

Al R. Roshdieh  
Director



# TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FROM FALLS ROAD (MD 189) TO OLD GEORGETOWN ROAD (MD 187)



Isiah Leggett  
County Executive

## PUBLIC WORKSHOP

June 15, 2017

7:00 - 9:00 PM

Herbert Hoover Middle School — Cafeteria  
8810 Postoak Road, Potomac, MD 20854



\* Western Study Limit extended after the November 2015 Public Workshop

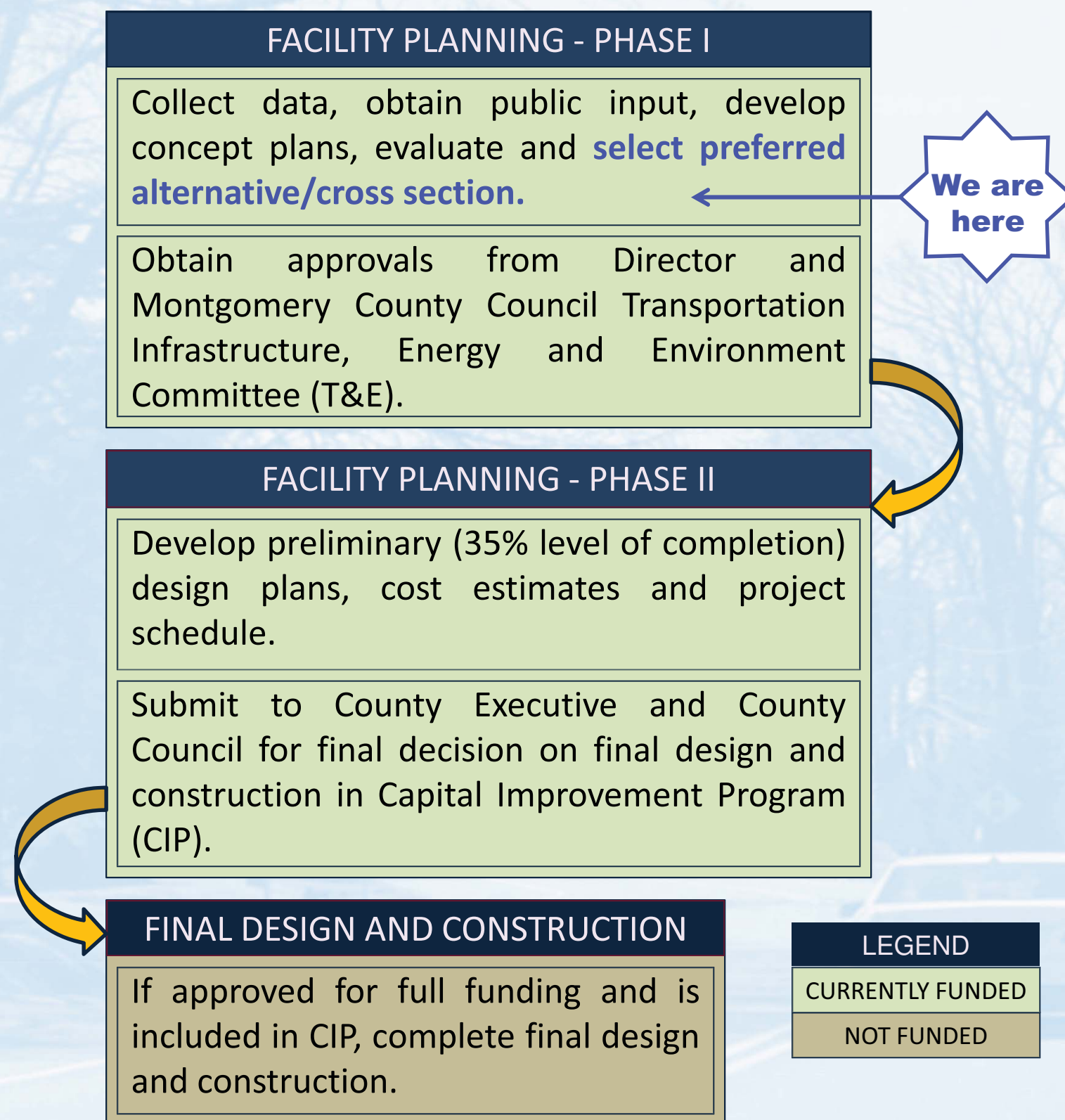
Montgomery County Department of Transportation (MCDOT)  
Division of Transportation Engineering (DTE)

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



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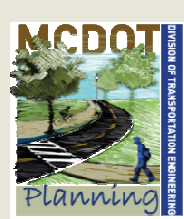
## THE LIFE OF A TRANSPORTATION PROJECT



## MASTER PLANS

- ❖ 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 along the corridor.





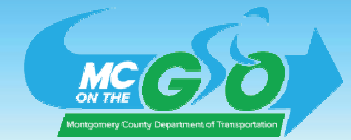
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## FROM FALLS ROAD (MD 189)

## TO OLD GEORGETOWN ROAD (MD 187)

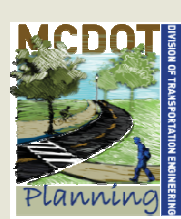


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SHORT TERM PEDESTRIAN AND BICYCLE IMPROVEMENTS See Maps 1 – 4 on pages 4-7 in this Handout	
Definition	Improvements at selected locations to address immediate safety needs that can be implemented in the short term.
Limits of Improvements	The western Study Limit was extended to Falls Road subsequent to the November 2015 Public Workshop. The Short Term Concept now proposes new sidewalk from Falls Road to Postoak Road; from Gainsborough Road to west of Cedar Ridge Drive; and from Whisperwood Lane to west of Rosemont Drive.
Description of Improvements	A new 5 feet wide sidewalk on the north side of Tuckerman Lane, generally just outside the existing drainage swale. Consideration is given to restriping the roadway to better delineate turn lanes and parking areas, and provide a 4'-0" bike lane on both sides with a 1'-6" marked buffer between the travel lane and bike lane. (see pages 4-7)
Time Frame	The facility planning Phase I study is expected to be completed in Winter 2017. Phase II (Preliminary Design) could take 1-2 years. Final Design and Construction are not currently funded. If funding is approved, the final design and construction could take a total of 1-2 years.
I-270 Underpass	A concept has been developed to improve bicycle safety through the I-270 underpass. Please refer to the Typical Section under I-270 on page 6.
Right-of-Way	All improvements can generally remain within the existing 80-foot right-of-way. Some minor grading and/or drainage easement may be needed from individual properties.
Stormwater Management	The existing drainage swales along the side of the road will remain with possibly widening the swales and improving them as bioswales in some locations.
Traffic Calming	Minor traffic calming measures are being evaluated.
Bus Stops	No changes are proposed to Bus Stop Locations or Bus Routes under this project.

LONG TERM PEDESTRIAN AND BICYCLE IMPROVEMENTS (Alternates 1 and 2) See the two sets of maps on pages 8 – 10 (Alt. 1) and pages 11 – 15 (Alt. 2) in this Handout	
Definition	Multi-modal improvements to reflect the Master Plan recommendations for the entire corridor.
Limits of Improvements	The western Study Limit was extended to Falls Road subsequent to the November 2015 Public Workshop. The entire corridor from approximately Falls Road to just west of Old Georgetown Road is under consideration for Long Term Improvements
Description of Improvements	Two long term alternatives have been developed as part of this study. Long Term Alt. 1 (see pages 8–10) is as presented at the November 2015 public meeting. Subsequent to the public meeting, Long Term Alt. 2 (see pages 11-15) was developed in response to the public comments to reduce the impacts to the adjacent properties and expand the western Study Limit from Gainsborough Road to Falls Road.
Time Frame	The facility planning Phase I study is expected to be completed in Winter 2017. Phase II (Preliminary Design) could take 2-3 years. Final Design and Construction are not currently funded. If funding is approved, the final design and construction could take a total of 4-5 years.
I-270 Underpass	A concept has been developed for Alt. 1 and Alt. 2, respectively, to improve bicycle safety through the I-270 underpass. Please refer to the Typical Section under I-270 on page 9 for Alt. 1 and on page 14 for Alt. 2. Coordination is on-going with SHA and further engineering analysis will be conducted during Phase II.
Right-of-Way	Detailed engineering analysis will be required to determine potential impacts, but some minor additional right-of-way and grading and/or drainage easement might be needed beyond the existing 80-foot right-of-way.
Stormwater Management	Will require a variety of stormwater management practices, including underground structures.
Traffic Calming	A range of traffic calming measures is 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.





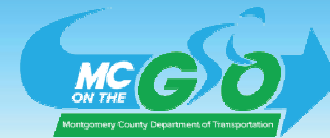
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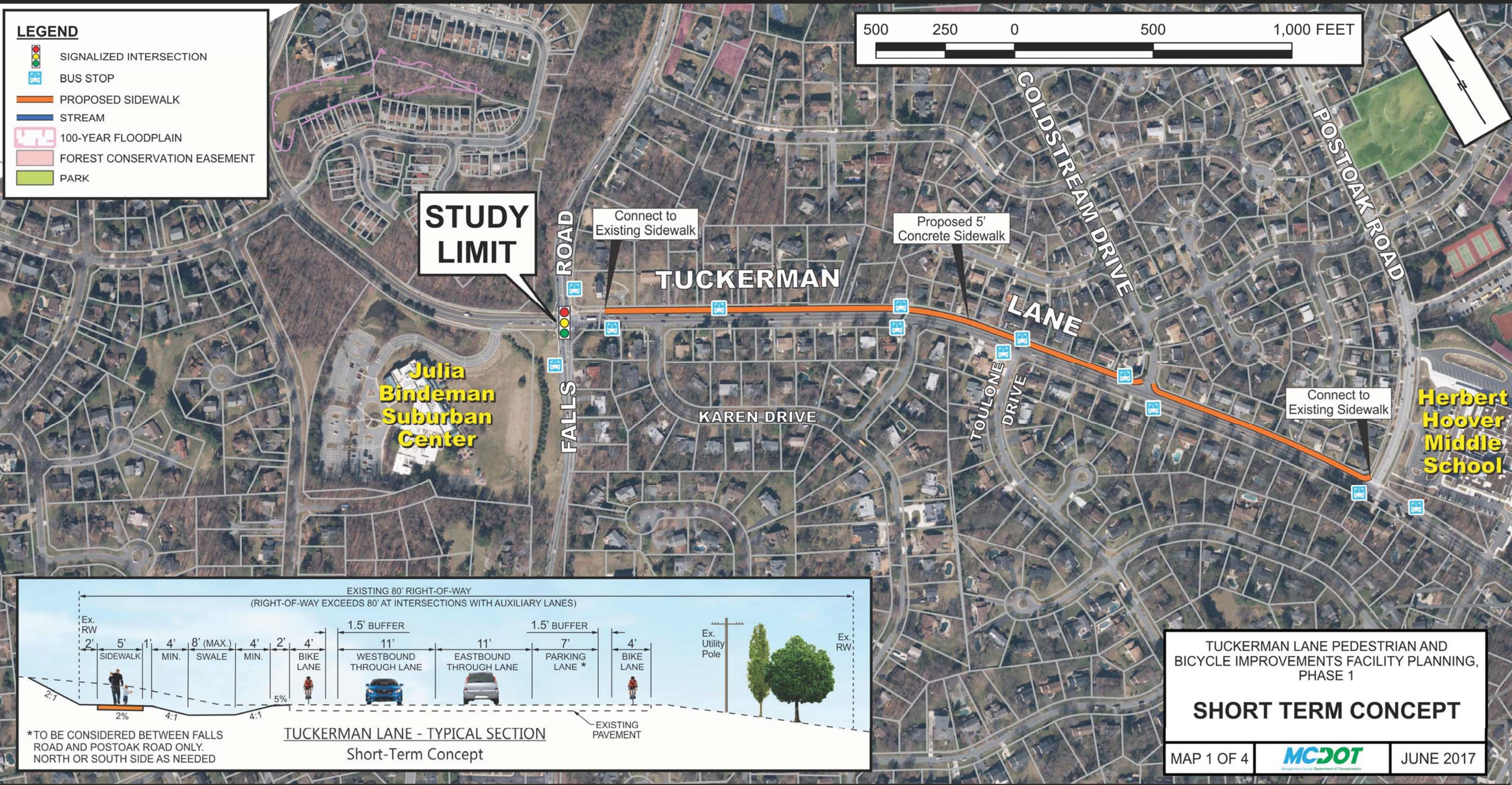
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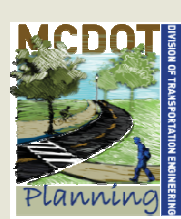
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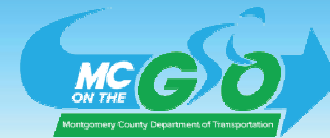




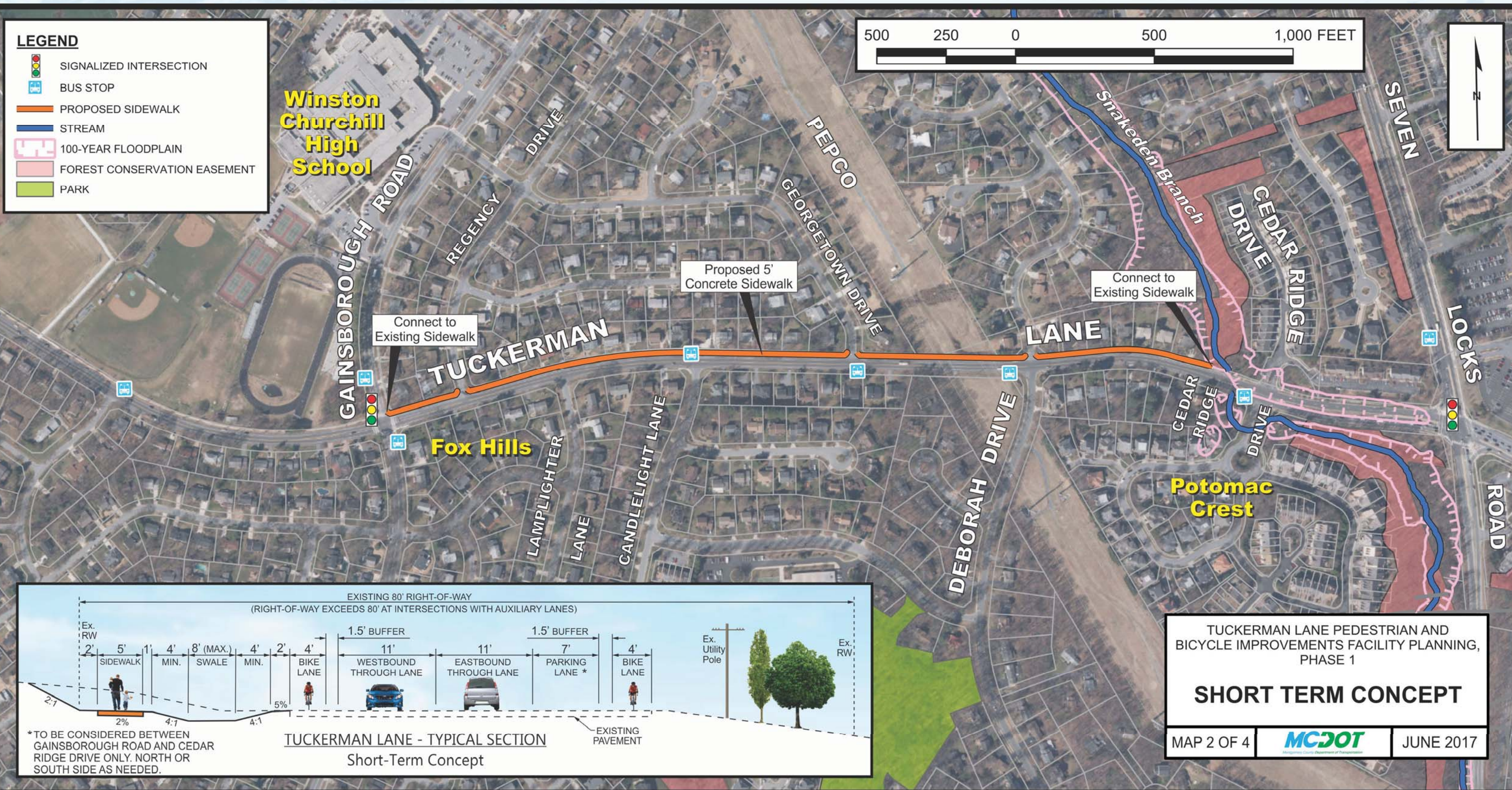
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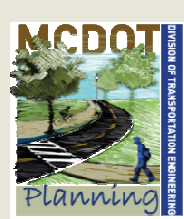
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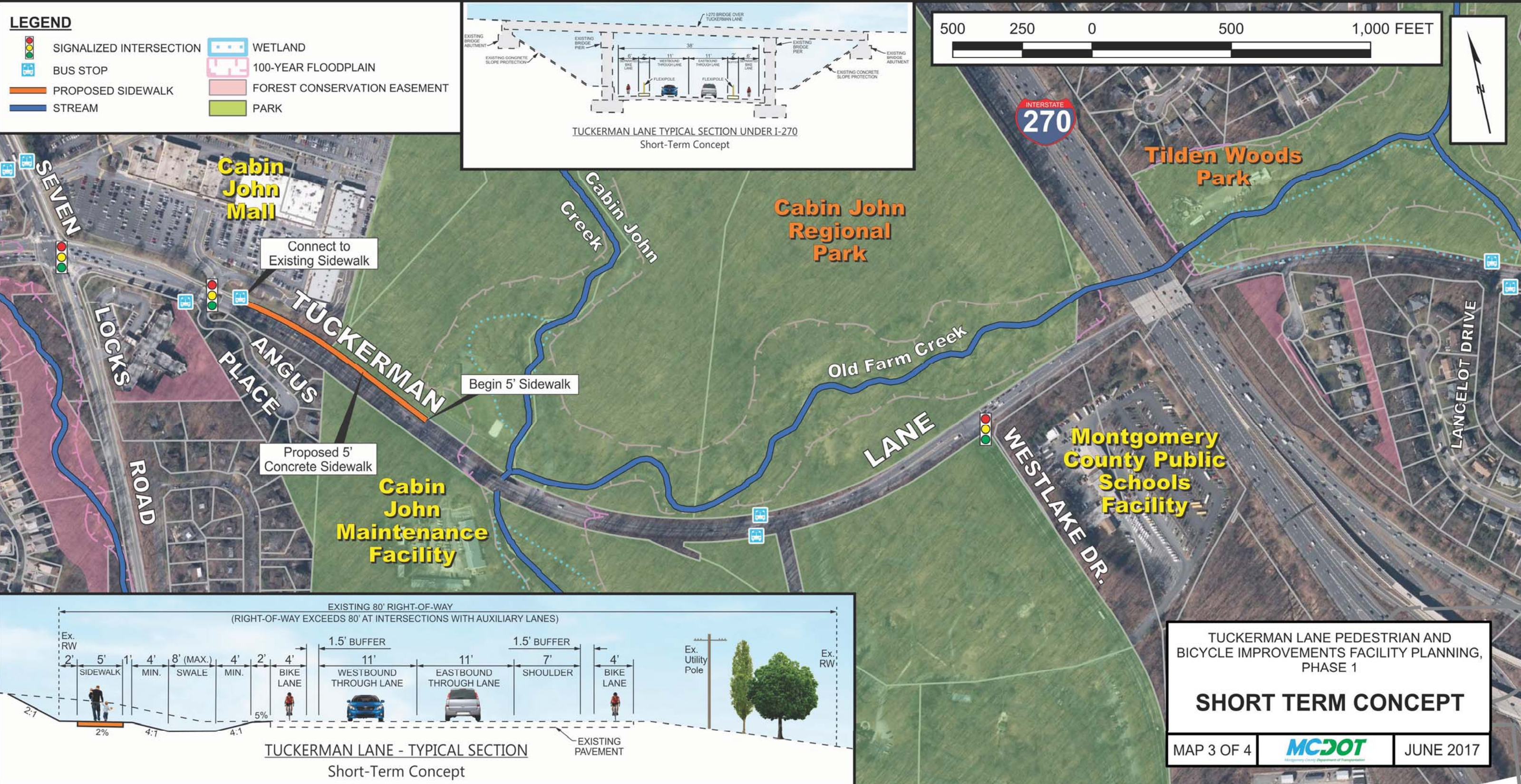
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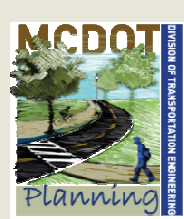
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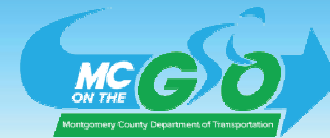




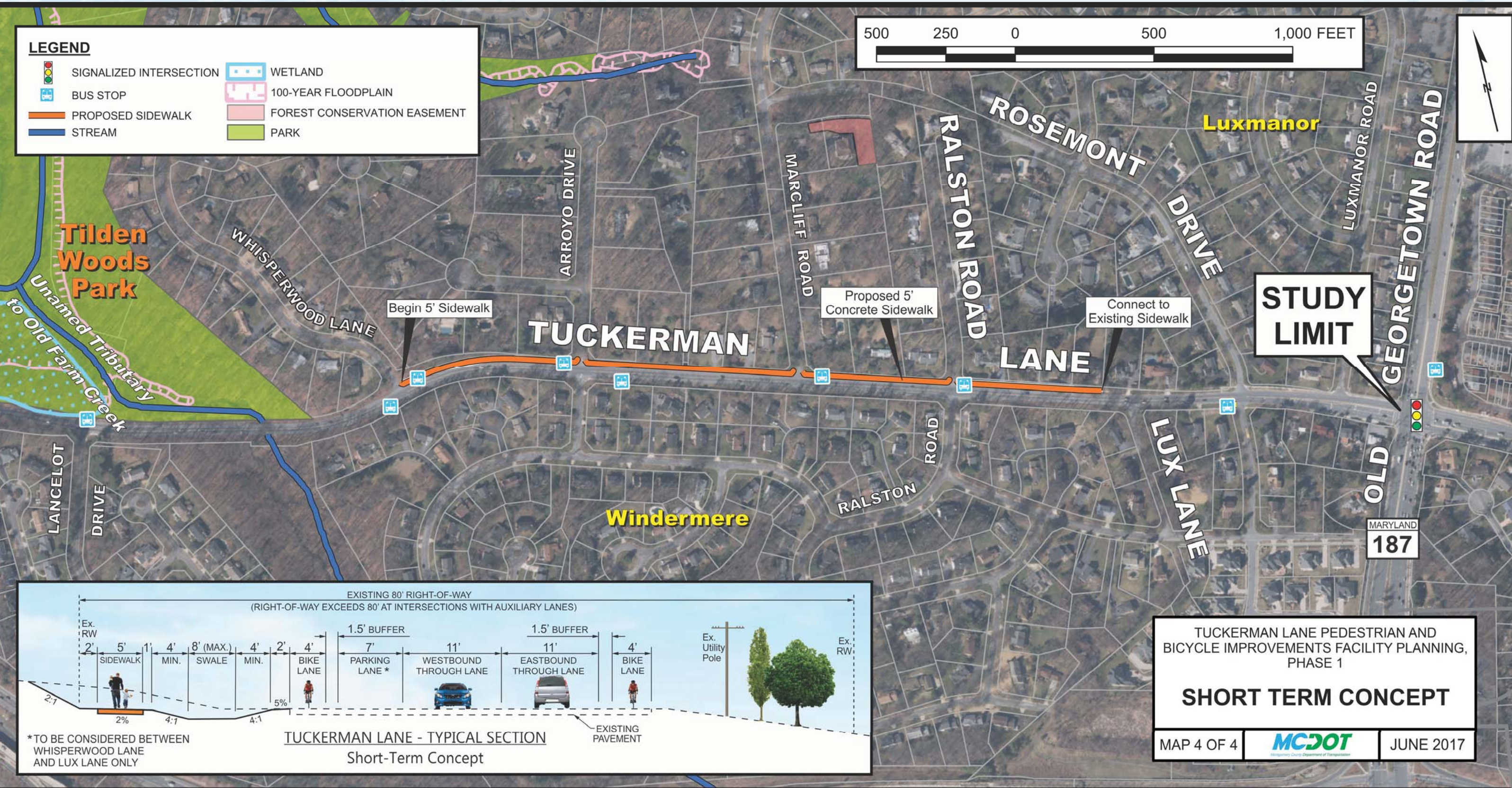
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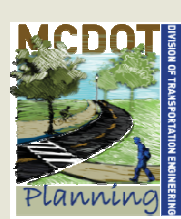
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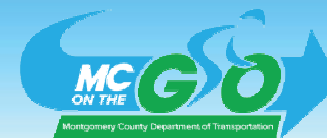
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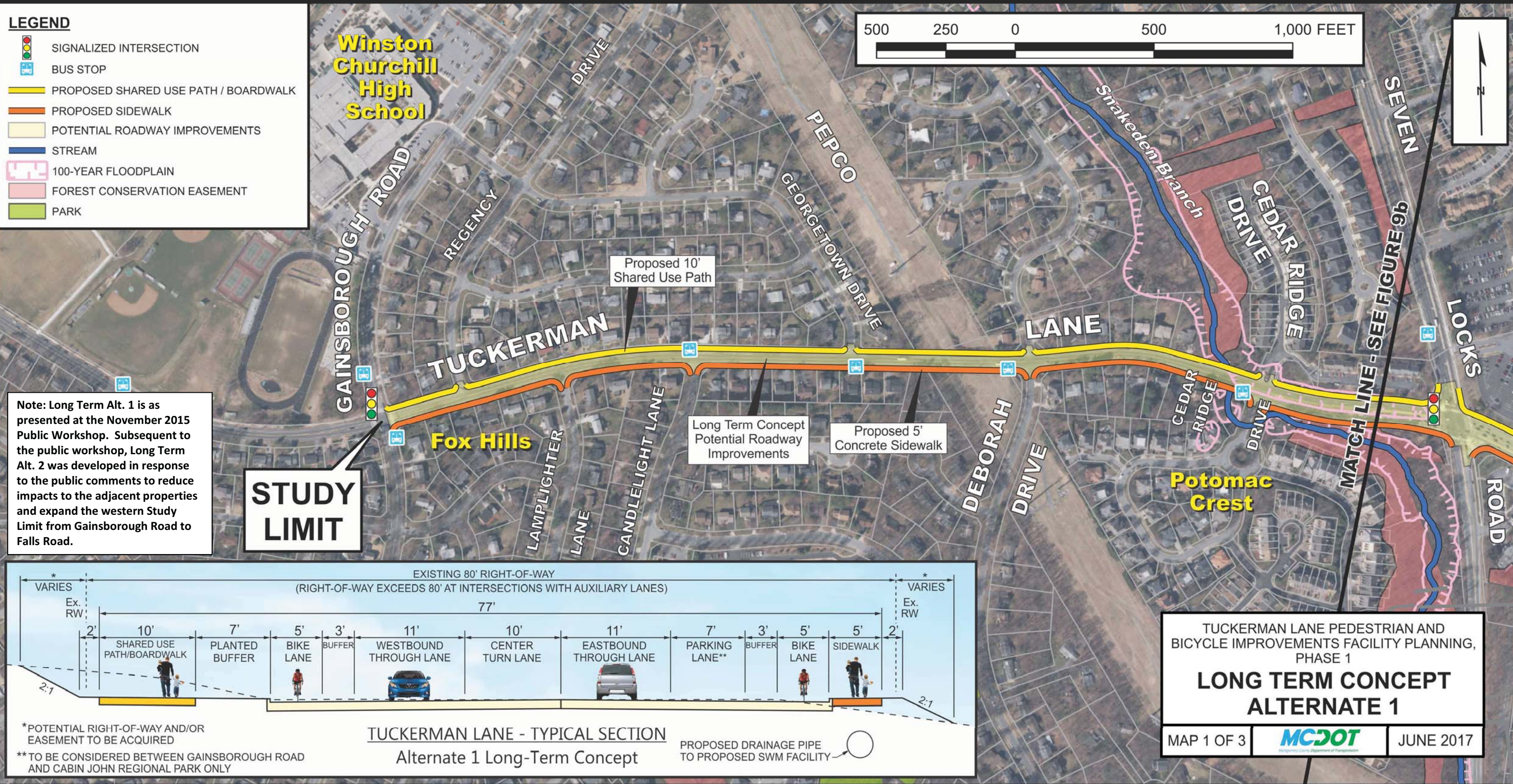
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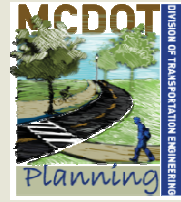
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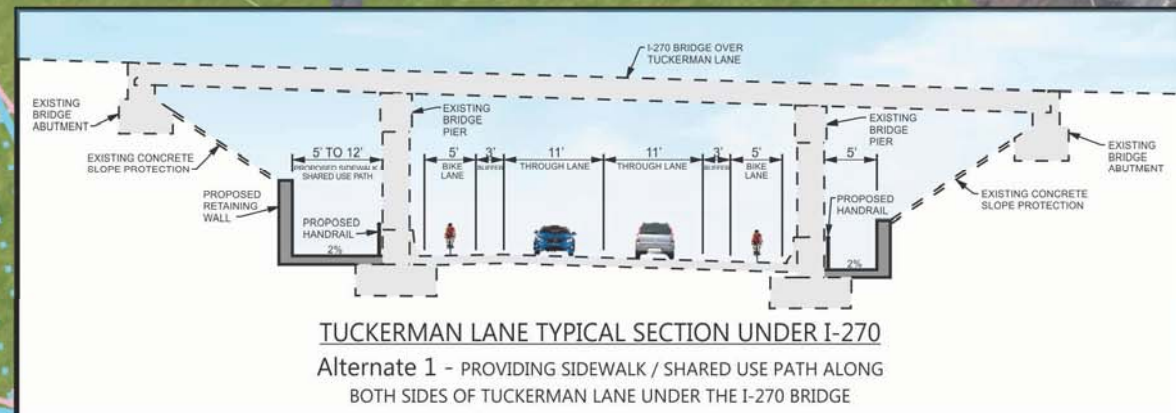
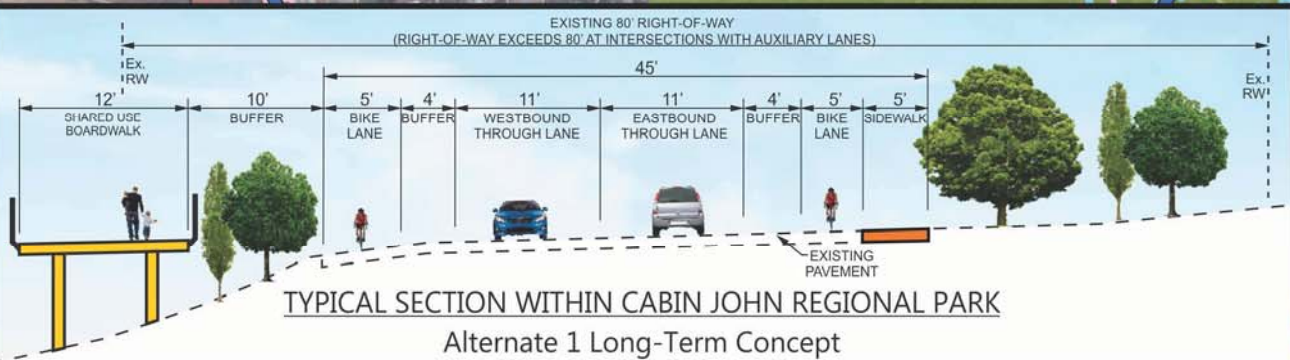
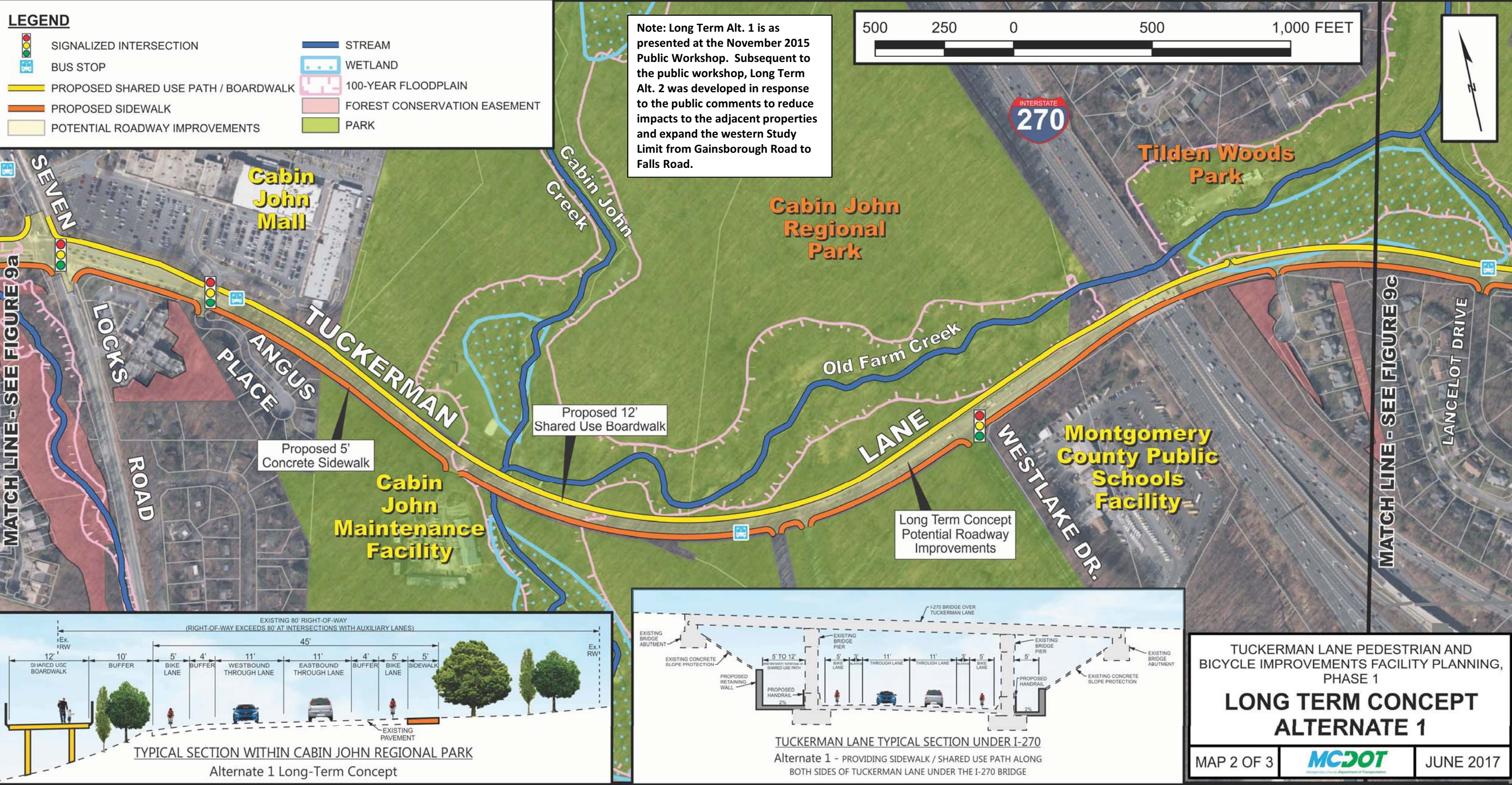
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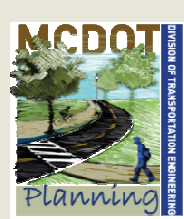
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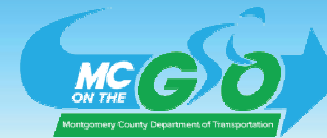




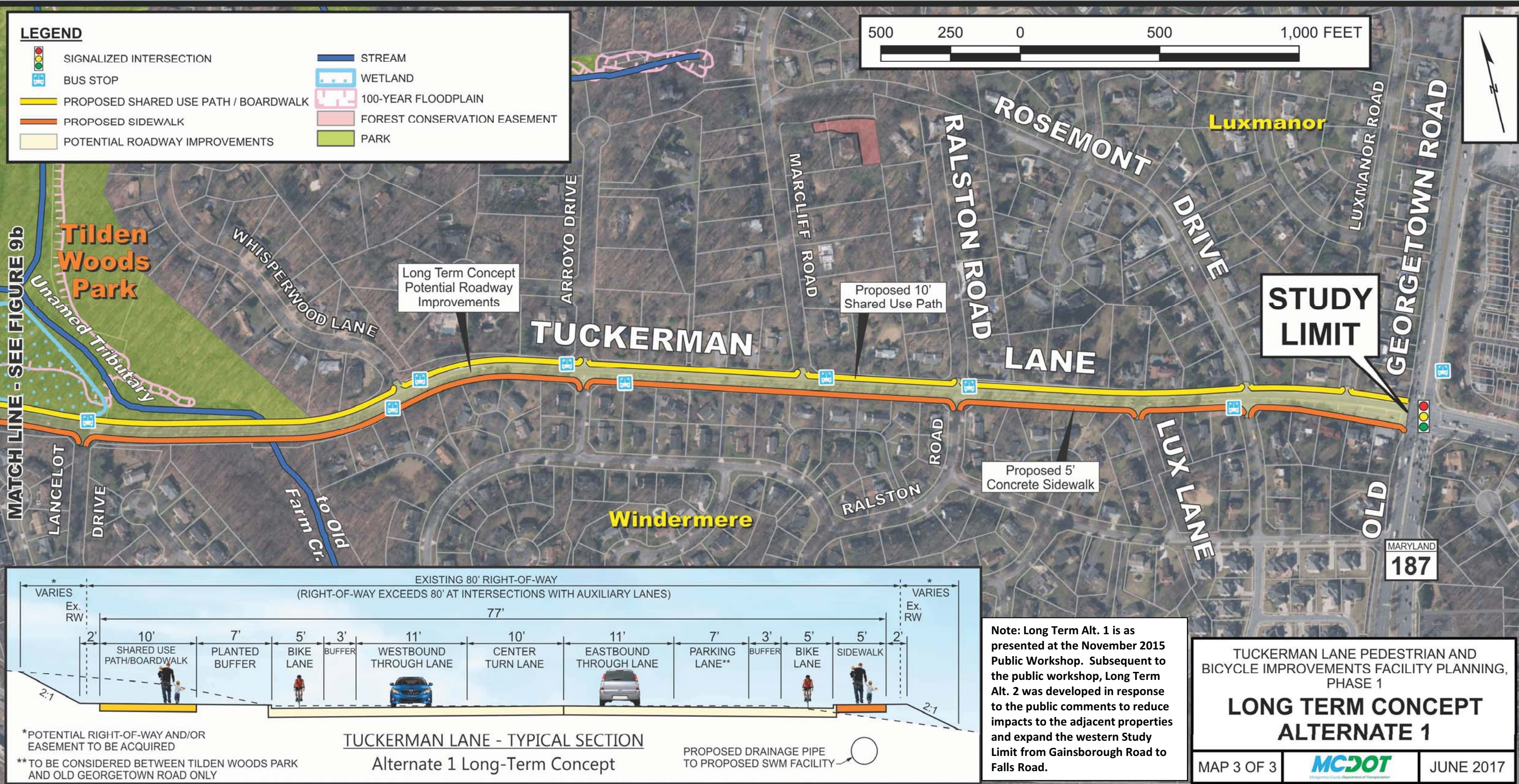
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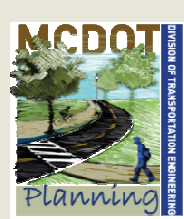
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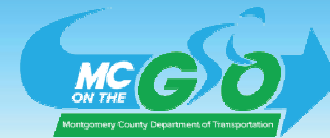




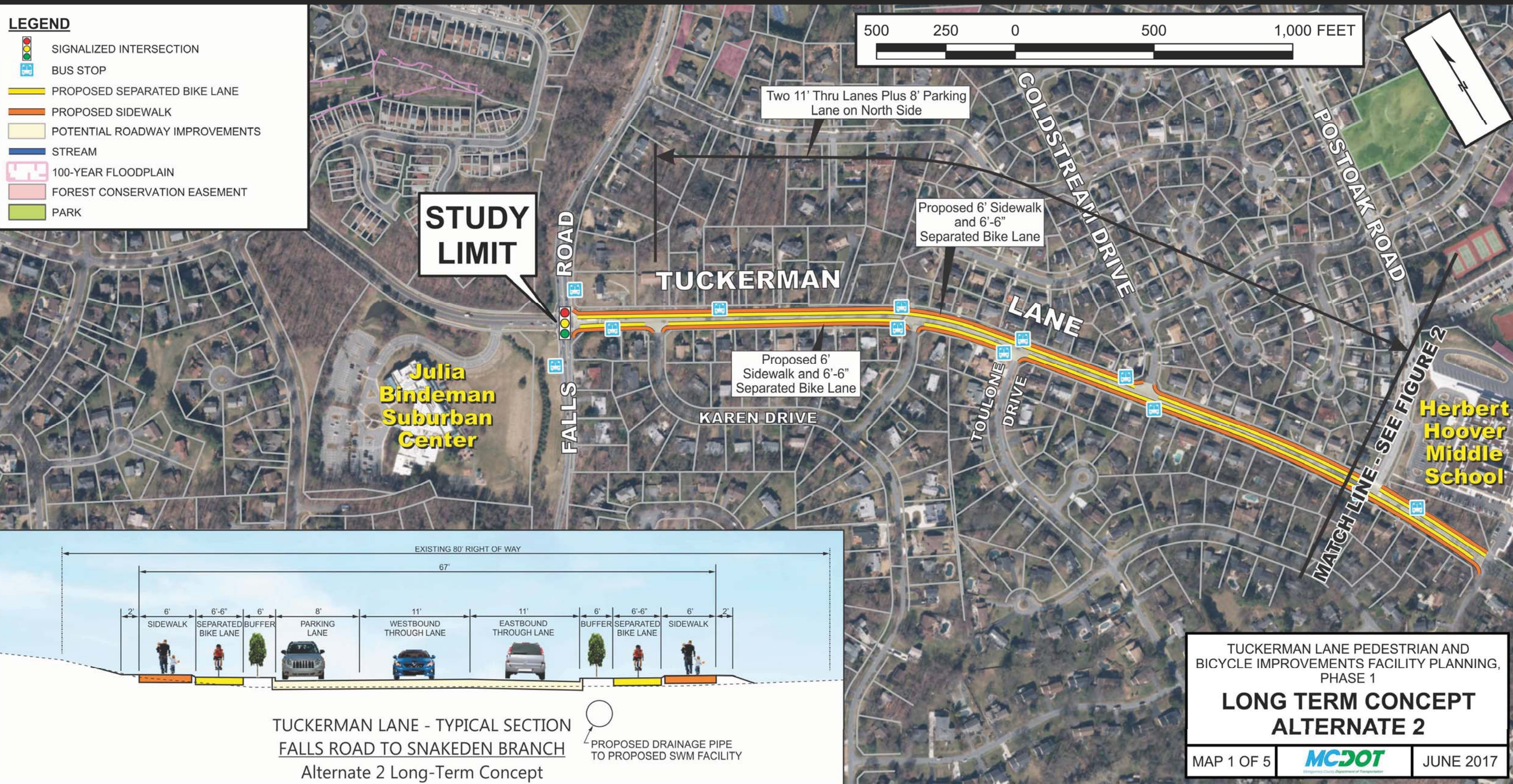
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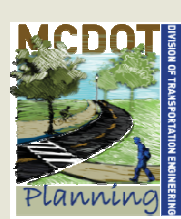
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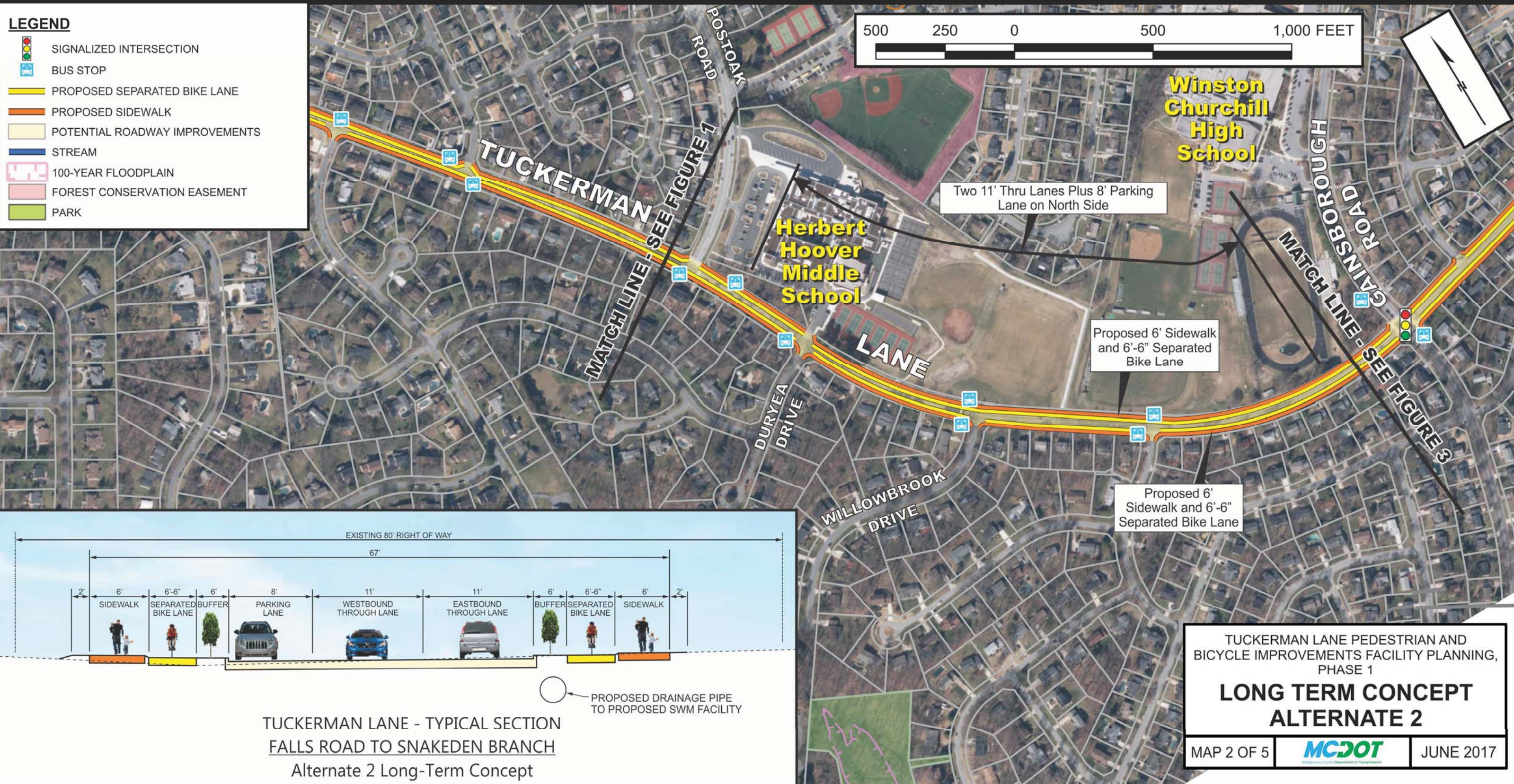
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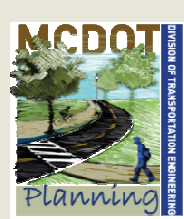
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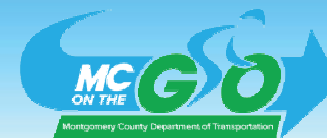




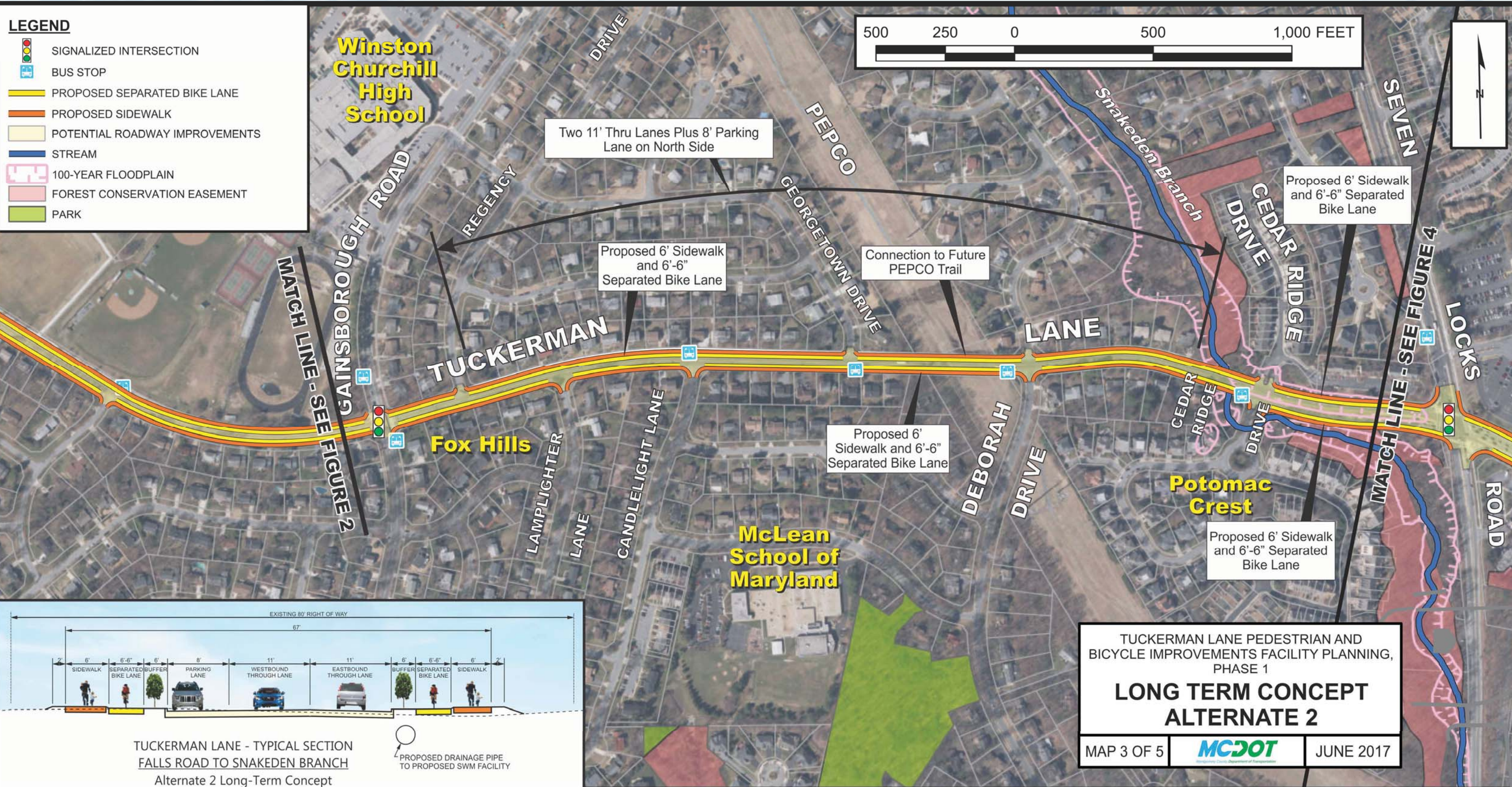
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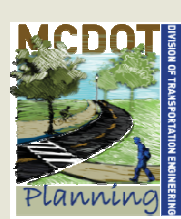
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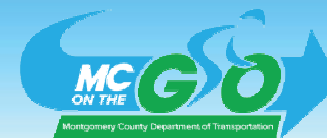




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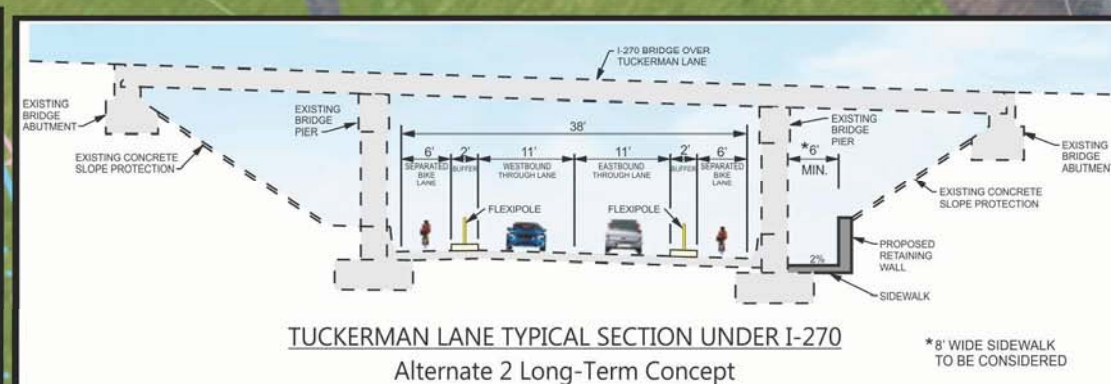
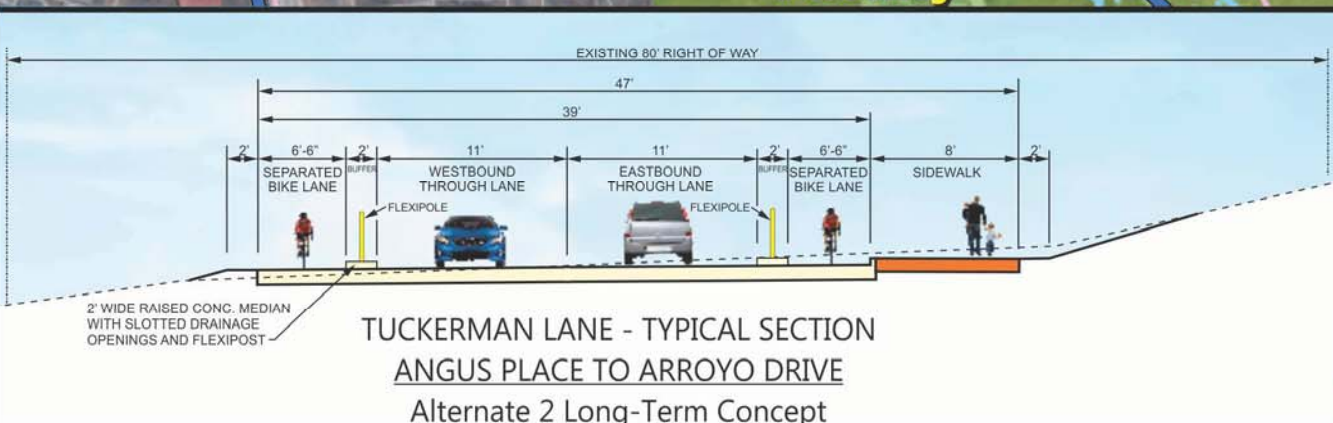
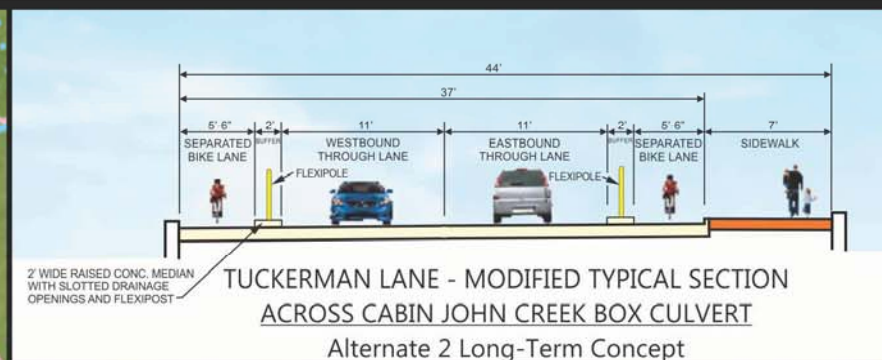
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## LEGEND

- SIGNALIZED INTERSECTION
- BUS STOP
- PROPOSED SEPARATED BIKE LANE
- PROPOSED SIDEWALK
- POTENTIAL ROADWAY IMPROVEMENTS
- STREAM
- WETLAND
- 100-YEAR FLOODPLAIN
- FOREST CONSERVATION EASEMENT
- PARK



TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1

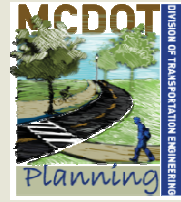
**LONG TERM CONCEPT  
ALTERNATE 2**

MAP 4 OF 5

**MCDOT**  
Montgomery County Department of Transportation

JUNE 2017

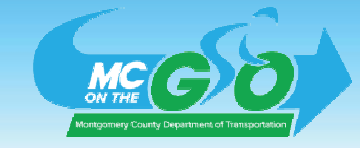




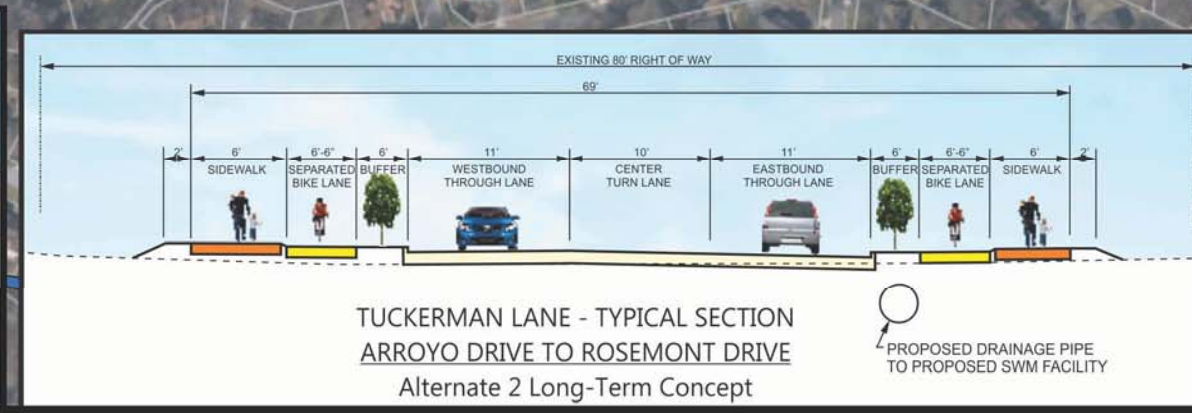
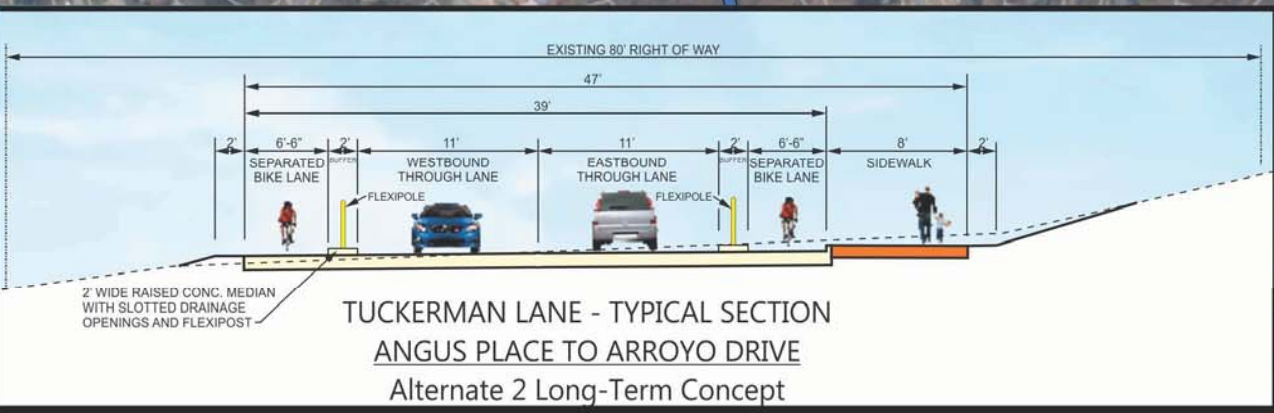
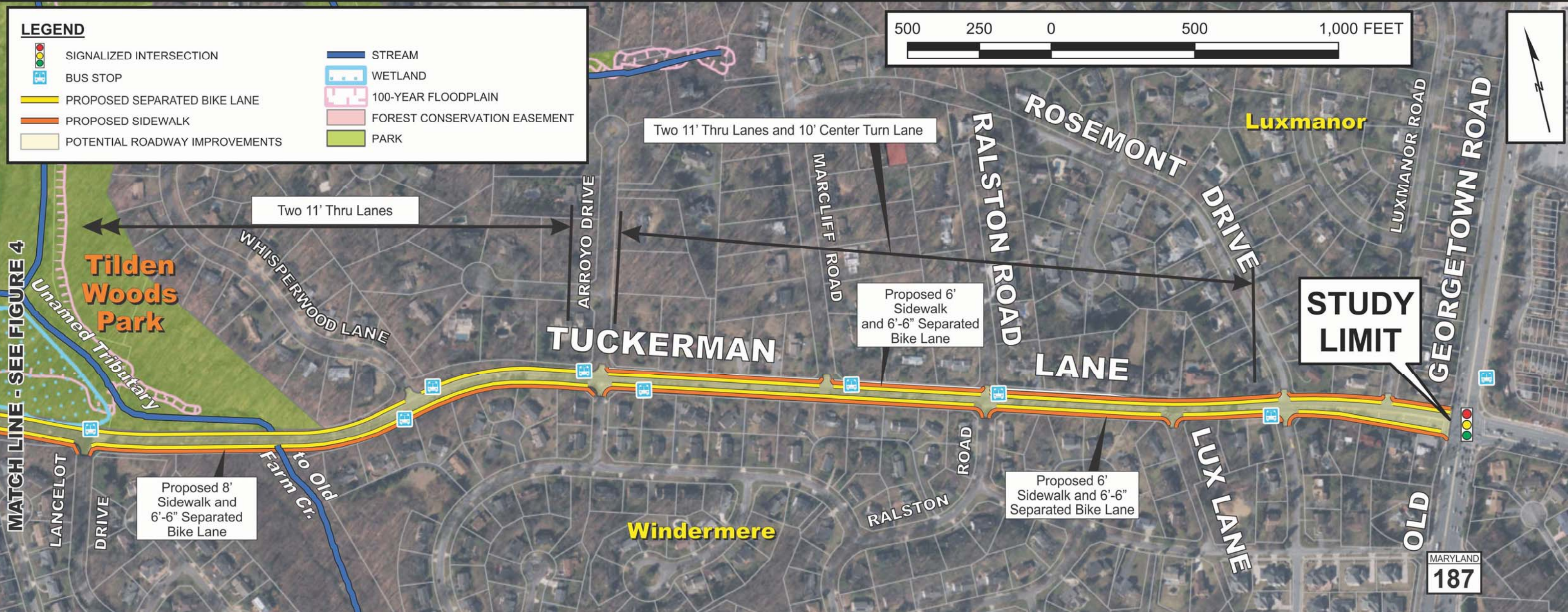
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TUCKERMAN LANE PEDESTRIAN AND BICYCLE IMPROVEMENTS FACILITY PLANNING, PHASE 1

**LONG TERM CONCEPT  
ALTERNATE 2**

MAP 5 OF 5

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