

TOWN OF CHEVY CHASE
COUNCIL MEETING
May 14, 2025

- I. GENERAL BUSINESS (7:00-7:45 p.m.)
 - A. Call to Order
 - B. Swearing-In of Newly Elected Council Members
 - C. Election of Council Officers & Committee Liaisons
 - D. 2025 General Assembly Session Review (Delegate Jared Solomon)
 - E. April 2025 Financial Report
 - F. Town Manager's Report
 - G. National Gun Violence Awareness Day Proclamation
 - H. Public Comments

- II. PUBLIC HEARINGS (7:45-8:30 p.m.)
 - A. [Proposed Speed Humps \(6900/7000 blocks of Maple Avenue\)](#)
 - B. [Proposed Speed Humps and Parking Restriction \(4300 block of Stanford Street\)](#)
 - C. [Financial Contribution to Rosemary Hills Elementary School Outdoor Classroom](#)

- III. COUNCIL DISCUSSIONS (8:30-9:30 p.m.)
 - A. Speed Camera Authority/Policy
 - B. Public Services Committee Permit Parking Study
 - C. Climate and Environment Committee Resident Awareness Survey
 - D. Fundraising for Rosemary Hills Outdoor Classroom Project

- IV. ADJOURNMENT (9:30 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

MEMORANDUM

II-A

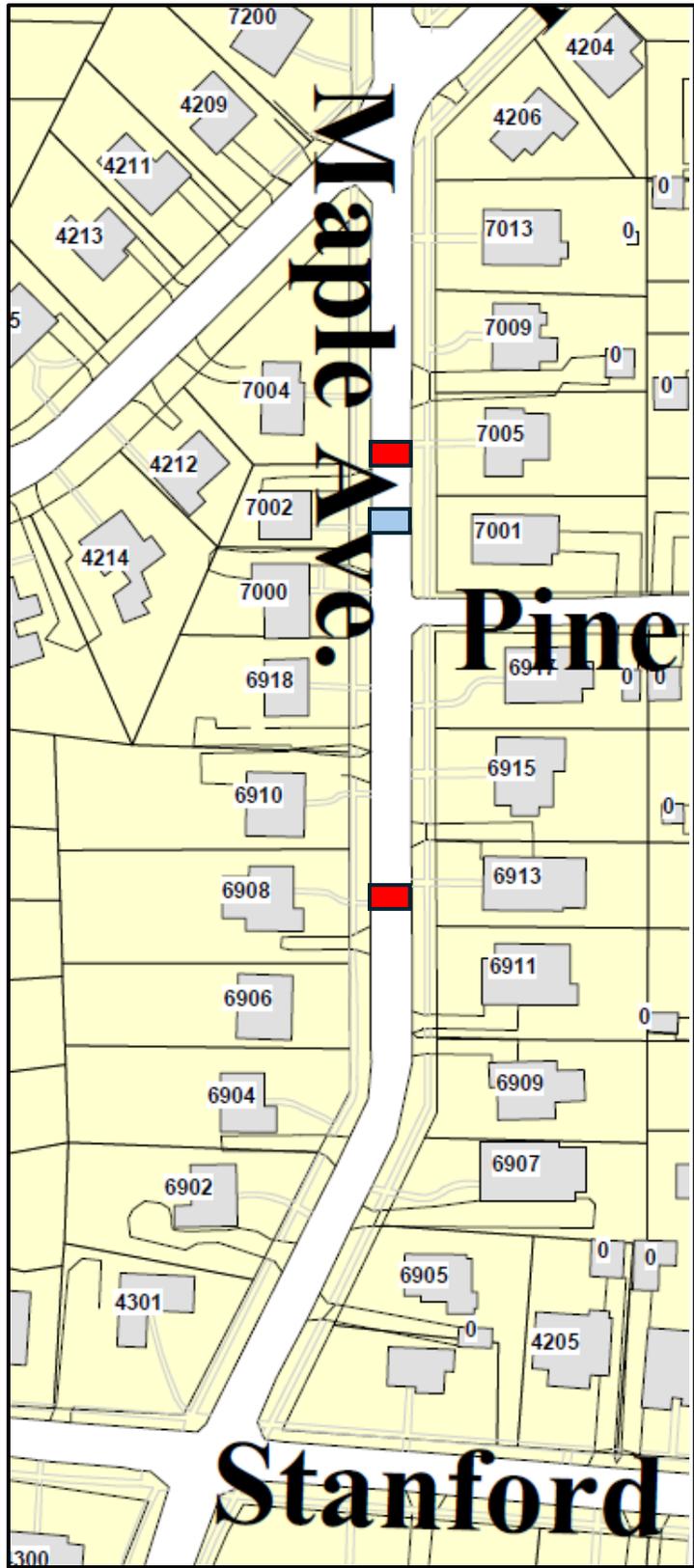
TO: Town Council
FR: Todd Hoffman, Town Manager
RE: Public Hearing on Proposed Speed Humps (6900/7000 blocks of Maple Avenue)
DATE: May 14, 2025

The Council will hold a public hearing on a speed hump request for the 6900/7000 blocks of Maple Avenue (between Stanford Street and Thornapple Street). A qualifying speed hump petition from residents on the blocks was submitted to the Town in March. Upon receipt of the petition, the Town undertook a road profile/alignment analysis and speed study, the results of which show that the qualifying thresholds for hump installation are met. The Town's traffic engineer recommends the installation of two speed humps.

The Council held a public hearing on the request at the April Council meeting. After receiving and considering public feedback, the Council requested that the Town engineer reevaluate the block to determine if alternative locations for the humps would be acceptable. Following his further review, the engineer proposes to retain the original location of the south hump and finds it acceptable to move the north hump 45 feet toward Thornapple Street, as shown on the attached map.

Attachments:

- Map showing proposed hump locations
- Engineer's report on the revised location
- Petition
- Speed and volume study summary
- Public hearing notice
- Speed Hump policy



-  Proposed Speed Hump Locations
-  Location originally proposed (April public hearing)

April 30, 2025

TO: Todd Hoffman, Town Manager, Town of Chevy Chase

FROM: Joseph Cutro, PE, Traffic Engineering Consultant

SUBJECT: Maple Avenue, Stanford to Thornapple ó Speed Hump Locations

At your request, I am providing some further detail and recommendations about the placement of speed humps within the 6900/7000 block of Maple Avenue, running from Stanford Street on the south to Thornapple Street on the north.

Based on speed and volume data collected the week of March 17, it appears that a speed hump project on this block of Maple Avenue is easily justified. Using the week's second-highest volume day (Thursday, March 20) as its "most representative", the daily number of vehicles exceeding 25 mph was 206, easily meeting the minimum of 120 stated in the Town's Speed Hump Policy. For that same day, the hourly minimum of 20 was exceeded in two hours of the day. A requested look at the week's highest-volume day (Friday, March 21), was even more compelling. The total number of vehicles exceeding 25 mph was 295, and the hourly minimum was exceeded in seven different hours.

With a stop bar to stop bar length of 765' the appropriate number of speed humps for this block of Maple Avenue is two. Any layout would have to consider the presence of a "slow point", in this case, a fairly sharp horizontal curve, near the south end of the block. Our initial "optimal" layout positioned "south" and "north" humps at 6908 and 7002 Maple respectively. This places the south hump 330' north of the Stanford STOP sign, the north hump 210' south of the Thornapple STOP sign, and leaves 225' between the humps. These spacings meet the minimum requirements of the Town's Speed Hump Policy, and in my estimation, would maximize speed reduction over the entire block.

For the south hump, it has been suggested that it be moved closer to the curve (at 6904 Maple) to address what appear to be excessive speeds within the curve itself. There are two problems with that idea, one regarding safety and one regarding performance. First, it's considered unsafe to place a speed hump within or very close to a small-radius curve, as stated in both national (ITE) guidelines and the Town's own policy. Secondly, a speed hump would be much less effective at reducing speeds within or near the curve. While it's certainly true that some vehicles are taking this curve too fast, the fact is that the 85th-percentile speed at the curve is just 21 mph* ó 5 mph lower than in the straightaway further north. With a design speed of 20 mph, a speed hump would be quite ineffective at this point in the street with most vehicles already decelerating for/at this "slow point".

TO: Town of Chevy Chase
RE: Maple Avenue 6900/7000 block ó Speed Hump Locations

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South of the curve at 6904 Maple, there are no opportunities for proper placement of a speed hump in the remaining 190ø distance to the STOP sign at Stanford Street. In keeping with the Town policy and national guidelines, speed humps should not be placed within 150ø of a STOP sign. Two driveways, one on either side of the street, occupy the remaining 40ø between the curve and the 150ø STOP sign clearance zone. Given these considerations, I continue to recommend the placement of the south hump at 6908 Maple Avenue as originally proposed.

The discussion above doesnøt exclude further treatment options for the curve at 6904. The curve can be, and perhaps should be, marked by warning signs, supplemented by an advisory speed lower than the 20 mph speed limit. At least northbound, this would be an easy-to-do and worthwhile safety improvement. A southbound sign could be more problematic, with the possibility of oversigning in combination with the warning sign needed for the south speed hump. At the very least, I can recommend installation of a northbound curve warning sign (MUTCD W1-2) with a 15 mph advisory speed plaque.

We also have a received a proposal to relocate the north speed hump. The request states that personal mobility issues of the older resident at 7002 would be aggravated if a hump were placed where originally proposed, thereby impeding movement between and among an (on-street) parked car, the homeø front entrance, and the homeø driveway (side entrance). Upon further review, we found that we could mitigate the problem by moving the hump 45ø further north while still meeting the spacing requirements of the Townø policy. With that relocation, the north hump falls 165ø south of the Thornapple STOP sign, 15ø greater than the required minimum. The spacing between south and north humps would now be 270ø. While the original location would provide better overall speed reduction on the street, the revised location should still provide decent performance. If and when circumstances allow, the Town should consider relocation of the north hump back to its originally proposed location at 7002.

Finally, we were asked to make certain that a speed hump would not aggravate water runoff conditions derived from sheet flow originating on Pine Place. We were able to determine that at either location of the north hump ó at 7002 or 45ø further north ó that a hump would be too far away from Pine Place to influence sheet flow coming from that alley.

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*As reported in a study by the Traffic Group for the week of May 31 to June 6, 2017.

Owing to the high volume of automobile traffic during rush hours and the excessive speed of motorists during non-rush hour times, the following residents in the households of Maple Avenue petition the town to install two (2) speed humps between 6900 Maple Avenue and 7013 Maple Avenue.

- | | |
|-------------------------------|-------------------------------------|
| 6900 <u>[Signature]</u> | 6905 <u>Stephanie Patrak</u> |
| 6902 <u>Jacobi P. Inu</u> | 6907 _____ |
| 6904 <u>Betty Ferbe</u> | 6909 <u>Randy DeWalt</u> |
| 6906 <u>Kelli</u> | 6911 <u>Julia Angli</u> |
| 6908 <u>Carol Levin</u> | 6913 _____ |
| 6910 <u>Joanna Muth</u> | 6915 <u>Lynn Michelle Mauston</u> |
| 6918 <u>Lutcher B. Bonner</u> | 6917 <u>Barry Paul</u> |
| 7000 <u>[Signature]</u> | 7001 <u>Nader Elkassaf</u> |
| 7002 _____ | 7005 <u>[Signature]</u> |
| 7004 <u>[Signature]</u> | 7009 <u>Christine & Francis</u> |
| | 7013 <u>Susan B. Hill</u> |

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%
----	973 100.0%	8.4	39.3	22.6	23.0	27.2	29.6	295 30.32%



Irene Lane, *Mayor*
Barney Rush, *Vice Mayor*
Rich Brancato, *Treasurer*
Stephanie Martz, *Secretary*
Joy White, *Community Liaison*

Speed Hump Public Hearing Notice

To: Residents in the 6900 and 7000 Blocks of Maple Avenue
From: David Walton, Town of Chevy Chase
Date: May 2, 2025

On Wednesday, May 14, at 7:00 p.m., in the Town Hall (4301 Willow Lane) and via Zoom, the Town Council will hold a public hearing to consider a request to install two speed humps on Maple Avenue as shown on the attached map. Following feedback and comments received during a public hearing at the Town's April Council meeting, the Council asked the Town's traffic engineer to reevaluate the proposed speed hump locations. The engineer has completed an engineering review and is recommending retaining the proposed location of the southernmost hump and is recommending shifting the northern hump 45 feet to the north (toward Thornapple Street), as depicted. The Council has agreed to hold a public hearing on the modified plan.

The Zoom link will be available on the Town website calendar prior to the meeting.

If you cannot attend the May 14 hearing, you may submit comments to the Town Office by email to townoffice@townofchevyCHASE.org prior to the hearing. Please contact the Town Office if you have any questions.

Attachment: Map showing proposed hump locations

Sent To: Residents in the 6900/7000 block of Maple Avenue

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

MEMORANDUM

II-B

TO: Town Council
FR: Todd Hoffman, Town Manager
RE: Public Hearing on Proposed Speed Humps and Parking Restriction (4300 Block of Stanford Street)
DATE: May 14, 2025

The Council will hold a public hearing on a recommendation from the Town's Public Services Committee (PSC) to create a "No Parking" area on the south side of the 4300 block of Stanford Street and to install two speed humps in the block. The improvements are intended to address public safety concerns about the topography and alignment of the street by slowing down traffic speeds and creating an area near the crest of the hill for cars travelling in opposite directions to safely pass each other.

Following the receipt of numerous complaints about dangerous conditions or blocked travel lanes at the crest of the hill over the years, the PSC was asked to study the traffic issues in the block and make recommendations for improvements. Prior to advancing the recommendation to the Council, the PSC consulted with the Town's traffic engineer and held two meetings with residents in the block to solicit their feedback on possible options to address the traffic issues. The proposed solutions, in combination, seem to have resident support and were agreeable to the Committee.

As part of its review, the PSC requested a speed and volume study of the block. Although the measured speeds do not meet the qualifying threshold for speed humps in the block, the Committee feels that the exceptional characteristics of the block, plus the possible increase in speeds that may result from the creation of the "No Parking" area, merit the installation of the humps as shown on the attached map. The Town's speed hump policy is based on a statutory speed limit of 20 miles per hour. Although this block of Stanford Street has a statutory speed limit of 20 miles per hour, the Town has posted 10 mile per hour advisory speed limit signage at each side of the hill. The requested speed humps are intended to help reinforce this lower posted speed limit. The Town engineer has reviewed the hump locations and finds that they do not create a public safety issue, even though they do not meet the speed thresholds and spacing requirements of the Town's policy.

Attachments:

- Map showing the proposed improvements
- Engineer's report
- Speed and volume study summary
- Public hearing notice
- Speed Hump policy
- Traffic Restrictions and Signage policy

May 2, 2025

TO: Todd Hoffman, Town Manager, Town of Chevy Chase

FROM: Joseph Cutro, PE, Traffic Engineering Consultant

SUBJECT: Stanford Street, 4300 block ó Parking Restriction and Speed Humps

In response to your request, here are my thoughts regarding traffic safety and speeding on Stanford Street between Oakridge Avenue and East Avenue (4300 block), including prospective remedies for same. I very much appreciate the opportunity to weigh in on the matter since I am taking a somewhat contrary view to the current PSC proposal for addressing traffic safety on this block, particularly with regard to the use of speed humps. In summary, I very much support a south-side parking restriction at 4312 Stanford Street, flanking the street's hillcrest at this location. At the same time, I believe that any action on speed humps should be held in abeyance until the effects of the parking restriction can be properly evaluated.

The proposed parking restriction at 4312 Stanford was one of five options put forth for addressing potential head-on conflicts at the block's hillcrest. This low-cost, reversible alternative became the clear frontrunner when the resident at 4312 expressed support for the idea at the PSC meeting of March 17. My initial recommendation for the length of the restriction was 4 car lengths, or approximately 80'. Upon further observation of moving traffic at the hillcrest and of parking demand, including input from residents at 4312 and 4310, we were able to reduce the prospective restriction length to 68' (3+ car lengths), centered on the hillcrest. This restriction length is the minimum needed to allow westbound and eastbound vehicles to get out of each other's way, thereby effectively increasing sight distance in both directions. At the same time, the length of the restriction leaves one parking space adjacent to the driveway at 4312 (as requested), and leaves the frontage of 4310 untouched. My preference would have been for something longer, to incorporate the 4312 driveway within the restriction, but from our observations, the 68' length cited appears to be enough to greatly reduce conflicts at the hillcrest.

Our recent evaluation of a speed hump request in the 6900 block of Maple Avenue revealed an excellent precedent for the kind of parking restriction being proposed for 4300 block of Stanford Street. At 6906 Maple Avenue, a west-side parking restriction has long been established to allow two-way passage through a sharp horizontal curve. That restricted zone is 86' long and incorporates a driveway at one end. The restriction itself is No Parking Any Time (NPAT), allowing no exceptions for time of day or weekends. [N.B.: NPAT does not legally preclude vehicle stopping or loading activity.]

At its March 17 meeting, the PSC left the issue of parking restriction duration unresolved. While a time-of-day based (e.g., NP 7AM-7PM MON-FRI) restriction would provide at least some relief at the Stanford hillcrest, I strongly recommend a full NPAT restriction like that at 6906 Maple. Motorists will have a better idea what to expect, without having

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RE: Stanford Street, 4300 block ó Parking Restriction and Speed Humps

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to consider what time or what day it is. A full-time NPAT restriction would also allow the installation of a short (25ø) segment of centerline marking as a visual aid to help separate eastbound and westbound traffic. With a part-time parking restriction, such a centerline marking cannot safely be installed.

To conclude my thoughts regarding parking control, I recommend a NPAT restriction on the south side of Stanford Street, starting 20ø east of the 4312 driveway and extending 68ø eastward to the 4310/4312 property line. This recommendation should be in accordance with that of the PSC. Where I differ with the PSC is in regard to speed humps.

It would be hard to argue against the idea that vehicle speeds at the Stanford hillcrest are too great for today's conditions. But those conditions are going to change considerably with installation of a parking restriction at 4312. It could well be the parking restriction improves local traffic safety to a satisfactory level, obviating the need for further speed control measures.

The need for further speed control measures in the 4300 block has been examined in an earlier traffic study. Speed and volume data collected the week of November 2 of last year clearly do not support a speed hump project on this block. Using the week's second-highest volume day (Thursday, November 7) as its "most representative", the daily number of vehicles exceeding 25 mph was 12, well below the minimum of 120 stated in the Town's Speed Hump Policy. For that same day, the hourly minimum of 20 was not exceeded in during any hour of the day. The highest number of vehicles exceeding 25 mph in any hour was three. The measured 85th percentile speed for the full week was 20 mph. With a design speed (intended to match the 85th percentile speed) of 20 mph, a speed hump or humps would have little or no effect on slowing traffic.

That having been said, traffic conditions in the 4300 block are going to change with the installation of the parking restriction. I feel confident in saying that safety will be greatly improved. I also feel confident in saying that traffic speeds are going to increase. So how can safety possibly improve with an increase in traffic speeds? The fact is that "lower speeds are always safer" is something of a fallacy. In actuality, lower speed translates to greater safety only if sight distance is not reduced. What is true is that an increase in sight distance ALWAYS improves safety, regardless of what happens to resulting vehicle speeds. Strategies like aggressive enforcement, speed humps, (low profile) bumpouts, and certain traffic signs improve safety by reducing speed without affecting sight distance. But take something like introducing high occupancy on-street parking. Speeds will certainly decline, but safety will be greatly compromised because sight distance is adversely affected. Conversely, many freeways can operate safely at speeds of 70 mph and greater because they are designed with sight distances that are nearly unlimited.

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RE: Stanford Street, 4300 block ó Parking Restriction and Speed Humps

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Even with an expected increase in median and 85th percentile speeds, I would not expect speed hump(s) to be warranted in the 4300 block. But that occurrence remains a possibility, and as such, it should be evaluated after the 4312 parking restriction goes into effect. For the present, however, consideration of speed humps in conjunction with the proposed parking restriction is premature. I recommend that no speed humps be installed until it can be determined if the parking restriction is doing enough to improve safety on the block by itself. Only after evaluation proves that further speed reduction is desirable on this block should a speed hump project be considered.

The number and spacing of speed humps for such a project should be based on the Town's own policy, which is in turn based on well-researched national standards. With a block length of 335ø and the hillcrest as an existing òslow pointö, the appropriate number of speed humps to be placed between Oakridge Avenue and East Avenue is **one**. The optimal location for this single hump would be in the vicinity of 4310 Stanford, about halfway between the hillcrest and the Oakridge intersection. Under no circumstances should a speed hump be installed west of the hillcrest. The latter conclusion should explain why I've been reticent to identify a specific hump location ó a hump simply doesn't belong here, now or later. I see no justification for an additional hump west of the hillcrest, other than perhaps a desire to create some sort of òhump symmetryö centered on the hillcrest.

In addition to being ineffective in improving safety or even in reducing speeds, an important concern in deploying too many humps is the likelihood of oversigning. Consider that every hump requires a warning sign (in both directions) and that the existing òHill Blocks Viewö signs should be retained, at least in the short term. Dealing with a new speed hump in the vicinity of 4310 will be tricky, but compliance with MUTCD spacing requirements for warning signs should be achievable. With another hump west of the hillcrest, it's probable that the MUTCD spacing standards could not be met. Therein lays a potential liability problem for the Town.

To conclude, here is my recommended course of action for dealing with traffic safety issues in the 4300 block of Stanford Street:

1. Remove the confusing eastbound SPEED LIMIT 20 sign near East Avenue ASAP. Adjust the location of the nearby HILL BLOCKS VIEW/10 MPH signs as needed.
2. Install a 68ø long NPAT restriction at 4312 Stanford, as described above. If desired, supplement with a 25ø long segment of yellow centerline marking.
3. Three to six months following Step 2, evaluate the situation with a new speed test (at 4311 Stanford), and consideration of public comments/complaints.
4. If further speed reduction proves to be desired, install a single speed hump, with appropriate signing, in the vicinity of 4310 Stanford.

Table 4B

MetroCount Traffic Executive
Speed Statistics by Hour
Single Survey Day – Thursday, November 07

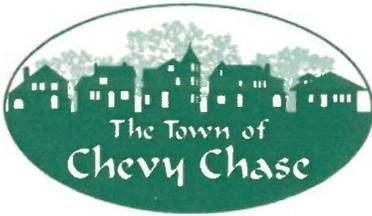
Town of Chevy Chase

Site: Stanford Street, between Oakridge Avenue and East Avenue
Description: @ 4311 Stanford Street, SL = 20 MPH
Direction: Two-way traffic, westbound + eastbound. Vehicles in profile = 1517
Filter time: 0:00 Thursday, November 07, 2024 => 0:00 Friday, November 08, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(EW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)
 Data recorded and processed by Joseph Cutro, P.E.

Vehicles = 1517 (2nd highest-volume day of 7 survey days)
Policy speed threshold = 25 mph, Exceeding = 12 (0.791%), Mean Exceeding = 26.82 mph
Maximum = 28.9 mph, **Minimum** = 6.3 mph, **Mean** = 16.6 mph
85% Speed = 20.09 mph, **95% Speed** = 22.31 mph, **Median** = 16.78 mph
10 mph Pace = 12 - 22, **Number in Pace** = 1283 (84.57%)
Variance = 12.62, **Standard Deviation** = 3.55 mph

Hour Bins

Time	Bin	Min	Max	Mean	Median	85%	95%	>25 mph
0000	0 0.000%	0.0	0.0	0.0	134.2	134.2	134.2	0 -%
0100	0 0.000%	0.0	0.0	0.0	134.2	134.2	134.2	0 -%
0200	0 0.000%	0.0	0.0	0.0	134.2	134.2	134.2	0 -%
0300	0 0.000%	0.0	0.0	0.0	134.2	134.2	134.2	0 -%
0400	1 0.066%	16.4	16.4	16.4	16.4	16.4	16.4	0 0.000%
0500	4 0.264%	7.5	17.5	14.6	16.7	17.5	17.5	0 0.000%
0600	4 0.264%	15.8	21.4	18.3	18.1	21.4	21.4	0 0.000%
0700	20 1.318%	12.7	22.3	17.7	16.7	21.3	22.2	0 0.000%
0800	97 6.394%	7.1	24.7	17.6	18.6	21.4	22.7	0 0.000%
0900	147 9.690%	7.3	28.9	17.7	17.8	21.4	23.7	3 2.041%
1000	92 6.065%	9.0	27.4	18.7	19.1	22.4	23.7	3 3.261%
1100	72 4.746%	7.6	26.3	18.3	18.8	21.0	23.8	2 2.778%
1200	63 4.153%	7.3	23.8	16.2	15.8	19.9	22.5	0 0.000%
1300	60 3.955%	8.3	24.1	16.6	17.0	20.1	21.8	0 0.000%
1400	76 5.010%	8.8	24.1	16.7	16.7	20.0	21.9	0 0.000%
1500	94 6.196%	8.1	23.6	16.6	17.4	19.7	21.5	0 0.000%
1600	140 9.229%	6.7	24.8	15.9	16.2	19.3	21.3	0 0.000%
1700	215 14.17%	6.6	22.3	15.5	15.8	18.7	20.1	0 0.000%
1800	201 13.25%	6.3	28.6	15.7	15.4	19.1	22.1	2 0.995%
1900	125 8.240%	8.4	23.2	16.2	16.5	19.3	21.2	0 0.000%
2000	52 3.428%	8.0	23.2	16.5	16.8	18.9	22.3	0 0.000%
2100	24 1.582%	10.6	25.5	18.1	18.1	22.0	25.5	2 8.333%
2200	22 1.450%	7.2	24.2	17.3	17.8	20.2	23.7	0 0.000%
2300	8 0.527%	12.2	24.9	17.9	19.1	23.5	24.9	0 0.000%
----	1517 100.0%	6.3	28.9	16.6	16.8	20.1	22.3	12 0.791%



Irene Lane, *Mayor*
Barney Rush, *Vice Mayor*
Rich Brancato, *Treasurer*
Stephanie Martz, *Secretary*
Joy White, *Community Liaison*

Speed Hump and Parking Restriction Public Hearing Notice

To: Residents in the 4300 Block of Stanford Street
From: David Walton, Town of Chevy Chase
Date: May 2, 2025.

On Wednesday, May 14, at 7:00 p.m., in the Town Hall (4301 Willow Lane) and via Zoom, the Town Council will hold a public hearing to consider a proposal by the Town's Public Services Committee to install two speed humps and create a "No Parking" zone measuring 67 feet in length in the 4300 block of Stanford Street. The proposed improvements are shown on the attached map. The improvements are intended to address public safety concerns resulting from the topography and alignment of the street by slowing down traffic speeds and creating an area near the crest of the hill for cars travelling in opposite directions to safely pass each other.

The Zoom link will be available on the Town website calendar prior to the meeting.

If you cannot attend the May 14 hearing, you may submit comments to the Town Office by email to townoffice@townofchevyCHASE.org prior to the hearing. Please contact the Town Office if you have any questions.

Attachment: Map showing proposed improvements

Sent To: Residents in the 4300 Block of Stanford Street

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

TOWN OF CHEVY CHASE TRAFFIC RESTRICTIONS AND SIGNAGE POLICY

Under the provisions of the Municipal Code of the Town of Chevy Chase, “all laws, ordinances and regulations enacted by the state and county with respect to the operation of motor or other types of vehicles are in effect in the town. The town council, however, reserves the right to establish more rigorous restrictions on the operation of motor or other types of vehicles in the public interest.” This policy delineates the decision process to be followed by the Town in considering such additional restrictions and their implementation, including appropriate signage.

REQUESTS RELATED TO OPERATION OF MOTOR VEHICLES

A request related to restrictions on the operation of motor vehicles within the Town may originate with

1. an individual
2. the Public Services Committee
3. the Town Council

Such requests may include, but are not limited to:

1. Speed limits
2. Stop signs
3. Parking restrictions
4. One-way, do not enter and turning restrictions
5. Warning signs

Requests from individuals should be submitted to the Town. Petitions from multiple individuals are not required. The request should specify the change(s) requested and state the reason(s) for the request. Any existing roadway conditions which support the request should be noted, which may include the following, as appropriate:

- history of traffic accidents or vehicular/pedestrian crashes
- identified or documented evidence of speeding or other violations of traffic laws
- proximity to schools and other pedestrian destinations, such as the Leland Center, transit stops, parks, and places of worship
- data from past traffic studies
- other unique circumstances that support the proposed change

EVALUATION OF REQUESTS

The Town Council may refer the request to the Town’s Public Services Committee for its consideration and recommendation. The Town may invite public comment at any time it deems appropriate. If the Town Council determines that the change(s) may be warranted, then it may commission an engineering study to evaluate the proposal and its feasibility, considering factors such as:

- Whether the change is an appropriate way to address the underlying concern;
- What is the potential benefit of the change;

- Whether there are potential adverse effects, such as introduction of new safety concerns, including pedestrian safety;
- Whether there are potential unintended effects, such as significant alterations in traffic patterns;
- Whether the change can be implemented in conformance with existing standards of traffic control and safety;
- Whether there are alternative solutions to the stated problem that the Town might consider.

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

CITIZEN INPUT AND FINAL DECISION

If the Town Council wishes to proceed with consideration of the proposed change following review of the engineering study, then the Town will hold a public hearing to consider the proposal. The Town will provide sufficient written notice of the public hearing to those residents on the blocks that are directly affected and will use other available communication means to inform all Town residents of the same. Any resident may attend the public hearing and testify.

Following the public hearing and consideration of any written comments provided in response to the public hearing, the Town Council will make a final decision as to the proposed change.

Adopted by Council 2/13/08

MEMORANDUM

II-C

TO: Town Council
FR: Todd Hoffman, Town Manager
RE: Financial Contribution to Rosemary Hills Elementary School Outdoor Classroom
DATE: May 14, 2025

At its April 16 meeting, the Council discussed a request for a contribution towards an outdoor classroom at Rosemary Hills Elementary School. The Council agreed to hold a public hearing at its May 14 meeting on a \$10,000 contribution and a \$10,000 maximum matching contribution. Attached is a project description.

About Rosemary Hills

Rosemary Hills Elementary School is a Pre-K through 2nd grade elementary school in the BCC Cluster serving almost 600 children from Chevy Chase, Bethesda, Silver Spring, and Kensington. We are a majority-minority community and 41.9 percent of our students receive free- or reduced-lunch. Our school also qualifies for free-breakfast-for-all through a Maryland State Grant and receives a grant from Nourishing Bethesda that sends food home with children each Friday. The top three languages spoken in our community are English, Amharic, and Spanish.

The Rosemary Hills (RHES) PTA is an all-volunteer, non-profit organization dedicated to enhancing the quality of public-school education and enriching the educational experiences for our students. Throughout the year, the PTA provides support to our community through instructional support grants to teachers, food and grocery gift cards at the holidays for our school families in need, free community events, funding assemblies, and much more.

About the Outdoor Classroom



The outdoor classroom is situated in one of the exterior courtyards in the rear of the building. It consists of a teaching space with benches for children, picnic tables, a path through the plantings that surround the perimeter. The school does not have the means or the manpower to upkeep the space because of the space design. Mulch is the main material under the teaching space and picnic areas, which has been labor and cost intensive to maintain. During the pandemic, the space became overrun with both plants and snakes and became unusable. Since school reopened, the PTA spent money and many volunteer hours to

bring the space back to baseline. Now, the PTA spends about \$5,000 annually to maintain the space, but this does not cover the full cost of how many times it needs maintenance to remain functional for classes.

Uses of the classroom include: observations of plants and insects as part of science lessons, where students record observations in their notebooks; story time; walkabouts with students with language delays to encourage conversation about flowers and what they see; plantings in the garden; using sidewalk chalk to practice writing and spelling; and an outdoor space for lunch for teachers and as a special treat for classes throughout the year.

Scope of The Project

The main purpose of this project is to make the space less labor-intensive to maintain and more vibrant as an outdoor teaching space.

Part I: Teaching Space

The teaching space hosts angled benches allowing children to focus on an instructor, adjacent to a beautiful mature Japanese weeping maple tree. There is a circular path

leading from the teaching space, around the tree and plants, back to the main concrete walk. This phase is for installing a concrete paver area under the benches, flush with the existing concrete walks, and continuing on with the path around. The teaching area with benches now slopes up gently into the tree bed. In order to create a level paved area, a low matching paver stone retaining wall is necessary. In addition, there will be a teaching board installed so that teachers have access to a white board to conduct lessons. Currently, there is only a stone bench for the teacher to sit on with no space to set materials or to present to the class. Existing benches will be replaced. There will also be a shade sail installed to provide protection from the sun as the space receives sunlight for the majority of the day.

Part II: Picnic Area

Replace existing picnic tables with wooden picnic tables that will be better workstations for students (the current perforated metal tabletops are not conducive for students to write). Install a concrete paver area under the benches, flush with the existing concrete walks. This area now slopes up gently to the school wall, so in order to create a level paved area, a low matching paver stone retaining wall is necessary. The work is to excavate the soil down below grade and install a 3-4" base foundation of CR6 crushed stone for the pavers and wall. Construct a straight the wall with cap placed about 4-5' away from the building. Construct a paver area under the benches up to the wall and flush with the concrete. Sweep polymeric sand into the narrow joints between the pavers, for the purpose of preventing weeds and to give better long-term stability.

Part III: Raised Timber Teaching Planter

Construct a raised timber planter would measure 16'x3'x2', filled with topsoil for children and teachers to use for planting seeds or small starter plants such as vegetables, perennials, flowers, etc. the space between Area B and the school wall will have space to construct this planter (or simply be a planting bed). The timbers would be permanent 6"x6" size, and secured to the ground with 2' rebar and the timbers fastened together with 12" spikes.

Part IV: Garden Bed and Drainage Area

Excavate the gravel and soil down to below grade and install a 3-4" base foundation of CR6 crushed stone for a matching paver walk. Install concrete pavers secured with a paver edge on both sides, then sweep polymeric sand into the joints. Add native perennials to assist with drainage and maintain visual interest for plant life throughout the year. Add butterfly house, a weather station, and other educational equipment to enhance the space.

Requested Amount: \$65,000.00

Project-by-Project Breakdown	Projected Cost (Including Materials and Labor)
Teaching Space with Pavers and Retaining Wall	\$11,250
Shade Sail	\$9,000
Outdoor Lesson Board	\$6,000
Picnic Area Pavers and Retaining Wall	\$14,000
Garden Bed/Drainage Area Fixes	\$5,000
Weather Station (analog outdoor thermometer, hygrometer, rain gauge on a post)	\$500
Magnifying stations (3)	\$860
Ant Farm	\$580
Worm Farm	\$580
Butterfly House	\$180
Child Gardening Supplies	\$600
Storage Cabinet with Shelves	\$450
Side table for teacher's materials	\$50
Slab bench for teacher	\$350
Log benches for students	\$4,600
Picnic Benches (4)	\$2,500
Planters and Native Plantings	\$2,000
Contingency Funds	\$6,500
Total Requested	\$65,000

Outdoor Lesson Board



Ant and Worm Farms



Magnifying Stations



Log Benches

