

### 3. Pedestrian Facilities

The Bradley Boulevard intersections with Wilson Lane and Goldsboro Road are controlled by traffic signals. There are crosswalks on the east and south legs of the Wilson Lane intersection. There are no crosswalks at the Goldsboro Road intersection. There is a crosswalk without a traffic signal crossing Bradley Boulevard at Brite Drive.

*Figure 3. Sidewalk at Wilson Lane looking north*



There are intermittent sidewalks on Bradley Boulevard in the study area.

- North side, from the east limit of the study area to Barrett Lane – five- to six-foot wide sidewalks with a grass buffer of varying width.
- Wilson Lane intersection – short segments of six- to seven-foot wide sidewalks on the northwest and southwest corners.
- Durbin Road intersection – short segment on the northwest corner.
- Goldsboro Road intersection – short segments on the southwest and southeast corners.

### 4. Public Transportation

The Master Plan indicates that there are many opportunities to support bicycle access to transit. There are three Metro stations within 2 miles of the study area: Bethesda, Medical Center, and Friendship Heights. All are accessed from Wisconsin Avenue, which already has continuous sidewalks between the Metro stations. Bradley Boulevard connects to Wisconsin Avenue just south of the Bethesda Metro station. Providing dual bikeways along Bradley Boulevard will

enable greater Metro accessibility to a larger number of bicyclists and pedestrians, providing alternative transportation for a densely populated business district and encourage and increase transit ridership.

Montgomery County Transit's Ride-On Bus Route 36 provides weekday service along Bradley Boulevard to connect to the Bethesda Metro station. A total of 88 passengers use the Bradley Boulevard bus stops on an average weekday. Details of bus ridership and stops are included in the Traffic Study. The busiest bus stops are eastbound at Brite Drive, see Fig. 4 (17 riders/day), westbound at Audubon Road (15 riders/day), and at Durbin Road (9 riders/day in each direction). Bus Routes 29 and 32 travel along Wilson Lane and also connect to the Bethesda Metro station, see Fig. 5.

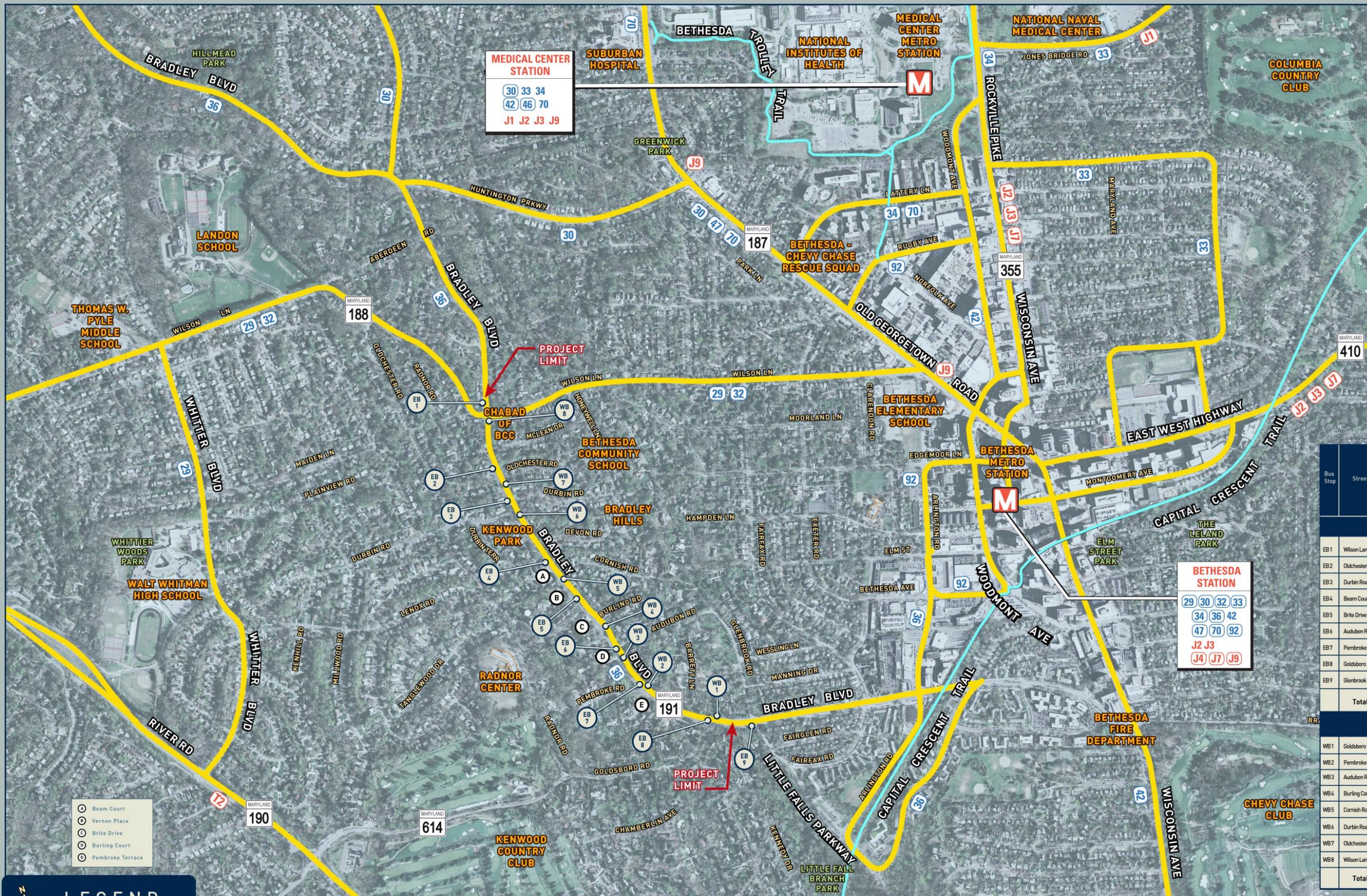
The Montgomery County Public Schools (MCPS) has a policy on Student Transportation. The policy states that students attending their home school who reside beyond 1 mile for elementary schools, 1.5 miles for middle schools, and 2 miles for high schools will be bused. The policy also states that busing will be provided for distances less than those listed if the walking route is considered hazardous. One hazardous condition is walking along primary roads with an insufficient shoulder or sidewalk. Another is middle and high school students having to cross a primary road without a pedestrian crosswalk, or elementary school students having to cross a primary road without a crossing guard.

The MCPS identifies the project area as being served by Bradley Hills Elementary School (BHES) which is greater than 1 mile from the project area, Thomas W. Pyle Middle School (TPMS) which is about 1 mile from the project area, and the Walt Whitman High School (WWHS) which is about 1 mile from the project area. Students attending these schools are not required to walk along or across Bradley Boulevard which is considered a primary road. All students from the project area who attend BHES are bused. Students who live just west of Bradley Boulevard and attend either TPMS or WWHS are required to walk. Students who live on or east of Bradley Boulevard and attend either TPMS or WWHS are bused. There are several school bus stops along Bradley Boulevard located at Wilson Lane, McLean Drive, Oldchester Road, Durbin Road, Devon Road, Beam Court, Cornish Road, Vernon Place, Brite Drive, Burling Road, Audubon Road, Pembroke Road, and Barrett Lane.

The addition of a sidewalk along the south side of Bradley Boulevard and a shared use path along the north side of Bradley Boulevard will provide connectivity for the neighborhood and community in the study area. If these facilities are constructed then Bradley Boulevard will no longer be considered hazardous for walking students under the Student Transportation Policy of MCPS.

# BRADLEY BOULEVARD (MD 191) BIKEWAY PROJECT

FIGURE 4: PUBLIC TRANSPORTATION



**MEDICAL CENTER STATION**

30 33 34  
42 46 70  
J1 J2 J3 J9

**BETHESDA STATION**

29 30 32 33  
34 36 42  
47 70 92  
J2 J3  
J4 J7 J9

Bus Stop	Streets	AM 4:59 AM - 8:56 AM		MID-DAY 8:57 AM - 3:56 PM		PM 3:57 PM - 6:56 PM		NIGHT After 6:57 PM		TOTAL	
		ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF
<b>Route 36 Eastbound FY09 Weekday</b>											
EB1	Wilson Lane	0	0	0	3	0	0	0	0	0	3
EB2	Oldchester Road	1	0	1	0	0	0	0	0	2	0
EB3	Durbin Road	6	0	2	0	1	0	0	0	9	0
EB4	Beam Court	2	0	0	0	0	0	0	0	2	0
EB5	Brite Drive	6	0	6	1	4	0	0	0	16	1
EB6	Audubon Road	2	0	0	0	2	0	0	0	4	0
EB7	Pembroke Road	0	0	0	0	0	0	0	0	0	0
EB8	Goldsboro Road	0	0	1	1	0	0	0	0	1	1
EB9	Glenbrook Road	2	0	2	0	1	0	0	0	5	0
<b>Total</b>		<b>19</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>5</b>
<b>Route 36 Westbound FY09 Weekday</b>											
WB1	Goldsboro Road	0	0	0	0	0	0	0	0	0	0
WB2	Pembroke Road	0	0	0	1	0	0	0	0	0	1
WB3	Audubon Road	0	6	1	2	0	4	0	2	1	14
WB4	Burling Court	0	2	0	1	0	4	0	0	0	7
WB5	Cornish Road	0	0	0	0	0	4	0	0	0	4
WB6	Durbin Road	0	2	0	3	0	3	0	1	0	9
WB7	Oldchester Road	0	0	0	0	0	2	0	0	0	2
WB8	Wilson Lane	0	3	1	1	0	1	0	0	1	5
<b>Total</b>		<b>0</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>42</b>

**LEGEND**

- Beam Court
- Vernon Place
- Brite Drive
- Burling Court
- Pembroke Terrace

Bus Route Existing Shared Use Path

Figure 5: Bus Stop at Brite Drive



## 5. Traffic

The following is a summary of the traffic analysis found in the Bradley Boulevard Traffic Study. The traffic analysis at Bradley Boulevard and Wilson Lane was conducted two different ways. The first analysis considered how lanes are currently marked. The second analysis took into accounts that motorists were observed bypassing left-turning vehicles on the right on three of the four intersection approaches (eastbound, westbound, and southbound). This analysis assumed the effective presence of left-turn lanes on these approaches, more accurately reflecting existing traffic conditions.

Results of the traffic analyses can be found in Table 1. The effective left-turn lanes at the Wilson Lane intersection not only show improved operation at that location, but also at the Goldsboro Road intersection due to reduced queues from the Wilson Lane intersection.

Table 1. Traffic Analysis Summary.

Intersection	Peak period	Level of service with existing lane configuration	Level of service assuming effective left-turn lanes
Wilson Lane	AM	F	D
	PM	F	F
Goldsboro Road	AM	C	C
	PM	F	C

6. Safety

Crash data from the five-year period 2003-2007 was provided by the Montgomery County Traffic Engineering and Operations Section and are included in the Bradley Boulevard Traffic Study. During the five-year period there were 62 total reported crashes in the study area. Three crashes involved a vehicle colliding with a bicyclist. Two of these crashes occurred at the intersection of Bradley Boulevard at Goldsboro Road, and one occurred near the intersection of Bradley Boulevard at Pembroke Terrace. There is a need for a shared use pathway that minimizes the conflict between bicyclists and motorists. A signed shared roadway will also help motorists to be more mindful of bicyclists thereby improving the safety of bicyclists on Bradley Boulevard.

Photo 6: Bicyclists riding WB at Brite Drive



## 7. Area Master Plans and Recommendations

According to Montgomery County's 2005 Countywide Bikeways Functional Master Plan, dual bikeways (shared use path and signed shared roadway) are proposed on Bradley Boulevard from Persimmon Tree Road in the north to Wisconsin Avenue in the south (see Figure 1). The project area is in fact a small part of this length, extending for about a mile between Wilson Lane and Goldsboro Road. On-road bike lanes and signed shared roadways are recommended by the master plans on Wilson Lane and Goldsboro Road. Wide outside lanes are proposed on Bradley Boulevard between Goldsboro Road and Wisconsin Avenue, adjacent to the study area of Bradley Boulevard. Providing dual bikeways along Bradley Boulevard between Wilson Lane and Goldsboro Road will provide continuity in the network.

According to the Master Plan for the Bethesda-Chevy Chase Planning Area, it was recommended to reclassify Bradley Boulevard from a major highway to an arterial road between the Capital Beltway and Goldsboro Road, which includes the study area. The plan also recommended improving the intersection at Wilson Lane, which the Bradley Boulevard Traffic Study concurs with. Finally, the plan recommends paying special attention during reconstruction of this road to pedestrian safety, a continuous path and pedestrian crossings.

## C. Project Purpose

The purpose of Bradley Boulevard Bikeway Project is to:

- Comply with the 1990 Approved and Adopted Bethesda-Chevy Chase Master Plan and the 2005 Countywide Bikeways Functional Master Plan
- Promote and enhance two-way bicycling and continuous pedestrian facilities
- Encourage multi-modal transportation usage to work centers, places of worship, parks, trails, schools, shopping areas, transit stops, and homes
- Improve access to transit stops and the Medical Center, Bethesda, and Friendship Heights Metrorail stations
- Promote a safe environment for pedestrians and bicyclists
- Improve observed existing traffic patterns and operations

## D. Project Need

The need for the Bradley Boulevard Bikeway Project is to:

- Improve access to major destinations along and beyond the study area as recommended in the 1990 Approved and Adopted Bethesda-Chevy Chase Master Plan and the 2005 Countywide Bikeways Functional Master Plan
- Address existing sidewalk and bicycle facility disconnects

- Provide safe facilities to address pedestrian and bicycle demand
- Improve observed existing traffic patterns and operations to address critical safety and capacity issues

### E. Summary

The Bradley Boulevard Bikeway Project has been identified in the 1990 Approved and Adopted Bethesda-Chevy Chase Master Plan and the 2005 Countywide Bikeways Functional Master Plan. The project is being studied to provide a dual bikeway along Bradley Boulevard consisting of on-road bike lanes as well as an off-road shared use path, to provide continuous pedestrian facilities, and to improve the existing traffic patterns and operations.

The purpose of the project is to comply with the area master plans, to improve bicycle and pedestrian facilities, to encourage pedestrian and bicycle usage, and to improve safety for all users.

The need for the project is to improve access to major destinations in and beyond the study area, to connect existing sidewalk and bicycle facilities, and to improve safety for all users.



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