



Department of Transportation
Division Traffic Engineering and Operations
Montgomery County, Maryland

SCHOOL WALKING AREA ANALYSIS

I. IDENTIFICATION:

Location: North Chevy Chase Elementary

Study By: Boris Calderon

School

Recommended Approval _____

Study Date: 06/27/2019

Approved _____

Police District: Bethesda

T.O. # _____ W.O. # _____

Logger #:

North Chevy Chase Elementary School

II. ANALYSIS:

Overview:

North Chevy Chase Elementary School is located in the southern portion of Montgomery County. The school's attendance area stretches as far north as Chevy Chase View and buses students from the Sundale Drive area of Silver Spring.

The current enrollment for the 2018-2019 school year is 286 students for 3rd, 4th and 5th grades. The school has been allotted a total of 6 buses by MCPS with approximately 190 bus riders. The designated walking area for North Chevy Chase ES is bound by I-495 in the north, Connecticut Avenue (MD-185) in the west, the Georgetown Branch trail in the south and Brierly Road in the east. The town of North Chevy Chase incorporates roughly fifty percent of the walking area and is located north of Jones Bridge Road and east of Connecticut Avenue.

The Division of Traffic Engineering and Operations performed a comprehensive safety study in 2003 that established a school zone and accompanying speed limits. Subsequent studies enacted parking regulations along Jones Bridge Road and added school signage along Manor Road. Notably, a traffic study performed in 2012 added traffic calming devices to the stretch of Jones Bridge Road from east of Connecticut Avenue (MD-185) to Jones Mill Road. These traffic control devices included traffic islands, pedestrian refuge islands and bump outs. Marked crosswalks accompanied these improvements at the school driveway and Brierly Road.

School observations and pedestrian counts were conducted for both morning arrival and afternoon dismissal periods. A total of 41 student pedestrians were counted in the morning arrival with 24 of

the students originating from east of Manor Road via Jones Bridge Road and one student originating from west of Montrose Driveway also via Jones Bridge Road. The remaining 16 students originated from the northern portion of the walking area and traveled south along Montgomery Avenue.

Walking Route Analysis:

The sidewalk network within the school's walking area roughly covers 45% of the area. Most notable is the lack of sidewalk on the roads north of Jones Bridge Road. These roads are designated residential roads and have narrow widths. With the exception of Brierly Road, most of the roads see very low traffic volumes as well as low vehicular speeds due to the narrow road widths accompanied by the presence of parked vehicles. Brierly Road is a collector and has speed humps throughout. It also has sidewalk on its east side from the Audubon Naturalist Society's property line to Dundee Driveway; it then has sidewalk from Dundee Driveway to Jones Bridge Road. It is recommended that the existing intersection be upgraded to have "State Law" crosswalk signage.

It is important to note that both Montgomery Avenue and Kensington Parkway Village are within the boundaries of North Chevy Chase and have sidewalk along their east side from their intersection with Inverness Drive to Jones Bridge Road. These three roadways can serve as collectors for all pedestrians originating in the north portion of the walking area and provide sidewalk availability all the way to the school crosswalk on Jones Bridge Road, where the designated crossing guard is located.

The walking area along Manor Road provides sidewalk coverage for all pedestrians originating from this location. In addition, future populations originating from the new development being constructed on the south side of Manor Road will have availability to the sidewalk network that will lead them to North Chevy Chase ES.

It is recommended that new sidewalk be installed in all streets that don't already have any by way of the county's new sidewalk program. Additionally, ADA ramp improvements will be recommended where proper sidewalks exist and ramps can meet construction standards.

Safety & Operational Issues:

Morning and afternoon observations showed that both parent and bus loops operate in an efficient manner. No queues, backups or delays were observed at any time within the parent loop. No on-street pick-ups or drop-offs were observed. Students crossing the signalized intersection of Manor Road and Jones Bridge Road waited for the pedestrian phase to engage before crossing and vehicles respected the school time turn restriction.

Since the bus and parent loop are separated, there were also no operational issues seen affecting this loop either. Both parent vehicles and buses had short wait times for gaps in traffic in order to make

their turning movements.

Crash data for the walking area revealed two pedestrian related crashes for the period between January 2015 and May 2019. One of these crashes occurred during school hours. However, it occurred at the intersection of Jones Bridge Road and Jones Mill Road, an intersection that would not be required to be crossed by a student.

III. ATTACHMENTS:	Walking Area Map	<u> X </u>	Sidewalk Map	<u> X </u>
	Recommendation Map	<u> X </u>	Accident Study	<u> X </u>
	Photos	<u> X </u>	Concept Plans	___
	Count Data	___		

IV. RECOMMENDED IMPROVEMENTS:

Map ID	Location	Issue	Recommendation	Timeframe*
1	Village Park Place at Manor Road	ADA ramps not to standard	Bring ADA ramps to standard.	Intermediate
1	Village Park Place at Manor Road	New Markings	New crosswalk and stop bar markings	Short
2	Village Park Drive at Village Park Place (South)	ADA ramps not to standard	Bring ADA ramps to standard.	Intermediate
2	Village Park Drive at Village Park Place	New Markings	New crosswalk markings	Short
3	Village Park Drive at Village Park Place (North)	ADA ramps not to standard	Bring ADA ramps to standard.	Intermediate
3	Village Park Drive at Village Park Place (North)	New Markings	New crosswalk and stop bar markings	Short
4	Brierly Road at Jones Bridge Road	Inadequate Signing	Relocate SL25 to location away from foliage	Short
5	Brierly Road at Dundee Driveway	Inadequate Signing	Upgrade crosswalk signs to “State Law”	Short
6	Faircastle Drive at Glenmoor Drive	Inadequate Signing	New SL25 signage	Short

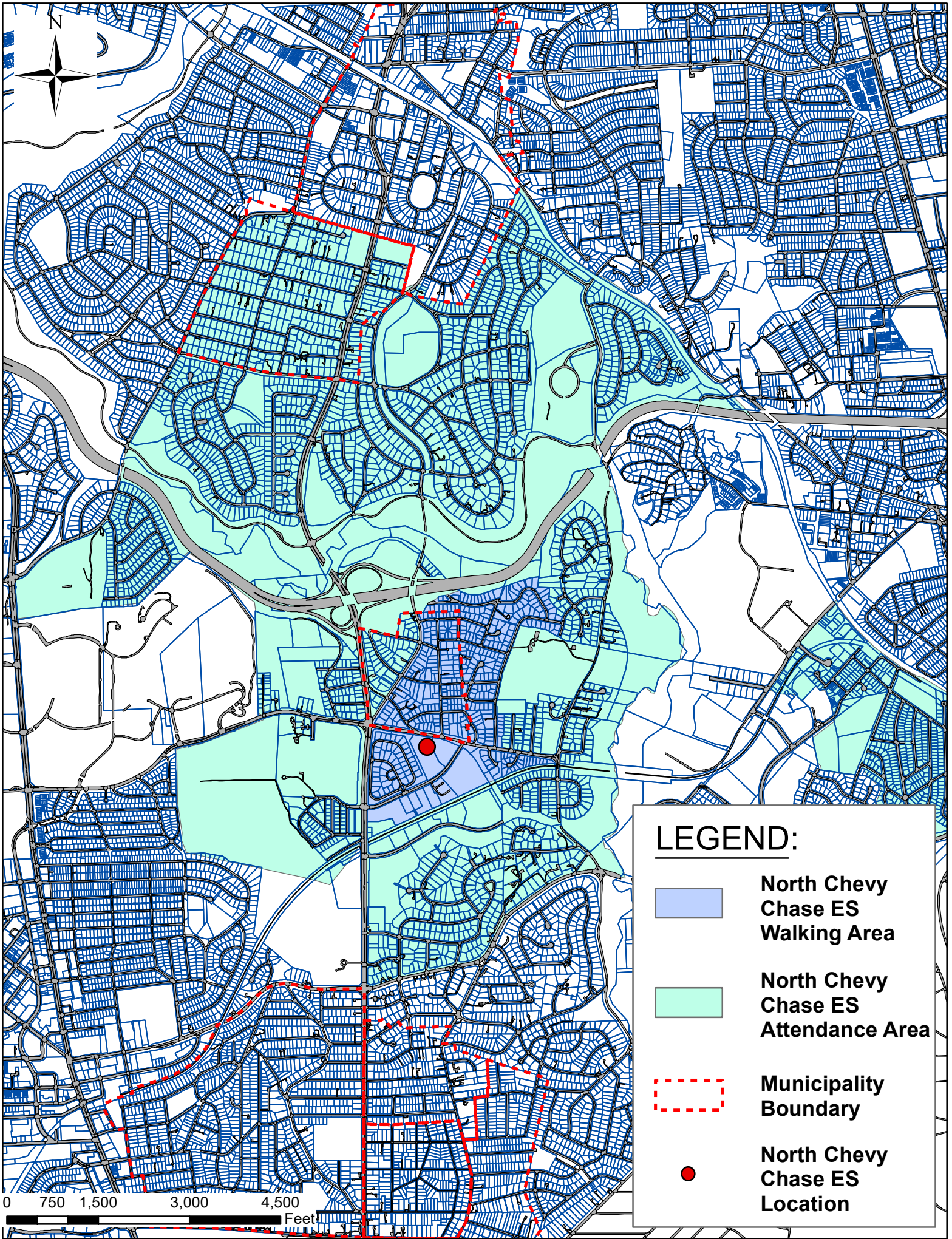
Map ID	Location	Issue	Recommendation	Timeframe*
7	Mcgregor Drive at Kenilworth Driveway	Inadequate Signing	Upgrade stop from 24" to 30"	Short

Timeframe:





Short - MCDOT DTEO has direct control over contractor or work can be done in house. Minimal or no community involvement necessary.

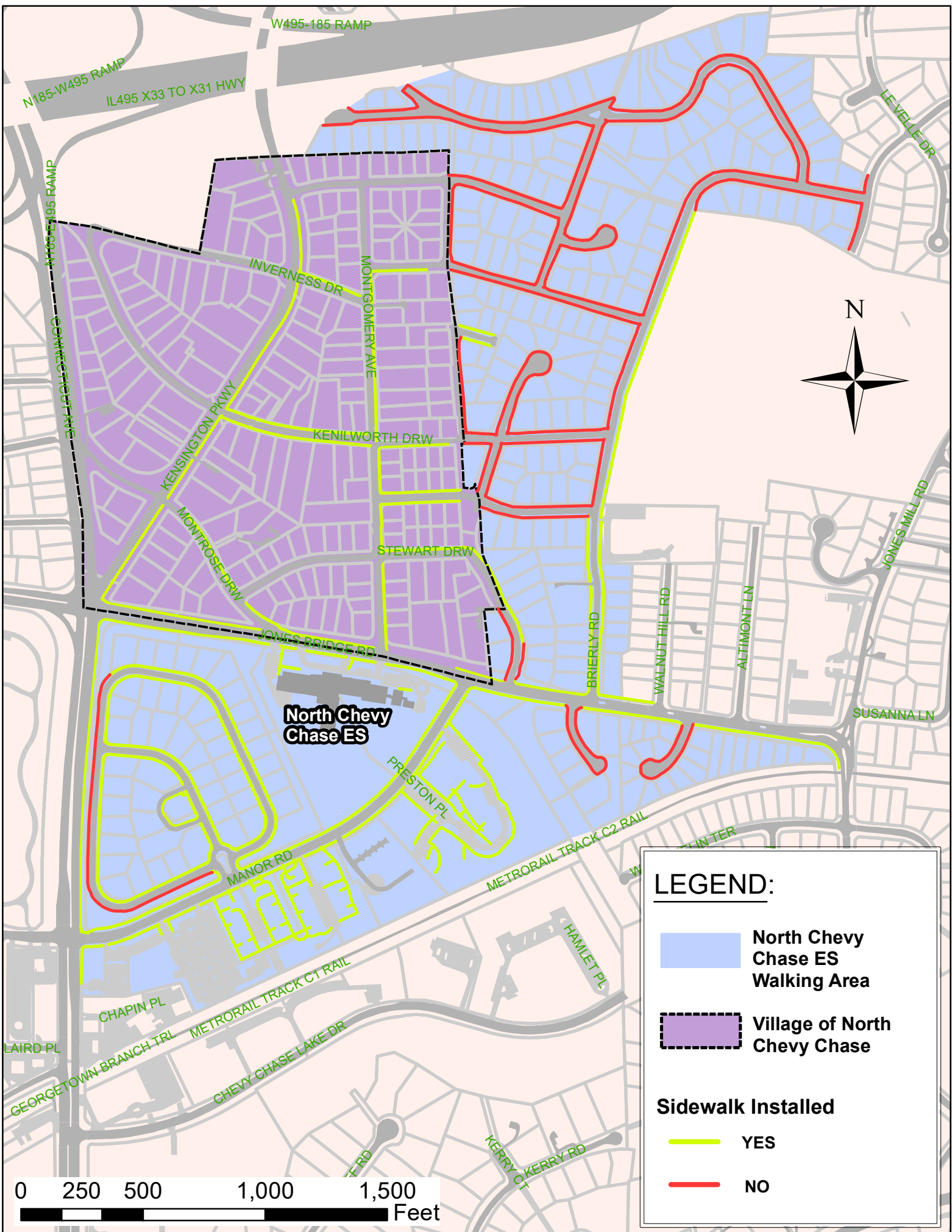
Intermediate - MCDOT DTEO to work through other agency, such as MCDOT DTE, and their contractors. Timeframe dependent on other agencies schedule. May require community input.

Long - Will require community involvement, such as a public hearing, and/or designated CIP funding.







LEGEND:

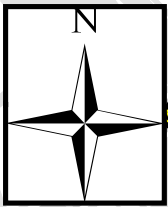
-  North Chevy Chase ES Walking Area
-  North Chevy Chase ES Attendance Area
-  Municipality Boundary
-  North Chevy Chase ES Location



LEGEND:

-  North Chevy Chase ES Walking Area
-  Village of North Chevy Chase
- Sidewalk Installed**
 -  YES
 -  NO

0 250 500 1,000 1,500 Feet



East Silver Spring ES Improvements

0 125 250 500 750 1,000 Feet

