

# Chapter Five

## TRANSPORTATION AND MOBILITY PLAN

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### Street and Highway Plan

### Transit Plan

### Non-Motorized Mobility

**K**ensington-Wheaton's initial development, particularly in the town of Kensington, was based on the railroad. The Baltimore and Ohio Railroad cuts across the southwestern corner of the Kensington-Wheaton planning area and is still used by commuters. The area's growth after World War II, however, was based on the car. Public policy is now encouraging a greater use of other forms of transportation than the private automobile. This implies that means of travel other than single-occupant commuting will be getting greater emphasis than road improvements.

The backbone of the highway network in the Kensington-Wheaton area includes the Capital Beltway and six major highways: University Boulevard, Georgia Avenue,

Connecticut Avenue, Veirs Mill Road, Randolph Road, and Layhill Road. Illustration 5-1 shows traffic volumes on the major roads in 1984.

*The Capital Beltway (I-495)* is the southern boundary line for the Kensington-Wheaton area. In 1984, the 8-lane section east of Georgia Avenue had an Average Annual Weekday Traffic (AAWT) of about 131,000 vehicles. West of Georgia Avenue, the AAWT was about 144,000 vehicles.

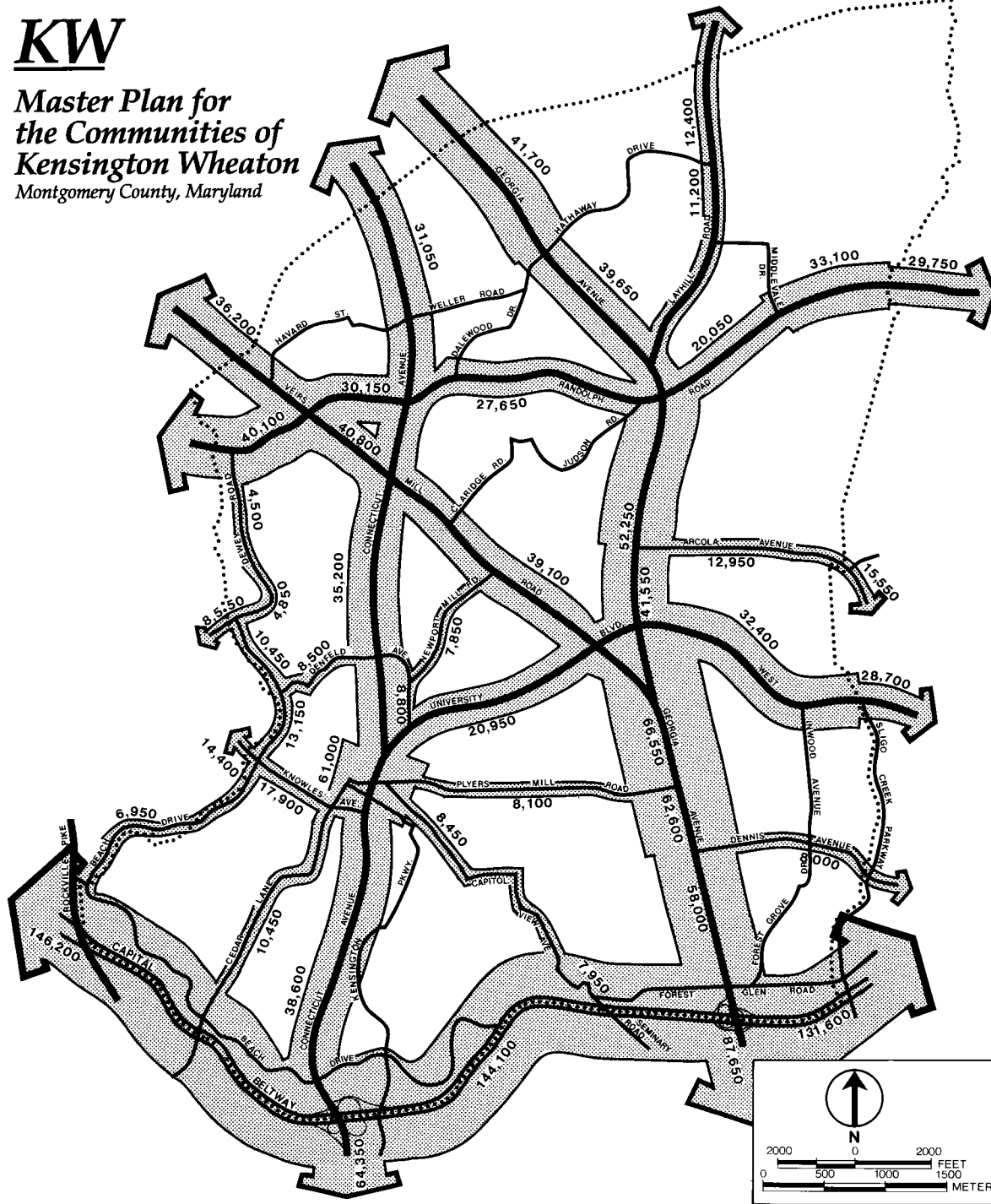
*University Boulevard* begins at Connecticut Avenue in Kensington, almost two miles north of I-495, and passes eastward through Wheaton in a circular fashion as a 6-lane divided highway. Turning southward, it continues on past Four Corners and into Prince George's County. In 1984, the AAWT on University Boulevard ranged from 26,800 in Kensington to 34,650 in the Wheaton Business District. It had an AAWT of 43,450 at Columbia Pike (US 29) in Four Corners.

*Georgia Avenue* starts in the District of Columbia, crosses University Boulevard in Wheaton, and continues northward to Glenmont where it also crosses Randolph Road and is intercepted by Layhill Road. In 1984, Georgia Avenue carried up to 66,550 vehicles per weekday south of Wheaton. The 1984 AAWT on Georgia Avenue in Glenmont ranged from 40,000 to 42,000.

*Connecticut Avenue* has its greatest daily traffic volume in the town of Kensington. In 1984, the AAWT ranged from 54,050 to 61,050 be-

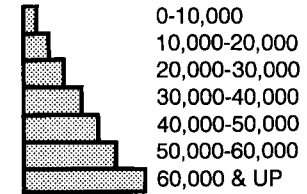
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## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Average Annual Weekday Traffic, 1984

..... PLANNING AREA BOUNDARY



SOURCE: 1984 TRAFFIC VOLUME MAP, MONTGOMERY COUNTY  
DEPARTMENT OF TRANSPORTATION

Illustration 5-1

The Maryland - National Capital Park & Planning Commission

tween Knowles Avenue and University Boulevard. It carried up to 38,600 vehicles per weekday south of Kensington. Connecticut Avenue crosses Veirs Mill Road about 1.3 miles past University Boulevard. At Veirs Mill Road, the AAWT was about 35,000 south of and 28,000 north of the intersection. After crossing Georgia Avenue, Connecticut Avenue ends at Bel Pre Road.

*Veirs Mill Road* starts from Georgia Avenue in the Wheaton Business District and runs to the northwest. It is a major highway between Wheaton and Rockville, with six lanes in the Wheaton Business District and five lanes between Parkland Drive and Sherrie Lane. For the short distance between Randolph Road and Atherton Drive, there are only two lanes in each direction.



*Randolph Road* passes through the upper part of the Kensington-Wheaton area in the east-west direction and is a major route between Rockville Pike (MD 355) and Columbia Pike (US 29). The AAWT on the 6-lane section east of Georgia Avenue ranged from 20,000 to 33,000 vehicles in 1984. To the west of Georgia Avenue, the weekday traffic ranged from 27,000 to 30,000 between Georgia Avenue and Parklawn Drive, with almost 32,000 daily vehicles west of Parklawn Drive.

*Layhill Road* (MD 182) is classified as a major highway, but is currently only two lanes wide. The 1984 AAWT was about 11,000 vehicles between Georgia Avenue and Briggs Road and 12,000 between Briggs Road and Bel Pre Road.

It should also be noted that further widening of the major highways is restricted by narrow rights-of-way, abutting development, and concern for pedestrian circulation. There are a number of transportation improvement projects in the County Capital Improvements Program. These projects are listed in Tables 5-1 and 9-1.

Some sense of existing traffic conditions is given by the fact that traffic and congestion were, among many possible issues, the major concerns of this Plan's Advisory Committee. The basis for concern is indicated by the current level of service at intersections in the area. The attraction of commuter traffic to the Wheaton Business District, while it is acting as a Metrorail terminal station, will result in increased traffic on the feeder routes and on streets within the area.

As shown in Illustration 5-2, 17 intersections along the major highways in the Kensington-Wheaton area are operating at levels of service "E" or "F." Level of service "F" means very long delays and frequently jammed traffic conditions on all approaches to an intersection. Definitions for all the levels of service are given in Illustration 5-2.

It is important to note that the transportation service standard for subdivision approvals in the Kensington-Wheaton area, as defined in the FY 89 Annual Growth Policy (AGP), is average level of service "D." Level "D," as used in the AGP, refers to overall movement throughout the area. If the standard for an area is level of service "D," it is not surprising to have intersections below that level of service; that is, some intersections will be more congested than level of service "D." However, a large proportion will be above "D" (less con-

TABLE 5-1

*PROGRAMMED OR PROJECTED TRANSPORTATION PROJECTS  
Kensington-Wheaton Planning Area*

<b>Project Name</b>	<b>Project Description</b>	<b>Start Construction</b>	<b>Implementing Agency</b>	<b>Project Cost (\$000)</b>
Capital Beltway (I-495)	Upgrade and widen existing I-495 to 8 lanes from west of I-270 to west of MD 97	Underway	MDDOT	43,782
Layhill Road (MD 182)	Upgrade and widen existing MD 182 to a 4-lane urban divided highway from MD 97 to north of Longmead Road	Underway	MDDOT	17,708
Veirs Mill Road (MD 586)	Resurface and widen between MD 28 and MD 97	Underway	MDDOT	4,307
Connecticut Avenue (MD 185)	Safety and resurfacing project from Warner Street to Perry Avenue	Underway	MDDOT	1,195
Metro Stations	Forest Glen and Wheaton	Underway	WMATA	---
Wheaton Garage 45	Reconstruction of 91-car lot to 630-car garage	FY 89	MCDOT/ WMATA	4,000
Glenmont Park and Ride Lot	A 400-car lot on Georgia Ave. opposite Glenallan Avenue and a concept plan for 200 additional spaces	FY 89	MCDOT	1,048

(Table 5-1 Continued)

Project Name	Project Description	Start Construction	Implementing Agency	Project Cost (\$000)
Glenallan Avenue	Widening of Glenallan Avenue to 57 feet between Georgia Avenue and Layhill Road	FY 92	MCDOT	1,424
Forest Glen Road (MD 192)	Four lanes from Georgia Avenue to Belvedere Place for better Metro access	MDDOT Project Planning Study	WMATA	
Wheaton Metrorail Parking Garage	Construction of 900 space parking garage at Wheaton Plaza	---	WMATA	9,800
Dewey Road	Widening of Dewey Road to 36 feet between Dahill and Garrett Park Roads	FY 92	MCDOT	1,042
Belvedere Place Extension	Construction of a 36-foot-wide road from Forest Glen Road north to Metrorail parking	FY 89	MCDOT	286
Randolph Road Bridge Over Rock Creek	Rehabilitation	FY 90	MCDOT	205



gested) but, precisely because of that, they will attract less attention.

Proposed and potential road projects outside the Kensington-Wheaton area might direct some traffic around it. Numerous transportation projects are being proposed for areas adjacent to Kensington-Wheaton. These include the construction of the Intercounty Connector east of Norbeck Road and the widening of Columbia Pike (US 29) to six lanes between Spencerville Road (MD 198) and New Hampshire Avenue (MD 650). This latter project may have an HOV lane and a grade separated interchange at US 29's intersection with University Boulevard in Four Corners. There is also the programmed widening of New Hampshire Avenue to a 4- to 6-lane facility between Randolph Road and MD 198. All of these projects have important ramifications because they would tend to intercept and direct traffic around the planning area and not through it.

### *Objective*

To establish a balance between the area's planned transportation system and its total planned development.

### *Policy*

Establish level of service "D" as the appropriate level of service necessary to balance the amount of development, effective transit service, and moderate-to-heavy, peak-period traffic congestion in the Kensington-Wheaton area. The choice of average level of service "D" standard for the area is based on planning policies that support a heavy level of transit service to reduce the negative land use impact of commuter traffic in areas like Kensington-Wheaton. The presence of congestion can encourage commuters to weigh the benefits of using public transit.

### *Implementation*

County Council approval and Planning Board adoption of this Plan formally establishes level "D" as the appropriate master planned average level of service for the Kensington-Wheaton planning area when fully built out. The Annual Growth Policy establishes an annual average level of service for each fiscal year. Conditions in the Kensington-Wheaton area are consistent with the transportation service standard set in the FY 89 AGP. The analyses done for the 1986 Short-Term Traffic Alleviation Policy indicate that in 1986, the average level of service in the Kensington-Wheaton area was, in fact, somewhat better than a "D" level of service. Despite this, there are a number of intersections within the area which are heavily congested. Such intersections should be studied for improvement. However, in many instances, such intersection studies are not a master plan issue and are more appropriately addressed by the State and County Departments of Transportation.

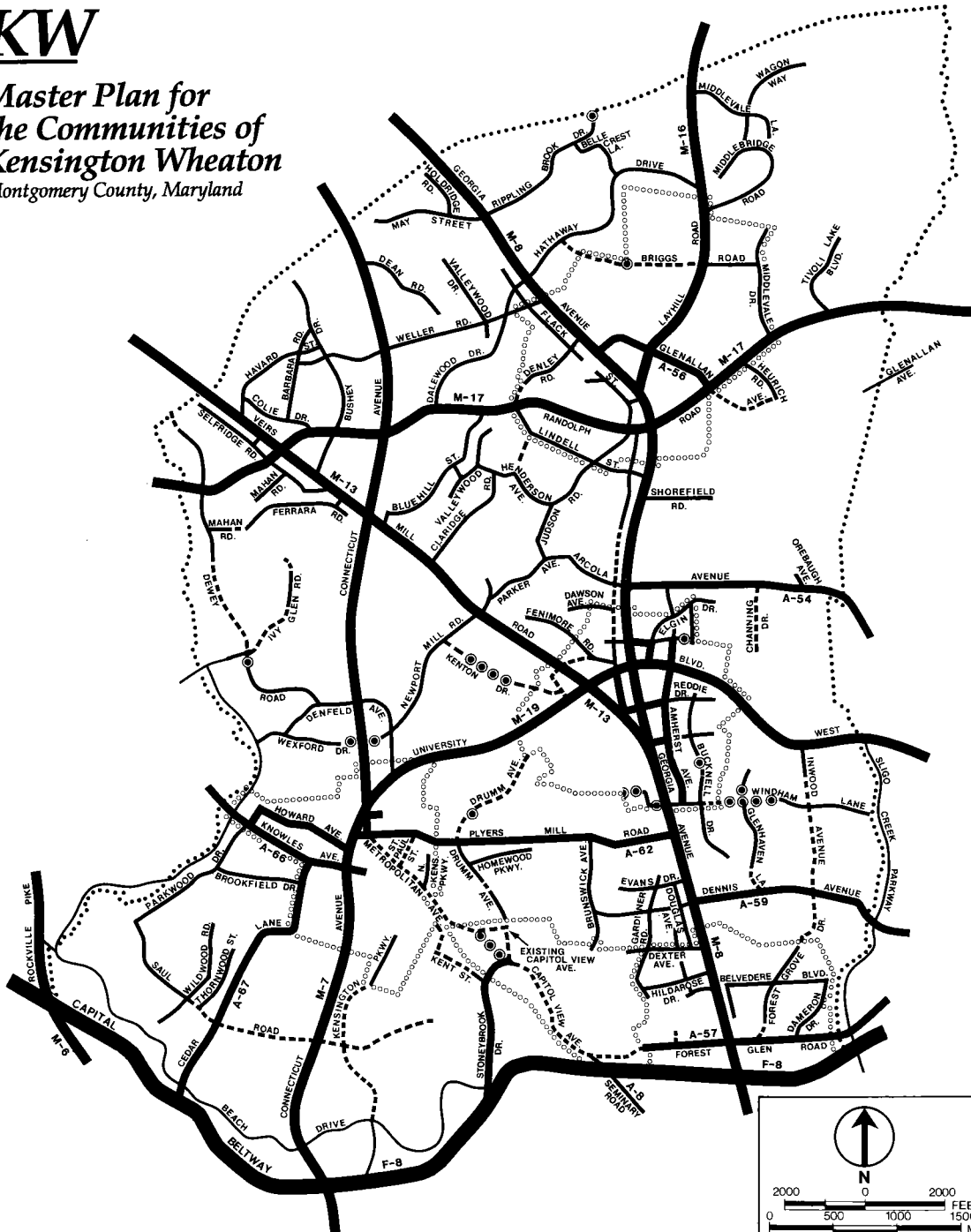
### *Street and Highway Plan*

**T**he previous street and highway plan appears in Illustration 5-3. It is based on three sources of information. These sources are: (1) recommendations of the Kensington-Wheaton Master Plan (approved and adopted in 1959) and the Upper Northwest Branch Watershed Master Plan (approved and adopted in 1961), (2) Approved and Adopted Sector Plans for Forest Glen, Wheaton CBD, Glenmont, Capitol View, and Kensington, and (3) the subdivision development process.

Streets perform two primary functions to differing degrees: traffic service and land service. A roadway designed primarily for traffic service usually has a relatively high speed limit, four or more lanes, few intersections, no on-street parking, and few driveways entering directly onto the highway; a freeway is designed entirely for

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## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Previous Street and Highway Plan

- ..... PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- ██████████ FREEWAY
- ██████████ MAJOR HIGHWAY
- ██████████ ARTERIAL ROAD/BUSINESS DISTRICT STREET
- ██████████ PRIMARY STREET BUILT TO STANDARD  
[Includes roads designated in the 1959 Kensington-Wheaton Master Plan, in Sector Plans, and as required by the development process.]
- PRIMARY STREET DESIGNATED IN A MASTER OR SECTOR PLAN, BUT NOT BUILT TO STANDARDS
- PRIMARY STREET DESIGNATED IN A MASTER OR SECTOR PLAN, NOT CONSTRUCTED
- PARK ROAD

All street rights-of-way not otherwise classified shall conform to the requirements of the zoning ordinance, or the subdivision regulations, whichever is more restrictive, whether the zoning lies on one or both sides of the street.

When specific development plans are submitted, additional arterial roads, business district streets, industrial streets, and/or primary residential streets may be required. The requirement may be for dedication of right-of-way or for dedication and construction of the road.

See the sector plans for street classification or specific transportation recommendations within each sector plan area.

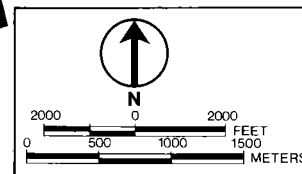


Illustration 5-3

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traffic service. A roadway designed for land service, on the other hand, usually has a low speed limit, two lanes, frequent intersections, on-street parking, and driveways along its length; a cul-de-sac is designed entirely for land service. Most streets fall between these two extremes, serving both functions to a partial degree.

In Montgomery County, each roadway generally is classified in one of five categories: (1) freeways, (2) major highways, (3) arterials and business district streets, (4) primary residential streets; and (5) secondary and tertiary residential streets.

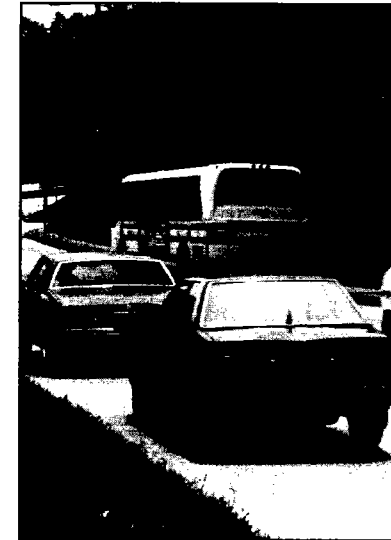
*Freeways* provide total traffic service and no land service. The Capital Beltway is classified as a freeway.

*Major highways* provide a high level of traffic service and a low level of land service. In older areas of Montgomery County, such as Kensington-Wheaton, roads designated as major highways also provide access to much commercial and residential development. Georgia Avenue and University Boulevard are two of the six major high-



ways in the Kensington-Wheaton area.

*Arterials and business district streets* provide a medium level of traffic service and a moderate level of land service. These streets carry traffic between major highways but also provide access to local development. Plyers Mill Road and Glenallan Avenue (between Georgia Avenue and Randolph Road) are examples of arterial streets.



*Primary residential streets* provide a moderate level of traffic service and a medium level of land service. A primary residential street is the local traffic collector for vehicles traveling between higher level roads (arterials and major highways) and residences (many of which are located along secondary residential streets). Primary residential streets frequently are built by developers during subdivision construction.

*Secondary and tertiary residential streets* provide a limited traffic service and a high level of land service. Secondary residential streets are not intended for use by traffic that is passing through the residential community. Generally, the travel route through a residential community by way of secondary streets is so circuitous as to be inefficient for non-local traffic.

### *Objective*

To classify each element of the Kensington-Wheaton street and highway system according to the degree to which it is to provide traffic service and land service.

## *Policies*

Utilize this Plan's roadway classifications as a guide for the design of streets and highways as well as for operational policies.

Continue to use the Neighborhood Traffic Protection Program to address cut-through traffic problems on residential streets.

Under current policy, County Department of Transportation (MCDOT) traffic engineers will consider instituting various types of traffic restrictions to limit inappropriate traffic through residential communities based on a survey of the non-local traffic on a secondary street. Inappropriate traffic is generally considered to be vehicles driven through residential streets in an effort to avoid congested traffic conditions on arterial streets or major highways. These vehicles are referred to as "cut-through" traffic. Any restriction on this travel also will cause some hardship for local residents. MCDOT works closely with the local community in the development of a Neighborhood Traffic Protection Plan to ensure that the impacts are understood and accepted by residents.

Some streets that are considered as residential provide the only route available to serve a residential community. Capitol View Avenue is one example. That street was reclassified from an arterial and its width established as 26 feet as part of the *Sector Plan for Capitol View and Vicinity* (1982) because construction of an arterial street would be too disruptive to the community. Stoneybrook Drive is another example. That street is recommended to be reclassified by this Master Plan from an arterial to a primary because of the earlier reclassification of Capitol View Avenue and the decision not to connect Drumm Avenue to Capitol View Avenue and Stoneybrook Drive. Arterial traffic would be inappropriate for this road, but it provides the only local connecting link between communities on either side of the railroad. A final example involves Drumm Avenue between Mc-

Comas Avenue and Plyers Mill Road. While recommending eventual connection of the unbuilt section of this road, this Plan simultaneously reclassifies Drumm Avenue from primary to secondary status. As a secondary residential street, Drumm Avenue would become eligible for the Neighborhood Protection Program, should non-local traffic volumes significantly increase.

Classify each element of the Kensington-Wheaton street and highway system as indicated in Illustration 5-4. All existing and future residential roads not referenced as part of the primary network are presumed to function as secondary streets, regardless of whether they are constructed to the standard cross-section for a primary road.

Table 5-2 summarizes the classification of the major and arterial highways shown on the Adopted Street and Highway Plan. It gives the minimum proposed right-of-way width and the proposed pavement width or number of lanes. Illustration 5-5 displays the recommended typical highway cross-sections. The table also lists the streets in the preferred primary network which have not been completely built to the typical 36-foot-wide cross-section for a primary. Many primary streets shown on the Adopted Street and Highway Plan are not listed in Table 5-2. These primaries are already 36 feet wide, so no additional improvements are necessary to eliminate substandard conditions. In most cases, full widening of roads not built to standard will not be needed until dictated by future highway needs or future development projects. For roads and streets which are inside sector plan areas, the individual sector plan establishes the classification and transportation recommendations, except where specifically discussed in this Master Plan.

There are a number of road classifications in Kensington-Wheaton that require further explanation.

**TABLE 5-2**

***STREET AND HIGHWAY CLASSIFICATIONS***

<b>Master Plan Designation</b>	<b>Name</b>	<b>Limits</b>	<b>Minimum Proposed Right-of-Way Width</b>	<b>Proposed Pavement Width or Number of Lanes</b>
<b>Freeway</b>				
F-8	Capital Beltway (I-495)	Sligo Creek Park to Rock Creek Park	Variable	8 lanes divided
<b>Major Highways</b>				
M-7	Connecticut Avenue (MD 185)	Master Plan boundary line to Capital Beltway	120'	6 lanes divided
M-8	Georgia Avenue (MD 97)	Master Plan boundary line to Capital Beltway	120'	6 lanes divided
M-16	Layhill Road (MD 182)	Master Plan boundary line to Georgia Avenue	120'	4 lanes divided from boundary to Glenallen Ave.; 6 lanes divided from Glenallen to Georgia Avenue
M-17	Randolph Road	Northwest Branch Park to Rock Creek Park	120'	6 lanes divided

(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
M-19	University Blvd. (MD 193)	Sligo Creek Park to Connecticut Avenue	120'	6 lanes divided
M-13	Veirs Mill Road (MD 586)	Master Plan boundary line to Georgia Avenue	120'	6 lanes divided
<b>Arterials</b>				
A-30	Seminary Road	Forest Glen Road to Master Plan boundary	80'	48'
A-54	Arcola Avenue	Georgia Avenue to Master Plan boundary line	80'	48'
A-62	Plyers Mill Road	Georgia Avenue to Connecticut Avenue	80'	48'
A-66	Knowles Avenue (MD 547)	Beach Drive to Armory Place	80'	48'
A-67	Cedar Lane/ Summit Avenue	Knowles Avenue to Beach Drive	80'	48'
A-59	Dennis Avenue	Georgia Avenue to Sligo Creek Parkway	80'	48'

(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
A-57	Forest Glen Road	Sligo Creek Parkway to Seminary Road	80'	48'
A-56	Glenallan Avenue	Georgia Avenue to Randolph Road	80'	48'
<b>Primary Roads (Not completely built, or not built to the standard cross-section)</b>				
P-1	Dewey Road	Randolph Road to Denfeld Avenue	70'	36'
P-2	Ferrara Avenue/ Mahan Road	Veirs Mill Road to Dewey Road	70'	36'
P-3	Saul Road	Parkwood Drive to Kensington Parkway	70'	36'
P-4	Kensington Parkway	Beach Drive to Kent Street	70'	36'
P-5	Metropolitan Avenue/Capitol View Avenue*	a) Plyers Mill Road to Capitol View Sector Plan boundary line	70'	36'
		b) Capitol View Sector Plan boundary line to Forest Glen Road	70'	26'

(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
P-6	St. Paul Street	Metropolitan Avenue to Plyers Mill Road	70'	36'
P-7	Upton Drive	East Avenue to Einstein High School	70'	36'
P-8	East Avenue/ Kensington Boulevard	University Boulevard to Grandview Avenue	70'	36'
P-9	Windham Lane/ Douglas Avenue	Inwood Road to St. Margarets Way	70'	36'
P-11	Blueridge Avenue	Elkin Street to Bucknell Drive	70'	36'
P-12	Glenallan Avenue	Randolph Road to Glenfield Road	70'	26'
P-13	Indian Spring Access Road	Layhill Road to Tivoli Lake Blvd.	70'	36'
P-14	Rippling Brook Drive	Georgia Avenue to Master Plan boundary line	70'	36'
P-15	Denley Road	Georgia Avenue to Randolph Road	70'	36'

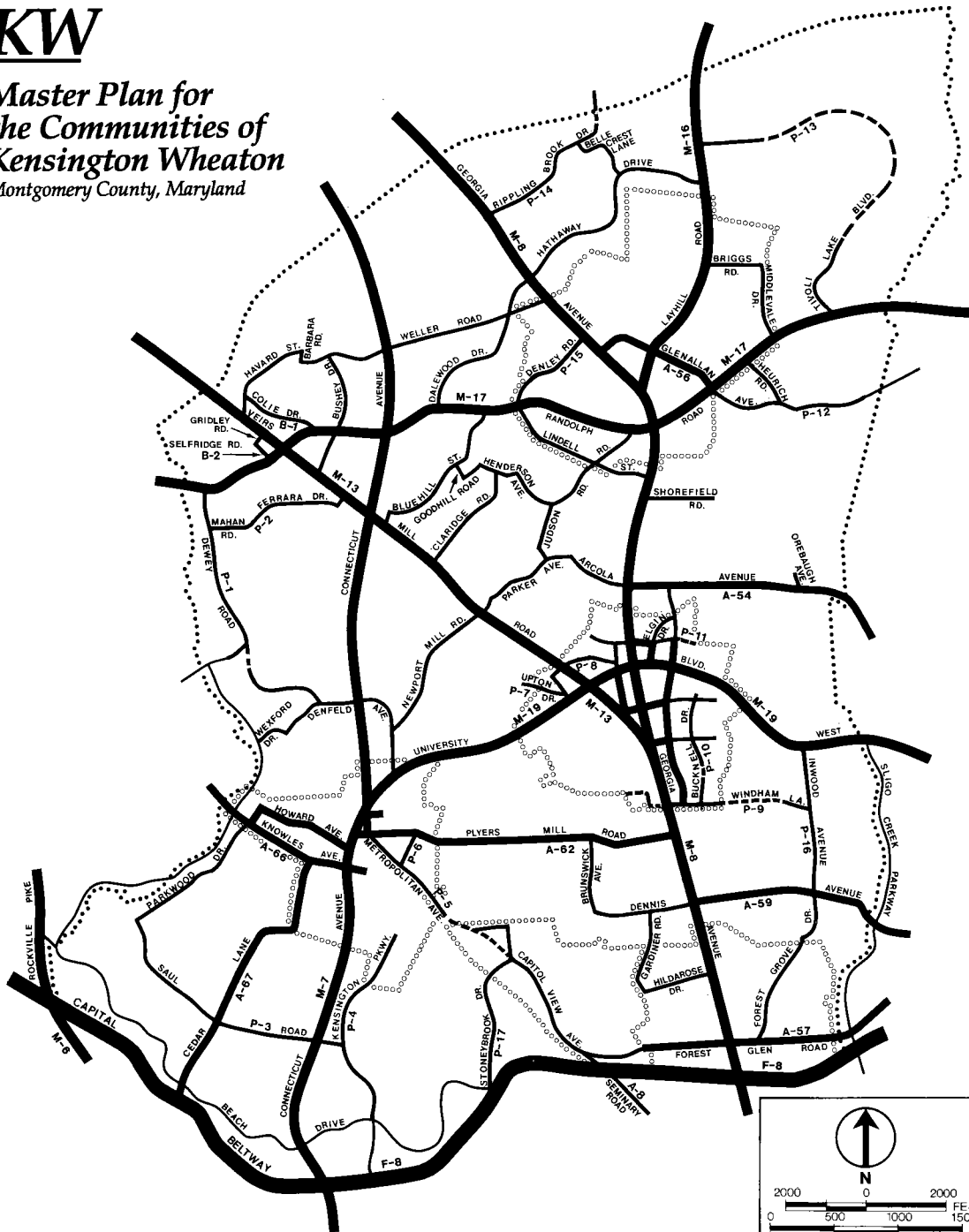
(Table 5-2 Continued)

Master Plan Designation	Name	Limits	Minimum Proposed Right-of-Way Width	Proposed Pavement Width or Number of Lanes
P-16	Inwood Avenue/ Forest Grove Road	Forest Glen Road to University Boulevard	70'	36'
P-17	Stoneybrook Drive	Beach Drive to Capitol View Avenue	70'	36'

\* See Capitol View and Vicinity Sector Plan for alignment and a discussion of the status of Capitol View Avenue.

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## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Adopted Street and Highway Plan

- ..... PLANNING AREA BOUNDARY
- SECTOR PLAN AREA
- FREEWAY
- MAJOR HIGHWAY
- ARTERIAL ROAD/BUSINESS DISTRICT STREET
- PRIMARY STREET
- PRIMARY STREET NOT YET CONSTRUCTED
- PARK ROAD

Note: Highways and streets designated by letter and number on this map are listed in Table 5-2. However, the only primary streets shown this way are those which have not yet been built or built to standard.

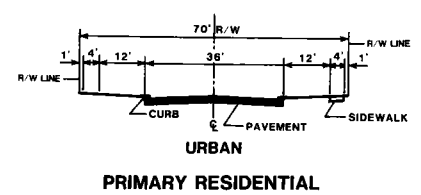
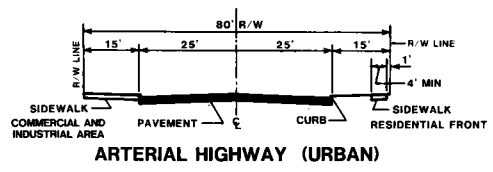
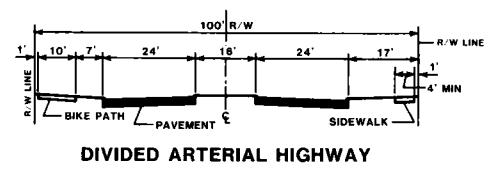
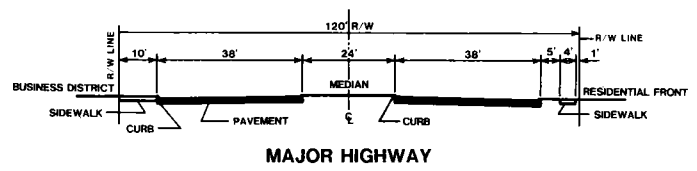
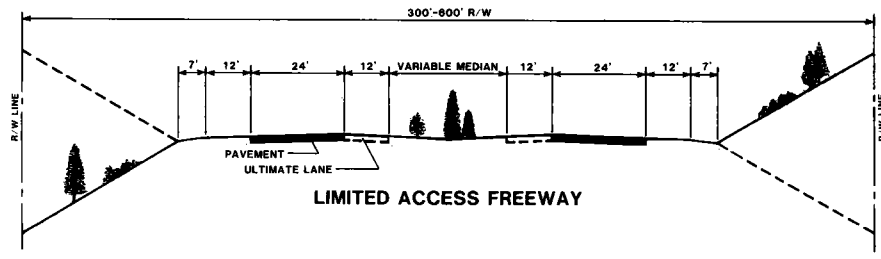
All street rights-of-way not otherwise classified shall conform to the requirements of the zoning ordinance, or the subdivision regulations, whichever is more restrictive, whether the zoning lies on one or both sides of the street.

When specific development plans are submitted, additional arterial roads, business district streets, industrial streets, and/or primary residential streets may be required. The requirement may be for dedication of right-of-way or for dedication and construction of the road.

See the sector plans for street classification or specific transportation recommendations within each sector plan area.

Illustration 5-4

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**KW**

*Master Plan for  
the Communities of  
Kensington Wheaton  
Montgomery County, Maryland*

*Recommended  
Typical Highway  
Cross Sections*

**Illustration 5-5**

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*Rockville Facility Right-of-Way* is recommended for further study of possible local transportation, recreation, and/or private development uses for those portions of the Rockville Facility right-of-way west of Veirs Mill Road and east of Georgia Avenue. This Plan recommends creation of a State park in the right-of-way between Veirs Mill Road and Georgia Avenue.

*Knowles Avenue (A-66)* is an arterial road between Beach Drive and Armory Place, east of Connecticut Avenue. The section between Beach Drive and Detrick Avenue should be widened to four lanes. Its current capacity is expected to be exceeded within the life span of this Master Plan. The existing right-of-way width is 50 feet between Summit Avenue and Detrick Avenue, so 30 feet of additional right-of-way would be required for the project. The section between Detrick Avenue and Connecticut Avenue is already four lanes wide with three lanes approaching Connecticut Avenue and one lane leading away.

*Dewey Road (P-1)* has been programmed by Montgomery County for widening to 36 feet between Dahill Road and Garrett Park Road, with pedestrian facilities included where appropriate. The widening should be done on the park side of the road to minimize any impacts on the other side, which is residential.

*Capitol View Avenue (P-5)* is recommended for realignment and reconstruction to 26 feet within a 70-foot right-of-way in the *Sector Plan for Capitol View and Vicinity*, adopted and approved, July 1982.

*Upton Drive (P-7)*, which is classified as a primary street in the *Wheaton CBD and Vicinity Sector Plan*, should be extended toward Pleasant View Local Park along the common property line of Albert Einstein High School and the former Pleasant View Elementary School. The precise alignment should be determined if and when either or both of the two sites are redeveloped. Also, at that time, the need for a primary street and appropriate means of access should be reassessed.

*Glenallan Avenue (P-12)* is classified as a primary street between Layhill Road and Heurich Road. This Plan recommends that Glenallan Avenue also be classified as a primary street between Heurich Road and the dedicated right-of-way for unbuilt Glenfield Road. Glenallan Avenue is recommended for reconstruction as a 26-foot-wide street with curb and gutter and a multi-use trail between Randolph Road and Brookside Nature Center. The purpose of this recommendation is to improve the alignment of Glenallan Avenue and provide safe bicycle/pedestrian access to Brookside Gardens and Nature Center with minimal impact on the adjacent stream.

*Indian Spring Access Road (P-13)* provides access to the Indian Spring Country Club. If and when redeveloped with another use, the Country Club should be provided with access from Layhill Road and Randolph Road. Access from Layhill Road should be provided by reconstructing the existing access road to the typical primary residential street standard. Access from East Randolph Road should be provided by extending the primary street named Tivoli Lake Boulevard. The internal street network of any such development should be continuous but designed with the idea of preventing a cut-through traffic movement between Layhill Road and Randolph Road.

*Rippling Brook Drive (P-14)* is constructed as a primary street on either side of the Rockville Facility right-of-way. This Plan recommends against the connection of the unbuilt portion of this roadway at this time. Should a need arise to improve circulation for neighborhood traffic and facilitate school boundary changes, the unbuilt section may be completed. This section may not be completed without approval by the County Council of an individual Capital Improvements Program project.

*Stoneybrook Drive (P-17)* is classified as a primary residential street; its previous classification was that of arterial road. It connects Beach Drive to Capitol View Avenue, which was reclas-

sified from arterial to primary by the *Sector Plan for Capitol View and Vicinity* in 1982.

*Drumm Avenue* is deleted as a primary street in this Plan. This street is being reclassified to a secondary to help protect it from inappropriate non-local traffic. Should a need arise to improve circulation for neighborhood traffic, the unbuilt section between Plyers Mill Road and McComas Avenue may be constructed.

*Douglas Avenue*—the "reciprocal easement" shown on the Wheaton Sector Plan Street and Highway Plan as an extension of Douglas Avenue is no longer needed to provide access to and develop adjacent properties and may be deleted.

*Kenton Drive* is deleted as a primary street in this Plan. This includes the built and unbuilt sections.

## ***Implementation***

County Council approval and Planning Board adoption of this Plan and the policies listed above formally updates the master planned street and highway classification system for the Kensington-Wheaton area. The State and County Departments of Transportation and the Planning Board may utilize this Plan's designated roadway classifications as a guide for the design of streets and highways and for implementation of operational policies (such as bus routing, neighborhood protection, and snow removal priority). Furthermore, the adopted Street and Highway Plan preserves unbuilt rights-of-way for future public use.

## ***Transit Plan***

**A**n effective transit system is one that covers its market area extensively and frequently, thus providing a competitive alter-

native to driving as a form of travel. The community derives several benefits from an effective transit system, including reduced traffic congestion, increased mobility, and conservation of energy. In mature urban areas, the transit system is characterized by a hierarchy of routes which is similar to the hierarchy evident in the highway system. At one end of the hierarchy is rapid transit, transporting its riders from one part of the region to another, its service characterized by high speed, high frequency, long routes, and few points of access; seen in this light, Metrorail is a sort of transit "freeway." On the other end of the hierarchy is feeder transit, carrying its patrons from their neighborhood to a rapid transit station, and characterized by low speed, relatively low frequency, short routes and many stops; in this way, some Ride-On bus routes are forms of transit "primary residential streets."

The existing transit system in Kensington-Wheaton consists of several Metrobus and Ride-On routes that share some traits of rapid transit (high frequency and long routes) and some characteristics of feeder transit (low speed and many stops). At the time of the 1984 Census Update, this system was used by about 10 percent of Kensington-Wheaton commuters. In addition, the MARC commuter rail line, running from West Virginia and Frederick County to Union Station, stops in Kensington.

With the arrival of Metro in Wheaton in 1990, and the existing availability of Metro's Shady Grove line running fairly close to the area's western boundary, Kensington-Wheaton has good access to rail transit.

Table 5-3 gives an indication of current use of different modes of travel in the Kensington-Wheaton area, compared to the rest of the County.

Adopted by the County Council in October 1986, the Short-Term Traffic Alleviation Policy (STTAP) includes a series of County-

**TABLE 5-3**  
**PRINCIPAL MODE OF TRANSPORTATION TO WORK, 1984**

Transportation Mode	Full- and Part-Time Workers	
	Kensington- Wheaton	County
Privately Owned Vehicles, Driver	76.8 %	78.3%
Privately Owned Vehicles, Passenger	7.4 %	6.5%
Bus	5.1%	4.9%
Metrorail	5.1%	3.8%
B&O or Other RR	0.2%	0.4%
Walk	1.9%	2.5%
Bicycle	0.4%	0.4%
Work at Home	2.4%	2.5%
Didn't Work on Most Recent Workday	0.6%	0.4%
Other	0.2%	0.3%

Source: 1984 Census Update, Montgomery County Planning Department, Research Division

wide measures to encourage the use of public transportation and other alternatives to single-occupant commuting. The program to reduce the demand for road capacity, such as is proposed in STTAP, is called "transportation systems management." Examples of transportation systems management include ride-matching services, transit fare discounts, commuter shuttles, and park-and-ride facilities.

### *Objective*

To establish a transit system in the Kensington-Wheaton area which provides a mixture of rapid, intermediate, and feeder transit services that will be an effective alternative to driving.

### *Policies*

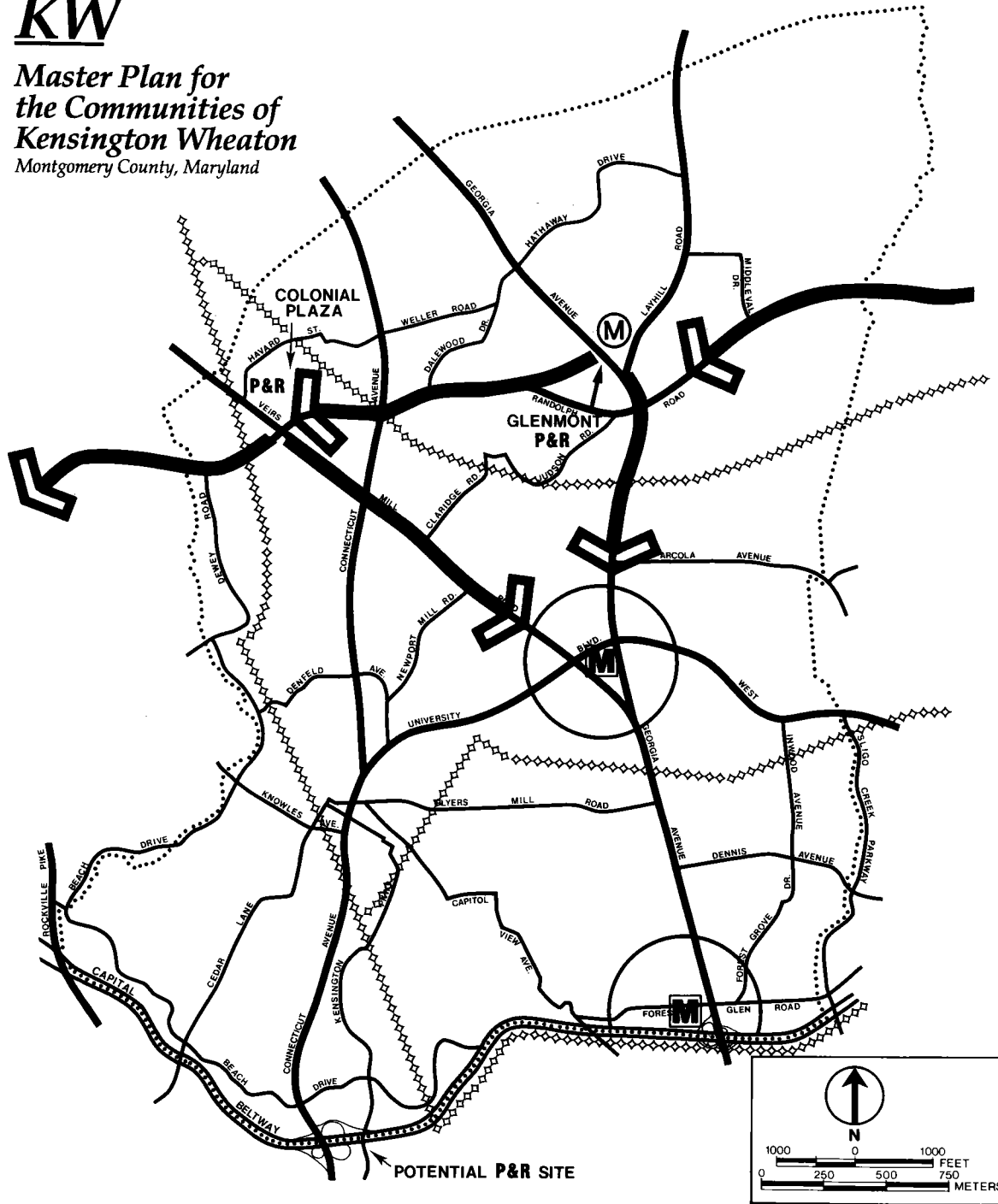
Illustration 5-6 represents the land-based capital improvements needed to provide an effective transit system in Kensington-Wheaton. The plan reflects several policies:

- Complete the Glenmont Metrorail route to provide a north-south rapid transit route for the Kensington-Wheaton area.
- Investigate the potential for east-west rapid transit routes, both within the Kensington-Wheaton area and outside, yet connected to the area (e.g., the Georgetown Branch and Intercounty Connector rights-of-way).
- Encourage the expansion of service on the MARC line and the development of other improvements that will render commuter rail even safer and more reliable.
- Provide a feeder transit service for Metrorail stations at Forest Glen, Wheaton, and Glenmont.
- Supplement the transit feeder system with the provision of park-and-ride facilities that would be collection points for transit as well as carpools and vanpools. Two potential park-and-ride sites are discussed below.

**Colonial Plaza** (Intersection of Veirs Mill and Randolph Roads): Thirty-two percent of the peak hour person trips using Wheaton Metro are expected to arrive from Veirs Mill Road. That percentage is exceeded only by the percentage expected to arrive via Georgia Avenue. There is no available location for a park-and-ride along Veirs Mill Road other than shared use of the parking lot at Colonial Plaza, the shopping center on the northeast quadrant of the intersection of Randolph and Veirs Mill Roads. Owners of the shopping center have indicated that they would consider the possibility of some shared use of the parking facilities for a park-and-ride lot. In particular, they indicate that shopping at the Zayre store on the northwestern end of the center tends to be concentrated on weekends. Some

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## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Park and Ride Lots

- ..... PLANNING AREA BOUNDARY
- ▬ PARK & RIDE SHUTTLE ROUTE
- ◇◇◇◇ METRO SERVICE AREA
- P&R** PARK & RIDE LOT
- M** METRORAIL STATION
- METRO AND PARK & RIDE PRIMARY IMPACT AREA (2000 FOOT RADIUS)
- Ⓜ PLANNED METRORAIL STATION

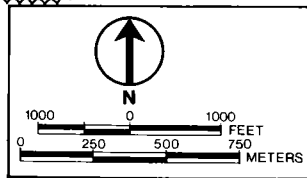


Illustration 5-6

The Maryland-National Capital Park & Planning Commission

shared use of that the parking area to the northwest of Zayre, which is not conveniently located for any of the other shops, might be possible. Detailed analysis of commercial parking demand, commuter demand, and parking availability is needed. It should be noted that the Colonial Plaza site is approximately mid-way between the Shady Grove and Wheaton arms of Metro. Shuttle buses from Colonial Plaza could serve not only Wheaton, but also Twinbrook or White Flint Metro stations.

**Glenmont:** The County is currently committed to building a 400-car park-and-ride lot on land west of the intersection of Georgia Avenue and Glenallan Avenue. That lot is primarily to serve existing needs and will be eliminated when the Glenmont Metro station is constructed. To prevent the loss of ridership that will be built up at the time the lot is eliminated, the Washington Metropolitan Area Transit Authority's (WMATA) planned 1800- to 2000-space garage should be constructed so that the facility can be transferred to the new site without an interruption in the availability of parking spaces. Other appropriate sites should be sought further to the north and east to intercept traffic before it enters the Kensington-Wheaton area.

### *Implementation*

WMATA, which is scheduled to open Metrorail service to Forest Glen and Wheaton in 1990, should continue to work toward the completion of the Glenmont Line. This would be best staged by constructing parking at the Glenmont site (with bus connections to Wheaton) in the early years and building the line, station, and yard later.

The County Department of Transportation and WMATA should design and implement a feeder transit system serving the Metrorail and park-and-ride lots in the Kensington-Wheaton area.

Pending the findings of separate feasibility studies, the County may enter into negotiations to secure use of land for a park-and-ride facility at Colonial Plaza.

The County and State governments and WMATA should continue to encourage the increased use of the transit infrastructure, and of ridesharing in general.

### *Non-Motorized Mobility*

Walking and bicycling have long been recognized as desirable alternatives to traveling by automobile. Because of its compact nature and the close proximity of residential areas to high volume trip generators such as Wheaton Plaza and the Red Line Metrorail stations, Kensington-Wheaton offers more opportunity to encourage non-motor vehicle trip making than almost any other area of the County. Unfortunately, much of Kensington-Wheaton was not laid out with this opportunity in mind and, in many cases, walking and bicycling to activity centers are very difficult due to an inadequate network of pathways or trails.

Most sidewalks and most parts of the trail system are in the public rights-of-way. The County has a number of capital improvement projects which provide construction and repair funds for sidewalks and construction funds for trails. Multi-use trails located in parks are the responsibility of the Parks Department. Sidewalk improvements are a part of the County Department of Transportation's ongoing Sidewalk Improvements Program. In some locations, private developers may be responsible for providing trails on previously vacant or underdeveloped parcels.

Sidewalks and trails serve both a transportation and recreational purpose. For some individuals, these facilities can become a viable means of commuting to work or commercial areas. Survey data indi-



cates that trails are among the most popular and heavily used facilities in the park system.

The Kensington-Wheaton area's major highways are also the location of its best bus service. However, in many cases the sidewalks along the major highways are blocked by telephone poles or are nonexistent. Many of these sidewalks are not continuous. There are also many places which lack wheelchair ramps and curb cuts. (See Illustration 5-8.)

### *Objectives*

To provide a non-motorized mobility network that is attractive, functional, and safe for pedestrians and bikers in and around the Kensington-Wheaton area.

To provide a trail network that adequately serves both the transportation and recreational needs of the community.

### *Policies*

Develop and maintain a system of sidewalks and multi-use trails that will be continuous and obstacle free throughout each corridor so that pedestrians and bikers can walk and ride safely.

Provide sidewalk and trail access to parks and schools and provide circulation between neighborhoods, commercial and employment areas, and Metrorail stations. The County should provide a network that will suitably serve the various classes of trail users, including commuters, high-speed and slow-speed recreational cyclists, pedestrians, and strollers. For recreational cyclists, develop a trail system which will provide connections with existing stream valley park trails and a continuous loop around the planning area.

This Plan proposes a significant expansion of the multi-use trail

network in the Kensington-Wheaton area. The term "multi-use trail" refers to all trails as a reflection of their various functions for both transportation and recreation. Illustration 5-9 is an overview of the existing and proposed trails in the Kensington-Wheaton area.

The Plan proposes approximately 19 miles of multi-use, Class I bike trails to be phased in over the next 20 years. In addition, the Plan proposes approximately 5 miles of Class II bike trails and over 25 miles of Class III trails. Specific trail proposals are shown and discussed in Appendix D.

The recommended trail network shown in this Plan amends the *Master Plan of Bikeways*, as amended by the various master and sector plans. The proposed trail network is a combination of existing routes, trail connections recommended in existing plans, and new trail recommendations made by this Plan. This trail plan is intended as a guide for future development, which may be subject to revision or deletion following more extensive cost and engineering analysis.

This Plan supports development of separate pedestrian and bike trails, where necessary, to avoid conflict between high speed cyclists and pedestrians. The Plan proposes three areas in which bike and pedestrian paths should be separated: along Kensington Parkway south of Kensington, along Joseph's Branch near Holiday Park Senior Center, and along Beach Drive north of Cedar Lane.

Provide adequate and safe bicycle storage at major public transit connections.

Provide signage at intersection crossings where sidewalks are discontinued.

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## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland

### Visual Survey of Pedestrian Walkways

(Along Major Corridors)

..... PLANNING AREA BOUNDARY

#### EXISTING SIDEWALK CONDITIONS

◆◆◆◆ GOOD

◇◇◇◇ NEEDS REPAIR

..... POOR CONDITION

#### PROJECTED SIDEWALK NEEDS

..... NOT NEEDED, NOT FEASIBLE  
OR ALREADY PROGRAMMED

////// NEEDED TO REPLACE  
EXISTING DIRT PATHWAY

◆◆◆◆ AREAS WITH NO WHEELCHAIR  
RAMPS OR CURB CUTS

#### MAJOR PEDESTRIAN GENERATORS

**M** FUTURE METRORAIL STATION

**M** PLANNED METRORAIL STATION

**C** COMMUTER RAIL STATION

\* OTHER

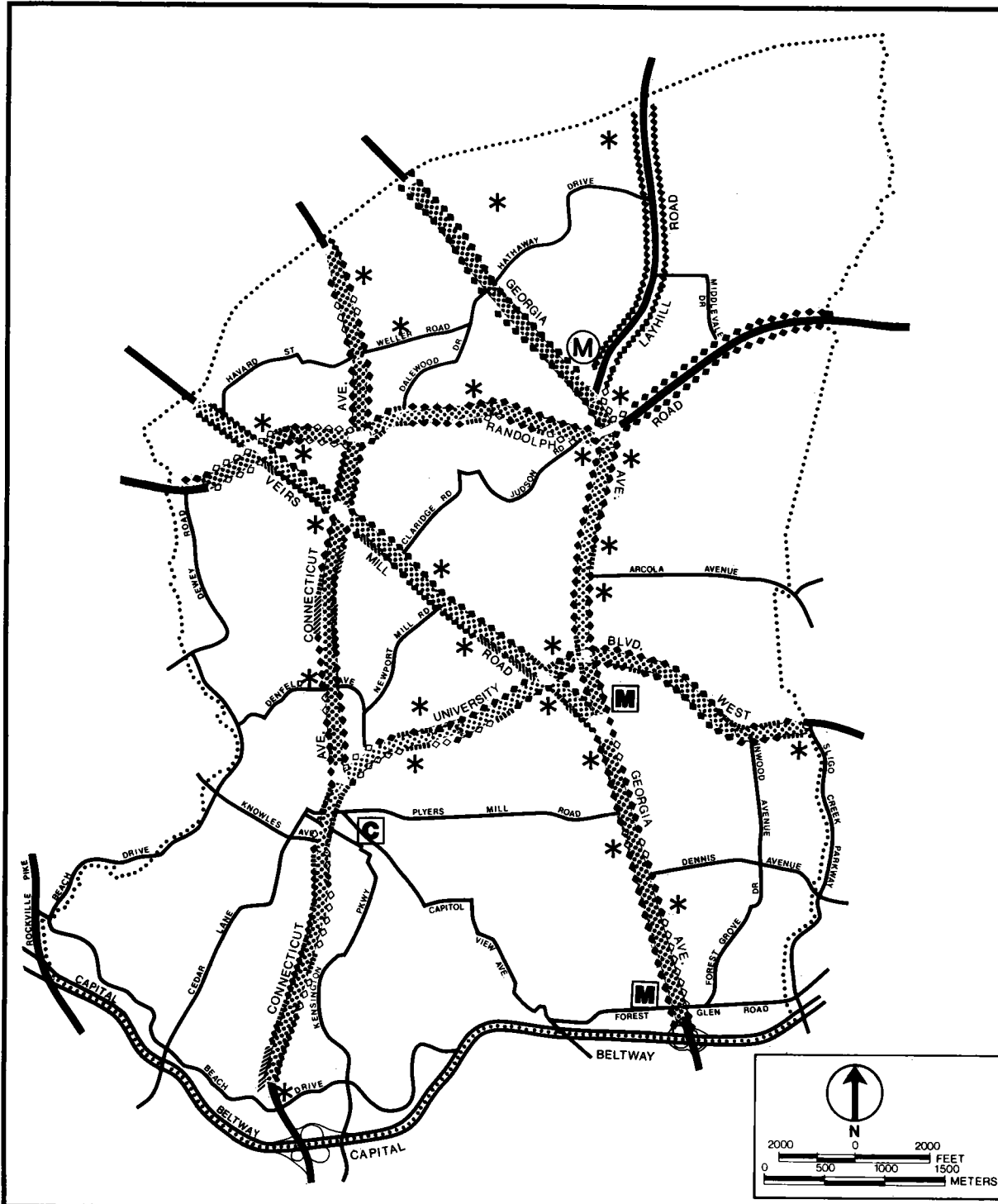


Illustration 5-8

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## Master Plan for the Communities of Kensington Wheaton Montgomery County, Maryland



### Overview of Multi-Use Trails

- PLANNING AREA BOUNDARY
- EXISTING OR CIP FUNDED CLASS I TRAILS
- EXISTING CLASS II AND CLASS III TRAILS
- CLASS I TRAILS RECOMMENDED IN OTHER PLANS\*
- CLASS II AND CLASS III TRAILS RECOMMENDED IN OTHER PLANS\*
- CLASS I TRAILS RECOMMENDED BY THIS PLAN
- CLASS II, CLASS III, AND UNDESIGNATED ROUTES RECOMMENDED BY THIS PLAN
- M** FUTURE METRO RAIL STATION
- M** PLANNED METRO RAIL STATION
- C** COMMUTER RAIL STATION
- ▲ HIGH SCHOOL

\*MASTER PLAN OF BIKEWAYS AND SECTOR PLANS

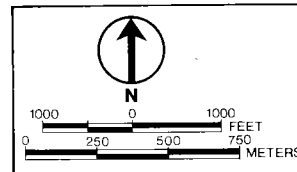


Illustration 5-9

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## ***Implementation***

This Plan amends the 1978 *Master Plan of Bikeways*. The *Master Plan of Bikeways* represents a statement of direction for the development of a high quality bikeway system in the County. The County Executive and County Council will conduct a further assessment of the fiscal effect of the trail construction during the annual Capital Improvements Program review process.

As an amendment to the *Master Plan of Bikeways*, the soon to be completed *Master Plan of Trails in County Parks* includes a plan for trail networks in County parks. Once adopted by the County Council, this Plan will represent a statement of direction for the development of a high quality trail system in County parks. The County

Executive and County Council will conduct a further assessment of the fiscal effect of the trail construction during the annual review of the Parks and Transportation Departments' Capital Improvements Programs.

The County should rely on the Capital Improvements Program and the annual operating budget to provide public funding for construction and repair of sidewalks, curb cuts and trails. Private developers should provide funding for sidewalk, curb cut and trail construction and repair where appropriate.

The County Department of Transportation should continue to study means of providing adequate and safe bicycle access, parking, and storage at Metro stations.