

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD

PUBLIC MEETING

November 16, 2015

7:00 - 9:00 PM

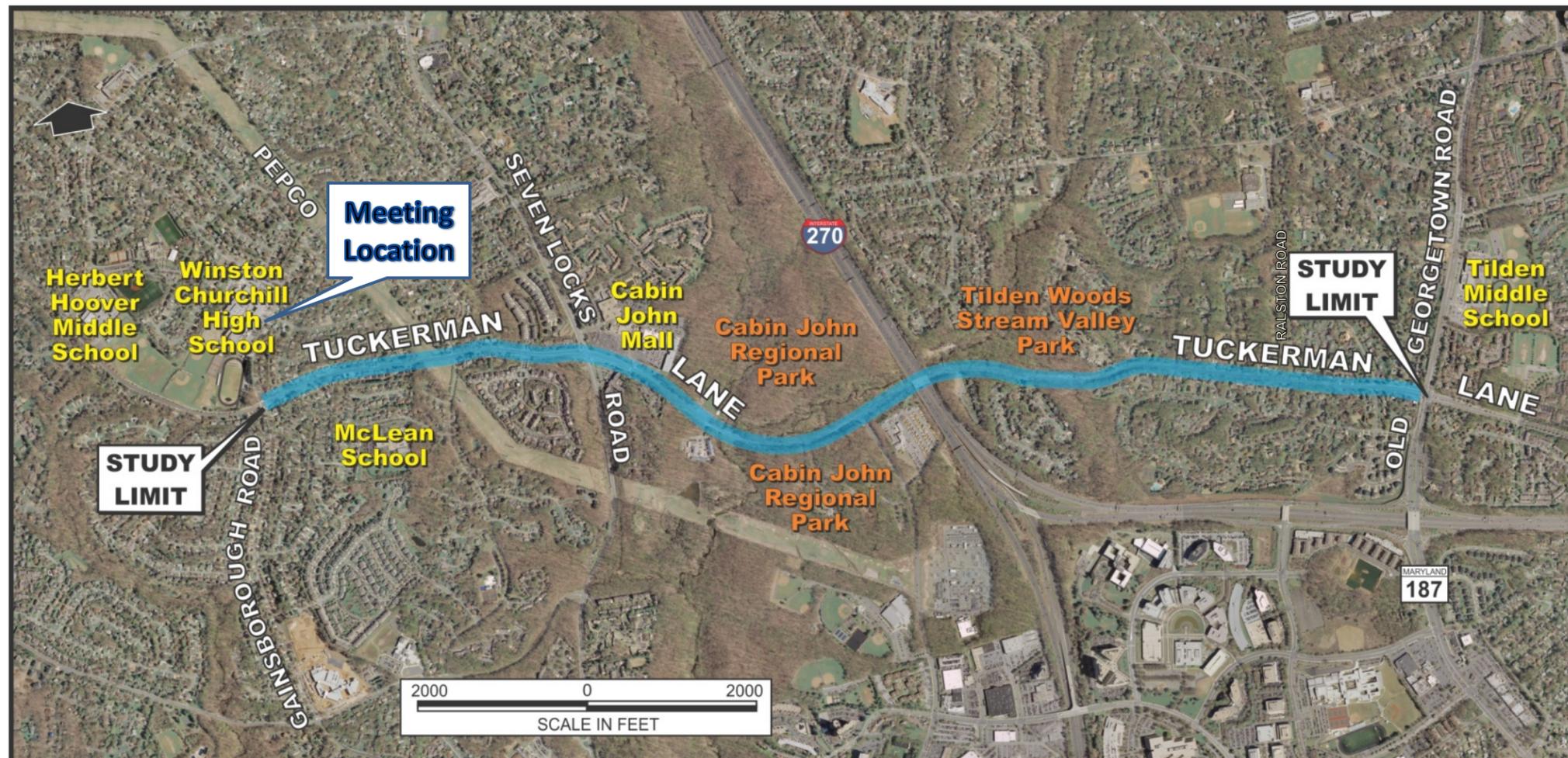
Winston Churchill High School — Cafeteria
11300 Gainsborough Road, Potomac, MD 20854

COMMENT PERIOD

through December 18, 2015

You may forward comments to MCDOT by:

- Postage-paid Public Comment Form
- Mail or E-mail to Project Manager



Project Manager: Greg Hwang

E-mail:

Greg.Hwang@montgomerycountymd.gov

Phone: 240-777-7279

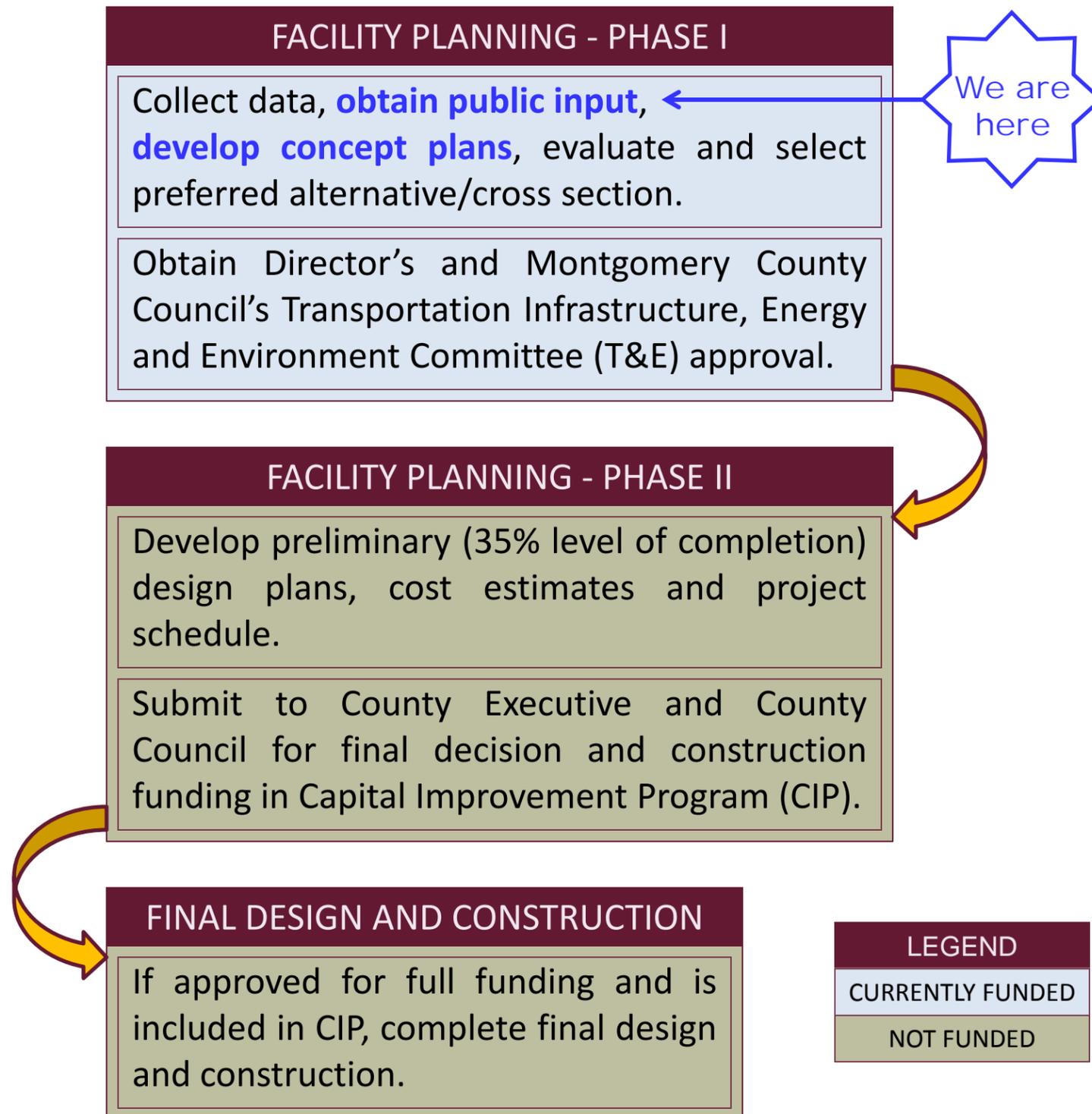
Mail: 100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878

Montgomery County Department of Transportation (MCDOT)
Division of Transportation Engineering (DTE)

Project Website: <http://www.montgomerycountymd.gov/dot-dte/projects/tuckermanlane/index.html>

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD

THE LIFE OF A TRANSPORTATION PROJECT



MASTER PLAN

- ❖ 2002 Potomac Subregion Master Plan:
2-Lane Undivided Arterial A-71 with 80' Minimum Right-of-Way from Falls Road to I-270
- ❖ 1992 North Bethesda / Garrett Park Master Plan:
 - 2-Lane Undivided Arterial A-71 with 80' Minimum Right-of-Way from I-270 to Old Georgetown Road
 - Tuckerman Lane west of Ralston Road should be considered for sidewalk construction
- ❖ 2005 Countywide Bikeways Functional Master Plan:
Bike Lanes or Shared Roadway BL-23

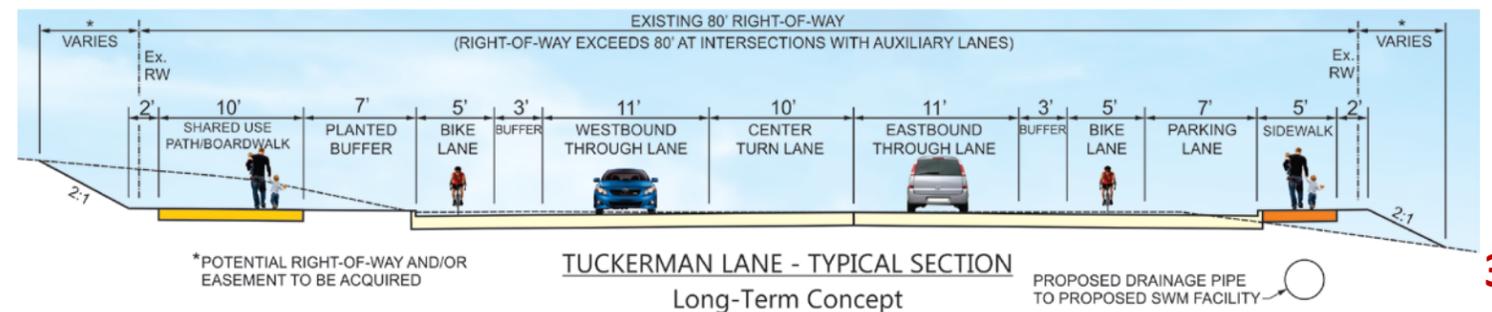
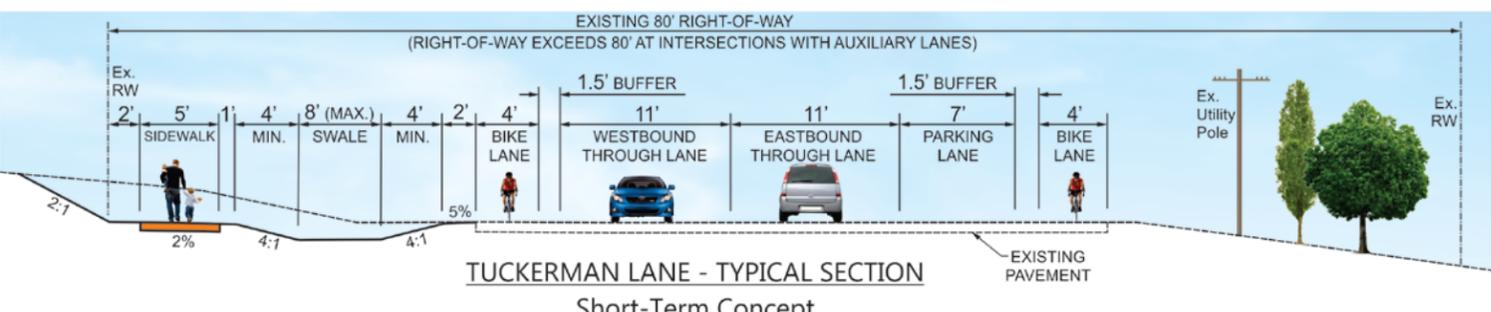
TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD

SHORT TERM PEDESTRIAN AND BICYCLE IMPROVEMENTS See Maps 1 and 2 of 2 on pages 4-5 in this Handout

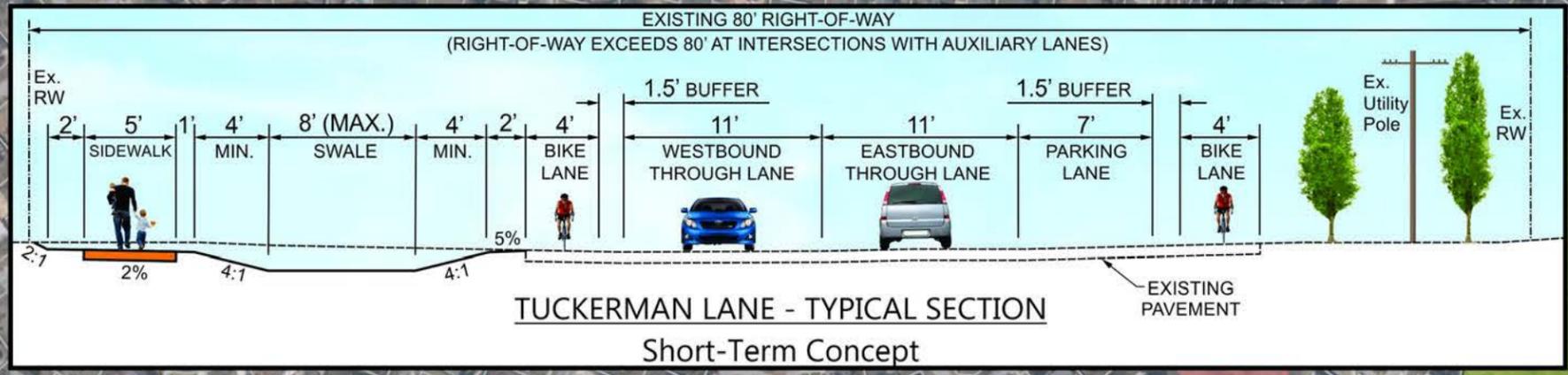
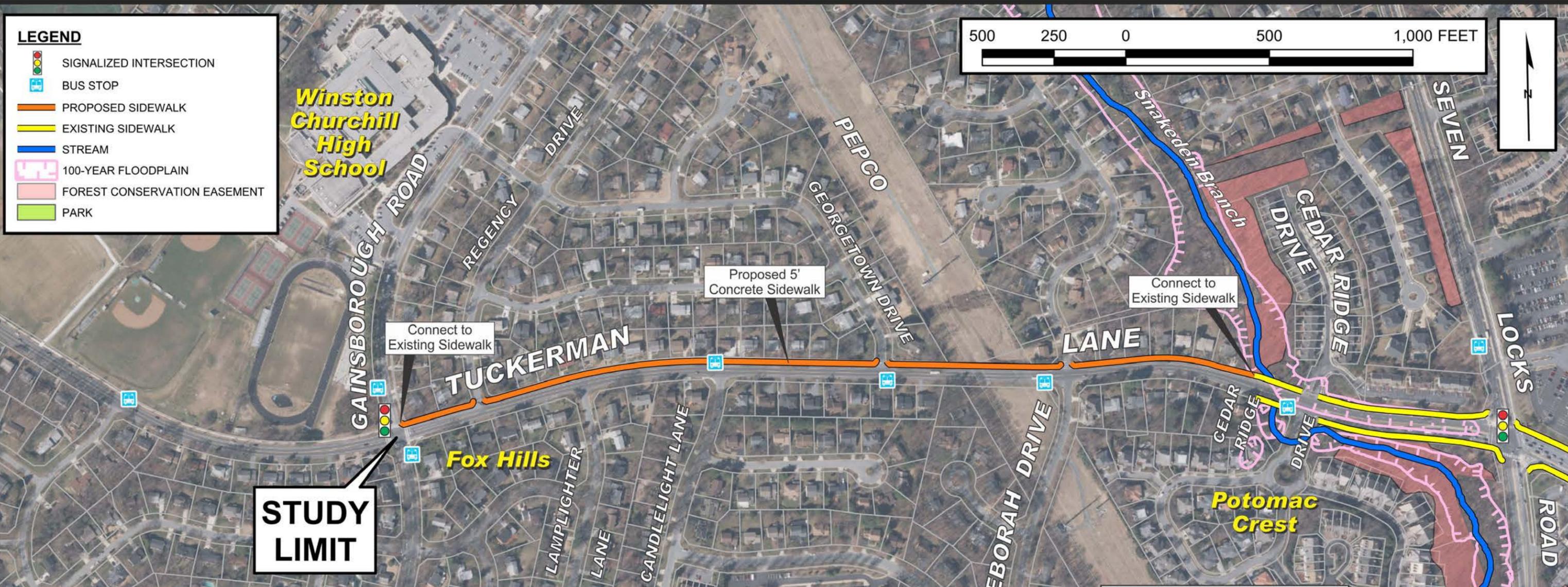
Definition	Improvements to address immediate safety needs at selected locations, based on concerns voiced by the community.
Limits of Improvements	From Gainsborough Road to west of Cedar Ridge Drive; and from Whisperwood Lane to west of Rosemont Drive.
Description of Improvements	A new 5' wide sidewalk on the north side of Tuckerman Lane, generally just outside the existing drainage swale. Consideration will be given to restriping the roadway to better delineate turn lanes, parking areas, possibly bicycle lanes and a buffer area between the travel and bicycle lanes.
Time Frame	Subsequent stages of Planning, Design and Construction are not currently funded. If funding is approved, the sidewalk could begin construction within the next 2 - 4 years.
I-270 Underpass (See Page 9)	Several concepts have been developed to improve pedestrian and/or bicycle safety through the I-270 underpass. Coordination is on-going with SHA and further engineering analysis will be conducted during the next phase of Facility Planning (Phase II) to determine the time frame (short or long term) and type of improvement (sidewalk, trail, or both).
Right-of-Way Width	All improvements can remain within the existing 80-foot right-of-way. Some minor amounts of easement may be needed from individual properties for grading and/or drainage.
Stormwater Management	Will make use of existing drainage swales along the side of the road, possibly widening the swales and improving them as bioswales in some locations.
Traffic Calming	Minor traffic calming measures are being evaluated to determine if they can be implemented in a time frame consistent with the sidewalk improvements.
Bus Stops	No changes are proposed to Bus Stop Locations or Bus Routes under this project.

LONG TERM PEDESTRIAN AND BICYCLE IMPROVEMENTS See Maps 1, 2 and 3 of 3 on pages 6-8 in this Handout

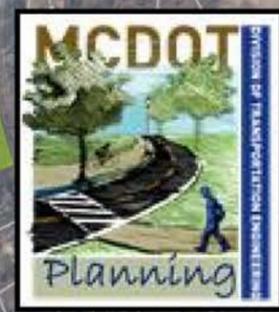
Definition	Multi-modal improvements to reflect the Master Plan recommendations for the entire corridor.
Limits of Improvements	The entire length of the Study Area, from approximately Gainsborough Road to just west of Old Georgetown Road.
Description of Improvements	A closed section (curbed) roadway, a new 5' sidewalk on one side of the roadway, a new 10' wide shared use path on the other side of the roadway; a bicycle lane in each direction and turn lane improvements, as needed.
Time Frame	Subsequent stages of Planning, Design and Construction are not currently funded. If funding is approved, the next stage of planning would likely occur in the next 2 - 4 years, with design (if funded) to take an additional 2 - 4 years. These improvements would likely be constructed beyond an 8 - 10 year time frame.
I-270 Underpass (See Page 9)	Several concepts have been developed to improve pedestrian and/or bicycle safety through the I-270 underpass. Coordination is on-going with SHA and further engineering analysis will be conducted during the next phase of Facility Planning (Phase II) to determine the time frame (short or long term) and type of improvement (sidewalk, trail, or both).
Right-of-Way Width	Detailed engineering analysis will be required to determine potential impacts, but it is anticipated that some minor right-of-way will be needed beyond the existing 80-foot right-of-way, along with some grading and/or drainage easement.
Stormwater Management	Will require a variety of stormwater management practices, including underground structures.
Traffic Calming	A range of traffic calming measures are being considered throughout the study area to complement the pedestrian and bicycle improvements.
Bus Stops	Changes to bus stop design and accessibility are being considered and will continue to be evaluated in more detail in the next phase of planning.



TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD



No Short Term Improvements Proposed Between Cedar Ridge Drive and Whisperwood Lane

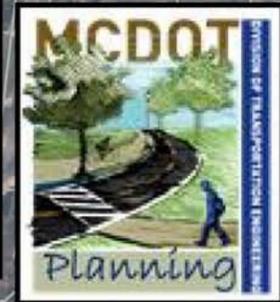
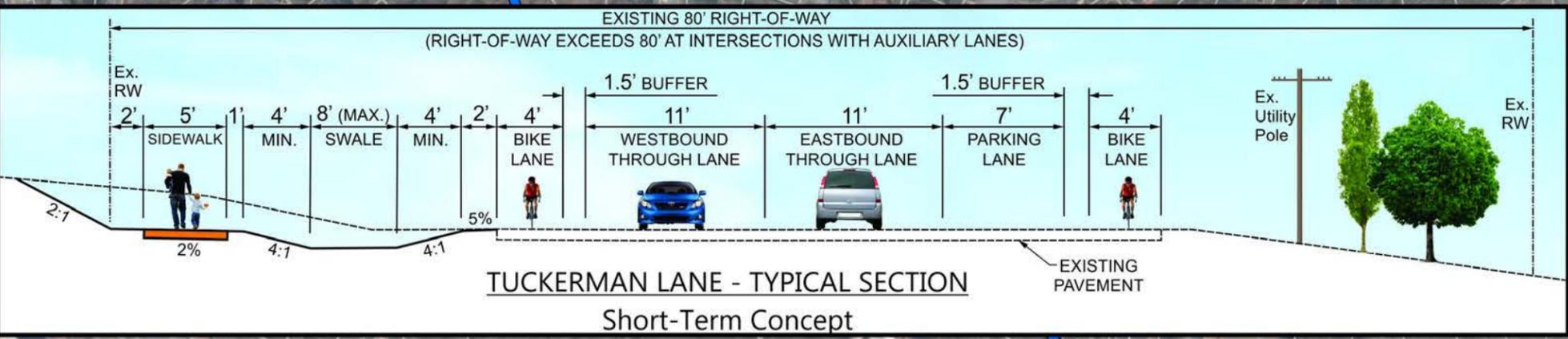
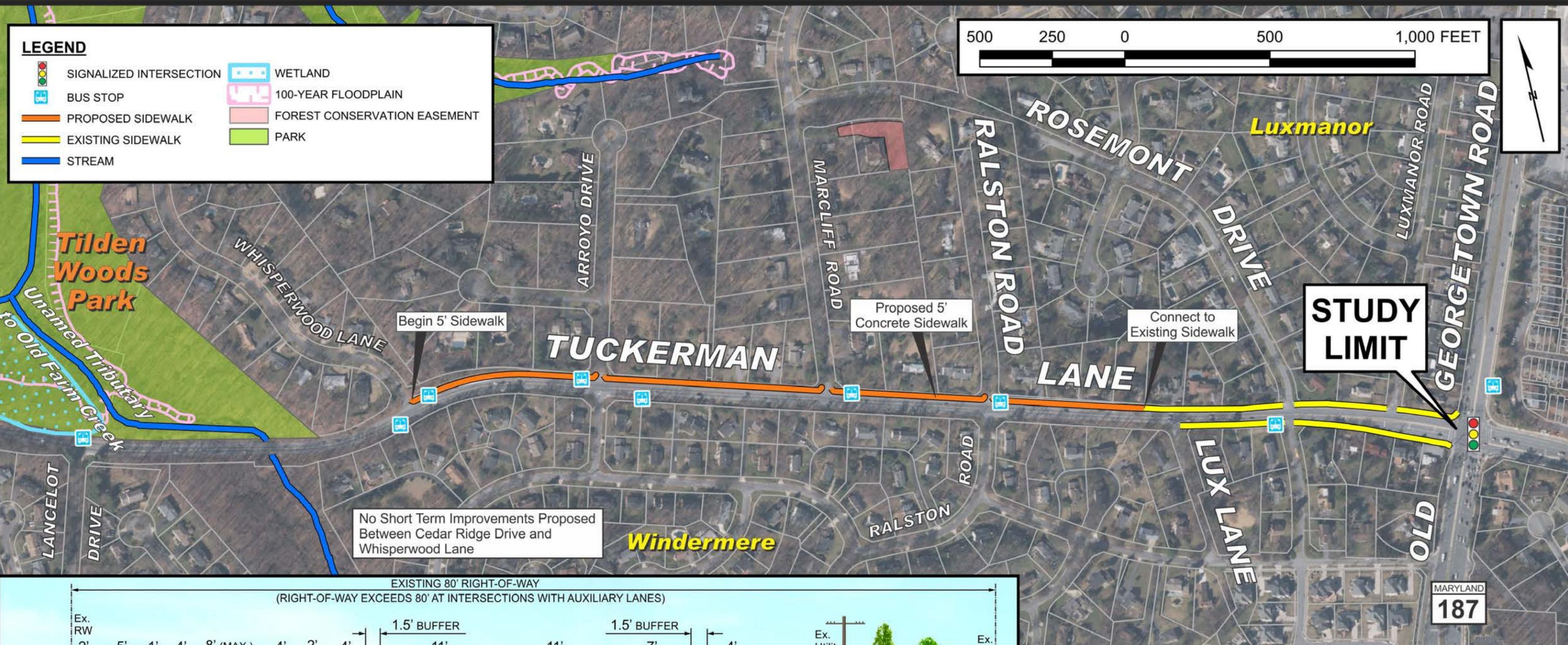
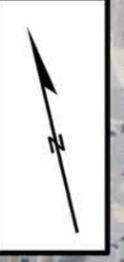
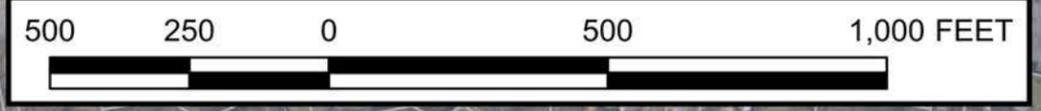


TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1
SHORT TERM CONCEPT
MAP 1 OF 2 NOVEMBER 2015

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD

LEGEND

- SIGNALIZED INTERSECTION
- BUS STOP
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- STREAM
- WETLAND
- 100-YEAR FLOODPLAIN
- FOREST CONSERVATION EASEMENT
- PARK

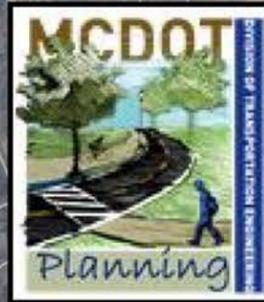
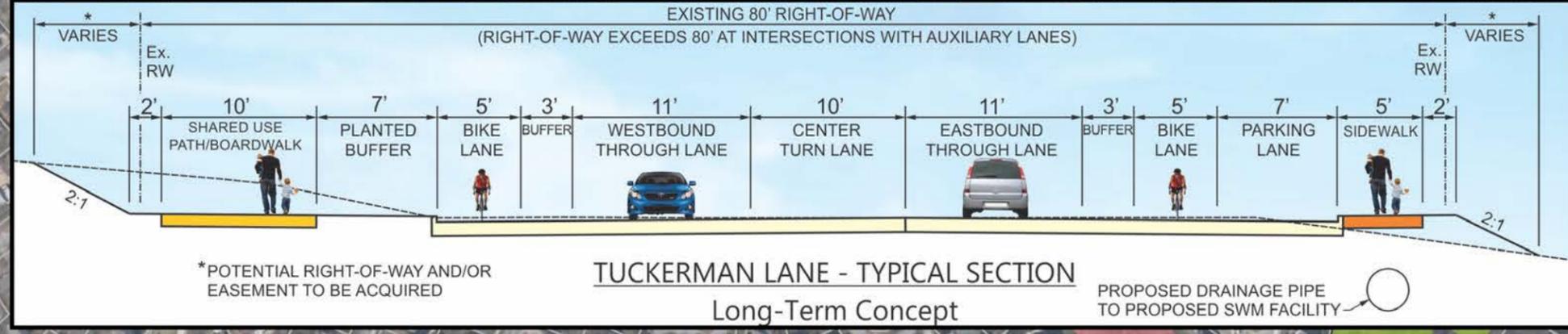
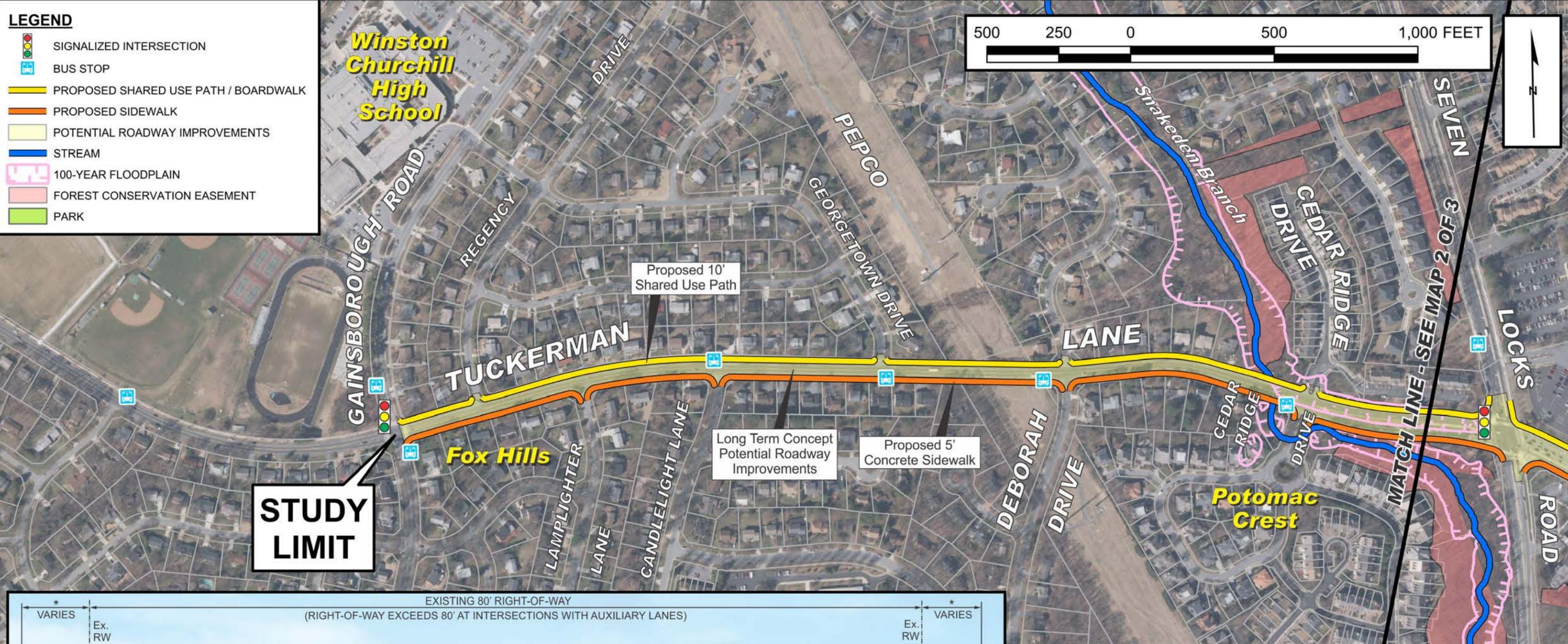
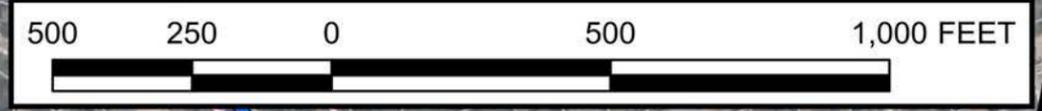


TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1
SHORT TERM CONCEPT
MAP 2 OF 2 NOVEMBER 2015

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD

LEGEND

- SIGNALIZED INTERSECTION
- BUS STOP
- PROPOSED SHARED USE PATH / BOARDWALK
- PROPOSED SIDEWALK
- POTENTIAL ROADWAY IMPROVEMENTS
- STREAM
- 100-YEAR FLOODPLAIN
- FOREST CONSERVATION EASEMENT
- PARK

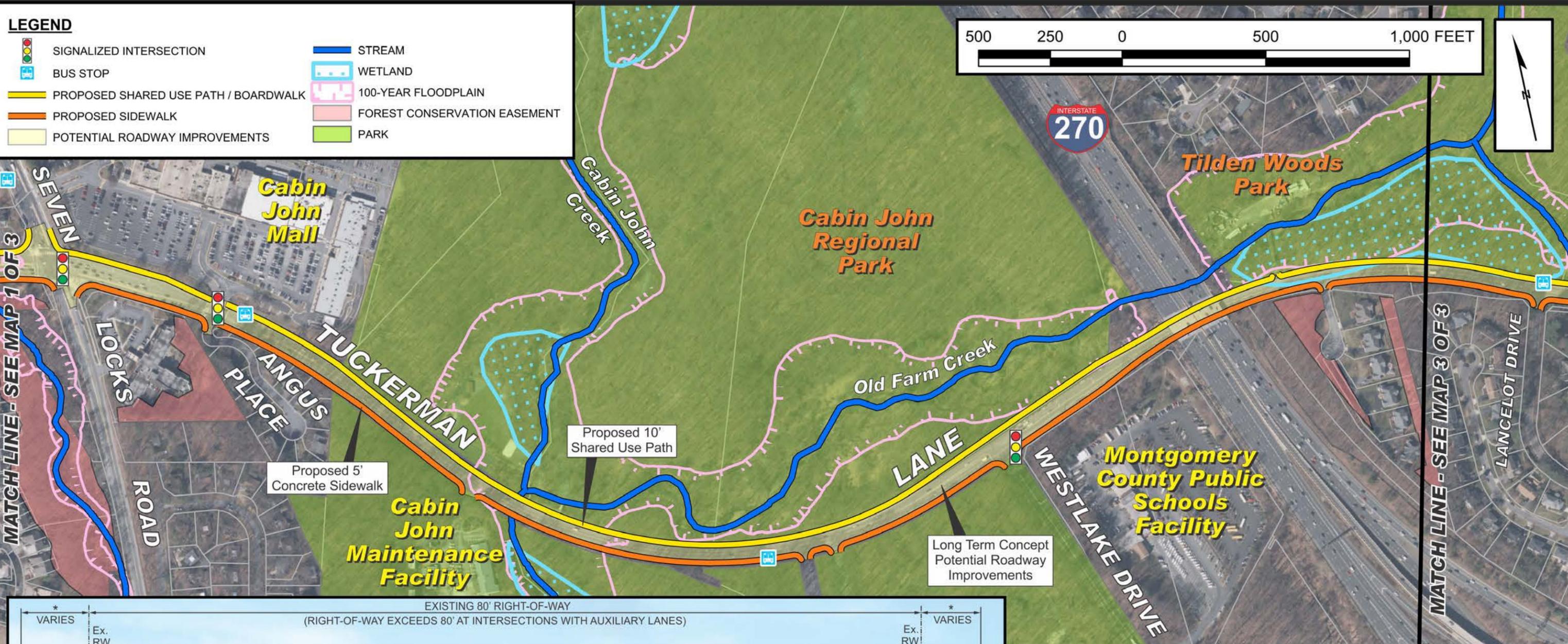


TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1
LONG TERM CONCEPT

MAP 1 OF 3

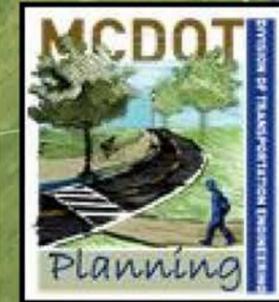
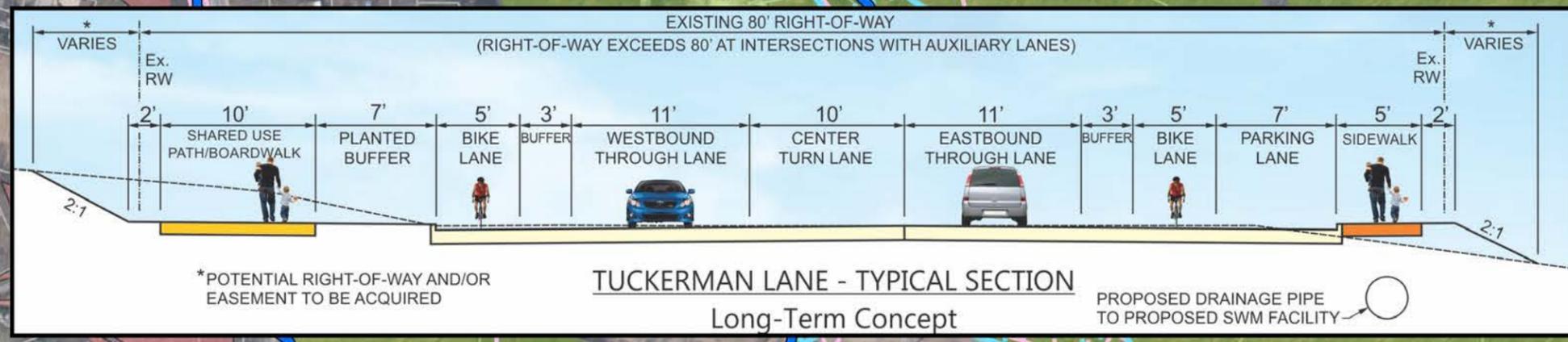
NOVEMBER 2015

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD



LEGEND

- SIGNALIZED INTERSECTION
- BUS STOP
- PROPOSED SHARED USE PATH / BOARDWALK
- PROPOSED SIDEWALK
- POTENTIAL ROADWAY IMPROVEMENTS
- STREAM
- WETLAND
- 100-YEAR FLOODPLAIN
- FOREST CONSERVATION EASEMENT
- PARK

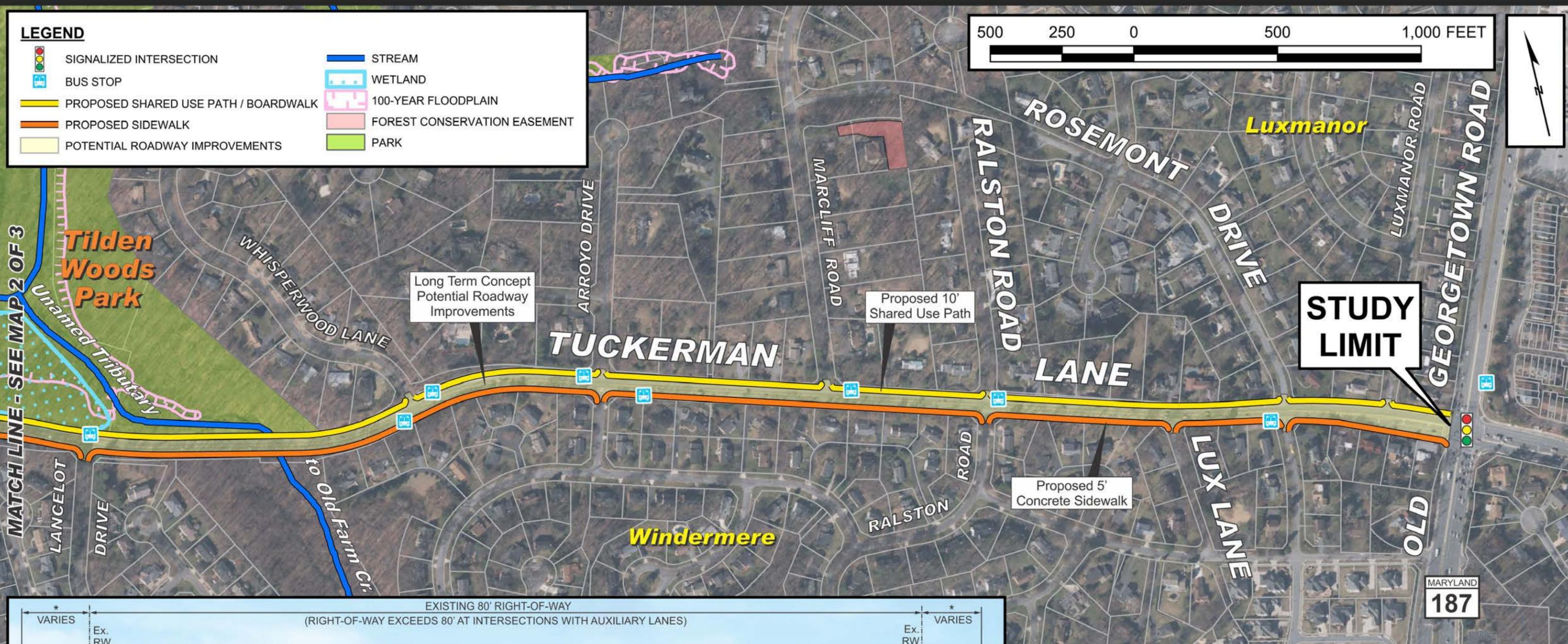


TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1

LONG TERM CONCEPT

MAP 2 OF 3 NOVEMBER 2015

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD

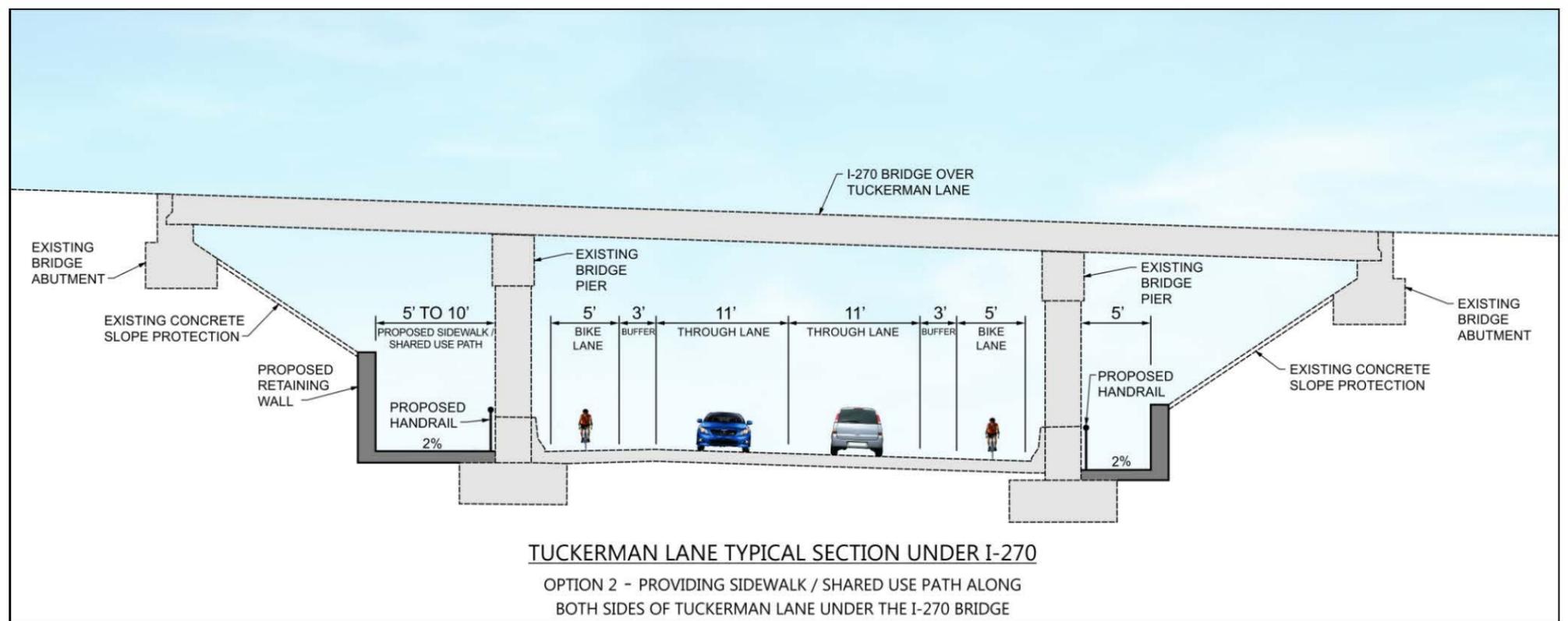
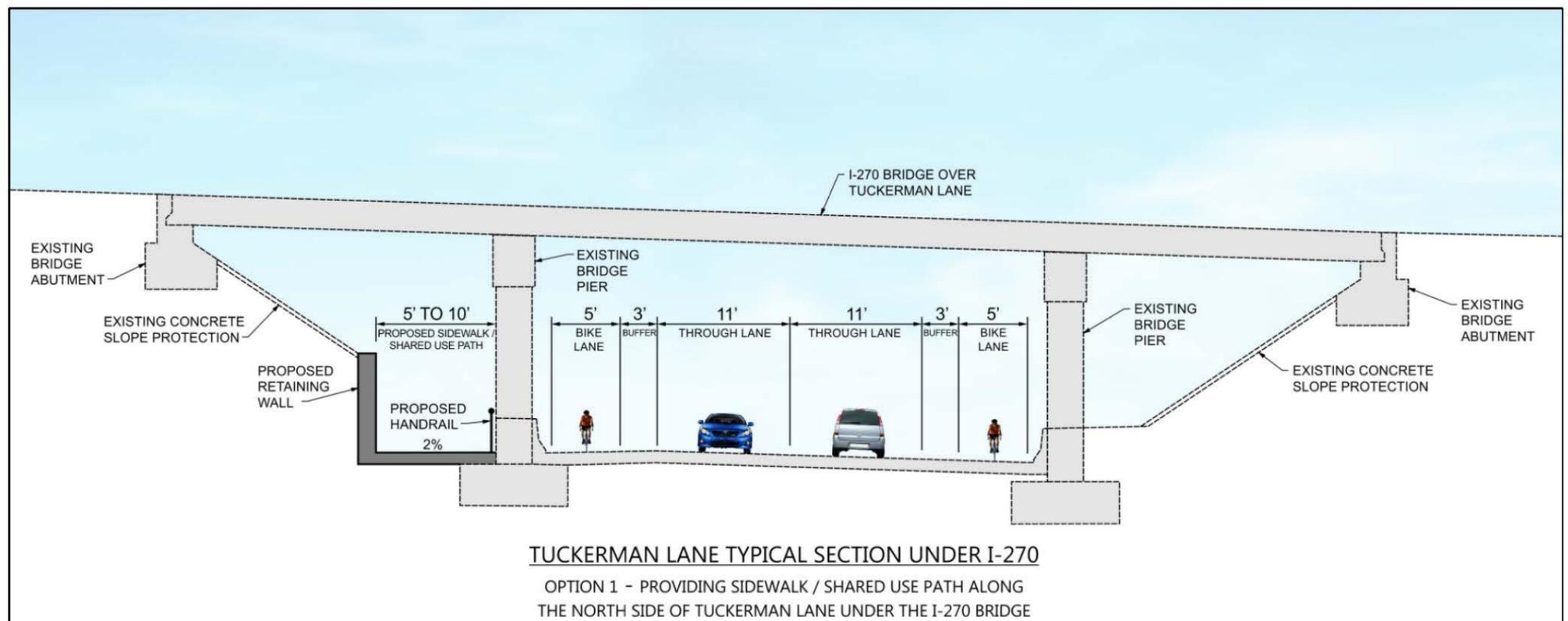


TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1
LONG TERM CONCEPT

MAP 3 OF 3

NOVEMBER 2015

TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM GAINSBOROUGH ROAD TO OLD GEORGETOWN ROAD



NOTE:
 COORDINATION WITH SHA, AS WELL AS MORE DETAILED DESIGN STUDIES,
 WILL CONTINUE DURING THE NEXT PHASE OF FACILITY PLANNING TO
 DETERMINE THE TIME FRAME AND EXTENT OF SIDEWALK AND/OR TRAIL
 IMPROVEMENT TO BE IMPLEMENTED UNDER THE I-270 BRIDGE.