

TOWN OF CHEVY CHASE  
COUNCIL MEETING  
April 16, 2025

OPEN SESSION TO VOTE TO ENTER CLOSED SESSION (6 p.m.)

The Town Council will meet in open session for the purpose of voting to enter a closed session pursuant to the Open Meetings Act, Maryland Code, General Provisions Article, Section 3-305(b)(1) to discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction.

COUNCIL WORK SESSION (6:30 p.m.)

At 6:30 p.m., the Town Council will meet with Corso representatives to discuss the status of redeveloping 7100 Connecticut Avenue.

- I. GENERAL BUSINESS (7:00-7:15 p.m.)
  - A. Call to Order
  - B. March 2025 Financial Report
  - C. Town Manager's Report
  - D. Public Comments
  
- II. PUBLIC HEARINGS (7:15-7:30 p.m.)
  - A. [Request for Speed Humps \(6900/7000 blocks of Maple Avenue\)](#)
  
- III. COUNCIL DISCUSSIONS & ACTIONS (7:30-8:30 p.m.)
  - A. Discussion and Possible Approval of Corso Declaration of Covenants
  - B. Discussion and Possible Approval of Corso Garage Lease Agreement
  - C. Discussion and Possible Approval of Corso Construction Management Agreement
  - D. Discussion of a Contribution Request for Rosemary Hills Elementary School Outdoor Classroom
  - E. Discussion of a Contribution Request for the Chevy Chase Fire Department
  - F. Bradley Lane Pedestrian/Vehicular Traffic Management
  - G. Stanford Street Vehicular Traffic Management
  - H. [Proposed Elimination of Reversible Lanes in Rock Creek Park](#)
  
- IV. OTHER BUSINESS/UPDATES (8:30-9:00 p.m.)
  - A. County Workforce Housing Legislation
  - B. Technical Amendment to State Law to Clarify Municipal Regulatory Authority
  - C. Bethesda Market Park
  - D. Bethesda Downtown Plan Minor Master Plan Amendment
  
- V. ADJOURNMENT (9:00 p.m.)

How to Join the Council Meeting

1. In-Person  
4301 Willow Lane, Chevy Chase, MD 20815

2. [Online via Zoom](#)

3. [By Phone via Zoom](#)

(301) 715-8592

Meeting ID: 301 654 7144

Passcode: 6547144

**From:** David Walton  
**To:** Town Council  
**Subject:** Speed Hump Request - 6900/7000 blocks of Maple Avenue  
**Date:** Monday, March 31, 2025 12:40:57 PM

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We have received a qualifying speed hump petition from residents in the 6900/7000 blocks of Maple Avenue (between Stanford Street and Thornapple Street). Per the Town's policy, the Town traffic engineer (Joe Cutro) has done a site evaluation and finds that the street profile and alignment would support the installation of two speed humps (in the vicinity of 6908 Maple and in the vicinity of 7002 Maple).

Under the policy, a speed hump is warranted if there are a minimum of 120 vehicles per day exceeding 25 mph, or if there are a minimum of 20 vehicles exceeding 25 mph during any hour of the day.

The highest volume day (Friday, 3/21), had a total two-way traffic volume of 973 vehicles. On that Friday, 295 vehicles exceeded 25 miles per hour, and 20 vehicles exceeded 25 mph during seven of the hours of the day. The speed matrix table for Friday is attached. The speed and volume threshold for installation under the Town's policy is met.

Council is asked to review the request and determine how to proceed. Under the policy, the Council may decide to not proceed with the installation of the humps or may schedule the request for public hearing. Because the threshold for installation is met, staff recommends scheduling a public hearing for April 16, with notices of the hearing being distributed on this Friday, April 4.

Table 4E

**MetroCount Traffic Executive**  
**Speed Statistics by Hour**  
**Single Day – Friday, March 21**

**Town of Chevy Chase**

**Site:** Maple Avenue, between Stanford Street and Thornapple Street  
**Description:** **6917 Maple Avenue, just south of Pine Place, SL = 20 mph**  
**Direction:** Two-way traffic, northbound + southbound. Vehicles in profile = 973  
**Filter time:** **0:00 Friday, March 21, 2025 => 0:00 Saturday, March 22, 2025**  
**Exclusions:** None  
**Scheme:** Vehicle classification (Scheme F3)  
**Filter:** Cls(1-13) Dir(NS) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)  
 Data recorded and processed by Joseph Cutro, P.E

Vehicles = 973

Policy speed threshold = 25 mph, Exceeding = 295 (30.32%), Mean Exceeding = 27.76 mph

Maximum = 39.3 mph, Minimum = 8.4 mph, Mean = 22.6 mph

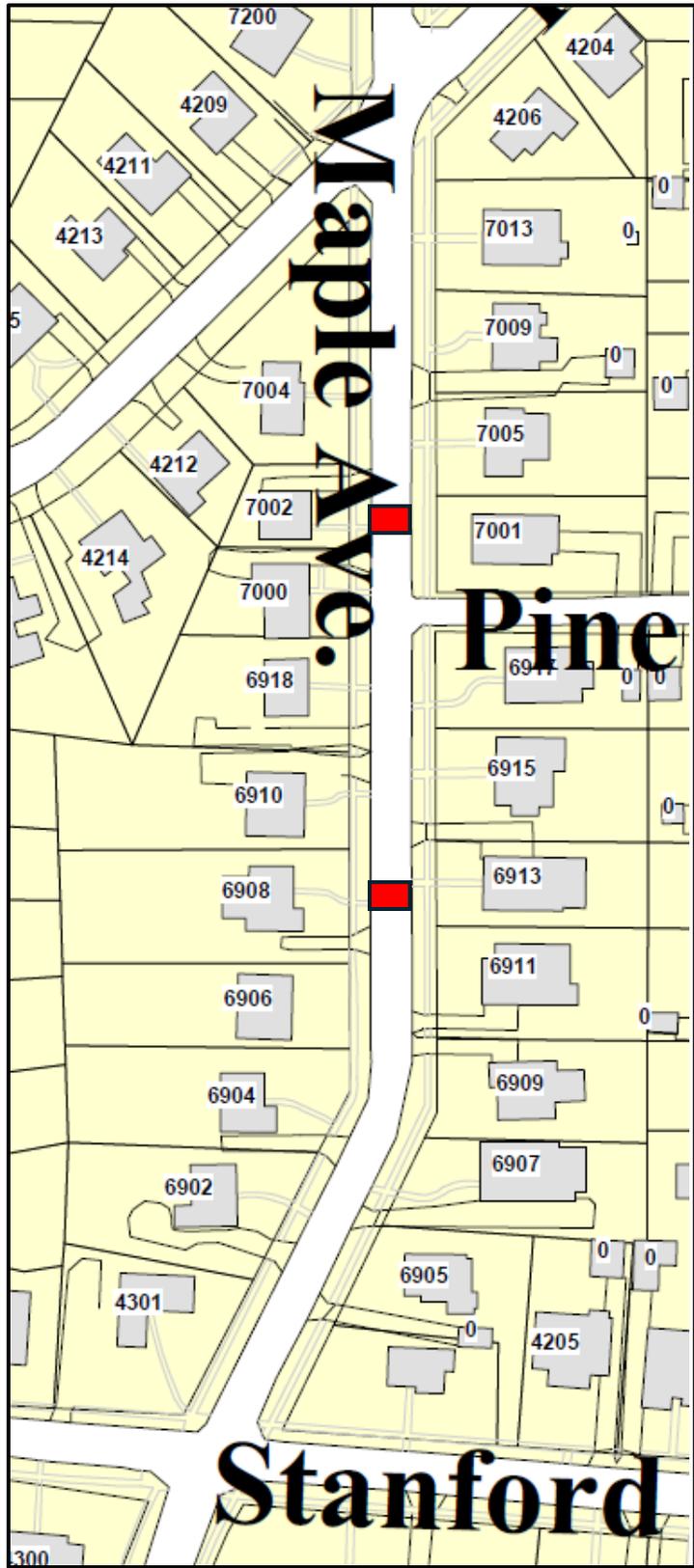
85% Speed = 27.23 mph, 95% Speed = 29.64 mph, Median = 22.98 mph

10 mph Pace = 19 - 29, Number in Pace = 730 (75.03%)

Variance = 23.00, Standard Deviation = 4.80 mph

**Hour Bins**

Time	Bin	Min	Max	Mean	Median	85%	95%	>25 mph
0000	2 0.206%	12.4	24.4	18.4	18.4	24.4	24.4	0 0.000%
0100	2 0.206%	21.5	22.3	21.9	21.9	22.3	22.3	0 0.000%
0200	1 0.103%	25.4	25.4	25.4	25.4	25.4	25.4	1 100.0%
0300	3 0.308%	11.7	29.8	20.8	20.9	29.8	29.8	1 33.33%
0400	3 0.308%	22.4	24.7	23.2	22.4	24.7	24.7	0 0.000%
0500	5 0.514%	23.7	35.9	27.5	25.8	35.9	35.9	3 60.00%
0600	7 0.719%	18.9	31.9	23.3	22.3	30.9	31.9	2 28.57%
0700	32 3.289%	13.0	39.3	22.3	21.7	26.5	34.2	8 25.00%
0800	59 6.064%	9.5	34.9	21.3	22.4	27.0	30.9	14 23.73%
0900	52 5.344%	11.1	30.5	22.3	22.4	26.3	29.6	16 30.77%
1000	38 3.905%	10.7	31.3	23.4	24.7	28.1	30.3	17 44.74%
1100	61 6.269%	12.5	38.7	24.7	24.7	29.0	33.3	28 45.90%
1200	64 6.578%	8.4	34.1	23.0	22.7	28.1	31.2	20 31.25%
1300	78 8.016%	8.4	35.1	22.9	23.6	27.8	32.9	27 34.62%
1400	113 11.61%	12.2	34.3	23.5	23.5	27.8	30.5	39 34.51%
1500	112 11.51%	11.8	33.0	23.5	23.7	27.1	28.7	37 33.04%
1600	84 8.633%	9.6	29.3	22.5	22.6	26.7	28.3	25 29.76%
1700	98 10.07%	10.6	31.1	22.3	22.7	26.5	28.1	26 26.53%
1800	64 6.578%	8.6	31.4	20.3	21.1	26.0	30.0	12 18.75%
1900	38 3.905%	8.7	28.0	19.5	19.9	24.0	26.6	3 7.895%
2000	23 2.364%	11.1	28.7	21.1	20.9	26.3	28.6	8 34.78%
2100	18 1.850%	10.6	29.0	21.4	21.5	27.6	29.0	4 22.22%
2200	8 0.822%	18.8	28.5	22.9	21.9	27.9	28.5	2 25.00%
2300	8 0.822%	11.7	27.8	20.8	20.4	27.6	27.8	2 25.00%
----	<b>973 100.0%</b>	<b>8.4</b>	<b>39.3</b>	<b>22.6</b>	<b>23.0</b>	<b>27.2</b>	<b>29.6</b>	<b>295 30.32%</b>



 Proposed Speed Hump Locations

## **TOWN OF CHEVY CHASE SPEED HUMP POLICY**

Under the provisions of the Town Charter, the Town Manager is authorized to construct, maintain, or remove speed humps on Town streets as directed by the Town Council. This document describes the decision process and lists the general standards followed by the Town in considering the construction or removal of speed humps.

### REQUESTS FOR SPEED HUMPS

Requests for speed humps to be installed may be originated by petition of Town residents; by the management of public facilities adjacent to Town streets; or by the Town Council.

- **PETITION FOR SPEED HUMP CONSTRUCTION BY RESIDENTS:**  
Town residents residing within a street segment or multiple contiguous street segments (a street segment is a section of street between two intersections) may petition the Town to consider the installation of one or more speed humps within that street segment or multiple segments. The petition should contain signatures from a majority of the households residing within the street segment or multiple segments.
- **REQUESTS FOR SPEED HUMPS ADJACENT TO PUBLIC FACILITIES**  
Requests for speed humps on streets associated with or adjacent to public facilities such as parks and schools may be made in writing to the Town Council by the official responsible for the management of the facilities. The Town Council will decide whether to consider such requests.
- **COUNCIL DIRECTED REQUESTS FOR SPEED HUMPS**  
The Town Council may direct the Town Manager to perform a feasibility analysis for the installation of a speed hump on any street segment within the Town.

### ENGINEERING REVIEW AND EVALUATION

#### FEASIBILITY ANALYSIS OF SPEED HUMP REQUESTS

Upon receipt of a qualifying petition by Town residents, or if directed by the Town Council, the Town Manager will evaluate the street segment(s) to identify and recommend appropriate locations, if any, for the potential speed hump(s).

The Town has adopted the following standards to determine whether a speed hump is feasible:

- Humps will not be installed within 150 feet of a STOP sign, traffic signal, or small-radius curve.
- Humps will not be installed within 50 feet of an intersection without a STOP sign or traffic signal.
- Humps will not be installed, partially or wholly, within the projection of a private

driveway entrance.

- Humps will not be installed atop any utility manhole, valve enclosure, or other underground utility access point.
- Humps will not be installed near a hill crest that would obstruct a driver's view of a hump or pedestrians from less than 200 feet, or on slopes having grades exceeding eight percent.
- The minimum spacing between humps is 200 feet.
- Traffic safety, on-street parking, emergency service access, other proposed improvements, and traffic engineering best practices will also be considered.

The Town Manager shall provide a report to the Town Council detailing the findings and recommendations regarding the placement of new speed humps.

The results of the feasibility study will be available to the public.

#### TRAFFIC ANALYSIS REVIEW

If the Town Manager determines that there is a feasible location for speed humps, the Town Manager will commission a traffic study, no less than a week in duration, to determine traffic volume and speed at the location of the requested hump(s).

The street segment in question must generally meet either of the following criteria to qualify for the installation of the speed hump; however, the Council may approve installation of a speed hump that does not meet these requirements if they find significant mitigating factors in support of the request:

- A minimum of 120 vehicles per day exceeding 25 mph, or
- A minimum of 20 vehicles exceeding 25 mph during any hour of the day.

The results of the traffic study will be available to the public.

#### COUNCIL CONSIDERATION

Following review of the record of the request, the Council may:

- Decide to not proceed with further consideration of the request; or
- Schedule the request for public hearing.

If the speed hump has been requested by petition of residents, all households within the street segment will be provided with an update of the Council's decision.

#### PUBLIC HEARING

Prior to the installation of any speed hump, the Council will hold a public hearing. The Town shall provide sufficient written notice of the public hearing to those residents on the street segment(s) of the speed hump request and will use other available communication

means to also inform all Town residents.

Following the public hearing and consideration of the record of the request, the Town Council will make a final decision as to the construction of the speed hump(s). The Town will notify residents residing in the street segment of the Council's decision.

#### PROCEDURE FOR SPEED HUMP REMOVAL

This process may be initiated by the same parties listed above. A petition containing signatures from a majority of the households within a street segment should be submitted to the Town, specifying the speed hump(s) to be considered for removal and state the reason(s) for the request.

Removal of speed humps should be considered only after a review to determine its impact on surrounding streets. Recently constructed speed hump(s) should remain in place for a reasonable period before removal is considered.

If the Town Council determines that removal of a speed hump may be warranted, then the Town will hold a public hearing to consider the removal. The Town will provide sufficient written notice of the public hearing to those residents on the street segment subject to the speed hump request and will use other available communication means to inform all Town residents.

Following the public hearing and consideration of the record of the request, the Town Council will make a final decision regarding the removal of the speed hump(s). The Town will notify residents residing in the street segment of the Council's decision.

If unforeseen safety considerations arise following the installation of a speed hump, the Council may remove a speed hump without following this process. Involving residents in the decision is strongly recommended.

Adopted April 14, 2021