



Frequently Asked Questions (FAQ) About The Bradley Boulevard Improvements Project

Question 1: Does the project add additional pavement and additional lanes to Bradley Boulevard?

Response 1: The existing pavement width currently varies from 30' to 40'. This project is not proposing to add lanes but is proposing to make this section of Bradley Boulevard a constant roadway section with fixed width bikeable shoulders. The number and width of travel lanes will be two (2) 11' lanes. The typical section being proposed by the study team is 31' and all alternatives are removing some pavement as part of the construction. The intent and goals of the alternatives are to standardize the shoulder width to make it safer for all users and include pedestrian/cyclist improvements.

Question 2: Does the addition of a shared use path make it difficult for homeowners to cross while entering and exiting the roadway?

Response 2: Whether the alternatives include a shared use path or a sidewalk, pedestrian and vehicular interaction will occur with any pedestrian improvements throughout the corridor. This interaction is no different from any other driveway or roadway entrance that crosses a sidewalk to enter the flow of traffic. Throughout the design of the project, the study team will be evaluating sight distances and vehicular/pedestrian movements from side streets and residences to ensure safety for all users.

Question 3: How did the County get to these large alternative typical sections when all that the original neighborhood petition asked for was a sidewalk along Bradley Boulevard?

Response 3: Local area master plans are used as the basis for beginning all transportation planning projects. The *1990 Approved and Adopted Bethesda Chevy Chase Master Plan* and the *2005 Countywide Bikeways Functional Master Plan* recommend pedestrian connections and a dual bikeway with both an Off Road Shared Use Path and On Road Signed Shared Roadway along Bradley Boulevard. The study team uses these Master Plan documents as the guiding principle to develop the preliminary alternatives. These documents were developed through many working groups and public meetings as visions and guidelines for how various areas should proceed with future planning to meet the community's needs.

Question 4: Where is the demand for this project as there are very few bicyclists and pedestrians who use this corridor?

Response 4: The Technical Study Team has witnessed many bicyclists using this corridor during various site visits. The Study Team has received many concerns from pedestrians and cyclists who use the corridor today and see a need for increased safety improvements. The intent and goals of the alternatives are to standardize the shoulder width to make it safer for all users and include pedestrian/cyclist improvements. A study of the pedestrian network in this area indicates significant gaps in the sidewalk/bikeway connections in this section of Bradley Boulevard, especially the missing link between the sidewalk along Wilson Lane and the sidewalks along Bradley Boulevard that end near Goldsboro Road.

Question 5: Why must a shared use path be installed? There are existing sidewalks and paths in the area that are sufficient for pedestrians and recreational cyclists. The proposed shared use path will attract commuter cyclists making it unsafe for less experienced recreational cyclists, joggers and pedestrians.

Response 5: The local area master plans call for a dual bikeway along Bradley Boulevard. A Dual Bikeway features both an Off-Road Shared Use Path and an On-Road Shared Signed Roadway. Experienced bicyclists will follow the on-road bike lanes and will stay off the off-road shared use path to avoid conflicts, meandering routes, and other constraints that will impede their commute. The shared use path will attract recreational bicyclists and pedestrians. Sidewalks must be a minimum of 5' wide to comply with ADA requirements. Guidelines recommend shared use paths be a minimum of 8' wide to allow safe passage of two bicycle riders past one another. Maryland State Law prohibits the use of bicycles on sidewalks except where allowed by local ordinance (Maryland Code, Title 21, Section 21-1103). The local ordinance, in this case, allows bicycling on sidewalks. In accordance with the Master Plans, the study team recommends a shared use path, however alternatives have been developed to evaluate the addition of a sidewalk in lieu of a shared use path at this time.

Question 6: Why are no storm drain inlets with curb and gutter proposed along most of the section of Bradley under review?

Response 6: The Technical Study Team considers the ditch and bioswale drainage system planned for the north side of the road to be the most effective system for controlling runoff from Bradley Boulevard and the residential lots to the north while meeting the project's regulatory stormwater management requirements. Current stormwater regulation requires the use of Environmental Site Design (ESD) techniques that treat stormwater runoff with vegetative practices that improve water quality and reduce the overall volume of stormwater being conveyed to storm drain systems. By conveying stormwater through bioswales, water velocity is slowed by the vegetation and amended soils underlying the bioswale which allows more water to infiltrate and recharge groundwater. Other best practices may be introduced during the detailed design phase.

Question 7: If a proposed shared use path or sidewalk is built, who will be required to maintain and remove snow from these facilities?

Response 7: MCDOT will perform all required maintenance of the sidewalk or shared use path except for snow removal. Abutting property owners are required by law to clear snow for a minimum 4' width clearance within 24 hours of the end of a snowfall event.

Question 8: It does not appear that the project addresses the difficulty for pedestrians to cross Bradley Boulevard between the signalized intersections?

Response 8: The study team has examined improving pedestrian crossings of Bradley Boulevard. Based on public feedback potential crossing locations with pedestrian refuge islands have been evaluated at Brite Drive, Devon Road, and Durbin Road. These potential crossing locations will have to be reviewed and approved by SHA and Montgomery County's Division of Traffic Engineering and Operations. The Technical Study Team will continue to evaluate these safety concerns throughout the design process and will continue to coordinate with appropriate State and County agencies.

Question 9: What is going to be done to minimize impacts to a large number of existing mature trees and landscaping/property along Bradley Boulevard?

Response 9: MCDOT strives to meet the many challenges of balancing the planning and design of a safe and efficient transportation system for all users while considering the specific needs of the local residents as well as of the community at large. We understand that some of the residents have direct frontage along Bradley Boulevard, and may have one viewpoint different from those of others who live further away. Efforts will be made in the planning and engineering phases to further minimize impacts within the Bradley Boulevard right of way while addressing the challenge of retrofitting improvements in an established and mature setting.