

Chat Log
Virtual Community Meeting
June 22, 2021

Bradley Improvements Project &
Bradley Blvd-Wilson Ln Intersection Improvements Project

19:16:59 From Todd to Everyone:
Anyone else have trouble hearing the presenters?

19:17:32 From Michael Katz to Everyone:
Sound from the speaker is coming through loud and clear for me.

19:17:46 From Reid Detchon to Everyone:
Not me - try adjusting your audio settings at the lower left of your screen

19:18:13 From Kathleen Glassman to Everyone:
Why doesn't this project go back to Fernwood and Bradley?

19:18:27 From Janet Schroeder's iPad to Everyone:
Bikeway -Has the county received permission from the state DOT to take over the right of way

19:19:06 From Linda White to Everyone:
What are going to do about all of the trees along Bradley Blvd and utility poles?

19:19:37 From Lori Main to Everyone:
Yes, Janet Schroeder, the County will have the permit to work in the State right of way. Thanks for your question.

19:21:02 From Linda White to Everyone:
Why do you need to purchase our property when there is county land on the other side of Bradley Blvd?

19:21:29 From Meg Stevens to Everyone:
You keep saying, "There will be this and there will be that... Is this meeting allowing for any public input on these projects, or is this basically a done deal and we're just listeners? (aside from the widths of the lanes?)

19:21:49 From Lori Main to Everyone:
Linda White, the trees in the right of way will be evaluated by a County Arborist to determine if they need to be removed or if life saving measures can be used. Typically, the sidewalk goes around the utility poles. Thanks!

19:22:47 From Janet Schroeder's iPad to Everyone:
Bikeway- using a 30-year-old plan seems ignorant of today's costs . As of today is is now \$16M for a mile. According to the county site 2M already spent on planning so if this is just starting for designing where did the \$2M get spent

19:22:51 From Kenneth's iPhone to Lori Main(Direct Message):
Will personal home property outside the State right of way be taken by eminent domain on both the north and south side or will the project stay within the right of way? If so, how many feet into private property?

19:23:17 From Michael Katz to Everyone:
Meg Stevens - I attended public meetings for the bikeway project back in 2009 and 2010. There was lively feedback from the community at that time.

19:23:29 From Meg Stevens to Everyone:
Can you please tell us the definition of a "shared use path?" Same as "bike lane?" Same as "sidewalk?"

19:23:31 From Lori Main to Kenneth's iPhone(Direct Message):
Meg Stevens, yes, public input will be taken into consideration when more complete, final designs are developed.

19:24:58 From Karen Snyder to Everyone:
Sound check. Was working great until four minutes ago.

19:25:41 From Michael Katz to Everyone:
(Note - I am a member of the community. I live on Cornish Road, and I am an avid cyclist. I also experience severe flooding in my back yard from Bradley Blvd. run-off during increasingly common heavy rain events. For both reasons I am in strong support of the bikeway project.)

19:25:42 From Kathleen Glassman to Everyone:
any chance they can bury the electrical?

19:25:43 From Lori Main to Everyone:
Meg Stevens, A sidewalk is constructed with concrete and is 5-ft-wide. A shared use path is typically constructed with asphalt and is 8 to 10-ft-wide. A bike lane is in the road.

19:26:01 From marypeebles to Everyone:
Can we bury the utility poles? Doing so is forward thinking, given increased winds/storms. Burying them would allow for shade trees over walkway

19:26:47 From Meg Stevens to Everyone:
So, a shared use path is off the road, and both Peds and bikes can use it.

19:26:48 From Janet Schroeder's iPad to Everyone:
Bikeway- How does Whitman Requardt see drivers pulling across this massive path to get onto Bradley? Double stop signs ? It seems that we would need 2 stop signs to stop bikers so we can pull out , how can this work?

19:27:10 From davidscott to Everyone:
The most dangerous is on the south side of Bradley. Will the bike lanes be separated on either side?

19:27:53 From jamesaltman to Everyone:
I assume you know, but just wanted to reinforce the existence of a problem with the intersection of Old Chester Road and Bradley Boulevard. As shown quite clearly on the slide in the presentation, during periods of rain the intersection develops a large and deep body of water across Old Chester Road. It is deep enough in and after periods of significant rain to be quite problematic and to make it very difficult to turn onto Old Chester Road. Moreover, in periods of below freezing temperature, that water freezes and the intersection can be exceedingly dangerous.

19:28:18 From Janet Schroeder's iPad to Everyone:
What about the hardship of all the driveways along Bradley how are they going to get in and out of their driveways? How can this be safe?

19:28:45 From marypeebles to Everyone:
We need shade trees on shared use path. This is a high sun stretch.

19:28:49 From hutchj to Everyone:
Can everyone hear the presentation?

19:29:04 From Kathleen Glassman to Everyone:
yes, can hear loud and clear

19:29:43 From Karen Snyder to Everyone:
Left and rejoined; now sound is perfect!

19:30:50 From Noah to Everyone:
Thanks Mark!

19:30:54 From dan kuehn to Everyone:
Driveways are already on Bradley how would that become less safe?

19:31:04 From Lori Main to Everyone:
Janet Schroeder, the path does not continue in the road, and you can drive across it as you exit your driveway. It would be the same as driving over a sidewalk from your driveway.

19:31:49 From Brenda Carter to Everyone:

Wouldn't it be safer to combine the two bike lanes into one that is twice as wide, on one side of the street?

19:31:51 From Kim Kelley to Everyone:

I think the plan underestimates the importance of Bradley to motorists. These changes will add to congestion. A few may walk more safely, and the bicyclists will have their own lane, but motorists will be severely disadvantaged, as will homeowners and access to their property. The plans do not call for this level of alteration. It has gone from improvements to major overhaul.

19:33:06 From Janet Schroeder's iPad to Everyone:

It seems that a substantial number of home owners all along Bradley are being completely being ignored . The hardship and what about maintenance? Snow Removal. You are creating more lanes for Home Owners to cross and Residence of the neighborhoods.

19:33:10 From Meg Stevens to Everyone:

Did you do the traffic study during 2020 when the traffic was ultra-light, the way they did for Arlington and Edgemoor?

19:33:28 From Linda White to Everyone:

What is the cost of this project?

19:34:10 From Michael Katz to Everyone:

Brenda Carter, there are a significant number of bike commuters that use this stretch of road and having a single 5-foot bike lane on each side of Bradley Blvd. reduces the number of crossings and is much safer.

19:34:37 From marypeebles to Everyone:

Please make the sidewalk and shared walk permeable concrete for eco and safety reasons

19:34:57 From Helen Hernandez to Everyone:

People are looking for pedestrian friendly homes, this will be great for property values

19:35:33 From Noah to Everyone:

I agree with Helen

19:35:39 From Paul London to Everyone:

This is a major change to Bradley. Huge negative impact to people living on Bradley.

19:36:00 From Helen Hernandez to Everyone:

Suggest sidewalks be green and include native plants that make this visually appealing

19:36:17 From Lori Main to Everyone:

Yes, Helen and Noah, sidewalks and shared use paths are statistically proven to raise property values due to the added safety to pedestrians.

19:36:17 From Barbara Delaney to Everyone:

Are you also dealing with the intersection of Aberdeen and Wilson, just north of the intersection of Bradley and Wilson? In the afternoon, it is dangerous to try to get out of Aberdeen by car, bike or foot.

19:36:23 From Marilyn Matar to Everyone:

Are the drainage issues being worked on only on the intersection? is there another project about the big drainage issues on Wilson / Bradley?

19:36:46 From mbrody to Everyone:

please don't put bus stops in the front yard of a house

19:37:15 From Meg Stevens to Everyone:

The county successfully increased traffic congestion on Old Georgetown when it added bike lanes and took away driving lanes. I hope Bradley Blvd will still have its multi-lane sections. The back-ups are awful.

19:37:58 From gemma london to Everyone:

I live on Burling and a lot of people and bikers cut through Burling to get to the Cornish path. Perhaps a shared use, lighted two sidewalk pathway along Cornish be part of the plan to help Burling? I think the noise, the traffic problems, the devastation to nature and the habitats of the wildlife will reduce my quality of life. Do I need to disclose this Bradley destruction plan if I sell my home?

19:38:03 From Meg Stevens to Everyone:

Having a lot of trouble hearing him - keeps going in and out. Anyone else?

19:38:26 From Todd to Lori Main(Direct Message):

That is a vague generalization. The context is everything.

19:38:46 From Meg Stevens to Everyone:

He is getting more and more cut out.

19:38:55 From DELL to Everyone:

Bikeway: What steps would be required to scale the project back to a more reasonable scope that included a bikeable shoulder and sidewalk, rather than the multiple lanes that require the shifting of the entire right-of-way at a cost of \$16M?

19:39:52 From Karen Snyder to Everyone:

No sound again.

19:40:20 From Helen Hernandez to Everyone:

Can you clarify plans for Bradley Blvd and Fairfax area? And timeline?

19:41:58 From mbrody to Everyone:

will the swale shift the water from the intersections to individual yards?

19:42:29 From Macon to Everyone:

Are there plans to extend the path (north?) beyond Wilson? And will the sidewalks on Wilson allow Ride-On bus riders to have a safe place to walk to reach Aberdeen/Bradley?

19:42:31 From DELL to Everyone:

What does the county plan to prevent the surrounding neighborhood side streets from becoming short cuts for motorists attempting to avoid traffic slowdowns during the construction?

19:43:08 From X Lin to Everyone:

Intersection project - will there be a period of time where people who live on Bradley might not be able to pull out of their driveways due to sideway construction?

19:43:13 From Nancy Eskenazi to Everyone:

For the bikeway project - will the poles be dramatically taller/larger as they appear?

19:43:39 From Todd to Everyone:

What is shared use mean? What are the use cases for a shared use path?

19:43:51 From Kathleen Glassman to Everyone:

Who do we need to reach out to for the request for the buried electric? With all the trees around this area it should 100% be buried.

19:44:15 From John Pechilis to Lori Main(Direct Message):

Intersection Project: When the Wilson/Bradley intersection is expanded to three lanes, will there be adequate shoulder to accommodate bicyclists traveling on Bradley through the intersection?

19:44:18 From Paul London to Everyone:

Yes, what is shared use mean?

19:44:21 From Stephanie Flack to Everyone:

I agree with Barbara Delaney's comment about difficulty of leaving Aberdeen Rd onto Wilson in the afternoon in either direction. In the Bradley/Wilson intersection re-design, is it possible to add a side walk on the north side of Wilson Lane from Aberdeen Rd to Bradley on Wilson? That would make it easier to connect to the excellent new bike and sidewalk network and help kids who have to cross Bradley from Pyle or Whitman.

19:46:00 From Sondra to Everyone:

Please give us the timeframe for both projects - start and finish dates

19:46:12 From Gregory Wiedemann to Everyone:

The delay at the intersection will be improved by 10 sec at evening peak. Was a signal control system with camera sensors to detect left turning vehicles considered as an alternate to adding lanes? Wouldn't that have less impact and achieve reduction in delay?

19:46:46 From Michael Katz to Everyone:

Regarding the bikeway project, was aggregated data from Strava, Garmin, Google, Apple, etc. used to get a sense of the amount of bike traffic along Bradley Blvd.?

19:46:50 From DELL to Everyone:

When the project was designed over ten years ago, there was a survey conducted on the number of mature trees, (measured by circumference), that would be destroyed as a result of this construction. Has the inventory been updated to reflect current conditions, and if so: how many mature trees are due to be demolished?

19:48:25 From Victor Ciuccio to Lori Main(Direct Message):

Shared use is much wider than a sidewalk, we have to shovel the entire area?

19:51:14 From iPad (97) to Everyone:

What was the range of intersection designs studied for the Wilson Lane project? A widened-or blown out-intersection for hundreds of feet, with a traffic light that does not improve the level of service seems wrong. The design increases the risk through greater crossing exposure of pedestrians and through speeds of cars. Please study other designs, like traffic circles that could be a real win-win while moderating top speeds.

19:51:40 From Nancy Eskenazi to Everyone:

Following on the tree question, I support a review of the tree size and maturity and certainly support pruning trees where they can be saved.

19:51:46 From Janet Schroeder's iPad to Everyone:

How are the drainage ditches going to be maintained?

19:52:22 From Meg Stevens to Everyone:

I couldn't agree with you more, Kim Kelley!

19:52:26 From John Pechilis to Lori Main(Direct Message):

Bikeway Project: How will bicyclists be accommodated during construction? Will we need to take up one of the two lanes available during peak hours? Will we need to take up the one available lane during off peak hours?

19:52:44 From Kathleen Glassman to Everyone:

Bradley and Ewing has major drainage issues as well, any fixes for that in this project?

19:52:47 From Janet Schroeder's iPad to Everyone:

If it's 16M for bikeway now what about When this gets started? Has this been Funded?

19:52:57 From iPad (97) to Everyone:

The shared use path is a great amenity and absolutely needs to be a minimum of 10 feet wide.

19:53:06 From Janet Schroeder's iPad to Everyone:

So, the county expects home owners to clear the snow off this and what about the bikeway?

19:53:22 From Janet Schroeder's iPad to Everyone:
Again, 2M so far where has this money gone?

19:53:41 From Janet Schroeder's iPad to Everyone:
Bikeway- Easy for M. Robert's to say it's not his land or driveway. This sounds like some engineering over blown plan. When this is a complete fail are we going end up with those white posts all the way down Bradley like other county projects

19:55:18 From Janet Schroeder's iPad to Everyone:
There is still no provision to cross Bradley

19:57:01 From Meg Stevens to Everyone:
I agree with the comments about this being an over-blown plan, with the onus on homeowners and drivers, for the advantage of the few pedestrians and cyclists.

19:58:04 From Nancy Eskenazi to Everyone:
I and my family live and walk on Bradley every day. It is unsafe. A key to this seems to be balance.

19:59:12 From P Keenan to Everyone:
Bikeway: Echoing the response, I agree there is latent demand for pedestrians on the south side. Lack of pedestrians is a sign that it is currently unsafe. This project would enable residents on the south side to walk to a safe location to cross Bradley to walk to downtown Bethesda. It would also make Bradley safer for bikers and motorists.

19:59:29 From Paul London to Everyone:
If this plan on Bradley goes ahead Bradley will grow to become a major cyclist highway. Our side streets will be impacted too with cyclists cutting through to the Cornish footpath

19:59:37 From iPad (97) to Everyone:
Sidewalks really shouldn't need justification they are basic infrastructure that enables people access to the community. The issue of sidewalk snow removal has been settled in law. End of discussion.

20:01:00 From Michael Katz to Everyone:
I live on Cornish Road, and I am 100% in support of safer cycling infrastructure, including if this results in more cyclists to ride on Cornish and the cut-through to Glenbrook.

20:01:03 From Janet Schroeder's iPad to Everyone:
What is the plan from the engineering firm for all this so-called Bike use when it ends at Wilson? So, it's okay to throw it all back on Bradley at Wilson but this 1-mile stretch has to suffer with all this pavement and tree removal, total loss of the character of Bethesda

20:01:24 From Reid Detchon to Everyone:

Many of us have walked and biked a lot more during the pandemic. This stretch of Bradley is so dangerous for both right now that it limits pedestrian use. Years ago, there was a big dispute about sidewalks along Glenbrook, but now that they

20:01:31 From DELL to Everyone:

Placing the onus of snow removal for multiple bike lanes is completely unreasonable. The county clears the Crescent Trail; and if this debacle does occur, the Bradley path should also be cleared at the expense of the county.

20:01:44 From gemma london to Everyone:

I think a simple sidewalk was the original request in 2003 and it broadened to this elaborate, oversized plan. Has the county considered just a sidewalk and some drainage relief?

20:01:53 From Reid Detchon to Everyone:

... now that they are there, they are very heavily used and popular.

20:01:53 From Barbara Delaney to Everyone:

It is scary to bike or ride along Bradley now. Please make it safer and both bikers and pedestrians will use the road.

20:02:34 From Stephanie Flack to Everyone:

One of the reasons for high property values in this area is proximity to downtown Bethesda and the metro station. Adding road features to improve safe walkability and bikeability to capitalize on this proximity will be good for property values, human and environmental health. I strongly support this project to provide for safer walking and biking in our community.

20:02:40 From John Pechilis to Lori Main(Direct Message):

Bikeway Project: What is the purpose of the Shared Use Path? There will be sidewalks for walking and bike lanes for biking. Why do we need a third option? It appears it's being build just because there is a large right-of-way.

20:03:11 From Reid Detchon to Everyone:

Stephanie, I totally agree

20:03:13 From Janet Schroeder's iPad to Everyone:

Seems like there is a complete disconnect from the planners and the nature of Bethesda

20:03:39 From Janet Schroeder's iPad to Everyone:

HAS this funded?

20:04:07 From Meg Stevens to Everyone:

Agreement here with Gemma London!!!

20:04:26 From MITCHM to Lori Main(Direct Message):

Let me know if you want me to talk.

20:04:41 From Helen Hernandez to Everyone:

A more walking and biking friendly community is highly sought in Bethesda especially this close to Downtown Bethesda

20:06:01 From iPad (97) to Everyone:

I'm concerned about the risk to pedestrians and cyclists from speeding behavior of drivers on Bradley. Several comments tonight also express the frustration with getting onto Bradley with a car-due to speeding traffic. Bradley and the Wilson intersection calls for speed reduction designs. The width of the Bradley project and the Wilson intersection should be minimized.

20:06:19 From Helen Hernandez to Everyone:

This seems like a win-win - agree that speed needs to be addressed down Bradley

20:06:48 From Lily Polskin to Everyone:

agree

20:07:18 From Don Cuming to Everyone:

Let's reduce the speed on Bradley to 25 MPH like beyond Glenbrook.

20:07:21 From John Pechilis to Lori Main(Direct Message):

Bikeway Project: Please do not reduce the automobile lane width on Bradley Boulevard to 11 feet. That will make the bike lanes less safe. Can you not build the Shared Use Path and instead add two feet to each of the bike and automobile lanes?

20:07:28 From Reid Detchon to Everyone:

There should be pedestrian-activated crossing signals

20:08:00 From gemma london to Everyone:

Thanks! It's actually Kim (my daughter set it up for me-my first zoom). A sidewalk is one thing, but this changes the lovely green areas and brings noise closer to the houses as well as the lights that are bad for wildlife.

20:08:14 From John Pechilis to Everyone:

Reducing the travel lanes from 12 to 11 feet will have an impact on bicyclist safety.

20:08:20 From Helen Hernandez to Everyone:

I also think that if we add walkways, bike lanes and multiple crosswalks that it will ultimately discourage Traffic (hopefully!!)

20:08:23 From iPad (97) to Everyone:

The Bradley dual bikeway facility was originally a multiuse path and bike able shoulders. This is the best design for bicycle encouragement and safety. 4 foot bikeable shoulders and a 10-foot multiuse path.

20:08:27 From Stephanie Flack to Everyone:
Agree with Reid about pedestrian activated crossing signals at crosswalks.

20:08:43 From Janet Schroeder's iPad to Everyone:
This bike project looks like something done in a new up county neighborhood where it is included in the planning. This has no place on Bradley where is being shoved on the character of the community

20:09:07 From DELL to Everyone:
The sidewalk on Wisconsin Avenue between Bradley and Grafton Street that was constructed several years ago cost the MD DOT \$1.5M to improve access and safety. Why does the same objective for the same distance cost taxpayers in the county more than ten times that amount, (\$16M)?

20:10:05 From Nancy Eskenazi to Everyone:
There are ways to address the speed. Avoiding plans that provide safety benefits to others is counterintuitive.

20:10:26 From Kathleen Glassman to Everyone:
Bradley is a corridor for a ton of people for work, fun, etc. and this is well overdue!

20:12:35 From Kenneth's iPhone to Everyone:
If the South side of Bradley is now already dangerous to bikers, why not have a two way bike path on the north side instead - particularly if there is a shared path and bike path on the north side planned already?

20:12:36 From Meg Stevens to Everyone:
Agree with Janet Schroeder: Planners are trying to add new things to an old system - look at the infrastructure overload in downtown Bethesda that has created such unbelievable congestion.

20:12:37 From Janet Schroeder's iPad to Everyone:
BIKE Groups! What about all the residents who have to deal with this everyday

20:12:47 From John Pechilis to Lori Main(Direct Message):
Please don't let iPad (97) speak a second time without first reading some written questions.
Thank you!

20:13:14 From Michael Katz to Everyone:
Bike groups represent residents too.

20:13:46 From Helen Hernandez to Everyone:
Non-Bikers also want to community to be safe and more pedestrian friendly

20:14:37 From jutta to Everyone:
I agree with Mariam, not burying the utilities during this construction is a missed opportunity.

20:15:25 From Nancy Eskenazi to Everyone:
I also support burying utilities - I've had my pole hit more than once...plus stronger storms...

20:16:11 From Janet Schroeder's iPad to Everyone:
When has any project been done on time and on budget?

20:16:55 From Kathleen Glassman to Everyone:
This whole project is overdue so thank you for doing this! It will not be fun for anyone getting through this, but long term will benefit everyone.

20:17:04 From Janet Schroeder's iPad to Everyone:
We haven't heard about where the 2M has been spent?

20:17:25 From Helen Hernandez to Everyone:
Agree if we are already doing this much effort to make the community safer, lets also jump on burying utilities - maybe adjusting needs versus wants to make this happen is a possibility?!

20:17:47 From gemma london to Everyone:
I get the bike riders now yelling at my dogs who bark when the bikes cut from Bradley to Burling down to the Cornish path. I am concerned that this is going to escalate. I am also concerned that one of the bike riders will get hit by a car on Burling when they swing down the road suddenly.

20:19:13 From Nancy Eskenazi to Everyone:
I don't ride but we need to get used to cyclists and encourage more pedestrians.

20:19:34 From Janet Schroeder's iPad to Everyone:
GOOD POINT Victor!

20:21:16 From Janet Schroeder's iPad to Everyone:
IS there any place in the county where such a huge bikeway combination cross so many driveways?

20:21:35 From Reid Detchon to Everyone:
Will these written comments be given equal weight with the oral comments, and will they be posted with the recording?

20:21:59 From Helen Hernandez to Everyone:
My guess is that speed bumps on state roads are a concern for emergency vehicles

20:22:35 From Michael Katz to Everyone:
The Cornish-Glenbrook path has vastly improved the quality of life for hundreds of people (pedestrians and cyclists, both recreational and commuter) in the immediate area impacted by the Bikeway project. I have noticed that a lot of the opposing comments are coming from the same people who resisted the improvements to the Cornish-Glenbrook path.

20:22:38 From Nancy Eskenazi to Everyone:
Yes - wouldn't want to be in an ambulance going over a speedbump!

20:22:46 From Meg Stevens to Everyone:
Cyclists are operating vehicles and they need to behave accordingly - stop at intersections just like cars and Peds, not dart in front of people/cars, etc. Their speed needs to be addressed!

20:23:05 From Michael Katz to Everyone:
The fastest cyclist in a bike lane will still be substantially slower than a car.

20:23:22 From David Anspacher to Everyone:
A typical bicyclists travel 10 -12 mph. Higher speed bicyclists can reach 20 mph. So, they will be traveling slower than the speed limit.

20:23:29 From Paul London to Everyone:
Meg has a good point above

20:23:44 From Dan Levine to Everyone:
Cars swerve around turning vehicles today. Now they won't hit pedestrians. Also, bicycles are generally interested in self-preservation. They will look out for cars in driveways.

20:24:41 From Janet Schroeder's iPad to Everyone:
The planners are just speculating ... not backed by any data. The safety questions for the home owners having to cross; pulling out of the neighborhood is not being addressed

20:25:12 From iPad (97) to Everyone:
Horizontal speed calming is the state of the art. Not speed humps. Engineers here should know better. Please address horizontal traffic calming opportunities.

20:25:55 From Dan Levine to Everyone:
IMHO people hate hypothetical sidewalks and love real one

20:26:10 From Janet Schroeder's iPad to Everyone:
Are there going to be stop signs for bike users on the mixed use path so the neighborhood drivers can pull up to Bradley

20:26:52 From Meg Stevens to Everyone:
Janet, seems that's because this is one of those community meetings that's actually a done deal.

20:26:53 From Nancy Eskenazi to Everyone:
I live on Bradley. We should not blame the planners.

20:28:21 From iPad (97) to Everyone:
Agree with Garrett. Speed limit should be lowered to 25 MPH. And the Design Speed should be implemented to match.

20:29:30 From Janet Schroeder's iPad to Everyone:

The planners had a choice years ago to put in a side walk and have the shoulder for bike use. They came up the largest most destructive plan without any concern of all the problems this would cause the community.

20:30:21 From gemma london to Everyone:

I would LOVE to see sidewalks around the schools instead of bike paths on Bradley. Perhaps that would have saved the life of the little girl who was hit by her bus. The Bradley path does not address kids walking to school the way neighborhood sidewalks near the schools would.

20:31:19 From Karen Snyder to Everyone:

But Janet, you would not sign the petition for that simple plan.

20:32:10 From gemma london to Everyone:

For sidewalks by the schools?

20:32:32 From Janet Schroeder's iPad to Everyone:

HOW come your petition didn't result in a simple plan?

20:33:12 From Michael Katz to Everyone:

Thanks to Garrett and WABA for the information and support! I had kids biking to Pyle, Whitman, and Bethesda Elementary, and we biked despite the shortcomings of the current infrastructure. I hope that we can improve the safety for future students.

20:33:16 From Nancy Eskenazi to Everyone:

It is important for students to be able to walk or ride to schools. It seems crazy that kids need to be driven. I'd expect that this could reduce some local traffic during school hours.

20:33:57 From gemma london to Everyone:

I remember 10 years ago begging for neighborhood sidewalks around the schools because I was afraid a child would be killed which I said at a meeting. I think sidewalks for kids is every bit as important as bike paths.

20:35:24 From Won Everett to Everyone:

For people living in Kenwood Park, Durbin Rd. is about the only exit to make a left turn onto Bradley to go north toward Wilson La. & toward Old Georgetown Rd. (YMCA, & Mont. Mall), etc., and it is already unsafe & dangerous during high traffic times to make a left turn from Durbin to Bradley. Thus, it would be even more difficult & unsafe to make a left turn to Bradley to now watch out for the bikes on the bike path & pedestrians' crossing in addition to the 2 lanes of traffic going in opposite directions! I know there is a stretch of bike lanes on Old Georgetown Rd. so why can't they just extend south of those bike lanes instead of adding bike lanes on Bradley in that short stretch? -- Won Everett (I've lived in KP for 35 years)

20:36:29 From Janet Schroeder's iPad to Everyone:

Still waiting to hear if this project had been funded?

20:37:34 From Janet Schroeder's iPad to Everyone:
And what the cost is projected to be?

20:37:52 From Sondra to Lori Main(Direct Message):
Please ask Michael G to provide his email

20:38:23 From Janet Schroeder's iPad to Everyone:
Also, the yearly cost of maintaining the ditches ?

20:40:31 From Barbara Delaney to Everyone:
It is clear that everyone on the call would like the speed limit to be lowered on Bradley. Please make sure this desire is addressed in the final plan.

20:41:28 From Janet Schroeder's iPad to Everyone:
HOPEFULLY, what a non-answer

20:42:05 From Michael Katz to Everyone:
Prior to Covid motorists were using Burling/Cornish to Honeywell to Aberdeen to get around back-ups at the Bradley/Wilson intersection. And anecdotally speaking they did not live in the neighborhood and therefore seemed to drive with a lot less care than local residents.

20:42:13 From Janet Schroeder's iPad to Everyone:
Again, what about Funding?

20:42:24 From Nancy Eskenazi to Everyone:
The ones in the drawing appeared substantially taller.

20:42:51 From DELL to Everyone:
If the plans were scaled back to a more reasonable scope, rather than the elaborate multiple lane \$16M proposal, could the county fund the entire length to Persimmon Tree Road, under one project?

20:43:08 From nancyalperesquire to Everyone:
Has there been consideration of how the proposed plan will affect the big commercial trucks that — for example carry food to restaurants in Bethesda — travel on Bradley?

20:43:18 From Stephanie Flack to Everyone:
Agree with Michael Katz: pre-covid cut through speeders on Aberdeen avoiding Bradley traffic was a persistent problem during am and pm rush hours.

20:44:54 From William Negley to Everyone:
RE/ your desire for comment on widths -can you please share the slide again on the proposed option and specifically if we're dealing with zero sum environment or there's opportunity to expand further north?

20:44:57 From mbrody to Everyone:
Please ask if they can bury the electric lines

20:45:11 From P Keenan to Lori Main(Direct Message):
Bikeway: what are the trade-offs of the different widths of the shared use path?

20:45:13 From Janet Schroeder's iPad to Everyone:
CAN he answer if this has been funded?

20:47:37 From nancyalperesquire to Everyone:
Kindly address commercial truck traffic and whether the volume of truck traffic on Bradley has been taken into consideration in the County's plan

20:49:47 From Janet Schroeder's iPad to Everyone:
SO, he's saying that he doesn't really know about usage? HE said PROBABLY people would use the bikeway.

20:50:44 From Stacey Band to Everyone:
Will there be another meeting like this one? If so, when will the next meeting be scheduled?

20:50:47 From Janet Schroeder's iPad to Everyone:
So over 16M on a MAYBE

20:51:53 From mbrody to Everyone:
they checked bike traffic on a Saturday when there is very little car usage. Can they check bike usage during the week?

20:53:54 From Michael Katz to Everyone:
For bicycle routing during construction, I would recommend a temporary detour down Burling/Cornish to Honeywell and across to Aberdeen. It's a hilly route, but much safer than riding through a construction zone.

20:54:16 From Janet Schroeder's iPad to Everyone:
ON 1 Saturday they counted bikes. This is how the 2M design money has been spent?

20:54:56 From Jeff Riegner to Everyone:
@Michael Katz: Good suggestion, thank you

20:56:18 From Joanne's iPhone to Everyone:
This project is sooo overdue. Bradley is scary for pedestrians, but for bus riders and others unavoidable. And uncivilized. Also scary are the cars zipping through my neighborhood to avoid the Bradley/Wilson intersection. I moved here from a house in PG with a sidewalk. Yes, I had to clear it a couple times a year. But if ever I didn't want to, there were plenty of people willing to do it for not much money.

20:56:53 From Nancy Eskenazi to Everyone:

Will construction be done in sections? For example, would they do the section between Goldsboro and Brite first - both sides or something similar- and then work their way up the road or something else? It would be helpful to understand whether all of Bradley would be a construction zone for 2 plus years or just small sections.

20:57:50 From Stephanie Flack to Everyone:

Thank you to the planners for your work on this much needed project.

20:59:52 From Karen Snyder to Everyone:

Yes, thank you very much to our diligent planners!

21:00:05 From Janet Schroeder's iPad to Everyone:

It came from the county website it says 2Million

21:00:05 From gemma london to Everyone:

Is there any way to include a pathway on Cornish for the bikes and pedestrians? Mike Katz wants the bike traffic on Cornish, and I think it is very unsafe on Burling, maybe because Cornish is straighter? It would connect the traffic from Bradley onto Cornish Lane to go to the Cornish Pathway safely instead of it cutting through on Burling.

21:00:40 From Meg Stevens to Everyone:

Simpler is better!!! Stop over-doing it.

21:00:47 From Janet Schroeder's iPad to Everyone:

2M on the county site for this project on this bikeway has been sent

21:01:48 From Gloria Reid to Everyone:

Thank you so much! This will be great for both bikers and pedestrians alike! So much safer than what exists now.

21:01:54 From Janet Schroeder's iPad to Everyone:

What does that mean blend in?

21:02:08 From Barbara Delaney to Everyone:

I asked about the intersection of Aberdeen and Wilson, just north of Bradley and Wilson. It is impossible to get out of Aberdeen in the afternoon, whether on foot, bike or car. Will you fix this when doing the Wilson and Bradley intersection?

21:02:24 From Nancy Eskenazi to Everyone:

The bike paths cover the schools

21:02:43 From Brenda Carter to Everyone:

Excited this project is going forward. Encouraging biking and pedestrians is good for the environment, health, and property values. I want to retract my earlier question about the bike lane safety. I was thinking about casual riders, not bike commuters. If my bike is welcome on the mixed-use path, I'm happy!

21:04:48 From Janet Schroeder's iPad to Everyone:

THE master plan is a living document and can be changed and based on current conditions

21:05:16 From nancyalperesquire to Everyone:

Safety issues of bikers and big commercial truck traffic. Please address

21:05:44 From Jonathan Klugman to Everyone:

I'm very interested in seeing this project proceed. What can be done to help ensure its expeditious completion?

21:06:26 From Janet Schroeder's iPad to Everyone:

HE seems to be listening to the bike lobbying over the residents of the neighborhood

21:09:15 From iPad (97) to Everyone:

Can you provide a concept drawing for a conservative/minimal traffic circle for Wilson/Bradley (two lane and bike access from all segments) in order to support the feasibility or lack thereof as stated in this meeting?

21:09:36 From Janet Schroeder's iPad to Everyone:

This isn't going to slow anyone down. It isn't going to create a way to cross Bradley.

21:10:55 From Karen Snyder to Everyone:

It would be nice if big commercial truckers would switch to using the more appropriate, wider, four-lane roads that are available to them.

21:12:32 From nancyalperesquire to Everyone:

Can you address how you are going to deal with bikers safety and large volume of commercial truck traffic between Glenbrook and Goldsboro. — I live near there and I observe much truck traffic

21:14:30 From Janet Schroeder's iPad to Everyone:

When is the next meeting?

21:14:33 From Michael Katz to Everyone:

There is a very rough and narrow sidewalk/bike path along Wilson from Bradley all the way to MacArthur that crosses dozens of driveways. It's an instructive example of how driveways and pedestrians/cyclists co-exist with cars.

21:15:26 From Michael Katz to Everyone:

@Marion Balsam, I volunteer to shovel your section of the sidewalk!

21:16:11 From iPad (97) to Everyone:

The sidewalk and multiuse paths are on opposite sides of Bradley. No one homeowner would be required to clear both of snow. Am I right?

21:16:17 From Meg Stevens to Everyone:

In terms of cyclists' safety: until they conform and obey the rules of the road like cars do, there will always be "safety" issues where they're concerned. They need to be held accountable

21:16:40 From Meg Stevens to Everyone:

sorry - accountable for operating their "vehicles" safely.

21:24:59 From William Negley to Everyone:

RE/ your desire for comment on widths -can you please share the slide again on the proposed option and specifically if we're dealing with zero sum environment or there's opportunity to expand further north?

21:25:12 From Michael Katz to Everyone:

Thank you to our public servants!

21:25:28 From iPad (97) to Everyone:

10-foot path, 4 foot bikeable shoulders

21:25:33 From Stacey Band to Everyone:

Thanks so much everyone!

21:25:43 From Janet Schroeder's iPad to Everyone:

I think since not funded yet the council should be encouraged to cancel this

21:25:44 From Nancy Eskenazi to Everyone:

Many thanks for your time and patience!