

PREPARED FOR:



Montgomery County Department of
Transportation
Planning

BRADLEY BOULEVARD (MD 191) BIKEWAY PROJECT

Purpose and Need



Looking East toward Audubon Road

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I. Project Purpose and Need

A. Facility Planning, Phase I Study

The Montgomery County Department of Transportation (MCDOT) initiated a Phase I Facility Planning Study to evaluate the construction of a dual bikeway along Bradley Boulevard (MD 191) between Wilson Lane (MD 188) and Goldsboro Road (MD 614). A dual bikeway includes on-road bike lanes (shoulders) as well as an off-road path to be shared by bicyclists and pedestrians.

This study reviewed the *1990 Approved and Adopted Bethesda-Chevy Chase Master Plan* and the *2005 Countywide Bikeways Functional Master Plan*. The study recommended providing a pedestrian connection between:

- existing sidewalk on Bradley Boulevard east of Goldsboro Road and
- existing sidewalk on Wilson Lane

This connection would provide safe pedestrian access to several transit stops and the Bethesda Central Business District, as shown in Figure 1.

The study will also provide recommendations for general traffic improvements that may be required to accommodate the dual bikeways.

B. Project Background

The study area is located in a single-family residential community in Bethesda, Maryland. As shown in Figure 1, there are several important destinations for pedestrians and bicyclists in the study area, including Chabad of BCC (a Jewish community center and synagogue), the Bethesda Community School, Radnor Center (currently housing the Carderock Springs Elementary School), Bradley Hills Elementary School, Thomas W. Pyle Middle School, Walt Whitman High School and a Safeway grocery store.

1. Community Facilities and Existing Employment Centers

Chabad-Lubavitch Center of Bethesda-Chevy Chase (BCC) is a Jewish community center and synagogue located along Bradley Boulevard at the northern end of the study area. Under the Lubavitch tradition, members of the Chabad are required to walk to the synagogue on the Sabbath and other religious holidays.

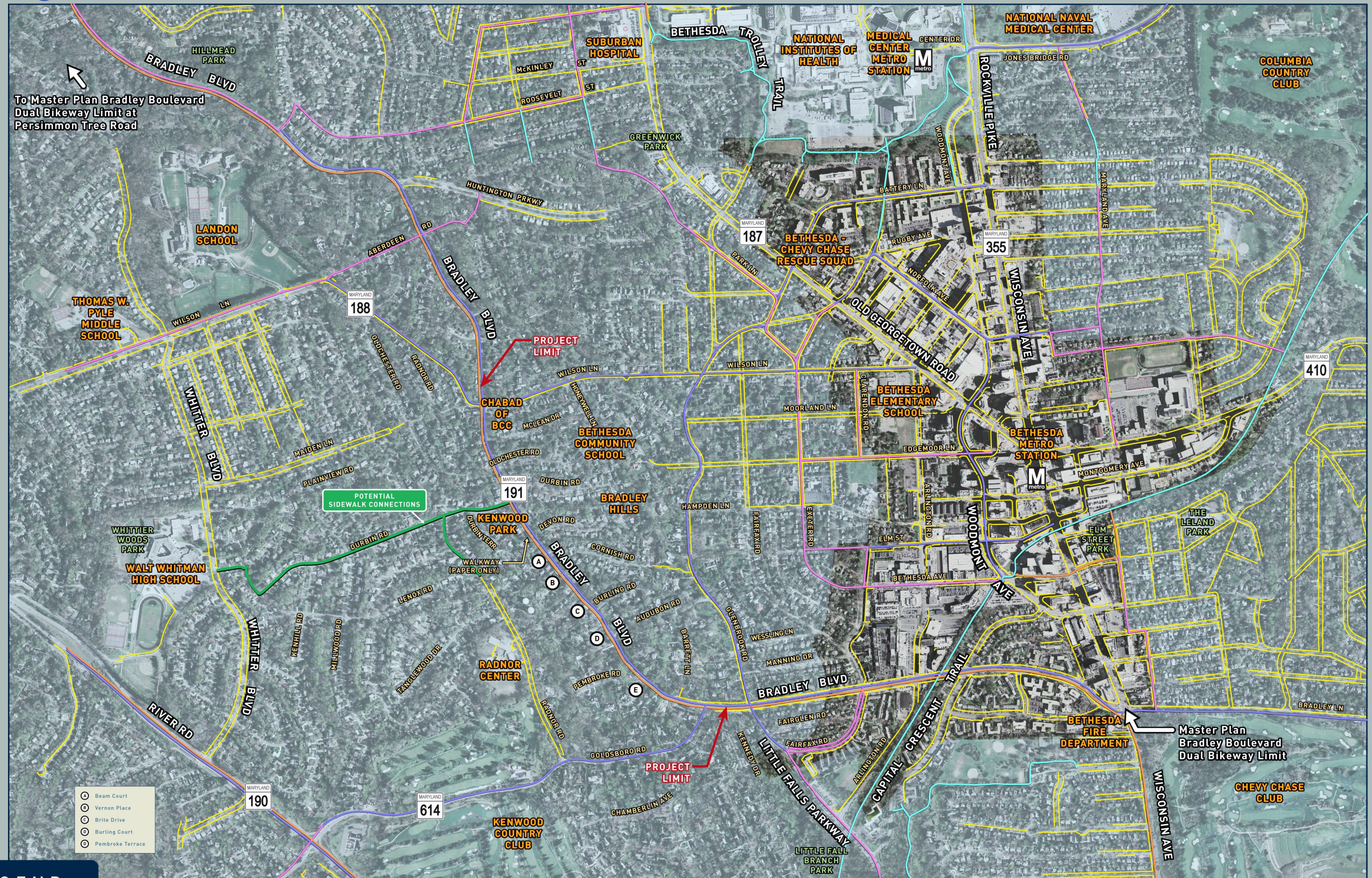
There are two schools within a quarter mile of the study area, including the Bethesda Community School and Radnor Center. The Montgomery County Public Schools identifies the project area as being served by Bradley Hills Elementary School, Thomas W. Pyle Middle School, and Walt Whitman High School.

The Bethesda Central Business District (CBD) is located 1 mile to the east from the study area. The 2005 Countywide Bikeways Functional Master Plan defines CBDs as areas that feature the majority of the county's employers, office and commercial space, retailers and services, and specifies accordingly that bicycle



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FIGURE 1: PROJECT AREA



LEGEND

- Existing Sidewalks
- Existing Shared Use Path
- Proposed Shared Use Path
- Potential Sidewalk Connections

access is important. Providing dual bikeways along Bradley Boulevard will improve connections to the CBD and could reduce dependency on auto travel and the demand for limited downtown parking.

2. Bicycle Facilities

The existing travel lanes on Bradley Boulevard vary from 11' to 13', and average 11.5'. The existing shoulders on Bradley Boulevard vary from 2' to 12', and average 4'. The existing shoulders provide some ability for bicyclists to ride outside of vehicle travel lanes, but they are not consistent throughout the study area. The edge of the existing shoulders in many locations along the study area is deteriorating due to erosion problems.

Figure 2. Bradley Boulevard looking east toward Oldchester Road



Bradley Boulevard's public right of way is 100 feet wide with a posted speed limit of 30 miles per hour. At the intersection of Bradley Boulevard and Wilson Lane, motorists were observed bypassing left-turning vehicles on the right on three of the four intersection approaches. These vehicles are moving into the area typically occupied by bicyclists, creating conflicts.

Bradley Boulevard intersects the Capital Crescent Trail and is in close proximity to the North Bethesda Trail (also known as the Bethesda Trolley Trail) near the study area. There are also on-road bike lanes on Fairfax Road and Little Falls Parkway just east of the study area. Providing dual bikeways along Bradley Boulevard will make these trails and on-road bike lanes more accessible to a larger number of bicyclists, providing more opportunities for recreational and commuter cycling.