

Transportation and Mobility Plan

Overview

This Plan proposes a system of highways, transit routes, and bikeway/pathways to support future development. Major emphasis is placed on transit in accord with Plan objectives to make Clarksburg a transit-oriented community.

The transportation system functions to serve both access for local traffic (to and from area development) and passage for through traffic moving between areas of the larger region. Most parts of the transportation system serve both of these functions. Generally, freeways (I-270), major highways and the transitway are intended to serve the movement of longer distance through traffic while local neighborhood streets and neighborhood bus loops, bikeways, and walkways tend to only provide access to the residential and business areas through which they pass. Arterial highways fall between these extremes, serving a combination of through movement and local access.

In the preparation of this Plan, future land uses and transportation improvements for the Study Area were evaluated for adequacy using regionally accepted land use forecasts and transportation networks. The information for Frederick County was of particular importance and was at a greater level of detail than previously used in County-wide analyses.

The importance of transit to the future development of the Clarksburg/Hyattstown area cannot be underestimated. The transit-related recommendations of this Plan include:

- Regional transitway linking the Study Area to the City of Frederick to the north and the Shady Grove Metro station to the south.

- High quality regional and local bus routes linking developed areas to transit stations.
- Improved MARC commuter rail service.
- Park-and-ride lots.

Higher intensity land uses are directed to transit station areas. In those portions of the Study Area where lower intensity development uses are recommended, this Plan encourages the clustering of buildings toward bus routes. To encourage non-automobile access to transit, this Plan recommends a continuous network of sidewalks and bike routes connecting developed areas to transit stations.

This Plan recognizes the transportation policy implications of recently adopted federal regulations pursuant to the Clean Air Act of 1990. This legislation sets forth automobile emissions guidelines which must be adhered to for localities to receive federal funding for transportation projects. Key factors which influence the level of automobile emissions are levels of vehicle-miles-of-travel (VMT) and congestion on roadways. To limit these factors, this Plan calls for the provision of a transportation system which will offer a variety of viable mobility alternatives to the single-occupant automobile. Further, this Plan recognizes the influence of the pattern of land development needed to support transit and recommends appropriate intensities of land uses.

Plan Objectives

- Identify a high quality public transportation system on exclusive and shared rights-of-way to reduce dependence upon single-occupancy automobile commuting and which can be implemented in stages.
- Identify an interconnected highway network in coordination with the existing and planned regional network to provide multiple opportunities for trips in the Study Area.
- Provide guidance to the Maryland Department of Transportation concerning future improvements to State and federal transportation facilities in the area, particularly I-270 and MD 355.
- Identify a strategy in the Clarksburg Town Center and Hyattstown Historic District to route regional through traffic away from these sensitive areas and onto I-270, arterial roadways, and the transitway.
- Recognize the influence that planned regional development and future transportation systems might have on the Plan.
- Identify roads to be preserved as part of the Montgomery County Rustic Roads Program.
- Encourage efficient public transit and carpool/vanpool programs to support residential and employment development.

- Encourage the provision of bikeways for commuter as well as recreational uses.
- Provide public and private pathways for pedestrian movement at the time of road design and construction.
- Recognize the different mobility needs of people, depending on whether they are traveling through, to, from, or just within the Study Area. Table 6 suggests particular strategies to be followed in meeting the needs of different types of travelers.
- Provide guidance for road design and construction.

The Generalized Highway and Transit Plan for Clarksburg is shown in Figure 40, page 113.

Transit Plan

At present, transit service consists of a limited number of buses on existing roadways and the commuter rail station in Boyds. These services will need to be greatly expanded to serve the future development of Clarksburg. A primary thrust of this Plan is to recommend land uses that may be effectively served by the transit system (see Land Use Plan chapter).

Plan Objectives:

- **Make Clarksburg part of a larger, regional transit network.**

This Plan shows the proposed location of an exclusive transitway through the Study Area. (See Figure 10, page 23.) This would be a 70-foot right-of-way if removed from roadways or 50 feet of additional right-of-way if developed along adjoining roadways. In either case, the rights-of-way would provide space for the exclusive operation of transit vehicles.

This Plan recommends the location of the transitway within the entire length of the A-19 (Observation Drive) right-of-way from Germantown to MD 355 (B-1), north of the Clarksburg Historic District. From the intersection of A-19 and MD 355 the transitway joins MD 355, crosses A-305, and continues along MD 355 to its intersection with Comus Road. North of Comus Road, the transitway's recommended location is within the I-270 right-of-way. The mode of transit (light rail or bus, for example) will be determined by more detailed preliminary design and feasibility studies to be conducted by the Montgomery County Department of Transportation (MCDOT).

If the Maryland Department of Transportation (MDOT) or MCDOT develops a revised alignment for the transitway or A-19 through Clarksburg, this Plan recommends that the Planning Board and County Council consider such an alignment. Any such revision which is approved

Identification of Master Plan Strategies for Improved Transportation in the Study Area

Table 6

| Components of Travel Through, To, From, and Within the Study Area | | | | | | |
|---|--|--|---|--|--|---|
| Predominant Means of Travel for the Trip | | | | | | |
| Trip Orientation | Start of the Trip | Auto-Highway | Transit | Biking | Walking | End of the Trip |
| Through | <ul style="list-style-type: none"> Locate more housing closer to accessible transit that comes through the area | <ul style="list-style-type: none"> Emphasize I-270 for regional through trips Regional ride-sharing programs | <ul style="list-style-type: none"> Upstream Park-and-Ride lots Corridor Cities Transitway (Shady Grove to Frederick) MARC rail extension (Point-of-Rocks to Frederick) | <ul style="list-style-type: none"> Greenway system | <p>***</p> | <p>***</p> |
| To | <ul style="list-style-type: none"> Locate more housing closer to transit routes that come into the area | <ul style="list-style-type: none"> Major highway capacity improvements Intersection improvements Interchanges | <ul style="list-style-type: none"> Corridor City Transitway (Shady Grove to Frederick) Park-and-Ride lots with express bus service to the area | <ul style="list-style-type: none"> More bike routes in main travel corridors and within the area; priority implementation Bike paths to area employment centers Greenway system | <p>***</p> | <ul style="list-style-type: none"> Parking availability and rates TMD Share-a-Ride programs for the employment center Bike storage for workers at employment centers |
| From | <ul style="list-style-type: none"> Provide Share-a-Ride Program for area residents Improve sidewalks, bike routes and access to transit routes | <ul style="list-style-type: none"> Intersection improvements Major highway capacity improvements Interchanges | <ul style="list-style-type: none"> Increase frequency of feeder bus routes to transit stations Corridor Cities Transitway Increased transit route coverage and direction Park-and-Ride lots MARC rail service | <ul style="list-style-type: none"> Bike storage at transit stations Greenway system | <p>***</p> | <ul style="list-style-type: none"> Transit and pedestrian circulation system in Montgomery County and regional activity centers |
| Within | <ul style="list-style-type: none"> Locate housing in the area closer to employment centers to facilitate walking and biking Improve sidewalks, bike routes, and access to transit routes | <ul style="list-style-type: none"> Intersection improvements More local streets for circulation Reduce conflicts with through traffic | <ul style="list-style-type: none"> Improve route density and frequency of Ride-On and Metrobus routes | <ul style="list-style-type: none"> Improve bike paths to employment centers and community facilities Bike storage at employment centers Greenway system | <ul style="list-style-type: none"> Improve pathway and sidewalk system between residential areas and employment centers and community facilities Greenway system | <ul style="list-style-type: none"> Reduce conflicts with vehicles; more signalized crosswalks Improve street lighting and amenities |



by a vote of the County Council may proceed without the need for another Master Plan amendment, but only after the Council and the Planning Board provide an opportunity for comprehensive public input including, but not limited to, a public hearing by the Council.

The recommended alignment is subject to further feasibility and engineering studies to determine its exact location, cross-section, and mode of operation. All options for use of this alignment should be considered in the course of the MCDOT design study, including grade separated and at-grade locations. The alignments should be considered for integration with surrounding land use where appropriate. These studies should also determine a feasible funding schedule for construction of the transitway and the expected sources of funding.

The Boyds train station is served by a commuter rail service (MARC) operated by the Maryland State Rail Administration. The service connects Union Station in Washington, D.C. with Brunswick, Maryland, with connections to Martinsburg, West Virginia.

The MARC station will serve as the primary transit service for the Study Area until the transitway and the I-270-related transit improvements are operational.

- **Provide neighborhood bus loops which provide internal circulation as well as access to the larger regional transit network.**

Illustrative bus loops are proposed to serve residential neighborhoods, employment, and shopping areas. Small Ride-On size buses are proposed to eventually operate along these loops. Initially, service to the Boyds MARC station is recommended, to be followed by longer distance bus connections along I-270 and A-305.

- **Designate areas as suitable for Park-and-Ride lots to encourage carpool/vanpool programs.**

To foster carpool formation and to provide "Park-and-Ride" to transit stations and Down-County, this Plan recommends that Park-and-Ride lots of 50 to 300 spaces be combined with shopping center parking lots in the neighborhood centers. This Plan recommends that special attention be paid to the design of larger lots in terms of community impact.

Park-and-Ride lots will perform an important function early in the development of Clarksburg in terms of establishing transit patterns. Park-and-Ride lots should be located near future transit stops. This strategy will help establish centers of transit service which will ultimately evolve into transit stations. This Plan recommends the reservation of land to allow for a total of no more than 800 park-and-ride spaces to be distributed among the three future transit stops located within the Study Area. As noted in the Land Use

Plan chapter, a park-and-ride lot should be located on Comsat only if coordinated with the property owner.

Street and Highway Plan

The Plan concept for streets and highways is shown in Figure 11. North-south access will be provided by I-270 and A-305, which are intended to accommodate large volumes of traffic. These two roads will be linked by a series of east-west roadways (Stringtown Road, Newcut Road Extended, and Clarksburg Road).

Supporting this basic “rung and ladder” concept will be a series of roadways (Observation Drive and MD 355) which will serve land uses.

The comprehensive system of roadways proposed to implement this concept is shown in Figure 40. All highway segments in the Study Area and vicinity are described in Table 7, which specifies the maximum number of recommended lanes and the minimum required right-of-way width. Master Plan roadway alignments are used to preserve the right-of-way that will be needed for future construction of roadways. This preservation process ensures that land will be available when roadway construction is needed and that development is sited with the appropriate relations to future roads. An alignment can vary slightly, depending on special site needs, as it traverses the parcel so long as any changes made affect only that parcel.

The Study Area roadway network is recommended to consist of freeway, major highway, arterial roadway, business district, and primary residential street classifications. Primary roadways which primarily serve development access, as they are planned in the future, must be designed within the framework of the highway system. A later section of this chapter explains the need for non-standard rights-of-way in selected locations. These cross-sections reflect the variation of the character of roadways within the Town Center and the remainder of the Study Area.

Summary of Key Roadway Recommendations

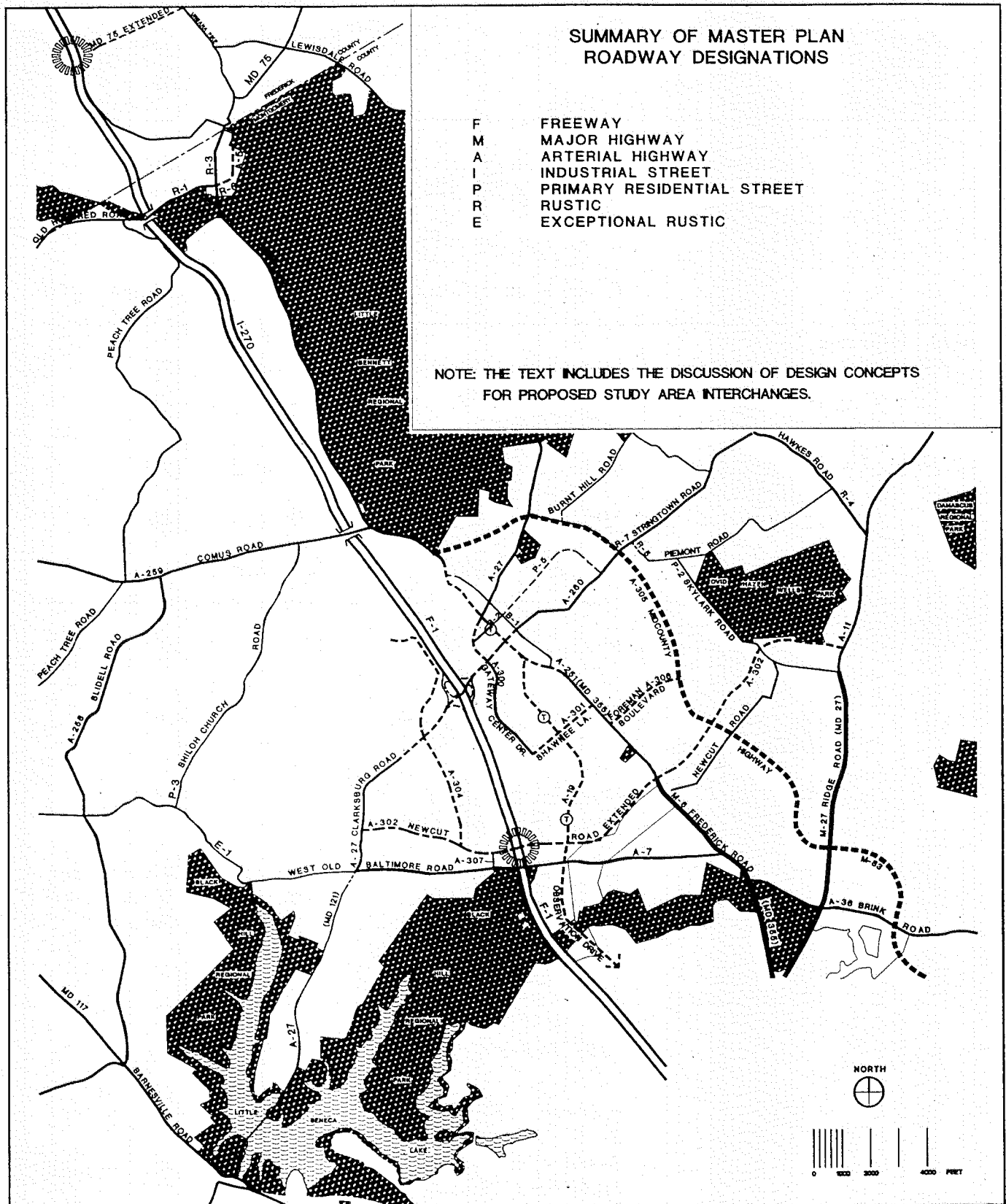
The following discussion presents a brief description of the key roadway system recommendations in this Plan.

I-270 AND ASSOCIATED INTERCHANGES

This Plan recommends that I-270 be widened to no more than eight travel lanes, within a 350-foot right-of-way, between MD 121 and the southern Study Area boundary. Between MD 121 and the Frederick County line, this Plan recommends that I-270 be widened to no more than six travel lanes within the existing variable right-of-way plus 50 feet (plus an additional 50 feet north of Comus Road to allow for the transitway). These right-of-way recommendations would not preclude the design of collector-distributor (C-D) roads within the

Generalized Highway and Transit Plan

Figure 40



Highway and Street Classifications in the Clarksburg Master Plan and Hyattstown Special Study Area

Table 7

| Master Plan Roadway Designation | Name | Limits | Number of Travel Lanes ¹ | |
|---------------------------------|----------------------------------|--|-------------------------------------|---|
| | | | Maximum Recommended | Minimum Right-of-way Width ² |
| Freeway | | | | |
| F-1 | Washington National Pike (1-270) | Southern Study Area Boundary to MD 121 | 8 lanes | 350' |
| | | MD 121 to Comus Road | 6 lanes | 250' |
| | | Comus Road to County Line | 6 lanes | Existing + 100' |
| Major Highways | | | | |
| M-6 | Frederick Road (MD 355) | Newcut Road Extended to Southern Study Area Boundary | 4 Divided | 120' |
| M-27 | Ridge Road (MD 127) | Skylark Road to M-83 | 4 Divided | 120' |
| | | M-83 to Brink Road | 6 Divided | 150' |
| M-83 | Midcounty Hwy. | Brink Road to MD 27 | 6 Divided | 150' |
| Arterial Highways | | | | |
| A-5 | Hyattstown Bypass (MD 109) | MD 355 to County Line | 2 | 80' |
| A-7 | West Old Baltimore Road | MD 355 to MD 121 | 2 | 80' |
| A-11 | Ridge Road (MD 27) | Northern Study Area boundary to Skylark Road | 2 | 80' |
| A-19 | Observation Drive | Southern Study Area Boundary to MD 355 | 4 Divided w/transitway | 150' (includes 50' for transitway) |
| A-27 | Clarksburg Road (MD 121) | MD 117 (in Boyds) to A-302 | 2 | 80' |
| | | A-302 to A-304 | 4 Divided | 120' |
| | | A-304 to I-270 | 6 Divided | 150' |
| | | A-260 to Northern Study Area Boundary | 2 | 80' |



Highway and Street Classifications (cont.)

Table 7

| Master Plan Roadway Designation | Name | Limits | Number of Travel Lanes ¹ | |
|---------------------------------|-------------------------|--|-------------------------------------|---|
| | | | Maximum Recommended | Minimum Right-of-way Width ² |
| Arterial Highways (cont.) | | | | |
| A-36 | Brink Road | MD 355 to M-83 | 4 Divided | 100' |
| A-251 | Frederick Road (MD 355) | Newcut Road Extended to A-19 | 4 Divided | 120' |
| | | A-19 to A-305 | 4 Divided w/transitway | 150' |
| | | A-305 to Comus Road | 2 w/transitway | 130' |
| | | Comus Road to Hyattstown Bypass | 2 | 80' |
| A-258 | Slidell Road | Northern to Southern Study Area Boundary | 2 | 80' |
| A-259 | Comus Road | MD 355 to Western Study Area Boundary | 2 | 80' |
| A-260 | Stringtown Road | I-270 to A-305 | 4 Divided | 120' |
| A-300 | Gateway CenterDr. | A-260 to A-301 | 4 Divided | 80' |
| A-301 | Shawnee Lane | Gateway Center Drive to MD 355 | 4 Divided | 120' |
| A-302 | Newcut Road Extended | MD 121 to A-305 | 4 Divided | 120' |
| | | A-305 to MD 27 | 2 | 80' |
| A-304 | Proposed Road | Newcut Road Extended (A-302) to Site 30 | 4 Divided | 120' |
| A-305 | Midcounty Hwy. | MD 27 to Stringtown Road | 4 Divided | 120' |
| | | Stringtown Road to Clarksburg Road (A-27) | 2 | 80' |
| | | Clarksburg Road to MD 355 | 2 | 80' |
| A-306 | Foreman Boulevard | MD 355 to A-305 | 2 | 80' |
| A-307 | Proposed Road | Newcut Road Extended (A-302)2 to West Old Baltimore Road | | 80' |

Highway and Street Classifications (cont.)

Table 7

| Master Plan Roadway Designation | Name | Limits | Number of Travel Lanes ¹ | |
|--|--|--|---|---|
| | | | Maximum Recommended | Minimum Right-of-way Width ² |
| Business Streets | | | | |
| B-1 | “Old Frederick” Rd. Through Town Center Area | | 2 | 50’ |
| <i>Note: See Text for Discussion of this Road.</i> | | | | |
| B-2 | Redgrave Place | A-19 to Little Seneca Creek | 2 w/no parking inside historic dist. | 70’ |
| Primary Residential Street | | | | |
| P-2 | Skylark Road | Piedmont Road to MD 27 | 2 | 70’ |
| P-3 | Shiloh Church Rd. | West Old Baltimore Road to Comus Road | 2 | 70’ |
| P-5 | Redgrave Place | Little Seneca Creek to A-260 | 2 | 70’ |
| Rustic Roads | | | | |
| R-1 | Old Hundred Road (MD 109) | MD 355 to I-270 | N/A | 80’ |
| R-3 | Frederick Road (MD 355) | Hyattstown Bypass to County Line | N/A | 80’ |
| R-4 | Hawkes Road | Ridge Road (MD 27) to Piedmont Road | N/A | 70’ |
| R-5 | Piedmont Road ³ | Stringtown Road to Hawkes Road | N/A | 70’ |
| R-6 | Hyattstown Mill Road | Frederick Road (MD 355) to Park Boundary | N/A | 60’ |
| R-7 | Stringtown Road | A-305 to Study Area Boundary | N/A | 80’ |
| E-1 | West Old Baltimore Road | Clarksburg Road (MD 121) to Western Study Area Boundary | N/A | 80’ |

¹ 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.

² This minimum may be increased at time of subdivision on the basis of more detailed engineering studies.

³ Realignment of Piedmont Road is recommended to allow appropriate distance from A-305/Stringtown Road intersection.



envelope of individual interchanges recommended by this Plan. This design will provide for a balanced transportation facility which offers both automobile and transit as viable travel options. Additional transit or High Occupancy Vehicle (HOV) facilities on I-270 may be considered south of Comus Road. The Plan recognizes that the addition of travel lane capacity on I-270, beyond the recommended number of travel lanes, may seriously undercut transit demand between Frederick County and Montgomery County. Further, such a design may not meet auto emissions attainment standards mandated by the Clean Air Act of 1990 and thus may not qualify for federal project funding.

Currently, the Clarksburg area is served by interchanges with I-270 at MD 121 and MD 109 (Hyattstown). However, to support the levels of future development envisioned in the Study Area and preserve the character of MD 355, the Plan recognizes the need to identify additional interchange capacity along I-270. This Plan recommends the addition of one new interchange in the Study Area and recommends one interchange near Urbana in Frederick County. These recommendations are described below.

The Land Use Plan illustrates general designs for each of the recommended interchanges along I-270. While these designs are still at a preliminary stage, the environmental and traffic operations constraints require extensive analysis to determine the location and designs shown. The design will provide guidance to the Maryland State Highway Administration (SHA) in their design work for I-270. Each of these interchanges is discussed in greater detail below.

I-270 AT NEWCUT ROAD EXTENDED

This Plan recommends a new interchange with I-270 at Newcut Road Extended (A-302). This interchange, which would serve the southern portion of the Study Area in the vicinity of Comsat, is proposed to be located at I-270, approximately 800 feet north of West Old Baltimore Road.

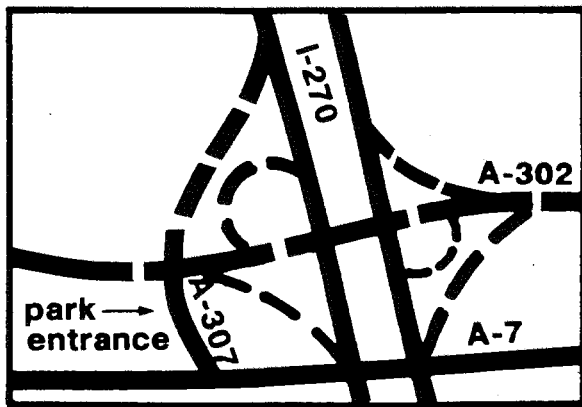
Figure 41 shows the new interchange to be designed as a full movement interchange and located to:

- Maintain the minimum interchange spacing standard of one mile from the MD 121 interchange. This Plan intends that this interchange will help improve access to Comsat (see A-19 discussion).
- Minimize wetland impacts on the west side of I-270.
- Maximize the distance between the end of the ramps and the Observation Drive (A-19)/Newcut Road intersection.
- Provide improved access from the north to Black Hill Regional Park.
- Minimize the amount of land needed from adjacent properties.
- Avoid negative impacts on Black Hill Regional Park.

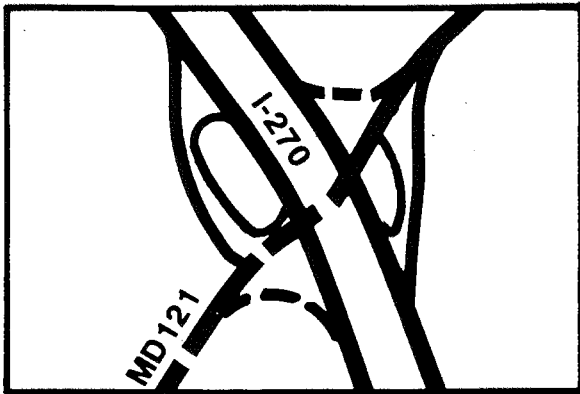
The design is conceptual and may change as a result of more design studies.

Proposed Interchange Design Concepts

Figure 41



Proposed Interchange -
I-270 at Newcut Road



Existing Interchange -
(with currently designed
modifications) - I-270 at MD 121

I-270 AT CLARKSBURG ROAD (MD 121)

This existing I-270/MD 121 interchange is currently programmed for ramp reconstruction as part of the widening and upgrading of I-270 to six lanes from Clarksburg Road (MD 121) to Darnestown-Germantown Road (MD 118). Construction of this project is anticipated to be completed by 1997. The Plan envisions that this interchange will serve central Clarksburg, including the Town Center area.

Figure 41 shows the existing interchange with currently designed modifications. This Plan recommends further improvements to the interchange to achieve the following goals:

- Provide improved access to the Town Center and Transit Corridor Districts.
- Encourage the relocation of the SHA salt and sand storage building to a less conspicuous location.
- Minimize the amount of land required and the associated impacts on adjacent properties.

I-270 AT OLD HUNDRED ROAD (MD 109)

This Plan recommends the closure of this interchange in conjunction with the opening of a proposed new interchange in the Urbana area of Frederick County (located at a westward extension of MD 75 to a connection with I-270 in the vicinity of Dr. Perry Road). Presently, MD 75 traffic uses MD 355 through Hyattstown to reach the I-270 interchange at MD 109. As development in the Green Valley/Urbana area continues, this traffic pressure will increase, necessitating the provision of additional capacity along MD 355. This increased capacity could entail the widening of MD 355, the provision of a bypass roadway around Hyattstown, or some combination of these two options. However, any potential capacity improvement would entail onerous community, historic preservation, and/or environmental impacts and thus would be highly undesirable (see Land Use Plan chapter). Further, the MD 109 interchange is of substandard design and any capacity improvements of this facility would be severely restricted by physical and environmental concerns.

The proposed interchange at MD 75 would allow traffic to access I-270 north of Hyattstown, reduce traffic pressure on MD 355, and avoid the negative impacts associated with providing for additional traffic capacity in the Hyattstown Historic District.

MIDCOUNTY HIGHWAY (M-83/A-305)

This Plan proposes two different classifications for Midcounty Highway as it traverses Clarksburg.

This Plan recommends the extension of M-83 as a six-lane divided limited

access highway from Germantown to MD 27. It recommends the extension of Midcounty Highway as a four-lane divided arterial roadway from Ridge Road (M-27) to Stringtown Road (A-260) within a 120-foot right-of-way. It recommends that the roadway transition to a two-lane arterial is within a 100-foot right-of-way between A-260 and Clarksburg Road, and is within an 80-foot right-of-way between Clarksburg Road and its termination at MD 355.

M-83/A-305 is designed to:

- Provide connections between Clarksburg, Germantown, and Gaithersburg.
- Provide traffic capacity parallel to I-270, A-19, and MD 355.
- Provide access to residential development in the eastern areas of Clarksburg, Germantown, and Gaithersburg.
- Provide a bypass of the office and industrial areas along I-270.

This Plan recommends that M-83 be constructed within a 150-foot right-of-way with a design which would allow for the construction of the outside lanes with a wide median for future widening. This design would set the outside edges of the roadway so that future widening could be achieved without additional impact to adjacent properties or the acquisition of additional right-of-way.

M-83 will be designed to mitigate its impact on Wildcat Branch in the Great Seneca Creek watershed and its tributaries. The need for M-83 will be reexamined in the context of the next update to the *Germantown Master Plan*.

RIDGE ROAD (MD 27)

Ridge Road (MD 27) is the major roadway connecting Damascus and Germantown. This two-lane roadway is also the eastern boundary of the Study Area for much of its length. Ridge Road (M-27) is currently designated as a major highway (four to six lanes).

The Adopted 1992 Damascus Master Plan Amendment recommends that MD 27 not be widened beyond two lanes through the Damascus Planning Area. This Plan supports that recommendation and continues Ridge Road as a two-lane arterial to Skylark Road. Development in Clarksburg will necessitate Ridge Road being widened south of Skylark Road as it traverses the Clarksburg Study Area.

FREDERICK ROAD (MD 355)

Frederick Road (MD 355) is a two-lane roadway that is the historical connection between Georgetown and the City of Frederick. The Adopted 1989 Germantown Master Plan Amendment established the current designation of MD 355 as a major highway throughout the Study Area.

The Plan recommendations for Frederick Road have been developed in response to the following concerns:

- **The character of MD 355 (Frederick Road) between Germantown and Clarksburg Town Center should be compatible with existing and proposed residential uses.**

This Plan recommends that the classification of MD 355 be changed from a major highway to an arterial to support the Plan's objective that the existing character of MD 355 be continued. The only section of MD 355 in Clarksburg which will continue as a major highway is south of Newcut Road.

- **MD 355 should not be widened in the Clarksburg Historic District.**

The section of MD 355 which runs through the Clarksburg Historic District has severe limitations on its ability to be widened. This Plan recommends that Frederick Road not be widened due to impacts on historic structures and the character of the Clarksburg Historic District. This Plan acknowledges that intersection improvements may be necessary. Such improvements should result in minimum impacts to contributing structures and the historic setting. To avoid widening the section of MD 355 through the historic district, this Plan recommends that MD 355 be relocated approximately 500' west of the district, beginning at Suncrest Avenue and running north to existing Frederick Road.

- **MD 355 should not be widened in the Hyattstown Historic District.**

Like the Clarksburg Historic District, the section of MD 355 that runs through the Hyattstown Historic District has severe limitations on its ability to be widened. This Plan recommends that MD 355 not be widened due to impacts on historic structures and the character of the district and proposes designating this portion of MD 355 as rustic. The current traffic congestion problems in the district are, for the most part, the result of traffic traveling through the area between I-270 and MD 75 via MD 109 and MD 355.

This Plan recommends that the I-270 interchange with MD 109 be closed and replaced with an interchange at MD 75 (extended) in Frederick County. If the MD 109 interchange is maintained or improved, then this Plan recommends that a bypass of the Hyattstown Historic District be provided. Frederick Road should become a secondary residential street through the Hyattstown Historic District if the bypass is constructed. The bypass recommended by this Plan extends MD 109 from its intersection with MD 355 eastward and then northward to intersect with MD 355 north of the County line. The northern end of MD 355 will be a "T" intersection with MD 109 as the primary movement. This alignment:

- Minimizes the traffic volumes along Frederick Road.
- Limits the need for traffic improvements along MD 355 to the intersections with MD 109 and the bridge over Little Bennett Creek.

- Utilizes the least problematic alignment with regards to environmental impacts and road construction.

A-19 (OBSERVATION DRIVE EXTENDED)

This Plan recommends the construction of Observation Drive Extended (A-19) as a four-lane divided arterial with a 150-foot right-of-way. This roadway is an extremely important element of the *Clarksburg Master Plan* for several reasons:

- It will one day connect with Observation Drive in Germantown, thereby offering an alternative route to MD 355.
- The road is proposed to be wide enough to accommodate a separate bus lane or light rail.
- The road will help provide additional access to the Study Area's major employment areas.

The Master Plan proposed alignment for Observation Drive is shown on Figure 40.

The spacing between A-19 and I-270 along Newcut Road is limited to about 900 feet due to the location of the Comsat satellite groundstation and a branch of Little Seneca Creek. This may result in inadequate weaving distance for northbound traffic exiting I-270 onto Newcut Road and then turning left onto A-19. Much of the traffic making this movement would be bound for the Comsat property. If weaving distance between A-19 and I-270 along Newcut Road is determined to be inadequate, alternative actions may be necessary as determined by the Maryland State Highway Administration. These alternative actions should provide direct access to the Comsat property while considering the safety and efficient movement of traffic along A-19.

This Plan recommends that the intersection spacing standards in the current road code for an arterial roadway be modified for A-19. The general intent is to alternate intersections which cross the transitway with those that do not cross (right-in, right-out). This will allow for transit serviceable land uses while minimizing the number of intersections that would require traffic signals.

MD 121 - CLARKSBURG ROAD (A-27)

Clarksburg Road (MD 121) traverses the Study Area in an east-west direction. The land use pattern proposed along MD 121 ranges from rural and open space west of I-270 to retail and higher-density housing between MD 121 and I-270. The character of MD 121 will change as it serves different levels of development. West of I-270, this Plan recommends that MD 121 be classified as an arterial roadway (A-27, two lanes) rather than a major highway between MD 117 and A-302. Between A-302 and A-304, this Plan recommends a four-lane divided arterial roadway. Between A-304 and I-270, this Plan recommends a six-lane divided arterial roadway. Currently, this section is classified as a major highway. This Plan recommends that the portion of MD 121 that is within a one-half

mile of I-270 be relocated due to the reconfiguration of the I-270/MD 121 interchange. Due to this reconfiguration, the western section of Clarksburg Road will directly connect with the extension of Stringtown Road, which is also designated as an arterial road (A-260).

The section of Clarksburg Road between I-270 and A-19 is recommended for realignment and will provide for a right-in, right-out intersection at A-260. Gateway Center Drive presently crosses the alignment of Stringtown Road Extended and connects with Clarksburg Road. Gateway Center Drive (A-300) remains in its existing configuration, but the turning movements at its intersection with A-260 (Relocated Clarksburg Road) may need to be restricted because of its proximity to the I-270 interchange. These restrictions may be required to reduce the negative traffic impacts of a full movement intersection located at a substandard distance from the MD 121/I-270 interchange.

STRINGTOWN ROAD (A-260)

This Plan recommends that Stringtown Road be constructed as a four-lane divided arterial roadway between I-270 and A-305. This Plan recommends that the 1968 Clarksburg and Vicinity Master Plan alignment of Stringtown Road be modified between MD 355 and Piedmont Road. The recommended alignment follows the existing road in order to utilize the existing crossing point of Little Seneca Creek and avoid two tributaries to the north of this crossing. The existing crossing will need to be widened to accommodate two additional lanes. When widened, this crossing is recommended to include areas for bike paths along Stringtown Road and for the Little Seneca Creek greenway, which will cross under Stringtown Road.

SHAWNEE LANE (A-301)

This Plan recommends that Shawnee Lane be reconstructed as a four-lane divided arterial roadway between Gateway Center Drive and MD 355.

GATEWAY CENTER DRIVE (A-300)

Gateway Center Drive is the main street for Gateway I-270, a major employment center located in the Transit Corridor District of the Study Area in the vicinity of the MD 121 interchange. This Plan recommends Gateway Center Drive to be classified as a four-lane divided arterial roadway within a variable 80- to 120-foot right-of-way.

NEWCUT ROAD EXTENDED (A-302)

Existing Newcut Road is a two-lane road that connects Piedmont Road to MD 355. This Plan recommends that Newcut Road be relocated adjacent to the stream buffer of Little Seneca Creek and extended to the east to connect with MD 27 and to the west to cross I-270 (with an interchange) and connect with

MD 121. (See discussion of Newcut Road Interchange in this chapter.) The Plan also recommends Newcut Road Extended be classified as a four-lane divided arterial highway between MD 121 and A-305 and as a two-lane arterial from A-305 to MD 27.

Within the Newcut Road Neighborhood, the character of Newcut Road Extended is intended to be conducive to pedestrian crossings and provide access to the residential and retail areas in the village. To do so, the road should be narrow with frequent intersections, sidewalks, and retail and office uses located close to the street.

The existing intersection of Newcut Road with MD 355 is recommended for abandonment with property access provided from the northeast by Newcut Road Extended. In addition, other areas along the existing portions of Newcut Road will require modification in order to access the relocated road. In the vicinity of the relocated roadway's intersection with Skylark Road, the alignment is recommended to be located to provide an area of 20 usable acres between Newcut and Skylark Roads and Ovid Hazen Wells Recreational Park for a middle school site.

The Newcut Road Extended crossing of Little Seneca Creek occurs in a highly sensitive area of wetlands. Careful siting of this crossing is necessary to assure that the environmental impacts and need for potential mitigation are minimized.

A-304

This Plan recommends a four-lane arterial road parallel to I-270 to serve the Cabin Branch Neighborhood. The location of this road is shown on the approximate location of the ridge line between Cabin Branch and an unnamed tributary of Little Seneca Creek. This roadway serves as a boundary between residential and employment areas within the Cabin Branch Neighborhood. In order to provide access to Site 30 and employment uses in the vicinity of the northwest quadrant of the MD 121/I-270 interchange, this Plan recommends the reservation of a 120-foot right-of-way to allow for the construction of a four-lane divided arterial roadway north of MD 121. Given that this alignment crosses through large parcels, this Plan recommends that the specific alignment of the road be developed when these properties develop, whether together or individually. This will allow the road to serve the properties in the most effective manner. Modification of the road alignment is not intended to imply or endorse a change in the actual zoning boundary.

FOREMAN BOULEVARD (A-306)

This Plan recommends the construction of Foreman Boulevard (A-306) as a two-lane arterial roadway within an 80-foot right-of-way between MD 355 and A-305. This roadway traverses land recommended for residential development and will provide access to the recommended local park adjacent to the Little Seneca Creek Greenway.

WEST OLD BALTIMORE ROAD (A-7 AND E-1)

West Old Baltimore Road is a historical connection between this part of Montgomery County and the City of Baltimore. Currently, the road is in a wide variety of conditions. East of I-270, West Old Baltimore Road is typical of streets in the Up-County area where residences front on two-lane roads. Approaching I-270, the surrounding area is dominated by agricultural land and the satellite ground stations on the Comsat property. On the west side of I-270, the road serves as access to Black Hill Regional Park, farms, and scattered houses. As West Old Baltimore Road approaches MD 121, the condition of the road becomes more rustic, going from a standard two-lane cross-section with adequate clearance along the side of the road to a substandard width with trees and brush directly adjacent to the road.

This Plan recognizes and continues the rural character of West Old Baltimore Road in those areas where the Plan's recommended land uses for agricultural and open space preservation support the recommended character of the road. (See Rustic Road Recommendations.)

This Plan recommends that West Old Baltimore Road between Ten Mile Creek and Little Seneca Creek contain a hiking/biking path to connect the greenways.

REDGRAVE PLACE (P-5)

This Plan recommends that Redgrave Place be classified as a two-lane business district street within a 70-foot right-of-way to the tributary of Little Seneca Creek. North of that point, this Plan recommends that the roadway be classified as a primary residential street.

This Plan recommends that Redgrave Place serve as a pedestrian and vehicular linkage between the eastern area of the Town Center and the Town Center transit station. To do so, an extension of Redgrave Place to the east is recommended. This recommendation would require the relocation of a structure within the historic district. Redgrave Place is intended to connect the Town Center transit station to the greenway.

At the intersection of Redgrave Place with MD 355 (B-1), both roads should maintain a two-lane cross-section without turning lanes and include sidewalks on both sides of the (70-foot right-of-way) street. The design and construction of sidewalks along Redgrave Place should protect the existing chestnut tree to the maximum extent possible. While this may create a substandard design for the intersection, this serves to protect the traditional character of the district and accommodate pedestrian crossings.

Right-of-Way Recommendations

This Plan recommends increases in the minimum right-of-way width of major highways and arterial roads to permit adequate space for continuous turn lanes, additional buffer/landscape space, and medians, as well as the typical street, sidewalk, and bikepath requirements. Attainment of the full recommended right-of-way in developed areas may not be feasible in all locations or cases. In the absence of detailed engineering studies, dedication of the minimum right-of-way will be required at the time of subdivision.

Major highways have been increased from a master planned right-of-way of 120 feet to 150 feet, with an increase from 80 feet to 120 feet for divided arterials to provide for separated bikeways.

This Plan recommends that the right-of-way of an arterial road or major highway be widened at intersections with other arterial roads and/or major highways. This increased width will provide space for an additional left-turn lane and a right-turn lane on the approach side of the intersection, as well as an adjustment area on the departure side. The amount of additional right-of-way on the approach side is 24 feet wide for 500 feet from the intersection with a 400-foot taper. The departure side is 12 feet wide for 200 feet with a 180-foot taper. Both a divided arterial and a major highway with a 30-foot median can accommodate two left-turn lanes; only 12 feet of additional right-of-way is needed in those cases. An undivided arterial road needs an additional 8 feet of width to provide a median at the intersection for pedestrian and vehicular safety.

In the case of the transitway designation, the rights-of-way are increased 50 feet over that which would otherwise be required for the roadway right-of-way. The location or alignment of the additional 50 feet is on one side or the other of the existing right-of-way, or equivalently split off the center line.

Recommended Rustic Road Designations

Montgomery County has enacted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. The legislation creating the Rustic Roads Program (adopted in March, 1993) defines two categories of rustic roads; the criteria for classification is summarized in Table 8.

The legislation includes an Interim List of Rustic Roads; this list has been evaluated in the context of the land use and transportation recommendations of this Plan. Table 9 and the accompanying map (see Figure 42, page 128) summarize this Plan's recommendations regarding rustic and exceptional rustic roads. A more detailed discussion of the rustic and exceptional rustic road recommendations of this Plan is presented in the Technical Appendix.

Summary of Characteristics Associated with Rustic and Exceptional Rustic Roads

Table 8

Criteria for Rustic Road

The County Council must make a finding that an existing public road or road segment:

1. Is located in an area where natural, agricultural, or historic features are predominant, and where master planned land use goals and zoning are compatible with a rural/rustic character.
2. Is a narrow road intended for predominantly local use.
3. Is a low-volume road.
4. Has outstanding natural features along its borders, provides outstanding vistas of farm fields and rural landscape or buildings, provides access to historic resources, follows historic alignments, or highlights historic landscapes.
5. The history of vehicle and pedestrian accidents on the road in its current configuration does not suggest unsafe conditions.

The County Council must not classify a road as rustic if that classification will significantly impair the function or safety of the roadway network.

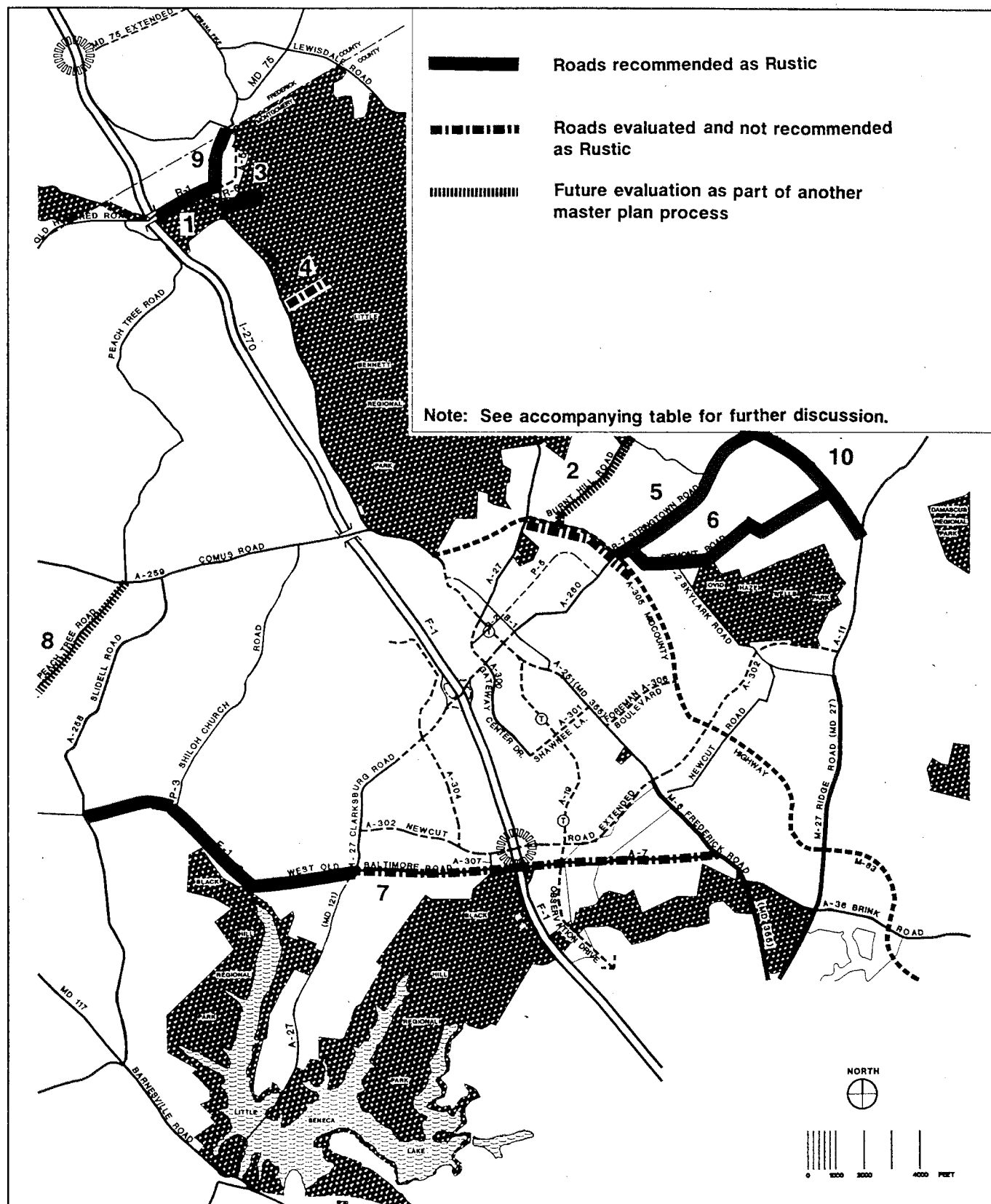
Criteria for Exceptional Rustic Road

Before classifying a road as an exceptional rustic road, the County Council must find that the road or road segment:

1. Is a rustic road.
2. Contributes significantly to the natural, agricultural, or historic characteristic of the County.
3. Has unusual features found on few other roads in the County.
4. Would be more negatively affected by improvements or modifications to the physical characteristics of the road than would most other roads in the Rustic Roads Program.

Rustic Road Recommendations

Figure 42



Clarksburg Master Plan Rustic Roads Recommendations

Table 9

| Roadway Name | Limits | Recommendation | Comments |
|--|--|--|--|
| <i>Roads on the Interim List and Present Designation</i> | | | |
| 1. Old Hundred Road (MD 109) Rustic | I-270 to MD 355 | Confirm Rustic designation | Plan does not propose any improvements to this interchange and supports its closure if future interchange opens to the north. |
| 2. Burnt Hill Road Rustic | Connects to MD 121 at Study Area boundary | No change in designation; to be studied as part of Master Plan of Highways Amendment | Plan recommends realignment at connection to A-305. |
| 3. Hyattstown Mill Road Exceptional Rustic | Connects to MD 355 in Study Area | Rustic—only the public segment | These roads were abandoned except for the first portion of Hyattstown Mill Road (that part of the road that serves adjacent private property) at the request of M-NCPPC. Roads have been closed at the stream crossings by the Parks Department. Because they are park roads, they are exempt from usual roadway standards and development activity. |
| 4. Prescott Road Exceptional Rustic | Connects to MD 355 in Study Area | Remove designation—park road | |
| 5. Stringtown Road Rustic | Area outside Clarksburg Master Plan Study Area | To be studied as part of the Master Plan of Highways Amendment | Piedmont Road intersection recommended for reconstruction. |
| 6. Piedmont Road Rustic | MD 121 to Stringtown Road | Remove designation where concurrent with A-305 alignment | Needed for network. |
| | Stringtown Road to Hawkes Road | Confirm Rustic designation | Realignment at Stringtown Road recommended; adjacent land is recommended for 2-4 units per acre or for RC zoning; makes a system with Hawkes Road and Stringtown Road. |

Clarksburg Master Plan Rustic Roads Recommendations (cont.)

Table 9

| Roadway Name | Limits | Recommendation | Comments |
|---|--|--|---|
| 7. West Old Baltimore Road Exceptional Rustic | MD 355 to MD 121 MD 121-Barnesville Road | Remove designation Exceptional Rustic | Needed for network. |
| 8. Peach Tree Road Rustic | Entire length—a part of which is within Clarksburg | To be determined by the <i>Master Plan of Highways Amendment</i> | Area is recommended to become Agricultural Reserve. |
| <i>Roads Not on the Interim List but Recommended by this Plan as Rustic</i> | | | |
| 9. Frederick Road (MD 355) | Between the recommended bypass intersections with MD 355 | Rustic | Traverses the historic district; a new road is recommended to carry through traffic to the east. Although the Planning Board and County Council do have concerns about designating a portion of MD 355 as rustic, the designation will make a clear policy statement that MD 355 at this location is a "main street." |
| 10. Hawkes Road (recommended for area outside Study Area) | Within the Master Plan area | Rustic | Adjacent area is private conservation or is recommended for Rural Residential. |



Bikeway Plan

The Bikeway Plan is supportive of the Plan objectives regarding greenways, transit, and the neighborhood form of development. The bikeway network is intended to provide safe, convenient bikeways that can be used by both children and adults, and not just highly experienced cyclists. The bikeway routes shown in Figure 43 are described in Table 10.

Plan Objectives:

- **Provide a logical relation to the County-wide Master Plan of Bikeways and local Master Plans (Boyds, Germantown, and Damascus).**

The Master Plan of Bikeways is very sketchy in its recommendations for this part of the County but clearly envisions that Clarksburg be linked to Damascus and Germantown in some fashion. The proposed Bikeway Plan for Clarksburg further defines these connections and also provides linkages to other regional trails, such as the Boyds Biking Trail.

- **Integrate the bikeway system with greenways.**

Whenever possible, bike trails have been located within the proposed greenway system. Topographic constraints have made it necessary in the Ten Mile Creek greenway to locate the bikeway on a nearby road (Shiloh Church Road) rather than in the stream valley itself.

- **Emphasize bikeway access from neighborhoods to shopping and employment areas as well as to key community facilities.**

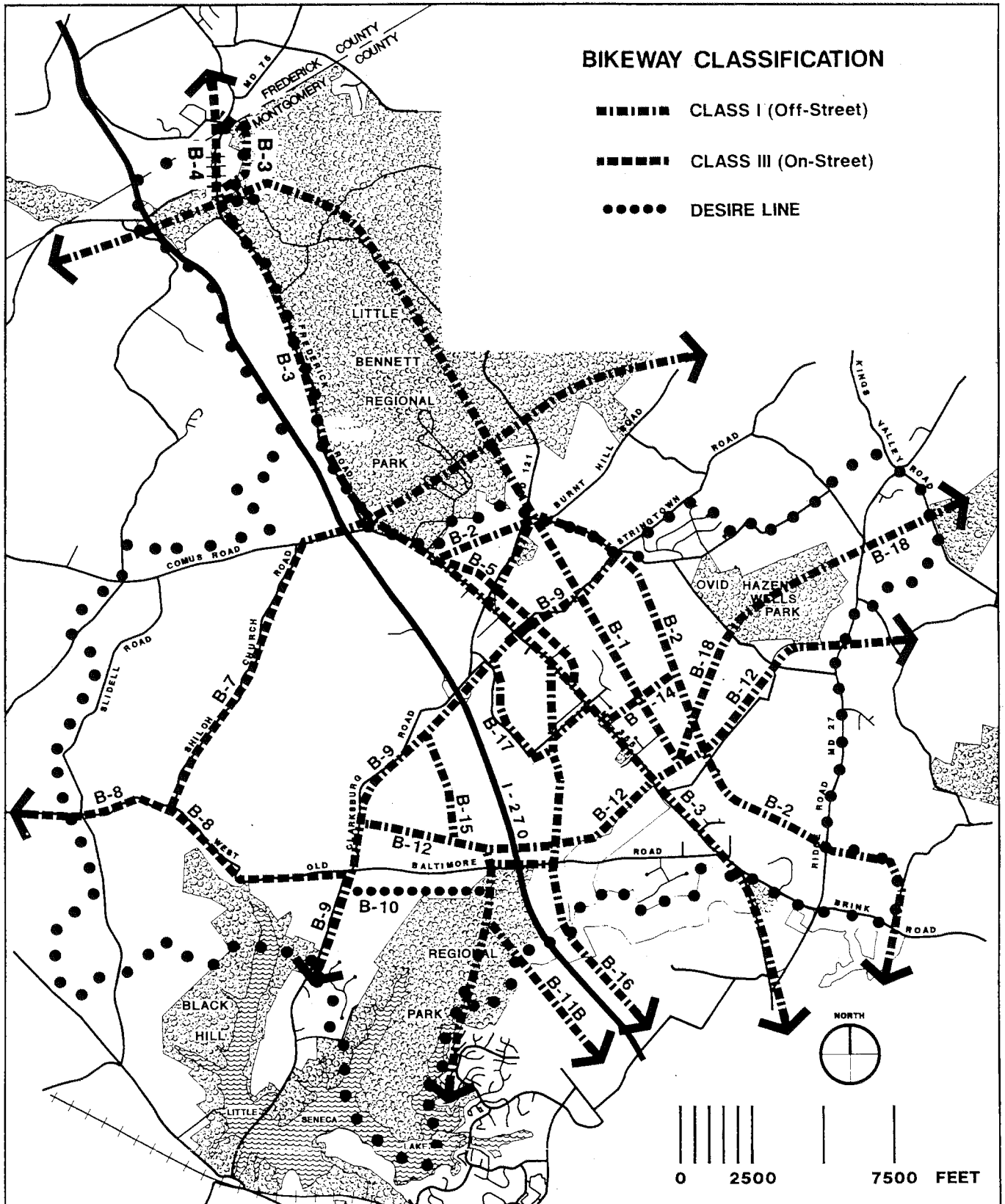
The proposed bikeway system will allow residents to travel between a variety of local destinations, including home, school, transit stations, library, shops, and parks. The bikeway system does envision a finer network of routes not shown on the concept plan; these bikeways will be located at the time of subdivision and site plan review. One example is a proposed bikeway connection between MD 121 and Black Hill Regional Park west of I-270. This connection is a “desire line” which will be further defined at time of subdivision. Special consideration has been given to ensure that bikeways leading to schools are highly visible.

- **Emphasize bike paths which are separated from streets and roads.**

The recommended rights-of-way for arterial roads and highways in Clarksburg are intended to be wide enough to allow space for separate bike lanes. On existing roads with vegetation up against the edges, special consideration will need to be given to placing the bike path so that the character of the road is maintained (for example, preserving the vegetation and placing the path behind it).

Bikeway Plan

Figure 43



Bikeway Classifications

Table 10

| Bikeway Designation | Name | Limits | Class Type |
|---------------------|---|--|------------|
| B-1 | North-South Greenway | Newcut Road Relocated to Little Bennett Regional Park with connection to Sugarloaf and Frederick County. | I |
| B-2 | Midcounty Highway | Southern Study Area boundary to I-270. | I |
| B-3 | Frederick Road | Southern Study Area boundary to Frederick County Line including Hyattstown Bypass. | I |
| B-4 | Old Frederick Road in Hyattstown | Hyattstown Bypass to Frederick County line. | III |
| B-5 | Old Frederick Road in Clarksburg Town Center | Frederick Road to Observation Drive. | III |
| B-6 | East-West Greenway through Little Bennett Regional Park | Shiloh Church to Little Bennett Regional Park with connection to Damascus. | I |
| B-7 | Shiloh Church Road | West Old Baltimore Road to Comus Road | III |
| B-8 | West Old Baltimore Road | Clarksburg Road to western Study Area boundary. | III |
| B-9 | Clarksburg Road and Stringtown Road | Southern Study Area boundary to Midcounty Highway. | I |
| B-10 | Proposed Bikeway (implemented through subdivision review process) | Clarksburg Road to Black Hill Regional Park. | I |
| B-11A | Black Hill Regional Bikeway (west leg) | Newcut Road Relocated to South Germantown Recreational Park. | I |
| B-11B | Black Hill Regional Bikeway (east leg) | Black Hill Regional Bikeway (west leg) to Crystal Rock Drive. | I |
| B-12 | Newcut Road Relocated | Clarksburg Road to Ridge Road. | I |
| B-19 | Clarksburg Road (east) | Observation Drive to Midcounty Highway. | I |

Bikeway Classifications (cont.)*Table 10*

| Bikeway Designation | Name | Limits | Class Type |
|--------------------------------|--|---|-----------------------|
| B-13 | West Old Baltimore Road | Black Hill Regional Bikeway (west leg) to Observation Drive. | I |
| B-14 | Foreman Boulevard | Clarksburg Road to Midcounty Highway, includes bikeway grade separation on I-270. | I |
| B-15 | Newcut Village Drive | Newcut Road Relocated to Clarksburg Road. | I |
| B-16 | Observation Drive | Southern Study Area boundary to Midcounty Highway. | I |
| B-17 | Gateway Center Drive | Stringtown Road to Shawnee Lane Relocated. | I |
| B-18 | East-West Greenway through Ovid Hazen Wells Park | Newcut Road Relocated to Ovid Hazen Wells Park with connection to Damascus. | I |



- **Implement the bikeway system as development occurs.**

The County Road Code requires that these facilities be built in conjunction with new road construction, unless the particular bikeway is shown to be unwarranted or infeasible. Although the County Department of Transportation and the Department of Parks have independent budgets for bicycle and pedestrian facilities, their funds are limited and there are no independent projects programmed in the Study Area. Bikeways and pathways will be required in the subdivision review process as a condition of approval by the Planning Board. These are designed during the site plan development process and should be coordinated with road-related bikeways to enhance development of a continuous network. In this regard, special attention should be given to the site plans for the major parcels in the Study Area to assure integration into the areawide greenways and trail network.

The County should also consider further development of the area bikeway system through the implementation of trails along the transitways as they are developed, similar to the proposal for the Georgetown Branch right-of-way. This has the additional benefit of providing a pedestrian access along the transitway that connects directly from neighborhoods to the transit stations.

Bikeways should also be provided on a number of local streets and particularly those providing access to transit, retail centers, and employment. These routes can be identified during the subdivision and site plan processes.