



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**DATE:** July 21, 2010  
**TO:** Montgomery County Planning Board  
**VIA:** Dan Hardy, Chief *DKH*  
Move/Transportation Planning Division  
**FROM:** Larry Cole: 301-495-4528, for the Planning Department *LC*  
**DISCUSSION:** BRAC roundtable: Chevy Chase Valley Study Report

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The Montgomery County Department of Transportation (MCDOT) recently released its report on the traffic study they performed at the request of residents of the Chevy Chase Valley neighborhood (The report is shown as Appendix C-9 on our BRAC website). These residents are concerned that access to their neighborhood is already very difficult from both Jones Bridge Road and Connecticut Avenue (MD185), and that it will be made more so by SHA's proposed intersection improvements.

**Purpose of today's discussion**

We are briefing the Board on the study to provide you an opportunity to express any concerns or opinions you may have in advance of a more detailed discussion with MCDOT and to discuss Planning Department and Parks Department staff recommendations that is will occur this fall.

**Spring Valley Road**

As part of the work to relocate the access to the Inner Loop for northbound traffic from Kensington Parkway to MD185, the Master Plan recommended that special attention be paid to the intersection of Jones Bridge Road and Spring Valley Road to improve access to the Chevy Chase Valley neighborhood in the northwest quadrant of the MD185/ Jones Bridge Road intersection.

SHA's proposed intersection improvements at MD185/Jones Bridge Road include construction of a continuous southbound right-turn lane on MD185, as discussed by the Board on July 22, 2010. The community fears that a continuous flow of traffic using this lane will make it more difficult for them to get in and out of their community. SHA proposes to allow right-turns-on-red from the right-turn lane, so while drivers are legally required to stop at a red signal before proceeding, there likely will not be significant breaks in the stream of traffic at many hours of the day.

The community originally requested a traffic signal on Jones Bridge Road at Spring Valley Road, but were told that the short distance between this signal and the one at MD185 would adversely affect the latter signal. They then suggested that a new roadway connection be constructed between the western terminus of Montrose Driveway and Jones Bridge Road opposite Platt Ridge Drive.

In response, MCDOT offered to conduct a neighborhood traffic study to look at four options for alleviating this problem. The alternatives, developed with input from the community and our staff, were:

1. Installation of a new traffic signal at MD185/Montrose Driveway, as noted above.
2. Installation of a new traffic signal at Jones Bridge Road/Spring Valley Road.
3. Construction of a new road extending through North Chevy Chase Local Park from the western terminus of Montrose Driveway or Woodlawn Road to Jones Bridge Road at Platt Ridge Drive, a signalized intersection.
4. Construction of a new road from the western terminus of Montrose Driveway (as noted above) or Woodlawn Road to the existing park road in North Chevy Chase Local Park.

MCDOT's consultant's concludes that the Alternative 3 is the best permanent solution – a new road through North Chevy Chase Local Park tying into Platt Ridge Drive. However, the Planning Department and Planning Board need to develop a formal staff recommendation on the consultant report, particularly since the recommended alternative requires parkland. Since SHA's goal is to get the BRAC intersection projects constructed as near as possible to the September 15, 2011 BRAC opening date, there is not sufficient time to develop interagency consensus on recommendations, design and construct any new road in advance of SHA's project. Therefore, the consultant also recommended that Alternative 2 – a traffic signal at Jones Bridge Road/Spring Valley Road – be built as an interim solution.

MCDOT has endorsed the consultant's findings and indicated that they will be installing the signal prior to SHA's construction. They would like to meet with our staff and the Planning Board to discuss the proposed new road on parkland sometime this fall.