

## Andrew Pessin

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**From:** Andrew Pessin <aspess12@gmail.com>  
**Sent:** Monday, November 12, 2018 11:52 AM  
**To:** trafficops@montgomerycountymd.gov  
**Subject:** Request for Traffic Study, All-Way Stop Control at Intersection of Greentree Road and Ewing Drive

Dear Sir or Madam,

On behalf of the Bradmoor Neighborhood Association (BNA), I am writing to request that the Montgomery County Department of Transportation (MCDOT) conduct a traffic study for the installation of all-way stop controls at the intersection of Greentree Road and Ewing Drive in Bethesda, MD (four stop signs, one for each approach). Currently, there are two stop signs controlling each of the Ewing Drive approaches to the intersection, whereas Greentree Road is uncontrolled. The Bradmoor neighborhood is bounded on the north by Greentree Road and on the south by Bradley Boulevard (Maryland Route 191). Greentree Road is a major conduit of traffic traveling between Democracy Boulevard and Old Georgetown Road (Greentree Road connects to Democracy Boulevard via Fernwood Road). Ewing Drive, the westernmost street in the Bradmoor neighborhood, is also a major conduit of traffic traveling between Greentree Road and Bradley Boulevard.

### Potential Safety Issue

Several residents in our neighborhood have reported that the intersection is dangerous for drivers, who after traveling north on Ewing Drive, have stopped at the intersection. The concern is heightened if the driver wants to turn left (west) onto Greentree Road or to continue north on Ewing Drive. The primary reason is the topography. Just west of the intersection, the Greentree Road approach to the intersection is both curved and traverses up a relatively steep slope. Because of both the curve in the road and the slope, the drivers stopping at the intersection on Ewing Drive (both northbound and southbound) have limited fields of vision. The safety concern is compounded if vehicles on Greentree Road approaching the intersection from the west exceed the speed limit. Drivers on Ewing Drive (particularly those approaching the intersection from the south and looking to their left) do not have much time to clear the intersection if a vehicle on Greentree Road, approaching the intersection from the west, was to suddenly appear. Although I cannot speak for other drivers, both my wife and I avoid this intersection. If we want to travel west on Greentree Road, I will access Greentree via its intersection with Bradmoor Drive.

I do not have any specific data on the intersection's crash history, however, one neighbor informed me that at least one crash occurred at that intersection in the recent past.

### Prior MCDOT Study—Ewing Drive

MCDOT conducted a speed study of the portion of Ewing Drive between its intersection with McKinley Street and its intersection with Bradley Boulevard on February 27-28, 2018. MCDOT conducted the study in response to a BNA request to install traffic calming measures on Ewing Drive between McKinley Street and Bradley Boulevard and to address a resident's concern about a blind spot on Ewing Drive at its intersection with Roosevelt Street. The February study analyzed two different points on Ewing Drive over this two-day period, one between the intersections of McKinley Street and Pelham Place (northern study point), and one just south of the Roosevelt Street intersection (southern study point). The study found that the total daily

volume of traffic ranged from 1675 vehicles to 1688 vehicles for the northern study point and from 1593 to 1658 for the southern study point. In its March 14, 2018 email describing the study's findings, MCDOT stated that "Ewing Drive is classified as a primary residential roadway. In this capacity, it serves as a residential collector street acting as a conduit for vehicles from its adjacent side streets who wish to travel north and south."

Given the potential safety issue and the fact that Ewing Drive is described by MCDOT as a primary residential roadway and a conduit for adjacent side streets, please conduct a traffic study of the Greentree Road-Ewing Drive intersection to determine whether that intersection qualifies for all-way stop controls. We further request that the traffic study be conducted during one or more weekdays when Montgomery County Public Schools are in full-day session.

If you have any questions or need further information, please contact me (contact information below). Thank you for your immediate attention.

Sincerely,

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