Montgomery County Department of Transportation (MCDOT)
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878
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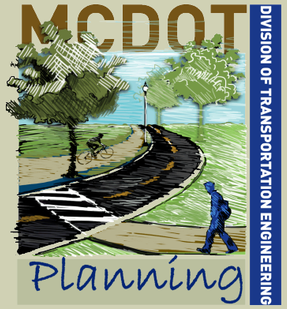
Bradley Boulevard Improvements Facility Planning Phase II Public Workshop

Thomas W Pyle Middle School Cafeteria
6311 Wilson lane
Bethesda, MD
Monday, March 2, 2015 from 7pm to 9pm

MCDOT wants your feedback: We encourage you to provide your comments 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 by 3/17/15.



Isiah Leggett
Montgomery County Executive

Al Roshdieh—Acting Director
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For alternative formats of this newsletter, please contact the Division of Transportation Engineering at 240. 777. 7220 (voice).

TTY users call MD relay.

The Plan Ahead is a project newsletter published by MCDOT

FEBRUARY 2015

THE PLAN AHEAD

Al Roshdieh - Acting Director
Department of Transportation

BRADLEY BOULEVARD PHASE II FACILITY PLANNING UPDATE

The Montgomery County Department of Transportation (MCDOT) is finalizing the Phase II Facility Planning Study for the Bradley Boulevard Improvements Project (Wilson Lane to Glenbrook Road) located in Bethesda, Maryland. Therefore, MCDOT is inviting you to attend a Public Workshop to update you on the status of the project and receive your feedback.

BRADLEY BOULEVARD IMPROVEMENTS STUDY PHASE II PUBLIC WORKSHOP SCHEDULE:

Monday, March 2, 2015 ▪ 7pm to 9pm

Thomas W. Pyle Middle School Cafeteria

6311 Wilson Lane, Bethesda, MD

NEWSLETTER PURPOSE

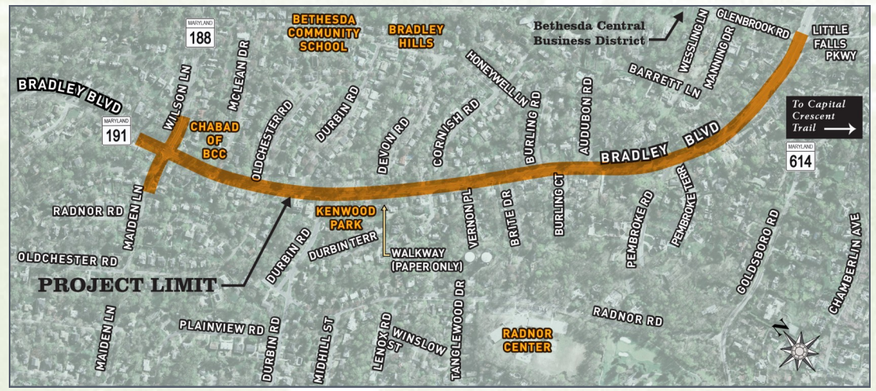
The purpose of this newsletter is to summarize the project's background, present the study team's current activities, convey the next steps of the evaluation process and continue to solicit your comments on the Bradley Boulevard Improvements Project.

PROJECT 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. 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 (shared use path and on-road bike lanes/bikeable shoulders) on Bradley Boulevard from Persimmon Tree Road to Wisconsin Avenue of which this project area is a portion of this length.

Safer on road bike lanes for cyclists along Bradley Boulevard

MCDOT completed a Phase I Facility Planning Study that included the development of six alternates based on the Master Plans, the project's purpose and need, the traffic study, safety, and the environmental assessment. A public meeting was held on October 27, 2009. Forty(40) citizens attended and one hundred and



BRADLEY BOULEVARD PHASE II FACILITY PLANNING UPDATE

forty (140) written comments were received. A public workshop was held on November 10, 2010. Fifty-five citizens (55) attended and eighty-four (84) written comments were received. At the end of Phase I, a Project Prospectus was prepared, a project briefing occurred with the M-NCPPC Planning Board on July 7, 2011, and a presentation to Montgomery County Council's Transportation, Infrastructure, Energy & Environment Committee (T&E) occurred on July 19, 2011. The Planning Board and the County Council concurred with the team's recommended Alternate 4A – 8' Shared Use Path North Side and Sidewalk South Side with Bikeable Shoulders. However the Council recommended widening the shoulders from 4' to 5' and designating them bike lanes, prohibiting parking along Bradley Boulevard, adding left turn lanes on the Wilson Lane approaches to Bradley Boulevard, and the minimizing of tree impacts.

The recommended alternative:

- 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, Bradley Boulevard and Goldsboro Road, and Bradley Boulevard and Glenbrook 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.

PHASE II CURRENT ACTIVITIES

Phase II Facility Planning began in January 2012 and is commonly referred to as preliminary engineering (35% design), where impacts are identified, and a cost estimate and project schedule are developed. Activities that have occurred to date include:

- Additional topographic surveys for the east and west ends of the project due to the addition of left turn lanes on Wilson Lane and the extension of the project to Glenbrook Road.
- A property survey was completed throughout the corridor.
- Concept plans for the selected alternate were prepared for review by MCDOT, SHA, and utility companies.
- Conceptual Stormwater Management (SWM) for the selected alternate was submitted to and approved by the Department of Permitting Services (DPS).
- A geotechnical investigation was completed which included the drilling of 34 soil borings within SHA right-of-way to support the pavement and SWM design and cost estimating.
- An analysis of individual trees throughout the corridor was performed including investigating tree save measures in order to minimize tree impacts.
- In coordination with SHA this project will include two additional unsignalized crosswalks across Bradley Boulevard to address the community's concerns and to increase pedestrian mobility.

Following the Public Workshop on **Monday, March 2, 2015** from 7pm to 9pm, Phase II Facility Planning will continue and will be completed this summer.

NEXT STEPS

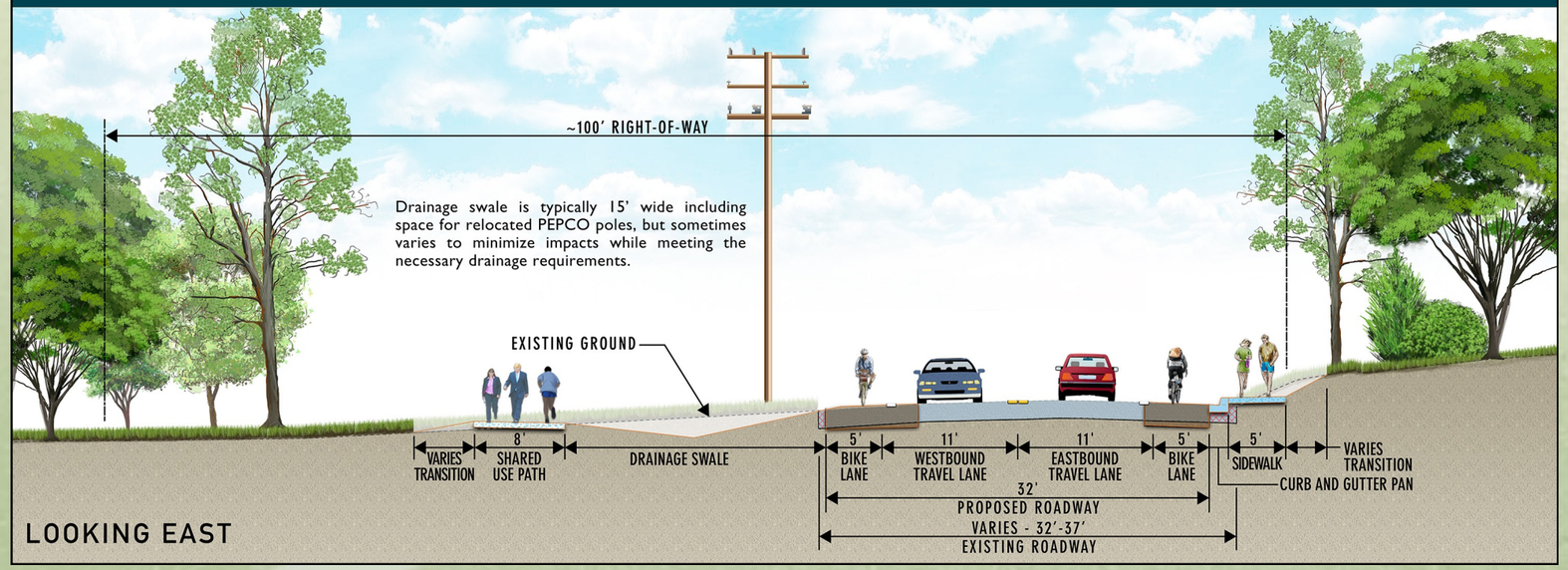
At the conclusion of Phase II, the public, MCDOT Director, and elected officials will assess the benefits of the Bradley Boulevard Improvements Project. If it is determined that the project has merit, it will be submitted by MCDOT as part of the Capital Improvements Program (CIP) to compete for funding for final design and construction. Final design and construction may take up to three years.

Bradley Boulevard looking east

Improvements will provide safer access along Bradley Blvd.

BRADLEY BOULEVARD PROPOSED TYPICAL SECTION

8' Shared Use Path North Side and Sidewalk South Side with Bike Lanes



THE LIFE OF A Transportation Project

FACILITY PLANNING-PHASE I

Collect data, obtain public input, develop concept plans, evaluate and select preferred alignment/cross section. Obtain Director's and Montgomery County Council's Transportation Infrastructure, Energy and Environment committee (T&E) approval.

FACILITY PLANNING-PHASE II

Develop 35% design plans, cost estimate and project schedule.

We are here

Submit to County Executive and County Council for final decision and construction funding in Capital Improvement Program (CIP).

If approved for full funding and is included in the CIP, complete final design and construction.

LEGEND

- COMPLETED
- CURRENTLY
- NOT FUNDED

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

please contact: the project manager should you want to meet individually

Patricia Shepherd, Project Manager ■ Phone:240-777-7231 ■ Email to patricia.shepherd@montgomerycountymd.gov