

# MR #2023007 – TUCKERMAN LANE SIDEWALK/BIKEWAY PROJECT – SEGMENT 1 MANDATORY REFERRAL

## Description

Mandatory Referral review of the Montgomery County Department of Transportation project to design and construct pedestrian and bicycle improvements along Tuckerman Lane between Falls Road (MD 189) and Seven Locks Road.

NO. MR #2023007

COMPLETED: 05-04-23

MCPB

Item No. 7

May 11, 2023

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**LOCATION:**

Tuckerman Lane between Falls Road (MD 189) and Seven Locks Road

**MASTER PLAN**

Potomac Subregion Master Plan

**APPLICANT**

Montgomery County Department of Transportation

**ACCEPTANCE DATE**

March 21, 2023

**REVIEW BASIS**

Md. Land Use Article, Section 20-301, et seq.



**Summary**

- Montgomery County Department of Transportation project to construct pedestrian and bicycle improvements along Tuckerman Lane between Falls Road and Seven Locks Road in Potomac, Maryland.
- Staff recommends the transmittal of comments to the Montgomery County Department of Transportation.
- The Planning Board review of a Mandatory Referral is advisory.

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## SECTION 1 – RECOMMENDATIONS SUMMARY

Staff recommends the transmittal of the following comments to the Montgomery County Department of Transportation:

1. Reduce the posted speed limit to match the 25-mph target speed for Area Connectors, as identified in the Complete Streets Design Guide. If this target speed is not achievable based on the current project design, consider additional traffic calming measures specified in Section 49-30 of the county code to achieve the target speed.
2. Consider additional opportunities to widen the street buffer to at least six feet in the following locations:
  - a. The north side from Karen Drive to 500 feet before Judy Place
  - b. The north side from Coldstream Drive to Postoak Road
  - c. The north side from Georgetown Drive to Cedar Ridge Road
  - d. The south side from 500 feet before Judy Place to Judy Place
  - e. The south side from Toulone Drive to Coldstream Drive
3. Reduce the protected crossing spacing on Tuckerman Lane by installing protected crossings at Duryea Road and Toulone Drive. Alternatively, if it is not deemed appropriate to install protected crossings at these locations at this time, consider installing Circular Flashing Beacon or Rectangular Rapid Flashing Beacons instead.
4. Coordinate with the Montgomery Parks to install a protected crossing as part of the Powerline Trail project.
5. Additional minor comments include:
  - a. Add a crosswalk at Deborah Drive in order to facilitate neighborhood connections.
  - b. Wherever possible, staff recommends that directional ramps be used to align ramps and crosswalks.
  - c. Install curb ramps and painted crosswalks at all intersections in compliance with ADA standards.
  - d. Provide curb ramps and high visibility crosswalks along all intersections for the sidewalk and side path according to ADA standards.

## SECTION 2 - INTRODUCTION

Montgomery County Department of Transportation (MCDOT) is advancing plans for the Tuckerman Lane Sidewalk and Bikeway Project. The project started in early 2015 and will fill a longstanding need to improve east-west bicycle connectivity between Bethesda and Potomac, as well as provide improved pedestrian connectivity for the portion of Tuckerman Lane serving Herbert Hoover Middle School and Winston Churchill High School. Recognizing the heavy use of Tuckerman Lane as a major bicycling route, master plans have recommended adding bikeways along Tuckerman Lane as far back as 2002.

## SECTION 3 - PROJECT DESCRIPTION

### Project Description

The Tuckerman Lane Sidewalk and Bikeway Project is evaluating pedestrian and bicycle facilities for Tuckerman Lane between Falls Road (MD 189) and Old Georgetown Road (MD 187), approximately 3.8 miles. The project is intended to address several needs:

- **Fill Sidewalk Gaps:** Sidewalk is missing from Falls Road to Cedar Ridge Drive on the south side of Tuckerman Lane.
- **Provide a Low-Stress Sidepath on the north side of Tuckerman Lane:** These types of multimodal facilities provide separation from traffic for children and adults that would not feel comfortable biking on the street in a bike lane.
- **Improve Bicycling for On-Road Bicyclists:** Tuckerman Lane is a heavily used thoroughway for recreational bicyclists, many of whom prefer bicycling in the street.

Due to the high cost to construct the full project, it will be separated into four segments:

- Segment 1: From Falls Road to Seven Locks Road
- Segment 2: From Seven Locks Road to Angus Place
- Segment 3: From Angus place to Whisperwood Lane
- Segment 4: From Whisperwood Lane to Georgetown Road

The current project scope is the western-most segment (Segment 1) from Falls Road to Seven Locks Road, shown in Figure 1.



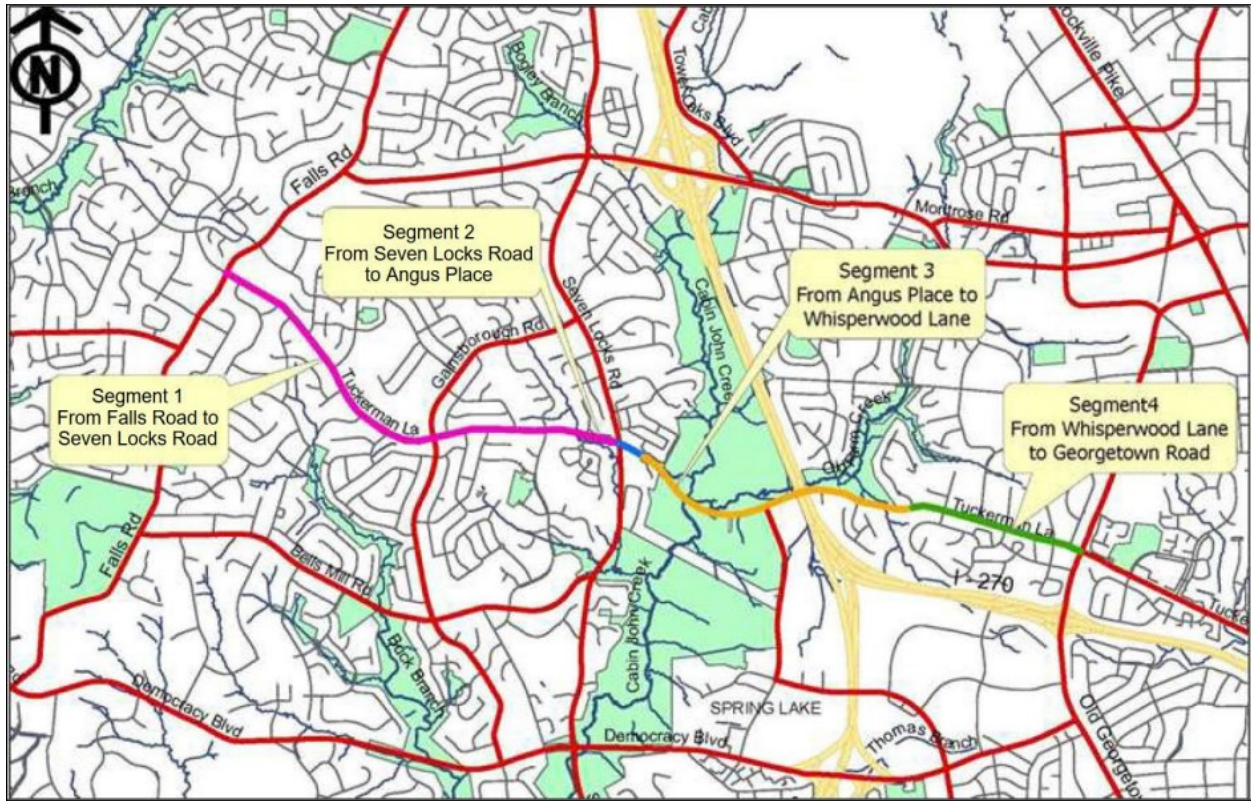


Figure 1 Tuckerman Lane Pedestrian and Bicycle Improvements Project Map

The proposed improvements consist of resurfacing the existing road to accommodate one 10.5-foot through lane and 5.5 to 6.5-foot bike lanes in each direction from Falls Road to Seven Locks Road.<sup>1</sup> The design includes the addition of a 6-foot sidewalk on the south side of the roadway and a 10-foot sidepath on the north side of the roadway. The project includes roadway design, drainage design, signing & marking, signal, lighting, and structure layouts that adhere to Montgomery County Department of Transportation (MCDOT), American Association of State Highway and Transportation Officials (AASHTO), and American with Disabilities Act (ADA) standards and requirements.

This project is currently at the 35 percent design stage. The next steps include final design of the project and construction. Construction of Segment 1 will be completed in two phases.

- **Phase 1:** The first phase of this project provides for design and construction of a six-foot-wide sidewalk along the south side of Tuckerman Lane from Gainsborough Road to approximately 380 feet west of Potomac Crest Drive. This phase aims to fill in a gap of approximately 3,000 feet of missing sidewalk and will start construction in FY27 and finish in FY28. Phase 1 is estimated to cost \$2.4 million.
- **Phase 2:** The second phase of this project provides for design and construction of a ten-foot sidepath on the north side of Tuckerman Lane from Falls Road to Seven Locks Road, on street bike lanes on both sides of Tuckerman Lane from Falls Road to Seven Locks Road, and a new six-foot wide sidewalk on the south side of Tuckerman Lane from Falls Road to Gainsborough Road. This phase will add

<sup>1</sup> A 6.5-foot bike lane is provided when adjacent to on-street parking to reduce the chance of car door collisions with bicyclists. A 5.5-foot bike lane is provided when on-street parking is not present.

approximately 5,800 feet of sidewalk and a 9,700-foot sidepath. Funding for this phase has not yet been included in the County CIP, so no estimated schedule has been developed.

A map of both phases can be seen in Figure 2. An online map that shows the recommended pedestrian and bicycle facilities is available [here](#). The design plans for Tuckerman Lane Bikeway Segment 1 are included with this staff report in Attachment A.



Figure 2 Tuckerman Lane Segment 1 Project Phasing

## Background

MCDOT began development of this project in early 2015 with a facility planning study for Tuckerman Lane between Falls Road and Old Georgetown Road. On September 6, 2018, the Montgomery County Planning Board reviewed five alternatives for the Tuckerman Lane Pedestrian and Bicycle Improvements project and offered comments. The Planning Board supported Alternative 3 and the County Council’s Transportation and Environment (T&E) Committee agreed. The following is a brief description of Alternative 3:

- Continuous bike lanes on both sides of the road



- A sidepath from Falls Road to the entrance to Cabin John Regional Park and from Whisperwood Lane to Old Georgetown Road
- Sidewalks on the opposite side of the road from the sidepath between Falls Road and Seven Locks Road
- On-street parking removed from one side of the road between Falls Road and Snakeden Branch

See Attachment B for more detail about the Planning Board’s comments on the facility planning study.

## Surrounding Neighborhood

Tuckerman Lane within the project area is primarily a two-way, two-lane, open section arterial roadway that runs in an east-west direction in the study area. Between Deborah Drive and Rockville Pike (MD 355), Tuckerman Lane widens out to a four-lane road. The posted speed limit is 35 mph but is lowered to 25 mph in school zones during school hours. The average annual daily traffic (AADT) on Tuckerman Lane is approximately 8,300 vehicles per day east of Falls Road. The right-of-way varies from 60 feet to 110 feet along the corridor but is predominantly 80 feet. Travel lane widths are typically 11 feet, and the existing shoulder widths vary from three to 16 feet, with a typical width averaging eight feet. The shoulders are used as on-street parking in the residential areas west of Seven Locks Road.

The 1.85-mile segment from Falls Road to Seven Locks Road is a residential area with several schools along Tuckerman Lane and in the community. This segment contains eleven three-way intersections and four four-way intersections. This is a major east-west connector of the bicycle network between Potomac and Bethesda. Figure 3 shows the bicycle network in the surrounding area recommended in the 2018 *Bicycle Master Plan*.

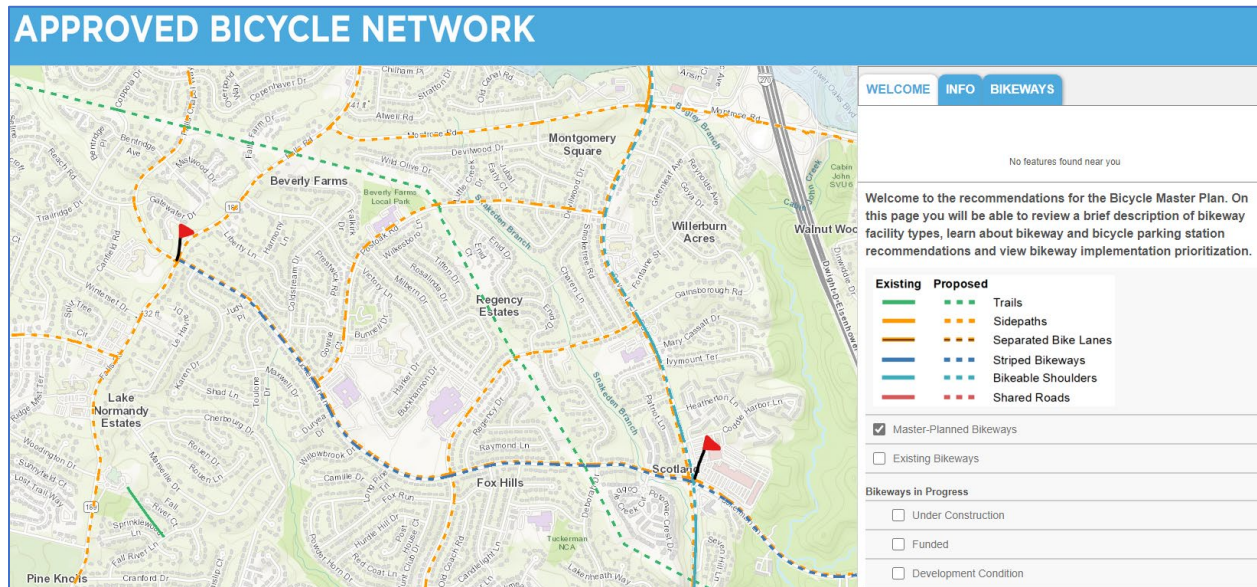


Figure 3 Montgomery County Bicycle Master Plan Bicycle Network Map

A Montgomery Parks project titled the Powerline Trail will create a paved and natural surface trail along the Pepco powerline corridor. A section of this project will cross Tuckerman Lane within the project area and is anticipated to begin construction in late 2024. The crossing will be located between Deborah Road and Georgetown Drive. This can be seen as the dashed green line cutting across Tuckerman Lane in Figure 3.



## SECTION 4 – MANDATORY REFERRAL AUTHORITY AND PROCESS

Mandatory Referral review is guided by the Montgomery Planning Mandatory Referral Review Uniform Standards (December 2022), and the authority granted through the Maryland Land Use Article, Section 20-301, et.seq. As set forth in Sections 20-301 and 20-302, the Montgomery County Planning Board has jurisdiction over mandatory referral projects presented by the federal government, State of Maryland, Montgomery County government, Montgomery County Board of Education, and public utilities, among others, for:

- (1) acquiring or selling land;
- (2) locating, constructing or authorizing a road, park, public way or ground, public building or structure, or public utility; or
- (3) changing the use of or widening, narrowing, extending, relocating, vacating or abandoning any of the previously mentioned facilities.

The Planning Board must review such projects and transmit comments on the proposed location, character, grade and extent of the activity to the project applicant.

As described in the Uniform Standards, the Planning Board considers all relevant land use and planning aspects of the proposal including, but not limited to, the following:

- (1) whether the proposal is consistent with the County's General Plan, functional plans, the approved and adopted area master plan or sector plan and any associated design guidelines, and any other public plans, guidance documents, or programs for the area;
- (2) whether the proposal is consistent with the intent and the requirements of the zone in which it is located;
- (3) whether the nature of the proposed site and development, including but not limited to its size, shape, scale, height, arrangement, design of structure(s), massing, setback(s), site layout, and location(s) of parking is compatible with the surrounding neighborhood and properties;
- (4) whether the locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient;
- (5) whether the proposal has an approved NRI/FSD and a preliminary SWM Concept Plan, and meets the requirements of the Forest Conservation law (Chapters 19 and 22A of the Montgomery County Code);
- (6) whether a Preliminary or a Final Water Quality Plan has been reviewed by the Planning Board if the project is located in a Special Protection Area. In addition, for a Water Quality Plan on public property, the Board must determine if the plan meets any additional applicable standards for Special Protection Areas;
- (7) whether or not the site would be needed for park use if the proposal is for disposition of a surplus public school or other publicly-owned property; and
- (8) whether alternatives or mitigation measures have been considered for the project if the proposal is inconsistent with the General Plan or other plans and policies for the area, or has discernible negative impacts on the surrounding neighborhood, the transportation network, the environment, historic resources (including burial sites), or other resources.

## SECTION 5 – MANDATORY REFERRAL ANALYSIS AND FINDINGS

### Master Plan Consistency

The design plans submitted by the applicant were reviewed for consistency with Thrive Montgomery 2050 (Montgomery County’s general plan), functional master plans, area master plans and sector plans. This project is consistent with recommendations from the 2018 *Bicycle Master Plan*. The Bicycle Master Plan calls for a sidepath on the north side of Tuckerman Lane and bike lanes along both sides of Tuckerman Lane. The Master Plan of Highways and Transitways recommends Tuckerman Lane as a two-lane Area Connector with an 80-foot-wide right-of-way. Tuckerman Lane was previously classified as an Arterial, but this was changed by the County Council in February 2023 as part of the transition to the Complete Street Design Guide street types.

**The project is fully consistent with the Bicycle Master Plan and the Master Plan of Highways and Transitways.**

### Transportation Best Practices

MCDOT should be commended for advancing a high-quality project and the first step in improving bicycle and pedestrian connectivity along the entire length of Tuckerman Lane. In addition to master plan conformance, there are many ongoing and approved guidelines and best practices that this project should seek to conform to, including the:

- County Code and Executive Regulations
- Montgomery County Complete Streets Design Guide
- Montgomery County Vision Zero Action Plan
- Montgomery County Climate Action Plan
- Montgomery Planning’s Access Management Study (2021)
- Montgomery Planning’s ongoing Bicycle Branding Project
- Design guidance from the National Association of City Transportation Officials (NACTO)
- Public Right-of-Way Accessibility Guidelines (PROWAG)

The following modifications to the project are recommended to achieve transportation best practices:

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#### TARGET SPEEDS

Target speeds are the desired operating speed of a roadway facility. The Complete Streets Design Guide specifies desired target speeds for each street type, which are based on achieving safe roadway operations and the functionality and context of the roadway. As Tuckerman Lane’s street type is an Area Connector, its target speed is 25 mph. The project proposes a speed limit of 35 mph, which is inconsistent with the Complete Streets Design Guide.

Additionally, Section 49-30 of the county code states that “The Director of Transportation must consider installing traffic calming and bicycle- and pedestrian-friendly design features on any area connector...over 1,000 feet long...” and identifies features such as raised crosswalks and raised intersections, traffic circles, medians,

pedestrian refuge islands, curb extensions, smaller centerline radii, parking cut-outs, chicanes, and speed humps (subject to applicable regulations).

**Recommendation: Reduce the posted speed limit to match the 25-mph target speed for Area Connectors, as identified in the Complete Streets Design Guide. If this target speed is not achievable based on the current project design, consider additional traffic calming measures specified in Section 49-30 of the county code to achieve the target speed.**

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## STREET DIMENSIONS

The Complete Streets Design Guide recommends the following dimensions for Area Connector streets:

- Street Buffers: 6 feet
- Sidewalks: 6 feet minimum
- Sidepaths: 10 feet default; 8 feet minimum
- Bike Lanes: 6 feet default; 5 feet minimum
- Parking Lane: 8 feet default

Generally, the plans recommend sidepaths that are 10 feet wide, bike lanes that are 5.5-6.5 feet wide, sidewalks that are 6 feet wide, and travel lanes that are 10-11 feet wide. Street buffers vary greatly, with the sidepath directly adjacent to the curb in some locations. On the north side of the road the street buffer is inadequate in the following places:

- Falls Road to 500 feet west of Judy Place
- Coldstream Drive to Postak Road
- Georgetown Drive to Deborah Drive

On the south side of the road the street buffer is inadequate in the following places:

- 500 feet west of Judy Place to Judy Place
- Toulone Drive to Coldstream Drive

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## STREET BUFFER

In order to provide safe and comfortable walking and bicycling conditions on the sidepath on the north side of the road and the sidewalk on the south side of the road, the street buffer would ideally be widened to at least 6 feet. Currently, the street buffer ranges from 0 to 10 feet on the north side of the street and is about 3 feet on the south side. Except for a short section, the street buffers do not meet the guidelines in the Complete Streets Design Guide.

**Recommendation: Consider additional opportunities to widen the street buffer to at least six feet in the following locations:**

- **The north side from Karen Drive to 500 feet before Judy Place**
- **The north side from Coldstream Drive to Postoak Road**
- **The north side from Georgetown Drive to Cedar Ridge Road**
- **The south side from 500 feet before Judy Place to Judy Place**

- **The south side from Toulone Drive to Coldstream Drive**

## PROTECTED CROSSINGS

A protected crossing is a crossing designed to improve the safety and comfort of pedestrians and bicyclists crossing the street with traffic control devices, such as full traffic signals and pedestrian hybrid beacons, that prohibit conflicting left turns and through vehicular movements, as well as stop signs. Pedestrian hybrid beacons (Figure 4 shows an example installed on Aspen Hill Road) have been implemented more recently by MCDOT on county roads. This type of beacon is unique in that the signal lights remain dark until activated by a pedestrian or bicyclist wishing to cross the street and then it displays a yellow and red-light indication (no green light).



Figure 4 Pedestrian Hybrid Beacon - Aspen Hill Road

While not technically protected crossings because they do not adequately eliminate pedestrian/vehicle conflicts, circular flashing beacons (as shown in Figure 5) increase safety at crossings. There are two such beacons directly outside the M-NCPPC building in Wheaton on Reedie Drive and Grandview Avenue. Similarly, Rectangular Rapid Flashing Beacons (RRFBs), as shown in Figure 6 are a relatively newer technology that uses rapid flashing to increase visibility and increase safety at crossings.





Figure 5 Example of Circular Flashing Beacon



Figure 6 Example of Rectangular Rapid Flashing Beacon (RRFB)

The Complete Streets Design Guide recommends the maximum protected crossing spacing to be between 600 to 1,200 feet for Area Connectors, although site-specific needs and conditions should guide the actual implementation. Existing protected crossings are located at Falls Road, Gainsborough Road and Seven Locks Road, as shown in Table 1. This project does not achieve the protected crossing spacing in the CSDG, resulting in

a distance of 5,800 feet between Falls Road and Gainsborough Road and a distance of 3,900 feet between Gainsborough Road and Seven Locks Road without a protected crossing.

From	To	CSDG	Project	Achieves CSDG Spacing?
Falls Road	Gainsborough Road	600 – 1,200'	5,800'	No
Gainsborough Road	Seven Locks Road	600 – 1,200'	3,900'	No

Table 1 Existing and Project’s Proposed Spacing Between Protected Crossings

Adding protected crossings at Duryea Road, Toulone Drive and the Powerline Trail crossing would result in spacings much closer to those recommended by the CSDG, as shown in Table 2.

**Recommendation: Reduce the protected crossing spacing on Tuckerman Lane by installing protected crossings at Duryea Road and Toulone Drive. Alternatively, if it is not deemed appropriate to install protected crossings at these locations at this time, consider installing Circular Flashing Beacon or Rectangular Rapid Flashing Beacons instead.**

**Recommendation: Coordinate with the Montgomery Parks to install a protected crossing as part of the Powerline Trail project.**

From	To	CSDG	Proposed	Achieves CSDG Spacing?
Falls Road	Toulone Drive	600 – 1,200'	1,600'	No
Toulone Drive	Duryea Drive	600 – 1,200'	1,900'	No
Duryea Drive	Gainsborough Road	600 – 1,200'	2,300'	No
Gainsborough Road	Powerline Trail Crossing	600 – 1,200'	2,200'	No
Powerline Trail Crossing	Seven Locks Rd	600 – 1,200'	1,700'	No

Table 2 Proposed Spacing Between Protected Crossings

## ADDITIONAL CROSSING ENHANCEMENTS

**Additional minor comments include:**

- **Add a crosswalk at Deborah Drive in order to facilitate neighborhood connections.**

- **Wherever possible, staff recommends that directional ramps be used to align ramps and crosswalks.**
- **Install curb ramps and painted crosswalks at all intersections in compliance with ADA standards.**
- **Provide curb ramps and high visibility crosswalks along all intersections for the sidewalk and side path according to ADA standards.**

## Environment

### ENVIRONMENTAL GUIDELINES

The project area contains environmental buffers, streams, other sensitive features. The project is within the Cabin John Creek watershed, a USE I-P designation. The Countywide Stream Protection Strategy (CSPS) rates this water quality in this watershed as in poor condition.

The study area is 37.9 acres and contains 1.52 acres of forest, 0.02 acres of wetlands, 1.74 acres of stream valley buffer, and 1.39 acres of floodplains. The project proposes removal of 0.06 acres of forest. The environmental impacts are necessary and unavoidable to achieve the design standards of creating the new pathways, and those impacts have been minimized to the greatest extent possible.

### FOREST CONSERVATION

The project is exempt from submission of a Forest Conservation Plan. A forest conservation exemption (#42022094E) was granted under the provisions of Section 22A-5(e) as “a state or county highway project.” The exemption was confirmed on November 29, 2021 (see Attachment C).

While the project is exempt, the Applicant is still required under Section 22A-9 of the county code to:

- Minimize forest cutting, clearing, and loss of specimen trees to the extent possible while balancing other design, construction, and environmental standards. The constructing agency must make a reasonable effort to minimize the cutting or clearing of trees and other woody plants.
- If the forest to be cut or cleared for a county highway project equals or exceeds 20,000 square feet, the constructing agency must reforest a suitable area at the rate of one acre of reforestation for each acre of forest cleared.
- Mitigation for loss of specimen or champion trees. Mitigation amounts are based on the size and character of the tree.

The Applicant has minimized the limits of disturbance, the amount of forest clearing and impacts to large and specimen trees. However, the project still has impacts to forest and specimen trees. The Applicant has provided a plan to highlight forest loss/mitigation, tree save, and specimen tree mitigation.

#### Forest loss/mitigation

Even with minimizing the Limit of Disturbance (LOD) and altering some design aspects, there are some necessary and unavoidable impacts to forest. The project proposes to remove 0.06 acres of forest, which is

below the forest clearing threshold of 0.46 acres allowed under the exemption. Therefore, the Applicant is not required to provide any mitigation.

### Tree Save

The applicant has submitted a tree save plan (TSP) in conjunction with the Mandatory Referral process to show how the impacts have been minimized and what stress reduction methods are being used to further minimize impacts on trees.

Seventeen (17) significant and specimen trees are being removed by this project, five (5) of which are specimen size.

### Mitigation

In addition to forest loss, the exemption also requires mitigation for removal of specimen trees. The five (5) specimen trees equal 175 caliper inches of diameter at breast height (DBH) removed. Mitigation should be at a rate that approximates the form and function of the trees removed. Therefore, staff is recommending that replacement occur at a ratio of approximately one inch DBH for every four inches DBH removed. This means that for the 175 caliper inches of trees removed, they will be mitigated by the applicant with 44 caliper inches of trees.

Since this project is linear in nature and only the area within the LOD is considered onsite, staff recommends that the 44 caliper inches of mitigation gets translated into additional reforestation acreage. The standard rate of reforestation planting using 1.5-2 inch caliper trees is 100 trees per acres. The applicant would need to plant 22 two-inch trees to achieve the 44 caliper inches required, or roughly an additional 0.22 acres of reforestation.

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## STORMWATER MANAGEMENT

The initial stormwater management concept for this project has been reviewed by the Montgomery County Department of Permitting Services (MCDPS) and found acceptable. Sediment and erosion control plans will be reviewed for permitting by MCDPS. The Stormwater Concept Approval letter is included as Attachment D.

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## SUSTAINABILITY

The project is designed to provide non-auto transportation alternatives that will help reduce automobile trips, along with their attendant pollution and carbon emissions. The bicycle and pedestrian facilities will largely be incorporated into the existing right-of-way for Tuckerman Lane, reducing impacts to natural resources and minimizing the addition of new impervious surfaces.

## Historic Preservation

There are no sites or districts listed on the Master Plan for Historic Preservation or the Locational Atlas in the project area. Additionally, no sites listed on the National Register for Historic Places nor any sites determined to be eligible for listing on the National Register are within the project area. No further historic preservation review is necessary for MR2023007.



## SECTION 7 – COMMUNITY OUTREACH

After staff accepted the Mandatory Referral for review, Montgomery Planning notified local civic and homeowners' associations and other interested parties of this proposal. As of the date of this report, one comment has been received about this project indicating that the sidewalk component of the project is not advancing quick enough and expressing concern about the inclusion of the sidepath (see Attachment E).

MCDOT has held numerous public meetings to discuss the planning and design development of this project, including a recent virtual public meeting where MCDOT staff presented the proposed design. Residents were able to view design materials during the meeting and give feedback to MCDOT that will be incorporated in future design development. A list of the public involvement meetings is below:

- 4/30/15 - Facility Planning Phase 1 Public Workshop #1
- 11/16/15 - Facility Planning Phase 1 Public Workshop #2
- 6/15/17 - Facility Planning Phase 1 Public Workshop #3
- 9/6/18 - Planning Board Briefing 1/7/20 - Resident's field walk
- 11/12/20 - 15% Milestone Public Meeting (Virtual)
- 3/10/22 - 35% Milestone Public Meeting (Virtual)

MCDOT has assessed that this project has significant public support. The public meetings were well attended, and MCDOT has received substantial feedback on the design development and implementation of the project.

## SECTION 8 - CONCLUSION

Based on information provided by the Applicant, Planning Staff recommends the transmittal of comments in this staff report to the Montgomery County Department of Transportation. The Applicant is requested to reply in writing to the Planning Board, addressing all comments.

## SECTION 9 - ATTACHMENTS

Attachment A: Tuckerman Lane Bikeway Segment 1 35% Design Plans

Attachment B: Planning Board Review of 2018 Tuckerman Lane Project

Attachment C: Forest Conservation Exemption Approval Letter

Attachment D: Stormwater Concept Approval Letter

Attachment E: Public Testimony