

# TRANSPORTATION PLAN

## OVERVIEW

This Plan proposes a number of changes to the transportation network proposed in the 1980 Plan. These changes include:

- Realignment of Brooke Road at MD 108 intersection to improve access and safety for the future fire station and accommodate a village green.
- Provision of new primary residential street between MD 108 and future development south of MD 108.
- Designation of a design concept for MD 108 with no more than three lanes to preserve the character of the village centers and to maintain the road's scale with the scale of adjacent development.

The recommended road network is shown in Figure 20 and summarized in Table 3.

This Plan also proposes a system of pedestrian and bicycle paths to allow people to experience the area's setting without being in a car. This Plan includes roadway design guidelines to help maintain the rural character of Sandy Spring/Ashton. Implementation of these guidelines and the creation of new roadway designs to enhance the rural character are high priority recommendations of this Plan.

**OBJECTIVE:**            **Provide a transportation network that balances regional transportation needs with the rural character envisioned for the study area.**

Although this Plan emphasizes a rural, low-density land use pattern, traffic volumes along all regional roadways are likely to increase. Traffic growth has been, and will continue to be, primarily generated by commuters outside the area bound for Olney, the District of Columbia, Silver Spring, and the I-270 Corridor as well as those headed for Columbia and Johns Hopkins Research Center in Howard County. (See Figure 1.) Between 1980 and 1990, traffic on MD 108 doubled because of growth in Olney and elsewhere in the region. Although traffic growth will continue, the Street and Highway Plan must balance the function of the roadways in the area with the character of its communities. The MD 198 Connector, or Norbeck Road Extended, is shown in Figure 19. Although neither the ICC nor Norbeck Road Extended is in the study area, these east-west thoroughfares could have a substantial effect on Sandy Spring/Ashton by diverting through traffic away from MD 108 and thereby helping to preserve the area's rural character.

## RECOMMENDATIONS:

### *Road Network*

#### **Intercounty Connector (ICC)**

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

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

#### **New Hampshire Avenue (MD 650)**

New Hampshire Avenue is an important north-south roadway. It is a two-lane road within the Sandy Spring/Ashton area, although it widens with turning lanes at key intersections. This Plan recommends that New Hampshire Avenue not be widened beyond two through lanes except for essential acceleration/deceleration or turn lanes. Paths for pedestrians and cyclists are recommended along New Hampshire Avenue, as shown in Figures 22 and 23. New Hampshire Avenue is important to the character of Sandy Spring/Ashton. A variety of strategies for preserving and enhancing the character of this road, which defines the New Hampshire Avenue Area, are discussed in the Land Use, Design and Zoning chapter on pages 49-50 and in the section on Roadway Character.

#### **Norwood/Dr. Bird Road (MD 182)**

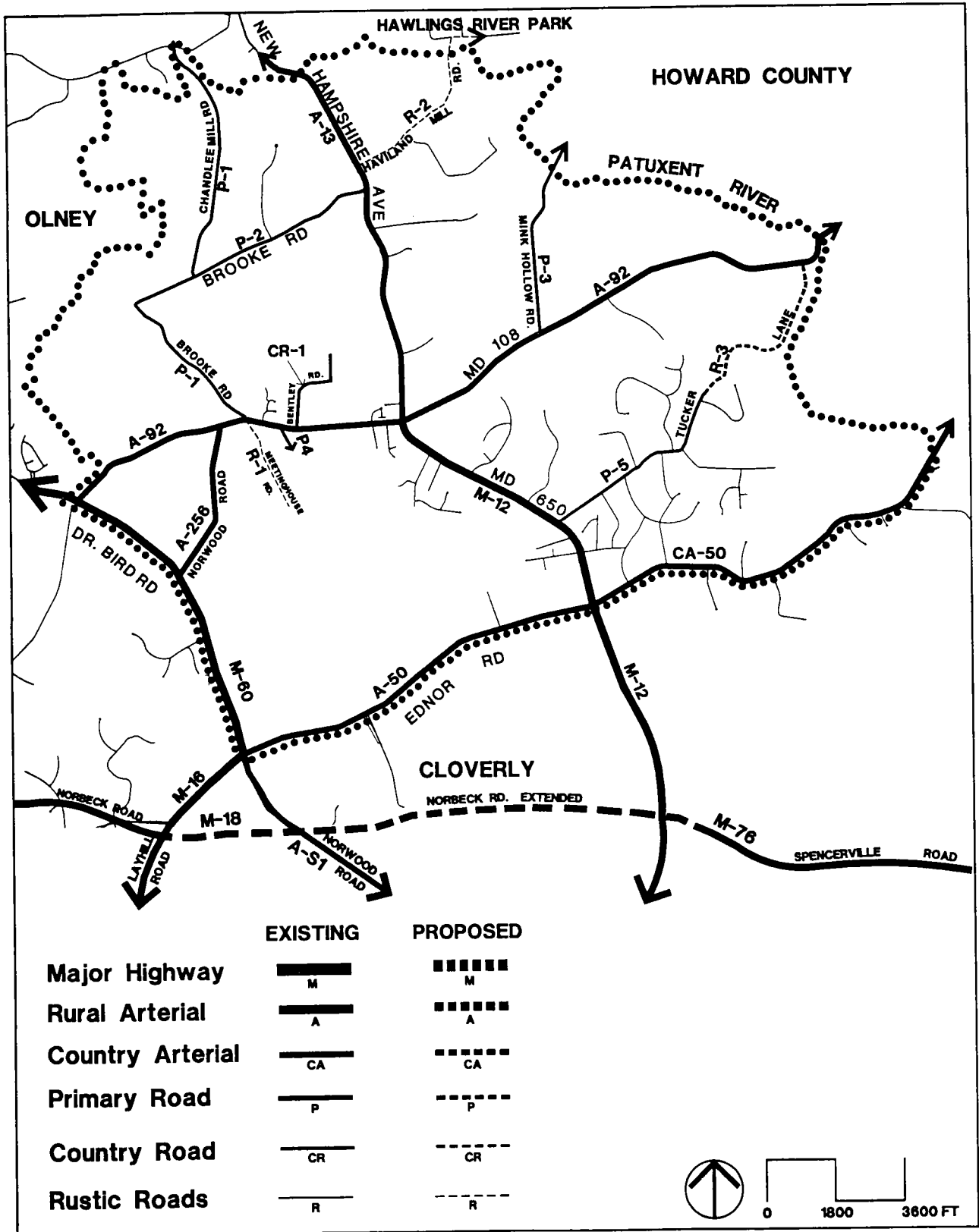
MD 182, comprising Dr. Bird Road, Norwood Road and Layhill Road, is classified as a major highway from MD 108 to Georgia Avenue (MD 97). The link between Norbeck Road (MD 28) and MD 108 has been under consideration by the Maryland State Highway Administration as a project planning study.

The section of MD 182 between MD 108 and Ednor Road, which includes Dr. Bird Road and a portion of Norwood Road, is currently an attractive, two lane road with rural features. There are no shoulders; trees and shrubbery help define the road in many places, and there are frequent views of open fields beyond the pavement edges.

- This Plan recommends that this stretch be retained as an open-section two-lane road in order to retain the rural character of the area, except where shoulders and other improvements are needed to ensure safe travel conditions. (See Figure 21.) Design guidelines that apply to Norwood/Dr. Bird Road are discussed in the section on Roadway Character.

# STREET AND HIGHWAY PLAN

FIGURE 20



## **Olney-Sandy Spring Road/MD 108**

MD 108 is an important east-west arterial road which also serves as the “main street” for the Sandy Spring and Ashton villages centers. While the traffic forecast may justify widening to four lanes, this is not desirable because of the negative implications for the character and design of the village centers.

- This Plan recommends the creation of a cross-section for MD 108 that preserves the rural character of the road, the character and scale of the village centers, allows good traffic movement, and yet does not impede pedestrian circulation. The cross-section designs for both open and closed sections are shown in Figure 21. The closed section is recommended within the village centers and the open section elsewhere. The features of the cross-section design include:
  - A right-of-way of 80 feet that maintains a village scale with buildings lining the “main street” as they have in the past.
  - Maximum of three lanes to consist of two through lanes and, where needed, one auxiliary lane used for turning lanes, or acceleration/deceleration lanes.
  - Pavement width of 36-39 feet.
  - Bikeway

## **Ednor Road**

The Cloverly Master Plan changed the designation of Ednor Road from primary to country arterial east of New Hampshire Avenue. This change helps retain rural character along the road and reflects the high traffic volumes and the road's function as a connector between Howard County and New Hampshire Avenue. This Plan maintains the existing two-lane configuration except for safety reasons at intersections.

- If safety improvements are needed to Ednor Road west of New Hampshire Avenue, every effort should be made to retain existing trees north of Ednor Road.

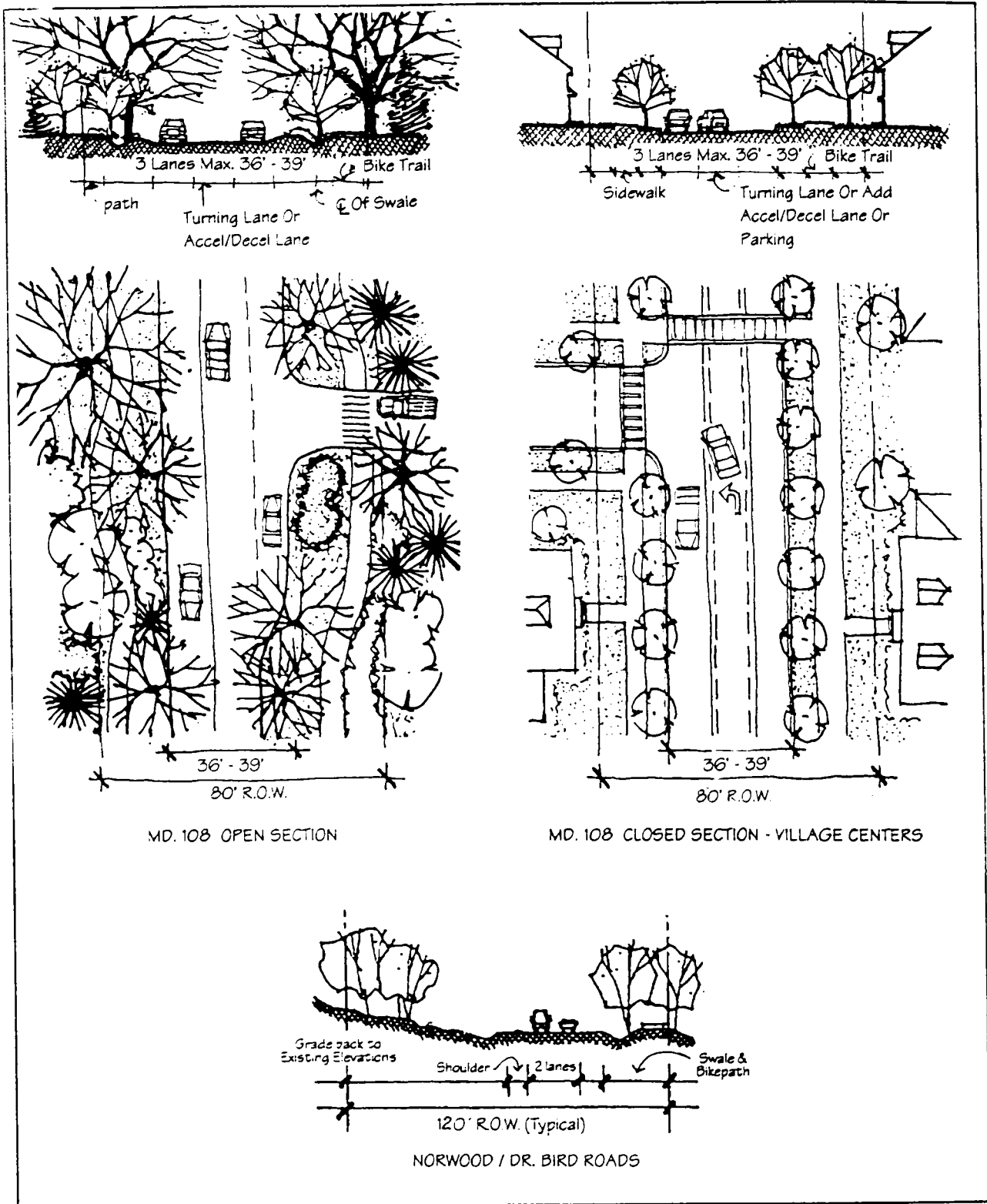
## **Bentley Road**

Bentley Road is one of the original country lanes in Sandy Spring and is associated with the history and development of this rural village. Bentley Road retains the character and quality of a rural road today.

- This Plan reclassifies Bentley Road to a country road. Suggested design features for the cross-section are shown in the *Rustic Roads Plan*. The pavement width would be 18-22 feet wide with shoulders up to 4 feet wide. The design standards would be flexible to allow the Montgomery County Department of Public Works and Transportation (MCDPW&T) to provide safety improvements and other minor improvements compatible with the rural character of the area. The actual width would be determined by design speed and traffic volume. In addition, the intent is that drainage facilities would be constructed only if sheet flow creates problems and would be custom designed to blend into the countryside, infiltration facilities being the first choice.

# STREETSCAPE: MD 108 AND NORWOOD/DR. BIRD ROAD

FIGURE 21



## **Brooke Road**

Along with Chandlee Mill Road, Brooke Road provides vehicular circulation to the community in the northwest quadrant of Sandy Spring/Ashton. The community has raised a safety issue concerning one sharp curve on Brooke Road north of MD 108. Fixing the problem may affect adjacent property and would probably be costly due to environmental and topographical constraints. However, MCDPW&T should review the need for safety improvement measures and implement those that are needed.

- This Plan recommends that Brooke Road be improved and realigned slightly, to help improve pedestrian and vehicular movement in the village center. This would maintain the historic crossroads of Brooke Road as the center of the village and allow better pedestrian access to shops and homes in the area. Improvements are likely to be needed to provide access for a new fire station on Brooke Road. Such improvements will probably require additional right-of-way and the removal of at least one existing building.

## **New Roads**

- Provide access to MD 108 for a new neighborhood at Sherwood High School. This Plan recommends that a new primary road, P4, be provided to serve the area adjacent to Sherwood High School. (See Figure 22.) This is discussed in detail in the Land Use, Design and Zoning chapter.

## ***Roadway Character and Design Guidelines***

One of the planning issues is how to maintain the rural character of roadways when traffic volumes, either now or in the future, require roadway improvements and widenings. The following guidelines pertain to all new roads and road improvements.

- Provide street patterns that enhance and preserve the rural character. Where street lighting is appropriate, ensure that the style, scale and intensity are compatible with the rural character.
- Provide for slow speed and low volumes of traffic in the layout and design of neighborhood streets and lanes. There should be little on-street parking so that people can walk and bike places easily. Provide bike paths within the right-of-way where appropriate, and provide a path system that allows people to reach community destinations.
- Encourage narrow pavement where possible while providing for traffic flow and safety.
- Encourage design of intersection improvements that retain the rural character.
- Encourage locating new roads to fit into the landscape so that important views are protected.
- Give special attention to the landscaping along the edges of the road and within the right-of-way while ensuring adequate public safety and traffic operations:
- Protect existing hedgerows and forested areas along rural roads in general to maintain the rural character at the roadside.

- Protect existing hedgerows, fences and the roadside plantings associated with historic sites and homesteads.
- Discourage man-made berms and encourage plantings inspired by the traditional landscape features typical of the area, such as hedgerows and native woodlands.
- Create areas of woodland along roads to re-create rural character along portions of existing roadways and to provide an alternative to regularly placed street trees .
- Recognize the need to maintain utilities and associated rights-of-way to provide safe and reliable service.
- Apply the development guidelines for the New Hampshire Avenue area to other existing roads such as MD 108, Ednor Road and Norwood/Dr. Bird Road.
- Ensure new rural neighborhood design by evaluating current County road design and developing new road designs for this type of rural neighborhood. As part of this effort, a “country lane” classification is already recommended in the *Rustic Roads Functional Master Plan* (Rustic Roads Plan) and a new road cross section is being developed. The design and location of neighborhood roads are important to establishing rural character. Neighborhood roads, known as secondary and tertiary residential roads, are normally not discussed in a master plan. However, the design of neighborhood roads, either as public or private roads, should be consistent with the rural character principles and guidelines of this Plan. New road sections developed in the County to address character should be used together with careful road layout and planting design. Integrating a path system for neighborhoods that might make use of “country lanes” as paths should also be considered.
- Encourage MCDPW&T to develop new open section roadway designs take into consideration some of the features unique to rural areas. Some of the general features preserved through the Rustic Roads Program, or identified in the analysis of New Hampshire Avenue may be appropriate to integrate into new open section road designs. Retain the natural edge where possible except along those areas where site distance and clearance are necessary to provide safe operation.

### ***Intersections***

The following intersections have been identified for improvements because of existing or forecasted levels of congestion. Other intersections that are not listed may also be improved because of conditions of approval associated with subdivision review prior to, during, or after development of this Plan. General types of improvements include the addition of turning lanes, bypass lanes, acceleration/deceleration lanes or changes in signalization. In all cases, especially those where the acquisition of additional right-of-way will be necessary, modifications to intersections should minimize impacts on the rural character of the area while improving traffic and pedestrian safety. Because intersection improvements are operational issues more appropriately addressed by other State and County transportation agencies, this Plan does not propose specific improvements. The

detailed design of each improvement will occur closer to its actual construction and should be consistent with the rural character guidelines given in this Plan.

New Hampshire Avenue/MD 108  
New Hampshire Avenue/Ednor Road  
Norwood Road/Layhill Road/Ednor Road  
MD 108/Norwood Road

### ***Rustic Roads***

Montgomery County has enacted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. Classifying a road as rustic ensures that any improvements will be custom-designed to protect its character. The legislation creating the Rustic Roads Program defines two categories of rustic roads: rustic and exceptional rustic. Briefly, the criteria for classification are:<sup>1</sup>

#### Rustic

- Narrow, intended for local use
- Traffic volume consistent with rustic nature
- Outstanding natural features
- Outstanding vistas, both farm and rural
- Historic value
- Accident history does not suggest safety problems

#### Exceptional Rustic

- Significant contribution to land character
- Unusual features
- Would be negatively affected by modifications

Table 3 and Figure 20 present information regarding rustic roads. In addition to the three roads recommended for designation, Marden Lane should be considered in the future if it ever changes from a private to a public road.

- **Add the designated portions of Meeting House Road, Haviland Mill Road, and Tucker Lane to the Rustic Roads Program to maintain their character and reflect the rural and rural origins of the area.**

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<sup>1</sup> A full description of the criteria used to evaluate roads as rustic and exceptional rustic, as well as a comprehensive description of the Rustic Roads Program, is found in the *Rustic Master Plan*, available at the Montgomery County Planning Department.

**TABLE 3**

**ROADWAY CLASSIFICATIONS**

<b>Master Plan Roadway Designation</b>	<b>Name</b>	<b>Limits</b>	<b>Minimum Right-of-Way Width</b>	<b>Existing Number of Travel Lanes</b>	<b>Recommendations</b>
<b>Major Highways</b>					
M-12	New Hampshire Avenue (MD 650)	Ednor Road and MD 108	120'	2	Maintain two traffic lanes except where improvements may be needed for access or safety
M-60	Norwood/ Dr. Bird Road (MD 182)	Layhill Road (MD 182) and MD 108	120'	2	Upgrade to two lanes with shoulders. See text for other recommendations.
<b>Arterial Roads</b>					
A-13	New Hampshire Avenue (MD 650)	MD 108 northward to Sandy Spring Planning Area Boundary	80'	2	Maintain two traffic lanes except where localized improvements may be needed for access or safety
A-50	Ednor Road	Norwood Road (MD 182) to (MD 650)	80'	2	Maintain two traffic lanes except where localized improvements may be needed for access or safety
A-92	Olney-Sandy Spring Road (MD 108)	Howard County line and Dr. Bird Road	80'	2	No more than 3 lanes between MD 650 and Norwood Road except where 4 lanes already exist
A-256	Norwood Road	Dr. Bird Road and MD 108	80'	2	
<b>Country Arterials</b>					
A-50	Ednor Road	New Hampshire Avenue (MD 650) to Montgomery County/Howard County Boundary Line	80'	2	Maintain 2 travel lanes except where improvements may be needed

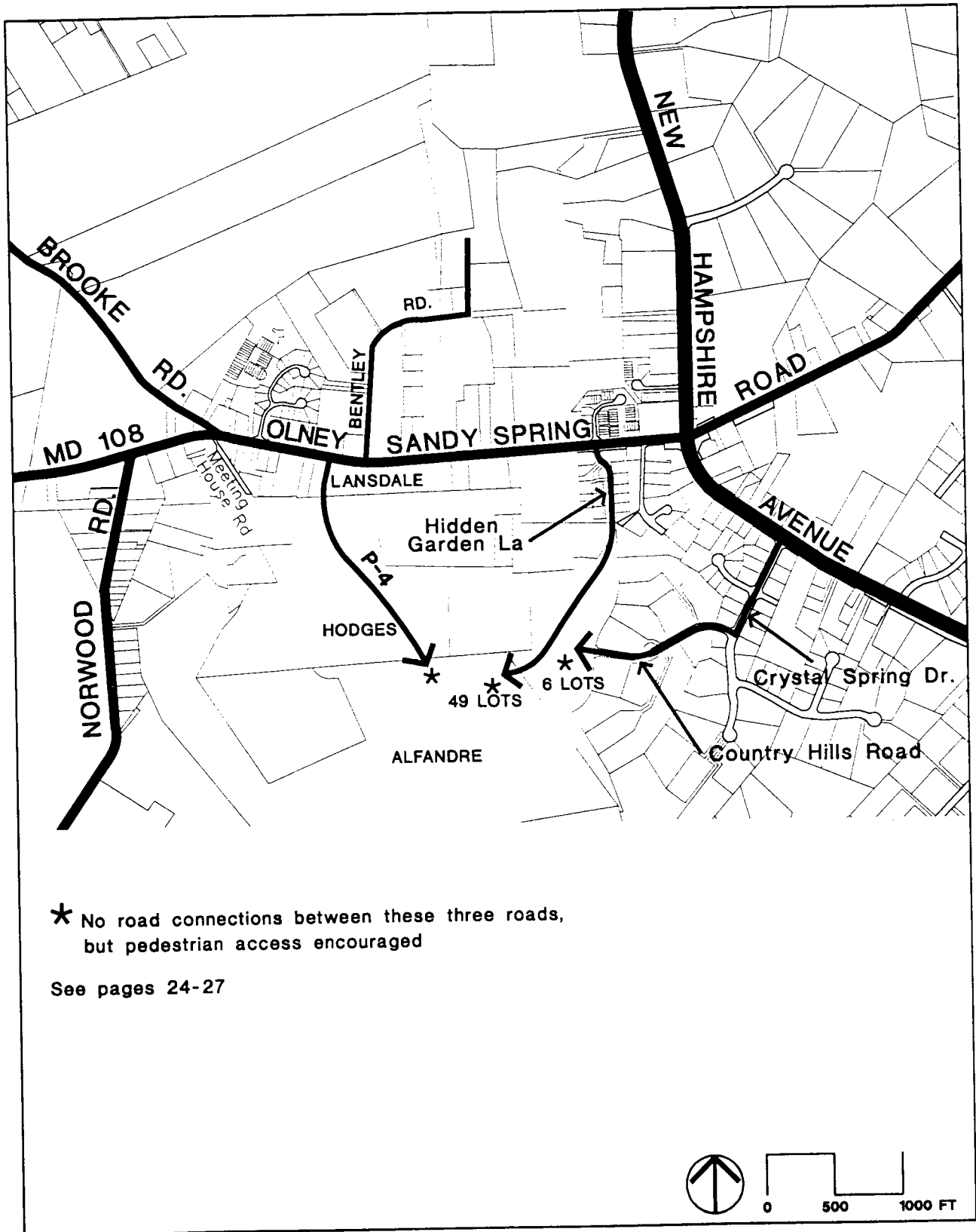
**TABLE 3 (CONTINUED)**

**ROADWAY CLASSIFICATIONS**

<b>Master Plan Roadway Designation</b>	<b>Name</b>	<b>Limits</b>	<b>Minimum Right-of-Way Width</b>	<b>Existing Number of Travel Lanes</b>	<b>Recommendations</b>
<b>Primary Residential Streets</b>					
P-1	Chandlee Mill Road	Brooke Road to Goldmine Road	70'	2	
P-2	Brooke Road	New Hampshire Avenue (MD 650) to MD 108	70'	2	See text for discussion of Brooke Road at MD 108
P-3	Mink Hollow Road	MD 108 and Howard County line	70'	2	
P-4	Proposed new road	MD 108 to future development south of MD 108	70'		See text for discussion of new road. Only one road will be constructed.
P-5	Tucker Lane	New Hampshire Avenue to Ednor View Terrace	70'	2	
<b>Rustic Roads</b>					
R-1	Meeting House Road	MD 108 to about 0.40 mile south of MD 108	60'	2	Features include: Agricultural vistas; access to Meeting House Road and The Sandy Spring; tree-lined narrow road, part unpaved
R-2	Haviland Mill Road	Brinkwood Road to Montgomery County/Howard County line	60'	2	Features include: Views of meandering Hawlins River and floodplain; rural landscape with fairly steep hills and flat pastures; access to Woodside Cemetery and farm houses
R-3	Tucker Lane	Ednor View Terrace to MD 108	60'	2	Features include: Vista of the Patuxent River Watershed Conservation Park & WSSC open space with meandering stream; narrow, paved road with tight 'S' curves; access to fishing and equestrian trails

# ROAD ACCESS FOR NORTHERN NEIGHBORHOOD

FIGURE 22



\* No road connections between these three roads, but pedestrian access encouraged

See pages 24-27

## PEDESTRIAN PATHS AND BIKEWAY PLANS

**OBJECTIVE:** Enhance mobility for pedestrians and bicyclists by providing a network that links open space, parks, the village centers, other community destinations, and the regional network.

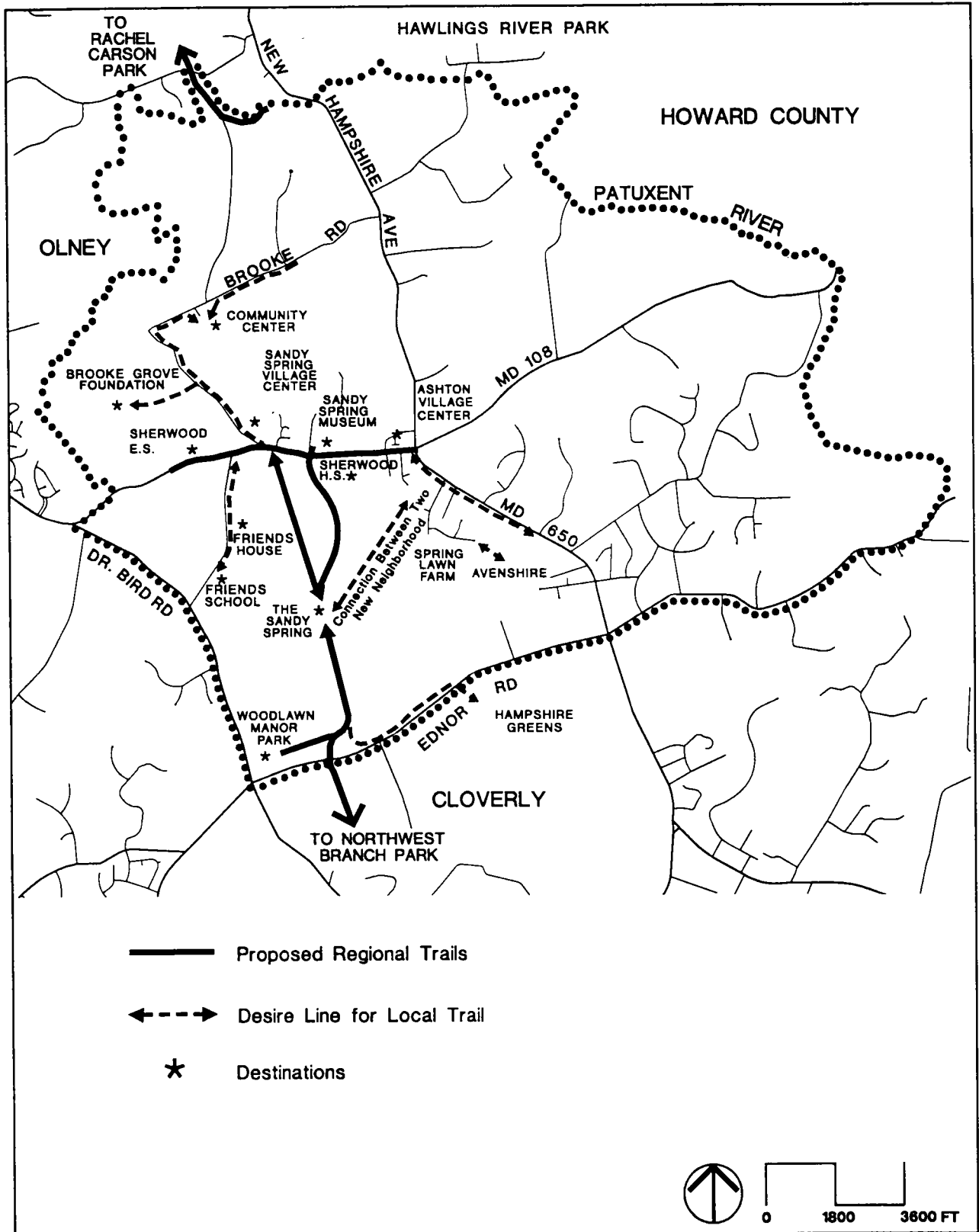
This Plan recognizes that mobility means more than access for automobiles.

### RECOMMENDATIONS:

- **Improve pedestrian access within walking distance of the village centers. Pedestrian access is more important around the village centers where more homes and businesses are located in close proximity. This is illustrated in Figure 23.**
- **Encourage local neighborhood connections to main paths. Local recreational trails should be provided at the time of subdivision review to enhance the main trail system.**
- **Ensure that paths and sidewalks are located and landscaped to fit with the character of the area. Some paths could be used as combined hiker/biker trails where appropriate. Paths should follow the topography in a manner typical of a rural path.**
- **Give consideration to providing sidewalks only within the village centers and more rural paths everywhere else.**
- **Provide safe, convenient bikeways (Figure 24) that can be used by all ages and levels of experience and provide access to the rural landscape of Sandy Spring/Ashton and community destinations. (See Table 4.)**
- **Provide links to the bikeways in the *Master Plan of Bikeways*, the *Cloverly Master Plan*, and the Howard County bikeway plan.**
- **Integrate the bikeway system with public parks and trails.**
- **Emphasize bikeway access from neighborhoods to shops and workplaces in the village centers as well as to community facilities.**
- **Emphasize the concept of a rural, biker-friendly community and, where appropriate, locate special signs alerting motorists to respect the movement of cyclists.**

# PEDESTRIAN PATHS

FIGURE 23



**TABLE 4**  
**BIKEWAY PLAN**

<b>Route</b>	<b>Name</b>	<b>Limits</b>	<b>Type</b>	<b>Notes</b>
PB-40	Ednor Road	Norwood Road and New Hampshire Avenue	Class I	South side along Hampshire Greens - behind hedgerow.
		New Hampshire Avenue and Patuxent River	Class II	On-road.
PB-23	New Hampshire Avenue	Hawlings River and MD 108	Class II or III	On-road. Use existing shoulder.
		MD 108 and Ednor Road	Class I	Off-road
PB-66	MD 108	Olney Theater to Ashton village center - east side of New Hampshire Avenue	Class I	Retain character along MD 108 with narrow path if necessary.
		East side of New Hampshire Avenue to Howard County line	Class III	On-road.
PB-38	Norwood Road	Ednor Road to Dr. Bird Road	Class I	Construct bike path with future road improvements by SHA
BP-67	Norwood Road	Dr. Bird Road to MD 108	Class II	On-road.
PB-38	Dr. Bird Road	Norwood Road to MD 108	Class I	Construct bike path with future road improvements by SHA.
PB-68	Brooke Road	MD 108 to Chandlee Mill Road	Class III	On-road.
		Chandlee Mill Road to north-south Regional Trail	Class I	Off-road.
PB-70	P-4	Connect southern and northern neighborhoods	Class I/III	Class I along P-4; Off-road between the two neighborhoods.
PB-69	Chandlee Mill Road	Hawlings River to Brooke Road	Class III	On-road.

# BIKEWAY PLAN

FIGURE 24

