extending to the right.

Chair, PSC



File  
"Crosswalk KS"

May 13, 2019

TO: Todd Hoffman, Town Manager, Town of Chevy Chase  
FROM: Joseph Cutro, P.E., Traffic Engineering Consultant  
SUBJECT: Leland Street at 44<sup>th</sup> Street/East Avenue – Crosswalk Options

Following an April 30 walk-thru, we (together with Town staff) have devised two options for providing an ADA-compliant marked crosswalk to span Leland Street in the vicinity of 44<sup>th</sup> Street and East Avenue. The objective of these options is to provide a safe and accessible connection between the Thornapple Street pedestrian path at the bend of East Avenue, and the north side sidewalk of Leland Street west of 44<sup>th</sup> Street (and ultimately, the Bethesda CBD). Currently, the latter sidewalk essentially ends at 44<sup>th</sup> Street, with no reasonably protected path for pedestrians to reach points further east. (It does connect to north-south sidewalks on the both sides of 44<sup>th</sup> Street).

The first alternative is to project a crosswalk southward across Leland Street from the west sidewalk of 44<sup>th</sup> Street. On the north side of Leland, the existing curb ramp at the northwest corner of 44<sup>th</sup> Street would be reconstructed to better direct pedestrians toward the crosswalk. On the south side, a ramp would be incorporated into a reconstructed driveway apron at 4400 Leland Street.

This option would take advantage of the fact that this path is already a statutory crosswalk under Maryland law, although appropriate signing to warn motorists would be strongly advised. The location is close enough (70 feet) to a speed hump at 4402 Leland to raise some concern about oversigning conflicts.

The idea of placing a ramp (with an ADA-compliant warning surface) in a driveway apron is rather unconventional, although not necessarily unacceptable. It places the property owner in the position of having to keep the apron clear. Despite the fact that the law generally allows property owners to obstruct their own driveways, it is illegal to stop, stand, or park a vehicle within a marked crosswalk. Furthermore, Maryland law also prohibits standing or parking within 20 feet of a crosswalk, so existing on-street parking (permit parking) adjacent to 4400 Leland would be lost as well.

While the east side sidewalk of 44<sup>th</sup> Street also presents a statutory crosswalk opportunity, it is too close to the blind curve at 4329 Leland to provide reliably safe passage for pedestrians.

A second alternative is to construct a new sidewalk on the north side of Leland Street, starting with a new ramp at the northeast corner of 44<sup>th</sup> Street and extending eastward into the intersection of East Avenue. The shape and large area of that intersection provide the opportunity to "bump out" the sidewalk into the existing pavement, thereby bypassing a long stretch of shrubbery at 4329 Leland Street. This sidewalk extension

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would terminate at a new curb ramp near the eastbound Leland Street STOP sign. From that point, a marked crosswalk would span Leland Street to a third new curb ramp at the northeast corner of East Avenue and Leland.

While this option is obviously the costlier of the two, it takes advantage of existing traffic controls (e.g., the STOP sign on eastbound Leland). No additional signing would be needed (although an eastbound (only) Pedestrian Crossing sign would be advisable), and no on-street parking would be affected. Furthermore, the bumped-out sidewalk would, by reducing the width of travel way, help to calm traffic movement along Leland Street.

Since Option 2 may be somewhat difficult for many to visualize, I can provide a sketch and/or a chalked field layout if desired. Please let me know.

