

## V. TRANSPORTATION

The transportation network in Cloverly serves local residents and those who travel through Cloverly to reach other parts of Montgomery County and Howard and Prince George's counties. The main components of the existing highway network are New Hampshire Avenue, Spencerville Road, Ednor Road, Norwood Road, Briggs Chaney Road, Bonifant Road and Good Hope Road. These roads serve many, and sometimes conflicting, roles since they carry significant amounts of through-traffic and also travel through residential areas and provide access to individual homes and commercial areas. Because of Cloverly's low-density rural and suburban character, limited transit service, and limited sidewalk and bikeway network, residents must rely on autos for most of their travel. There are, however, opportunities, to improve the sidewalk and bikeway network.

Much of the road network recommended in the 1981 Plan is in place with the exception of Norbeck Road Extended, the Intercounty Connector, and several primary road extensions, and the widening of New Hampshire Avenue (which is under construction). Nevertheless, portions of the network are not built to current Montgomery County standards. The recommendations of this Plan focus on maintaining Cloverly's character while improving safety and capacity.

The following transportation recommendations are based on analyses of historical trends, existing traffic conditions, and modeled future traffic demand to determine necessary transportation improvements. Details of these analyses can be found in the *Transportation Report: Eastern Montgomery County Master Plan Areas*.

These recommendations are designed to improve all modes of travel in ways that directly support the non-transportation recommendations of this Plan.

This chapter is organized in sections that cover recommendations for roadways, transit, bikeways, and pedestrian circulation.

### TRANSPORTATION GOAL:

**Improve the convenience, adequacy, and safety of all types of travel in and through Cloverly while upholding the community, environmental, and land use goals of the Master Plan.**

### ROAD NETWORK

A properly designed roadway system recognizes that some roads should carry large traffic volumes, emphasizing movement, while others provide access to homes and employment, with frequent opportunities for entering and leaving the road or street. A hierarchy of roadways in Montgomery County is outlined in Table 3. At each step down the hierarchy, speed and movement of traffic give way to more access. Arterial roads are connected by primary residential streets, which in general provide access to 200 or more households. In commercial areas, business district streets are designed to provide parking, more pedestrian space and access to stores and offices, and to encourage slower movement of traffic.

**Table 3**

**MONTGOMERY COUNTY ROAD CLASSIFICATIONS**

<b>Freeways</b>	Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.
<b>Major Highways</b>	Provide less speed and mobility, but more access at intersections.
<b>Arterial Roads</b>	Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is “through” traffic.
<b>Commercial Business District Streets</b>	Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.
<b>Primary Residential Streets</b>	May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.
<b>Secondary or Tertiary Residential Streets</b>	Provide direct access to homes and allow for the possibility of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)

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**OBJECTIVE: Provide an interconnected network of roadways that allows safe and efficient movement of local and through-traffic.**

**RECOMMENDATIONS:**

The roadway recommendations of the Cloverly Master Plan are shown in Figure 18, page 41, and Table 4, page 42. Individual Secondary and Tertiary Residential Roads are not classified in master plans. Selected recommendations are detailed in the text following Table 4. These recommendations are organized by roadway classification.

**Freeways**

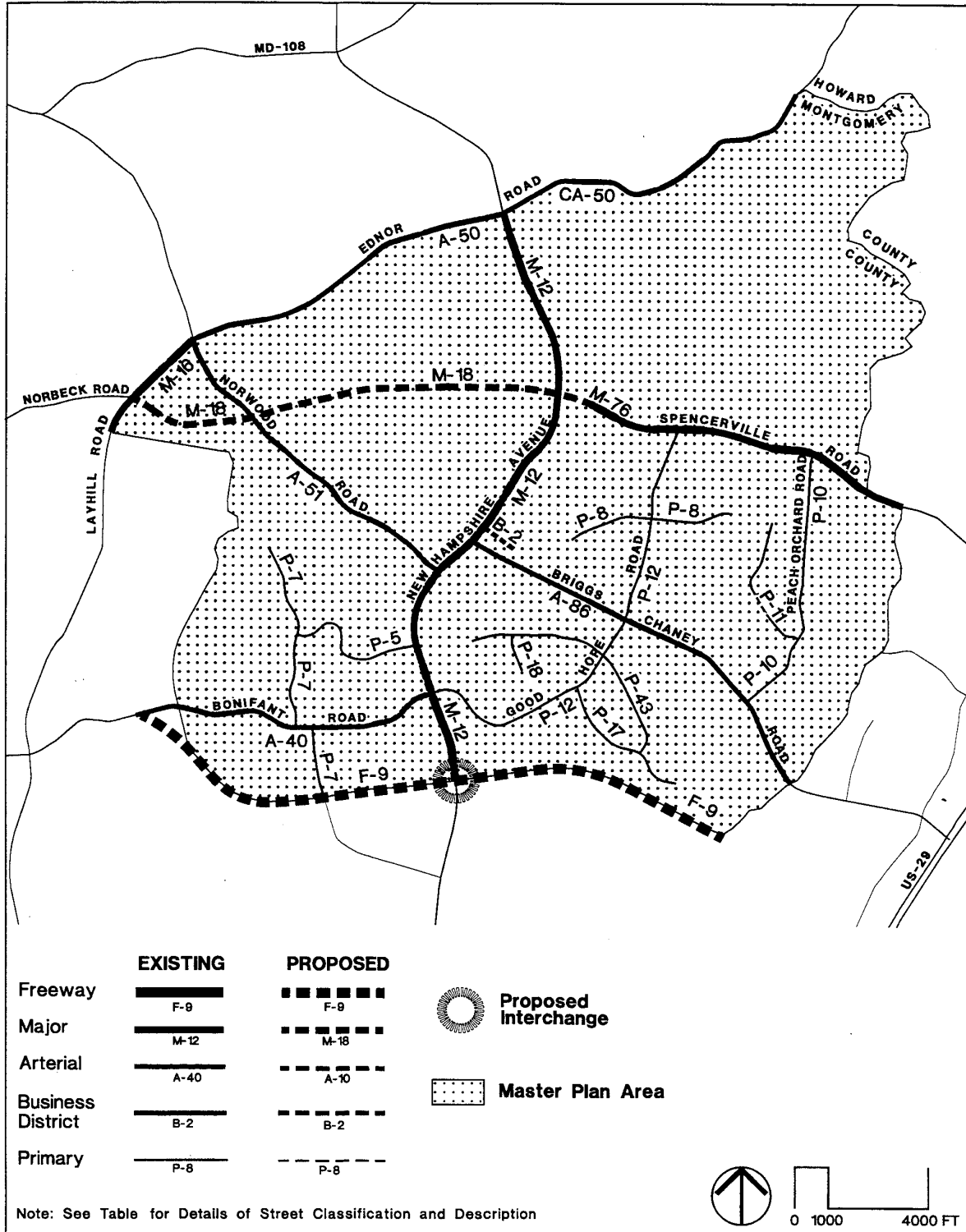
**Intercounty Connector**

The Intercounty Connector (ICC) is a planned, limited-access transportation facility linking US-1 in Prince George's County with I-370 and the I-270 corridor in Gaithersburg. Federal permitting processes require a detailed Environmental Impact Statement, consideration of alternative alignments, and the determination of a preferred alignment and design. Seven alternative alignments are being considered for the facility.

- This Plan assumed the alignment shown in the 1981 *Approved and Adopted Master Plan for the Eastern Montgomery County Planning Area*. If this alignment is not selected, this Master Plan and other master plans will be amended accordingly.

# STREET AND HIGHWAY PLAN

FIGURE 18



**TABLE 4 (Cont'd.)**

**Proposed Street & Highway Classification**

**Table 4**

**STREET & HIGHWAY CLASSIFICATION**

Master Plan Roadway Designation	Name	Limits	Recommended Number of Lanes <sup>1</sup>	Minimum Right-of-Way Width <sup>2</sup>	Notes (See Text for Detailed Recommendations)
<b>Freeways</b>					
F-9	<b>Intercounty Connector</b>	Northwest Branch to Paint Branch	To be determined	300'	SHA environmental study underway
<b>Major Highways</b>					
M-12	<b>New Hampshire Avenue (MD 650)</b>	Proposed Intercounty Connector to Norwood Road	4 lanes	125'	Under Construction - Sidewalks and Bikeway along entire length, Rural streetscape
		Norwood Road to Briggs Chaney Road	4 lanes	125'	Rural streetscape
		Briggs Chaney Road to 250' north of Cloverly Street	4 lanes	120'	Commercial/suburban streetscape
		250' north of Cloverly Street to Bryant's Nursery Road	4 lanes	100'	Commercial/suburban streetscape
		Bryant's Nursery Road to Spencerville Road	4 lanes	125'	Rural streetscape
		Spencerville Road to Ednor Road	2 lanes	120'	Includes Southbound Auxiliary Lane and bikeway, rural streetscape
M-18	<b>Norbeck Road Extended</b>	Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	2 lanes initially, 4 lanes divided ultimately	150'	Programmed - Bikeway, rural streetscape
M-76	<b>Sandy Spring-Spencerville Road (MD 198)</b>	New Hampshire Avenue to Thompson Road	4 lanes	120'	Bikeway, rural streetscape
		Thompson Road to 360' east of Batson Road	4 lanes	70'	No turning lanes recommended
		360' east of Batson Road to Oursler Road	4 lanes	120'	Bikeway, rural streetscape
M-16	<b>Layhill Road (MD 182)</b>	Norbeck Road (MD 28) to Norwood Rd./Ednor Road	4 lanes divided	150'	

**TABLE 4 (Cont'd.)**

**Proposed Street & Highway Classification**

intersection

<b>Arterial Roads</b>					
A-40	<b>Bonifant Road</b>	Northwest Branch to New Hampshire Avenue (MD 650)	2 lanes	80'	Existing, rural streetscape
A-50	<b>Ednor Road</b>	Norwood Road to New Hampshire Avenue	2 lanes	80'	Existing, rural streetscape
A-51	<b>Norwood Road*</b>	Ednor Road to New Hampshire Avenue	4 lanes	80'	Rural streetscape & Bikeway
A-86	<b>Briggs Chaney</b>	New Hampshire Avenue to Paint Branch	2 lanes	80'	Existing, rural streetscape
<b>Country Arterial Roads</b>					
CA-50	<b>Ednor Road</b>	New Hampshire Avenue to Howard County line	2 lanes	80'	Existing, rural streetscape
<b>Commercial Business District Streets</b>					
B-2	<b>Cloverly Street</b>	New Hampshire Avenue to Gallaudet Avenue	2 lanes + on-street parking	70'	Existing plus short extension + commercial/ suburban streetscape
<b>Primary Residential Streets</b>					
P-5	<b>Stonegate Drive</b>	New Hampshire Avenue to Notley Road	2 lanes	70'	Existing
P-7	<b>Notley Road</b>	Proposed Intercounty Connector to existing northern terminus	2 lanes	70'	Existing
P-8	<b>Rainbow Drive/ Thompson Road</b>	Existing western terminus to Peach Orchard Road	2 lanes	70'	
P-10	<b>Peach Orchard Road</b>	Briggs Chaney Road to Spencerville Road (MD 198)	2 lanes	70'	Existing
P-11	<b>Kingshouse Road</b>	Peach Orchard Road to Thompson Road	2 lanes	70'	Existing plus extension
P-12	<b>Good Hope Road</b>	New Hampshire Avenue to Spencerville Road	2 lanes	70'	Existing
P-17	<b>Twig Road</b>	Windmill Lane to Good Hope Road	2 lanes	70'	Existing
P-18	<b>Peachwood Drive</b>	Piping Rock Road to Windmill Lane	2 lanes	70'	Existing
P-43	<b>Windmill Lane</b>	Eastway Drive to Twig Road	2 lanes	70'	Existing

\*In approving the widening of Norwood Road to four lanes, the Council indicated that it should not be constructed until and unless the need for the widening is confirmed in the next update of the Cloverly Master Plan. (See p.20 Council Resolution 13-981.)

**TABLE 4 (Cont'd.)**

**Proposed Street & Highway Classification**

**Notes:**

- 1 These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.
- 2 Right-of-way width is the minimum and generally varies to accommodate grading, intersection, and stormwater management. Existing right-of-way that exceeds the recommended width should be retained to allow for flexibility of design.

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**Major Highways**

**New Hampshire Avenue (MD 650)**

The State Highway Administration (SHA) and the Montgomery County Department of Public Works and Transportation (DPW&T) are currently widening New Hampshire Avenue from Randolph Road to Spencerville Road. The existing 2-lane roadway will be widened to 6 lanes south of Cape May Road, and 4 lanes between Cape May Road and Spencerville Road. There will be a 5-lane section with a continuous left turn lane between Briggs Chaney Road and 350 feet north of McNeil Lane. Construction is scheduled to be completed in 1997.

- Improve New Hampshire Avenue as a 2-lane major highway between Spencerville Road and Ednor Road. Forecasts indicate that this portion of New Hampshire Avenue will be very close to its capacity by the year 2020, and that widening it would not draw a great deal of additional traffic. In an effort to retain the rural character of this area, the roadway should remain 2 lanes, but full shoulders and turn lanes should be provided to increase effective capacity where necessary. Sidewalks and bikepath should be separated from travel lanes by a planting strip that includes grass and trees. An auxiliary southbound lane between Millgrove Place and Spencerville Road will be constructed by the developer of the Hampshire Greens subdivision to eliminate a potentially unsafe merge area between the improvements planned at the two intersections.
- Maintain New Hampshire Avenue as a major highway in the Cloverly Commercial Area. Its design should reflect moderated travel speeds with more pedestrian-friendly design standards, including street tree plantings, tighter corner turning radii, medians in appropriate locations, wider sidewalks, and safer pedestrian crossings. These improvements will strengthen the economic vitality of the commercial area and enhance the visual character of the community. The intent of this Plan is not to reduce the traffic capacity of New Hampshire Avenue but to ensure an attractive and safer pedestrian environment and more orderly access to local shopping. Sidewalks should be separated from travel lanes by a planting strip that includes grass and trees. The relocation of the sidewalks would occur at the time of redevelopment of properties in the commercial area.

- Consider a future signalized intersection at New Hampshire Avenue and Cloverly Street. With redevelopment of the east side of the Cloverly Commercial Area, more pedestrians and vehicles will be crossing, or wishing to cross, New Hampshire Avenue between the retail areas. When redevelopment of the commercial area occurs, the DPW&T and SHA should review the warrants for a traffic signal to make vehicular and pedestrian crossings easier and safer.

#### **Norbeck Road Extended**

The construction of Norbeck Road Extended as a two-lane major highway between Layhill Road and New Hampshire Avenue is programmed for completion in FY 2001. DPW&T has requested permits for the 1981 Plan alignment. Norbeck Road Extended is an important link in the road network that improves travel time and avoids the use of north-south roads such as Layhill Road and New Hampshire Avenue to travel east-west.

- Extend Norbeck Road to Spencerville Road generally following the 1981 Plan alignment as a 2-lane major highway, but reserve sufficient right-of-way for an ultimate 4 lanes. The recommended cross-section is shown in Figure 19, page 46.

The initial two lanes and bikepath should be constructed to minimize modifications when the road is widened. This Plan recommends that the 1981 Plan recommendation for a Class II (striped on-road bike lane) bikepath be changed to a Class I (separate off-road bike lane) bikepath to maximize safety and enjoyment.

- Provide an equestrian underpass where Norbeck Road Extended crosses the Northwest Branch.

#### **Spencerville Road (MD 198)**

- Widen Spencerville Road (MD 198) to 4 lanes between New Hampshire Avenue and Oursler Road. This Plan recommends that the right-of-way be reduced to approximately 70 feet in the commercial area between Thompson Road and 360 feet east of Batson Road. A Class I bike path is recommended along the entire length of Spencerville Road. This Plan also eliminates the 1981 Plan recommendation to realign Spencerville Road in the vicinity of Oursler Road. Due to the close proximity of buildings to the road, turning, acceleration and deceleration lanes are not recommended in this section.

#### **Arterial Roads**

##### **Briggs Chaney Road**

- Remove the Briggs Chaney/Norwood realignment from the Master Plan and reclassify 1,700 feet of Briggs Chaney Road, east of New Hampshire Avenue, from primary residential to 2 lane arterial. Environmental issues present a substantial hurdle to the approval of the 1981 Plan realignment recommendation. The intersection of New Hampshire Avenue and Briggs Chaney may require additional turning lanes to accommodate future traffic. Improvements along Briggs Chaney Road should not extend paving southward beyond the existing pavement edge to minimize impacts on existing homes and to avoid the removal of trees.

##### **Ednor Road**

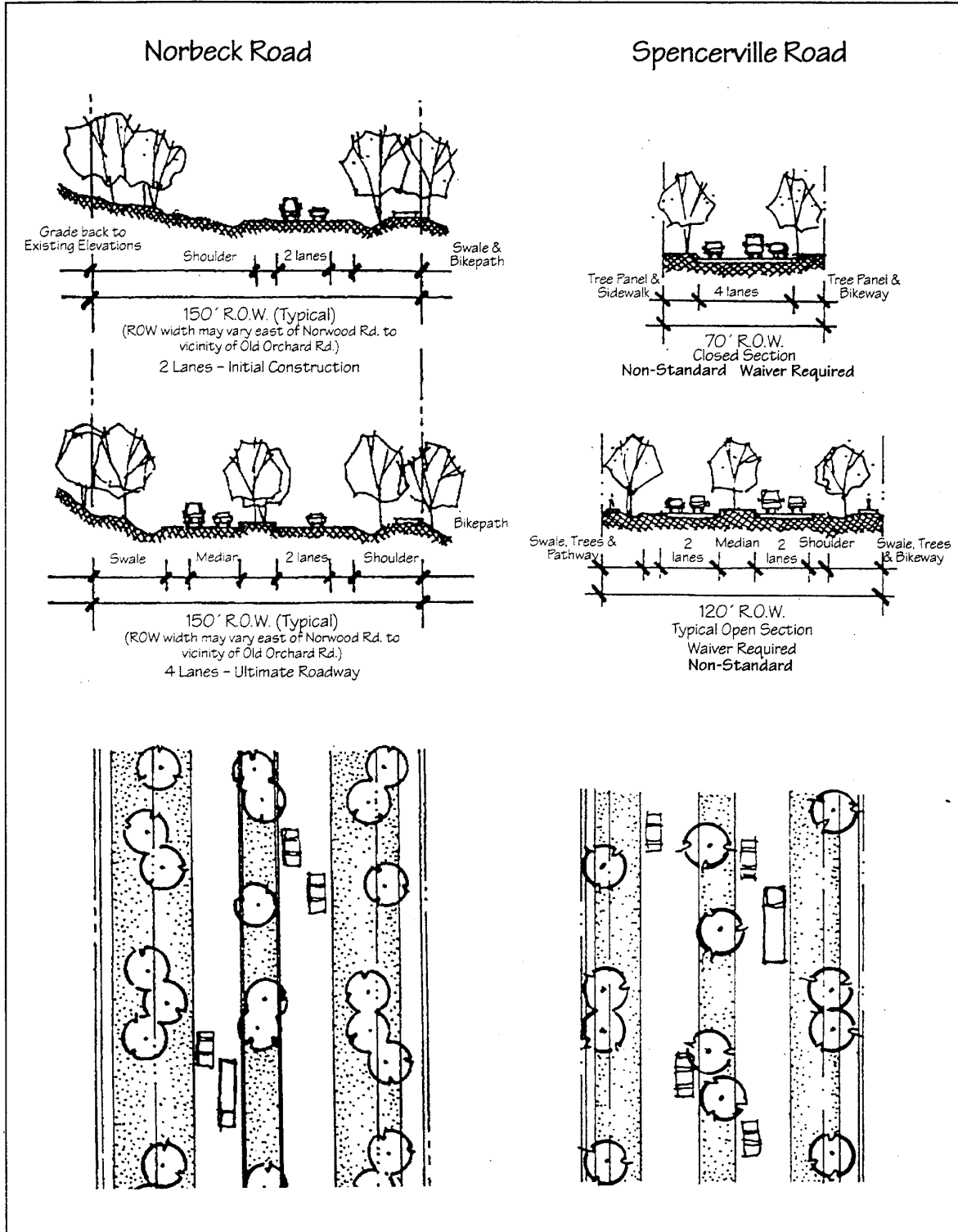
- Reclassify Ednor Road from a primary residential street to a 2-lane country arterial road east of New Hampshire Avenue. The country arterial classification permits better property access controls; in addition this classification recognizes the actual function of the road as a connection to Howard

County and provides a logical extension of the arterial road classification from west of New Hampshire Avenue.



# NORBECK ROAD EXTENDED AND SPENCERVILLE ROAD

FIGURE 19



The safety of individual locations should be improved, but massive reconstruction should be avoided to maintain the character of the road and discourage speeding. Anticipated safety improvements include the selective widening of shoulders, improvement of horizontal and vertical curves, and the relocation of utility poles where necessary. Trees should be preserved wherever possible.

### **Commercial Business District Streets**

#### **Cloverly Street**

- Classify Cloverly Street as a commercial business district street. (The 1981 Plan did not classify Cloverly Street.) Upgrade Cloverly Street with streetscaping and a circular turn-around at the proposed park on the eastern end. This street provides access to individual properties in the commercial area and to proposed parkland. Cloverly Street may be abandoned if the commercial properties on Cloverly Street and Briggs Chaney Road are assembled and developed under common ownership and public access to the proposed park is maintained through a private street, easement, or covenant. The Maryland Department of Transportation (MDDOT) and MCDPW&T should evaluate the need for a traffic signal to improve vehicular and pedestrian access between the shopping centers on both sides of New Hampshire Avenue.

### **Primary Residential Streets**

#### **Notley Road**

- Delete the 1981 Plan recommendation to relocate the southern leg of Notley Road at Bonifant to intersect with the northern leg. Realigning the roads would encourage through-traffic on Notley Road, conflicting with County efforts to limit and slow traffic on Notley Road south of Bonifant Road. In addition, the realignment would require two crossings of Northwest Branch tributaries.
- Delete the 1981 Plan recommendation to connect Johnson Road and Notley Road. A connection with Notley Road would worsen existing cut-through traffic problems on Notley Road, where traffic circles and signal timing are used to limit traffic. A sidewalk is recommended to connect Notley Road to the proposed Northeast High School.
- Construct a sidewalk along the west side of Notley Road between Bonifant Road and the proposed Intercounty Connector to connect with the recommended sidewalk in the White Oak Master Plan Area.
- Construct a sidewalk along Notley Road between Stonegate Road and the northern end of Notley Road to provide safe pedestrian circulation along Notley Road and to Stonegate Elementary School and to the path leading to Johnson Road and the proposed Northeast High School. The location of the sidewalk should be determined in consultation with DPW&T and the affected property owners.

#### **Peachwood Drive**

- Delete the extension of Peachwood Drive between Windmill Lane and Briggs Chaney Road. The property that this alignment crosses is recommended for park acquisition.

### **Rainbow Drive**

- Retain the recommended connection of Rainbow Drive and Thompson Road from the 1981 Plan. A bikeway and pedestrian connection should be constructed between Rainbow Drive and Thompson Road. See the Thompson Road recommendations for details about school-related safety improvements.
- Remove the recommended connection of Rainbow Drive to Briggs Chaney Road from the 1981 Plan.

### **Thompson Road**

- Improve the western section of Thompson Road, near Briggs Chaney Middle School to enhance safety for the drop-off of students and on-street parking. In addition, a turn-around would improve safety and circulation. A specific design is not recommended by this Plan. Since this improvement would take place on school property or in the right-of-way, the Planning Board will review it as part of a mandatory referral. A sidewalk is under consideration by the DPW&T and is endorsed by this Plan.

## **INTERSECTION IMPROVEMENTS**

The following intersections have been identified for improvements because of existing or forecasted levels of congestion. Other intersections that are not highlighted here also may require improvements. General types of improvements include the addition of turning lanes, bypass lanes, or changes in signalization and signage. In all cases, modifications to intersections should minimize impacts on the rural character of the area while improving pedestrian safety and convenience. The detailed design of each improvement will occur closer to its actual construction and should be consistent with the roadway character and streetscape recommendations. Improvements to the intersections along Ednor Road should be coordinated with the Rural Entry recommendations of the Sandy Spring/Ashton Plan.

New Hampshire Avenue/Ednor Road  
Norwood Road/Layhill Road/Ednor Road  
Norwood Road/Attleboro Road  
New Hampshire Avenue/Briggs Chaney Road  
New Hampshire Avenue/Norwood Road  
Spencerville Road/Peach Orchard Road

## **ROAD INTERCONNECTIONS**

There are limited street connections between neighborhoods. This restricts opportunities for local circulation and requires residents to travel longer distances and use major and arterial highways for short, local trips. As development occurs, connections to existing residential streets can be designed to improve local circulation without creating excessive levels of cut-through traffic.

**OBJECTIVE: Provide connections between communities.**

**RECOMMENDATION:**

- All new residential developments should include, where feasible, interconnected vehicle and pedestrian networks that permit movement between existing and proposed neighborhoods and public

facilities. The design of interconnections can utilize measures that allow local circulation without creating routes that attract an inappropriate level of cut-through traffic.

## ROADWAY CHARACTER AND STREETScape

The rural and suburban character of Cloverly is experienced by many through the view from, and of, roadways. In addition to low-density land uses, the character of roadways is an important element of Cloverly's suburban and rural character. Narrow road widths, forested areas directly adjacent to the pavement, sharp curves, varied sight distances, tree canopy, hedgerows, low rural fences, lack of curbs, gutters and sidewalks, and minimum grading of roads and shoulders combine to set the character of Cloverly's roads. Roads with these characteristics usually do not comply with current engineering standards. It is the intent of this Plan to preserve as many elements of the rural character as possible while maintaining or improving the safety of the roadway system.

Streetscape improvements are designed to reinforce the character of the Agricultural Wedge, Residential Wedge, and Suburban Communities; encourage pedestrian circulation; enhance adjacent properties; improve the visual appearance of the community; and contribute to its economic vitality. The recommendations of this section directly support the fundamental planning principle of protecting community character.

**OBJECTIVE: Enhance and maintain the suburban, rural, and commercial character of Cloverly's roadways while accommodating the needs of vehicular and pedestrian travel.**

### RECOMMENDATIONS:

This Plan recommends the following to maintain and enhance Cloverly's suburban and rural character. Some of these recommendations may require the approval of waivers by DPW&T.

- Use open section roadways throughout Cloverly to maintain the rural and suburban character and to protect the environment. The primary exception is in commercial areas where closed section roads are recommended to define access points, reduce street widths, and permit trees and sidewalks close to the road.

The Montgomery County Code requires the use of open section roads in Use III and Use IV watersheds, such as the Paint Branch and Northwest Branch. See the *Eastern Montgomery County Environmental Resources Report* for details on the State stream classification system.

The M-NCPPC Planning Department and the DPW&T are developing a variety of open section road cross sections that will be appropriate for use in Cloverly. Future open-section road cross sections that are narrower than those recommended in this Plan are strongly encouraged for use in Cloverly. In all cases the shoulders of open section roadways should not be paved, unless a Class II bikeway is recommended, to minimize environmental impacts and maintain rural character.

- Preserve the existing character of roads by minimizing grading and clearing within the right-of-way while meeting minimum safety requirements.
- Provide uniformly spaced or naturalistic groupings of trees along existing and future roadways where appropriate to reinforce or enhance the character of the immediate area.

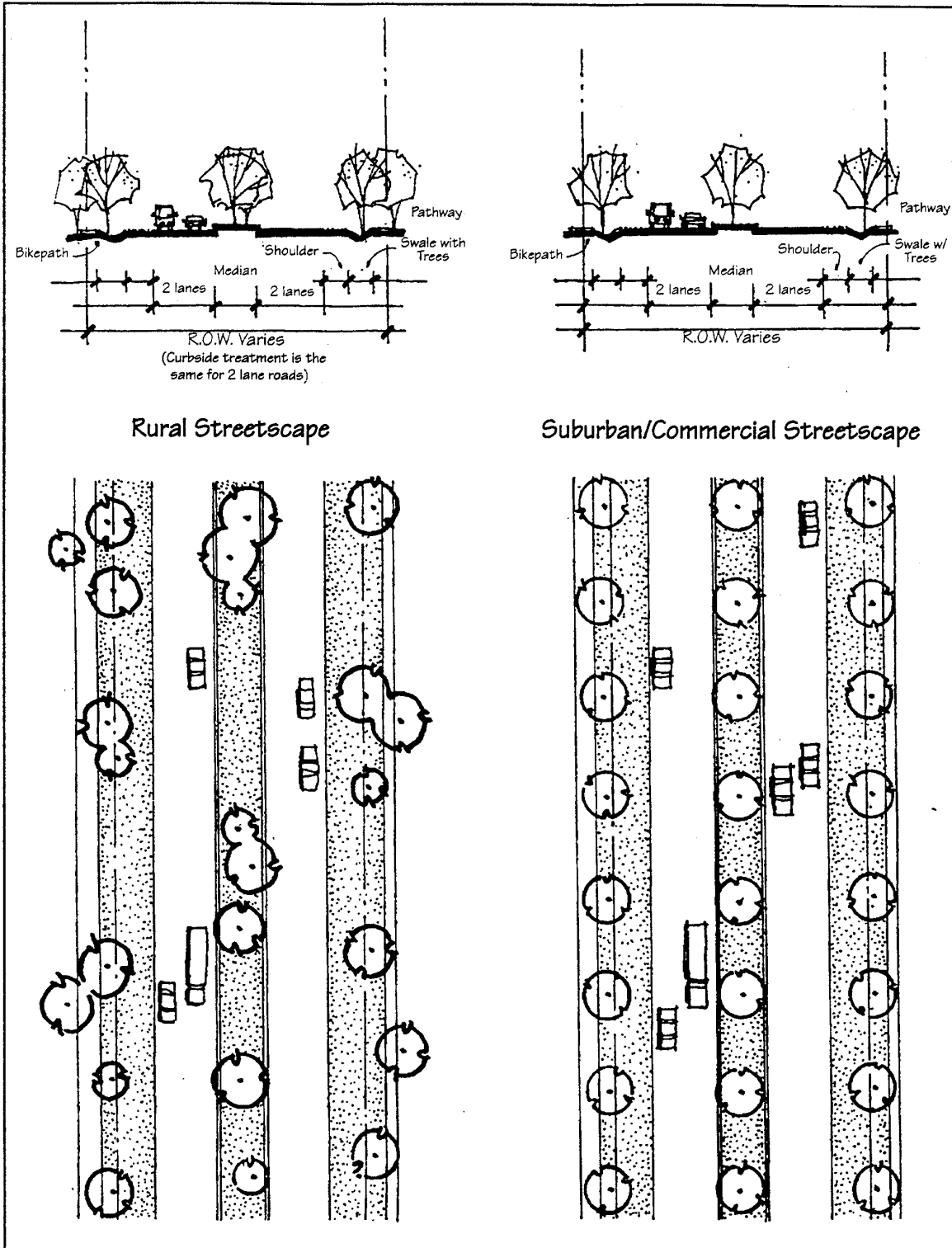
Uniform tree spacing is appropriate in commercial areas and suburban residential streets. Naturalistic groupings are appropriate along rural arterial roads and in rural areas or to expand wooded areas, frame views, or to provide variety in commercial and residential areas. Expand the DPW&T

approved street tree list to include suitable native trees. Trees should be located as close to travel lanes as safety conditions permit to help retain and re-establish Cloverly's rural character. Rural streetscape and commercial/suburban streetscape treatments are illustrated in Figure 20, page 51. New Hampshire Avenue streetscape recommendations are shown in Figure 21, page 52.

- Use the following guidelines for properties along and adjacent to rustic roads to protect character by retaining significant features:
  - Retain hedgerows and trees located along rustic roads.
  - Retain existing fences or use styles typically found on the individual rustic road or that are typical of other rural fence styles used in the area. Monumental entrances to subdivisions are discouraged.
  - Situate buildings and open space to retain views and vistas where practical.
  - Locate Public Utility Easements (PUE) on the opposite side of hedgerows from the road to minimize clearing and pruning along the road. Care should also be taken to avoid adverse impact from the installation and maintenance of utilities on significant individual trees.
  - Use wooded areas along rustic roads to meet forest conservation requirements with a preference for retaining existing vegetation.
  - Minimize the visual impact of roadway drainage systems.
- Provide upgraded streetscape in the Cloverly Commercial Area, including special pavement and lighting along Cloverly Street and special landscaping along New Hampshire Avenue.
- Improve the safety and appearance of the Old Bonifant Road terminus by constructing a suitable turnaround. Bonifant Road used to intersect with New Hampshire Avenue until it was relocated 1-1/2 miles to the north. The current terminus is a temporary barrier that does not provide a suitable turnaround area in the public right-of-way and is considered by many to be unattractive.
- Separate sidewalks and bikepaths from travel lanes to improve safety and visual character. This recommendation applies to the construction of new roads as well as the relocation of sidewalks and bikepaths when development occurs. The use of asphalt paving is encouraged to help maintain Cloverly's rural character.
- Use medians where feasible to improve pedestrian and vehicular safety by channelizing turning movements, consolidating access points, and providing areas for pedestrians to wait while crossing streets. Medians should not be located in areas which block access to business. Medians should contain grass and trees whenever possible. Medians along New Hampshire Avenue in the commercial area should be evaluated after changes to traffic patterns due to the widening of New Hampshire Avenue are established.
- Provide crosswalks at areas of expected pedestrian crossings, especially in the Cloverly Commercial Area and near bus stops.

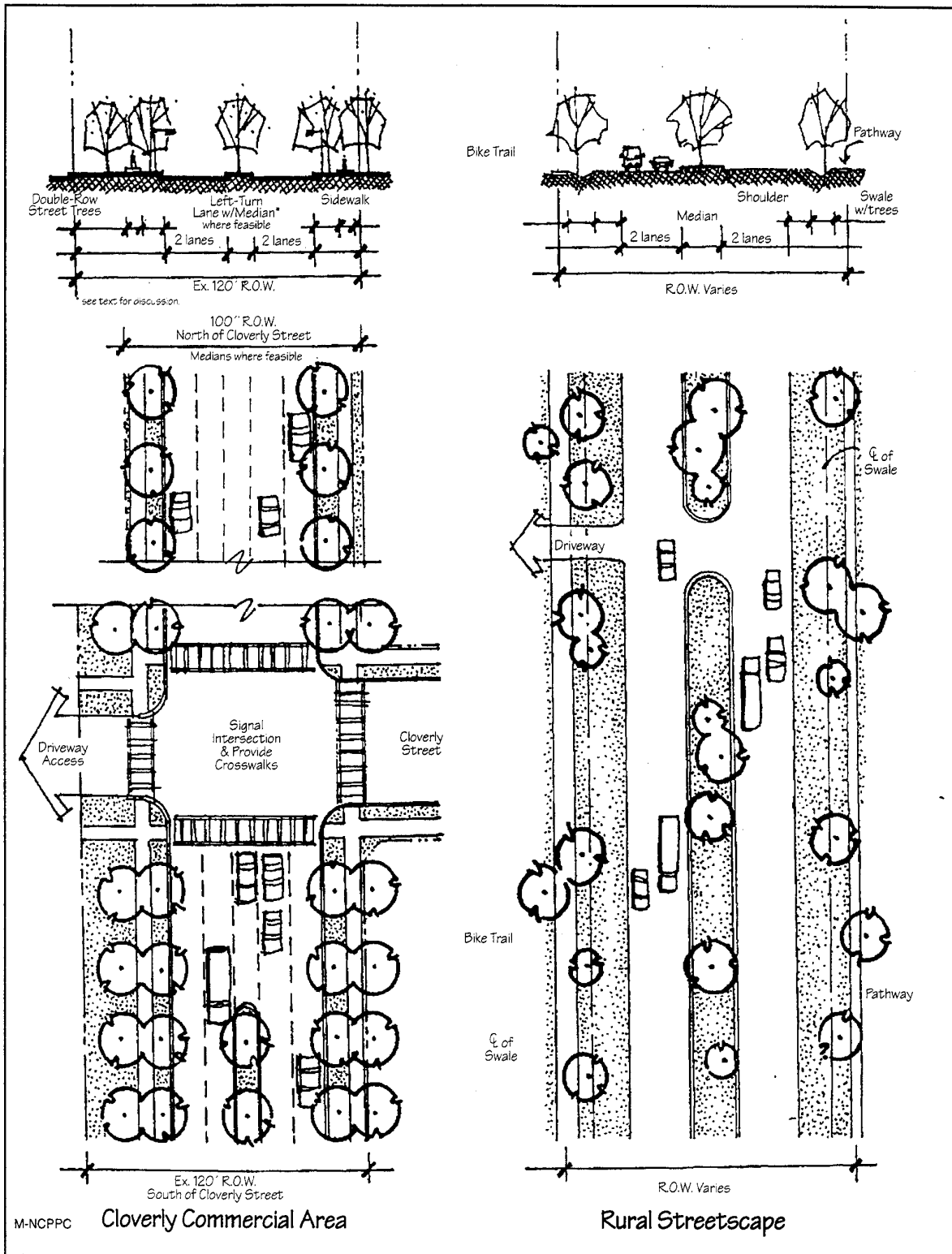
# STREETSCAPE TREATMENTS

FIGURE 20



# NEW HAMPSHIRE AVENUE STREETSCAPE

FIGURE 21





## ROAD RIGHT-OF-WAY ABANDONMENTS

- Recommend the abandonment of Cloverly Street if the conditions on page 25 are met.
- Recommend the retention of the unimproved section of the Gallaudet Avenue right-of-way. This section is to be improved with a bikepath to connect the Montgomery View subdivision, Cloverly Commercial Area, and Briggs Chaney Road. In addition, this Plan supports a partial improvement of the right-of-way to provide access to the grocery store loading area.

## RUSTIC ROADS

In 1993, Montgomery County adopted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. The program defines two categories of roads: rustic roads and exceptional rustic roads. The *Rustic Roads Functional Master Plan* does not address roads on the Interim List of Rustic Roads that are outside the Agricultural Reserve. These are addressed in the relevant area Master Plan.

The roads discussed below and shown in Figure 22, page 58 are on the Interim List of Rustic Roads or were suggested by the Citizen Advisory Committee. The roads were evaluated in the context of the land use and transportation recommendations of this master plan and according to the Rustic Roads Program criteria.

Link Road was identified as an exceptional Rustic Road on the interim list. The classification of Link Road was changed to Rustic Road when part of the road was abandoned in 1993 during the approval of a preliminary plan of subdivision.

**OBJECTIVE: Preserve the scenic and historic character of specific roads while making them safe for vehicular travel.**

### RECOMMENDATIONS:

#### **Access Road to Maydale Nature Center**

This is a narrow (10 feet) one-way street providing access to residential areas and the Maydale Nature Center. This road connects Maydale Nature Center to Briggs Chaney Road and extends for a few blocks. It is unclear from existing recorded plats if the 25-foot right-of-way shown for the Maydale access point is actually dedicated. The alignment is straight and the traffic volume very low. The road is a residential street and presents no significant rural quality. No accidents were reported on this road between 1993-1995.

- Do not designate Access Road to Maydale Nature Center as rustic because there are no significant rustic characteristics along this roadway.

#### **Avoca Lane**

Avoca Lane is a narrow (17 feet) asphalt road extending over 1,000 feet from Oak Hill Road with no shoulder. The alignment of the road is mostly straight except for slight elevation changes in certain locations. The traffic volume is low and there was one accident reported on this road between 1993 and 1995. Avoca Lane is a public road that is on the Interim Rustic Roads List.

Most of the road has complete tree canopy enclosure. There are a few homes with forested buffers in front. Forested areas block the view of distant locations. There are no historic sites on this road.

- Designate as a rustic road for its entire length.

### **Awkard Lane**

Awkard Lane is a narrow (13 feet) asphalt road extending 1,000 feet south of Holly Grove Road with no shoulder. The road is straight. The traffic volume is very low and predominantly used by local residents. No accidents were reported on this road between 1993-1995.

This public road provides access to large-lot residential homes. Except for mature trees, there are no significant rustic features along the road.

- Do not designate Awkard Lane as a rustic road because there are no significant rustic characteristics along the roadway.

### **Batson Road**

Batson Road is a narrow (varies from 14-18 feet) asphalt road extending 1.3 miles from Spencerville Road with no shoulder. The alignment of this road consists of long straight sections with gentle curves and elevation changes. The traffic volume is low and there was one accident reported on this road between 1993 and 1995. Batson Road is a public road and on the Interim Rustic Roads List.

The northern half of Batson Road is forested and provides tree enclosure over the road, with a steep hill leading to the WSSC conservation area. The southern half has individual large trees and some forested sections. Homes are concentrated along the southern half of Batson Road, as well as several landscape constructing businesses. PEPCO transmission lines cross the road and overhead utilities are located along its entire length. An equestrian trail is located at the northern end. There are two historic sites located along the road. One is Spencerville Historic District (Atlas Site 15/54 - not recommended for designation) and the second is Michael Murphy House (Atlas Site 15/56 - not recommended for designation), both are visible from the road.

- Designate as a rustic road for its entire length.

### **Bryant's Nursery Road**

Bryant's Nursery Road is a narrow (varies from 16 to 18 feet) two-lane asphalt road, extending 1.4 miles between Norwood Road and New Hampshire Avenue with no shoulder. The traffic volume is low and there were two reported accidents on this road between 1993 and 1995. The alignment of this road consists of sharp curves and a gradual elevation change in a few locations. This is a public road.

The majority of the road has partial to complete canopy enclosure. Overhead utilities are visible all along the road. Single-family homes are visible from a distance on both sides of the road. There is an historic site, listed on the *Locational Atlas and Index of Historic Sites in Montgomery County*, Old Moore Farm, which is demolished and not visible.

- Designate as a rustic road for its entire length.

### **Brogden Road**

Brogden Road is a narrow (16 feet wide) asphalt road extending more than 2,600 feet from Batson Road with no shoulder. The alignment of this road includes sharp curves and a continuous grade drop for its entire length. The traffic volume is low and there were no accidents reported on this road between 1993 and 1995. Brogden Road is a public road that is on the Interim Rustic Roads List.

Except for certain locations that are forested, the remainder of the road is lined with houses. PEPCO transmission lines are visible near the end of the road. An equestrian trail is located at the northern end of Brogden Road. There is no historic site on this road.

- Do not designate as a rustic road because there are no significant rustic characteristics along the roadway.

### **Heil Road**

Heil Road is a narrow (13 feet) two-lane roadway extending approximately 800 feet west of New Hampshire Avenue with no shoulder. This is a gravel road with straight alignment. The traffic volume is very low and used predominantly by local residents. No accidents were reported between 1993-1995.

Heil Road is a private road. It provides access to a residential subdivision and has no significant rustic features other than paving materials. The Hopkins-Frey historic site (28/32) is located on this road.

- Do not designate as rustic road because it is a private road and there are no significant rustic characteristics along its border.

### **Holly Grove Road**

Holly Grove Road is a narrow (14 feet) asphalt road with no shoulder extending approximately 2,000 feet south of Norwood Road. The section north of Norwood Road was not evaluated. The alignment of the road is straight with a horizontal curve toward the end. The traffic volume is low and used predominantly by local residents. No accidents were reported between 1993-1995. The only rustic feature of this public road is small, open-space areas. The road mainly provides access to residential homes.

- Do not designate Holly Grove Road as a rustic road because there are no significant rustic characteristics along the roadway.

### **Johnson Road**

Johnson Road is a narrow (width varies from 15 to 20 feet) asphalt road with no shoulder, extending approximately 2,600 feet west of Norwood Road. The alignment of this road consists of horizontal curves and little elevation change. The traffic volume is very low and predominantly used by local residents. No accidents were reported during the three-year period between 1993-1995.

The road is surrounded by wooded areas and a few single-family homes. Johnson Road is publicly maintained but only part of the right-of-way is currently dedicated.

Johnson Road, in its present form, qualifies as a rustic road. The concern is that the rustic features of the road are likely to change in the future. The proposed Northeast High School will be constructed along the northwest side of the road. There also is the potential for the number of homes accessing the road to more than double as vacant property develops. The location, design and character of driveways or subdivision

streets should be carefully evaluated to maintain as many significant features as possible. The significant features of Johnson Road are the narrow pavement width, tree canopy, and sharp turns.

A path between the north end of Notley Road and the Northeast High School may be needed to provide pedestrian access between the school and the Stonegate and Naples Manor subdivisions. The path should be located to minimize the impact on the environment, residents of Johnson Road and Notley Road, and on the rustic character of Johnson Road.

- Designate Johnson Road, south of the Northeast High School access point (approximately 410 feet from Norwood Road) as a Rustic Road. If the school does not use Johnson Road for access, the entire length should be designated.

### **Oak Hill Road**

Oak Hill Road is a 20-foot wide asphalt road with no shoulder, extending 1.4 miles from Spencerville Road. Its alignment is generally straight with a few gentle curves. The elevation drops steadily to a conservation park. This is a public road that is on the Interim Rustic Roads List. The traffic volume is low and there was one accident reported on this road between 1993 and 1995.

Forested areas mixed with open space and pastures are the dominant view from the road. A few locations have complete canopy enclosure; most of the road has tree canopy over one side. The distant view from Oak Hill Road is mostly wooded area. Overhead utilities are visible all along the road. It presents rustic features worthy of preservation. The historic sites on this road include Edgewood II (15/52), Drayton (15/51 - recommended), and Oak Hill (15/53) which are visible from the road.

- Designate as a rustic road for its entire length.

### **Old Orchard Road**

Old Orchard Road is a two-lane, dead-end road. The width of the road varies from 22 feet near Ednor Road to 18 feet near the end. It extends south of Ednor Road for approximately 2,700 feet. Except for a short section of gravel at the end, it is mostly asphalt. The alignment of the road consists of modest horizontal and vertical curves. The traffic volume is very low and predominantly used by the local residents. No accidents along this road were reported between 1993-1995.

Old Orchard Road is a publicly maintained road which provides access to large-lot modern homes. There are densely wooded areas as well as open space along this road. The rustic characteristics of the surrounding areas contribute to the unique features of this road and make it worthy of preservation.

- Designate Old Orchard Road as a rustic road for its entire length.

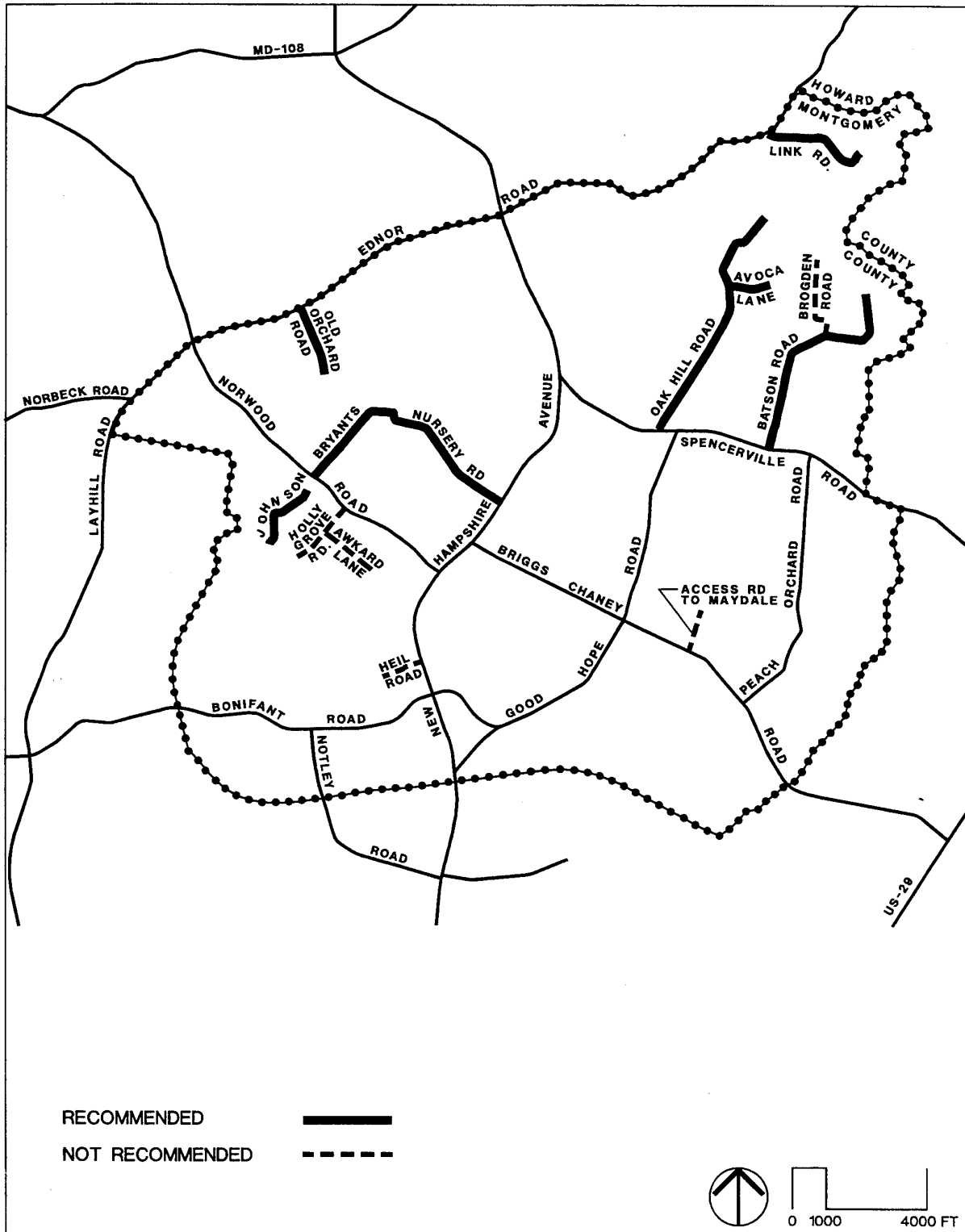
**Summary of Evaluation Criteria of Roads  
Considered for Designation as Rustic Roads**

	RUSTIC						EXCEPTIONAL		
	Narrow, Intended for local use	Traffic volume consistent with rustic road	← Outstanding natural features	Outstanding vistas; farm and rural <b>OR</b>	→ Historic Value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
Access Road to Maydale Nature Center	✓	✓				✓			
● Avoca Lane	✓	✓	✓			✓			
Awkard Lane	✓	✓				✓			
● Batson Road	✓	✓	✓		✓	✓			
Brogden Road	✓	✓				✓			
● Bryants Nursery Road	✓	✓	✓		✓	✓			
Heil Road	✓	✓			✓	✓			
Holly Grove Road	✓	✓				✓			
● Johnson Road	✓	✓	✓	✓		✓			
● Link Road	✓	✓			✓	✓			
● Oak Hill Road	✓	✓	✓	✓	✓	✓			
● Old Orchard Road	✓	✓	✓			✓			

● Recommended as rustic.

# RUSTIC ROADS

FIGURE 22



## TRANSIT

The low-density of development in Cloverly makes effective transit service difficult. However, for those commuters who can use transit for a portion of their trip, faster express bus service from a park-and-ride lot and from increased service on existing routes may be feasible.

**OBJECTIVE: Make the use of transit more convenient.**

### RECOMMENDATION:

- Allow the shared use of parking lots in the Cloverly area for park-and-ride or car pooling activities in underutilized parking lots. The existing park-and-ride lots on New Hampshire Avenue and near US 29 should continue to be the primary park-and-ride facilities for Cloverly. Parking lots in environmentally sensitive areas should not be expanded for this purpose.

## BIKEWAYS

**OBJECTIVE: Locate, design, and construct safe and convenient bikeways connecting local community centers and services and support a regional bikeways network.**

Bikeways serve a variety of users with different needs. Some recreational routes are used by children as well as adult cyclists. Other bikeways serve commuting cyclists. These bikeways should connect with each other and with bikeways in other parts of the County to be effective. Bikeway design should include safe crossing of major roadways and signs to promote motorist awareness.

Figure 23 on page 60 shows and Table 5 on page 61 lists existing and proposed bikeways in Cloverly. Three classes are specified: Class I is a separate off-street path; Class II and Class III are on-street facilities with either a striped separate bike lane or shared/widened lanes both with signs to indicate the route. Several bikeways, particularly those within stream valleys and parks, are discussed in the Community Facilities Chapter.

All bikepaths in parks are subject to an environmental feasibility study, which evaluates the unique conditions in each park. Recreational development in stream valley and flood plains must be sensitive of needs to protect the environment. Each study will determine whether a bikepath is feasible given the environmental conditions, as well as appropriate trail surfaces, location, alignment, linkages to other trails, users (cyclists, equestrians and/or pedestrians), and necessary protective and mitigation measures. The interaction of cyclists, equestrians, and pedestrians on individual trails also will be addressed during the design stage.

### RECOMMENDATIONS:

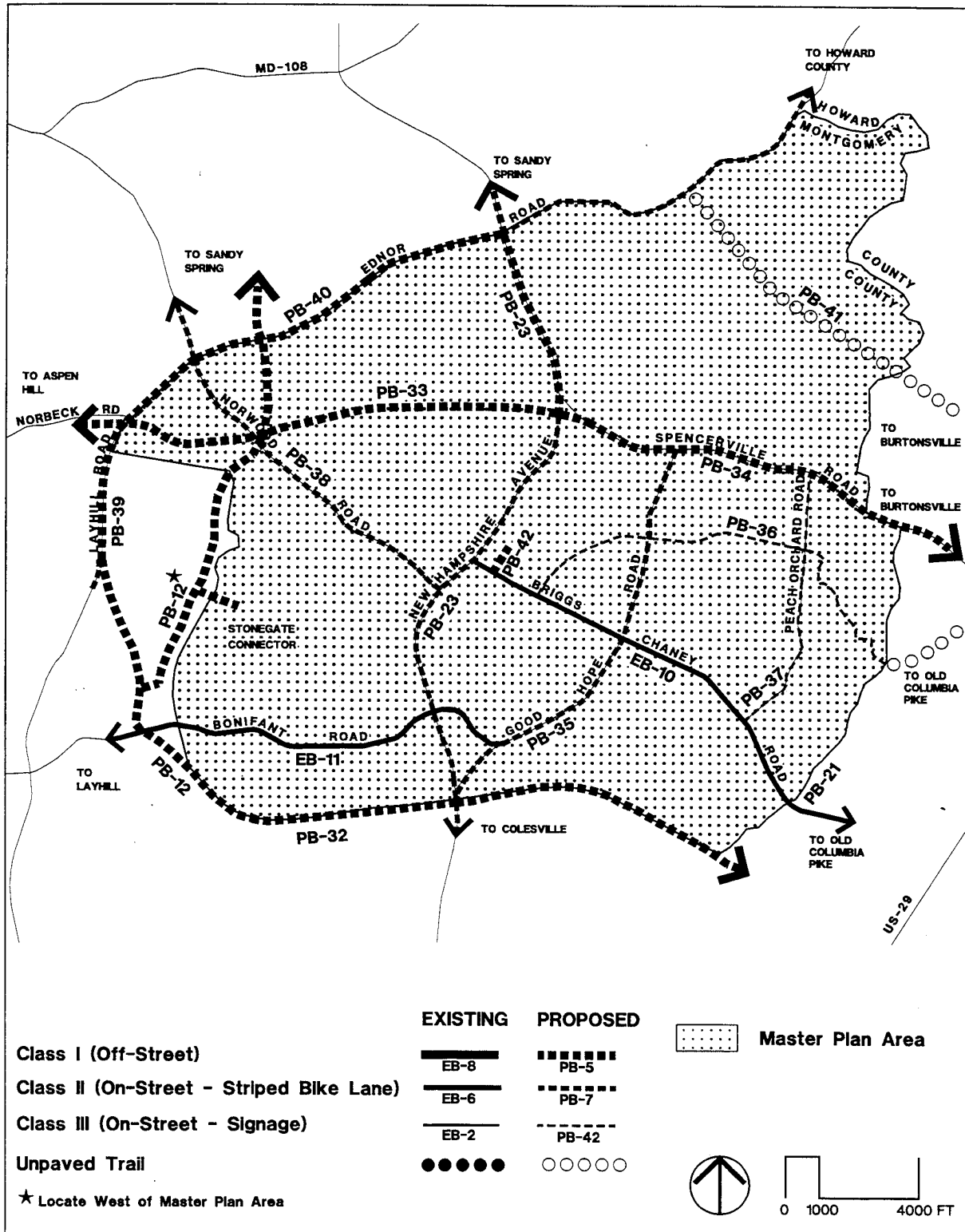
- Provide neighborhood connections to on-road and off-road bikeways.
- Provide adequate signage along Class II and Class III bikeways to direct cyclists and alert motorists that bicycle traffic can be expected.
- Among the bikeways recommended are the following:
  - Construct the Northwest Branch bikeway between the proposed ICC alignment and Ednor Road.





# BIKEWAY PLAN

FIGURE 23



**Table 5  
BIKEWAY PLAN**

<b>Route<sup>1</sup></b>	<b>Name</b>	<b>Location</b>	<b>Class</b>	<b>Status</b>
EB-10	<b>Briggs Chaney Road</b>	New Hampshire Ave. to Paint Branch	II	Existing
EB-11	<b>Bonifant Road</b>	Northwest Branch to Cape May Road	II	Existing
PB-12	<b>Northwest Branch</b>	Proposed ICC to Ednor Road	I	Trail alignment and surface to be determined by environmental study. Includes Stonegate Connector.
PB-23	<b>New Hampshire Avenue</b>	Proposed ICC to Spencerville Road	II	Proposed with SHA road widening to Spencerville Road
		Spencerville Road to Ednor Road	I	Proposed as part of the Hampshire Greens development
PB-32	<b>Proposed Intercounty Connector</b>	Entire Limits	I	To be evaluated in the Intercounty Connector Environmental Impact Study
PB-33	<b>Norbeck Road Extended</b>	Layhill Road to New Hampshire Avenue	I	To be implemented with road construction
PB-34	<b>Spencerville Road</b>	New Hampshire Avenue to the eastern edge of planning area	I	
PB-35	<b>Cape May Road/ Good Hope Road</b>	New Hampshire Avenue to Spencerville Road	II	
PB-36	<b>Rainbow Drive-Thompson Road to Paint Branch Park</b>	Briggs Chaney Road to Paint Branch Trail	III	Donna Drive-Peachstone Drive-Seibel Drive may serve as an interim connection to Paint Branch Park
PB-37	<b>Peach Orchard Road</b>	Briggs Chaney Road to Spencerville Road	III	
PB-38	<b>Norwood Road</b>	Ednor Road to New Hampshire Avenue	II	
PB-39	<b>Layhill Road</b>	Northwest Branch Trail to Norwood Road	I	To be implemented with future widening of Layhill Road.
PB-40	<b>Ednor Road</b>	Norwood Road to New Hampshire Avenue	I	
		New Hampshire Avenue to Howard County	II	
PB-41	<b>Patuxent Trail</b>	Ednor Road to eastern planning area boundary	I	Conditioned on PEPCO approval.
PB-42	<b>Gallaudet Avenue</b>	250 feet north of Cloverly Street to Briggs Chaney Road	I	

Note: 1. EB = Existing Bikeway; PB = Proposed Bikeway

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<b>Route<sup>1</sup></b>	<b>Name</b>	<b>Location</b>	<b>Class</b>	<b>Status</b>
Bikeways may be provided by developers.				

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An environmental feasibility study is underway between Randolph Road and Bonifant Road to determine the best location for this bikeway. Another environmental feasibility study will determine the location and surface of the trail north of Bonifant Road. It may need to be located west of the Northwest Branch and follow Layhill Road to Ednor Road.

- Construct the Stonegate Connector, a Class I bikeway connecting Cutstone Way at Balboa Drive to the Northwest Branch bikeway.
- Construct a Class I bikeway as part of the Norbeck Road Extension and a Class I bikeway along Spencerville Road.
- Include a Class I bikeway in the design of the Intercounty Connector depending on the outcome of the environmental impact study.
- Provide a recreational off-road trail along the PEPCO transmission line right-of-way passing through the Patuxent watershed. The topography along the PEPCO right-of-way is quite hilly in places, so this route would be available for use by off-road bicycles only.
- Construct a paved connection for pedestrian and bikeway traffic to link the paved portion of Gallaudet Street with Cloverly Street and Briggs Chaney Road. Locating the bikepath on the east side of the right-of-way, behind the grocery store, should be considered to increase separation between the path and store.

## **PEDESTRIAN CIRCULATION**

Pedestrian circulation in Cloverly is limited because of the absence of sidewalks in many areas. Most existing sidewalks are located in the southern half of Cloverly where development densities are highest. In some locations, such as Briggs Chaney Road and Bonifant Road, the bikepath or hard shoulder serve as sidewalks. This Plan identifies proposed sidewalk locations and is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

**OBJECTIVE: Provide a sidewalk network that connects residential areas to public facilities, commercial areas, and bus stops.**

### **RECOMMENDATIONS:**

- Provide sidewalks on both sides of new roads and when existing roads are improved. The construction of sidewalks and paths along one side of a road may be acceptable to limit environmental impact.
- Connect existing sidewalks to public facilities, commercial areas, bus stops, neighborhoods, and other sidewalks.
- Use asphalt paths, where practical, to help maintain Cloverly's rural character. It is important that the existing character of neighborhoods be preserved if sidewalks are constructed along residential streets. The use of concrete sidewalks may be appropriate to maintain safety where paths are located directly adjacent to open section roads or where connections are made to other concrete sidewalks.

- Determine the location of new sidewalks through DPW&T's sidewalk program in consultation with affected property owners.
- Relocate the sidewalk along New Hampshire Avenue in front of commercial properties to improve safety and the visual appearance when development occurs. The current improvements to New Hampshire Avenue place the sidewalk directly adjacent to the curb. The intent of this recommendation is to incorporate a planting strip with grass and trees between the travel lanes and the relocated sidewalk when development or redevelopment occurs.
- Provide a sidewalk along the west side of Notley Road south of Bonifant to connect with a proposed path in the White Oak Master Plan.
- Construct a sidewalk along Notley Road between Stonegate Road and the northern end of Notley Road to provide safe pedestrian circulation along Notley Road and to Stonegate Elementary School and the proposed Northeast High School. The location of the sidewalk should be determined by DPW&T in consultation with the affected property owners.
- Provide a sidewalk connecting Notley Road to the proposed Northeast High School along Johnson Road. The path should be located to minimize the impact on the environment, on residents of Johnson Road and Notley Road, and on the rustic character of Johnson Road. The path would connect to the internal high school path system around the southern boundary of the school property.
- Provide a sidewalk along Cape May Road to connect residents on Good Hope Road with bus service along New Hampshire Avenue.
- Provide a sidewalk along Thompson Road between Peach Orchard Road and Briggs Chaney Middle School.
- Provide a sidewalk along Good Hope Road.
- Provide a sidewalk along Peach Orchard Road.

## **DELETIONS FROM THE 1981 PLAN**

The following items were recommended by the 1981 Plan but are not included in this Master Plan:

- (1) Peachwood Drive (P-18): Delete extension between Windmill Lane and Briggs Chaney Road.
- (2) Rainbow Drive (P-8): Delete connection to Briggs Chaney Road.
- (3) Notley Road North (P-7): Delete connection via Johnson Road to Norwood Road.
- (4) Notley Road (P-7): Delete connection north and south of Bonifant Road.
- (5) Briggs Chaney Road (A-51): Delete realignment to Norwood Road.