



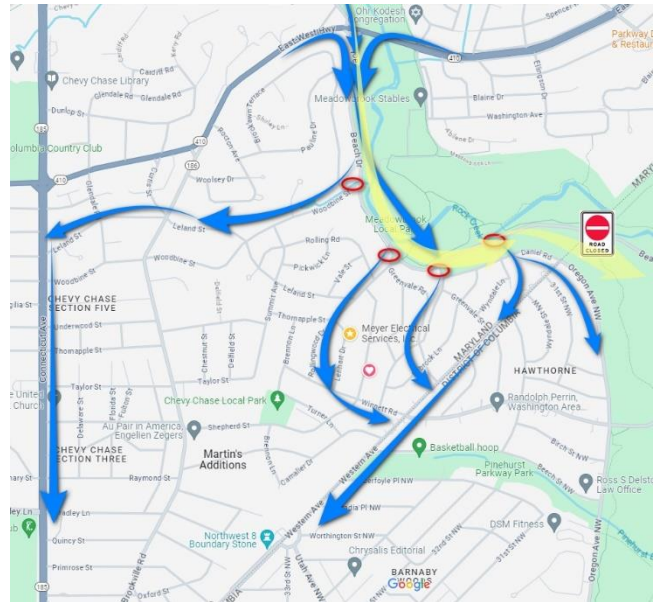
Rollingwood Citizens Association Presentation re Road Safety, Enforcement, and Signage

To Councilmember Andrew Friedson
Montgomery County Department of Transportation (“MCDOT”)
National Park Service (“NPS”)
Montgomery County Department of Police (“MCPD”)

Introduction: This Presentation is from the Rollingwood Citizens Association (“RCA”). RCA is 100% volunteer and is the civic organization that represents the 846 households within the boundaries of the Rollingwood section of Chevy Chase, MD (see map to right). Rollingwood is bordered by East-West Highway and Brookville Road to the North and West, Beach Drive to the East, and Western Avenue on the South-East and by the borders of Martin’s Addition, The Hamlet of Chevy Chase and Chevy Chase, Section 5.



Summary: The residents of Rollingwood have been uniquely and adversely impacted by the November 2, 2022 permanent closure of Beach Drive (“Closure”). Closure has resulted in a major increase of commuter cut-thru traffic (“Cut-Thru”) through Rollingwood’s streets from the now closed Beach Drive. The existing Turn Restrictions from Beach Drive (“Turn Restrictions”) (four red ovals in map to the right) are essentially never enforced and are, therefore, totally ignored by commuters. As a result, since Closure and, as predicted by MCPD at the time, Rollingwood is now flooded with illegal weekday Cut-Thru traffic. Many in Rollingwood report perilous experiences (detailed *infra.* and in Appendix A). It is only a matter of time before a serious incident occurs.



Requested Actions: Requested actions discussed *infra.* include:

- 1) Turn restriction enforcement.
- 2) Improved and appropriate signage.
- 3) Additional traffic calming measures.

Background: For many years, Beach Drive was routinely used by DC commuters exiting from East-West Highway and Jones Bridge Road as a commuting roadway to/from workplaces in downtown DC (see pale yellow route on above map). In a pre-Covid study, the NPS reported up to 8,000± commuters daily drove to/from downtown via Beach Drive¹.

Nevertheless, in March of 2003, NPS proposed closing Beach Drive to cars². This effort was opposed and defeated principally due to the potential for the 8,000± commuter cars coming off Beach Drive into the neighborhoods^{3, 4}.

In 2021, post-Covid, the National Park Service again launched a proposal to close Beach Drive. It was widely predicted and echoed by the MCPD that that the Cut-Thru traffic would be problematic for Rollingwood:

...[Cut-thru traffic in] **Rollingwood**...was the cause of concern [for] us **when the [Closure] began**⁵. [highlight supplied]

It was anticipated that, with the traditional Beach Drive commuting route now blocked at the Maryland/DC line (marked by the small “Do Not Enter” sign on the P. 1 map), commuters would begin to drive onto the local streets of Rollingwood (as indicated by the blue arrows on the P. 1 map). Turn Restrictions prohibiting turns off from Beach Drive in the morning between the hours of 7 to 9AM and heading back onto Beach Drive in the evening from 4 to 6PM existed at **all** four turns into Rollingwood from Beach Drive (Red ovals on P.1 map). As a result, there should be no Cut-Thru commuting vehicles on Rollingwood streets during the heavy commuting hours⁶.

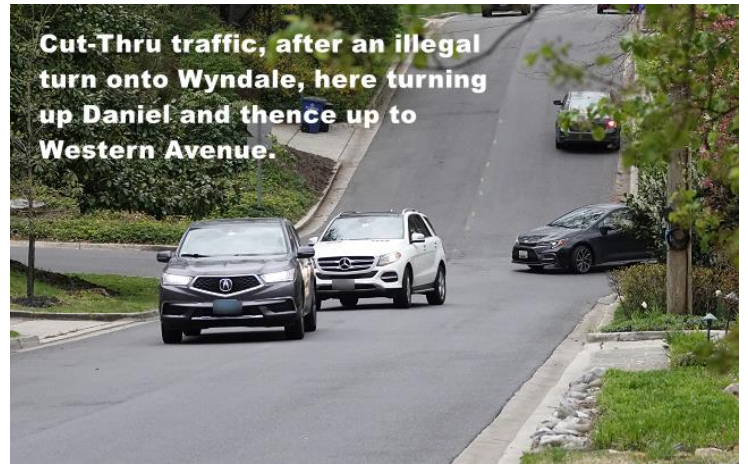
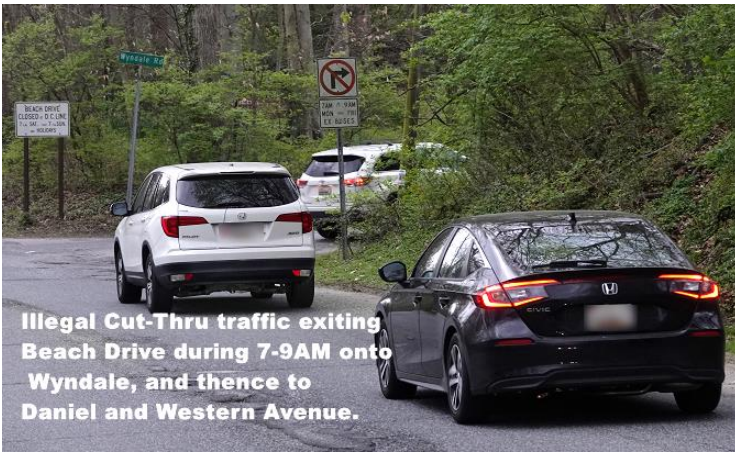
Sadly, the prospect of no Cut-Thru traffic based on the Turn Restrictions proved illusory. Weekday commuters that used to flow **past** Rollingwood on Beach Drive to downtown DC now cut through **onto** Rollingwood streets as they seek to get downtown. (see blue arrows on P. 1 map). This has resulted in many dangerous incidents as described in residents’ testimony reproduced *infra.* and in Appendix A.

Every one of the commuter cars ignoring the Turn Restrictions and turning onto one of the four Rollingwood streets is in violation of the Turn Restrictions and is thus **illegal**. Photos below, show commuters casually, consistently, and constantly violating the Turn Restrictions. There should be **no** cars exiting Beach Drive visible in photos taken between 7 to 9AM on a weekday at any of these intersections. The photos and RCA sponsored traffic counts prove otherwise.

Further, except for cars going to the playing fields, there should be **NO** cars at all on the upper section of Beach Drive during the prohibited hours. Yet, since the Turn Restrictions are virtually never enforced, the result is that traffic flows unabated down Beach Drive and thence onto Rollingwood streets.⁷ Rollingwood’s affected streets include principally Leland, Woodbine, Pinehurst Parkway, Wyndale Lane, Daniel, and Pomander, but others feel the effects too.

The photos below were taken on Wednesday, April 10, 2024 between the prohibited AM hours of 7AM to 9AM.





Additionally, drivers who get accustomed to using Rollingwood streets illegally during the prohibited commuting hours, seem also to get accustomed to regularly using our streets during non-commuting hours, thereby adding to traffic congestion in Rollingwood on a continuous basis. This, and the fact that Rollingwood’s streets have no sidewalks, operate to compound the dangers for Rollingwood residents (as evidenced by the resident report reproduced below).

The illegal Cut-Thru drivers are often:

- Using cell phones, talking or perhaps texting,
- Seemingly distracted,
- Hurried, harried, and impatient,
- Speeding to get to work, school or other obligations,
- Often rolling through stop signs,
- Unfamiliar with school bus stops, school children crossings, etc.

Reports from Rollingwood residents reproduced below and in Appendix A (some are abbreviated or lightly edited) indicate the dangers presented by the failure to enforce. Turn restrictions without enforcement are a nullity. There have been enough close calls and dangerous events that it is surely only a matter of time before a serious accident occurs due to the failure to keep commuters off Rollingwood streets during the prohibited hours.

For example:

A resident attorney writes on 3/1/24, Today, my daughter and I saw our lives flash before us on **Pinehurst Pkwy** (PHP). I am still rattled by this encounter. Around 1:30pm, I [turned] onto PHP headed towards Beach coming from my house on **West Greenvale Pkwy** (WGP). From a distance, I saw a black Lexus RX330 mini SUV speeding in the middle of the road headed towards me from Beach. I pulled over on PHP to give the driver right of way because (1) I didn’t think that we both would be able to squeeze by given the extra cars parked on PHP because of the paving roadwork on WGP and (2) she was speeding. However, the driver continued to barrel down the middle of the road. She did not move to her right to pass me and she was heading straight towards me at 35-40 mph. I leaned on my horn and braced me and my daughter for a head on impact. Even the postman delivering mail stopped for the impending horror. The driver finally saw my vehicle right in front of her and/or heard my horn and she swerved to her right to pass me. I put the car in park and jumped out to try to get her license plate number. All I saw were partial DC tags. My daughter was shocked and I was completely enraged. Did we almost get into a major accident less than 200 feet from my house??? What if we were walking our dog??? She was clearly a distracted speeding driver and her only response was a half apologetic hand wave as she raced through the stop sign behind me. I am still so [angry]..... [M]y daughter told all her friends and her father about almost “losing her life” on her way to PT. I know we have this debate almost every year especially with the increased traffic on PHP due to the closure of Beach [Drive] but when is something going to be done about speeding on PHP and the ignored stop signs on PHP?!?! Does someone have to get seriously hurt before action is taken?

In 2024, RCA conducted a series of traffic counts from which it can be extrapolated that 4,000 to 5,000 illegal commuting cars pass over Rollingwood streets in a normal 5-day commutation week. This despite the fact that **100%** of those vehicles are on Rollingwood streets **illegally**.

In January, 2024, a neighbor writes: “Even small side streets such as **Rocton** become cut-thru avenues.[D]ue to morning back-ups on East-West Highway, cut-thru traffic uses **Rocton** to **Woolsey** in the Dunlop Hills area of Rollingwood [to get to **Brookville Road**]. This area is a normally a quiet residential neighborhood. But since Closure is now being burdened by much higher volumes of Cut-Thru traffic.

Another Rollingwood resident points out that exiting the northern section of Rollingwood (ie Dunlop Hills) via **Rocton** onto East West Highway “is already dangerous due to the speeding traffic on East-West Highway and the cars zipping downhill going East. Thus, the only safe way to exit Dunlop Hills is via Woolsey, Brookville, Leland, and Connecticut north”.

See additional residents’ testimonies in Appendix A.

As can be discerned from these comments, Rollingwood residents have had some scary experiences. Frustrations are high. Various residents have individually attempted to engage MCDOT over the years. – but those efforts have been universally rebuffed.

By law, Rollingwood should be free of commuter traffic during the prohibited hours – but it is not. Non-enforcement of the Turn Restrictions renders them illusory. The traffic threats to Rollingwood, as predicted by MCPD and many others resulting from Closure are a reality. They are serious. They are dangerous. It is time for action.

For Consideration:

This is not a professional traffic study. Rather, it is a request for action created by RCA on behalf of concerned residents. It may lack the detail and professionalism of a costly professional “study”. However, the hope is that MCDOT can be responsive to citizens’ concerns even if lack of resources prohibits the hiring professional consultants.

Some solutions that logically seem to be worthy of exploration include:

- 1) If the authorities cannot enforce the Turn Restrictions, what automatic devices are available that could do the enforcing? Traffic cameras are ubiquitous. Why can similar automatic cameras not be installed on Rollingwood’s roads that intersect Beach Drive to halt the illegal turns? Or even portable cameras equipped to catch those commuters turning illegally? With the fines, they could be self-funding.
- 2) There is no signage at the head of Beach Drive (at the East-West Highway intersection) indicating that there are effectively no exits from Beach Drive during prohibited hours. Wouldn’t it make sense to place a very visible sign (perhaps blinking or electric) at the beginning of Beach Drive stating that there are **NO** exits off from or on to Beach Drive during the prohibited hours?
- 3) As can be seen in the photos above, the existing Turn Restriction signs are so degraded, they are difficult to read. Why not place bold signs such as the sign pictured here at the four intersections from Beach Drive – clear, bold, and concise? These are visible in many other areas in Montgomery County. Why not here?
- 4) This “Do Not Enter” sign also shows a “residents’ exemption”. Why can’t an residents’ exemption be incorporated into the new signage for those who need to use Beach Drive to return to their houses after, say, dropping kids at school? In an era when we can put a mini-car and helicopter on Mars, it cannot be beyond



engineering capabilities to program a computer with local license plate numbers to be exempted. Or affix stickers to local resident cars that could be read by the cameras. Or allow local residents for themselves and their tradespeople who get ticketed by the cameras, to affix an exemption sticker when they send in their automatically generated ticket. (This subject is discussed further in Appendix B). This cannot be insuperable.

- 5) Regarding the other issues mentioned by the residents in their testimonies in Appendix A: Many make expert observations and suggest remedies. Hopefully MCDOT can be responsive to these local resident-experts. Residents describe their issues and concerns and some even recommend solutions such as traffic calming devices, blinking speed signs, signs measuring actual speed, Bollards, pylons (such as have been installed on Leland), other traffic calming devices, etc. These are all available. Why cannot some of these be installed in Rollingwood to avert a serious accident.
- 6) Apparently, WAZE and Google maps both believe that even the open parts of Beach Drive are closed. So, both “apps” commonly suggest driving through Rollingwood streets. Does MCDOT have no ability to contact Waze and Google Maps to disabuse their maps of this misconception?

RCA hopes this paper can trigger a dialogue. Representatives of RCA would appreciate the opportunity to meet with officials to discuss options and approaches.

Respectfully Submitted

<https://www.rollingwoodchevy Chase.org/>

David E. Putnam – Executive Director
Rollingwood Citizens Association
7209 Pomander Lane
Chevy Chase, MD 20815-3134



**Appendix A – Additional Reports from Residents Organized
Alphabetically by Street**

General:

March 2024: Turn Restrictions off from **Beach Drive**: Those no left turn /no right turn signs were put up decades ago when there was much less traffic. Those signs were a solution for a problem created by fewer drivers in those years - and are not a good solution for safety given today's Cut-Thru traffic.

Mar 1, 2024 to Neighborhood listserv:- and yes, it is a real problem, both with speeding drivers and also with increased flow of traffic through our neighborhoods because of the closing of **Beach Drive**. A speed camera on **Beach Drive** as well as **Pinehurst** would be a useful deterrent for speeding. In terms of increased commuter traffic, we used to call Montgomery County Police to monitor and ticket morning traffic (between 7-9am) coming up **Wyndale** and **Daniel** Roads from **Beach Drive**, and they would issue tickets during those hours, but there has been no police presence since **Beach Drive** closed at the City Line, and so there has been a noticeable increase in traffic through our neighborhoods for the morning and afternoon commutes. I think if we come together and speak as a community, we will be able to achieve some changes that will improve safety, not only for vehicular traffic, but also for pedestrians, since there are no sidewalks in the streets off **Beach**

Mar 1, 2024, to Neighborhood listserv: I'm often out with two kids and a dog and have had a few instances where I just can't understand the logic of people driving in the neighborhood. It sometime takes us a minute to get out of the way, and everyone is in such a hurry, we've had some scary encounters. I even had a neighbor honk their horn at us a few weeks back as I tried to maneuver the double stroller out of her way.

Mar 1, 2024, to Neighborhood listserv I live on **Bybrook Lane** near **Pinehurst** and often see speeding cars. I hope we can implement one or more of the suggestions to control speeding and running the stop sign. Speed cameras would probably be the most effective.....

Mar 1, 2024 to Neighborhood listserv: Last year we called the police and told them that there are speeding drivers going through our neighborhood and asked them to set up traps to discourage speeding. Their response was courteous but basically they said they did [not] have the staff and that they would contact the park police....

Mar 1, 2024 to Neighborhood ListServ: Lack of staff seems an inadequate answer from the police as we aren't asking that a police person be stationed on the street but a speed camera and/or camera to catch those who don't stop for the stop sign should be feasible.

Feb 24, 2023,, I agree with you. I would be satisfied with enforcement of existing stop signs.

Feb 24, 2023: I counted 28 cars in 5 min during the 4-6pm rush hour [making illegal turns]. The sign clearly says not to turn left onto **Beach Drive** during that time period. I think a police car should sit there one morning and afternoon the way they used to and issue tickets. This would cut down on a lot of the traffic. Not to mention the speed that they are traveling.

Feb 24, 2023: For the people who live on these streets and walk on them daily, the roads are very dangerous

Feb 24, 2023: You hit the nail on the head – closed park, more neighborhood traffic, no one cares about turning restrictions....

Mar 5, 2024, Neighborhood listserv: On a smaller scale, self organize a passionate committee.... People out walking should have their cameras handy and be as obvious as possible about recording scary drivers (and their license numbers). RCA or individuals should post the videos and send to both chevy chase and county police and Mr Friedsen, not to mention Jeff Waldstreicher and the rest of our delegation. We may not afford speed cameras but we can possibly instill a little fear and caution.

Daniel: [Daniel is steep and narrow. Since it intersects with Western and thence to/from downtown DC, it is a popular, albeit illegal, Cut-Thru route for commuters both in the morning and afternoon restricted times.]

March 30, 2024 I just drove thru that area of Rollingwood going to and from the park on Oregon. I saw drivers ignoring the stop sign at **Wyngate** and **Daniel**, and I saw a resident unable to back out of their driveway on **Daniel** because there was so much traffic in both directions dodging parked cars on curve... I am glad I don't live on that stretch of **Daniel** but hope we can help improve safety for those who do!

Mar 1, 2024, to Neighborhood listserv: Oscar Yen is well aware of the problems on **Daniel & Greenvale** Roads! The county placed a speed limit sign & a curve warning that have little or no effect. The county ordinance required measures be taken based on 2 traffic studies I forced them to do! Mr. Yen was of little help and reluctant to do anything until I clarified statistical reporting for him. He was not the sharpest knife in the drawer! He had no clue how many accidents or hit and runs occurred on **Daniel** until [other residents] and I enlightened him. Still crickets...

Mar 18, 2023: Our house backs to **Beach Drive**. The number of cars that ignore the 7-9 and 4-6 no turn signs are many. At 5pm I counted 38 cars in five minutes that turned onto **Daniel** Road, most speeding. We do not have sidewalks and so it is literally dangerous to walk on the street or even to open the door on your car. Due to speeding we have had several cars on **Daniel** Road hit by speeding cars. I'm not sure what the solution is, but the noise and safety issues are a real concern.

Mar 19, 2023: I agree with Melinda. The traffic on **Daniel** Road (and therefore Oregon) has vastly increased since **Beach** was closed, making it dangerous to walk on the street, and especially frightening to walk a dog. It would be terrifying to walk with a child.

Here is a synopsis I sent to Oscar Yen re **Daniel**. I hope it helps...

On 5/5/2023, a driver coming up the hill, veered out of driving lane (according to driver behind her, and there was no traffic coming down the hill at the time) and crushed the rear driver's side of a car legally parked at the curb in plain view.

2022: On December 18, 2022, a car headed downhill on **Daniel**, during the day, rear-ended a car legally parked in plain view in front of 2021 **Daniel**, striking it so hard that it drove it into the car parked in front of it, and the second car then hit a third car parked in front of the second car. The offending driver drove away. A police report was filed, but no further action was taken.

About 2009: A driver coming down the hill, hit a car parked on OTHER side of the street, crushing the front of the car and breaking off the left front wheel

About 2007 A driver coming down the hill crossed the curb and entered the yard at 2723 **Daniel**, hitting the homeowner's car which was parked in the driveway, ripping off the back end, then flipping over and landing in the next yard down.

About 2005: A car was totaled in front of 2722 **Daniel** in 2005. The driver lost control in an ice storm, driving down the hill. Also, multiple times the side mirror on cars belonging to the owners of 2722 **Daniel** were hit, on one occasion the mirror fixture was completely broken and had to be replaced.

In 1998: A car parked in front of 2719 **Daniel** was hit from behind by a large vehicle traveling down the hill so violently that it was pushed over the curb into the yard of 2019 **Daniel**. The offending vehicle fled and was not identified. We filed a complaint with the police against a suspected vehicle, but it seemed that no investigation was done.

Greenvale:

Feb 24, 2023: I have seen cars speeding on **Greenvale** Road during the morning rush.

On Feb 24, 2023: I can't speak to other streets, but I have lived on W. **Greenvale** Pkwy since 2016. The speeding and traffic problems on this street have been exactly the same since 2016. They were (possibly) better in the middle of COVID but have now returned to the pre-COVID level. So, this is not a new problem.

Leland:

Feb 24, 2023: I am all in favor of [enforcement] ...Especially after having a car lose control coming down **Leland**.

Feb 24, 2023: I just wanted to chime in that I would also be in favor of non-bump traffic calming measures if those are possible. Living at the corner of **Leland & Woodbine**, I have witnessed numerous times where people speed right through the intersection without stopping (it's a 4-way stop). It's also the MCPS school bus stop, and I've also seen numerous times when cars race on past a stopped school bus!

Pauline Drive:

While I don't support the proposal for sidewalks on our side of the neighborhood, I would not oppose speed bumps or other efforts to slow speeding drivers, reinforce stopping at stop signs, or ideas to reduce street parking [at the] corner of upper **Pauline Drive** and Brooklawn Terrace.

Feb 24, 2023: The no left hand turn onto **Beach Drive** is a huge impediment, particularly for those of us who live on the lower portion (near the park) of **Brooklawn Terrace & Woodbine**. I often leave my home, between 4-6, to drive to Silver Spring and Jones Bridge Road. It makes no sense to prohibit this particularly in light of the Park Closure. As Kate correctly said, that sign was relevant when the park was open and drivers were traveling to and from the park. I must say the closure of the park has created many issues for those of us who have to commute regularly. Traffic is horrible during rush hour now that there are more commuters on the road.

Pinehurst Parkway:

3/29/2024: ... I want to join others in raising serious concerns about the traffic conditions on **Pinehurst Parkway**. As a resident frequently walking my children to the park and school, I have observed traffic behaviors that jeopardize pedestrian safety. I wanted to summarize my observations for the community, which I will add happen almost every day that we walk in the morning and sometimes in the evening. Vehicles are engaging in excessive speed and ignoring traffic signs - there is a consistent pattern of vehicles, including large commercial ones, speeding up and down the street and sometimes rolling [through] stop signs. This behavior is especially prevalent during peak traffic hours in the morning and evening. Cut-through traffic - this might be a bit redundant to my first point, but despite clear signage prohibiting through traffic, many drivers are obviously using these residential streets as shortcuts, exacerbating the traffic volume and safety risks. This issue intensifies when there are traffic jams in other parts of the city, making it clear this is cut through traffic. There is a lack of pedestrian infrastructure - the crosswalk at the intersection with Beach is poorly maintained, barely marked, and feels unsafe. Likewise, there is little area for pedestrians to escape the jousting morning traffic on **Pinehurst Parkway**. On several occasions while on **Pinehurst**, I've had to quickly move my children away from the curb into yards to avoid close encounters with speeding vehicles - especially where there are parked cars and two cars are trying to race past each other. This includes a lack of space for bike riders as well. I would join the community in urging steps from MCDOT to do something about the issue, these could include: Regular monitoring and enforcement of traffic laws to deter speeding, stop sign rolling, and unauthorized cut-throughs. Implementation of speed bumps, better signage, lowering of the speed limit, and visible pedestrian crossings to slow down traffic and enhance pedestrian safety. Maintenance and upgrade of pedestrian crosswalks and other delineated spaces to ensure safe walking spaces for residents. I appreciate your efforts to help prevent potential accidents and to protect the residents, especially children, who navigate these streets daily. I support prompt action taken to address these safety issues.

Mar 1, 2024, to Neighborhood listserv: Very terrifying, something I encounter on most days when walking my dog on **Pinehurst Parkway**. Will also add that many we used to call **Montgomery County Police** from St. John's ([1] see their bumper stickers) speed through and ignore the Stop Signs on a daily basis. No one stops at the four way stop signs. Speed cameras and stop sign cameras would be fabulous.....

Mar 1, 2024, to Neighborhood listserv: Very terrifying, something I encounter on most days when walking my dog on **Pinehurst Parkway**.

Pomander:

Mar 2, 2024, Neighborhood listserv: **Winnett**, especially at **Pomander** [a major school bus stop], is a death trap. We tried to get stop signs years ago to have a four way stop at **Pomander** and **Winnett**. Nada. People speed down the street without care. So many people walking dogs and kids playing. Can we add that to the list? I know that my neighbors would support and we can start collecting evidence.

Mar 3, 2024, Neighborhood listserv: **Winnett** at **Pomander** is also a bus stop for Silver Creek MS (and probably other MCPS schools). I frequently remind my daughter - and ask her to remind her friends - to be extremely careful as they stand and walk there. She had one very close call because of a speeding car on **Winnett** that swerved around a slower car and in doing so got very close to the side of the road. This corner should definitely be a priority.

Mar 3, 2024: Neighborhood listserv, Agree. There should definitely be a four-way stop at **Winnett** and **Pomander**, especially if that corner is being used as a bus stop. Of course, whether people actually stop at the stop sign is a different story. I wait for the school bus with my kindergartener every day at the stop sign at Shepherd and Brennan. It's unbelievable how many people blow through that stop sign every single day, and it's right next to a playground! Grrrr

Rocton:

Nov 3, 2023: To listserv: Yesterday, about 2PM or 3PM a white delivery truck had just delivered a package and was more or less parked on **Rocton** right after it turns, coming from East-West highway. A car came speeding up **Rocton** and, at the turn, hit the white truck. The bang was so loud that my aide, who was sitting in my kitchen, heard it. I'm just glad that it was a truck that was hit and not a child. The car coming up **Rocton** was going so fast that he couldn't possibly stop. That is a very dangerous turn. Resident of **Rocton** Street

Nov 3, 2023: list serve: Yes, I heard of this incident [on **Rocton**]. I'm always worried about cars/trucks zooming around that corner. It's very scary with kids on bikes & scooters, as well as just driving my car there. Maybe a "dangerous curve" sign?

W. Greenvale Pkwy

Feb 24, 2023: Sadly, this is an annual debate. We live on W. **Greenvale Pkwy** (the short section with "suicide Hill" not off of **Beach Drive** and the grassy cherry blossom median) and it is NOT a cut through street and there is not a lot of traffic at all. However and sadly, there is speeding (maybe because of the steep and long hill) from I believe Rollingwood residents and our incorporated neighbors trying to get to the park and EW Highway. The main problem is the four way stop sign at the bottom of my street that no one pays attention to as MANY cut through folks just roll through from beach/**Pinehurst** and western. I have yelled at and confronted many drivers while walking the dog. I wish there was a camera at that intersection as there is on Blagden NW off of Beach in DC which protects the DC Crestwood neighborhood. I am torn about the shutting down of Beach because I love the tranquility on a beautiful day but it has caused increased traffic through our lovely neighborhood. It's hard to have it all.

Jun 16, 2022: [I]t seems clear from the comments that the traffic issues are much more severe in some parts of old Rollingwood," as has been mentioned, e.g., around West **Greenvale Parkway** and **Pinehurst [Parkway]**, ... and some streets intersecting with Western Avenue than in the part of the neighborhood where I live in "new Rollingwood" (bordered more or less by Woodbine, **Leland**, Brookville, and East-West Highway -- called Dunlop Hills by the realtors). Having lived in two houses on Pauline Drive since 1960, I note the significant increase in

parked cars and even trucks on the streets that narrow the space available for walking and obstruct vision for both pedestrians and drivers.

Mar 29, 2024: FWIW, I walk the dog around Beach to **Leland** in the morning and earlier this week counted 9 cars take the illegal right at **Leland** and then left onto ...**[Greenvale]**. All of them seemed to be in a hurry and 7 of them were young men w/ Saint John's stickers on the back of the car. That was all in the time it takes to walk a dog from Beach almost up to Rolling Road.

Mar 5, 2024: Neighborhood listserv, Years ago, I wrote to the county.....**W. Greenvale** Pkwy and **Pinehurst** are incredibly dangerous and serve as a pass through from Western to Beach. Few people stop at the stop signs, and people regularly speed through these streets. There are no sidewalks and children and adults are risking their lives to get to the park or to school bus stops. I've seen two car crashes at or around this intersection in the past 7 years, and my kids and I have almost been hit numerous times. Someone was zooming by this morning as I walked my youngest to the bus.

Appendix B – Local Exemption

A few Rollingwood residents suffer inconvenience by not being able to return to their residences due to the Turn Restrictions . Were the Turn Restrictions to become properly or automatically enforced, this issue could be more troublesome.

However, as evidenced by signs found on local streets (including the one on P. 4 above), it is not impossible to create an exemption for local traffic. To the same degree, automatic cameras could be programed to exempt the plates of local residents. Or residents or their contractors could be issued a permit type document to submit were they to get a violation notice.

Sergeant Tim Beardsley, Montgomery County Police 2nd District - Community Operations, 4823 Rugby Avenue. Bethesda, MD 20814, (240) 773-6700 stated

Additionally, [turn restriction] signage applies to all drivers, regardless of residency, unless specified otherwise on the sign.

Note that Sargeant Beardsley specifically said: “unless specified otherwise on the sign”.

That is what is proposed here: A local exemption shown on the signage.

Such exemptions are visible on local communities. So, it appears to be not impossible to create signage for a local resident exemption. And it would seem only sensible for the local exemption to be granted to Rollingwood residents so they are not subject to a fine merely for returning to their residences from/to Beach Drive during the prohibited hours.



Appendix C - Endnotes

¹ <https://dcist.com/story/21/07/09/nps-studies-closing-beach-drive-to-cars-open-pedestrians/>

² <https://www.washingtonpost.com/archive/local/2003/03/30/park-service-proposes-beach-drive-closures/94164b56-f029-4e69-9835-2992002695c1/>

³ <https://www.washingtonpost.com/archive/local/2003/07/12/rally-decries-proposed-beach-drive-closures/fa51537e-d472-406c-8488-1041a0e6e273/>

⁴ https://en.wikipedia.org/wiki/Rock_Creek_Trails#cite_note-47

⁵ MCPD Traffic Complaint [ance?] Office, 2nd District of MCPD

⁶ <https://dcist.com/story/22/11/02/dc-beach-drive-stays-car-free-all-year/>; <https://parkplanning.nps.gov/document.cfm?documentID=124589>; <https://www.washingtonpost.com/transportation/2022/11/02/beach-drive-rock-creek-park/>

⁷ In addition, many of the signs are so dirty, they are almost unreadable (see Ex. 1).