

V. TRANSPORTATION

The transportation network in the Fairland Master Plan area serves both local and regional traffic. The current roadway network in the planning area is generally congested. Key intersections function at congested levels of service and the area-wide average for all roadway links is outside the acceptable limits of congestion stated in the current Annual Growth Policy (AGP). It is anticipated that current congestion will increase and necessitate additional capacity. This problem can be addressed by adding capacity where feasible and encouraging the use of alternative modes of travel, such as transit, carpools, walking, and bicycling.

This Plan recognizes the likelihood that traffic congestion will continue to be a fact of life in the Fairland Master Plan area and that the “transit serviceability” concept from the 1981 Plan of increasing land use densities to support transit is no longer appropriate. The concept of transit serviceability has proven to be more limited and problematic than was envisioned in the 1981 plan. It has been difficult to balance the recommended land use and transportation infrastructure. Nevertheless, the Fairland area is forecasted to achieve balance at build-out by maintaining the land use/zoning recommendations in the plan, phasing in the grade-separated interchanges as identified in the plan, and instituting improved transit service and other complementary measures to increase transit use.

The 1981 Plan statement that “...projected demand for roadway capacity in the planning area cannot be satisfied” still holds true today. It will not be possible to add sufficient capacity through roadway improvements alone. Further, limiting future development within the planning area will not reduce the need for transportation improvements but will mitigate the local congestion and help address the imbalance between transportation facilities and traffic generated by land use.

However, it is important to balance the needs of the Fairland communities with the major transit and road investments necessary to improve congestion that is caused largely by regional travel. This Plan, therefore, emphasizes making connections between Fairland neighborhoods and community facilities. These connections will allow residents to drive, walk, and bicycle to libraries, parks, schools, and community centers more easily and safely than today.

TRANSPORTATION GOAL:

Provide the residents of Fairland a safe and efficient means of using the facilities and services within their neighborhoods and communities while improving regional access and improving access to alternatives to single-occupant vehicle travel.

ROAD NETWORK

OBJECTIVE: Develop a hierarchical road network that improves traffic circulation for through and local traffic on major connecting roads, improves east-west connections across US 29, and discourages regional traffic on roads intended to serve local traffic.

FREEWAYS: A freeway provides for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.

RECOMMENDATION:

InterCounty Connector (ICC)

The ICC is a planned limited-access transportation facility linking US 1 in Prince George's County with I-370 and the I-270 Corridor in Gaithersburg. Federal permitting processes require a detailed Environmental Impact Statement, consideration of alternative alignments, and the determination of a preferred alignment and design. Seven alternative alignments are being considered for the facility.

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

MAJOR HIGHWAYS: A major highway provides for more access than a freeway through the use of intersections, but allows less speed and mobility.

RECOMMENDATIONS:

US 29

US 29 is the major north-south transportation facility in the eastern part of the County. In Eastern Montgomery County it is a major conduit to the Capital Beltway (I-495) and Washington, D.C. US 29 parallels I-95 in Prince George's County and connects Fairland south to White Oak, Silver Spring, I-495 (Capital Beltway), and the District of Columbia, and north to Howard County. US 29 is part of the National Highway System (NHS).

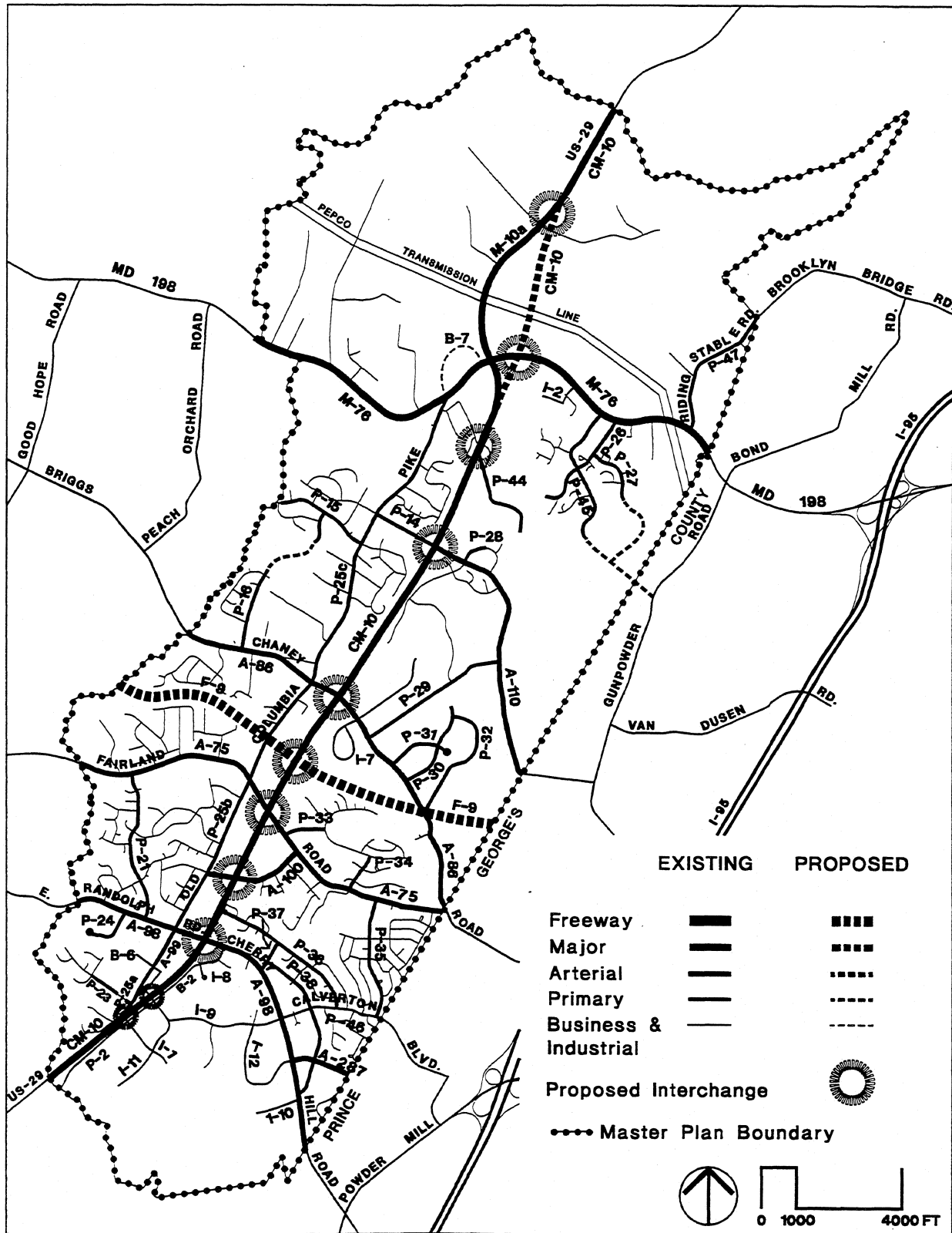
Most intersections along US 29 are forecast to continue to experience high levels of congestion. The State Highway Administration has proposed a series of intersection improvements on US 29 between University Boulevard (MD 193) and the County line. There will not be sufficient funding to construct all improvements at once. Certain improvements will be more urgently needed or more effective than others. It is important to develop an incremental approach that will maximize the benefit from public investment. One way to ensure this is through monitoring the effects of each improvement on traffic patterns, particularly downstream and upstream of each improvement.

Analysis shows that some of the proposed grade-separation improvements will somewhat relieve congestion on US 29 as well as on parallel and east-west roads and will also aid in providing safe pedestrian crossings. These improvements may, however, have negative impacts downstream and upstream. It is impossible to predict accurately this complex interaction and only experience will tell.

Improvements to US 29 should provide six general purpose lanes plus acceleration/deceleration lane south of the vicinity of MD 198, five lanes plus acceleration/deceleration lanes between the vicinity of MD 198 and Dustin Road, and four lanes crossing the Patuxent River to the Howard County line, and should minimize impacts south of New Hampshire Avenue where grade separations may not be feasible. Grade separations north of New Hampshire Avenue are also intended to improve east-west crossings for vehicles and provide the communities, particularly pedestrians and bicyclists, better access to public facilities and commercial centers located on both sides of US 29.

STREET & HIGHWAY PLAN

FIGURE 38



The following recommendations for grade separations make two assumptions: that congestion will continue to exist south of New Hampshire Avenue and that already planned improvements will be constructed.

- Add grade-separated interchanges to the *Master Plan of Highways* with the following construction priority:
 - MD 198/Dustin Road
 - Briggs Chaney Road
 - Randolph Road
 - Tech Road/Industrial Parkway
 - Stewart Lane
 - Musgrove Road/Fairland Road
 - Blackburn Road/Greencastle Road

The public will have the opportunity to review the design of these interchanges by the State Highway Administration.

- Monitor the net effects of completing each grade-separation for adverse impacts on upstream and downstream intersections as well as for east-west circulation as compared to the expected operational improvements. Monitoring may change the priorities, the cost effectiveness of the improvements, or whether other grade-separations should be constructed at all.
- Reserve right-of-way through this master planning process for all improvements to provide the greatest flexibility for future roadway and transit needs.
- Evaluate bus service to see if it alleviates some of the predicted congestion.
- Evaluate effectiveness of existing park-and-ride lots.
- Evaluate locations for new park-and-ride lots.
- Include a commuter bikeway facility in the design of US 29 from MD 198 in Burtonsville to Industrial Parkway that minimizes conflicts between bicyclists and vehicles at interchanges, and, where feasible, utilizes the existing service road.
- Include bikeways and sidewalks in the design of all bridges over US 29.
- For the individual grade-separated interchanges, consider the following recommendations:

Dustin Road Interchange

The current design for the grade-separation of the Dustin Road/US 29 intersection does not include a ramp to northbound US 29 from Dustin Road. All north-bound traffic must enter from the ramp at the MD 198 interchange, creating a circuitous path for some Fairland residents. Traffic leaving the Burtonsville Crossing Shopping Center to proceed north on US 29 would also be required to make a circuitous trip. This could adversely affect the businesses in the shopping center.

- Construct a split diamond northbound on-ramp from Dustin Road. It appears that sufficient right-of-way is available. This would lessen the need for excessive and circuitous travel for residents and those using the area businesses.

Briggs Chaney Road Interchange

The grade-separation of Briggs Chaney Road and US 29 will improve east-west movements across the center of Fairland to Cloverly and Prince George's County. The shopping center at the northeast corner of the intersection must continue to have good circulation and access from Briggs Chaney Road.

- Retain access to the shopping center from Briggs Chaney Road by including an eastbound left turn lane into the shopping center and a right-in/right-out entrance.
- Provide access to the frontage road ramp from the shopping center for drivers traveling north on US 29.

Tech Road/Industrial Parkway Interchange

- A full grade-separation at the intersection of Industrial Parkway and US 29, perhaps in a tight diamond configuration should be considered during the design of this interchange. SHA's proposed configuration makes access to US 29 very circuitous for local traffic, particularly for the Paint Branch neighborhood.

Fairland Road Interchange

- The Ellin property should have access from Stravinsky Drive rather than Fairland Road. Providing a second point of access for the Ellin property on Fairland Road would be difficult due to its proximity to the future bridge over US 29.

Blackburn Road Interchange

- The intersection of existing Blackburn Road and the new roadway should be configured so they intersect closer to a 90 degree angle. The access ramps should be designed to minimize impact on adjacent properties, perhaps using access from service roads.
- As part of the design for the Blackburn Road and MD 198 interchanges, sidewalk and bikeway needs along Blackburn Road from the Blackburn Village and Country Place communities on the east side of US 29 to the Burtonsville commercial area should be included.

MD 198 (Spencerville Road/Sandy Spring Road)

MD 198 is the major east-west highway between I-95 in Prince George's County and MD 108 in the Cloverly Master Plan area.

- Widen MD 198 to four travel lanes.
- Provide a new cross-section in the commercial area that consists of four travel lanes, a 16-20-foot median with selected turning lanes, and adequate space for street trees and sidewalks/bikeway on both

sides. This cross-section can be accommodated in a right-of-way less than the currently recommended 120 feet. Access to the shops along MD 198 should be controlled and consolidated to improve safety and circulation for both pedestrians and vehicles.

- Eliminate the realignment of MD 198 east of Kruhm Road recommended in the 1981 Plan, although safety improvements should be made where necessary.
- Relocate the traffic signal in front of the Burtonsville Fire Department to Old Columbia Pike when access to the school is provided opposite Old Columbia Pike.
- Evaluate relocating the traffic signal from McKnew Road/MD 198 to Cedar Tree Drive/MD 198. The signalized intersection at MD 198 and McKnew Road currently provides the primary access point to the Saddle Creek subdivision. Cedar Tree Drive is built to primary residential standards with sidewalks on both sides and has few driveway connections. Of the two roads, Cedar Tree Drive may be more suitable to serve as the primary access point, especially when vacant land at its southern end is developed. If the traffic signal is relocated, there should be a new median break at Cedar Tree Drive and the elimination of the existing median break at McKnew Road to restrict access to right-in/right-out should be evaluated.

ARTERIAL ROADS: An arterial road connects major highways and provides for more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is “through” traffic.

RECOMMENDATIONS:

A-287

- Construct A-287 as a four-lane arterial from Cherry Hill Road to Prince George’s County line (see page 38).

Briggs Chaney Road

- Add two travel lanes to Briggs Chaney Road from Aston Manor Way to the County line.
- Improve the safety of access to Briggs Chaney Plaza when the US 29/Briggs Chaney Road intersection is grade-separated (see discussion on proposed interchange at US 29 and Briggs Chaney on page 91).
- Reclassify the section between US 29 and Dogwood Drive as a 120-foot right-of-way arterial.
- Reclassify the section between Old Columbia Pike and the Paint Branch as a two-lane arterial.
- Consider accommodating a Class I bikeway within the right-of-way.

East Randolph Road/Cherry Hill Road

- Reconstruct East Randolph Road between Old Columbia Pike and Fairland Road as a five-lane undivided roadway.

Fairland Road

- Retain Fairland Road as an arterial with an 80-foot right-of-way.

Greencastle Road

- Retain Greencastle Road as an arterial with an 80-foot right-of-way. As necessitated by future development, Greencastle Road should be widened to a four-lane undivided roadway.

Old Columbia Pike

- Reclassify Old Columbia Pike as a four-lane arterial within an 80-foot right-of-way between East Randolph Road and Tech Road.

INDUSTRIAL ROADS: Industrial roads serve industrial properties and are built to support traffic from heavy vehicles.

RECOMMENDATIONS:

Dino Drive

- Realign Dino Drive to the north of Parcel F, across Parcels D and E, terminating in a cul-de-sac at Parcel H. As part of the relocation, document through the land records that Star Pointe Lane will be available for use by all properties that will have access to the current or future Dino Drive through either or both of the following: an easement to all properties to authorize specifically and immediately the use of Star Pointe Lane, and/or, as a condition of the revision to the development approvals that will reflect the new Dino Drive alignment. In the event of abandonment and relocation of the paper street portion of Dino Drive (north of Parcel G), Planning Board approval of any abandonment resolution should be conditioned on acceptance by Montgomery County Department of Public Works and Transportation of the newly established right-of-way. Abandonment of the paper street portion of Dino Drive shall also be conditioned upon alternative access being established for those properties currently fronting on MD 198 or that would have access to MD 198 or to Star Pointe Lane. In the event that Star Pointe Lane is closed to public access by the State Highway Administration, access easements to realigned Dino Drive should be provided. The nature and extent of participation by the property owners in a share of the improvements for realigned Dino Drive shall be determined at the time of preliminary plan approval for the relevant properties.

FDA Access Road

- Provide access road (I-10) from Cherry Hill Road to FDA site; alignment to be located so as not to affect Percontee or garden apartments.

PRIMARY ROADS: The purpose of a primary road is to provide access for 200 or more households, but a primary may carry some “through” traffic.

RECOMMENDATIONS:

Blackburn Road

- Reclassify Blackburn Road west of US 29 from a primary residential road to a secondary residential road. Retain primary residential road classification for Blackburn Road east of US 29.

Cedar Tree Drive/Saddle Creek Drive

Cedar Tree Drive is one of two primary roads serving the Oakfair/Saddle Creek community (see pages 47-48).

- Extend Cedar Tree Drive to Old Gunpowder Road in Prince George's County to access the golf course and proposed golf course community. This would provide an alternative access road for neighborhoods currently served by MD 198 only.
- Consider a cul-de-sac on Saddle Creek Drive or connect to Cedar Tree Drive to channel traffic to Cedar Tree Drive.
- Consider a ban on truck traffic once Cedar Tree Drive is extended to Old Gunpowder Road.

Fairdale Road

- Extend Fairdale Road as a primary residential road (70-foot right-of-way) north to Friendlywood Road. Road cross-section should include sidewalks and a bikeway.

Guilford Run Lane

- The proposed ICC will intersect with Briggs Chaney Road at Dogwood Lane and may prevent access to Briggs Chaney Road for a number of undeveloped properties to Briggs Chaney Road. If the proposed ICC is constructed along the master-planned alignment, access to these properties should be provided from Guilford Run Lane to Briggs Chaney Road.

Old Columbia Pike

Old Columbia Pike provides access to a number of public facilities, including the Paint Branch High School, Banneker Middle School, and the Fairland Library and constitutes the most important north-south pedestrian/bicyclist link in Fairland because it extends the entire length of the Fairland Planning Area from Burtonsville south connecting with the White Oak Shopping Center. The road is one of the older roads in the planning area and has a residential character for much of its length. The following recommendations are intended to improve pedestrian access to the various public facilities and two shopping areas and to reinforce the residential character of the road. Neighborhood traffic control/traffic-calming measures are appropriate to discourage excessive auto speeds. This Plan supports the use of such measures to ensure pedestrian/bicyclist safety and to support the use of Old Columbia Pike as a primary residential road.

- Reclassify Old Columbia Pike between the bridge over the Paint Branch and Industrial Parkway from a business district street to a primary residential road with an 80-foot right-of-way.

- Retain Old Columbia Pike as a primary residential road with an 80-foot right-of-way south of Briggs Chaney Road to East Randolph Road and south of Tech Road, and a 70-foot right-of-way from Briggs Chaney Road north to MD 198. This will reinforce the local circulation and residential access functions while retaining much of the existing character and maintaining the existing number of travel lanes.
- Continue the policy of keeping the bridge over Paint Branch open only to pedestrians and cyclists. Opening the bridge to auto traffic would change its character, require a large expenditure of funds for limited benefit, and eliminate a valuable link in the pedestrian and bicycle network.
- Do not provide direct access from Old Columbia Pike to the proposed ICC.
- Provide a continuous off-road sidewalk/path on the east side from Tech Road to MD 198. Where possible, this facility could be a shared pedestrian/biker facility and should be placed far enough beyond the edge of pavement to allow for street trees.
- Provide pedestrian crossings where needed, consistent with the residential character of Old Columbia Pike.
- Provide sidewalk/path along both sides of the Old Columbia Pike, from the neighborhood retail area at the intersection of Briggs Chaney Road to the north end of the fire station. (See also Neighborhood Retail, page 65.)
- Provide sidewalk/path on both sides on Old Columbia Pike between Liberty Grove Church and the Burtonsville commercial area on MD 198. Street trees should be provided in this location wherever possible.

RUSTIC ROADS

OBJECTIVE: **Identify and preserve historic and scenic roadways that reflect the agricultural and rural origins of the County.**

In 1993, Montgomery County adopted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. The following section documents the roads (Figure 39) that were considered for such designation in Fairland and recommends which roads should be designated.

RECOMMENDATIONS:

Santini Road

Santini Road is a narrow (varies from 15 feet to 20 feet) two-lane road. Approximately 2,600 feet of this road is asphalt and the remaining 600 feet is gravel and is steeply sloped. The vertical alignment of the road is steep in some locations, and there are a few sharp horizontal curves. The traffic volume on Santini Road is low, and the road is predominantly used by the local residents. No accidents were reported on this road during the three-year period between 1992 and 1995.

This road provides access to single-family homes; a few of them are modern homes. There are some wooded areas, a horse farm, and overhead utilities are visible. There are no historic sites located on the road.

- Designate Santini Road along its entire length.

Dustin Road

Dustin Road is a narrow (20 feet) two-lane asphalt road, extending approximately 4,000 feet, with no shoulder. The alignment of the road consists of a significant number of horizontal curves. The traffic volume is low. Two accidents were reported on Dustin Road during the three-year period between 1992 and 1995.

This road provides access to residential developments. Approximately, 70 percent of the surrounding area is densely wooded. A majority of the houses in this area are hidden behind natural screening. Water's Gift (#15/65), a historic site, is located on the north side of the road. The densely wooded character alongside the roadway, the historic site, and the alignment are features that qualify Dustin Road for designation as a rustic road.

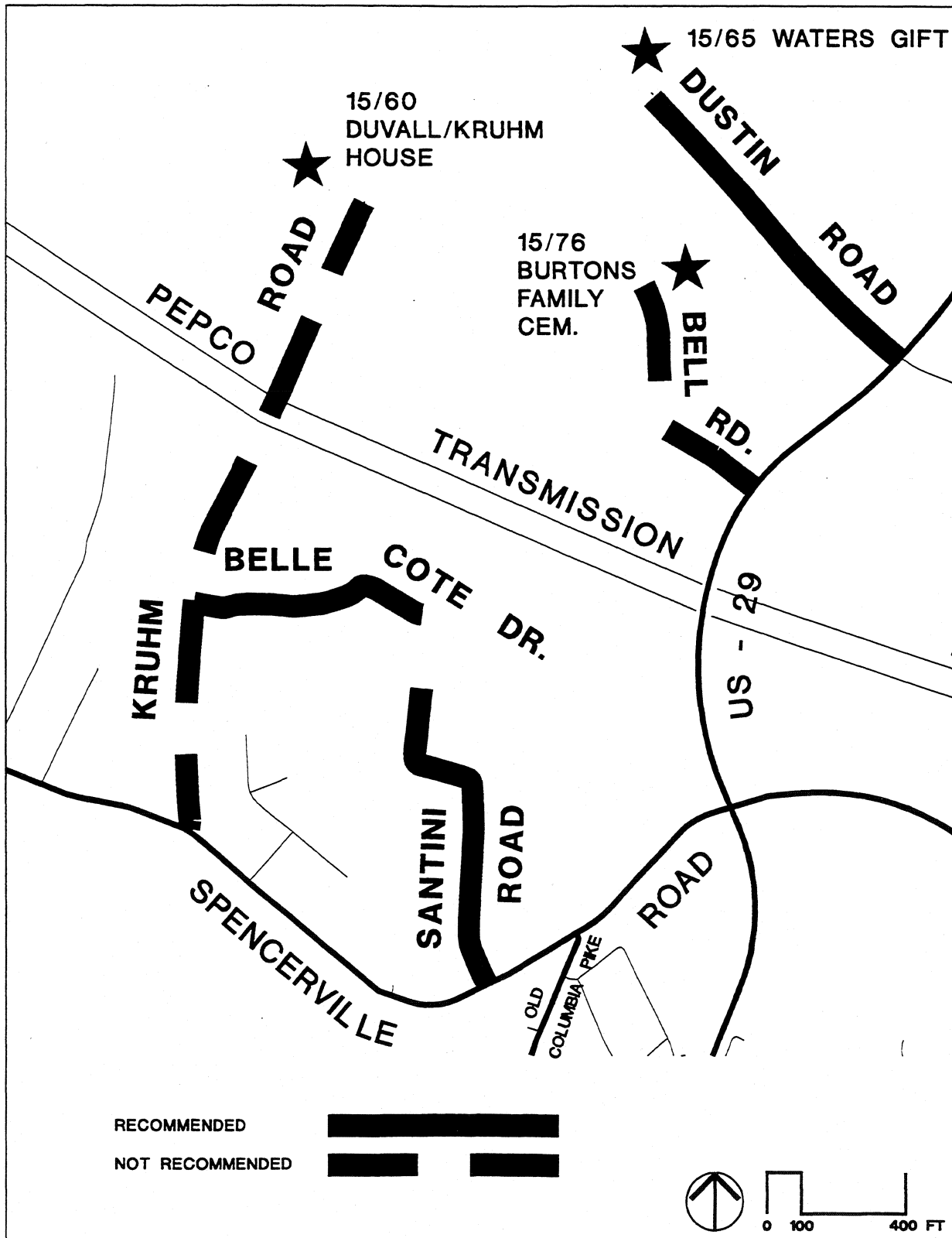
- Designate Dustin Road west of US 29.

Belle Cote Drive

Belle Cote Drive is a narrow (10 feet) gravel road extending east of Kruhm Road. The alignment of this road consists of vertical and horizontal curves. The traffic volume is very low since only a few homes are served by the road. No accidents were reported on Belle Cote Drive during the three-year period between 1989 and 1991.

Characteristics such as an enclosed view of trees and vegetation along its borders, steep downhill grades, and gentle horizontal curves through the woods contribute to the unique features of the road and its surroundings.

- Designate Belle Cote as a rustic road for its entire length.



Kruhm Road

Kruhm Road is a narrow (varies from 10 feet to 20 feet) two-lane asphalt road extending 1.2 miles north of Spencerville Road (MD 198) with no shoulder. The alignment of the road consists of sharp horizontal curves and gentle rolling terrain. The traffic volume is very low and the road is predominantly used by local residents. No accidents were reported during the three-year period of 1989-1991.

The road is surrounded by a mixture of modern houses, old homes, farms, and wooded areas. An expansive view of a horse farm, wooded area, and rolling hills can be seen in several locations. The high voltage towers, an electrical substation, and utility wires along and crossing the road have diminished the rural character of the road. The Duvall/Kruhm House (#15/60) historic site located at 15900 Kruhm Road.

- Do not designate Kruhm Road because a large section of the road is privately owned.

Bell Road

Bell Road is a narrow (15 feet) two-lane asphalt road with no shoulder. It extends west of Columbia Pike (US 29) for approximately 2,100 feet. The alignment of the road consists of horizontal curves and gentle rolling hills. Traffic volumes are very low because the road is predominantly used by the local residents. No accidents were reported on this road during the three-year period between 1992 and 1995.

The road provides access to various types of single-family homes; some of them are poorly maintained. Overhead utilities are visible along the road. There is a row of white pine trees bordering one side of Bell Road for approximately one-half of the entire length. The pines are enclosed by wire fences that are inconsistent with the rustic character of the road. The historic Burton Family Cemetery (#15/76) is located near the end of the road.

- Do not designate Bell Road because there are no significant rustic characteristics along the roadway.

Table VII

**SUMMARY OF EVALUATION CRITERIA OF ROADS
CONSIDERED FOR DESIGNATION AS RUSTIC ROADS**

	RUSTIC						EXCEPTIONAL		
	Narrow, Intended for local use	Traffic volume consistent with rustic road	↑ Outstanding natural features	OR	↓ Outstanding vistas; farm and rural Historic Value	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
Bell Road	✓	✓				✓			
• Belle Cote Drive	✓	✓	✓			✓			
• Santini Road	✓	✓	✓			✓			
• Dustin Road	✓	✓	✓			✓			
Kruhm Road (large portion not public)	✓	✓				✓			

Table VIII
STREET & HIGHWAY CLASSIFICATION
FAIRLAND MASTER PLAN

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
Freeways					
F-9	InterCounty Connector (ICC)	Master Plan Area Boundary to Prince George's County line	300'	To be determined by ICC Environmental Study	
Major Highways					
CM-10	US 29	Master Plan Area Boundary to vicinity of MD 198	100' to 200'	6 lanes divided.	Controlled major highway with proposed interchanges at all existing crossings
		Vicinity of MD 198 to Dustin Road	100' to 200'	5 lanes divided	Controlled major highway with proposed interchange at MD 198- Dustin Road
		Dustin Road to Howard County line	100' to 200'	4 lanes divided	Controlled major highway
M-10a	US 29 (Burtonsville Boulevard)	South of MD 198 to Dustin Road	100' to 200'	6 lanes divided	Existing road with intersection at MD 198
M-76	Sandy Spring/ Spencerville Road (MD 198)	Master Plan boundary to Prince George's County line	120'	4 lanes divided	Sidewalks from Old Columbia Pike to US 29
Arterials					
A-75	Fairland Road	Paint Branch to Prince George's County line	80'	2-4	Sidewalks
A-86	Briggs Chaney Road	Paint Branch to Old Columbia Pike	80'	2-lanes	Sidewalks
		Old Columbia Pike to US 29	80'	4-lanes	Sidewalks
		US 29 to Dogwood Drive	120'	4-lanes divided	Sidewalks

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
		Dogwood Drive to Prince George's County line	80'	4 lanes	
A-98	East Randolph/ Cherry Hill Road	Master Plan Area Boundary to Prince George's County line	80'	4-5 lanes	Between Burkhardt Street and Old Columbia Pike widen to 5-lanes with 4' to 5' sidewalk on both sides. 8' bike-way along south side from Paint Branch to Old Columbia Pike.
A-99	Old Columbia Pike	East Randolph Road to Tech Road	80'	4 lanes	Sidewalks
A-100	Musgrove Road	Old Columbia Pike to Fairland Road	80'	Existing 2-lanes; widening will depend on occurrence and scale of development	Sidewalks
A-110	Greencastle Road	US 29 to Prince George's County line	80'	4 lanes	
A-287	Clover Patch Extended	Cherry Hill Road to Prince George's County line	80'	4 lanes	Sidewalks
Industrial Roads					
I-1	Industrial Parkway and Industrial Parkway Extended	US 29 into industrial property	80'	4-lanes	
I-2	Dino Drive Extended	Sandy Spring Road into industrial property	70'	2-lanes	
I-7	Automobile Boulevard/ Castle Boulevard	Auto Park to Ventura Townhouses	80'	Existing 4-lanes; no changes proposed	
I-8	Prosperity Drive	Industrial Parkway to Cherry Hill Road	80'	Existing 2-lanes	
I-9	Broad Birch Drive	Cherry Hill Road to Tech Road	80'	Existing 4-lanes	

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
I-10	FDA Access Road	Cherry Hill Road to FDA site	80'	2-lanes	
I-11	Tech Road	US 29 to approximately 1,600 feet south- west of Industrial Parkway	80'	4-lanes	
I-12	Plum Orchard Drive	Cherry Hill Road to Broad Birch Drive	80'	4-lanes	
Commercial Business District Streets					
B-2	Prosperity Drive	Industrial Parkway to Cherry Hill Road	80'	4 lanes	
B-6	Tech Road	Old Columbia Pike to US 29	80'	4-lanes	
B-7	Rear Access Road	Rear Access Road for Burtonsville Commercial Area	60'	2-lanes	Sidewalks
Primary Roads					
P-2	Old Columbia Pike	Master Plan Area Boundary to Industrial Parkway	80'	2-lanes from Stewart Lane to Industrial Parkway; 4-Lanes from Industrial Parkway to East Randolph Road (Relocated);	Sidewalks/path
P-14	Greencastle Road	Old Columbia Pike to US 29	70'	2-lanes	Sidewalks
P-15	Perrywood Drive	Old Columbia Pike to Cabin Creek Drive	70'	2-lanes	Sidewalks
P-16	Fairdale Road	Briggs Chaney Road to Friendly- wood Road	70'	2-lanes	Sidewalks
	Friendlywood Road	Fairdale Road to Perrywood Drive	70'	2-lanes	Sidewalks
P-21	Serpentine Way	East Randolph Road to Fairland Road	70'	2-lanes	

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
P-23	Featherwood Street	Old Columbia Pike to Loft Lane	70'	2-lanes	
P-24	Stratford Garden Drive	East Randolph Road to road end	70'	2-lanes	
P-25a	Old Columbia Pike	Industrial Parkway to Tech Road	80'	2 lanes	Sidewalks
P-25b	Old Columbia Pike	East Randolph Road to Briggs Chaney Road	80	2-lanes	Sidewalks
P-25c	Old Columbia Pike	Briggs Chaney Road to Spencer- ville Road	70'	2-lanes	Sidewalks
P-26	McKnew Road	Sandy Spring Road south to Trailwood Place	70'	2-lanes	Sidewalks
P-27	Saddle Creek Drive	McKnew Road east to undetermined point	70'	2-lanes	Sidewalks
P-28	Wexhall Road	Greencastle Road north to Alpen Green Way	70'	2-lanes	
P-29	Robey Road	Briggs Chaney Road to Green- castle Road	70'	2-lanes	Between Greencastle Elem. School and Greencastle Road re- construction to 60'-70' right-of-way (2- lanes) with 5' sidewalk on south side, 8' bikeway on north side from Briggs Chaney to Ballinger.
P-30	Aston Manor Way	Robey Road to Briggs Chaney Road	70'	2-lanes	
P-31	Gateshead Manor Way	Briggs Chaney Road to Dogwood Lane	70'	2-lanes	
P-32	Dogwood Lane/Sheffield Manor Drive	Briggs Chaney Road to Aston Manor Drive	70'	2-lanes	Sidewalks

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
P-33	Brahms Avenue	Fairland Road to Schubert Drive	70'	2-lanes	
P-34	Beethoven Boulevard	Fairland Road to Schubert Drive	70'	2-lanes	
P-35	Galway Road	Calverton Boule- vard to Fairland Road	70'	2-lanes	
P-36	Shanandale Drive	Deer Park Drive to Calverton Boulevard	70'	2-lanes	
P-37	O'Fallon Street	Cherry Hill Road to Shanandale Drive	70'	2-lanes	
P-38	Gracefield Road	O'Fallon Street to Cherry Hill Road	70'	2-lanes	
P-44	Blackburn Road	US 29 to road end east of US 29	Existing (60'-70')	2-lanes	Sidewalk
P-45	Cedar Tree Drive	MD 198 to Prince George's County line	70'	2-lanes	
P-46	Calverton Boulevard	Cherry Hill Road to Prince George's County line	80'	4-lanes Cherry Hill Road to Gracefield Road; 2-lanes Grace- field Road to Prince George's County line	
P-47	Riding Stable Road	MD 198 to Prince George's County line	70'	2 lanes	Rural open section

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

TRANSIT

OBJECTIVE: Increase the share of travel by carpool and transit within and through Fairland by providing services, facilities, and policies that encourage their use.

RECOMMENDATIONS:

- Work toward a long-term solution for significantly improving transit along US 29. Based on current demand projections, a substantial improvement to transit should be provided between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center).
- Expand future regular bus service to include the current off-peak shuttle service. Current service operates in a circular fashion, looping around US 29 and Old Columbia Pike. Major public uses, such as schools, the library, the Fairland Aquatic Center, and other recreation facilities are logical points of connection. Other shuttles could link employment centers such as the West*Farm Technology Park and Bell Atlantic with commercial centers at Briggs Chaney and Spencerville Roads, especially at mid-day.
- Extend regional bus service to include connections between major activity centers along US 29 and Prince George's County.
- Improve access to local transit by providing sidewalks leading to and along roads served by transit. (See sidewalk recommendations, page 112.)

TRAFFIC MANAGEMENT

OBJECTIVE: To manage the transportation system demand to achieve better system efficiency and to reduce traffic for certain types of development under certain conditions.

RECOMMENDATIONS:

- Develop a Transportation Demand Management Program (TDM) as a voluntary public/private partnership including SHA, MCDPW&T, Maryland Mass Transit Administration (MTA), WMATA, employers, and civic associations in the US 29 area. The geographic extent of the TDM should extend to the Silver Spring Policy Area. The program should:
 - Coordinate with the Silver Spring CBD traffic management program.
 - Develop alternatives to single-occupancy vehicles for use during US 29 construction.
 - Promote the use of transit, ridesharing, and other traffic mitigation measures, including compressed workweeks and telecommuting, among employees and residents in the US 29 area.
 - Link the TDM with the existing impact fee legislation for the Fairland/White Oak Policy Area to coordinate road construction and transit programs.
 - Coordinate bus service to park-and-ride lots.
 - Coordinate replacing any park-and-ride lots that may cease operation when trip mitigation agreements expire and better use existing lots.
 - Monitor all trip mitigation programs on a periodic basis to evaluate effectiveness.

BIKEWAYS

The recommended bikeway network (Figure 40) includes a local system in Fairland with connections to the regional network in eastern Montgomery County and adjacent Prince George's County. The local network provides connections to public facilities, trails in parks, schools, commercial areas, and local parks.

There are three classes of bikeways: Class I is a separate off-street paved path; Class II and Class III are on-street paths with a striped bike lane or signs indicating the route. (See *Transportation Report: Eastern Montgomery County Master Plan Areas*, page 8.)

OBJECTIVE: Provide safe and convenient bikeways that connect local community centers and services and expand recreational and commuting opportunities for biking.

RECOMMENDATIONS:

- Provide Class I bikeway for all grade-separated interchanges along US 29.
- Provide a recreational unpaved trail along the PEPCO transmission line right-of-way passing through the Patuxent watershed. The topography along the PEPCO right-of-way is quite hilly in places, so this route would be available for use by off-road bicycles only. (PB 41)
- Provide a Class I bikeway along MD 198 from the Prince George's County to Old Columbia Pike; Class II to the Cloverly Master Plan boundary. (PB 34)
- Provide a Class III bikeway along Riding Stable Road. Riding Stable Road extends from MD 198 to the northeast into Prince George's County. (PB 61)
- Provide a connection between Montgomery and Prince George's Counties via Cedar Tree Drive. The bikeway connections would be Class III on existing roads and Class I on new roads. These bikeways could provide a valuable connection to Old Gunpowder Road in Prince George's County. The Class I bikeways on new roads could be constructed as a condition of subdivision approval. (PB 46, PB 47)
- Connect Briggs Chaney Road and MD 198 with a Class I/III bikeway. The bikeway would follow Robey Road to the north as a Class I bikeway, continue to the northeast to connect to the proposed bikeway in the Fairland Recreational Park and finally, to Cedar Tree Drive as a Class III bikeway before meeting MD 198. These connections are contingent upon the development of the Fairland Recreational Park. The section of the bikeway along Robey Road will be included in the planned reconstruction of Robey Road. (PB 62, PB 46, PB 47)
- Provide a Class I bikeway along Greencastle Road from Prince George's County line to Carson Drive. To the east of US 29 along the existing Class I portion of the bikeway, the existing sidewalks should be reconstructed to accommodate bicycles. The portion of the bikeway from Old Columbia Pike to Carson Drive is recommended as a Class II bikeway. (PB 52)
- Add Class III bikeways along portions of Fairdale Road, Friendlywood Road, Perrywood Drive, and Carson Drive. This would provide a continuous bikeway from Briggs Chaney Road to the recommended Paint Branch trail (see Community Facilities section, page 120). Construction of parts of Fairdale Road depend upon future subdivision approval. (PB 49)

- Construct a Class I bikeway in the proposed ICC right-of-way. (PB 54)
- Provide a Class I bikeway along Fairland Road from Old Columbia Pike to the Prince George's County line. (PB 50)
- Add a Class III bikeway along Serpentine Way. This will provide a north-south connection between East Randolph Road and Fairland Road. (PB 64)
- Add a Class I bikeway along the portion of the existing US 29 (see Figure 30, Burtonsville Boulevard) to connect to the proposed bikeway along the PEPCO transmission line once US 29 is relocated. (PB 66)
- Connect Cherry Hill Road and Fairland Road via Deer Park Drive and Musgrove Road with a Class II/III bikeway. The right-of-way exists for a short bikeway connection between Cherry Hill Road and Deer Park Drive, which is the only portion of this proposed bikeway that would not be along an existing road and would have to be constructed. (PB 43)
- Connect the Galway Elementary School to neighboring residential areas with two Class III bikeways, one from Marlow Road, and the other along Galway Drive between Calverton Boulevard and Fairland Road. (PB 56, PB 59)
- Provide a Class II bikeway along Broadbirch Drive and Industrial Parkway to connect Old Columbia Pike to Cherry Hill Road. These two roads have ample pavement for a striped bike lane. (PB 60, PB 65)
- Provide a Class I bikeway along Briggs Chaney Road from the County line to Old Columbia Pike. (PB 43)

Table IX
BIKEWAYS
FAIRLAND MASTER PLAN

Route	Name	Location	Class
Existing Bikeways			
EB-10	Briggs Chaney Road	Briggs Chaney Realigned to Paint Branch Park	II
EB-12	Cherry Hill Road	Prince George's County line to US 29	I
EB-6	Fairland Road	Old Columbia Pike to Paint Branch Park	II
EB-13	Old Columbia Pike	Stewart Lane to MD 198	I/II**
EB-8	Paint Branch Trail	Jackson Road to Fairland Road	I
Proposed Bikeways			
PB-43	Briggs Chaney Road	Old Columbia Pike to Prince George's County line	I
PB-45	Calverton Boulevard	Cherry Hill Road to Prince George's County line	III
PB-46	Cedar Tree Drive	Fairland Recreational Park Trail to MD 198	III
PB-47	Cedar Tree Drive Connector	Robey Road to Cedar Tree Drive	I
PB-43	Deer Park Connector	Cherry Hill Road to Fairland Road	II/III
PB-20	East Randolph Road	US 29 to White Oak Planning Area	II
PB-49	Fairdale Road	Briggs Chaney Road to Paint Branch Trail	III
PB-50	Fairland Road	Old Columbia Pike to Prince George's County line	I
PB-59	Galway Drive	Calverton Boulevard to Fairland Road	III
PB-52	Greencastle Road	Carson Drive to Prince George's County line	I
PB-54	Proposed ICC	Paint Branch Park to Prince George's County line	I
PB-56	Marlow Road	Musgrove Road to Galway Elementary School	III
PB-58	Paint Branch Connector	Paint Branch Park to Briggs Chaney Road	I/II
PB-21	Paint Branch Trail	Fairland Road to Briggs Chaney Road (See page 120.)	***
PB-22	Paint Branch Trail	Old Columbia Pike to Jackson Road (See page 120)	I

Table IX (Cont'd.)

**BIKEWAYS
FAIRLAND MASTER PLAN**

Route	Name	Location	Class
PB-41	Patuxent Trail	Fairland Master Plan area to Prince George's County line via PEPCO ROW	unpaved trail
PB-60	Prosperity Drive	Industrial Parkway to Cherry Hill Road	II
PB-61	Riding Stable Road	MD 198 to Prince George's County line	III
PB-62	Robey Road	Briggs Chaney Road to Greencastle Road	I
PB-64	Serpentine Way	Randolph Road to Fairland Road	III
PB-34	Spencerville Road	Fairland Master Plan area to Prince George's County line	I/II
PB-65	Tech Road	Broadbirch Road to Industrial Parkway	II
PB-66	Local US 29	MD 198 to PEPCO ROW	I

EB = Existing Bikeway
PB = Proposed Bikeway

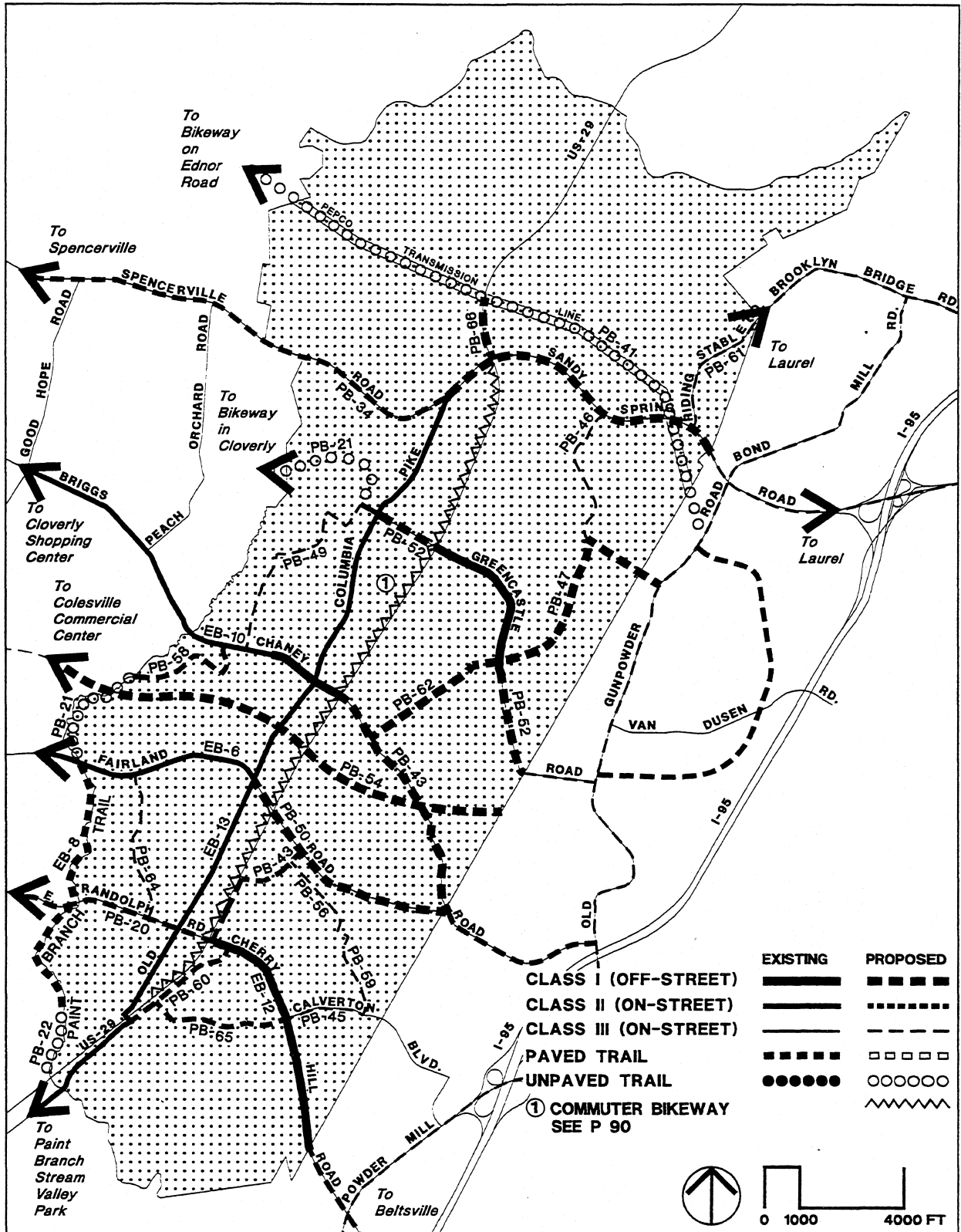
* Bikeways may be provided through developer participation.

** The existing bikeway along Old Columbia Pike is a Class II bikeway. See pages 94-95 for discussion of recommendation for a path/sidewalk and possible changes to the bikeway.

*** The Paint Branch Trail is to be a joint use trail.

BIKEWAY PLAN

FIGURE 40



SIDEWALKS

OBJECTIVE: Provide a sidewalk network that connects communities to public facilities and commercial areas.

RECOMMENDATIONS:

- Provide a sidewalk from Columbia Park/Fairland Library to Briggs Chaney Road via Carson Drive to Perrywood Drive, south to Friendlywood Road and finally to the existing sidewalk on Fairdale Road in the Fairland Farms subdivision. This route will connect nearby neighborhoods with the Fairland Elementary and the Banneker Middle Schools, Columbia Local Park, and the Fairland Library.
- Provide an off-road path along Old Columbia Pike. (For more detailed sidewalk and crosswalk recommendations, see pages 94-95.)
- Add sidewalks along Blackburn Road from Tolson Place across the proposed grade-separated interchange to the existing sidewalk east of US 29. Provide a connection to the proposed trail through the Silverwood tributary and into the Fairland Recreational Park.
- Add a sidewalk along McKnew Road between MD 198 and Sugar Pine Court.
- Provide sidewalks along any extension of Saddle Creek Drive.
- Provide connection between existing sidewalks on Sheffield Manor Drive and Dogwood Lane.
- Extend Loma Linda Drive with sidewalks on both sides through any new development with access to the Paint Branch Stream Valley Park.
- Provide a continuous sidewalk or path along Briggs Chaney Road between the Paint Branch Stream Valley Park and the Prince George's County line.
- Extend existing off-road path on Fairland Road east to the County line.
- Extend sidewalk along East Randolph Road to connect to existing sidewalk on Cherry Hill Road.
- Provide a continuous sidewalk on Greencastle Road between Old Columbia Pike and the County line.

Figure 41 displays the existing sidewalks along the major routes in Fairland. This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

SIDEWALK NEEDS

FIGURE 41

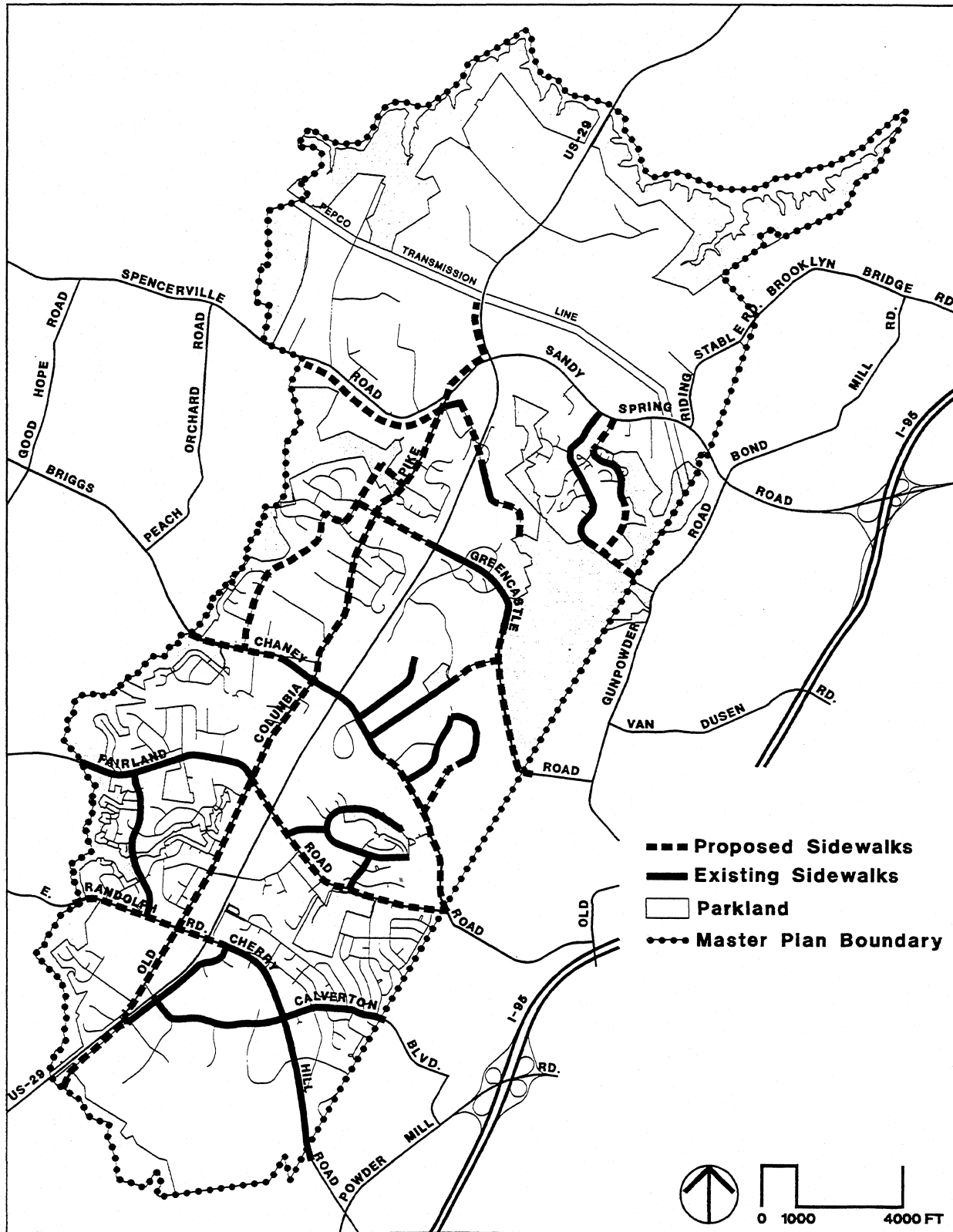


Table X

**PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR
CONSIDERATION IN FAIRLAND**

Street	Limits	Comments*
Friendlywood/ Fairdale Roads	Columbia Park to Briggs Chaney Road	One or both sides
Old Columbia Pike	Entire length: MD 198 to US 29	One or both sides, see page 96.
Blackburn Road	Tolson Place across US 29 to Fairland Recreational Park	One or both sides
McKnew Road	MD 198 to Saddle Creek	Both sides
Saddle Creek Drive extension	Existing to terminus	Both sides
Sheffield Manor Drive	Connection to Dogwood Lane	Both sides
Loma Linda Drive extension	East through Area #1	One or both sides
Briggs Chaney Road	Paint Branch Stream Valley Park to Prince George's County line	Both sides
Fairland Road	US 29 to Prince George's County line	Continue existing asphalt path on south side
East Randolph Road	Extend to Cherry Hill Road	One or both sides
Greencastle Road	Old Columbia Pike to Prince George's County line	One or both sides

* Montgomery County Department of Public Works and Transportation will determine appropriate surface for sidewalk.

DELETIONS FROM THE 1981 PLAN

The realignment of MD 198 east of Kruhm Road, which was recommended in the 1981 Plan, is deleted in this Plan. The planned Paint Branch Bikeway between Fairland Road and Briggs Chaney Road (S-74) and between Briggs Chaney Road and Spencerville Road (P-11) are also deleted in this Plan.

VI. COMMUNITY FACILITIES

Community facilities such as schools, libraries, and community and recreation centers are an important component of community character and livability. They help create and reinforce a sense of social cohesion—a sense of community. This Plan recommends a full range of facilities located where residents can reach them easily.

COMMUNITY FACILITIES GOAL:

Provide sufficient public facilities to support the neighborhoods and communities of Fairland.

PARKS AND PUBLIC OPEN SPACE

OBJECTIVE: Provide adequate and accessible recreational opportunities for the residents of the Fairland area.

The proposed FY 96-2001 Capital Improvements Program will provide one field, three playgrounds, and one basketball court in addition to what is currently developed. The proposed Fairland Recreational Park will serve area-wide needs for not only Fairland but other parts of Eastern Montgomery County as well. This large park will provide four fields, six tennis courts, two basketball courts, and two large playgrounds. Unmet needs by the year 2010 in the Fairland Master Plan area are estimated to be eight athletic fields, five playgrounds, and five basketball/multi-use courts (Table XI).

There are approximately 1,586 acres in Fairland designated as open space or parkland. These acres include stream valley parks, local parks, and watershed protection areas (Table XII).

Table XI

EXISTING, PLANNED, AND FUTURE RECREATIONAL FACILITIES NEEDED BY 2010

	Play Grounds	Athletic Fields	Basketball/ Multi-use Courts	Tennis Courts
(A) Existing Facilities	8	11	4.5	13
(B) Planned, not yet built	4	2	2	0
(C) Proposed in this Plan	1	5	1	0
(D) Gross Needs - 2010	5	8	5	0
(E) Net Needs - 2010 (E=D-B+C)	0	1	2	0

Table XII

EXISTING PARKLAND AND PUBLIC OPEN SPACE

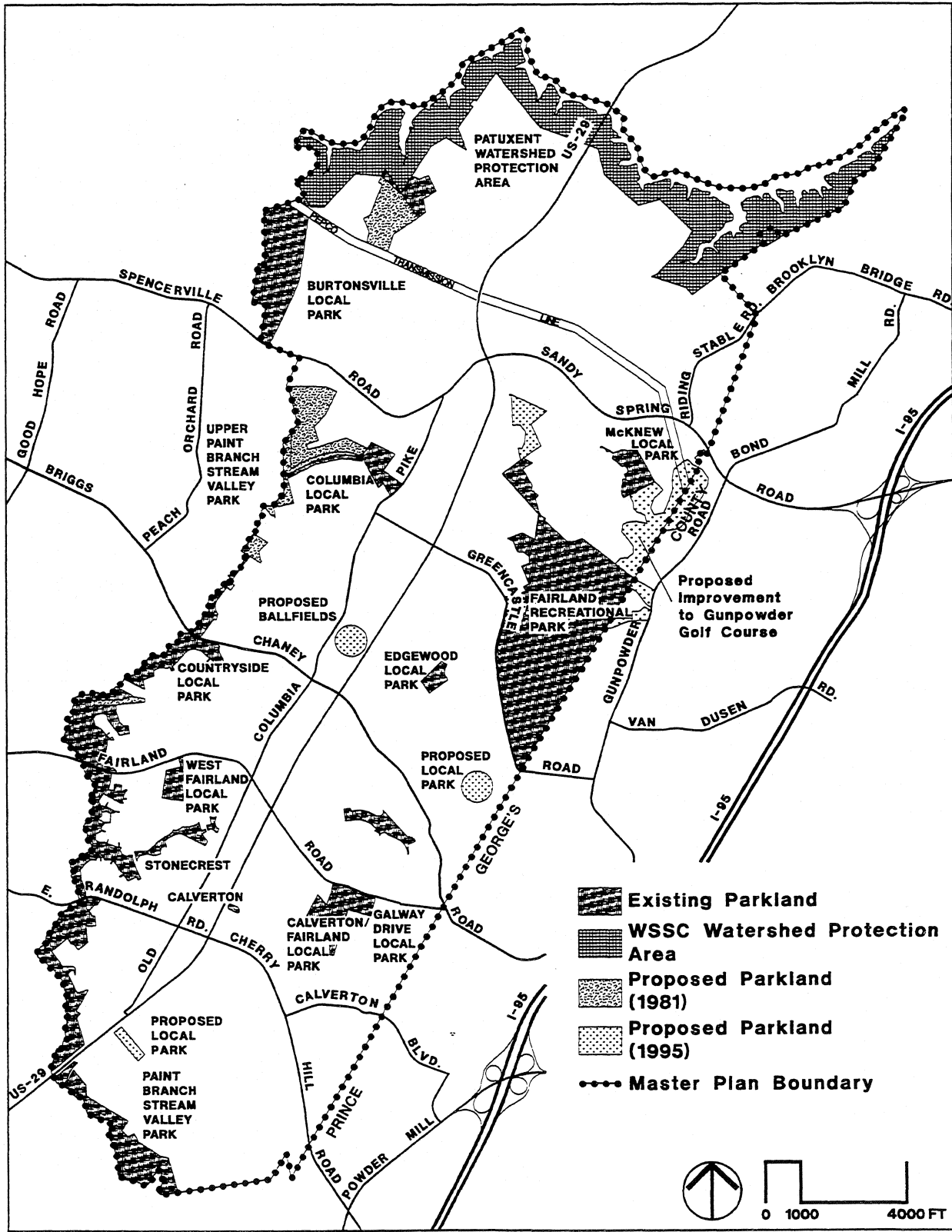
Parkland	Acres
Burtonsville Local Park	29.2
Calverton Conservation Area	1.2
Calverton/Fairland Local Park	52.1
Columbia Local Park	25.2
Countryside Neighborhood Park	21.2
Edgewood Neighborhood Park	9.6
Fairland Recreational Park*	319.2
Galway Drive Local Park	9.0
McKnew Neighborhood Park*	22.5
Paint Branch Stream Valley Park**	459.7
Stonecrest Conservation Area	19.7
Tanglewood Neighborhood Park*	18.7
West Fairland Local Park	19.0
SUB TOTAL	1,006.3
WSSC Reservoir/Patuxent Watershed	580.0
TOTAL	1,586.3

* Planned facilities for these parks are in the current CIP, but the facilities have not yet been constructed.

** Paint Branch Stream Valley Park serves both the White Oak and Fairland Master Plan areas.

RECOMMENDATIONS:

- Develop proposed parks as recommended in the *Park, Recreation and Open Space Master Plan Update 1993*.
- Provide the following facilities to meet unmet needs:
 - Add three ball fields to Burtonsville Local Park.
 - Acquire and develop Stonehedge Local Park, a linear park in the Paint Branch Community, to help meet the needs of the community by providing a youth soccer field for games, a basketball court, and a playground. This park is being proposed for acquisition in FY 1997 and development should occur in FY 1998. (See also page 34.)
 - Encourage development of one local park between Briggs Chaney Road and the proposed ICC. Because the proposed ICC will block pedestrian access to Fairland Recreational Park to the north and crossing Briggs Chaney Road to reach Tanglewood Local Park to the south will be hazardous, there will be a need for a local playground and recreational facilities between Briggs Chaney Road and the proposed ICC Corridor. The park should contain two playgrounds, two ball fields, and two basketball courts and would be best constructed as part of future development of the vacant land in the area. The park should either be retained by the Homeowners Association or dedicated to M-NCPPC upon construction of the facilities.
 - Acquire and develop properties totalling 13.3 acres adjacent to Paint Branch High School. This proposed park should be acquired on a 50% cost sharing with Montgomery County Public Schools. This park will provide an opportunity for two additional ball fields, one playground, and one basketball/multi-use court.
- In addition to the facilities suggested above, two basketball/multi-use courts and one athletic field will be needed to meet anticipated needs by 2010. These needs will be re-evaluated following completion of the next amendment to the *Park, Recreation and Open Space Master Plan*. These needs may be met by future schools within Fairland or in an adjacent planning area. Fields at the Fairland Recreational Park will also help meet local needs.



OBJECTIVE: Protect sensitive or high quality natural resources and archaeological and historical resources on parkland in the Fairland area.

RECOMMENDATIONS:

Little Paint Branch Watershed:

- The Bryan, Kinnamon, and Fehr properties (see page 48) north of existing Fairland Recreational Park contain extensive wetlands, steep slopes, seeps and springs, and areas of high-quality mature forest. Under existing regulations and zoning, these parcels are largely undevelopable. Acquisition of these properties as parkland would provide protection of the headwaters area of Little Paint Branch and hardwood forest cover.
- The stream valley between McKnew Local Park and Fairland Recreational Park, which is in the area where the Piedmont meets the Coastal Plain, contains a very diverse and unusual plant community. Although much of the area has been disturbed by quarrying, the remaining vegetation and the potential for re-vegetation make this stream valley worthy of protection as parkland. (See also golf course community, page 47.)

Right Fork of the Paint Branch Watershed:

- Dedicate portions of the Baldi property (Parcel 525) that include seeps, springs, wetlands, buffers as required, and erodible soils when the property is subdivided.
- Acquire the part of the Hunt Property (Parcel 230) that adequately protects the seeps, springs, wetlands, and hardwood forest; this may affect a significant portion of the property.
- Expand the stream valley buffer on the Hunt Property (Parcel 375) to one hundred-fifty feet along either side of the tributary with approximately a 400-foot radius around headwaters.
- Expand stream valley buffers on Gibson, Bryan, and Mosher Properties to one hundred-fifty feet, both sides of tributary, to Friendlywood Road.
- Maintain strict compliance with Planning Board's Environmental Guidelines for the development of park facilities.
- Apply aggressive education and enforcement efforts to reduce encroachment and clearing in Paint Branch Stream Valley Park north of Fairland Road.

OBJECTIVE: Locate and design park multi-use trails to support a regional recreational bikeways network.

RECOMMENDATIONS:

Alignments for trails are not designated before completing an environmental feasibility study for the subject park. Therefore, the recommendations below are subject to revision.

Paint Branch:

- Field visits suggest that the following sections of Paint Branch Stream Valley Park north of Fairland Road will not support a paved trail because of environmental or engineering constraints. The following on-street bike routes and sidewalks adjacent to these sections would allow travel north and south access to the park.
 - West of Countryside Drive: This section of park is very steep and narrow. Access across Parcel 303 to Countryside Drive and re-entry into the park at the public easement between Lots 11 and 12 is recommended.
 - North of Briggs Chaney Road: This area is highly sensitive and appears to limit the opportunities for a paved path. A route along Fairdale Road, across the Hunt Property to Friendlywood Road, and along Perrywood and Carson Drives to Columbia Local Park appears to be the most feasible. Environmental feasibility studies will be needed to determine whether sections of parkland could be used for the alignment instead.
- Columbia Local Park tributary north to Burtonsville Local Park: Because of environmental sensitivity of headwaters, an unpaved trail is recommended for this area. A paved trail may be possible through parkland connecting the northern terminus of the existing trail at Randolph Road to Columbia Local Park.
- Paint Branch Trail from Martin Luther King Park to Old Columbia Pike: A bike path connection from the southern end of the existing Paint Branch Hiker/Biker Trail to Old Columbia Pike is highly desirable to improve regional access into Martin Luther King Park, Paint Branch Park, and the White Oak Master Plan area. Preliminary field surveys indicate that the most feasible alignment would involve extending the Martin Luther King Trail to the Paint Branch, building a new bridge, and sending the trail along the east side of the stream under US 29. An additional spur connection from the new bridge to the public easement off of Cedar Hill Drive would improve local access. However, the sensitive natural and historical resources within the Paint Branch corridor pose difficulties to both trails. Alignments should be designed so as to minimize environmental impacts.

Little Paint Branch:

- Tanglewood tributary of Little Paint Branch: Briggs Chaney Road to Prince George's County line. The Prince George's County Planning Department has requested staff's assessment of the feasibility of providing a bicycle-accessible greenway from the Prince George's County line to Tanglewood Local Park. Because of the steepness of grade in this stream valley, staff recommends against providing such a trail. Connecting the bikeway along Briggs Chaney Road into this stream valley also is not recommended, as the road is elevated very high above the stream. A non-park conservation greenway with possible natural surface hiking/equestrian trails is the recommended use for this area.
- A trail connection should be considered between Tanglewood Local Park and Briggs Chaney Road exiting on M-NCPPC property near Dogwood Lane. This connection will provide access to the proposed sidewalks on Briggs Chaney Road and from there to the Briggs Chaney Shopping Center and other destinations.

GREENWAYS

Greenways are linear open spaces set aside for recreation and conservation uses. Greenways link people, communities, and the natural environment. The greenway system is not a regulatory or land acquisition program. It is a unifying approach that uses existing regulatory and/or voluntary programs to create a network of green spaces in the County and throughout the State. The stream valley parks form the core of the greenway system.

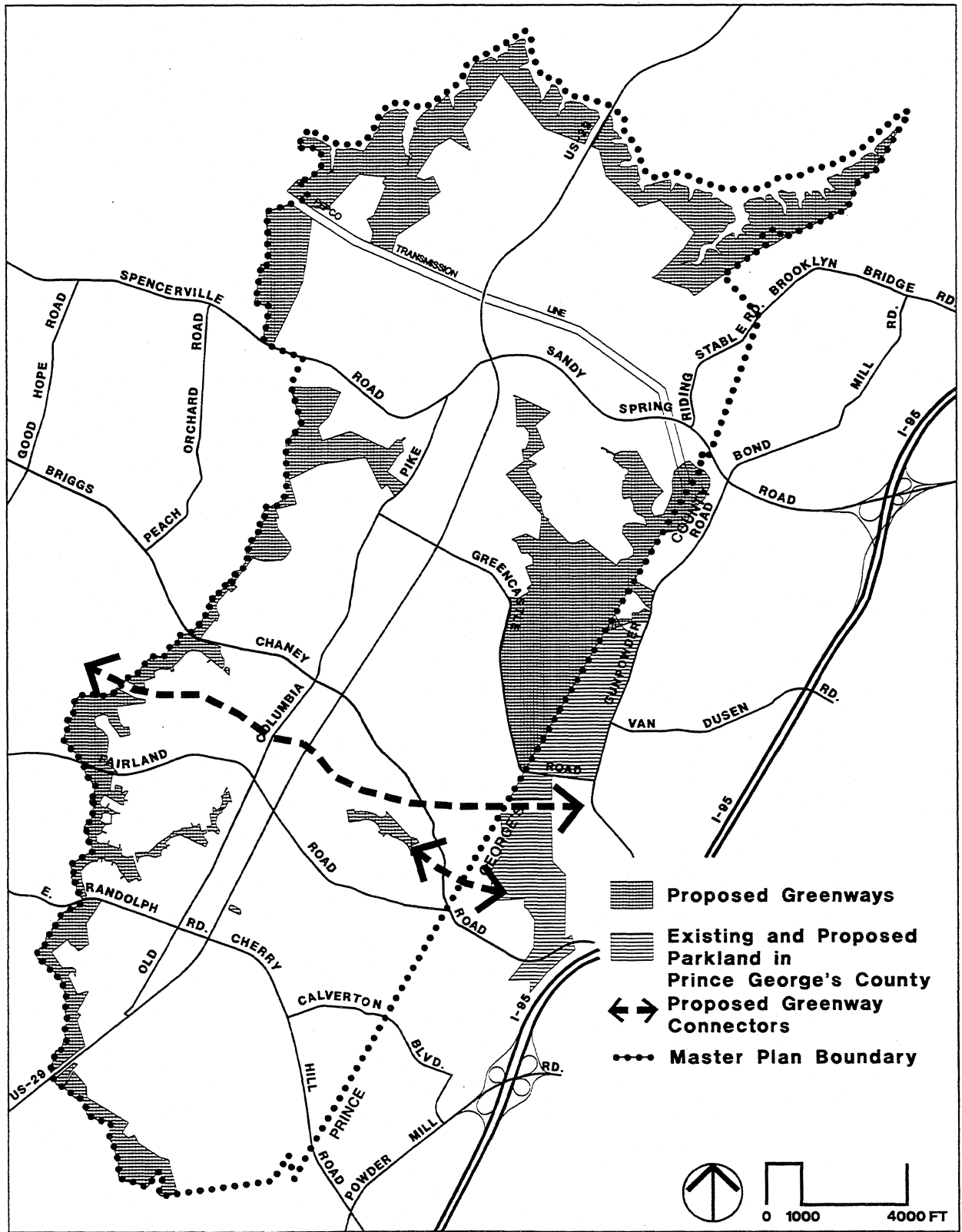
The greenway connectors are major pedestrian and/or bikeway connections that, although they may contain varying amounts of or no green space, are especially important to provide access to greenways. In some places the connectors cross private land where property owners have granted access, as is the case where the Trail Riders of Today (TROT) negotiated easements for public access along specific routes.

The greenways in the Fairland Master Plan are part of a larger system linked to surrounding master plan areas. Fairland has the following greenways (Figure 43): the Little Paint Branch, the Patuxent and the Paint Branch. The Little Paint Branch greenway connects with greenways in Prince George's County, and the Patuxent greenway with greenways in Prince George's and Howard Counties. The Paint Branch and Patuxent greenways are connected through Burtonsville Local Park, although access may be limited to hikers and equestrians due to the environmental sensitivity of the area. A major greenway connector between the Little Paint Branch, the Paint Branch and the Northwest Branch could be provided by a bikeway along the route of the proposed ICC.

OBJECTIVE: Identify connections within and between stream valley parks to protect natural features and habitats and provide appropriate access to these areas.

RECOMMENDATIONS:

- Designate the Patuxent River and the mainstem and tributaries of the Paint Branch and the Little Paint Branch as greenways.
- Work with Prince George's County to extend a greenway from Fairland Recreational Park across the County line into Prince George's County along the Tanglewood tributary.
- Designate the entire length of the proposed ICC as a greenway connector between the Paint Branch greenway, the Little Paint Branch greenway, and the County line.
- Incorporate TROT easements and conservation easements on private land adjacent to parks into the greenway system. Public access to those areas can only be allowed when specifically provided for in the easement agreement.
- Create a link between Tanglewood Local Park to the Prince George's County boundary along the Tanglewood tributary. (See also page 120.)
- Create a link between McKnew Park and the Fairland Recreational Park.
- Examine current parkland for habitat linkages and evaluate options for habitat connections through acquisition of additional property.



PUBLIC FACILITIES

There is one partially developed County-owned site in Fairland, the Carson site, as well as one developed site, the holding school (the former Fairland Elementary School), that could be reused for public uses. Because of the cost of purchasing new sites for public uses, this Plan recommends reusing these sites for public uses and the acquisition of one new school site to provide the services needed over the next few decades.

Community Recreation Facilities

Community recreation centers provide a location for large community meetings, social gatherings, and smaller social and programmed activities for all age groups. There are no community recreation centers in Fairland. However, the 1995-2000 CIP contains projects for two recreation centers, one to be located on the site of the School Bus Parking Facility on Aston Manor Way and Briggs Chaney Road. The site for a second facility is yet to be determined.

RECOMMENDATION:

- Publicly owned sites suitable for use as a recreational facility include: the Carson site (adjacent to the Fairland Library) and the holding school site.

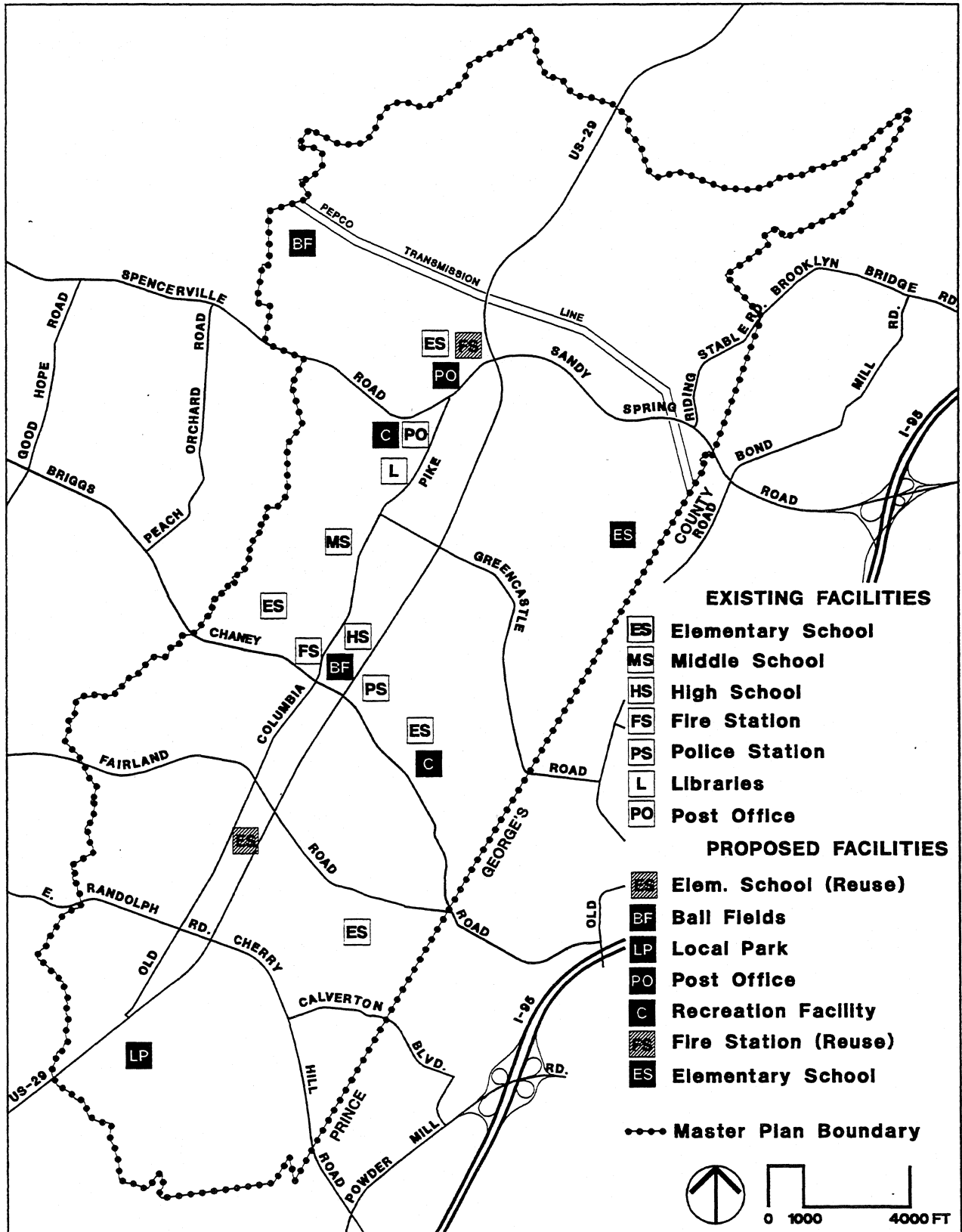
Public Schools

Fairland is served by the Paint Branch School Cluster. There are four elementary schools, one middle school, and one high school located in the Fairland Master Plan area. The proposed new high school, planned to relieve overcrowding in Paint Branch, Sherwood, and Springbrook High Schools is located on Norwood Road in the Cloverly Planning Area. The Planning Staff for the Montgomery County Public Schools has determined that an elementary school site will be needed, based on the projected number of new homes.

Table XIII

EXISTING SCHOOLS IN FAIRLAND PLANNING AREA

Name	Location
Paint Branch High School	Old Columbia Pike
Banneker Middle School	Perrywood/Old Columbia Pike
Galway Elementary	Galway Drive
Fairland Elementary	Fairdale Road
Burtonsville Elementary	MD 198
Greencastle Elementary	Robey Road
Fairland Holding School	Fairland/Old Columbia Pike



There are two other school sites, holding school (the former Fairland Elementary School) located at the intersection of Fairland Road and Old Columbia Pike and the remainder of the Carson Site, adjacent to the new Fairland Library. The holding school is used for temporarily housing students when a school is being remodeled. Either of these sites could be used for the new school, but both contain less than the 12 to 15 acres usually needed.

The Montgomery County Public Schools Planning Staff has recommended that another location for a new public school be included in the Master Plan and suggested a site within the proposed Golf Course Community. This is a good location for a elementary school because there will be over 1,400 homes within walking distance and a school will provide a focus for the surrounding community.

RECOMMENDATION:

- Designate an elementary school site within the proposed Golf Course Community site.

Libraries

The Fairland Library, which opened in March 1995, has no plans to expand services.

PUBLIC SAFETY

Fire and Rescue

Fire and rescue services are provided by the Burtonsville Volunteer Fire Department. In April 1995, the new Burtonsville Fire Station located at Briggs Chaney and Old Columbia Pike officially opened. No new fire stations are needed, according to current and future population projections. The old fire station property is owned by the Burtonsville Volunteer Fire Department and is currently being used jointly by the Department of Fire and Rescue Services Division of Fire Investigations and the Police Department Centralized Auto Theft Team. The property contains 4.78 acres: one acre of the site is zoned C-2 with the remainder (3.78 acres) zoned Rural Cluster.

Police

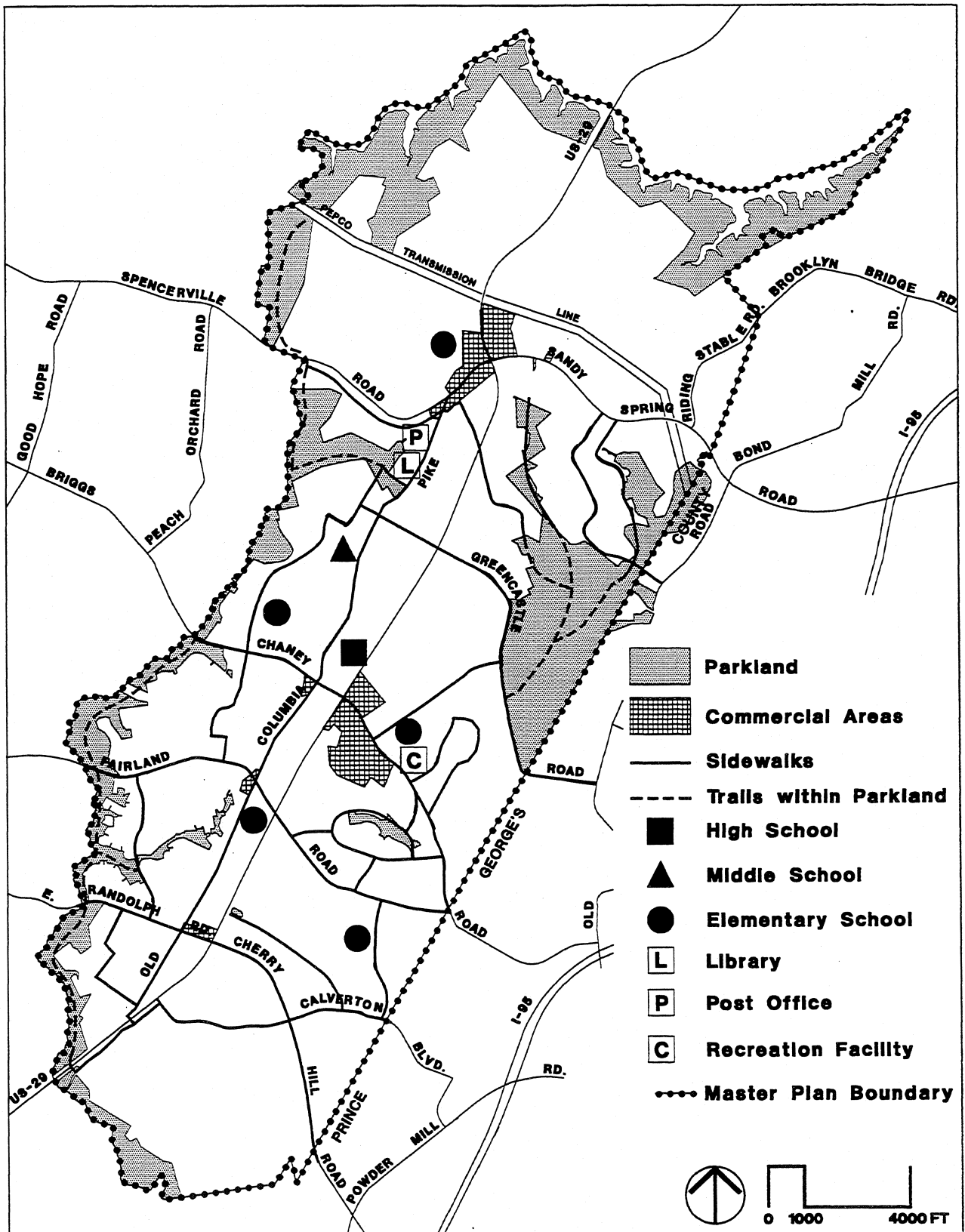
The Fairland Master Plan area is served by the Wheaton/Glenmont and Silver Spring police station districts. The Montgomery County Police Department's 1993 Strategic Plan included as its first priority facility change the establishment of a satellite facility in the US 29 corridor. In August 1994, the Eastern Montgomery County Police Satellite Facility opened in the Briggs Chaney Plaza Shopping Center. In accordance with the Strategic Plan, the Police Department is developing a Facilities Master Plan which will determine the nature and location of future police facilities (satellite or other). The Police Department is also revising the Police District and Police Beat boundaries in an effort to enhance the delivery of law enforcement services. Police Districts and Beats are expected to change during the life of this Master Plan in response to community and crime issues.

RECOMMENDATIONS:

- The Burtonsville Volunteer Fire Department has no plans to sell its property. If this should change in the future, then the C-2 zoned portion of the old fire station property would be suitable for public or commercial uses.

MAJOR PEDESTRIAN CIRCULATION NETWORK

FIGURE 45



- If the old fire station site in Burtonsville is sold in the future, consider the Rural Cluster portion of this property for a public parking facility and public green linking two ends of the proposed rear access road. (See Burtonsville, pages 67-72.)
- Needed Montgomery County Police Department facilities should be located close to population centers, such as the Briggs Chaney/Greencastle Road area.

POST OFFICE

The Postal Service has relocated to the Burtonsville Shopping Center. This is a suitable site for a post office and supports the Burtonsville Center concept by locating an important public facility within the commercial area.

ACCESS TO COMMUNITY FACILITIES

The Proposed Major Pedestrian Circulation Network (Figure 45) is a composite of existing and proposed sidewalks and trails that will provide access to the existing and proposed facilities.

