

**TRANSPORTA-
TION PLAN**

**OLNEY
MASTER PLAN**
Montgomery County, Maryland

TRANSPORTATION PLAN

The Olney Master Plan Area will be served by a hierarchy of transportation facilities. The purpose of this section is to describe the characteristics of the types of facilities within the hierarchy and to provide guidance on how and where they should be built.

HIGHWAY PLAN

The Highway Plan describes the roads required to meet regional, subregional and local travel demands in the Olney area. The Proposed Access Plan map shows the roadways which provide regional, subregional and town center access. The Recommended Highway Cross-Sections Map describes the widths of different road types.

Regional Access

Freeways, controlled major highways, and major highways are the highway classification for roads which provide

regional access for the Olney area.

The only freeway affecting the Olney area is the proposed Intercounty Connector, a bi-county transportation link connecting the I-270 Corridor in Montgomery County and the I-95 Corridor in Prince George's County. The Intercounty Connector would cross the southern portion of the planning area and is proposed to have an interchange with Georgia Avenue at a point approximately 2,500 feet north of the present Norbeck Road/Georgia Avenue intersection. The alignment for the Intercounty Connector was established and approved in December, 1972, by The Maryland-National Capital Park and Planning Commission.

The Maryland Consolidated Transportation Program includes Project Planning funds to conduct a detailed environmental impact study for the combined Intercounty Connector--Rockville Facility transportation routes. The purpose of the Project Planning Study is to analyze the need for additional east-west highway capacity in Montgomery and Prince George's Counties. The study will develop and evaluate alternates to satisfy these needs and document the impacts of each of the alternates developed. The final recommended alignment, design speed, typical section, right-of-way cost and construction cost will be determined as a result of the study.

Transportation facility concepts to be studied in the Intercounty Connector corridor include, but are not necessarily limited, to:

- Freeway or toll road on the Master Plan alignment;
- Controlled access major highway on the Master Plan alignment;
- Jointly developed highway/parkway;

- Upgrading, spot improvements and construction of missing connections between existing facilities;
- A no-build alternative.

The range of alternates also include considerations of appropriate transit service and facilities such as priority lanes, improved transit service and park-and-ride facilities. Fixed guideway transit (rail) is not to be considered within the scope of the project.

The 1972 approved Master Plan alignment for the Intercounty Connector through the Olney Planning Area is shown on the Highway Plan, with a 300-foot right-of-way and interchange at Georgia Avenue.

Completion of the Intercounty Connector could increase development pressures in the Olney Planning Area. Demand for commercial uses near the interchange of Georgia Avenue and the Intercounty Connector is expected to occur. Such development is in conflict with the satellite concept for several reasons:

1. The low-density buffer between down-County and Olney Town Center would be weakened;
2. Pressure for linear commercial development along Georgia Avenue would increase;
3. The commercial viability of Olney's core would be reduced by the close proximity of a competing commercial center.

The Plan, therefore, recommends that residential, not commercial, uses be located near the interchange. An open space buffer between the interchange and residential development should be created by clustering the development away from the interchange.

One alternate for the Intercounty Connector is a controlled major highway on the Master Plan alignment. The only other highway in the Olney area that could be considered a Controlled Major is the section of Georgia Avenue from Norbeck Road to Old Baltimore Road. A Controlled Major highway supports the land use and Georgia Avenue corridor concepts of limiting strip commercial along this section of Georgia Avenue. Highway access is limited with intersections spaced 1,500 to 2,000 feet apart, and direct access to abutting properties is generally not permitted.

Georgia Avenue (Maryland Route 97) and Olney-Laytonsville Road/Olney-Sandy Spring Road (Maryland Route 108) are the two Major highways that provide principal access to and through the Olney planning area. The intersection of Georgia Avenue and Route 108 is the center of the satellite community of Olney. Staging of growth will be keyed to improvements to Georgia Avenue between Norbeck Road and Route 108.

The southern border of the planning area is bounded by two major highways: Muncaster Mill Road (Maryland Route 115) and Norbeck Road (Maryland Route 28 and Maryland Route 609). A project planning study for Muncaster Mill Road (Maryland Route 115) has recently been completed by the State Highway Administration. The state has submitted its recommendation to the Federal Highway Administration and is currently awaiting location approval.

In the Olney area, all Major highways are State routes and are built and maintained by the State.

Subregional and Town Center Access

In the Olney area the arterial highway network connects the major highways and provides subregional access from

residential areas to major highways. In the southwest quadrant, the arterial roadways are Bowie Mill Road, Cashell Road, Emory Lane and proposed Hines Road. Sections of Bowie Mill Road and Cashell Road are built to arterial standards and are examples of how arterials collect and distribute subregional traffic. New Hampshire Avenue north of Maryland Route 108 is recommended to be an arterial roadway. Closer to the Olney Town Center, Buehler Road is designated an arterial; in the northwest quadrant, Queen Elizabeth Drive is downgraded from an arterial to a primary residential street.

In new residential subdivisions access to arterials is controlled. This control is achieved by not allowing houses to front on arterials thus eliminating individual driveway entrances. The density of the residential area guides the decision on the width of paving required. In the southeast quadrant, higher densities require a 48-foot width for Buehler Road. When Hines Road is built in the Cherrywood Subdivision, it will be as a 48-foot wide roadway with no individual residences having direct access. Queen Elizabeth Drive, Prince Philip Drive and Heritage Drive through existing residential areas are recommended to have an ultimate paving width of 24 feet. This will allow for two lanes of traffic and no parking. Brookeville/Brighton Dam Road is also recommended for an ultimate 24-foot paving width.

In the core area of Olney, there are a series of Business District streets which are designed to provide vehicular and truck access to the planned retail and office development. These streets require an 80 foot right-of-way with 48 feet of paving and curb/gutter. The sidewalk is generally 15 feet wide on each side and starts immediately behind the curb. On-street parking can be provided on the Business District streets.

Local Access

Local access in rural and residential areas is provided by primary, secondary and tertiary roadways. Primary roadways are the lowest classification shown on a Master Plan. The location of primary roadways identifies a need--a desire line. The precise alignment will be determined when properties are submitted for development in the subdivision process. Primary roadways may be added or deleted at time of subdivision. The right-of-way for primary roadways is 70 feet and they have a paving width of 24 feet for open section design and 36 feet for closed section design. Continuous roadways in the rural areas are shown as primary roadways. This will allow for sufficient right-of-way to implement safety and maintenance projects and to improve horizontal and vertical alignment of the roadways.

In the southeast quadrant, a new alignment for the northern portion of Batchellor's Forest Road has been established. Starting at Farquahar Middle School, the roadway will be realigned to the west, and will have a new intersection with Maryland Route 108, approximately one-half way between Old Baltimore Road and Norwood Road.

A portion of the Olney Master Plan area was included in the 1970 Aspen Hill Master Plan. The area affected is just north of Muncaster Mill Road and west of Georgia Avenue (see Master Plan of Highways Map). Any changes to the primary road network in this area could only be accomplished by way of an amendment to the Aspen Hill Master Plan.

Georgia Avenue Improvements and Rights-of-Way

Development of Olney is very closely associated with

TABLE 13
STATE HIGHWAY SCHEDULE OF
IMPROVEMENTS TO GEORGIA AVENUE

IMPROVEMENT	PROJECT STATUS	COMMENTS
1. Georgia Avenue and Norbeck Road intersection improvement; widening of Georgia Avenue to 6 lanes between Bel Pre and Norbeck Road.	Completed.	
2. Widening of Norbeck Road to 4 lanes from Bauer Drive to Georgia Avenue.	Design underway. Construction funds allocated FY 1983.	At-grade intersection of Norbeck Road and Georgia Avenue.
3. Improvements to Muncaster Mill Road (Route 115).	Location approval by FWHA pending. No construction monies.	
4. Widening of Georgia Avenue between Norbeck Road and Route 108.	Project planning study currently underway. Construction monies not yet allocated.	Intersection of Emory Lane and Georgia Avenue operates at level of service "B" in peak hour. Additional capacity for 1,700 homes.
5. Georgia Avenue and Route 108 intersection improvement.	Completed.	

Georgia Avenue. Traffic conditions at various points along the Avenue between the Urban Ring and Olney are presently unacceptable; future growth will only intensify the problem if not channeled in accord with roadway improvements. Table 13 locates problem areas and summarizes programmed improvements.

The Plan recommends that Georgia Avenue only be widened to 4 lanes between the Town Center and Norbeck Road. However, the Plan does support preserving a 150-foot minimum right-of-way south of the Town Center in the event further widening is needed beyond 1996.

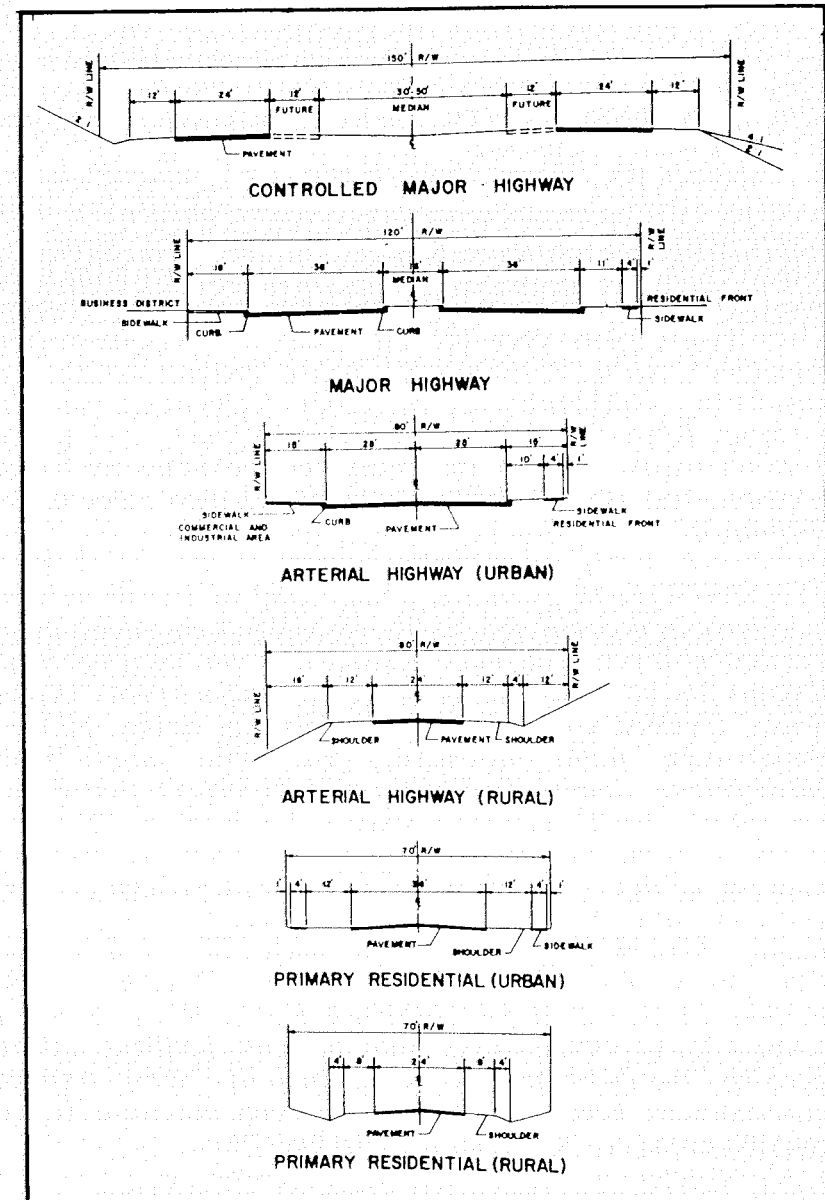
TRANSIT PLAN

The Washington Metropolitan Area Transit Authority (WMATA) is responsible for the construction and operation of a region-wide rail rapid transit system and accompanying regional bus service. The Metrorail system includes two segments in Montgomery County. The Metrorail red line is a "U" shaped route with outlying stations and storage yards at Shady Grove and Glenmont at the top of the "U".

The red line opened operations in Silver Spring in early 1978. A 5.5 mile extension of the red line is planned with stations at Forest Glen, Wheaton, and Glenmont. The Glenmont station will be the final destination on the line. County policy proposes no transit easement beyond Glenmont. Park-and-ride facilities are programmed for the line, with 1,800 spaces at Glenmont, 250 at Wheaton, and 500 at Forest Glen. In addition, each station will provide for access via walking, bicycle, bus and commuter modes.

The Glenmont section of the red line is expected to stimulate office and retail employment in Silver Spring and Wheaton. These additional jobs will attract trips from residential areas in Olney. Construction of the Glenmont section will greatly increase the accessibility of the Olney

HIGHWAY CROSS SECTIONS



area to Silver Spring and District of Columbia employment and shopping centers. This increased accessibility will contribute to the attractiveness of Olney as a place to live.

The Transit Plan for the Olney area provides for the movement of people to the Glenmont transit station. As a terminal station with 1,800 parking spaces, the Glenmont station will serve the large low-density residential area north of the station arriving primarily via auto. Improvements to the major and arterial highway network leading to the Glenmont station will improve automobile accessibility. The transit plan also provides for bus access to the Glenmont route stations via County feeder bus to the residential neighborhoods, Metrobus regional service on Georgia Avenue and New Hampshire Avenue and fringe parking areas. Direct rush hour service between fringe parking and the Metro Glenmont Station should be explored.

The feasibility of providing a high level of transit service to Olney in general and to the residential communities in particular depends on the ridership that can be generated. Except for attached units and garden apartments in the Town Center, the residential density of Olney is low. Penetrating these low-density residential areas with Montgomery County Department of Transportation Ride-On service would require substantial subsidies. A more likely method of providing transit service is regional express service from central locations with fringe parking and commuter drop-offs. The service should be express to major employment, retail and Metrorail stops along Georgia Avenue and New Hampshire Avenue. The implementation of fringe parking should be investigated at several locations including retail shopping facilities at the core and the reconstructed intersection of Georgia Avenue and Norbeck Road. Transit routes and potential fringe parking areas are shown on the Highway Plan.

Transit service from Olney to the Silver Spring Metrorail station is provided by Metrobus.

To assure that future growth occurs in concert with transportation improvements, the Plan links private development to public roadway improvements. The Implementation chapter discusses staging and the role of transportation in more detail.