AREA-WIDE ELEMENTS

TRANSPORTATION

Shady Grove is a transportation hub with major highways, rail lines, and an end-of-the-line Metro station. Access to the Shady Grove Metro Station, provision of the future Corridor Cities Transitway (CCT), and countywide traffic all contribute to a complex transportation context. This Plan seeks to provide a safe, functional, and attractive multi-modal transportation system to serve the current and recommended land uses.

This Plan views transportation facilities as an integral element of the community, accommodating not only traffic but also building community character. The network of major highways and arterials are designed to serve both cross-County commuters and local access. With the Shady Grove Metro station at its center, this Plan places a major emphasis upon transit service as a means to reduce future traffic congestion. A variety of means are recommended to increase transit ridership, ranging from a Transportation Management District to improving pedestrian access. Roadway character is addressed with streetscape recommendations designed to improve the visual character of all the area roadways.

Objectives

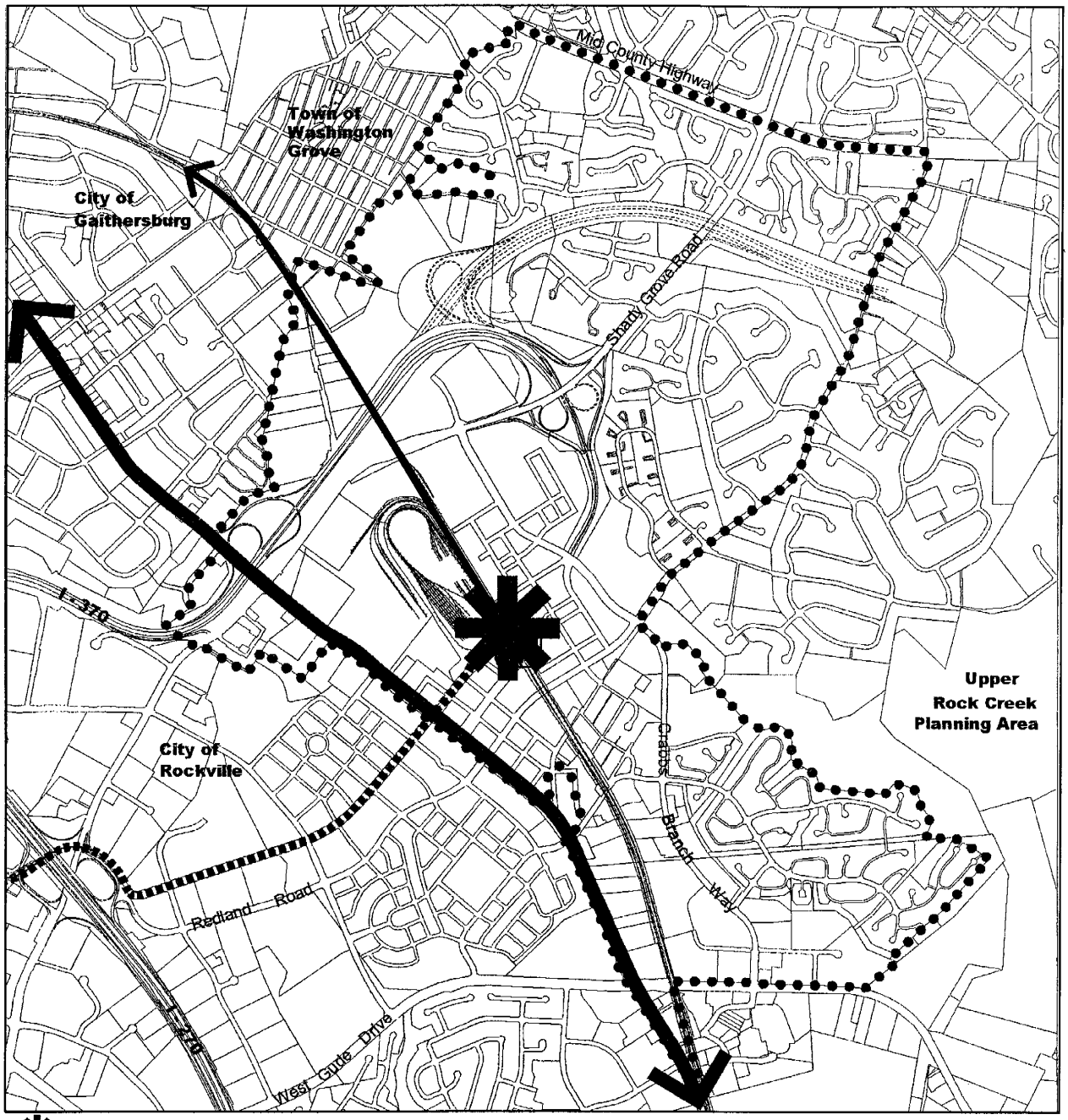
- Improve mobility, local access, and safety.
- Address traffic congestion with a variety of measures that emphasize increasing transit ridership and increasing road capacity where appropriate.
- Increase transit ridership with changes in land use and increased transit service.
- Create a network of local streets to serve the new Metro Neighborhoods.
- Improve pedestrian and bicycle access throughout the planning area and to the Metro station.
- Designate roadway classifications that serve not only through movement traffic but also provide local access to adjacent land uses.
- Design all roadways and intersections with pedestrian-friendly characteristics and improved signage.
- Incorporate the Corridor Cities Transitway into the Metro station to provide convenience for transit riders.
- Improve the streetscape and pedestrian character of all roadways to encourage transit use, enhance residential communities, and create an attractive setting for businesses.

Existing Conditions

The planning area is served by a network of roadways, the CSX rail line that continues through the Sector Plan, and by Metro's red line that ends at the Shady Grove Metro Station. Traffic is heavily congested along the major roadways such as MD 355 and Shady Grove Road. In addition, the Metro station is a magnet for traffic. The limited street crossings of the CSX tracks constrain internal local access. Local access mingles with through traffic along MD 355. A major challenge for this Plan is to identify measures that address traffic congestion, increase transit use, and minimize additional traffic.

Pedestrian activity is increasing within the planning area as a result of the recently built King Farm, across MD 355 from the Metro station. Pedestrian access to the station from the east is less active due to lack of sidewalks and path connections within the existing communities. The existing major highways also create barriers to pedestrian access between communities.

Transit Improvements



Transit Center/Metro Station

Corridor Cities Transitway

Expanded Transit Service

Expanded Transit Improvements

Shady Grove Sector Plan Boundary

Note: Plan supports increasing transit service throughout the planning area.

0 2200'

Concept

This Plan views transportation improvements as serving a combination of traffic, transit, pedestrians, bicyclists, and community building objectives. It places a special emphasis on transit service and traffic management techniques rather than road widening. The Plan's transit centerpiece is the Metro station with its opportunities for land use changes and increased ridership. This Plan recommends the Metro station be redeveloped as an efficient and attractive transit center, offering a range of multi-modal travel options and featuring a "transit store" to promote and coordinate different transit options. The creation of walkable communities, improved pedestrian and bicycle access, and increased transit service to reduce future traffic congestion are key components of the Plan. The Plan also makes recommendations for the regional roadway network that are designed to reduce future traffic congestion.

Transit System

Increased transit ridership is a major transportation goal of this Plan. As the County continues to grow within established areas such as Shady Grove, easing traffic congestion by encouraging people to travel by transit rather than single occupancy cars is imperative. Reducing car usage within the Metro Neighborhoods can be achieved by various measures. The following recommendations are designed to achieve a goal of 35 percent transit ridership for new residential development in the Shady Grove Policy Area.

Shady Grove Metro Station Access and Transit Service

- Allow an increase in Metro parking if such parking does not displace or negatively affect housing opportunities and does not contribute to local intersection congestion.
- Maintain bus priority treatments, including consideration of an exclusive bus lane along the Metro access road (M-94, see Proposed Roadway Network map).
- Consider providing a rental car program for residents of the Metro Neighborhoods as a convenience and to reduce the need to own a car. Other measures may include partnering with WMATA's ZIP Car Program that offers convenient rental cars to transit riders.
- Support countywide efforts to increase park-n-ride lots at appropriate locations to encourage Metro access via transit rather than via single-occupancy vehicles.
- Support increased Metrorail service frequency including elimination of the Metrorail "turnback" at the Grosvenor Station.
- Support a new Metrorail station near the Montgomery College Rockville Campus.

Corridor Cities Transitway (CCT)

Implement the CCT as a light-rail facility (pending confirmation of mode preference by County Council) with a cross-platform connection to Metro that minimizes travel time delays and increases convenience. This Plan recommends:

- Support locating the CCT maintenance yard and shop outside the Shady Grove planning area at a location to be determined.
- Construct a grade-separated route to carry the CCT across MD 355 and incorporate a safe, at-grade pedestrian crossing.

CSX Corridor Transit Services

This Plan recommends:

- Support expanded frequency for MARC rail service.

- Retain the 50-foot transit easement on the west side of the CSX right-of-way, north of the Metro station. Conduct further study of an additional mode (such as expanded Metro service or monorail) after the first phase of the CCT has been in operation for at least two years.

Transportation Management District (TMD)

A transportation management district is a public/private partnership organized to reduce single-occupancy driving by various means including carpooling, subsidizing transit costs, and improving transit service. This Plan recommends:

- Creating a TMD before new development can be approved. (See Implementation section for further discussion.) The TMD should include all businesses and residents in the Shady Grove Policy Area including, if feasible, a larger area such as the Life Sciences Center and the municipalities.
- Reducing peak period vehicle trips in the Shady Grove Policy Area in accordance with AGP Alternative Review Procedures. Strive for a transit ridership goal of 35 percent for residents within the Shady Grove Policy Area, 25 percent for residents elsewhere in the Sector Plan, and 12.5 percent for employees of office development traveling to work.
- Establishing a "transit store" in a central storefront location to dispense route and schedule information, sell fare media, promote transit use, and provide meeting space for coordinating TMD activities.
- Using minimum parking standards as the maximum allowable parking for development in proximity to Metro to support transit use, to lower development costs, and to constrain the amount of new traffic in the planning area. Support CBD parking standards for the Metro Neighborhoods and Jeremiah Park to encourage transit use.
- Increasing opportunities for shared vehicle parking, employee and residential incentives, and bicycle parking.

Bus Service

This Plan recommends:

- Improve pedestrian access from neighborhoods to bus stops.
- Improve all bus stops with shelters, seating, and route information.
- Support shifting the MD 355 bus stop located just north of Shady Grove Road farther north, past the I-370 on-ramp, to avoid intersection back-ups.
- Support increased Ride-On bus service within a five-mile radius of the Metro station to increase transit convenience and ridership, especially to community destinations such as local shopping and schools, and particularly Magruder High School. Consider private/public shuttle bus service to meet local access needs.
- Provide further study of MD 355 transit improvements to connect activity centers with development and to better serve transit needs.

Transit Center at the Metro Station

The number of different travel modes serving the Metro station, and the addition of a substantial number of new residents and businesses, warrants the creation of a well-coordinated, multi-modal transit center. The mix of uses and transportation functions are complex and will require on-going management and maintenance to benefit all users.

Within the transit center, a "transit store" should be provided with meeting space to support efficient coordination between transit services and the TMD programs. The "transit store" should also distribute transit information and actively promote transit ridership. Coordinating transit functions, managing transit programs, and promoting transit use would be primary activities at the "transit store." Size and

program needs should be determined through County facility planning. The "transit store's" location should be integrated with proposed retail shops on the Metro station's east side.

The existing Metro station bus, kiss-n-ride, and parking facilities on both sides of the station will need to be redeveloped in conjunction with the creation of a mixed-use residential community. Urban design recommendations are provided in the Land Use section. This Plan recommends:

- Increase the number of bus bays serving the Metro station in coordination with WMATA's required program needs.
- Redesign access to bus facilities on both sides of the station to minimize walking distances, ensure pedestrian safety, and minimize traffic and pedestrian conflicts.
- Provide kiss-n-ride facilities on the east side of the station in garages to provide shelter and avoid conflicts with the bus facilities. On the station's west side, kiss-n-ride facilities can be integrated with the bus facility.
- Expand and improve the pedestrian connection between the east and west side of the station.
- Replace Metro surface parking with new multi-level parking garages in locations that minimize walking distance to Metro and mitigate rail noise. New garage locations on the station's west side may be located adjacent to the existing entry road to the maintenance yard and partially on County-owned land behind the Solid Waste Transfer Station. On the east side, new garage sites may be located parallel to the rail lines to achieve adequate area for residential development.

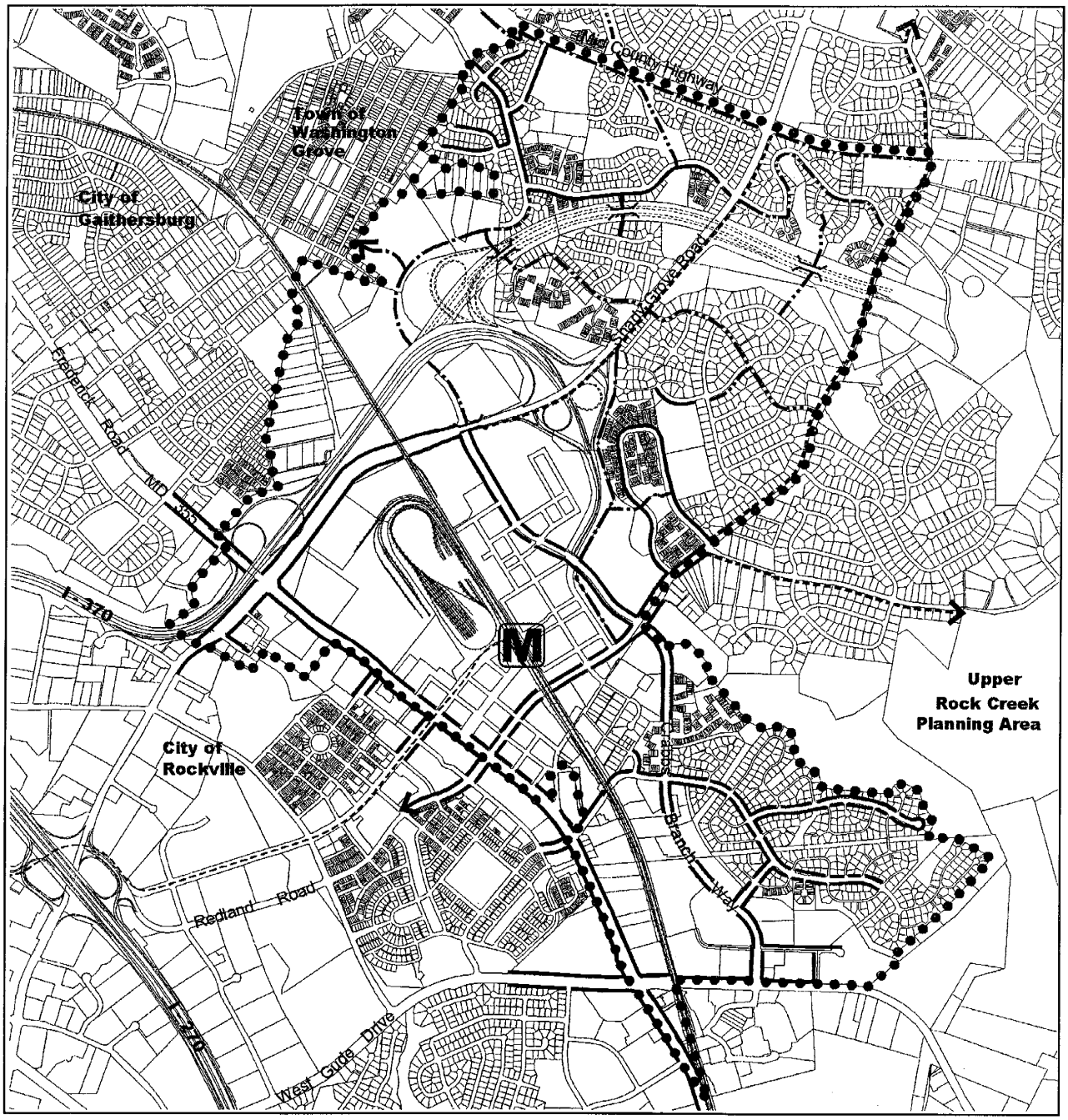
Bikeway and Pedestrian System

(See Pedestrian Network, Existing and Proposed Bikeways, and Table of Bikeway Classifications)

Bike and pedestrian routes support the goal of increased transit use by providing convenient connections and encouraging walking. The Bikeway Classifications table lists the recommended bikeway and sidewalk connections needed to create an interconnected system. Sidewalk and bikeway connections should also meet the following recommendations.

- Place sidewalks back sufficiently from curbs and travel lanes to separate pedestrians from moving traffic.
- Provide four-way crosswalks at all intersections.
- Provide sidewalks on both sides of public streets in the Metro Neighborhoods.
- Provide special crosswalk treatments in the Metro Neighborhoods such as raised crosswalks to emphasize pedestrian movements.
- Include grade-separated pedestrian and bicycle crossings under the ICC to connect Mill Creek to Redland Station and Founder's Mill to Parkside Estates. Specific locations will be determined during ICC project planning.
- Construct a shared use path, Class I underpass at Crabbs Branch Way and Shady Grove Road to ensure a safe and convenient pedestrian and bike path connection to Metro, the future local park, and north to The Grove shopping center.

Pedestrian Network



Existing Sidewalks

Proposed Sidewalks

Proposed Shared-Use Paths (Class I)

Proposed Asphalt Paths (open section)

Proposed Underpass

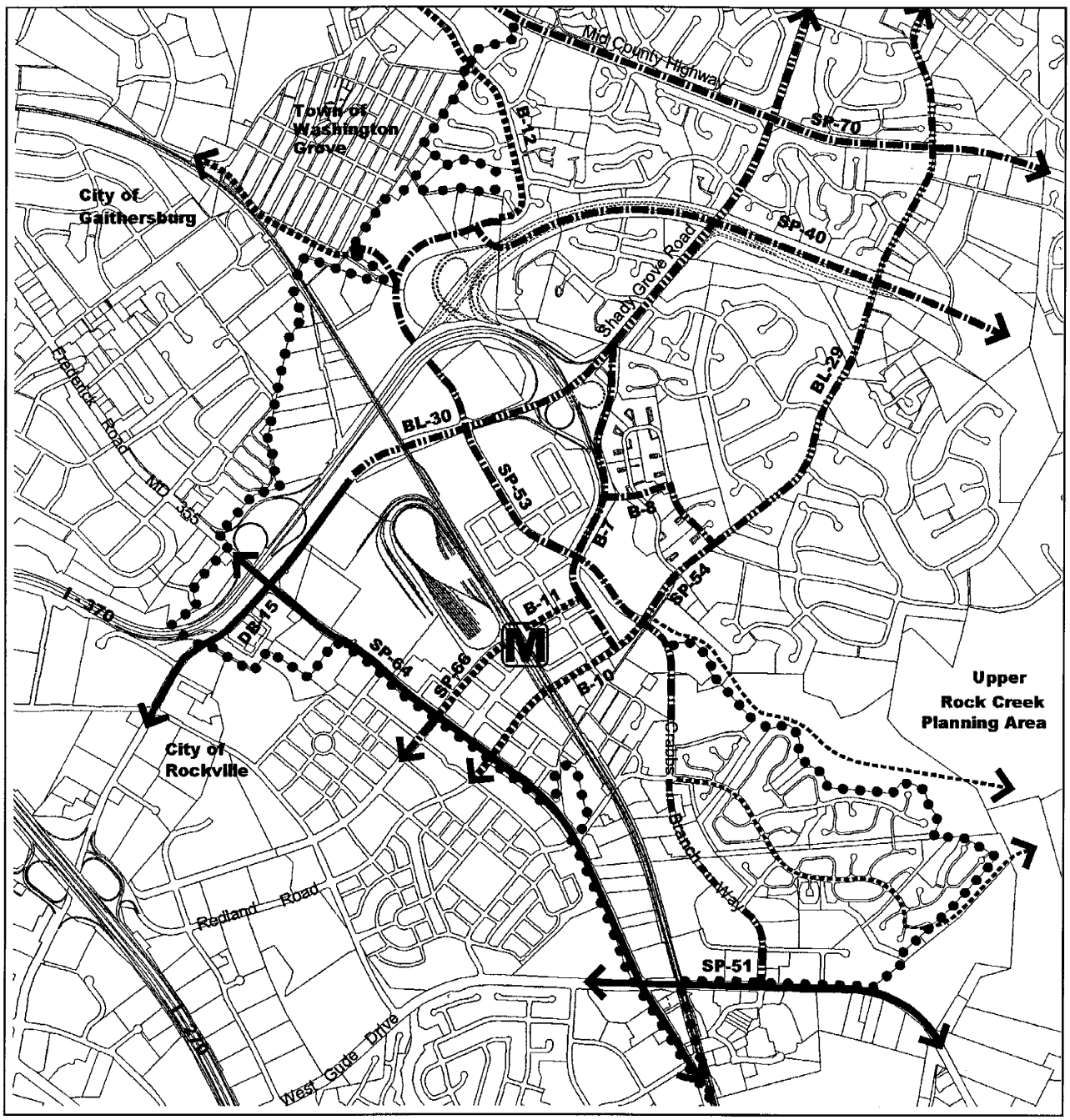
Shady Grove Sector Plan Boundary

Corridor Cities Transitway

Note: All Intersections to be designed with pedestrian friendly characteristics. All Metro Neighborhoods streets to have sidewalks on both sides.

0 2200'

Existing and Proposed Bikeways



Existing Shared-Use Paths (Class I)

Proposed Shared-Use Paths (Class I)

Proposed Bike Lanes (Class II)

Proposed Shared-Use Roadways (Class III)

See Park Trail No. 9 Discussion in Public Facilities Chapter

Shady Grove Sector Plan Boundary

Note: Shared-use paths, Class I, are also shown on Pedestrian Network.
Reference Numbers correlate with County Bikeway Functional Master Plan

0 2200'

Bikeway Classifications

Ref. No.	Name	Limits	Class Type	Comments
B-7	Metro Access Road	Shady Grove Road South to Metro	Shared Use Path Class I	Provide connection to Park Overlook Provide connection from Metro Station
B-8	Park Overlook to Blueberry Hill Park and Needwood Road	Metro Access Road	Shared Use Path Class I	Requires easements from homeowners' association
B-10	Redland Road	MD 355 to Metro Access Road	Bike Lanes Class III	Unmarked lanes adjacent to parking
B-11	New Road	East Side of Metro	Bike Lanes	Unmarked lanes
B-12	Amity Drive	Length of Planning Area	Bike Lanes	Unmarked lanes
BL-29	Redland Road	Crabbs Branch East to Muncaster Mill	Either a Shared Use Path, Class I or Sidewalks with Class III	Classification to be determined at project planning
BL-30	Shady Grove Road	MD 355 to Eastern Plan Boundary	Bike Lanes Class II	Provides sidewalks along both sides
DB-15	Shady Grove Road	Western Plan Boundary	Dual Bikeway Class I and II	Shared use path and bike lanes
SP-40	ICC	I-370 to Eastern Plan Boundary	Shared Use Path Class I	Incorporate into facility design
SP-51	Gude Drive	Length of Planning Area	Share Use Path Class I	Locate on south side, tie into Rockville's Millennium Trail
SP-53	Redland Road	Needwood to Metro Area	Share Use Path Class I (See Proposed Trail Comments)	Locate path on east on side from Amity Drive to Redland Road, Shift to west side to Gude Drive. Provide connections to Metro Station
SP-54	Redland Road	Needwood to Metro	Shared Use Path	Path on north side
SP-64	MD 355	Length of Planning Area	Shared Use Path	Locate along west side
SP-70	Midcounty Highway	Length of Planning Area	Shared Use Path Class I	Locate path on west side, sidewalk on east side

Roadway System

The proposed roadway recommendations improve the existing network by providing intersection improvements, connecting roadway, and creating a series of new streets to improve access within the Metro Neighborhoods. The recommendations that follow range from major highway to local street improvements (see Proposed Roadway Network and Classification Table).

Intercounty Connector (ICC) and Midcounty Highway Extended

The proposed ICC provides a major route for east-west traffic across the County. This Plan retains the previous plan's recommendations for right-of-way and number of lanes. Future decisions regarding the ICC will be made in the context of the federal Environmental Impact Statement (EIS) process. If the final EIS concludes that the full ICC cannot be built as envisioned in area master plans, then alternative east-west transportation projects will be considered. These alternative options are described in the 2002 *Transportation Policy Report* as Option 1 and Option 2 and are included in this Plan's Appendix. Either option is consistent with the Plan's recommendations.

MD 355

MD 355 runs from Friendship Heights to Clarksburg. Within urban metro areas, the roadway is treated as an Urban Boulevard, divided with a median, requiring slower speeds, enhanced with streetscape and emphasizing pedestrian safety and access. This urban character should be achieved along MD 355 between the Solid Waste Transfer Station and Indianola Drive, and is consistent with road character in Rockville and Gaithersburg. This Plan recommends:

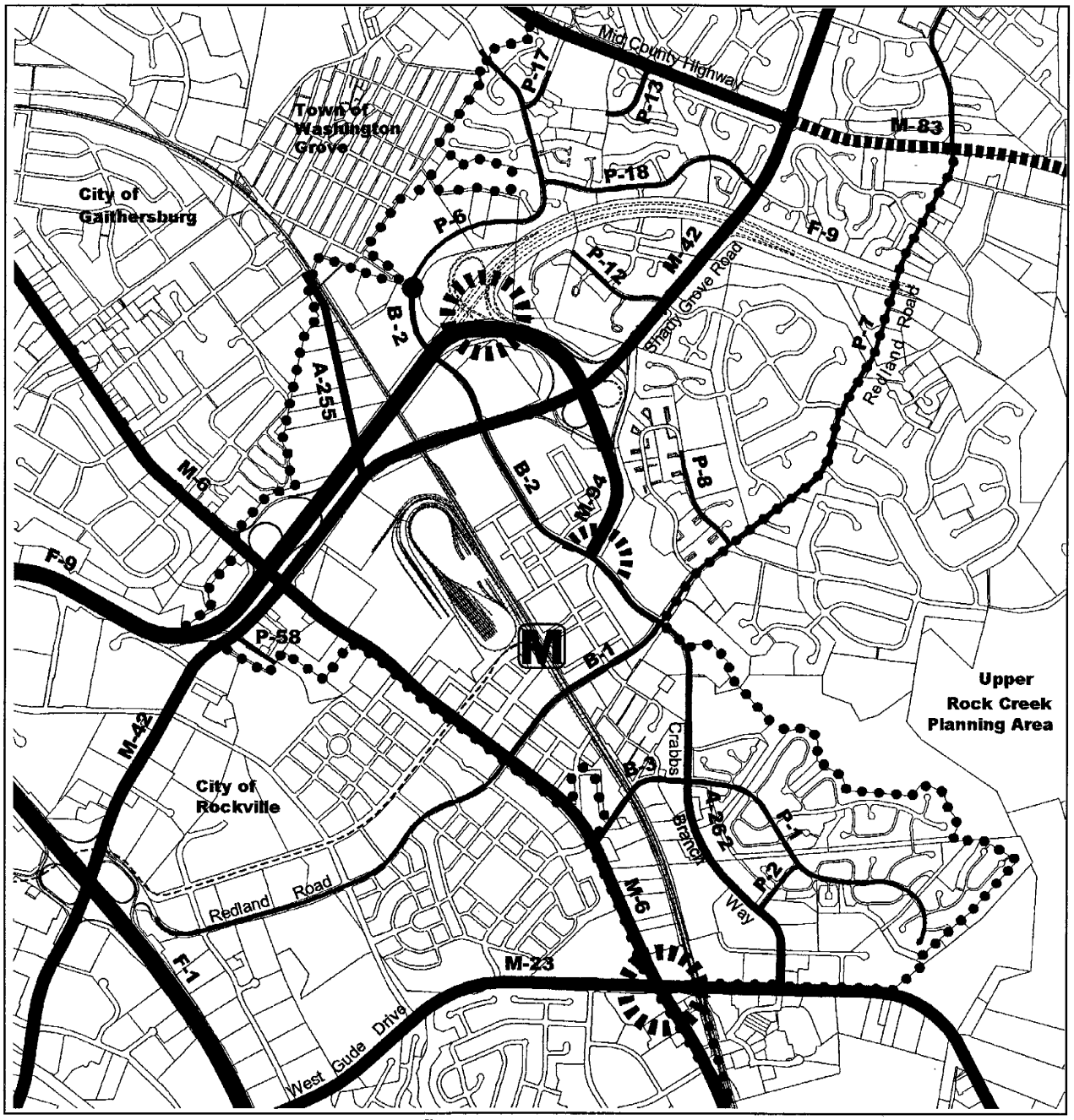
- Maintaining classification as a Major Highway with six lanes, divided. Increase the right-of-way to 150 feet outside the Metro Neighborhoods to ensure adequate curbside space for pedestrians and streetscape improvements.
- Creating an Urban Boulevard character between Indianola Drive and the entrance to the Solid Waste Transfer Station. Maintain the existing 120-foot right-of-way with additional space through a public improvement easement for adequate sidewalks. Roadway design characteristics will include features appropriate for Metro areas with significant pedestrian traffic, such as increased streetscape improvements, slower travel speeds, short intersection spacing, and minimized pedestrian crossing distances at intersections.
- Minimizing direct driveway access from MD 355. The proposed street system is designed to consolidate access to side streets. If driveways are allowed because no alternative access is feasible, use driveway aprons, not corner curb returns. Driveway ramps must reach the level of adjacent sidewalks to maintain a safe sidewalk for pedestrians. Avoid driveways with defining curbs and medians that increase pedestrian exposure to turning vehicles and that encourage high speed turning movements.
- Maximizing pedestrian safety, especially at intersections, by minimizing pedestrian crossing distance, increasing pedestrian time to cross, and ensuring adequate sight distances.
- Allowing short block lengths intersecting MD 355 in the Metro station area (see Commercial Business Streets for Metro Neighborhoods maps). Shorter block lengths better accommodate residential development, improve Metro access by increasing the number of possible routes to the station, and create a more pedestrian-friendly environment.
- Providing the recommended streetscape improvements.

Shady Grove Road

This road is a major traffic route through the planning area connecting with two interstate highways, I-370 and I-270. Local access is limited to a few connecting streets along Shady Grove Road. This Plan recognizes Shady Grove Road's role in cross-County travel. Improvements should address local pedestrian access, noise impacts, and streetscape character. This Plan recommends:

- Maintain Major Highway classification with six-lanes, divided, with an increase to a 150-foot right-of-way west of I-370. Increased right-of-way will provide adequate space for pedestrians and streetscape improvements.
- Improve Shady Grove Road's overall character with streetscape improvements.
- Provide noise walls east of I-370 along residential properties, if found in compliance with the County's noise guidelines.
- Provide a shared use path (Class I) underpass at Crabbs Branch Way under Shady Grove Road (see Existing and Proposed Bikeways map).

Proposed Roadway Network



Redland Road

Redland Road provides a travel route between Muncaster Mill Road and MD 355. This Plan affirms that Redland Road should not be widened to four lanes north of Needwood Road. This Plan recommends:

- Achieve a 70-foot right-of way with a maximum of two lanes from Needwood Road to Muncaster Mill Road.
- Permit roadway improvements between Needwood Road and Crabbs Branch Way that minimize negative impacts on Park Overlook, the adjacent townhouse community.
- Achieve a 100-foot right-of-way from Crabbs Branch Way to MD 355 to create a four lane, divided Commercial Business Street. Support on-street parking during off-peak traffic periods to serve local businesses.
- Develop a full intersection at Yellowstone Way to improve access to Metro and to new residential development.
- Provide a Class III bikeway in the Metro Neighborhoods to accommodate bikes and on-street parking during non-peak traffic periods.

Crabbs Branch Way

Crabbs Branch Way is a significant travel route through the planning area from Gude Drive to Shady Grove Road. It provides access to residential areas, the Metro station and the County Service Park. The road does not extend north of I-370 although a bridge under I-370 was built in anticipation of such an extension. This Plan recommends:

- Extending Crabbs Branch Way with an 80-foot right-of-way, under I-370 to Amity Drive, to improve local connections. To discourage cut-through traffic, a traffic circle should be considered at the intersection of Crabbs Branch Way and Amity Drive. Additional traffic calming measures along Amity Drive should also be considered.
- Achieving a 100-foot right-of-way between Shady Grove Road and Redland Road to accommodate four lanes and a median. Support on-street parking during off-peak hours to provide needed parking for the local park and residents. During peak hours, parking lanes will become travel lanes.
- Creating a partial interchange connecting the Metro access road to Crabbs Branch Way to provide more direct access to I-370.
- Maintaining the current 80-foot right-of-way between Redland Road and Gude Drive.

Interchanges

This Plan recommends:

- Create grade-separated interchanges at:
  - Metro access road and Crabbs Branch Way (limited to the east side)
  - MD 355 and Gude Drive, if found necessary. Minimize impacts on adjacent businesses by measures such as depressing MD 355 under Gude Drive
  - ICC and I-370 (to be developed in the ICC's Draft Environmental Impact Statement).

Intersections

The planning area intersections not recommended for interchanges need to be pedestrian-friendly to encourage walking and transit use. To achieve acceptable levels of service, trip mitigation measures should be the first priority to reduce trips. Widening intersections should be considered as a last resort.

The Plan does not explicitly recommend capacity improvements to achieve current Local Transportation Review standards for four reasons:

- The balance between vehicular congestion and pedestrian accessibility should be made on a case-by-basis through subdivision cases or facility planning studies as needs arise.
- The level of travel demand forecasting performed for the Sector Plan analysis is useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis.
- Current Annual Growth Policy (AGP) processes allow CLV congestion standards to be exceeded in Metro Station Policy Areas as long as operational analyses demonstrate that vehicle queues do not block upstream intersections.
- AGP standards and practices are re-evaluated every two years and are subject to change during the lifetime of the Sector Plan.

Local Street Network

This Plan recommends Commercial Business Street standards to achieve urban street characteristics in the Metro Neighborhoods. Such characteristics include short block intersecting spacing, tight corner radii, variable rights-of-way, and urban streetscape treatments.

- Providing a new grid system of local streets forming short walkable blocks within the Metro station vicinity (see Commercial Business Streets for Metro Neighborhoods). Those streets that are listed in the Street and Highway Classification table are needed to improve access to Metro and local circulation. Additional streets that are illustrated but not listed in the table are also desired.
- Within the Metro Neighborhoods, all streets shall be built to Commercial Business Street standards with primarily 70-foot right-of-ways.
- Designing local intersections with pedestrian-friendly characteristics such as minimal corner radii, raised pedestrian crosswalks, and special crosswalk pavement.
- Providing traffic calming measures along all residential streets experiencing cut-through traffic, particularly in the Old Derwood community.
- Providing a private street connection without a specified right-of-way, may be considered to connect Indianola Drive with Paramount Drive as part of a future mixed development of the Nissan property (Parcel "S"/N524, Derwood). This possible street connection would not be considered while the Nissan property is used for auto related uses.
- Supporting the abandonment of the dead-end portion of Paramount Drive, east of Somerville Drive to provide area for a park.

Other Roadway Improvements

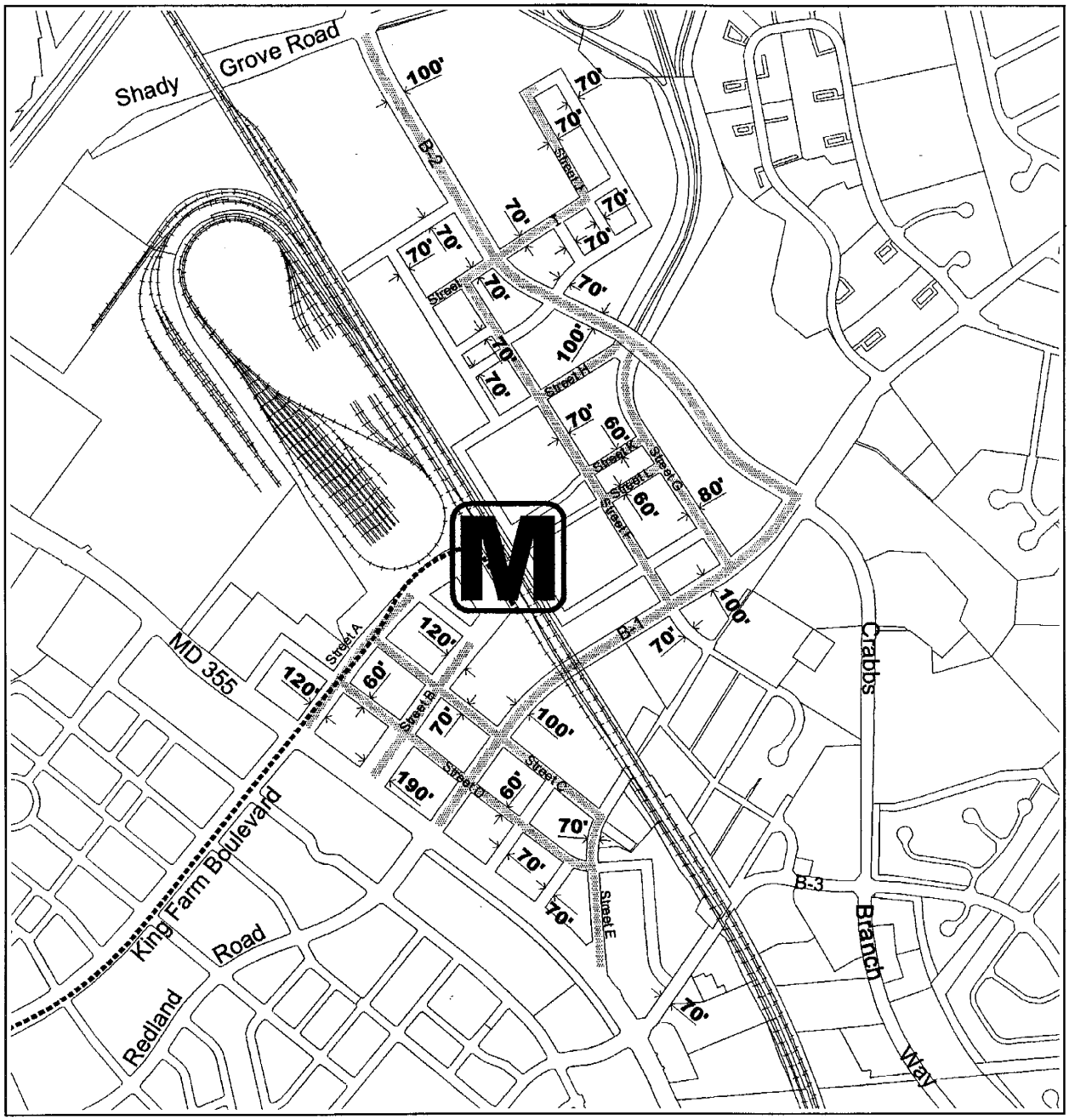
These recommendations are not required by this Plan but are consistent with its objectives.

- If the vacant Casey properties 6 and 7 are developed with relocated County services, permit a new, private street over the CSX tracks and north of I-370, connecting Crabbs Branch Way to Oakmont Avenue to improve local access for industrially zoned properties. Also, support an "authorized vehicles only" ramp to and from I-370 to serve public use of adjacent industrially zoned properties.
- Explore opportunities to create new street connections under the CSX tracks especially at the Metro station where expanding the existing pedestrian tunnel may be feasible.
- Study the need for a new interchange at Midcounty Highway and Shady Grove Road.

Parking Supply and Demand

Parking policies in Metro station areas should be part of an overall strategic plan to encourage transit use while meeting local business and resident parking needs. There is a significant demand for Metro parking spaces, with current facilities at capacity. To reduce future traffic and provide sufficient area to create a mixed-use residential community, this Plan recommends limiting the expansion of parking at the station.

Commercial Business Streets for Metro Neighborhoods



Note : All 70' ROW streets to have parking on both sides.
All 60' ROW streets to have parking on one side only.
Final alignment of proposed roads to be determined by the Preliminary Plan.
Street connection between Paramount Drive (Street E)
and Indianola Drive (B-3) may be a private street with
ROW to be determined by a Preliminary Plan.

▒▒▒▒ Indicates required Master Plan Street.

-------- Corridor Cities Transitway

0 900'

Street and Highway Classifications

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
Freeways				
F-9	Interstate 370	Western Plan Boundary to Intercounty Connector	300	6, divided
F-9	Intercounty Connector (ICC)	I-370 to Redland Road	300	6, divided plus Transitway/Bikeway
Major Highways				
M-6	MD 355, Frederick Avenue	I-370 to Ridgemont Avenue	150	6, divided
M-6	MD 355, Frederick Avenue	Ridgemont Avenue to Indianola Drive	120	6, divided
M-6	MD 355, Frederick	Indianola Dr to Gude Dr	150	6, divided
M-23	Gude Drive	MD 355 to Eastern Plan Boundary	150	6, divided
M-42	Shady Grove Road	Western Plan Boundary to I-370	150	6, divided
M-42	Shady Grove Road	I-370 to Midcounty Hwy	120	6, divided
M-83	Midcounty Highway	Northern Plan Boundary to Redland Road	150	4-6, divided
M-94	Metro Access Road	I-370 to Street "G"	150	4, divided, with Exclusive Transitway
Arterials				
A-255	Oakmont Avenue	Shady Grove Road to Northern Plan Boundary	80	2
A-262	Crabbs Branch Way	Gude Dr To Redland Rd	80	4
Commercial Business District Streets				
B-1	Redland Road	MD 355 to Crabbs Branch Way	100	4, divided
B-2	Crabbs Branch Way	Gude Drive to Shady Grove Road	100	4, divided
B-2	Crabbs Branch Way Extended	Shady Grove Road to 1,000 feet north of I-370	80	4
B-3	Indianola Drive	MD 355 to Crabbs Branch Way	70	2
B-4	King Farm Blvd Extended (Street "A")	1,100 LF from MD 355 to Metrorail Station	120	2
B-5	Street "B"	MD 355 to Street "D"	190	2
B-5	Street "B"	700 LF from Street "D" to Metrorail Station	120	2
B-6	Somerville Drive Extended (Street "C")	Street "A" to Street "E"	70	2
B-7	Street "D"	Street "A" to Street "E"	60	2
B-8	Paramount Drive (Street "E")	MD 355 to CSX Transportation	70	2
B-9	Street "F"	Crabbs Branch Way to Street "K"	70	2
B-10	Street "G"	Metro Access Road to Crabbs Branch Way	80	2
B-11	Street "H"	Metro Access Road to Street "F"	70	2

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
B-12	Street "I"	550 LF West of Crabbs Branch Way to 900 LF East of Crabbs Branch Way	70	2
B-13	Street "J"	Street "I" to 700 LF north	70	2
B-14	Street "K"	Street "F" to Street "G"	70	2
B-15	Street "L"	Street "F" to Street "G"	70	2
Primary Residential Streets				
P-1	Indianola Drive	Crabbs Branch Way to Crabbs Branch Park	70	2
P-2	Monona Drive	Crabbs Branch Way to Indianola Way	70	2
P-6	Amity Drive	Northern Plan Boundary to Crabbs Branch Way Extended	70	2
P-7	Redland Road	Crabbs Branch Way to Needwood Road	70	4
P-7	Redland Road	Needwood Road to Midcounty Highway Extended	70	2
P-8	Needwood Road	Redland Road to Blueberry Hill Local Park	70	2
P-12	Briardale Road	Shady Grove Road to Redland Road	70	2
P-13	Miller Fall Road	Midcounty Highway to Shady Grove Middle School	70	2
P-17	Taunton Drive	Amity Drive to Shady Grove Middle School	70	2
P-18	Epsilon Drive	Shady Grove Road to Amity Drive	70	2
P-58	Pleasant Road	Shady Grove Road to the Southern Plan Boundary	70	2

These are the number of planned through lanes for each segment, not including lanes for turning, parking, acceleration, or other purposes auxiliary to through travel.

Locating residential units close to Metro rather than parking garages, decreases future traffic since a high percent of residents use Metro. Constrained parking at the Metro also results in higher number of transit trips to the station, via Ride-On and Metro buses, and the future Corridor Cities Transitway.

The Plan's parking recommendations strive to provide an adequate supply of short-term parking for retail, restaurant, and small business customers, and make more efficient use of shared parking opportunities with Metro garages through the Transportation Management District. This Plan recommends:

- Supporting CBD parking standards for the Metro Neighborhoods and Jeremiah Park.
- Designating short-term garage spaces and allowing shared long-term parking spaces in off-peak periods to maximize use of parking facilities.
- Allowing on-street parking along major roads in non-peak periods on a case-by-case basis. On-street parking for local streets should be unrestricted. On-street parking contributes to pedestrian safety by physically separating the sidewalk from moving vehicles.
- Providing joint use of Metro parking spaces during non-peak hours for Metro Neighborhood residents. Consider minimum parking requirements as maximum parking permitted.
- Ensuring that all parking facilities adjacent to residential development are designed to be compatible and attractive neighbors.

Streetscape Plan

The Shady Grove planning area needs a safe and an attractive pedestrian environment that encourages Metro use, contributes to social interaction, and provides a setting for public life. Currently, walking to Metro or nearby parks is challenging and unpleasant due to the lack of sidewalks and streetscape improvements. This Plan recommends an extensive network of streetscaping, sidewalks, trails, and crosswalks to improve the pedestrian environment. The recommended streetscape improvements create an attractive setting for pedestrian and business activity, reinforce the stability of existing neighborhoods, and promote the vitality of the new Metro Neighborhoods.

Objectives

- Encourage walking by creating an attractive pedestrian environment that improves access to Metro and other destinations.
- Strengthen community identity by developing streetscapes that distinguish each of the Metro Neighborhoods and the Metro station area.
- Reinforce the street hierarchy by achieving a higher level of streetscape improvements along major corridors and within the Metro station area and in areas of significant pedestrian activity.
- Increase greenery to improve attractiveness and environmental quality by planting closely spaced street trees along all streets.
- Improve pedestrian safety with street lighting that also contributes to community character and identity.
- Reduce visual clutter and create attractive street corridors by placing utilities underground, coordinating public signage, and encouraging attractive commercial signage.
- Maintain streetscape improvements through public/private partnerships.

Concept

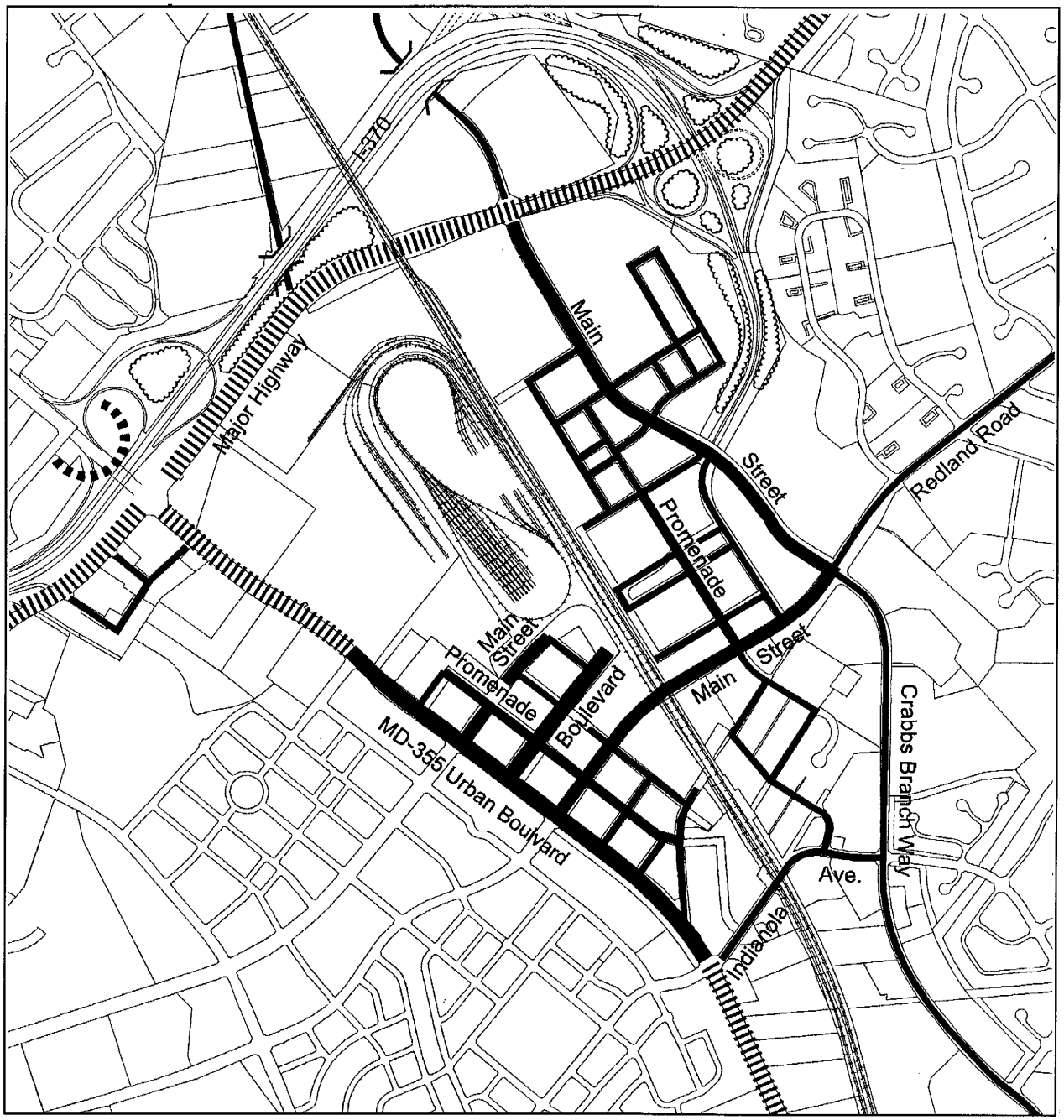
The streetscape concept enhances the existing corridors of Shady Grove Road and MD 355, and creates a new district of streetscape improvements centered in the Metro Neighborhoods. This concept supports the Plan's land use recommendations. A major theme of the streetscape concept is "re-greening the Shady Grove" to create an attractive setting for existing and new communities. A separate document, the *Shady Grove Streetscape Plan*, will include detailed specifications on streetlights, street tree species, paving, and other streetscape elements (see Streetscape Plan map and Proposed Cross-sections map).

Shady Grove Road Corridor

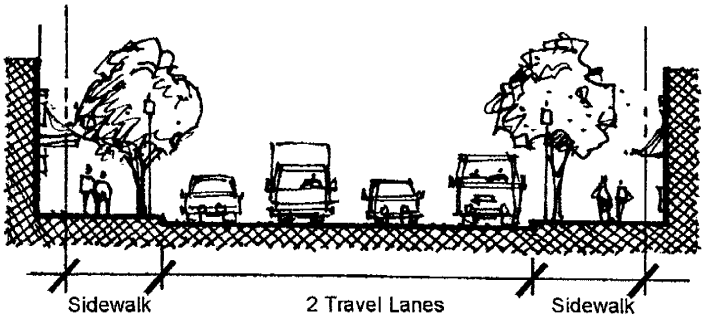
This Plan recommends:

- Upgrade Shady Grove Road with sidewalks, lighting, and extensive landscaping and street trees to create a green, attractive setting along its entire length.
- Reforest the right-of-way between I-370 and Shady Grove Road to increase the amount of greenery in the Corridor.
- Create a naturalized landscape within the I-370 interchange with Shady Grove Road and along both sides of the Metro access road to provide a greater sense of the natural environment.

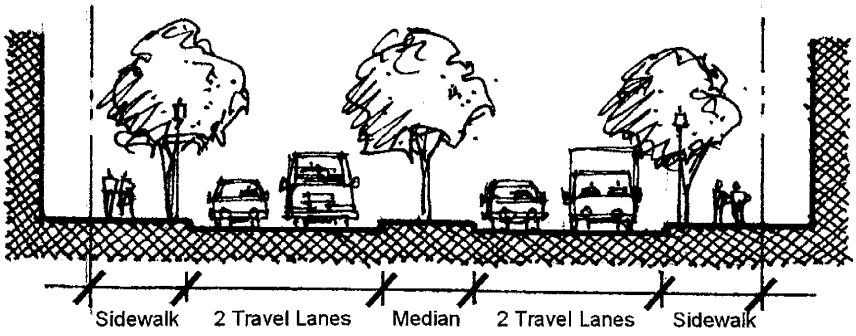
Streetscape Plan



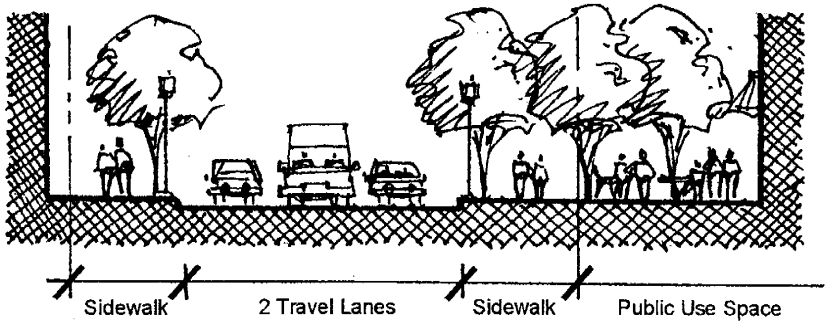
Proposed Street Cross Sections



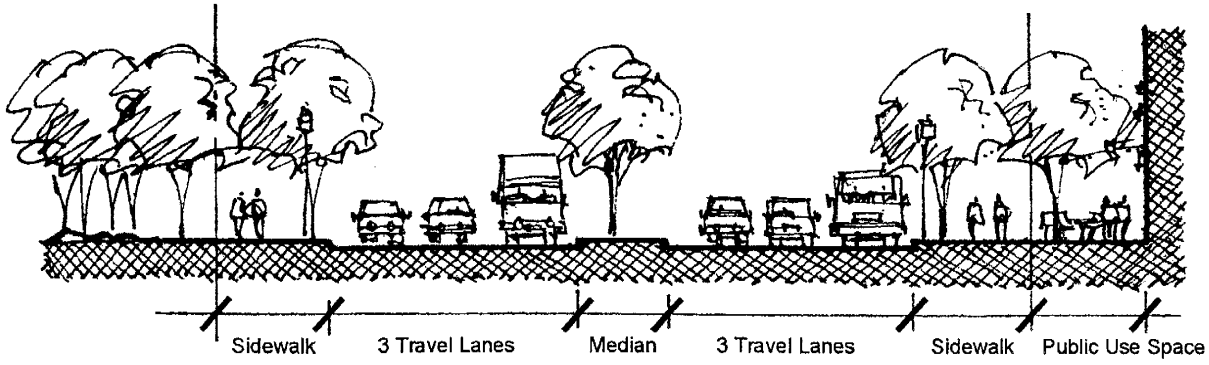
Local Street - 70' ROW



Main Street - 100' ROW



Promenade - 60' ROW



Urban Boulevard - 120' ROW

MD 355 Corridor

This Plan recommends:

- Create an Urban Boulevard from the Solid Waste Transfer Station to Indianola Drive to establish the identity of the Metro station area, facilitate walking, and improve Metro access.
- Within the Urban Boulevard, provide extensive street trees, and special sidewalk and crosswalk paving to improve pedestrian safety and encourage walking.
- Provide a double row of shade trees along both sides of the roadway to help create a boulevard character.

Along the roadway outside the Metro Neighborhoods, north and south of the Metro station area, provide shade trees in a curbside lawn panel to separate pedestrians from moving traffic. Provide a six-foot wide sidewalk at a minimum.

New Streets in the Metro Neighborhoods

This Plan recommends:

- Provide an urban streetscape throughout the Metro Neighborhoods with ornamental pedestrian-scaled lighting, special sidewalk and crosswalk paving, and coordinated street furniture.
- Plant trees according to urban standards for closely spaced street trees to achieve the "regreening of Shady Grove" theme and to create an attractive setting for residents and businesses.
- Provide adequate paved areas outside the right-of-way and directly adjacent to storefront retail uses to accommodate outdoor seating such as movable tables and chairs. Provide foundation plantings where appropriate to increase the sense of greenery.
- Create extensively landscaped Promenades in Metro West, Metro North and Metro South. The Promenade, a linear urban public use space, is partially within the right-of-way and provides seating areas, recreation, and amenities such as artwork, fountains, and seasonal plantings. The Promenade should achieve a garden character compatible with adjacent residential development.
- In the Metro West Neighborhood, create an extensively landscaped boulevard that leads to the Metro station. It should reflect the "regreening of Shady Grove" theme by establishing a garden character in the medians. Seating areas and other amenities should be provided within median areas that are over 50 feet wide to create outdoor places.
- In the Metro West Neighborhood, provide streetscape around the town square with lawn panels, shade trees, and seating areas to create a green urban park.
- In the Metro North Neighborhood, landscape public sidewalks around the town common with lawn panels, shade trees, and seating to create a green urban park.

Redland Road between MD 355 and Crabbs Branch Way

This Plan recommends:

- Create a main street with extensively landscaped median. Provide shade trees, special sidewalk paving, and crosswalks to improve pedestrian safety and encourage walking.

Crabbs Branch Way between Shady Grove Road and Redland Road

This Plan recommends:

- Create a main street with extensively landscaped median. Provide lawn panels for street tree planting to complement the primarily residential character.
- Develop the recreation trail, a Class I shared use bike path, on the street's east side with special paving (not asphalt), a double row of shade trees, seating areas, and other special features.

- Design the pedestrian underpass at Shady Grove Road with features that express the garden character. Incorporate artwork into the design of the underpass.
- Provide special sidewalk paving and crosswalks to improve pedestrian safety and encourage walking.

Signage

This Plan recommends:
- Locate commercial signs on building facades or consolidated in a monument sign. Freestanding, pole mounted signs should be avoided to minimize visual clutter and improve overall attractiveness.

Overhead Utilities

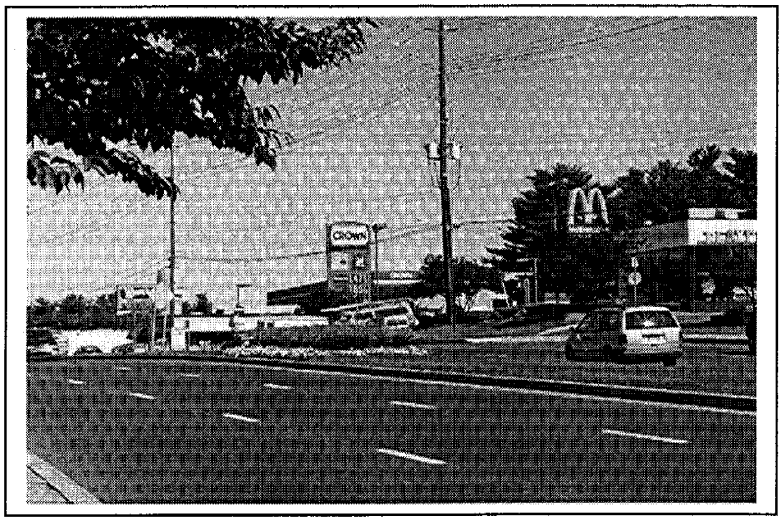
This Plan recommends:
- Require development within the Metro Neighborhoods to underground utilities along new and existing roadways, especially along major roadways with existing overhead utilities.
- Placing existing overhead utilities underground in areas outside the Metro Neighborhoods will be considered on a case-by-case basis.

Neighborhood Protection

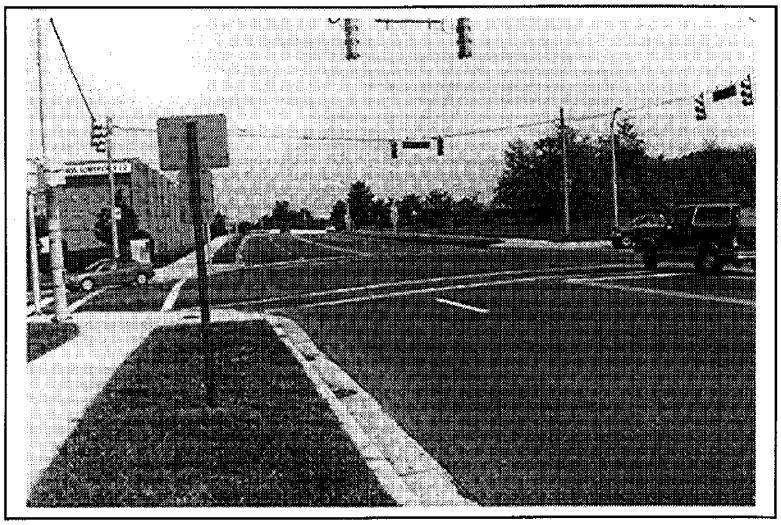
Through traffic is inappropriate within residential communities. It disturbs the peace of a neighborhood and creates a hazard for children and pedestrians. This Plan supports measures to mitigate cut-through traffic and calm travel speeds to help protect the existing single-family communities. This Plan recommends:

- Support several traffic circles in Old Derwood to help reduce cut-through traffic and slow travel speeds.
- Support traffic calming measures and a traffic circle along Amity Drive at its connection with Crabbs Branch Way.
- Encourage the establishment of neighborhood parking permit programs to protect nearby residential areas from non-resident parking.
- Study the need for traffic restrictions within Parkside Estates and Old Derwood to discourage cut-through traffic.

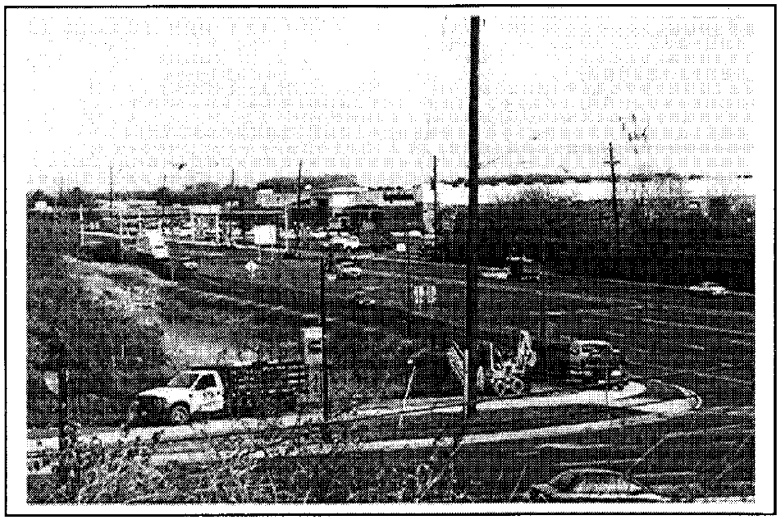
Views of Existing Roadways



MD 355 looking North



Redland Road



Shady Grove Road

Existing and Proposed Public Facilities