

3. **Facilitate pedestrian circulation across the intersection. Particularly maintain pedestrian-friendly access between the commercial uses in the Northwest Quadrant and the other three quadrants.**

Norbeck Road

The 1994 Aspen Hill Master Plan envisioned an improved Norbeck Road between Georgia Avenue and Layhill Road as a four-lane divided highway within the 150-foot master planned right-of-way. The State Highway Administration is currently conducting the MD 28/MD 198 Corridor Study, a project planning study, which incorporates this section of roadway. This Plan supports the 1994 Aspen Hill Plan's vision for this roadway as a "green corridor" with control of access maintained by the use of service roads where feasible. A shared-use path should also be constructed along the north side of Norbeck Road to complete path connectivity and provide access to East Norbeck Local Park. Service roads, where feasible along the north side of Norbeck Road, can also function as a shared-use path.

Brookeville Bypass

Georgia Avenue passes through the Town of Brookeville and, as the major north-south highway, carries large volumes of traffic. The Average Daily Traffic (ADT) volume is expected to increase from 9,000 vehicles per day south of Brookeville in 1995 to 18,000 vehicles per day in 2020. The proposed Brookeville Bypass extends approximately 2.5 miles along MD 97, Georgia Avenue, from Gold Mine Road to north of Holiday Drive. The bypass is intended to remove the north-south through traffic from the Town of Brookeville, improve traffic operations safety along MD 97, and preserve the historic character of the town.

The project is included in the Development and Evaluation Program of the FY 2001-2006 Maryland Department of Transportation's Consolidated Transportation Program for Project Planning. The State Highway Administration is currently in the process of developing a final alternative for the proposed Bypass. It completed the Draft Environmental Impact Statement for the MD 97 Brookeville transportation study in November 2001. During autumn 2002, the Planning Board and County Council stated their support for selection of Alternate 7 Modified, a western bypass of Brookeville consistent with the 1980 Olney Plan. This alternate is consistent with the land use and transportation goals of this Master Plan.

The State Highway Administration plans to provide funding for the Brookeville Bypass conditional upon Montgomery County's commitment to limit development outside Priority Funding Areas. This commitment has been expressed in the County's Annual Growth Policy and is reinforced by the recommendation in this Plan to reduce the ultimate capacity of Georgia Avenue to two through travel lanes and the planned right-of-way to 80 feet in width.

Recommendation:

Classify Brookeville Bypass as a Major Highway (M-8) with an 80-foot right-of-way and a maximum of two lanes for through travel, as well as the adjacent portions of Georgia Avenue south to Prince Philip Drive and north to Howard County.

Laytonsville Bypass

MD 108 passes through the Town of Laytonsville and carries a substantial amount of traffic. The Town, which has independent planning and zoning authority, has planned a relocation of MD 108 near its western boundary that would bypass its central business area. The route is similar to the concept displayed in the Olney Master Plan adopted in 1980.

Old Baltimore Road

Old Baltimore Road north and east of Georgia Avenue is classified as a primary residential street from Georgia Avenue to MD 108, and from there north to Gold Mine Road. While it is continuous and is called by a common name, these two segments are different in how they are used. The northern segment from MD 108 and Gold Mine Road (P-13) serves as a north-south collector road for the neighborhoods of far northeast Olney: Lake Hallowell, Christie Estates, James Creek, and Gold Mine Crossing. It is properly classified as a primary residential street, which means while it can accept some through traffic between MD 108 and Gold Mine Road, its primary purpose is to bring traffic into and out of these neighborhoods.

This cannot be said of the segment between Georgia Avenue and MD 108, which serves almost entirely as a through route for traffic coming from south of Olney to Sandy Spring, Ashton, and points northeast into Howard County. The average daily traffic (ADT) is above 9,000 today and will exceed 10,000 in 2025. Most of the major development along this segment of Old Baltimore Road—Hallowell—backs up to the road rather than fronting onto it. There are very few homes with driveways directly onto it.

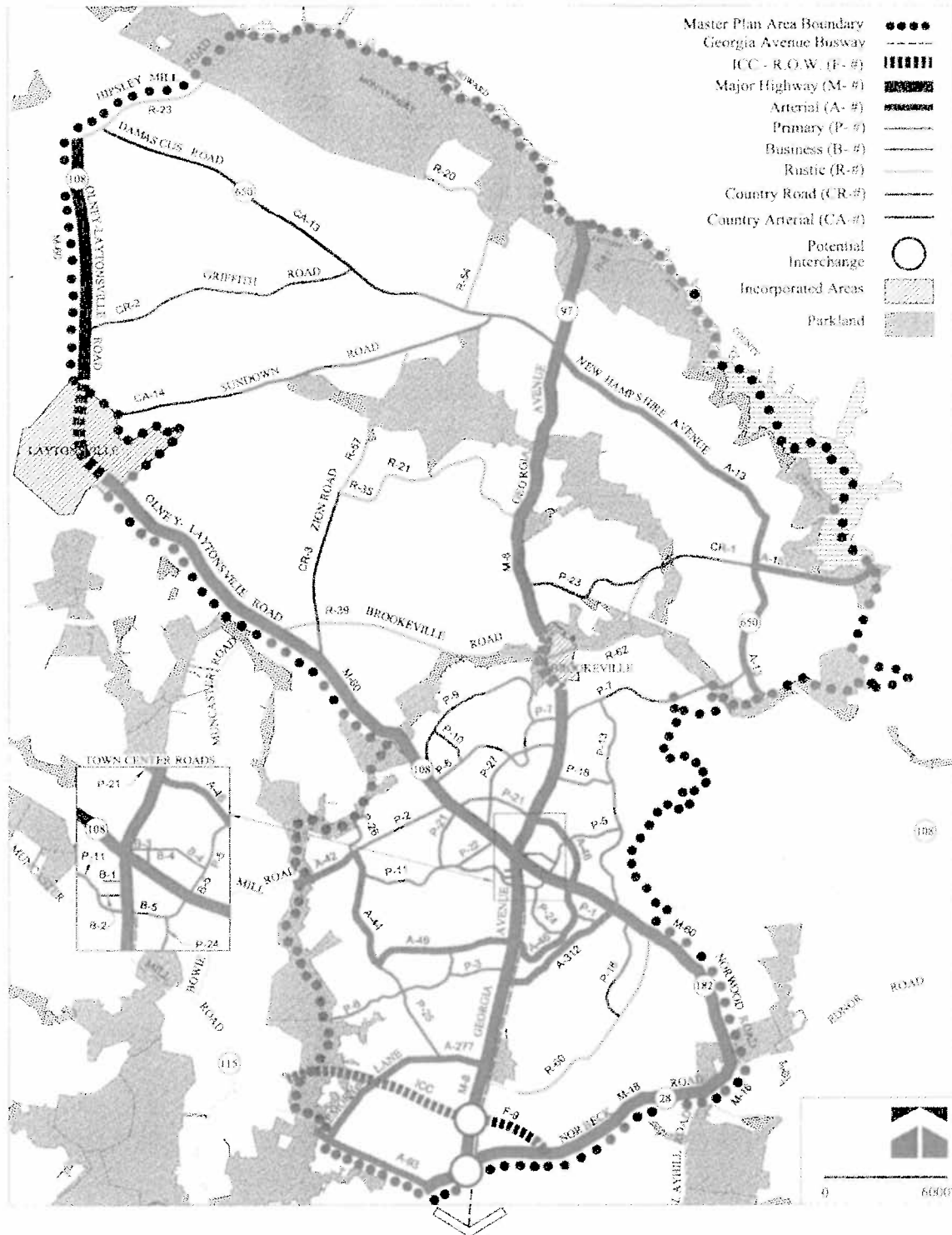
Recommendation:

Classify Old Baltimore Road between Georgia Avenue and MD 108 as an arterial. However, retain the 70' minimum right-of-way and two through lanes.

Bowie Mill Road

Bowie Mill Road is a two-lane roadway that runs between MD 108 and Muncaster Mill Road. In much of the segment between MD 108 and Cashell Road, the homes fronting Bowie Mill Road are closer to the roadway, and speeding traffic is often observed. To be eligible for the installation of speed humps, this segment of Bowie Mill Road should be classified as a Primary Residential Street. However, this segment retains a significant through traffic function, and so the potential for through-traffic restrictions and truck prohibitions—which can generally apply to Primary Residential Streets—should not apply for this segment of Bowie Mill Road.

Roadway Network



Roadway Classifications

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes ¹
Freeways				
F-9	Intercounty Connector	North Branch Rock Creek to MD 28	300	6, divided
Major Highways				
M-8	MD 97 – Georgia Avenue	MD 28 to Emory Lane	150	6, divided
M-8	MD 97 – Georgia Avenue	Emory Lane to Spartan Road	150	4, divided
M-8	MD 97 – Georgia Avenue	Spartan Road to Prince Philip Road (northern junction)	120	4, divided
M-8	MD 97 – Georgia Avenue	Prince Philip Road (northern junction) to Howard County Line	80	2
M-16	MD 182 – Layhill Road	Ednor Road to MD 28	150	4
M-18	MD 28 – Norbeck Road	MD 115 to MD 182	150	4, divided
M-60	MD 108 – Olney-Laytonsville Road	Hipsley Mill Road to Laytonsville	120	2
M-60	MD 108 – Olney-Laytonsville Road	Laytonsville southern boundary to MD 182	150	4, divided
M-60	MD 182 – Dr. Bird Road	MD 108 to Norwood Road	120	2
M-60	MD 182 – Norwood Road	Dr. Bird Road (MD 182) to Ednor Road	120	2
Arterials				
A-13	MD 650 – New Hampshire Avenue	Hawlings River to MD 97	80	2
A-15	Brighton Dam Road	MD 650 to Howard County Line	80	2
A-42	Bowie Mill Road	North Branch Rock Creek to Cashell Road	80	2

¹ These are the number of planned through lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Georgia Avenue between MD 108 and Norbeck Road includes the proposed Busway in addition to the number of lanes in this table.

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes ¹
		Drive Extended		
P-23	Bordly Drive	MD 97 to Brighton Dam Road	70	2
P-24	Buehler Road	Prince Philip Drive to Spartan Road	70	2
P-25	Cashell Road	Emory Lane to Hines Road	70	2
P-26	Wickham Drive/Wickham Road	Bowie Mill Road to Plan Boundary	70	2
P-27	Heritage Hills Drive	MD 97 to MD 108	70	2
Rustic Roads				
R-20	Elton Farm Road	Howard Chapel Road to End of Road	70	2
R-21	Gregg Road	Riggs Road to MD 97	70	2
R-23	Hipsley Mill Road	MD 108 to Howard County Line	70	2
R-35	Riggs Road	Zion Road to Gregg Road	70	2
R-39	Brookeville Road	MD 108 to MD 97	70	2
R-54	Howard Chapel Road	MD 650 to Howard County Line	70	2
R-57	Zion Road	Riggs Road to Sundown Road	70	2
R-60	Batchellors Forest Road	MD 97 to MD 108	70	2
R-61	Triadelphia Lake Road	MD 97 to End of Road	70	2
R-62	Brighton Dam Road	Town of Brookeville to Bordly Drive	70	2
Country Arterials				
CA-13	MD 650 – Damascus Road	MD 97 to Hipsley Mill Road	80	2
CA-14	Sundown Road	Town of Laytonsville to MD 650	80	2
Country Roads				

Generally, these are streets with very limited right-of-way and low traffic volumes and speeds.

Dual Bikeway is a roadway that features two types of bikeways: 1) shared use path and bikeway lanes; or 2) shared use path and shared roadway. The roadway corridor accommodates both on-road and off-road bicycling.

Recommendations:

The following table includes recommended bike paths for the Olney Master Plan Area. In addition, all future developments adjacent to these bike paths should provide appropriate connections from new developments to this network.

Proposed Bikeways

#	Bikeway	Location	Type
Countywide Bikeways			
BL-20	Bowie Mill Road	MD 108 to North Branch Rock Creek	Bike Lanes
SR-44	Damascus Road/New Hampshire Avenue (MD 650)	Hipsley Mill Road to eastern edge of the Master Plan boundary	Shared Road
SP-38	Dr. Bird Road/Norwood Road (MD 182)	MD 108 to Layhill Road	Shared Use Path
SP-32	Emory Lane	MD 97 to Muncaster Mill Road	Shared Use Path
BL-22	Georgia Avenue (MD 97)	County Line to southern end of Brookeville Bypass	Bike Lanes
SP-39	Georgia Avenue (MD 97)	Southern end of Brookeville Bypass to MD 108	Shared Use Path
SP-29	Georgia Avenue (MD 97)	MD 108 to Norbeck Road (MD 28)	Shared Use Path
BL-19	Hines Road	Cashell Road to Georgia Avenue	Bike Lanes
SP-33	Hines Road/North Branch Connector	Hines Road to North Branch Rock Creek (through Norbeck Country Club property)	Shared Use Path
SP-40	ICC Bikeway	Along the entire ICC ROW	Shared Use Path
SP-31	Layhill Road (MD 182)	Norbeck Road to Ednor Road	Shared Use Path
SR-43	MD 108	Hipsley Mill Road to southern boundary of Laytonsville	Shared Road

Bikeway Network

