

**APPENDIX E**  
Pedestrian Statement

## **PEDESTRIAN/BICYCLIST STATEMENT FOR NNMC EIS TRANSPORTATION STUDY**

This document presents the results of an extensive inventory and assessment undertaken for the pedestrian and bicyclist facilities and services within the NNMC EIS traffic study area, in accordance with the scoping requirements of the M-NCPPC Transportation Planning Division (see Appendix A). The inventory was developed primarily based on exhaustive field observations supported by review of aerial photography available through Google Earth. The results are presented below:

### ***On-Street Pedestrian Facilities***

Table 1 provides an evaluative summary of the existing on-street sidewalk, crosswalk, and other pedestrian facilities located along the streets and corridors which constitute the study area roadway network within a one-mile radius of the NNMC campus. Figures 1 through 3 show the locations of various types of pedestrian facilities and related safety and wayfinding signage. Figure 4 shows the general locations of sidewalks and crosswalks that are of substandard quality.

In general, the pedestrian facilities found within downtown, Bethesda (south of Battery Lane) are of consistently high quality and meet FHWA, AASHTO and ADA design standards. With some notable exceptions, pedestrian facilities in the rest of the study area (particularly to the north of Battery Lane) are sub-standard with sidewalks that are overly narrow, have mid-path obstructions, and are not adequately separated from adjacent motor traffic. There are also inadequately marked crosswalks and curb-ramps that aim the pedestrian into the center of an intersection. Pedestrian-oriented safety and wayfinding signage is generally good, particularly in downtown Bethesda as well as around schools.

**Table 1 – Inventory of Existing Pedestrian Facilities**

Roadway Segment	Sidewalk					Crosswalk Markings	Pedestrian-Related Signage Condition
	Width	General Condition	Buffer	ADA Compliant	ADA Compliant Intersection Curb Ramps		
Wisconsin Avenue (between Elm Street and Old Georgetown Road)	Good (15' – 20')	Good	Good (trees and street furniture)	Good	Fair (many crosswalks share curb-ramps that face the center of the intersection)	Good (mostly “zebra” striped)	Good
Wisconsin Avenue (between Old Georgetown Road and Battery Lane)	Good (10' – 15')	Good	Good (trees and street furniture)	Good	Fair (many crosswalks share curb-ramps that face the center of the intersection)	Good (mostly “zebra” striped)	Good
Wisconsin Avenue (between Battery Lane and Jones Bridge Road)	Inadequate (3' – 6')	Fair (east side Wisc Ave sidewalk in fair condition)	Fair (mostly lacks buffer to moving traffic)	Fair (effective sidewalk width mostly under 5')	Fair (most crosswalks share curb-ramps that face the center of the intersection)	Fair (faded paint/lack of “zebra” striping)	Good
Rockville Pike (between Jones Bridge Road and Cedar Lane)	Fair (8' west side; 3' – 5' east side)	Fair (good west side; fair east side)	Good west side; fair east side	Fair (effective sidewalk width mostly under 5' on east side; also, utility poles obstructing pedestrian ROW on east side; grade issues on west side)	Fair (curb-ramps face crossings on west side; ramps on east side face center and are inadequately maintained)	Fair (mostly “zebra” striped along west side; inadequately marked crosswalk on east side of Jones Bridge at Wisconsin Ave; lack of “zebra” striping on Cedar Lane at Rockville Pike; NNMC entrances lack crosswalk striping)	Good

Rockville Pike (between Cedar Lane and Pooks Hill Road)	Fair (4' – 5' on west side; most of east side lacking sidewalk)	Good	Fair	Fair (effective sidewalk width mostly under 5'; utilities/fire hydrants block sidewalk ROW)	Good	Fair (crosswalks have faded paint, inadequately visible, or are unmarked)	Fair (non-existent except for around Cedar Lane intersection)
<b>Roadway Segment</b>	<b>Sidewalk</b>					<b>Crosswalk Markings</b>	<b>Pedestrian-Related Signage Condition</b>
	<b>Width</b>	<b>General Condition</b>	<b>Buffer</b>	<b>ADA Compliant</b>	<b>ADA Compliant Intersection Curb Ramps</b>		
Old Georgetown Road (between Wisconsin Avenue and Battery Lane)	Fair (5' – 20')	Good	Fair (good between Wisconsin Ave and Arlington Road; fair between Arlington Road and Battery Lane)	Fair (good between Wisconsin Ave and Arlington Road; fair between Arlington Road and Battery Lane where sidewalk is under 5')	Good	Fair (most crosswalks lack “zebra” striping and many have wearing paint)	Good
Old Georgetown Road (between Battery Lane and McKinley Street)	Fair* (4' – 6')	Good	Fair**	Fair (sidewalk effective width under 4'; utilities/fire hydrants block sidewalk ROW)	Good	Fair (most crosswalks lack “zebra striping and/or have fading pain; most side streets do not have marked crosswalks)	Fair

Old Georgetown Road (between McKinley Street and Cedar Lane)	Fair* (4' – 7')	Good	Fair**	Fair (sidewalk effective width mostly under 4'; utilities/fire hydrants block sidewalk ROW)	Good	Fair (while most crosswalks have “zebra” striping, many have fading paint; most minor side streets do not have marked crosswalks)	Fair	
Old Georgetown Road (between Cedar Lane and Ryland Drive)	Fair (6' – 7')	Good	Fair**	Fair (sidewalk effective width under 4'; utilities/fire hydrants block sidewalk ROW)	Good	Good	Good	
Connecticut Avenue (between East-West Highway and Chevy Chase Lake)	Good (6' – 7')	Good	Good	Good	Good	Fair (lack of “zebra striping)	Good	
<b>Roadway Segment</b>	<b>Sidewalk</b>						<b>Crosswalk Markings</b>	<b>Pedestrian-Related Signage Condition</b>
	<b>Width</b>	<b>General Condition</b>	<b>Buffer</b>	<b>ADA Compliant</b>	<b>ADA Compliant Intersection Curb Ramps</b>			
Connecticut Avenue (between Chevy Chase Lake and I-495)	Fair (5' – 7')	Good	Fair**	Fair (large number of driveway ramps; sidewalk obstructions)		Fair (most crosswalks lack “zebra” striping and/or have wearing paint)	Good	
Woodmont Avenue (between Wisconsin Avenue and Glenbrook Parkway)	Good (10' – 20')	Good	Good	Good	Fair (about half of curb-ramps not aligned with crosswalks)	Good	Good	
Battery Lane (between Wisconsin Avenue and Old Georgetown Road)	Fair* (4')	Good	Fair**	Fair (large number of driveway ramps; sidewalk obstructions)	Fair (curb-ramps at Woodmont Avenue face into center of intersection)	Good	Good	
Jones Bridge Road (between Jones Mills Road and Connecticut Avenue)	Fair* (4' – 6')	Fair (new sidewalk being placed on south side between Wisconsin	Fair (landscape buffer west of Grier Road)	Fair (large number of driveway ramps; sidewalk obstructions)	Fair (reconstructed sidewalk on south side will have crosswalk-facing curb-ramps)	Fair (most crosswalks lack “zebra striping and/or have fading pain; most side streets	Fair	

		Ave and Lancaster Dr)				do not have marked crosswalks)	
Jones Bridge Road (between Connecticut Avenue and Wisconsin Avenue)	Fair (4' – 6')	Good	Fair (no buffer between Connecticut Ave and Montrose Drwy)	Fair	Good	Fair (crosswalks at Connecticut Ave and Jones Mill lack “zebra striping; side streets lack marked crosswalks)	Good
Cedar Lane (between I-495 and Rockville Pike)	Fair (5' – 6')	Fair (some sidewalk segments are uneven)	Fair**	Fair (grade issues, some rough pavement; utility poles blocking pedestrian ROW)	Fair	Fair (some side streets lack crosswalk markings, some crosswalks faded)	Good
Cedar Lane (between Rockville Pike and Old Georgetown Road)	Fair (5' – 7')	Good	Fair**	Fair (utility poles in pedestrian ROW)	Good	Good	Good
<b>Roadway Segment</b>	<b>Sidewalk</b>					<b>Crosswalk Markings</b>	<b>Pedestrian-Related Signage Condition</b>
	<b>Width</b>	<b>General Condition</b>	<b>Buffer</b>	<b>ADA Compliant</b>	<b>ADA Compliant Intersection Curb Ramps</b>		
Woodmont Triangle Streets (streets between Woodmont Avenue, Old Georgetown Road, and Battery Lane)	Good (10' – 18')	Good	Good	Good	Good	Good	Good
East-West Highway (between Wisconsin Avenue and Montgomery Avenue)	Good (9' – 22')	Good	Fair (good between Wisconsin Ave and Pearl Street)	Good	Fair (Pearl Street and east most curb-ramps face into center of intersection)	Good	Good
East-West Highway (between Montgomery Avenue and Connecticut Avenue)	Fair* (4' – 9')	Good	Fair (no buffer west of Edgevale Street, though good buffer from Edgevale to Connecticut	Fair (grade issues; numerous curb-cuts; numerous obstructions to pedestrian ROW)	Fair (most curb-ramps face into center of intersection)	Fair (lack of “zebra” pattern striping)	Good

			Ave)				
Montgomery Avenue (between Wisconsin Avenue and East- West Highway)	Fair* (4' - 12')	Good	Fair (good between Pearl Street and Wisconsin Ave)	Fair (numerous curb-cuts)	Fair (most curb-cuts face into center of intersection)	Fair (most crosswalks lack "zebra" pattern markings and/or have fading paint)	Good

\* Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5 feet for a sidewalk or walkway, which allows two people to pass comfortably or to walk side by side.

\*\* According to FHWA, a buffer zone of 4 to 6 feet is desirable and should be provided to separate pedestrians from street.

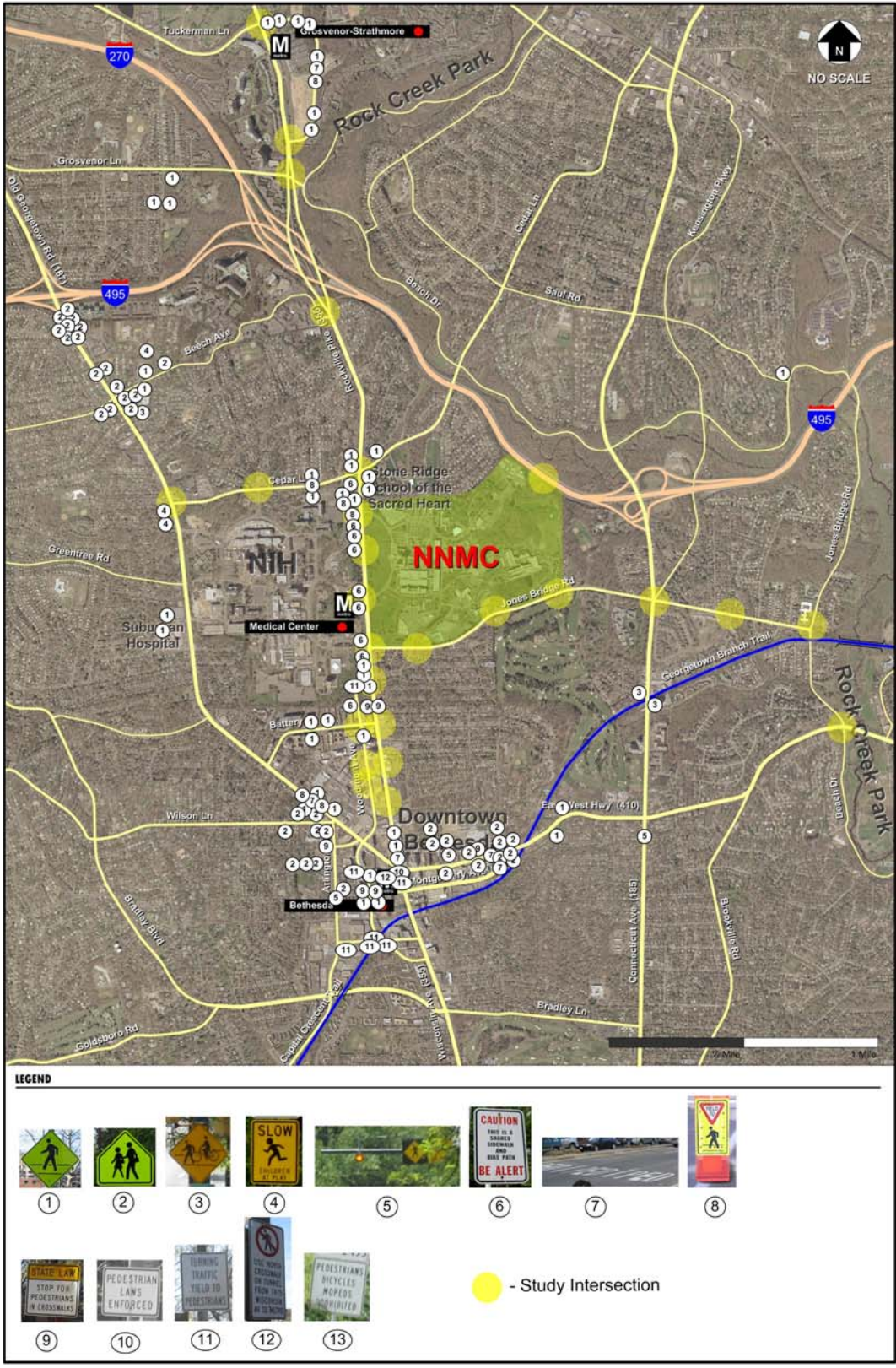


Figure 1 – Existing Pedestrian – Related Signage

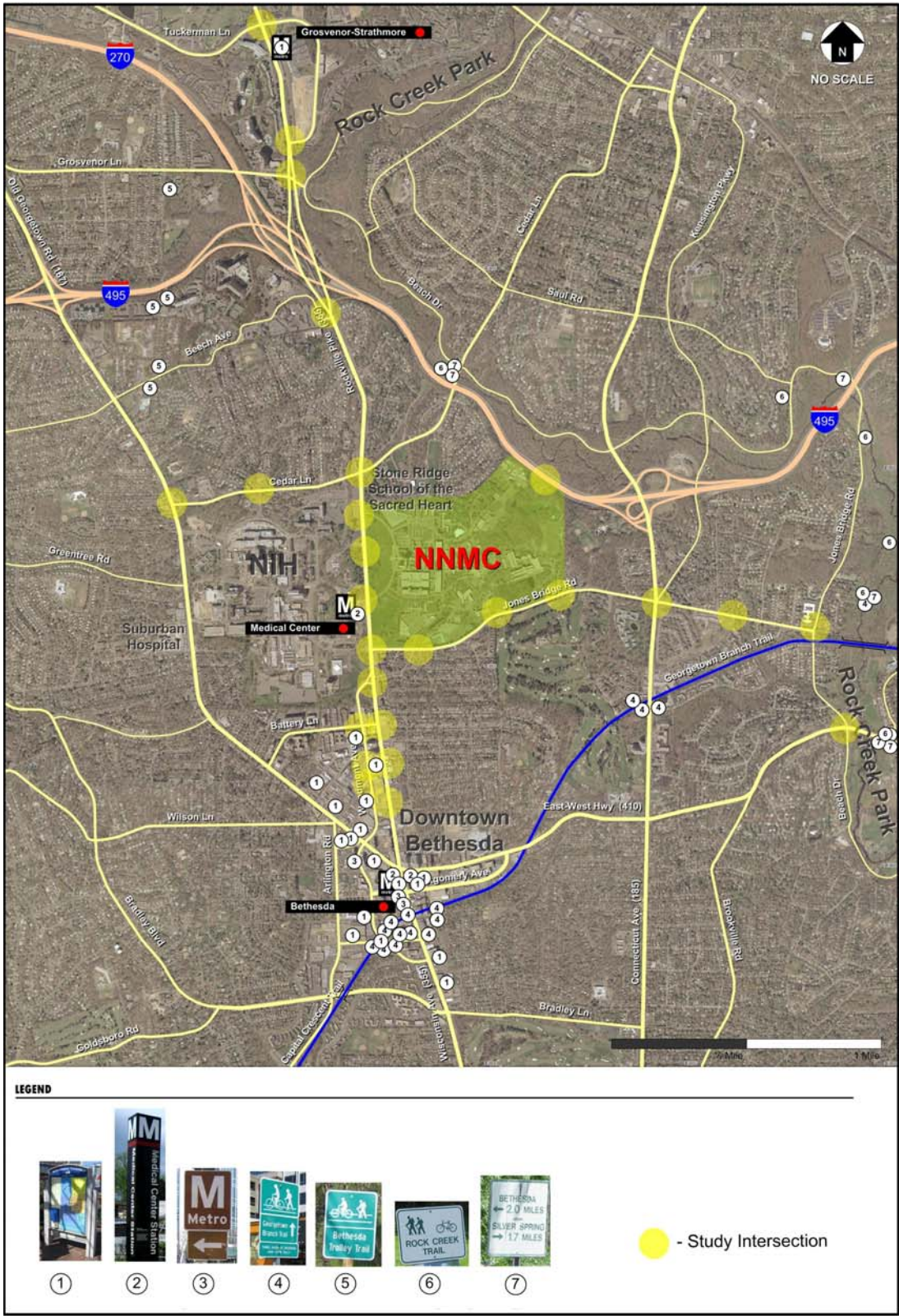
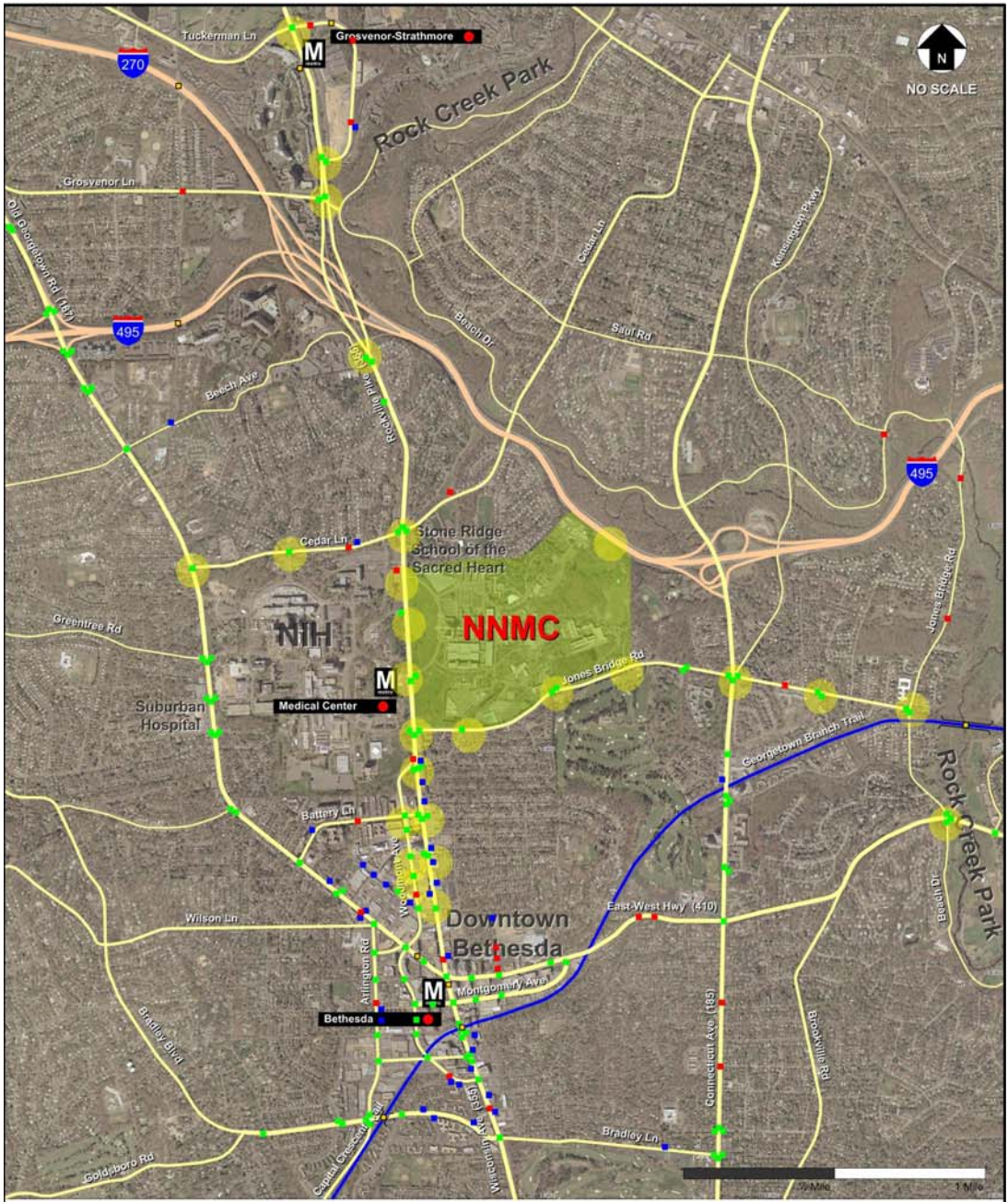


Figure 2 – Existing Pedestrian – Related Wayfinding Signage



**LEGEND**

- - Pedestrian Signal-Controlled Crosswalk
- - Stop Sign-Controlled Crosswalk
- - Uncontrolled or Mid-Block Crosswalk
- - Pedestrian Bridge/Tunnel
- - Study Intersection

**Figure 3 – Existing Pedestrian Crosswalks**

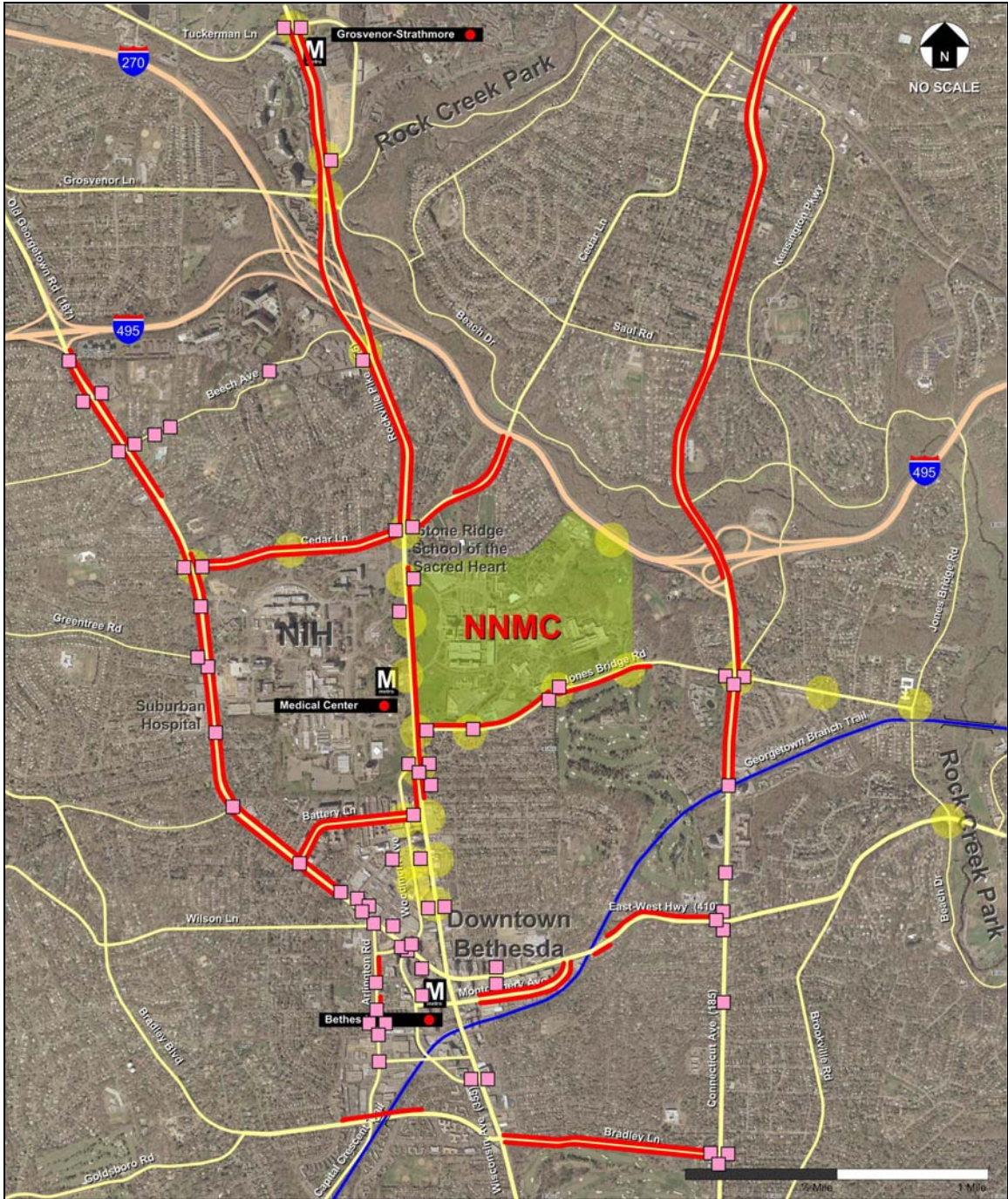


Figure 4 – Existing Condition of Pedestrian Facilities

### ***Bus Stops/Shelters Along Campus Perimeter Roads***

Figure 5 shows the locations of Metrobus/Ride-On bus stops along the roads immediately adjacent to NNMC as well as throughout the general study area. While most bus stops consist of merely a pole with a route number sign, a few have seating and shelters as well. Both Medical Center and Bethesda Metrorail Stations have extensive bus passenger seating, shelter, and route information.

### ***Bicycle / Off-Road Facilities***

Within the NNMC study area is an extensive on and off road bicycle network. Figure 6 shows the locations of all existing bicycle facilities as well as bicycle-related signage. In addition, ample bicycle parking exists at both the Medical Center and Bethesda Metrorail Stations.

While the existing network is good, Figure 7 highlights gaps in existing bicycle network that could prevent better bicycle access to NNMC. Key infrastructure improvements, which are part of the County Bicycle Master Plan, include:

- Creating a better shared-use bicycle/pedestrian path along the NIH segment of Old Georgetown Road;
- Upgrading the sidewalk along the NNMC side of Rockville Pike; and
- Striping bicycle lanes along Woodmont Avenue between Old Georgetown Road and Battery Lane.

Further, a number of the area trails, particularly in and connecting to Rock Creek Park are in need of maintenance, sight-distance improvements and lighting.

Figure 8 shows all study area planned bicycle facilities included in the County's 2004 Bicycle Master Plan. These planned facilities should help address any of the existing system's design and access deficiencies.

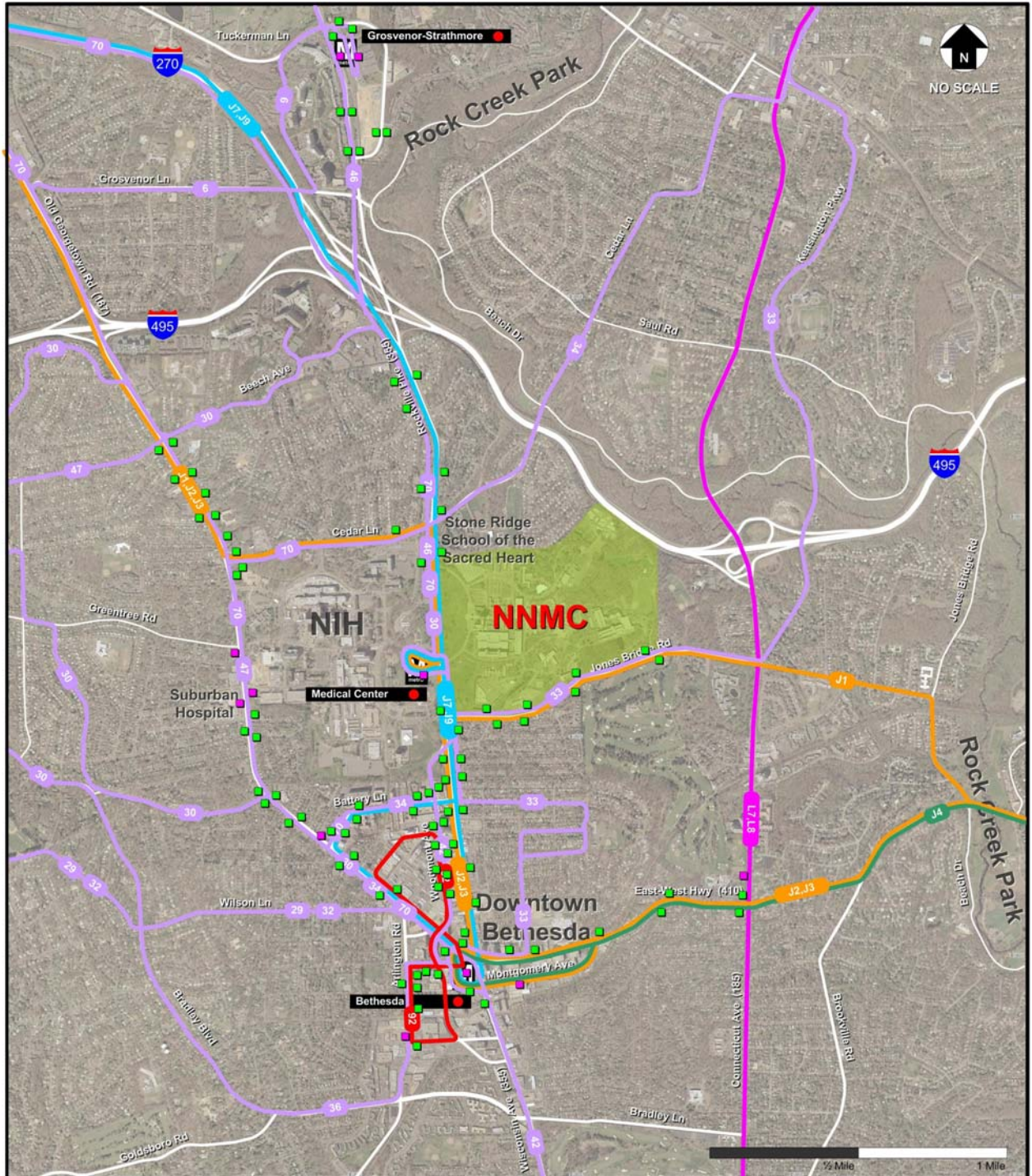


Figure 5 – Existing Bus Stop Facilities

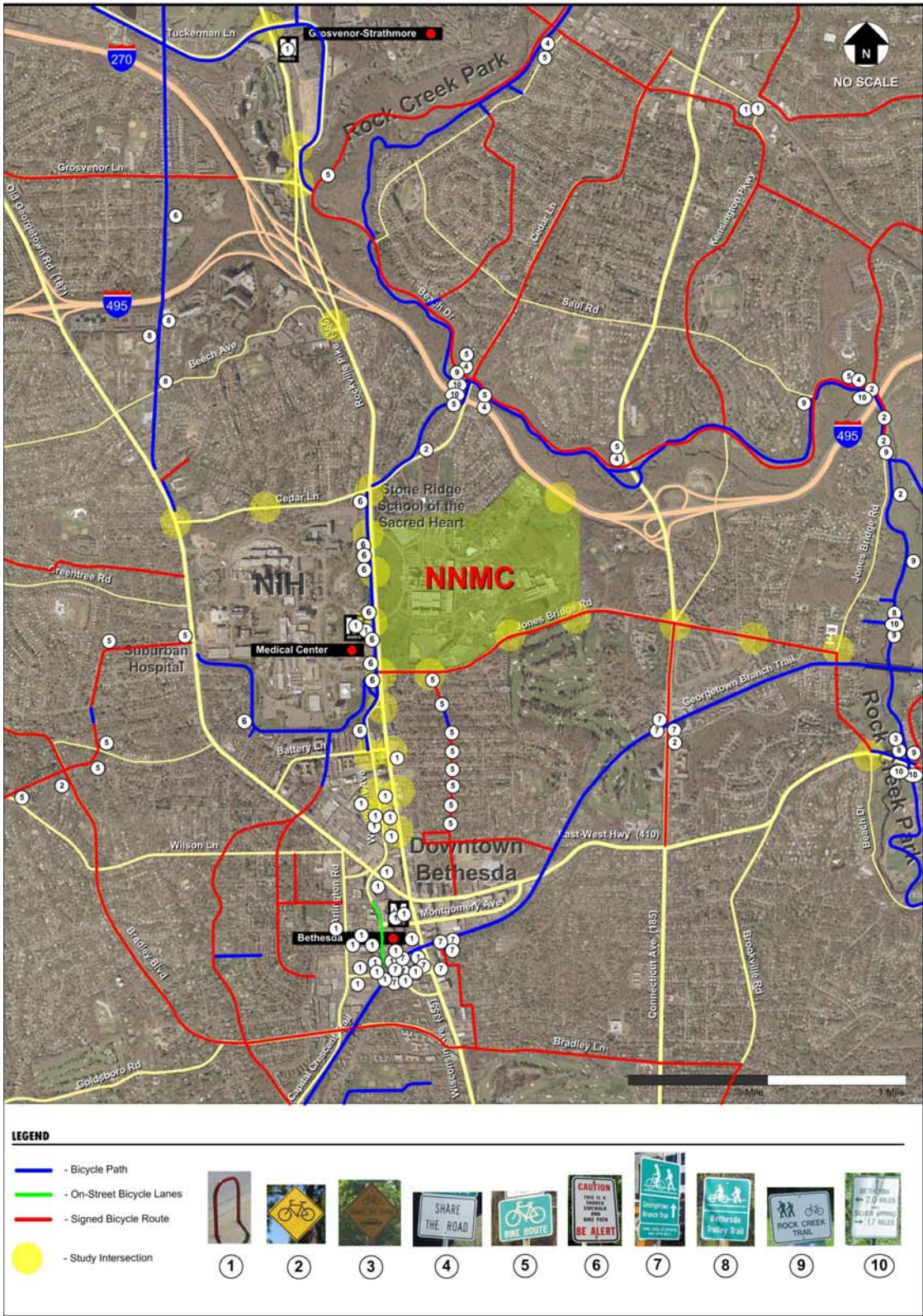


Figure 6 – Existing Bicycle Facilities

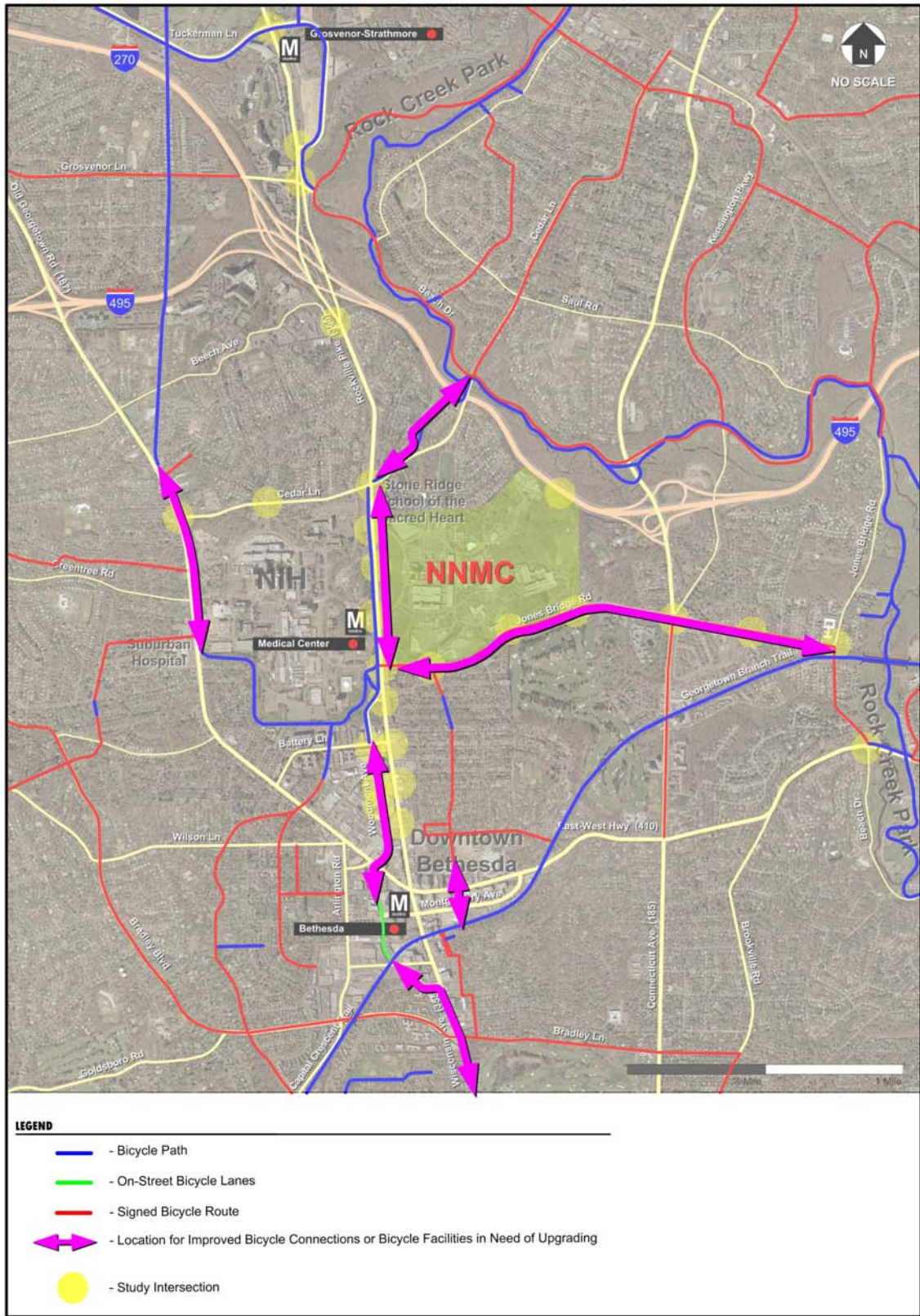


Figure 7 – Gaps in Existing Bicycle Facilities

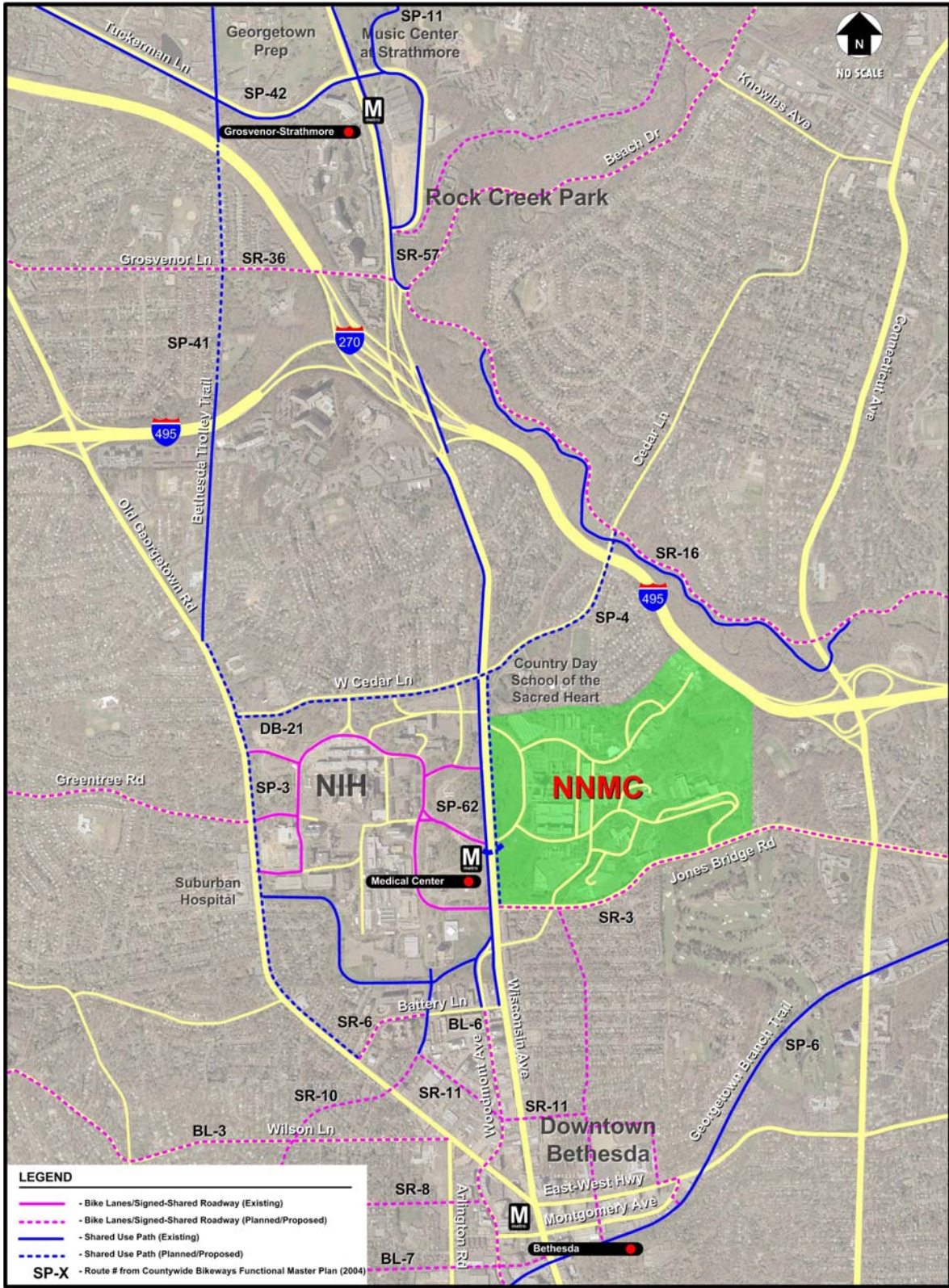


Figure 8 – Pedestrian and Bike Planned Improvements

## **Deficiencies in Pedestrian/Bicycle and Transit Network**

- Long pedestrian crossings with inadequately marked cross-walks and lack of additional pedestrian safety measures.
- Sidewalks are narrow and exposed to heavy volumes of fast-moving traffic.
- Gaps in the off-street bicycle network.
- Fair multi-use trail conditions (lack of night-time lighting, narrow trail ROW, maintenance, etc.).
- Heavy traffic congestion slowing bus service.

The above noted deficiencies should be addressed by the County's maintenance program.