

Citizens Coordinating Committee on Friendship Heights

August 14, 2018

Mr. Andrew Tsai, PE
Project Manager
Montgomery Parks
9500 Brunett Ave.
Silver Spring, MD 20901

Re: Capital Crescent Trail Crossing at Little Falls Parkway

Dear Mr. Tsai:

Thanks again for your most informative presentation to us at the Citizens Coordinating Committee on Friendship Heights (CCCFH) regarding the Capital Crescent Trail alternatives under study for increasing safety at the Trail/Little Falls Parkway intersection. Our organization consists of 18 communities focused on planning and zoning issues affecting our neighborhoods.

While the Capital Crescent Trail (CCT) is heavily utilized by bicyclists, it is predominantly used by children and adult pedestrians and runners. A core problem is that the CCT has become a bicycle commuter route. It was never intended as such. This results in safety issues in conflicts with the pedestrians and runners on the trail and with the automobiles on the Little Falls Parkway at the Trail/Parkway intersection.

Aggravating the safety issue is the disregard that so many bicyclists have for the rules of the road.

Furthermore, Little Falls Parkway has long been a primary vehicular route for access to downtown Bethesda where automobile traffic has become extraordinarily congested. That congestion will be compounded with the near-term population and employment increase resulting from expanded development in the Westbard Sector and in the Bethesda Sector.

It is our understanding that you are currently narrowing the list of alternatives to three. Our strongly preferred alternative is discussed below.

Constricting traffic on Little Falls Parkway to accommodate bicyclists is not at all an optimal solution to the safety issue, and additionally will most certainly result in increased cut-through traffic in nearby neighborhoods – already the case as a result of the temporary Parkway constriction, “road diet,” utilizing bollards.

A good solution for the short-term is your department’s alternative for relocating the CCT to cross Little Falls Parkway at the traffic signal at Arlington Road. This would create a safe environment for both Trail users and vehicles, and it could be achieved quickly and at minimal cost. Traffic in both directions could be restored to four lanes on Little Falls Parkway, thereby reducing the cut through traffic that was increased by lane reduction which afflicts the nearby neighborhoods of Kenwood and Somerset. It would also reduce the possibility of vehicular accidents that can occur in the Parkway, especially in the evening hours when the bollard pattern is not clearly visible to turning motorists coming off Arlington Road onto Little Falls Parkway.

Representing the Communities of Brookdale, Drummond, Chevy Chase Village, Chevy Chase West, Village of Friendship Heights, Glen Echo Heights, Kenwood, Kenwood Condominium, Kenwood House Cooperative, Kenwood Place Condominium, Somerset, Somerset House, Springfield, Sumner Village Condominium, Westmoreland, Westbard Mews, Westwood Mews and Wood Acres

Ideally, we would like to see a bridge over Little Falls Parkway to facilitate vehicular flow and provide safety to pedestrians and bicyclists. However, that is a long-term solution and will require considerable study before implementation. We need an interim solution now and we strongly prefer that which we cited in the paragraph above.

Thank you in advance for your time and attention to the collective interests and concerns of our communities.

Sincerely,



Harold Pfohl, Chair
Citizens Coordinating Committee on Friendship Heights

c. Mr. Andrew Frank

**Representing the Communities of Brookdale, Drummond, Chevy Chase Village, Chevy Chase West,
Village of Friendship Heights, Glen Echo Heights, Kenwood, Kenwood Condominium, Kenwood House Cooperative, Kenwood
Place Condominium, Somerset, Somerset House, Springfield, Sumner Village Condominium, Westmoreland, Westbard Mews,
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