



Montgomery County Department of Transportation (MCDOT)
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Bradley Boulevard Improvements Facility Planning Phase I Study

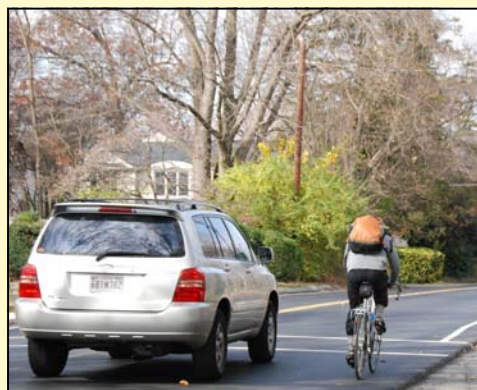
Log onto: www2.montgomerycountymd.gov/DOT-DTE/Projects/ProjectHome.aspx

And scroll to Bradley Boulevard Improvements Study

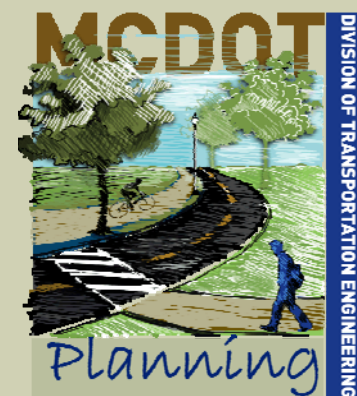


Safety improvements at Wilson Lane and Bradley Boulevard and Goldsboro Road and Bradley Boulevard

Safer pedestrian access along Bradley Boulevard for school aged children, transit users and all pedestrians



Safer on road bikeable shoulders for cyclists along Bradley Boulevard



ISIAH LEGGETT
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The Plan Ahead is a project newsletter published by the MCDOT to encourage community participation.

THE PLAN AHEAD

ARTHUR HOLMES, JR. - Director
Department of Transportation

BRADLEY BOULEVARD IMPROVEMENTS TEAM SELECTS RECOMMENDED ALTERNATIVE

The Montgomery County Department of Transportation (MCDOT) is concluding the Phase I Facility Planning Study for the Bradley Boulevard Improvements Project (Wilson Lane to Goldsboro Road) located in Bethesda, Maryland.

NEWSLETTER PURPOSE

The purpose of this newsletter is to summarize the project's history, present the study team's technical Recommended Alternative, convey the next steps of the evaluation process and continue to solicit your comments on the Bradley Boulevard Improvements Study.

BACKGROUND

The Bradley Boulevard Improvements Study was initiated in March 2009 as a result of a request in 2003 from the South Bradley Hills Civic Association to install a sidewalk along the north (east) side of Bradley Boulevard between Barrett Lane and Wilson Lane for greater connectivity in the sidewalk network in the area. Subsequently, MCDOT received requests from MoBike (Montgomery Bicycle Advocates), WABA (Washington Area Bicycle Association) and individual bicycle commuters to include the master planned bicycle facilities. As part of a comprehensive facility planning evaluation, the Phase I Study is assessing transportation improvements as requested by the public as well as incorporating the master plan vision for pedestrian and bicycle facility connections through this vital corridor.

MASTER PLAN RECOMMENDATIONS

The 1990 Approved and Adopted Bethesda Chevy Chase Master Plan and the 2005 Countywide Bikeways Functional Master Plan recommends pedestrian connections and a dual bikeway along Bradley Boulevard. The Dual Bikeway features both an Off-Road Shared Use Path for recreational cyclists and walkers and On-Road bikeable shoulders for more experienced cyclists.

STUDY EFFORTS AND PUBLIC OUTREACH

The study team conducted field visits, gathered data and developed preliminary concepts.

The Department held two public information sessions. On October 27, 2009 MCDOT's Division of Transportation Engineering hosted its first public meeting for the Bradley Boulevard Improvements Study. An overview of the project, its purpose and need, preliminary findings and several preliminary concepts were presented to the public. Approximately forty (40) citizens attended. A public comment period was provided to encourage you and the community to share your concerns and provide written comments. The Department received over 140 written comments.

During this past year, MCDOT continued to respond to the public's comments and performed additional environmental and storm water management analyses, provided more detailed tree preservation assessments by a County Arborist and carefully reviewed your comments and revised the alternates accordingly. On November 10, 2010 a public workshop was held to update you on the status of the project, present three new alternatives (4A, 4B, and 4C) and receive your feedback. Fifty - five (55) citizens were in attendance. After the November public workshop the Department extended the public input comment period from December 8, 2010 to January 12, 2011 to ensure that there was enough time for community review of all the alternatives presented including clarification that the "No Build" is also considered a viable option. Eighty - four (84) written comments were received and evaluated.

PUBLIC COMMENTS

PUBLIC COMMENTS SUMMARY

Support for Build Alternate		Support for No-Build Alternate I
Alternate 4A	23	
Alternate 4B	9	
Alternate 4C	10	
Not specified	21	
TOTAL	63	21

The comments are 3:1 in support of the project. Those in favor emphasized the impor-

MCDOT wants your feedback: The MCDOT encourages you to provide your concerns on the Postage Paid Public Comments Form included with this newsletter. You can also e-mail your comments directly to the project manager at: patricia.shepherd@montgomerycountymd.gov

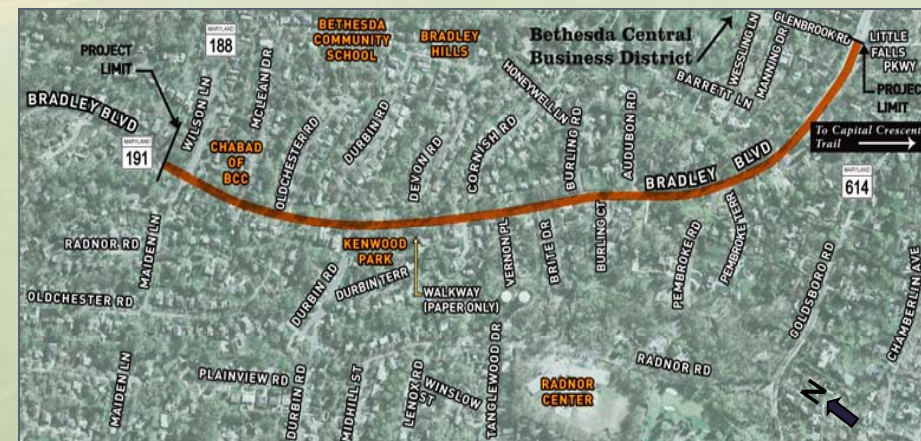
BRADLEY BOULEVARD IMPROVEMENTS STUDY - RECOMMENDED ALTERNATIVE

tance of pedestrian and cyclist safety along the existing stretch of roadway and the connectivity to schools, trails, retail and employment centers (Bethesda Central Business District) and places of worship. Those opposed to the project were concerned about costs in this fiscal climate and the impacts the proposed improvements would have on the existing landscape and character of the neighborhood.

In addition, the community requested that the project limits be extended further east to Glenbrook Road for better access to the Capital Crescent Trail. All public meeting presentation materials were uploaded to the County's project website and a list of Frequently Asked Questions was developed to address community questions and concerns.

STUDY AREA

Bradley Boulevard is located in a single family residential community in Bethesda, Maryland. There are several important destinations for pedestrians and bicyclists in the study area, including places of worship, the Bethesda community school, Bradley Hills Elementary School, Thomas W. Pyle Middle School and the Walt Whitman High School. There are three Metro stations within 2 miles of the study area and 16 transit bus stops along this stretch of Bradley Boulevard. The Bethesda Central Business district is located one mile to the east from the study area where there is a large employment center and many office and commercial uses. The Capital Crescent Trail is a regional bicycle facility located at the intersection of Bradley Boulevard and Little Falls Parkway. The study recommends encouraging multimodal transportation options for all users by providing safe access routes. In general, sidewalks or shared use paths are intended to provide vital pedestrian links to community facilities.



In response to public feedback, the following Alternatives have been considered as a Recommended Alternative for further study:

1. **NO BUILD**—no improvements will be provided to Bradley Boulevard.
2. **Sidewalk on NORTH SIDE** of Bradley Boulevard while providing consistent bikeable shoulders. (ALT. 4C)
3. **Sidewalk on BOTH SIDES** of Bradley Boulevard while providing consistent bikeable shoulders. (ALT. 4B)
4. **8 foot SHARED USE PATH (reduced from 12') on NORTH SIDE** and Sidewalk on **SOUTH SIDE** of Bradley Blvd. while providing consistent bikeable shoulders. (ALT. 4A) - **SELECTED AS RECOMMENDED ALTERNATIVE BY STUDY TEAM**

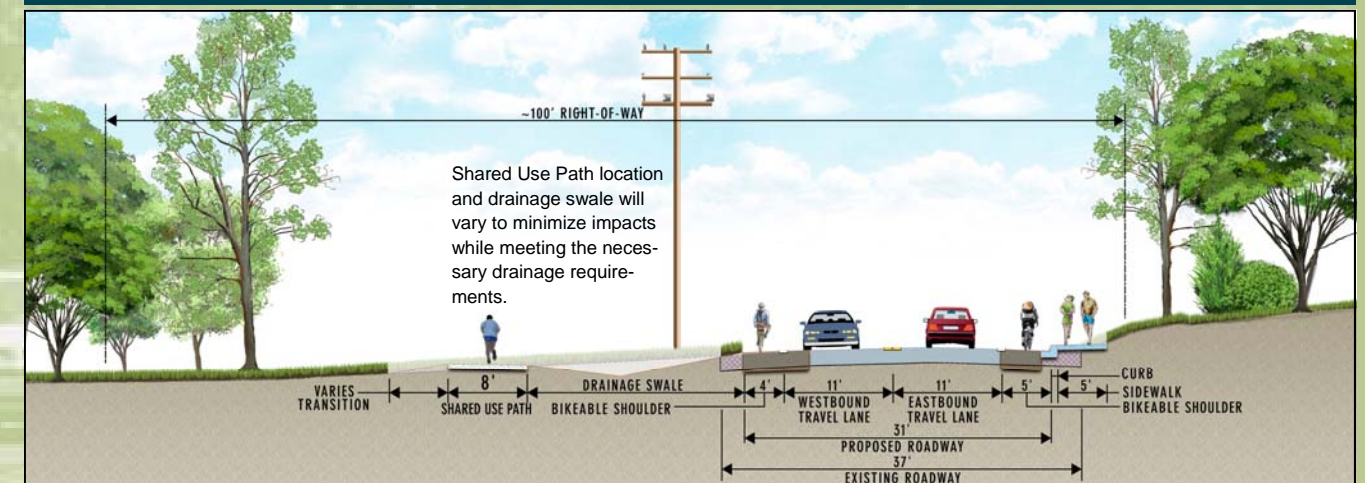
NEXT STEPS

The following are the next steps that will conclude the Bradley Boulevard Improvements Project:

1. The Recommended Alternative may be further refined based on the public comments received.
2. The Project Prospectus will be finalized, which summarizes Facility Planning, Phase I and includes all public comments received. The Prospectus will be available on our website and will be reviewed by the M-NCPPC Planning Board, elected officials, and the MCDOT Director.
3. A project briefing will be scheduled with the M-NCPPC Planning Board. Formal public testimony will be permitted. Date to be determined. For more information, please contact M-NCPPC at 301-495-4605 or log onto:
www.montgomeryplanningboard.org/agenda/index.shtm
4. The project will be presented to Montgomery County Council's Transportation, Infrastructure, Energy & Environment Committee (T&E) for concurrence. Date to be determined. For more information, call 240-777-7900 or log onto:
www.montgomerycountymd.gov/council
5. The MCDOT Director will evaluate the Final Project Prospectus and the Recommended Alternative
6. If concurrence is received on the Recommended Alternative, the Bradley Boulevard Improvements project will advance to Facility Planning, Phase II. Phase II is commonly referred to as preliminary engineering (35% design), where impacts are identified, and a cost estimate and project schedule are developed. Phase II is estimated to take 18 months to complete.
7. At the conclusion of Phase II, the public, MCDOT Director, and elected officials will assess the Benefits of the Bradley Boulevard Improvements Project. If the project merits a need, it will be included as part of the Capital Improvements Program (CIP) to receive funding for final design and construction. Final design and construction may take up to three years.

Should this project advance to design and construction, MCDOT will meet with adjacent property owners to address individual concerns.

RECOMMENDED ALTERNATIVE



8' Shared Use Path North Side and Sidewalk South Side with Bikeable Shoulders

RECOMMENDED ALTERNATIVE— ALTERNATIVE 4A has been selected to advance to Facility Planning, Phase II which will allow for refinement of impacts, further development of drainage and stormwater management techniques and the estimation of project costs.**

Alternative 4A was selected because it meets the Purpose and Need of the project as well as the objectives of the local area Master Plans. Recommended Alternative 4A:

- Provides safe and continuous pedestrian access on both sides of Bradley Boulevard for school aged children, transit users and all pedestrians where there is currently a gap in the sidewalk connectivity network.
- Improves pedestrian and cyclist access to major destinations along and beyond the study area.
- Improves safety for all users at the intersections of Bradley Boulevard and Wilson Lane and Bradley Boulevard and Goldsboro Road.
- Improves the drainage conditions along both sides of Bradley Boulevard with environmentally friendly facilities that will meet current stormwater management requirements. Drainage swale widths will be minimized to reduce impacts to trees and existing landscape while still being permittable.

** As part of MCDOT's further evaluation of impacts in Facility Planning Phase II, the 8 foot shared use path on the north side may be modified to a 5 foot wide sidewalk if significant features can be avoided or if there are environmental or cost benefits.

Should you want to meet individually with the project manager, please contact:

Patricia Shepherd, Project Manager
Phone: 240-777-7231 or send an e-mail to:
patricia.shepherd@montgomerycountymd.gov