

The County Council has adopted three functional plans and master plans in the BRAC planning area. These include the 1990 *Bethesda-Chevy Chase Master Plan*, the 2001 *Legacy Open Space Functional Master Plan*, and the 2005 *Countywide Bikeways Functional Master Plan*. This document first describes each master plan and then summarizes the specific recommendations from each plan for the BRAC area transportation facilities.

Summary of Master Plans

The 1990 [*Bethesda-Chevy Chase Master Plan*](#) establishes the policy framework that will guide the future direction of Bethesda-Chevy Chase for the next 20 years. It provides recommendations on development levels, land use and zoning, transportation, environmental resources, community facilities and needs, and historic resources. The plan identifies the roadway classification, right-of-way, and number of lanes for the eight transportation corridors in the BRAC planning area.

The 2001 [*Legacy Open Space Functional Master Plan*](#) establishes the Legacy Open Space as a part of the General Plan for Montgomery County. The purpose of the program is to conserve Montgomery County's most significant open space as a means of protecting the County's environment, quality of life, and economic vitality. The program identifies natural resources, open space, farmland, and historic lands for conservation and creates a comprehensive strategy to protect the County's "green infrastructure." The master plan includes criteria for identifying potential Legacy Open Space sites, an initial inventory of the sites known to meet the criteria, and a process for setting priorities for protection through acquisition of land or easements. This plan designates two corridors in the BRAC planning area as "priority Green Boulevards: Wisconsin Ave and Connecticut Ave.

The 2005 [*Countywide Bikeways Functional Master Plan*](#) establishes the countywide network plan for utilitarian bicycle transportation. It serves as a comprehensive amendment to the 1978 Master Plan of Bikeways and amends all community master plans and sector plans. The plan recommends nearly 200 bikeways totaling more than 500 miles. This includes 181 miles of existing and proposed shared use paths, 81 miles of existing and proposed bike lanes, and 157 miles of proposed signed shared roadways. The emphasis of the plan is on bikeways of countywide significance, though it also provides guidance on local bikeways. It designates bikeways on seven of the eight corridors in the BRAC planning area.

Specific Master Plan Guidance by Corridor

Wisconsin Avenue/ Rockville Pike (MD355)

Roadway Classification: Major Highway

Master Plan ROW: 120 feet

Number of Lanes: 6

Six lanes are recommended between Cedar Lane and Woodmont Ave. However, widening to eight lanes can be considered if needed to accommodate Federal and Bethesda growth, will include HOV Lane service in peak periods, and is endorsed by the County Council, as needed to reduce severe congestion (BCCMP, p.114). The additional lanes are a possible long-term change beyond the life of the Master Plan (BCCMP, p. 121). Widening to eight lanes north of Cedar Lane is undesirable due to excessive impacts on property (BCCMP, p. 114).

At Cedar Lane: Short-term, consider adding an eastbound right turn lane and a westbound through lane on Cedar Lane, and a northbound right-turn lane on MD355. Long-term, study whether a grade-separated interchange and eight-lane highway can be built without adding excessive traffic to other area roads serving NNMC, NIH and the Bethesda CBD.

Bike Recommendation: Shared use path on west side from Cedar Lane to Battery Lane (CBFMP, p. 45).

Pedestrian Recommendations: An additional safe crossing should be provided at Cedar Lane (BCCMP, p. 62). A pedestrian pathway is recommended along Wisconsin Avenue connecting the Pooks Hill community to the NIH campus and its Metro station (BCCMP, p. 63)

Green Corridors Policy: designated corridor

Legacy Open Space: designated as a highest priority Green Boulevard (LOSFMP, p F-2).

Old Georgetown Road (MD187)

Roadway Classification: Major Highway

Master Plan ROW: 120 feet

Number of Lanes: 6

Widening of the road is undesirable due to excessive impact on property. An additional lane may be considered only if it can be used as an HOV lane in peak periods and is endorsed by the County Council to reduce severe congestion and community impact (BCCMP, p.115).

Bike Recommendation: North Bethesda Trail (east side), path should avoid rare forest fragment on NIH property (CBFMP, p.45). NIH-Capital Crescent Trail Connector from southernmost NIH driveway on MD187 around the southern perimeter of the campus through Battery Lane Urban Park to Battery Lane.

Pedestrian Recommendations: Pedestrian activated walk signals should be installed to provide for increased safety and greater crossing ease. An additional safe crossing should be provided at Cedar Lane (BCCMP, p. 62).

Streetscape: The Plan recommends that design and landscape guidelines for maintaining and encouraging a high quality appearance and residential character, as well as mitigating traffic noise along the corridor be developed and implemented. Design guidelines would apply not only to special exception petitions but also to the road as an entity. To create the desired ambience, trees play an important role; the concept of a tree-lined boulevard is critical. Strategies to be used include preparation of a landscape plan/street tree plan, by the State Highway Administration, for Old Georgetown Road as part of a cooperative agreement for planting along State highways (BCCMP, p. 61).

Green Corridors Policy: designated corridor (LOSFMP, p F-2).

Connecticut Avenue (MD185)

Roadway Classification: Major Highway

Master Plan ROW: 120 feet

Number of Lanes: 6

Bike Recommendation: None recommended in CBFMP.

Additional recommendations: At-grade improvements for safety and capacity should be made at the Jones Bridge intersection, including sidewalks and safe pedestrian crossings, as well as safe access to and from Spring Valley Road. At the southern project limit at Manor Road, capacity and safety improvements are recommended as well as safe pedestrian crossing.

The Master Plan supported the purchase of the four homes that have their sole access from MD185 (with the condition that they be resold) if needed to permit the relocation of the on-ramp to the Inner Loop from Kensington Parkway to MD185, while the MD185 median was concurrently to be increased in width to fourteen feet so that it could be landscaped. The ramp relocation was completed several years ago without the median widening (BCCMP, p. 50, 113, and 120).

Green Corridors Policy: designated corridor

Legacy Open Space: designated as a priority Green Boulevard (LOSFMP, p F-2).

Additional Recommendations for the Chevy Chase Lake Area: Improve the access for pedestrians to community retail, community facilities, public transit, open space, and public parks. Encourage smooth and safe traffic circulation for local and through traffic. Discourage intrusion of local streets by through traffic. Encourage pedestrian movement. (BCCMP, p. 41)

Chevy Chase Lake Community Retail Design Guidelines -- Streetscape should include street trees, appropriately sided sidewalks, street furniture, signage, lighting fixtures, and, if feasible underground or relocate utilities. The median should remain as an important feature. Pedestrian crossings should be incorporated at corners and at mid-block, and be designated with decorative paving or landscaping as appropriate. (BCCMP, p. 45)

Design safe pedestrian crossing signals at Connecticut Avenue/Jones Bridge Road and Connecticut Avenue/Manor Road. Provide selected safe crossings along Connecticut Avenue near Montrose Drive, possibly by retention of the median and use of crossing signals during continuous peak backup periods. These will improve community access public facilities and bus stops.

Cedar Lane

Roadway Classification: Arterial

Master Plan ROW: 80 feet

Ultimate Pavement Width: 48 feet

Bike Recommendation: Shared use path on north side from MD355 to Beach Drive. (CBFMP, p. 45).

West Cedar Lane

Roadway Classification: Arterial

Master Plan ROW: 80 feet

Ultimate Pavement Width: 48 feet

Bike Recommendation: Dual bikeway - shared use path on south side from MD187 to MD355, plus signed shared roadway. (CBFMP, p. 45).

Kensington Parkway

Roadway Classification: Primary

Master Plan ROW: 70 feet

Ultimate Pavement Width: 36 feet

Bike Recommendation: Signed shared roadway from Jones Bridge Road/Connecticut Avenue (MD185) to Howard Avenue (CBFMP, p. 51).

Jones Bridge Road from MD185 to MD355

Roadway Classification: Arterial

Master Plan ROW: 80 feet

Ultimate Pavement Width: 48 feet

Retain the existing roadway width except where intersection improvements are needed.

Bike Recommendation: Signed shared roadway from MD355 to Jones Mill Road/Capital Crescent Trail (CBFMP, p. 45).

Jones Bridge Road from MD185 to Jones Mill Road

Roadway Classification: Primary

Master Plan ROW: 70 feet

Ultimate Pavement Width: 36 feet

Improve to primary standards (36' pavement) as necessary, a wider roadway would have impact on abutting residences.

Bike Recommendation: Signed shared roadway from MD355 to Jones Mill/Capital Crescent Trail (CBFMP, p. 45).