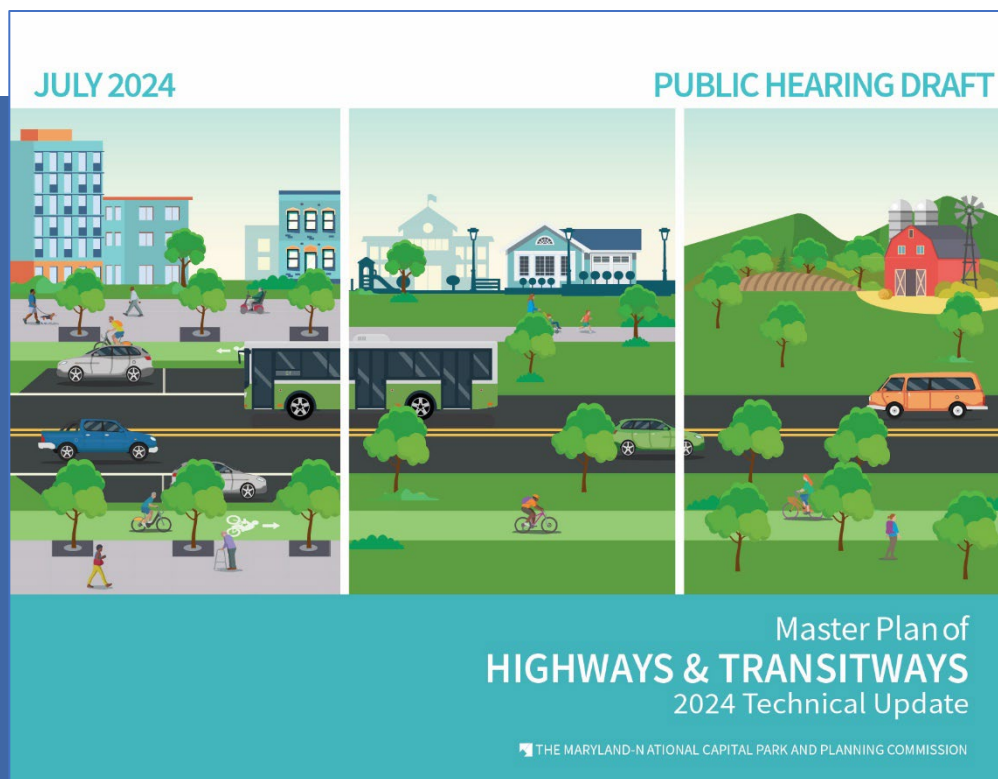
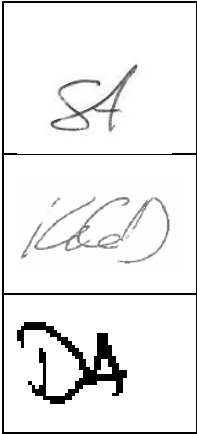


# MASTER PLAN OF HIGHWAYS AND TRANSITWAYS – 2024 TECHNICAL UPDATE WORK SESSION #1



## Description

The Planning Board will consider making changes to the *Master Plan of Highways and Transitways – 2024 Technical Update* based on public comments received before the closing of the public comment period on Friday, January 24, 2025.



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## INTRODUCTION

A technical update to the *Master Plan of Highways and Transitways* (MPOHT) is necessitated by the County Council's approval of two bills in 2022 (Bill 24-22 and 34-22) that revised the street types identified in Chapter 49 of the County Code, also known as the "Road Code," to conform to the county's Complete Streets Design Guide. While the updated county code provides an interim translation from the previous "functional" classification system to the new "complete streets" classification system, adjustments to these default translations are needed for various road segments in the county. Master plan recommendations are presented in the Public Hearing Draft of the MPOHT to modify street classifications, master planned target speeds, number of planned travel lanes, transitway removals and additions, transit station removals and additions, and the identification of a new Growth Corridor Street type.

**The purpose of this work session is for the Planning Board to consider making changes to the *Master Plan of Highways and Transitways – 2024 Technical Update* based on public comments received before closing the public comment period on Friday, January 24, 2025.**

In the staff report, proposed changes to the Public Hearing Draft of the MPOHT are shown in underlines and ~~strikethroughs~~.

Many of the recommendations in the MPOHT can be viewed with this interactive map:

<https://experience.arcgis.com/experience/3681ac25153542d484fa740563b71904/page/HIGHWAYS/>

## BACKGROUND

The Montgomery County Planning Board conducted three public hearings on the Public Hearing Draft of the MPOHT on the following dates:

- September 12, 2024
- November 14, 2024
- January 9, 2025 (at the Upcounty Regional Services Center in Germantown)

In total, comments were received from 458 individuals, organizations, municipalities, and government agencies. This included testimony, letters, and e-mails received between July 26, 2024, and January 24, 2025.

Attachment A is the Public Hearing Draft of the Master Plan of Highways and Transitways – 2024 Technical Update.

Attachment B includes all written testimony.

Attachment C includes all testimony and Planning Staff responses.

Overall, the Planning Board received 601 comments on the Public Hearing Draft of the MPOHT. Of these, the Planning Board received 455 comments (76 percent) about Midcounty Highway Extended (M-83). While Attachment C summarizes all comments, only those comments with policy implications are included in this staff report. In total, Planning Staff recommends reviewing 92 items. Many items can be grouped – for example, the 455 comments on Midcounty Highway Extended are considered one item.

Planning Staff do not anticipate addressing all of the comments individually, especially those that:

1. Express overall support or opposition to the MPOHT
2. Express support for a particular plan recommendation or statement
3. Asking a question about a recommendation in the plan (Planning Staff have or will be communicating directly with individuals with questions)
4. Support or opposition to a specific issue that is beyond the scope of the MPOHT.

The February 13, 2025, and March 6, 2025, work sessions are anticipated to include these topics:

- Topic 1: Midcounty Highway Extended (M-83)
- Topic 2: Street Classification Disagreement
- Topic 3: Target Speed Disagreement
- Topic 4: Travel Lane Reduction
- Topic 5: Area Type and Growth Corridor Concerns
- Topic 6: Other Highway Construction Concerns
- Topic 7: Transit
- Topic 8: Climate Assessment

It is likely that the first work session will only cover the first one or two topics, with priority given to Midcounty Highway Extended (M-83).

A summary of the subject of the 601 comments are shown below in Table 1.

Table 1: Summary of Comments Received by General Subject

General Subject Category	Number of Comments
Area Types	2
Bike Lanes	1
Growth Corridors	2
Highway Construction and Removal (M-83) - Against M-83	282
Highway Construction and Removal (M-83) - Further Review of M-83	2
Highway Construction and Removal (M-83) - Noticing	2
Highway Construction and Removal (M-83) - Pro M-83	169
Highway Construction and Removal (Not M-83) - Against Build	5
I-270 Monorail	1
Report Inaccuracies	3
Requested Report Deliverables	2
Street Classification Concurrence	17
Street Classification Disagreement	15
Target Speeds Concurrence	11
Target Speeds Disagreement	46
Target Speeds Incorrect (Higher than Posted)	5
Transit Stations - MD 355	5
Transit Stations - US 29	2
Transitway - Castle Blvd	2
Transitway - MD 355	3
Transitway - Other	3
Transitway - White Oak to FDA	3
Transitway Removals	3
Travel Lane Reduction	4
Upcounty Road Capacity & Safety Issues	11
<b>Total</b>	<b>601</b>

## TOPIC 1 - MIDCOUNTY HIGHWAY EXTENDED

### PUBLIC COMMENT SUMMARY

A total of 455 comments were received pertaining to Midcounty Highway Extended (M-83), which was 76 percent of comments received. Overall, 282 comments (62 percent) supported removing the highway, 169 comments (37 percent) supported retaining the highway, two comments requested additional study to fully address the need for the highway and/or alternate solutions, and two comments expressed concerns with public noticing.

Reasons cited for removing Midcounty Highway Extended from the MPOHT included environmental impact to streams, habitat, and parkland. Many of the comments supporting removal also strongly supported the advancement of the MD 355 Bus Rapid Transit (BRT). Commentors also indicated that removing Midcounty Highway Extended from the MPOHT is consistent with the county's General Plan, *Thrive Montgomery 2050*, as well as the county's Climate Action Plan.

Reasons cited for retaining Midcounty Highway Extended in the MPOHT indicated that the growing Clarksburg community, which now has around 40,000 residents, needs additional transportation options. They also include "keeping a promise made to Upcounty citizens", need for relief from severe congestion, the lack of alternative transportation options, and excessive commute times. Commentors questioned the quality and applicability of previous studies. They raised concerns that these studies may be out of date as they may not reflect current pricing, environmental effects, state and federal policies, and county priorities, including the Climate Action Plan and *Thrive Montgomery 2050*.

### BACKGROUND ON PREVIOUS STUDIES/ACTIONS

Midcounty Highway was first added to the MPOHT in 1966/1967. In 2013, MCDOT evaluated nine alignments for Midcounty Highway Extended as part of the [Draft Environmental Effects Report](#), including several sub-alternatives (see Figure 1) and submitted these to the Planning Board for review. The Planning Board reviewed the alignments and supported Alternative 9A. In 2015, MCDOT completed the [Draft Preferred Alternative/Conceptual Mitigation Report](#), where it also recommended Alternative 9A as the Preferred Alternative.



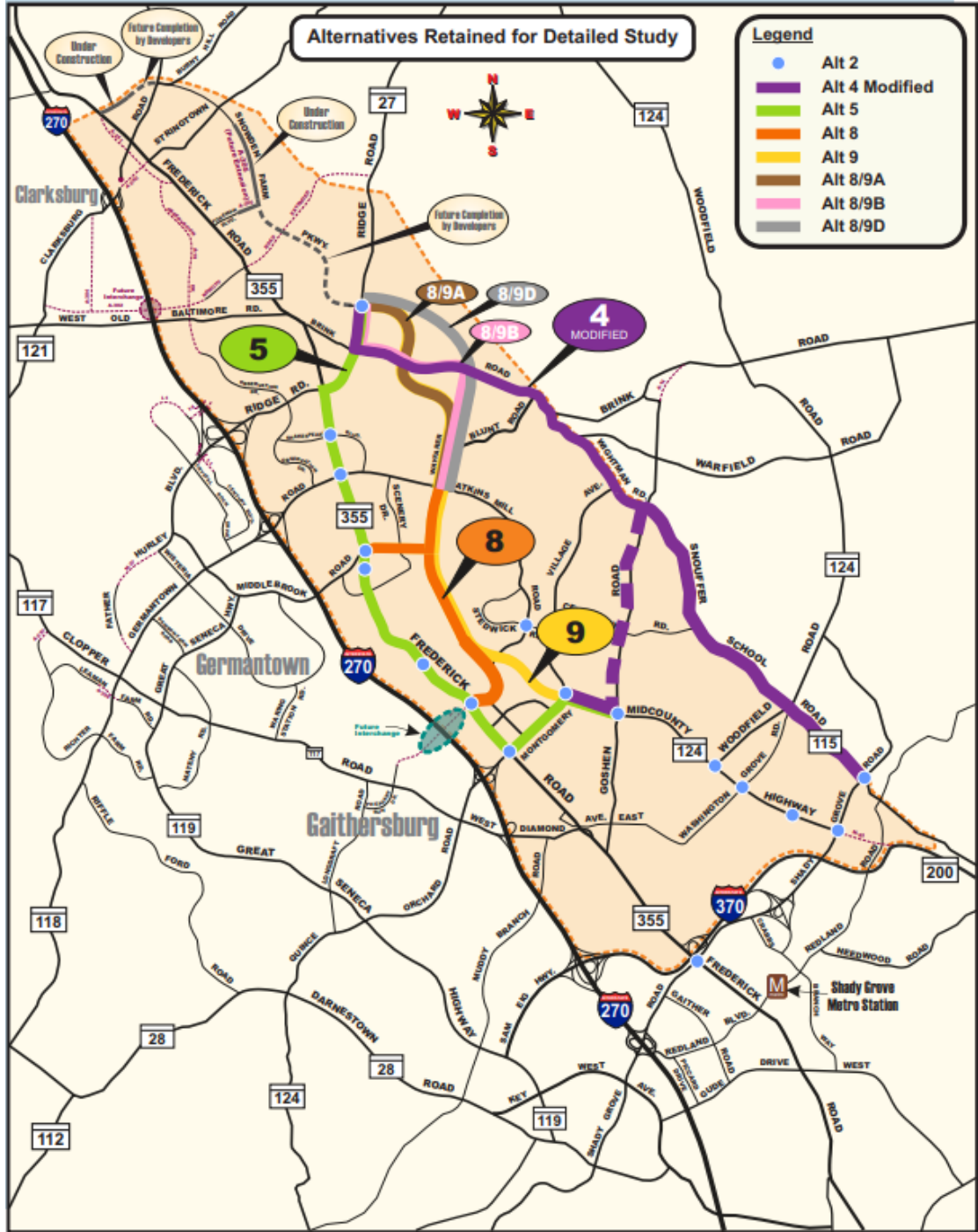


Figure 1: Preferred Alternative Selected in March 2015 Midcounty Corridor Study Draft Preferred Alternative/Conceptual Mitigation Report

Figure 2 shows this alignment as depicted in the MPOHT with existing and planned sections of Midcounty Highway delineated. A four-lane section from Shady Grove Road to Montgomery Village Avenue and a short two-lane section from Middlebrook Road to Grassy Knoll Terrace currently exist.

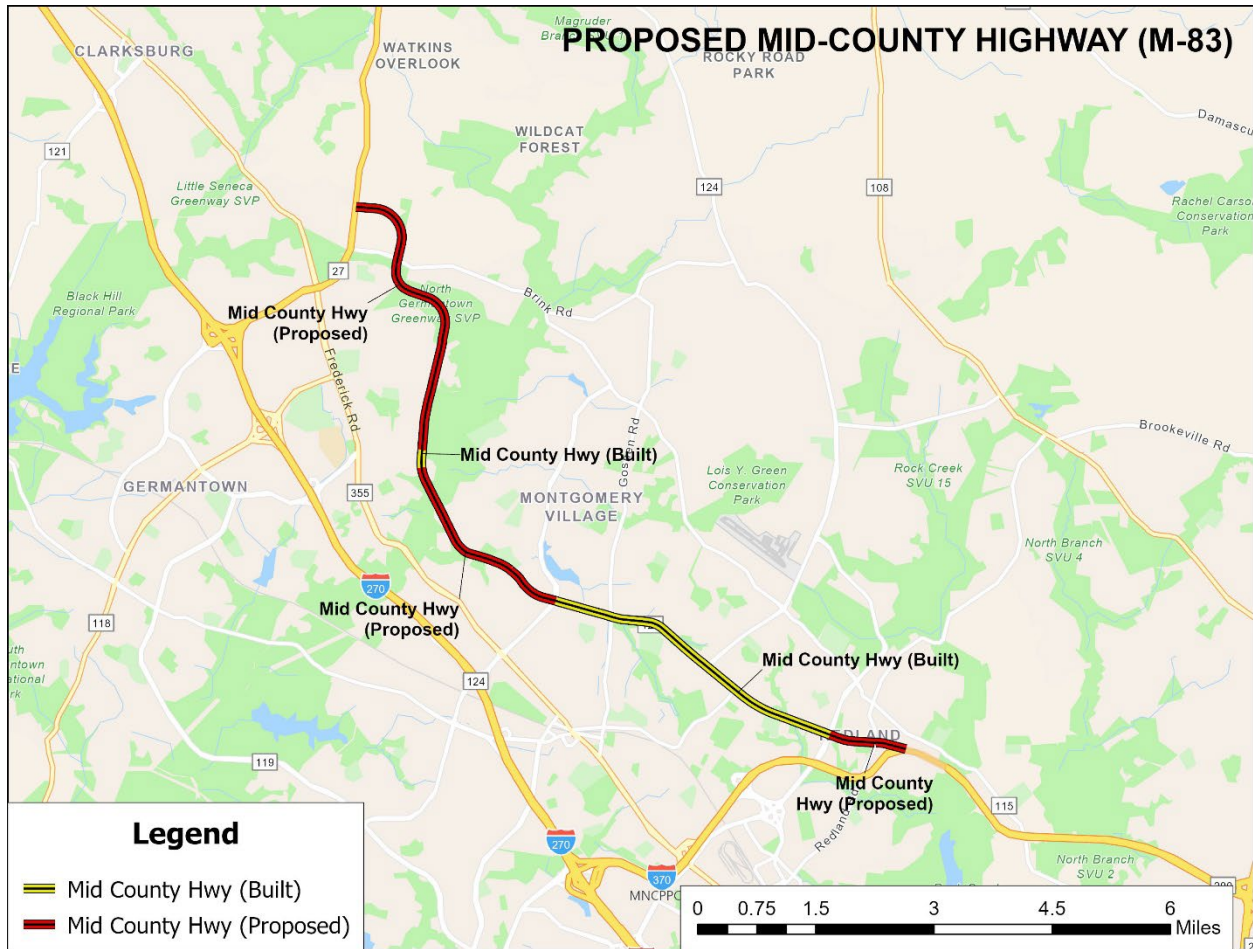


Figure 2: Midcounty Highway as Depicted in the Master Plan of Highways and Transitways

In 2017, MCDOT conducted the [Midcounty Corridor Study Supplemental Report](#) to evaluate three options, including:

- Scenario 1: Bus Rapid Transit on MD 355 with Road Widening, Intersection Improvements and Without Midcounty Highway Extended
- Scenario 2: Bus Rapid Transit on MD 355 and Midcounty Highway Extended as a Reversible Two-Lane Road
- Scenario 3: No Bus Rapid Transit on MD 355 and Midcounty Highway Extended Option 9A

The study found that a transit-focused scenario, referred to as Scenario 1, performed well. This scenario is shown in Figure 3 and includes the following:

- 2040 No Build Transportation Network (shown in blue)
  - I-270 HOV Lanes
  - I-270 and Little Seneca Pkwy Interchange
  - I-270 and Watkins Mill Rd Interchange

- Goshen Road Widening
- Transit Improvements
  - MD 355 BRT Northern Segment (shown in orange)
  - MD 355 BRT Southern Segment (shown in orange)
- Alternative 2 Intersection Improvements (shown as blue dots)
  - MD 355 at Shakespeare Blvd
  - MD 355 at Germantown Rd
  - MD 355 at Middlebrook Rd
  - MD 355 at Gunners Branch Rd
  - MD 355 at Professional Drive
  - MD 355 at Watkins Mill Rd
  - MD 355 at Montgomery Village Ave
  - MD 355 at Shady Grove Rd
  - Watkins Mill Rd at Stedwick Rd
  - Midcounty Highway at Montgomery Village Ave
  - Midcounty Highway at Goshen Rd
  - Midcounty Highway at Woodfield Rd
  - Midcounty Highway at Washington Grove Rd
  - Midcounty Highway at Miller Fall Rd
  - Midcounty Highway at Shady Grove Rd
  - Shady Grove Rd at Snouffer School Rd
- Alternative 5 Roadway Widening (shown in green)
  - Ridge Road from Brink Rd to Snowden Farm Pkwy: Widen from five lanes to six lanes; provide sidewalk and shared use path.
  - MD 355 from Middlebrook Road to Ridge Road: Widen from a four-lane divided highway that contains auxiliary turning lanes at various locations to a six-lane divided highway with auxiliary turning lanes, service roads at select locations, and a sidewalk and shared use path.
  - MD 355 from Montgomery Village Avenue to Middlebrook Road: Add intermittent service roads.
  - Montgomery Village Avenue from MD 355 to Midcounty Highway: Replace sidewalk on east side of the road with a shared use path.
  - Midcounty Highway from Montgomery Village Avenue to Goshen Road: Widen from four to six lanes; provide a sidewalk and shared use path.

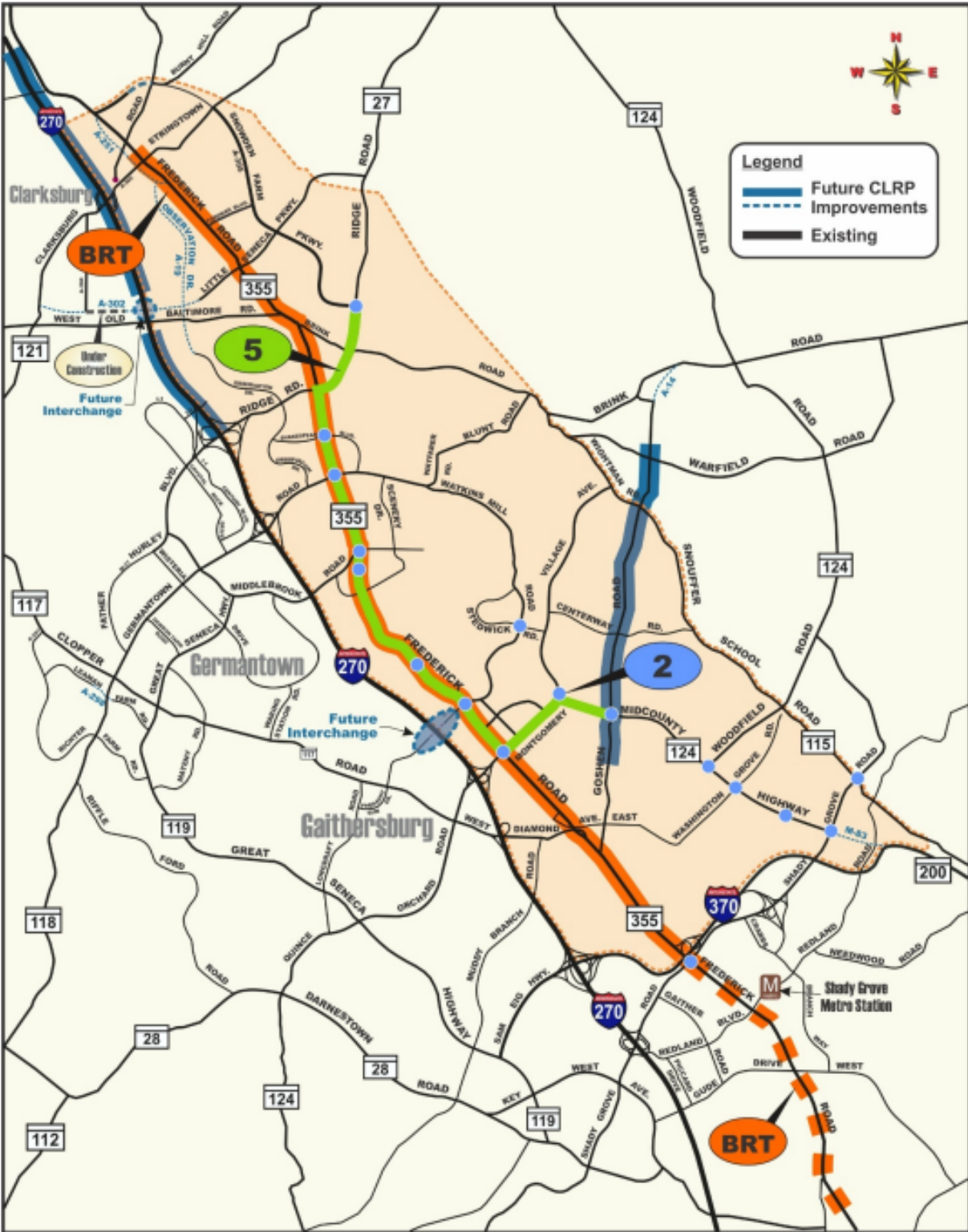


Figure 3: Scenario 1 (with no M-83) as evaluated in the 2017 Midcounty Corridor Study Supplemental Report

In 2017 after the completion of the MCDOT supplemental analysis, the County Council approved Resolution 18-957 (see Attachment D). It states: “The Council directs the Montgomery County Planning Board not to assume additional road capacity from the northern extension of Midcounty Highway when calculating the land use - transportation balance in future master plans, including but not limited to the upcoming Gaithersburg East Master Plan and the Germantown Plan for Town Sector Zone. This step ensures that any new development allowed under these plans does not rely on the northern extension of Midcounty Highway, while retaining the right-of-way for this extension in these plans.”

In 2018, the *Bicycle Master Plan* confirmed that a side path would parallel Midcounty Highway Extended.

### MIDCOUNTRY HIGHWAY EXTENDED RIGHT OF WAY

Over the years, Montgomery County has preserved right-of-way for Midcounty Highway Extended as part of the development approval process, which is shown in Figure 4 below. This map can be viewed in more detail on an online map at this link:

<https://montgomeryplanning.org/planning/transportation/highway-planning/highway-preservation/>

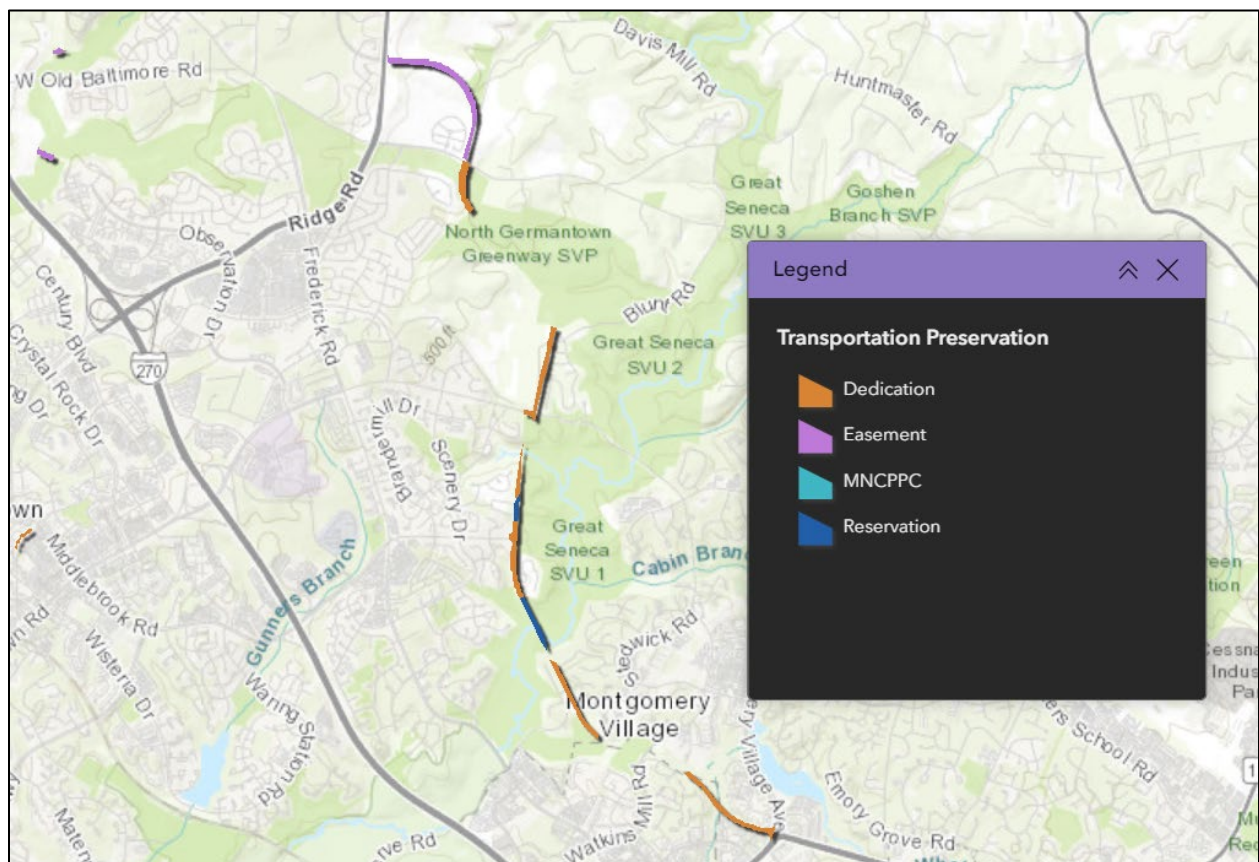


Figure 4: Roadway Reservations, Dedications, and Easements for Midcounty Highway (M-83)

Figure 5 displays a map showing the Midcounty Highway corridor as three segments: Northern (north of Germantown Road / MD 118), Northern (south of Germantown Road / MD 118) and Southern.

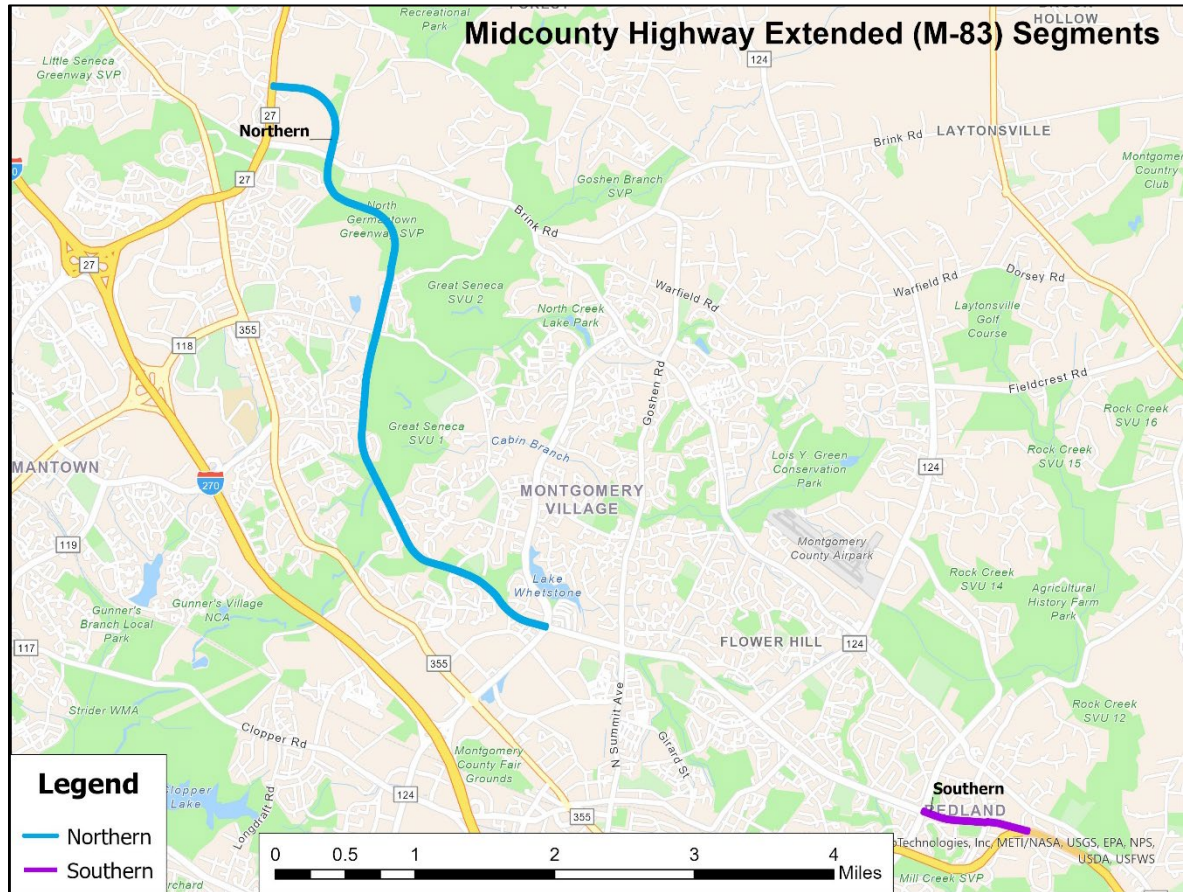


Figure 5: Midcounty Highway Extended (M-83) Segments

As of January 2025, much of the Midcounty Highway Extended right-of-way has been preserved through public ownership, the construction of other parallel and intersecting roadways, and dedication for public use by private property owners as part of the development approval process (see Table 2):

- **Northern Segment (North of Germantown Road):** Between Ridge Road (MD 27) and Germantown Road (MD 118), 75% of the alignment is preserved. However, of this, 29% is dedication, which could be lost if Midcounty Highway Extended is removed from the Master Plan of Highways and Transitways.
- **Northern Segment (South of Germantown Road):** Between Germantown Road (MD 118) and Montgomery Village, 84% of the alignment is preserved. However, of this, 53% is dedication, which could be lost if Midcounty Highway Extended is removed from the Master Plan of Highways and Transitways.
- **Southern Segment:** All the southern segment, between Shady Grove Road and the Intercounty Connector, is fully preserved in public ownership or as part of existing roadways

and would not be lost if Midcounty Highway Extended is removed from the Master Plan of Highways and Transitways.

Table 2: Summary of Right-of-Way Status for Midcounty Highway Extended (M-83) Segments

Category	Northern (north of Germantown Rd)	Northern (south of Germantown Rd)	Southern	Total
Public Ownership	41%	24%	79%	40%
Existing Roadway	6%	7%	21%	8%
Dedication	29%	53%	0%	34%
Private Ownership	25%	16%	0%	18%
Total	100%	100%	100%	100%

Note: While Existing Roadways are preserved both due to fee simple Public Ownership and Dedication, they are expressed as a unique category to differentiate dedication that can be abandoned if Midcounty Highway Extended is removed from the master plan, and dedication that cannot be abandoned if it is part of an existing road).

#### MIDCOUNTRY HIGHWAY EXTENDED FAQs

Planning Staff frequently receives questions about what will happen to the Midcounty Highway Extended right-of-way if the highway is removed from the MPOHT. In response, we have developed the following FAQs:

**Is the Planning Board able to require new dedication as part of preliminary plans if the County Council removes Midcounty Highway Extended from the *Master Plan of Highways and Transitways*?**

No. However, the Planning Board would continue to be able to require dedication for other public uses that remain in the [Bicycle Master Plan](#), [Upper Rock Creek Area Master Plan](#), the [Gaithersburg Vicinity Master Plan](#), [Montgomery Village Master Plan](#), the [Germantown Master Plan](#) and the [Clarksburg Master Plan](#), such as bikeways and trails.

**What happens to the existing right-of-way if the County Council removes Midcounty Highway Extended from the *Master Plan of Highways and Transitways*?**

Nothing happens to the right-of-way unless the County Council or the Planning Board approves an abandonment of the right-of-way. After the abandonment, the land area would revert to use by the adjacent property that made the original dedication.

### **How do applicants request abandonments?**

There are two processes for abandonment. If the right-of-way is in public use, the County Council reviews and approves abandonments pursuant to [Chapter 49-62](#), et seq of the County Code.

If the right-of-way has not been in public use, the Planning Board reviews abandonment applications via a preliminary plan application pursuant to [Chapter 49-68](#) of the County Code.

### **What happens to the master-planned bikeway if the County Council removes Midcounty Highway Extended from the *Master Plan of Highways and Transitways*?**

Nothing, the bikeway planned in the right-of-way would still be included in the *Bicycle Master Plan* and therefore, the right-of-way preserved for the bikeway would be retained. However, the right-of-way requirements of a bikeway are less than the highway. On flat land the right-of-way could be as narrow as 30 feet for a bikeway, including shoulders, though the right-of-way may be greater on segments with steep slopes that could require switchbacks.

### **If the County Council removes Midcounty Highway Extended from the *Master Plan of Highways and Transitways*, could a trail be constructed instead of a linear bikeway?**

Absent the planned M-83 and associated bikeway, Montgomery Parks could consider extending the existing natural surface Seneca Greenway Trail north of Watkins Mill Rd through Great Seneca SVU 1/2 and North Germantown Greenway SVP, connecting to Seneca Crossing Local Park. While the exact alignment of this connection through the Great Seneca Creek and North Germantown Biodiversity Areas would need to be studied in greater detail to minimize environmental impacts, a trail could provide a connection through existing parkland and opportunity for the public to experience the unique ecological features within the Dayspring Creek area. From Seneca Crossing Local Park, a hard surface trail would extend west toward Ridge Rd and connect to Ridge Road Recreational Park and the existing North Germantown Greenway Trail. A high-level concept of the alignment is shown in Attachment E.

### **If Midcounty Highway Extended is retained in the *Master Plan of Highways and Transitways*, will it be constructed in the near future?**

Constructing a major highway such as Midcounty Highway Extended requires many years to design and receive permitting and would require substantial funding to construct. While Planning Staff are unable to provide a definitive timeline for construction if this project were to move forward, it is likely it would be at least 10 years before the roadway was constructed. This assumes full funding with no delays between construction phases. A funding commitment is needed for such a large project or significant federal funding and delays between phases can significantly escalate project costs.



## PLANNED PROJECTS

There are several transportation projects planned along the Clarksburg to Germantown corridor. These projects are highlighted below for roadway projects (Table 3), transit projects (Table 4), interchange projects (Table 5) and bikeway projects (Table 6). The project name, extent and status are listed below. Those projects with asterisks are identified in [Scenario 1](#) of the 2017 Midcounty Corridor Study Supplemental Report.

Table 3: Roadway Projects

Project	Extents	Status
* I-270 HOV Lanes Ext	North to City of Frederick	Master Planned; HOT lanes south of I-370 under consideration by MDOT
*Observation Drive Ext	Waters Discovery Ln to Clarksburg Rd	Funded for 35% Design (Waters Discovery Ln to Little Seneca Pkwy)
MD 355 Bypass	MD 355 (South End) to MD 355 (North End)	Master Planned
MD 355 Widening: 2 lanes to 4 lanes	Little Seneca Pkwy to Roberts Tavern Dr	Master Planned
MD 355 Widening: 2/4 lanes to 6 lanes	Ridge Rd to Little Seneca Pkwy	Master Planned
*MD 355 Widening: 4 lanes to 6 lanes	Middlebrook Rd to Ridge Rd	Master Planned
*MD 355 Intermittent Service Roads	Montgomery Village Ave to Middlebrook Rd	None
Gateway Center Dr Ext	Observation Dr Ext to Gateway Center Dr	Master Planned
Little Seneca Pkwy Ext	Fair Garden Ln to Petrel St	Funded for 35% Design (Fair Garden Ln to Observation Dr Ext)
Dorsey Mill Rd Bridge	Century Blvd to Observation Dr	Master Planned
*Ridge Rd Widening: 5 lanes to 6 lanes	Brink Rd to Snowden Farm Pkwy	Master Planned
*Montgomery Village Ave Widening: 4 lanes to 6 lanes	MD 355 to Midcounty Highway	Master Planned
*Midcounty Hwy Widening: 4 lanes to 6 lanes	Montgomery Village Ave to Goshen Rd	Master Planned
*Goshen Rd Widening: 2 lanes to 4 lanes	Midcounty Hwy to Warfield Rd	Spot Improvements Funded for design in FY 30
Clarksburg Road at MD 355		Substantial Completion in September 2024
Clarksburg Road/Snowden Farm Parkway		Substantial Completion in September 2024

Table 4: Transit Projects

Project	Extents	Status
*MD 355 Bus Rapid Transit Northern Segment	Germantown to Clarksburg	Funded for Final Design thru FY 28
*MD 355 Bus Rapid Transit Central Segment	Rockville to Germantown	Funded for Construction thru FY 29
Milestone / COMSAT East Clarksburg Connector	Germantown Rd to Stringtown Rd (via Observation Dr)	Master Planned
Manekin West Connector	Germantown Rd to Observation Dr (via Century Blvd)	Master Planned
Red Line Extension	Shady Grove to Germantown	Master Planned

Table 5: Interchange Projects

Project	Extents	Status
*I-270 and Watkins Mill Rd		Complete
*I-270 and Little Seneca Pkwy		Master Planned
Ridge Rd and MD 355 Interchange		Master Planned
Ridge Rd and Observation Dr Interchange		Master Planned

Table 6: Bikeway Projects (Select Only)

Project	Extents	Status
MD 355 – Clarksburg Shared Used Path	Stringtown Rd to Snowden Farm Pkwy	Funded for Construction thru FY 26

Note: Many additional bikeway projects would be included in the above roadway and interchange projects.

#### MASTER PLAN TRANSPORTATION ADEQUACY

All master plans and sector plans are required to conduct a transportation adequacy analysis. While the MPOHT is a functional plan, any changes to the transportation system may impact master plan adequacy for other master plan areas. The focus of this effort is to determine the impact of removing the southern segment of Midcounty Highway Extended. Removing the northern segment was not evaluated, as County Council Resolution No. 18-957 “directs the Montgomery County Planning Board not to assume additional road capacity from the northern extension of Midcounty Highway when calculating the land use - transportation balance in future master plans”. Therefore, evaluating the removal of a highway that is assumed not to exist will not have an impact on transportation outcomes.

The master plan adequacy metrics are:

- Auto and Transit Accessibility: The average number of jobs that can be reached within a 45-minute travel time by automobile or walk access transit.
- Auto and Transit Travel Time: The average time per trip, considering all trip purposes.
- Vehicle Miles Traveled per Capita: The daily miles traveled per “service population,” where “service population” is the sum of population and total employment for a particular TAZ.
- Non-Auto Driver Mode Share: The percentage of non-auto driver trips (i.e., HOV, transit and nonmotorized trips) for trips of all purposes.
- Bicycle Accessibility: The Countywide Connectivity metric documented in the 2018 Montgomery County Bicycle Master Plan.

The results of the analysis are shown in Table 7. Removing the southern extension has limited impacts countywide but has more localized impacts in the Derwood Policy Area. It would reduce the number of jobs that are accessible within a 45-minute travel time by automobile by 5.5%.

Table 7: Evaluation of Southern Segment of Midcounty Highway

Study Area	Job Access Auto	Job Access Transit	Travel Time Auto	Travel Time Transit	VMT per Capita	NADMS	Bicycle
Derwood Policy Areas	-5.5%	-0.1%	0.6%	0.4%	0.0%	0.2%	0.0%
Montgomery County	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

#### DECISION MATRIX FOR MIDCOURTY HIGHWAY EXTENDED

Planning Staff have developed a list of Pros and Cons to each of the potential decisions for the status of Midcounty Highway Extended. Table 8 below presents these tradeoffs for the following five options:

1. Do not remove Midcounty Highway Extended (no action)
2. Remove the Southern Section of Midcounty Highway Extended Only
3. Remove the Northern Sections of Midcounty Highway Extended Only
4. Defer a MPOHT decision until a comprehensive corridor study can be completed to assess existing and future transportation needs and develop more feasible solutions.
5. Remove Midcounty Highway Extended from the MPOHT (in part or in whole) with a commitment to fund a comprehensive corridor study to assess existing and future transportation needs and develop more feasible solutions.

The starting point for this table assumes that the northern segment of Midcounty Highway Extended will no longer be constructed, based on the implications of County Council Resolution No. 18-957.

Table 8: Decision Matrix for Midcounty Highway Extended (M-83)

Decision Options	Pros	Cons
1. Do not remove Midcounty Highway Extended (no action)	<ul style="list-style-type: none"> <li>• Enables the county to continue preserving the right-of-way in the event it is needed</li> </ul>	<ul style="list-style-type: none"> <li>• Insufficient progress in improving Clarksburg to Germantown transportation connections.</li> <li>• Not consistent with County Policies (Climate Action Plan and Thrive Montgomery 2050)</li> <li>• The planned bikeway along Midcounty Highways is unlikely to advance independent of the highway</li> </ul>
2. Remove the Southern Section of Midcounty Highway Extended Only	<ul style="list-style-type: none"> <li>• Future cost savings for expensive and complex interchange with MD 200</li> <li>• Enables the county to continue preserving the right-of-way for the northern extension if it is needed.</li> <li>• Existing land usable as passive or active green space</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic may degrade on Shady Grove Rd if the additional traffic generated by the Midcounty Highway northern extension does not have a direct connection to MD 200</li> <li>• The planned bikeway along Midcounty Highways is unlikely to advance independent of the highway</li> </ul>
3. Remove the Northern Section of Midcounty Highway Extended Only	<ul style="list-style-type: none"> <li>• Consistent with County Policies (Climate Action Plan and Thrive Montgomery 2050)</li> <li>• Avoid major impacts through environmentally sensitive areas.</li> <li>• Avoid parkland impacts.</li> <li>• More likely that a trail will be constructed</li> </ul>	<ul style="list-style-type: none"> <li>• Midcounty Highway Extended right-of-way on the northern segments can no longer be preserved and may result in abandonments of existing right-of-way or inability to preserve new right-of-way as part of development approvals</li> </ul>
4. Defer a MPOHT decision until a comprehensive corridor study can be completed	<ul style="list-style-type: none"> <li>• Consistent with County Policies (Climate Action Plan and Thrive Montgomery 2050)</li> <li>• Will evaluate whether other master plan recommendations can address existing and future transportation needs</li> </ul>	<ul style="list-style-type: none"> <li>• Maintaining the highway in the master plan is a false promise to the community as it no longer is consistent with county policies.</li> <li>• Less pressure to develop implementable solutions</li> </ul>
5. Remove Midcounty Highway Extended from the MPOHT and fund a comprehensive corridor study	<ul style="list-style-type: none"> <li>• Consistent with County Policies (Climate Action Plan and Thrive Montgomery 2050)</li> <li>• Creates pressure to develop implementable solutions.</li> <li>• Will evaluate whether other master plan recommendations can address existing and future transportation needs.</li> <li>• More likely that a shared use path will be constructed</li> </ul>	<ul style="list-style-type: none"> <li>• Public likely to be concerned that implementable transportation solutions will not be advanced.</li> <li>• Midcounty Highway Extended right-of-way on the northern segment can no longer be preserved and may result in abandonments of existing right-of-way or inability to preserve new right-of-way as part of development approvals</li> </ul>

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## STAFF RECOMMENDATIONS

Master plan recommendations are often viewed by the public as projects that the County intends to implement. Not completing a project, especially those with major implications, can be viewed as a “broken promise” to communities. However, the reality is that master plan recommendations are starting points for implementation, and many are never implemented due to financial infeasibility, changing visions and priorities, or evolution of best practices.

When master plan improvements are identified, transportation improvements for county actions become the responsibility of the MCDOT to study, determine a course of action, seek funding, and design or modify to bring the full environmental impact and project costs and benefits to an engineering level. At this stage, a project can be advanced into construction with no changes, modified significantly, or eliminated if found infeasible or undesirable. A critical part of MCDOT’s work is obtaining approval and funds from the County Council to advance this planning, design and construction process, which is funded through the County’s Capital Improvement Program.

The County Council’s Resolution No. 18-957 directed “the Montgomery County Planning Board not to assume additional road capacity from the northern extension of Midcounty Highway when calculating the land use - transportation balance in future master plans”. The reason for this is to ensure “that any new development allowed under these plans does not rely on the northern extension of Midcounty Highway”. However, since many developments were approved or otherwise enabled assuming that Midcounty Highway Extended would be constructed, the resolution enables the county to retain in the event it is needed to improve transportation options between Clarksburg and Germantown.

## MAJOR COUNTY POLICIES

**Thrive Montgomery 2050** – The county’s general plan was approved by the County Council in 2022. It sets a vision for the county and encompasses broad, countywide policy recommendations for land use, zoning, housing, the economy, equity, transportation, parks and open space, the environment, and historic resources. These recommendations provide guidance for future master plans, county and state capital improvement processes, and other public and private initiatives that influence land use and planning in the county. Transportation policies endorsed in this document include:

- Develop a safe, comfortable and appealing network for walking, biking, and rolling.
- Build a frequent, fast, convenient, dependable, safe, and accessible transit system.
- Adapt policies to reflect the economic and environmental costs of driving alone, recognizing car-dependent residents and industries will remain.

While Thrive does not explicitly reject constructing new highways, it includes guidance that discourages it:

- Sustainably manage land outside growth corridors and Complete Communities to increase biodiversity, improve the health of natural habitats, preserve privately owned forests, protect

watersheds and aquifers, and improve water quality while providing expanded opportunities for outdoor recreation, including vigorous physical activity. (page 73)

- Give a lower priority to construction of new 4+ lane roads, grade-separated interchanges, or major road widenings. (page 113)

**Climate Action Plan** –The Climate Action Plan is Montgomery County’s strategic plan to cut greenhouse gas (GHG) emissions 80% by 2027 and 100% by 2035 compared to 2005 levels. It details the effects of a changing climate on Montgomery County and includes strategies to reduce climate-related risk to the County’s residents, businesses, and the built and natural environment. To achieve these reductions, the plan indicates that the county will need to “Reduce the use of personal automobiles and increase use of transit and active transportation options, such as biking, walking, and micromobility services, with safe, supportive infrastructure and land use, along with greater use of transportation demand management to achieve trip reduction.” It sets a target of reducing private vehicle trips from 75% of total trips (the 2018 base level) to 60% by 2027. The provision of a new highway is inconsistent with this objective.

**The northern section of Midcounty Highway Extended should not be constructed as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan. The southern section of Midcounty Highway Extended should be retained for the time being.**

#### NEED FOR COMPREHENSIVE STUDY FOR THE CORRIDOR

Several commentors requested that the Planning Board reevaluate the need for transportation solutions in the Midcounty Highway Extended corridor and assess existing and future transportation needs and solutions that could include a wider range of transportation solutions than identified in the 2015 and 2017 MCDOT studies, and consider these solutions in light of changing technology, and national and county priorities. (Upcounty Citizens Advisory Board, Derwood Neighborhood Advocacy Group, Richard Parsons, Suburban Maryland Transportation Alliance, Mallikharjuna Divvala, Wayne Jacas, Clarksburg Neighborhood Alliance, and the High Road Foundation).

**Planning Staff agree that a comprehensive study of travel needs along the Clarksburg to Germantown corridor is needed as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan.**

#### QUESTION OF TIMING

From Planning Staff perspective, the main question facing the Planning Board is therefore not a question to “Build or not to Build,” but instead a question of whether the County Council should wait to remove Midcounty Highway Extended (as a whole or in parts) from the MPOHT until a comprehensive study is conducted and alternative solutions can be developed or remove it now as part of this current MPOHT update followed by the same comprehensive study to follow.

**Planning Staff maintains that retaining northern section of Midcounty Highway Extended in the MPOHT is a “false promise” to citizens and delays the time when real solutions can be determined to address transportation needs and deficiencies in the Clarksburg to Germantown Corridor.**

#### RECOMMENDATION

**In summary, Planning Staff recommend that the northern section of Midcounty Highway Extended should be removed from the MPOHT as it is inconsistent with Thrive Montgomery 2050 and the Climate Action Plan but that the southern section of Midcounty Highway Extended should be retained for the time being. We support a comprehensive study of travel needs along the Clarksburg to Germantown corridor as there are insufficient transportation options for Clarksburg today and there may be insufficient transportation options in the future if the highway is removed from the master plan. Given this, Planning Staff maintains that retaining northern section of Midcounty Highway Extended in the MPOHT is a “false promise” to citizens and delays the time when real solutions can be determined to address transportation needs and deficiencies in the Clarksburg to Germantown Corridor. If this study finds that additional transportation options are needed in the corridor, the County Council should request that the Planning Department conduct a master plan amendment to consider revising the transportation recommendations in the master plan.**

## TOPIC 2 – STREET CLASSIFICATION

12 comments questioned whether a particular street is appropriately classified. The following sections group these comments based on the street classification recommended in the Public Hearing Draft of the MPOHT and the classification recommended in the comment. Figure 6 displays a map of roadways where street classification comments were made.

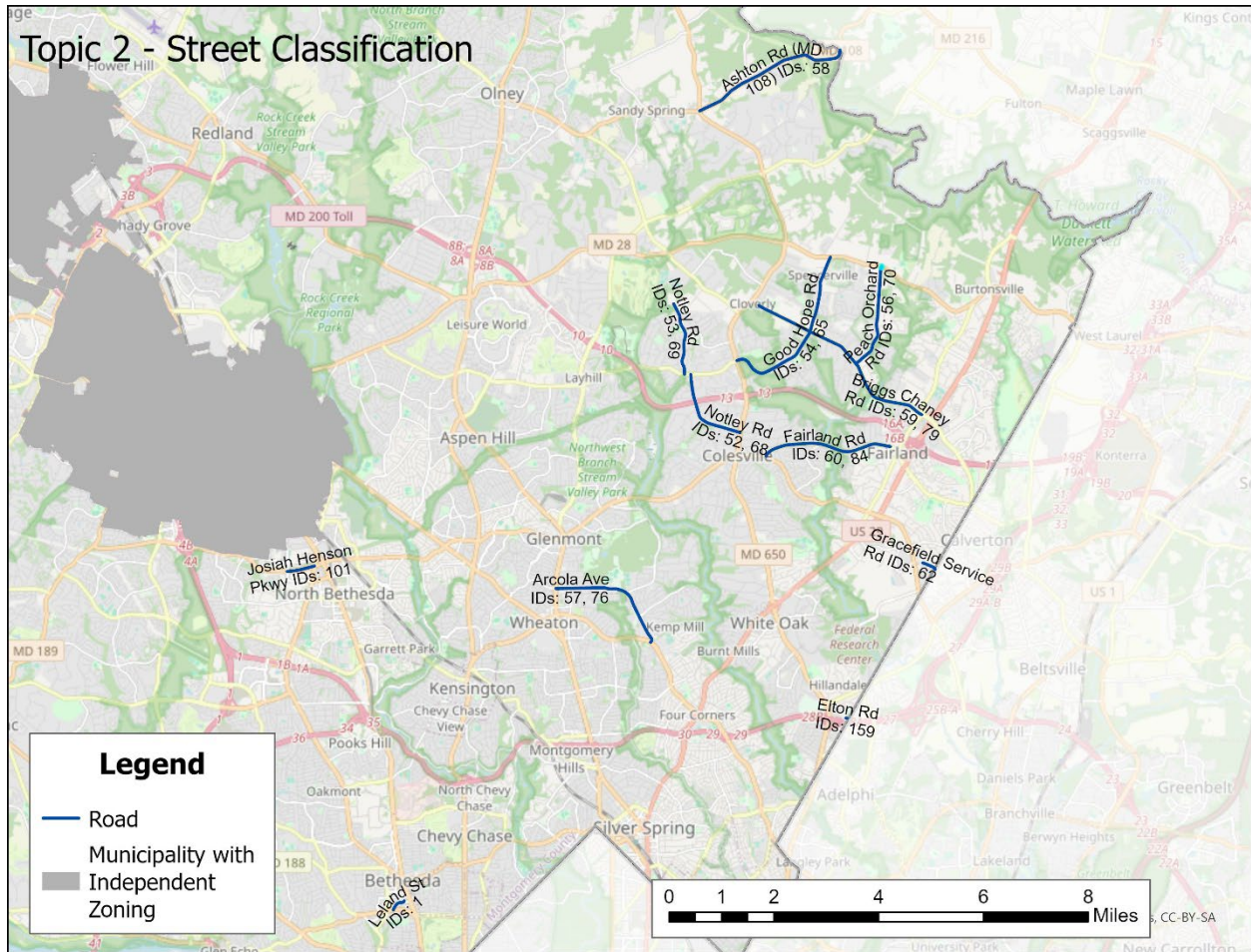


Figure 6: Topic 2 – Street Classification

### DOWNTOWN BOULEVARDS VS PARKWAYS

One comment requested a change in classification from Parkway to Downtown Boulevard. Parkways are a street type included for purposes of grandfathering a unique type of road that the county is no longer constructing. These streets are designed with a focus on the natural environment and tend to prioritize recreational uses and aesthetics over mobility. In contrast, Downtown Boulevards are 4 – 6 lane roads located in Downtown Areas. They are intended to be the County’s highest intensity streets – with a bustling mix of vehicle traffic, dense development, walking, bicycling, and transit.



**Comment 101:** Classify Josiah Henson Parkway between East Jefferson Street and Towne Road as a Downtown Boulevard instead of Parkway. (Wilco and Affiliate representing the Washington Science Joint Venture, owners of the adjacent parcel on the north side of Josiah Henson Parkway)

**Planning Staff Response: Agree.** The Public Hearing Draft of the MPOHT classifies Josiah Henson Parkway between East Jefferson St and Towne Rd as a Parkway, however, between Towne Rd and MD 355 it is classified as a Downtown Boulevard. Since the full extent of this road, between the western edge of Downtown White Flint and MD 355 is in the downtown, Planning Staff recommend revising the Public Hearing Draft of the MPOHT to designate Josiah Henson Pkwy between the western edge of Downtown White Flint and Towne Rd as a Downtown Boulevard, similar to the section between Towne Rd and MD 355. This designation can help to pull the downtown together. For the vision of a Downtown Boulevard to be fulfilled, future redevelopment will need to reorient land uses toward Josiah Henson Parkway to activate the street.

Proposed changes to the Public Hearing Draft of the MPOHT include:

- Page 60 (Table 10): Add the following row:
  - Road Name: Josiah Henson Pkwy
  - From: Western edge of Downtown White Flint
  - To: East Jefferson St
  - Current Classification: Parkway
  - Recommended Classification: Downtown Boulevard
  - Current Target Speed: None
  - Recommended Target Speed: 25 mph
  - Existing Lanes: 4
  - Current Planned Lanes: 4
  - Recommended Planned Lanes: 4
  - Master Plan ROW (feet): 300 ft
- Page 60 (Table 10): Add the following row:
  - Road Name: Josiah Henson Pkwy
  - From: East Jefferson St
  - To: Towne Rd
  - Current Classification: Parkway
  - Recommended Classification: Downtown Boulevard
  - Current Target Speed: None
  - Recommended Target Speed: 25 mph
  - Existing Lanes: 4
  - Current Planned Lanes: 4
  - Recommended Planned Lanes: 4
  - Master Plan ROW (feet): 130 ft

## BOULEVARDS VS AREA CONNECTORS AND COUNTRY CONNECTORS

There were four comments requesting the Planning Board designate certain streets as Boulevards instead of Area Connectors and Country Connectors, as recommended in the Public Hearing Draft of the MPOHT. Boulevards are 4 – 6 lane road located in Suburban Areas. They are critical roadways that typically connect employment and entertainment centers, civic, commercial, and institutional land uses and may also provide cross-county and regional connections. In contrast, Area Connectors are two-lane residential streets that assign a higher priority to motor vehicles. Country Connectors are also two-lane streets, and often have a mix of country and residential land uses.

**Comment 57:** Classify Arcola Ave between Georgia Ave and University Blvd as a Boulevard instead of an Area Connector. (Greater Colesville Civic Association)

**Planning Staff Response:** Arcola Ave between Georgia Ave and University Blvd is recommended to be an Area Connector, which is consistent with the context and surrounding land use. Arcola Avenue functions primarily as a two-lane street, providing a direct connection between Georgia Ave and University Boulevard (both state highways) and is not planned to be widened. Maryland SHA estimates a 2022 Annual Average Daily Traffic (AADT) of 15,075 vehicles. Arcola Avenue serves a major through street connection between Georgia Avenue (MD 97) and University Boulevard (MD193) through the Kemp Mill neighborhood. Its high daily traffic volume confirms its role as a connector street. Parking is provided intermittently along the street, but typically in a striped parking lane/shoulder. As it meets the definition of an Area Connector, **Planning Staff recommend maintaining this street classification for Arcola Ave between Georgia Ave and University Blvd.**

**Comment 58:** Classify Ashton Rd between New Hampshire Ave and Howard County Line as a Boulevard instead of an Areas Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Disagree.** The recommended street classification is consistent with the context and surrounding land use. Ashton Rd currently has two travel lanes and is not planned to be widened. As it meets the definition of a Country Connector, **Planning Staff recommend maintaining this street classification for Ashton Rd between New Hampshire Ave and Howard County Line.**

**Comment 59:** Classify Briggs Chaney Rd between New Hampshire Ave and Old Columbia Pike as a Boulevard instead of an Area Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Disagree.** The recommended street classification is consistent with the context and surrounding land use. Briggs Chaney Rd currently has two travel lanes and is not planned to be widened. As it meets the definition of an Area Connector, **Planning Staff recommend maintaining this street classification for Briggs Chaney Rd between New Hampshire Ave and Old Columbia Pike.**

**Comment 60:** Classify Fairland Rd between East Randolph Rd and Old Columbia Pike as a Boulevard instead of an Area Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Disagree.** The recommended street classification is consistent with the context and surrounding land use. This street currently has two travel lanes and is not planned to be widened. As it meets the definition of an Area Connector, **Planning Staff recommend maintaining this street classification for Fairland Rd between East Randolph Rd and Old Columbia Pike.**

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#### BOULEVARDS VS NEIGHBORHOOD CONNECTORS

There was one comment requesting the Planning Board designate a street as a Boulevard instead of a Neighborhood Connector. Boulevards are 4 – 6 lane road located in Suburban Areas. They are critical roadways that typically connect employment and entertainment centers, civic, commercial, and institutional land uses and may also provide cross-county and regional connections. In contrast, Neighborhoods Connectors are two-lane residential streets.

**Comment 62:** Classify Gracefield Service Rd between Gracefield Rd and Prince George’s County Line as a Neighborhood Connector instead of a Boulevard. (Greater Colesville Civic Association)

**Planning Staff Response: Disagree.** Gracefield Service Rd between Gracefield Road and Prince George's County line is recommended to be a Boulevard. Boulevards are planned to have multiple travel lanes in each direction (4-6 lane streets). This street currently has two travel lanes but is planned to be expanded to four lanes. As it meets the definition of a Boulevard, **Planning Staff recommend maintaining this street classification for Gracefield Service Rd between Gracefield Rd and Prince George’s County Line.** However, this classification should be reconsidered at a future date as part of a comprehensive MPOHT that reconsiders whether roadway widenings are still desirable.

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#### AREA CONNECTORS VS NEIGHBORHOOD CONNECTORS

There were four comments requesting the Planning Board consider whether the appropriate street classification is Neighborhood Connectors or Area Connector. Area Connectors and Neighborhood Connectors are similar as they both are residential streets with two lanes. The main difference is that a higher priority is given to motor vehicles on Area Connectors than on Neighborhood Connectors, which is reflected in their target speed: Area Connectors typically have a target speed of 25 mph whereas Neighborhood Connectors typically have a target speed of 20 mph. Compared to Area Connectors, Neighborhood Connectors are:

- Less likely to connect two boulevards.
- More likely to be lined by homes.
- More likely to have on-street parking.
- More likely to have lower traffic volumes.

Planning Staff agrees with two of these comments but disagrees with the other two.

**Comment 52:** Classify Notley Rd between New Hampshire Ave (MD 650) and Bonifant Rd as an Area Connector instead of a Neighborhood Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Agree. Planning Staff recommends changing the street classification on Notley Road between New Hampshire Ave (MD 650) and Bonifant Rd from Neighborhood Connector to Area Connector.** This road connects to New Hampshire Ave, a Boulevard, is lined with homes, does not have on-street parking and had an Annual Average Daily Traffic (AADT) of 4,805 vehicles in 2022, based on Maryland SHA estimates. The primary impact of this would be to increase the target speed from 20 mph to 25 mph.

Proposed changes to the Public Hearing Draft of the MPOHT include:

- Page 38 (Table 9): Remove the row for Notley Rd between New Hampshire Ave and ICC right-of-way.
- Page 38 (Table 9): Modify the row for Notley Rd between ICC right-of-way and End of Road by replacing “ICC right-of-way” with “Bonifant Rd.”
- Page 66 (Table 10): Add the following row:
  - Road Name: Notley Rd
  - From: New Hampshire Ave
  - To: ICC right-of-way
  - Current Classification: Neighborhood Connector
  - Recommended Classification: Area Connector
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 25 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 70 ft
- Page 66 (Table 10): Add the following row:
  - Road Name: Notley Rd
  - From: ICC right-of-way
  - To: Bonifant Rd
  - Current Classification: Neighborhood Connector
  - Recommended Classification: Area Connector
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 25 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 70 ft

**Comment 53:** Classify Notley Rd between Bonifant Rd and the end of road as an Area Connector instead of a Neighborhood Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Disagree.** Notley Rd between Bonifant Rd and the end of the road to the north is recommended to be a Neighborhood Connector. This street classification is consistent with the context and surrounding land use. Currently, this section of Notley Rd carries less traffic than the southern section of Notley Rd to the south of Bonifant Rd, is lined with homes and one elementary school, and primarily serves neighborhood access only.

**Planning Staff recommend maintaining Notley Rd between Bonifant Rd and the End of the Road as a Neighborhood Connector.**

**Comment 54:** Classify Good Hope Rd between New Hampshire Ave and Briggs Chaney Rd as an Area Connector instead of a Neighborhood Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Agree.** Planning Staff recommends changing the street classification on Good Hope Rd between New Hampshire Ave (MD 650) and Brigg Chaney Rd from Neighborhood Connector to Area Connector. Maryland SHA estimates a 2022 Annual Average Daily Traffic (AADT) of 8,815 vehicles. It connects two boulevards (New Hampshire Ave and Spencerville Rd), has no on-street parking and is lined by homes. The primary impact of this would be to increase the target speed from 20 mph to 25 mph.

Proposed changes to the Public Hearing Draft of the MPOHT include:

- Page 33 (Table 9): Modify the row for Good Hope Rd from New Hampshire Ave to Spencerville Rd by replacing “New Hampshire Ave” with “Briggs Chaney Rd.”
- Page 59 (Table 10): Add the following row:
  - Road Name: Good Hope Rd
  - From: New Hampshire Ave
  - To: Briggs Chaney Rd
  - Current Classification: Neighborhood Connector
  - Recommended Classification: Area Connector
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 25 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 70 ft

Planning Staff recommends that the remaining segment of Good Hope Rd from Briggs Chaney Rd to Spencerville Rd remain as a Neighborhood Connector as the AADT is lower on this segment.

**Comment 56:** Classify Peach Orchard Rd between Spencerville Rd and Briggs Chaney Rd as an Area Connector instead of a Neighborhood Connector. (Greater Colesville Civic Association)

**Planning Staff Response: Disagree.** The recommended street classification is consistent with the context and surrounding land use. Planning Staff reviewed existing traffic volumes for Peach Orchard Rd. Maryland SHA estimates a 2022 Annual Average Daily Traffic (AADT) of 2,325 vehicles. Peach Orchard Rd has no on-street parking, is lined by homes, and trees and connects two boulevards (Spencerville Rd and Briggs Chaney Rd). Based primarily on the low AADT, **Planning Staff recommends maintaining Peach Orchard Rd between Spencerville Rd and Briggs Chaney Rd as a Neighborhood Connector.**

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#### NEIGHBORHOOD STREETS

**Comment 159:** Classify Elton Rd between Avenel Garden Ln and the Prince George's County as a Neighborhood Yield Street instead of a Neighborhood Connector. (Eileen Finnegan)

**Planning Staff Response: Agree with Modifications.** Elton St between Avenel Garden Ln and the Prince George's County is a 150 feet-long street segment that is currently recommended to be a Neighborhood Connector. The street does not have a master plan designation in the Prince George's County Master Plan of Transportation. **Planning Staff agree that this street segment is a Neighborhood Street due to its narrow right-of-way and lack of a designation in Prince George's County and therefore that it should be removed from the MPOHT.**

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 18 (Table 5): Add the following row:
  - Road Name: Elton St
  - From: Avenel Garden Ln
  - To: Prince George's County
  - Current Classification: Neighborhood Connector
  - Recommended Classification: Neighborhood St
  - Current Target Speed: None
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 50 ft

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## COMMENTS RELATED TO ONGOING MASTER PLANS

**Comment 1:** Reclassify Leland Street between Bradley Blvd and Woodmont Ave as a Neighborhood Street instead of a Downtown Street.

- **Planning Staff Response: No Action.** Planning Staff recommends that the Planning Board take no action on the recommendation. A street classification issue is best handled by an area master plan when that plan is still in development. The Planning Board Draft of the *Bethesda Downtown Plan Minor Master Plan Amendment*, which includes Leland Street, was recently transmitted by the Planning Board to the County Council and the Council’s public hearing on the plan is scheduled for February 26, 2025. In general, Planning Staff are supportive of the proposed street classification change for the 4800 block of Leland Street from Downtown Street to Neighborhood Street.

### TOPIC 3 – TARGET SPEED

55 comments questioned whether target speeds in the Public Hearing Draft of the MPOHT are appropriate. Some of these identified target speeds that were higher than existing posted speeds, while others just focused on concerns with target speeds and did not identify conflicts with existing posted speeds.

Figure 7 displays a map of roadways in East County where comments pertaining to target speed were made; Figure 8 displays roadways in Upcounty.

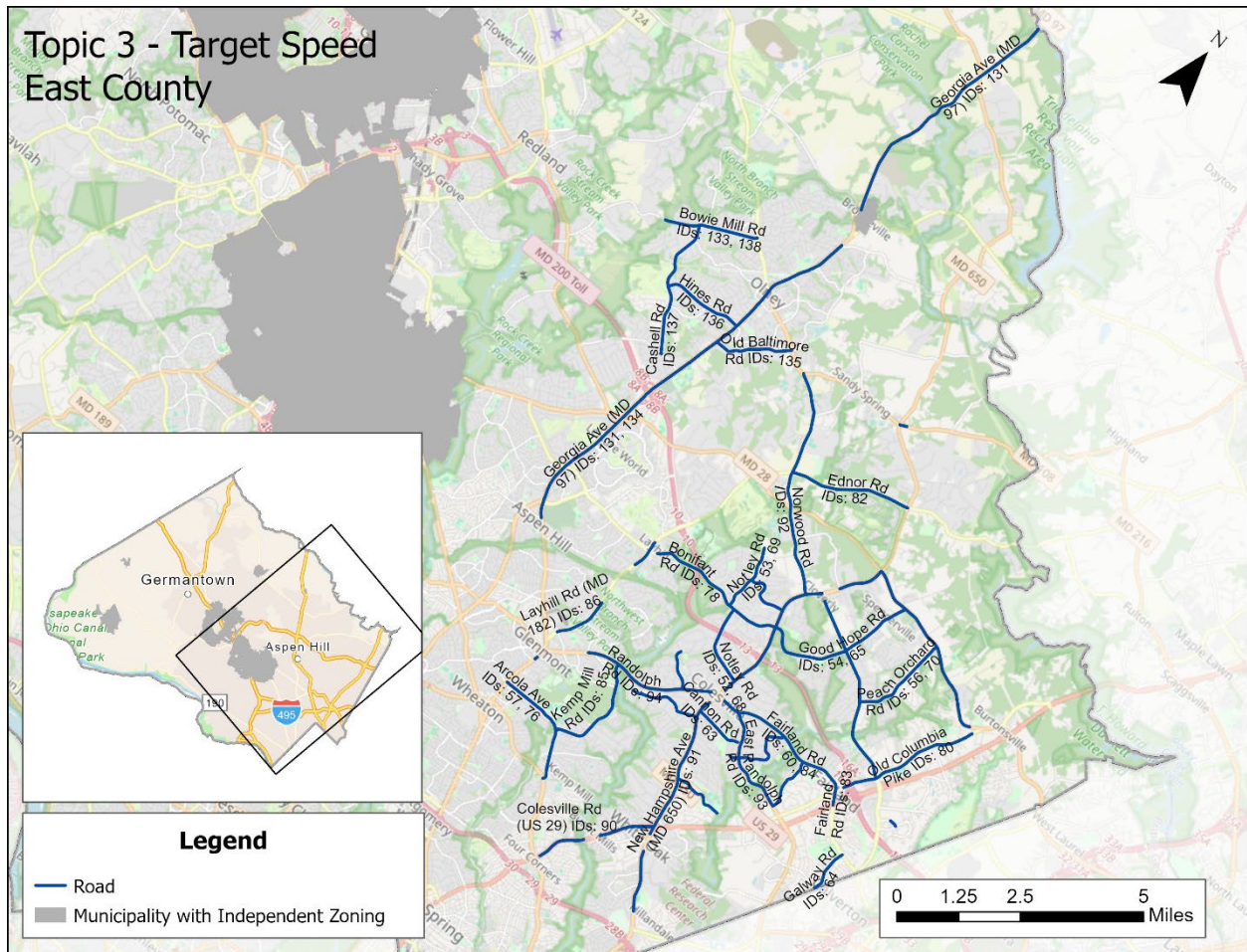


Figure 7: Topic 3 – Target Speed East County



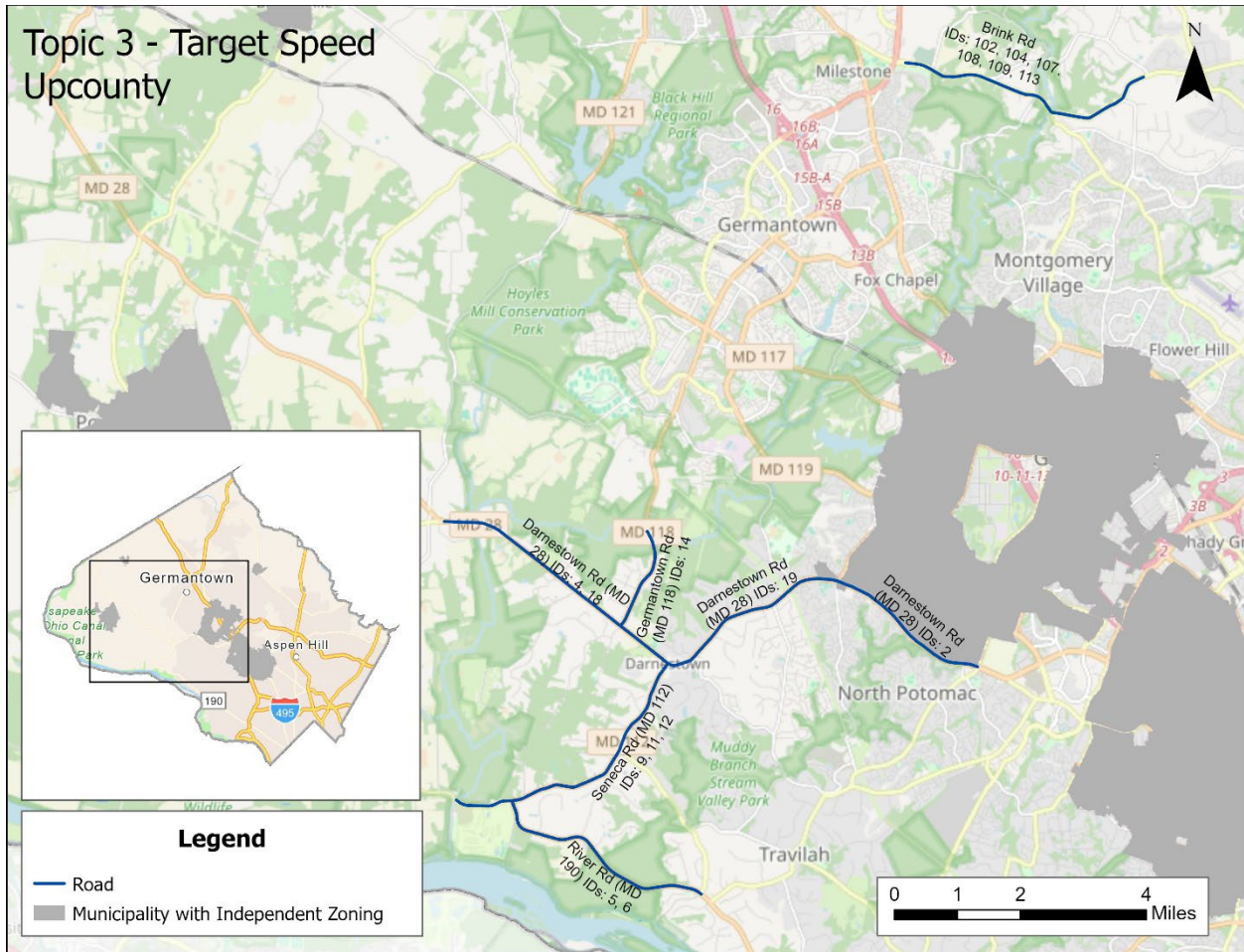


Figure 8: Topic 3 - Target Speed Upcounty

Target speeds are the desired operating speed for a roadway facility – the vision. These speeds are based on safe operations and are tailored to the functionality and context of the roadway. Presence, proximity, and volume of pedestrians, bicyclists, passenger vehicles, transit vehicles, and commercial vehicles are considered when determining an appropriate target speed. Posted speed limits are signposted along the road and are enforceable by law. In many instances, the posted speed limit exceeds the target speed of a road. Over time as the land use and street design vision are implemented, the posted speed limits on a street should be reduced to match the target speed. In no instances should the target speed exceed the posted speed. While there is research that indicates that lowering posted speed limits can reduce the speed of motor vehicles, in general, it is a better practice to advance land use and transportation infrastructure that encourages drivers to travel at the target speed.

[Section 49-32 \(f\)](#) of the County Code provides default maximum target speed for each street classification “unless otherwise specified in a master plan or the approved capital improvements program”. These target speeds are set to help the county eliminate transportation-related fatalities and severe injuries as part of its Vision Zero program and are listed below:

- Downtown Boulevard: 25 mph
- Downtown Street: 20 mph
- Boulevard: 35 mph (except 25 mph in urban areas)
- Town Center Boulevard: 30 mph (except 25 mph in urban areas)
- Town Center Street: 25 mph
- Area Connector: 25 mph
- Neighborhood Connector: 20 mph
- Industrial Street: 25 mph
- Country Connector: 40 mph
- Country Road: 20 to 35 mph
- Controlled Major Highway: 45 to 55 mph.

#### TARGET SPEED INCORRECT

While target speeds can be lower than posted speed limits, they should not be higher than posted speed limits. Planning Staff recommend lowering the target speed to match the posted speed limit in the following locations and updating all corresponding maps:

**Comment 2:** Lower the target speed on Darnestown Rd between Briar Rock Dr and Blackberry Dr from 40 mph to 30 mph. (Darnestown Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 81 (Table 11): Add a row for with the following characteristics:
  - Road Name: Darnestown Rd
  - From: Briar Rock Dr
  - To: Blackberry Dr
  - Current Classification: Boulevard
  - Recommended Classification: No Change
  - Current Target Speed: 40 mph
  - Recommended Target Speed: 30 mph
  - Existing Lanes: 4
  - Current Planned Lanes: 4
  - Recommended Planned Lanes: 4
  - Master Plan ROW (feet): 120 ft

**Comment 4:** Lower the target speed on Darnestown Rd between Seneca Rd and Turkey Foot Rd from 40 mph to 30 mph. (Darnestown Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 104 (Table 13): Modify the row for Darnestown Rd from Whites Ferry Rd to Suburban Boundary by replacing “Suburban Boundary” with “Seneca Rd”
- Page 81 (Table 11): Add a row with the following characteristics:
  - Road Name: Darnestown Rd
  - From: Seneca Rd
  - To: Suburban Boundary
  - Current Classification: Country Connector
  - Recommended Classification: No Change
  - Current Target Speed: 40 mph
  - Recommended Target Speed: 30 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 120 ft

**Comment 19:** Lower the target speed on Darnestown Rd between Suburban Boundary and Riffle Ford Rd to 30 mph. The current posted speed is 30 mph to just west of Chestnut Oak Dr, then 40 mph to Riffle Ford Rd. (Darnestown Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit in the portion of the segment where it is not aligned (Suburban Boundary to Chestnut Oak Dr). There is no change recommended for the recommended target speed for the rest of the segment (Chestnut Oak Dr to Riffle Ford Rd).

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 89 (Table 12): Modify the row for Darnestown Rd from Suburban Boundary to Riffle Ford Rd by replacing “Suburban Boundary” with “Chestnut Oak Dr.”
- Page 81 (Table 11): Add a row for with the following characteristics:
  - Road Name: Darnestown Rd
  - From: Suburban Boundary
  - To: Chestnut Oak Dr
  - Current Classification: Area Connector
  - Recommended Classification: No Change
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 30 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 120 ft

**Comment 12:** Lower the target speed on Seneca Rd between Mockingbird Dr and Darnestown Rd from 40 mph to 30 mph. (Darnestown Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 105 (Table 13): Modify the row for Seneca Rd from River Rd to Darnestown Rd by replacing “Darnestown Rd” with “Mockingbird Dr.”
- Page 84 (Table 11): Add a row for with the following characteristics:
  - Road Name: Seneca Rd
  - From: Mockingbird Dr
  - To: Darnestown Rd
  - Current Classification: Country Connector
  - Recommended Classification: No Change
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 30 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2
  - Recommended Planned Lanes: 2
  - Master Plan ROW (feet): 80 ft

**Comment 14:** Lower the target speed on Germantown Rd between Darnestown Rd and Citizen Ln from 40 mph to 30 mph. (Darnestown Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 104 (Table 13): Modify the row for Germantown Rd from Darnestown Rd to Great Seneca Creek (Southern Branch) by replacing “Darnestown Rd” with “Citizen Ln.”
- Page 82 (Table 11): Add a row for with the following characteristics:
  - Road Name: Germantown Rd
  - From: Darnestown Rd
  - To: Citizen Ln
  - Current Classification: Country Connector
  - Recommended Classification: No Change
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 30 mph
  - Existing Lanes: 2
  - Current Planned Lanes: 2 to 4
  - Recommended Planned Lanes: 2 to 4

- Master Plan ROW (feet): 120 ft

**Comment 18:** Lower the target speed on Darnestown Rd between Darnestown Local Park and Germantown Rd from 40 mph to 30 mph. (Darnestown Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Shift the row for Darnestown Rd between Darnestown Local Park and Germantown Rd from page 104 (Table 13) to page 81 (Table 11) and change the target speed to 30 mph.

**Comment 104:** Lower the target speed on Brink Rd between Seneca Crossing Dr and Goshen Rd Extended from 40 mph to 35 mph. (Greater Goshen Civic Association)

**Planning Staff Response: Agree.** The target speed should be lowered to match the posted speed limit.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Shift the following rows from page 103 (Table 13) to page 87 (Table 12) and change the target speed to 35 mph:
  - Brink Rd from Seneca Crossing Dr to Midcounty Hwy
  - Brink Rd from Midcounty Hwy to Wightman Rd
  - Brink Rd from Wightman Rd to Goshen Rd extended

## TARGET SPEED DISAGREEMENT

There are 48 comments that disagree with recommended target speeds. These comments are organized by street classification: Boulevards (Table 9), Area Connectors (Table 10), Neighborhood Connectors (Table 11) and Country Connectors (Table 12). For each street segment, the existing posted speed limit and proposed target speed are identified, as well as the public comment. In all but three instances, Planning Staff recommend retaining the target speed in the Public Hearing Draft of the MPOHT, as these align with the default target speeds identified in the county code. The exceptions are:

**Comment 86:** Do not set the target speed on Layhill Rd between Hathaway Dr and Glenallen Ave at 25 mph. (Greater Colesville Civic Association)

**Planning Staff Response: Agree.** There are two errors in this recommendation that need to be fixed. First, the street segment should end at Briggs Rd, not Glenallan Ave. Second, since Layhill Rd between Hathaway Dr and Briggs Rd is appropriately classified as a Boulevard, the target speed should be 35 mph, not 25 mph.

Proposed changes to the Public Hearing Draft of the MPOHT:

- Page 61 (Table 10): Delete the row for Layhill Rd (MD 182) from Hathaway Dr to Glenallan Ave
- Page 91 (Table 12): Add the following row:
  - Road Name: Layhill Rd (MD 182)
  - From: Hathaway Dr
  - To: Briggs Rd
  - Current Classification: Boulevard
  - Recommended Classification: No Change
  - Current Target Speed: None Assigned
  - Recommended Target Speed: 35
  - Existing Lanes: 4
  - Current Planned Lanes: 5
  - Recommended Planned Lanes: 5
  - Master Plan ROW (feet): 120 ft

**Comment 65:** Do not set a target speed of 20 mph on Good Hope Rd from New Hampshire Ave (MD 650) to Spencerville Rd. (Greater Colesville Civic Association)

**Planning Staff Response: Agree.** As discussed in Topic 2, Planning Staff recommend changing the street classification on Good Hope Rd from New Hampshire Ave (MD 650) to Briggs Chaney Rd to an Area Connector. **If the Planning Board supports the change to the street classification, Planning Staff recommend that Good Hope Rd from New Hampshire Ave to Briggs Chaney Rd have a 25-mph target speed.**

**Comment 68:** Do not set a target speed of 20 mph on Notley Rd between New Hampshire Ave and Bonifant St. (Greater Colesville Civic Association)

**Planning Staff Response: Agree.** As discussed in Topic 2, Planning Staff recommend changing the street classification on Notley Rd between New Hampshire Ave and Bonifant St to an Area Connector. **If the Planning Board supports the change to the street classification, Planning Staff recommend that Notley Rd between New Hampshire Ave and Bonifant St have a 25-mph target speed.**

Table 9: Comments on Boulevard Target Speeds

ID #	Street Segment	Existing Speed Limit (mph)	Target Speed (mph)	Comment
90	Colesville Rd (US 29) / Columbia Pike (US 29) from Timberwood Ave to Burnt Mills Town Center	35-40	35	Do not lower to 35 mph
89	Columbia Pike (US 29) from New Hampshire Ave (MD 650) to Burnt Mills Town Center	40-45	35	Do not lower to 35 mph
93	East Randolph Rd from Serpentine Way to Fairland Rd	40	35	Do not lower to 35 mph
134	Georgia Ave (MD 97) from Aspen Hill Town Center Boundary to Old Baltimore Rd	45	35	Do not lower
86	Layhill Rd (MD 182) from Hathaway Dr to Glenallan Ave	40	25	Do not lower to 25 mph
91	New Hampshire Ave (MD 650) from Spencerville Rd (MD 198) to Oaklawn Dr	40-45	35	Do not lower to 35 mph
92	Norwood Rd from New Hampshire Ave (MD 650) to Ednor Rd/Layhill Rd	40	35	Do not lower to 35 mph
94	Randolph Rd from Colesville Town Center to Middlevale Rd	40	35	Do not lower to 35 mph
95	Spencerville Rd from Old Columbia Pike to New Hampshire Ave (MD 650)	25-40	35	Do not lower to 35 mph

Table 10: Comments on Area Connector Target Speeds

ID #	Street Segment	Existing Speed Limit (mph)	Target Speed (mph)	Comment
76	Arcola Ave from Georgia Ave to University Blvd	30	25	Do not lower to 25 mph
78	Bonifant Rd from Layhill Town Center Boundary to New Hampshire Ave (MD 650)	35	25	Do not lower to 25 mph
138	Bowie Mill Rd from North Branch of Rock Creek to Olney-Laytonsville Rd	30-40	25	Do not lower to 25 mph
79	Briggs Chaney Rd from Gallaudet Ave to Old Columbia Pike	35	25	Do not lower to 25 mph
137	Cashell Rd from Emory Ln to Bowie Mill Rd	35	25	Do not lower to 25 mph
81	Doctor Bird Rd (MD 182) from Olney-Sandy Spring Rd to Norwood Rd	40	25	Do not lower to 25 mph
82	Ednor Rd from Norwood Rd to New Hampshire Ave (MD 650)	35	25	Do not lower to 25 mph
83	Fairland Rd from Columbia Pike to Old Columbia Pike	35	25	Do not lower to 25 mph
84	Fairland Rd from East Randolph Rd to Old Columbia Pike	40	25	Do not lower to 25 mph
136	Hines Rd from Georgia Ave to Cashell Rd	35	25	Do not lower to 25 mph
85	Kemp Mill Rd from Randolph Rd to Arcola Ave	30-35	25	Do not lower to 25 mph
87	Norwood Rd (MD 182) from Ednor Rd/Layhill Rd to Doctor Bird Rd	35-40	25	Do not lower to 25 mph
135	Old Baltimore Rd from Georgia Ave to Olney-Laytonsville Rd	35	25	Do not lower to 25 mph
80	Old Columbia Pike from 400 feet south of Edfinn Road to Spencerville Rd	35	25	Do not lower to 25 mph
88	Olney-Sandy Spring Rd (MD 108) from Doctor Bird Rd / Norwood Rd to Dominion Dr	30	25	Do not lower to 25 mph



Table 11: Comments on Neighborhood Connector Target Speeds

ID #	Street Segment	Existing Speed Limit (mph)	Target Speed (mph)	Comment
63	Cannon Rd from New Hampshire Ave (MD 650) to Broadmore Rd	25	20	Disagree
64	Galway Rd from Calverton Blvd to Fairland Rd	25	20	Disagree
65	Good Hope Rd from New Hampshire Ave (MD 650) to Spencerville Rd	30 - 35	20	Disagree
66	Jackson Rd from New Hampshire Ave (MD 650) to Paint Branch Park	25	20	Disagree
67	Locksley Ln from Randolph Rd to Beaumont Rd	25	20	Disagree
68	Notley Rd from New Hampshire Ave (MD 650) to Bonifant Rd	30	20	Disagree
69	Notley Rd from Bonifant Rd to end-of-road	25	20	Disagree
70	Peach Orchard Rd from 65' south of Spencerville to Briggs Chaney Rd	30	20	Disagree
71	Serpentine Way from East Randolph Rd to Fairland Rd	30	20	Disagree
72	Shaw Ave from New Hampshire Ave (MD 650) to Springloch Rd	25	20	Disagree
73	Springloch Rd from Shaw Ave to Springtree Rd	25	20	Disagree
74	Stonegate Dr from New Hampshire Ave (MD 650) to Notley Rd	25	20	Disagree
75	Tamarack Rd from East Randolph Rd to Fairland Rd	25	20	Disagree

Table 12: Comments on Country Connector Target Speeds

ID #	Street Segment	Existing Speed Limit (mph)	Target Speed (mph)	Comment
77	Ashton Rd from Ashton Town Center Boundary to Howard County Line	40-45	40	Do not lower to 25 mph
18	Darnestown Rd from Whites Ferry Rd to Suburban Boundary	50/40	40	Varies
14	Germantown Rd from Darnestown Rd to Great Seneca Creek (Southern Branch)	40	40	30 mph
5	River Rd (MD 190) from Seneca Creek to Esworthy Rd	50	40	30 mph
6	River Rd (MD 190) from Seneca Creek to Violettes Lock Rd	50	40	35 mph
9	Seneca Rd from Darnestown Rd to Berryville Rd	40	40	35 mph
11	Seneca Rd from Esworthy Rd to Mockingbird Dr	45/40	40	35 mph

## TOPIC 4 – TRAVEL LANE REDUCTION

Three comments recommend a reduction in the number of travel lanes. Figure 9 displays a map of roadways where this comment was made.



Figure 9: Topic 4 – Travel Lane Reduction

**Comment 25:** Consider reducing the number of planned lanes along Old Columbia Pike between Stewart Lane and Tech Road from 4 lanes to 2 lanes. The four lanes were planned by the *White Oak Science Gateway Master Plan*, and at the time we noted the impracticality of such widening. Since that time, Thrive Montgomery 2050 has deprioritized widening roads to four lanes, and our ongoing CIP project is unlikely to move forward with a four-lane alternative. (Montgomery County Department of Transportation)

**Response: Disagree.** While there are many new 4+ lane roads and road widenings recommended in the MPOHT, **Planning Staff proposes to consider whether these new roads and road widenings should be retained as part of master plan amendment in the next few years and provide a robust opportunity for community engagement.**

**Comment 122, 150:** Do not expand Riffle Ford Rd between Great Seneca Creek and Darnestown Rd from two to four lanes. Comments specifically note loss of recreational opportunities, environmental degradation, and safety issues. (Seneca Creek Watershed Partners, Deborah Sarabia)

**Response: Disagree.** While there are many new 4+ lane roads and road widenings recommended in the MPOHT, **Planning Staff proposes to consider whether these new roads and road widenings should be retained as part of master plan amendment in the next few years and provide a robust opportunity for community engagement.**

## TOPIC 5 – AREA TYPES AND GROWTH CORRIDORS

Three comments related to area types. Figure 10 displays a map of roadways where this comment was made.

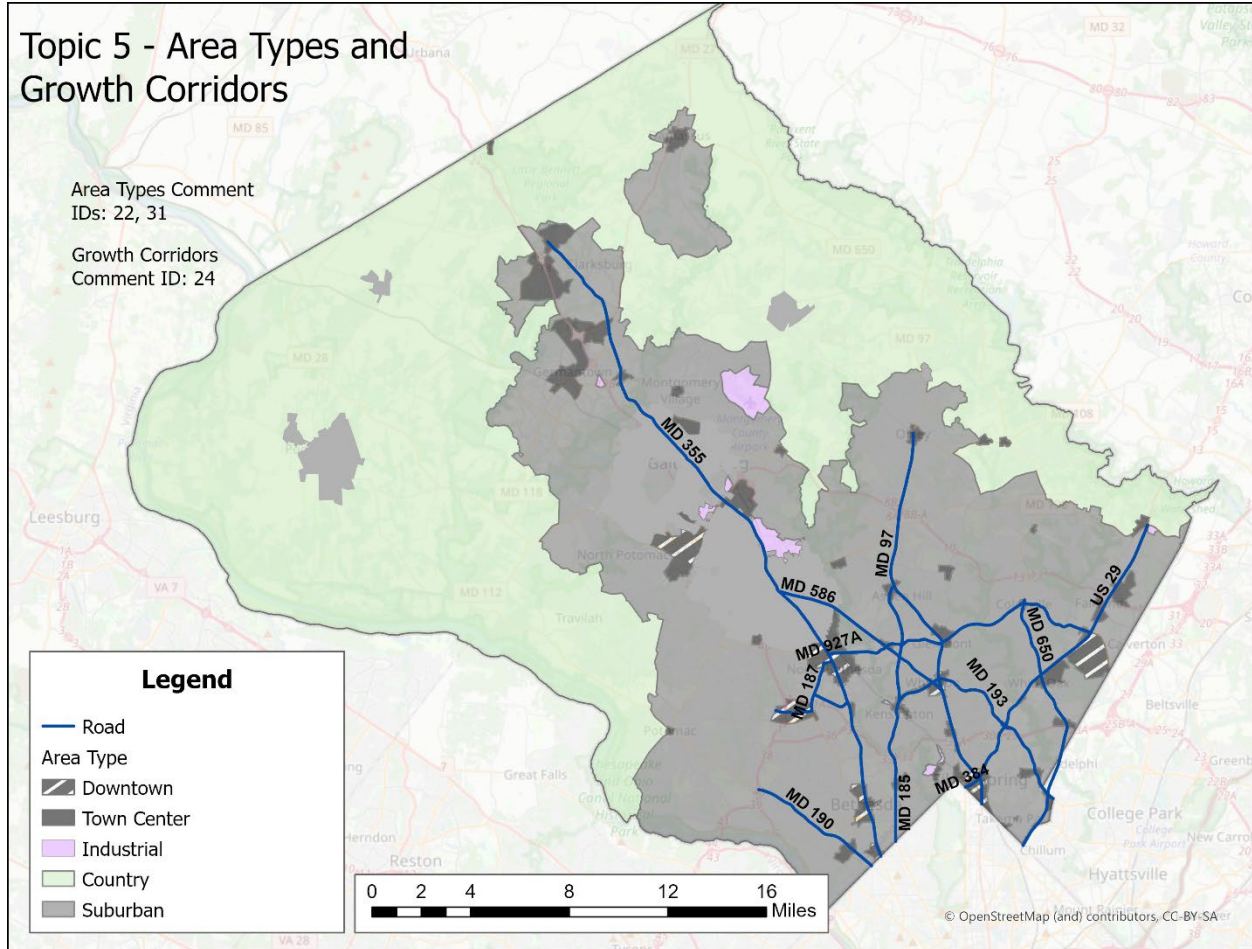


Figure 10: Topic 5 – Area Types and Growth Corridors

**Comment 22:** We want to be on the record with concerns over parts of Darnestown being changed from Country to Suburban. We ask you to instruct staff to review how these areas became reclassified, and to work with the community and our Councilmembers to ensure these actions are in concert with community needs, our master plan, other countywide plans, and the new general plan. (Darnestown Civic Association)

**Response: Disagree.** The changes in area type occurred as part of the 2023 *Pedestrian Master Plan* and were based on an extensive review of zoning and other land use determinants.

**Planning Staff recommend that area type changes be considered as part of future updates to the MPOHT.**

**Comment 31:** The draft master plan refers to downtown and town center boundaries but does not specify where the boundaries are identified. The plan needs to identify where these locations are defined. (Greater Colesville Civic Association)

**Response: Disagree.** Downtown and town center boundaries are shown in Appendix B-5: MPOHT Mapbook. These boundaries are not necessarily the same as Bicycle and Pedestrian Priority Area (BiPPA) boundaries. Area types were first established in the 2023 *Pedestrian Master Plan* and have been amended by subsequent master plans.

**Comment 24:** Support the intent of Growth Corridors to benefit transit ridership with more urban street layouts and denser blocks. However, Growth Corridors also risk penalizing upstream transit riders as their buses must stop at more of these denser intersections. (Montgomery County Department of Transportation)

**Response: Agree with modifications.** The identification of the Growth Corridor Street type is a critical first step to advancing Growth Corridors as envisioned in Thrive Montgomery 2050. Planning Staff agrees that the Growth Corridor Street type should only be applied to locations that are also recommended to have moderate to high densities, as identified on pages 127-130 of the Public Hearing Draft of the MPOHT. **Planning Staff will work with corridor master plan teams to ensure that this designation to appropriately applied.**

## TOPIC 6 – OTHER HIGHWAY CONSTRUCTION CONCERNS

Five comments were provided on other planned streets. Figure 11 displays a map of roadways where these comments were made.

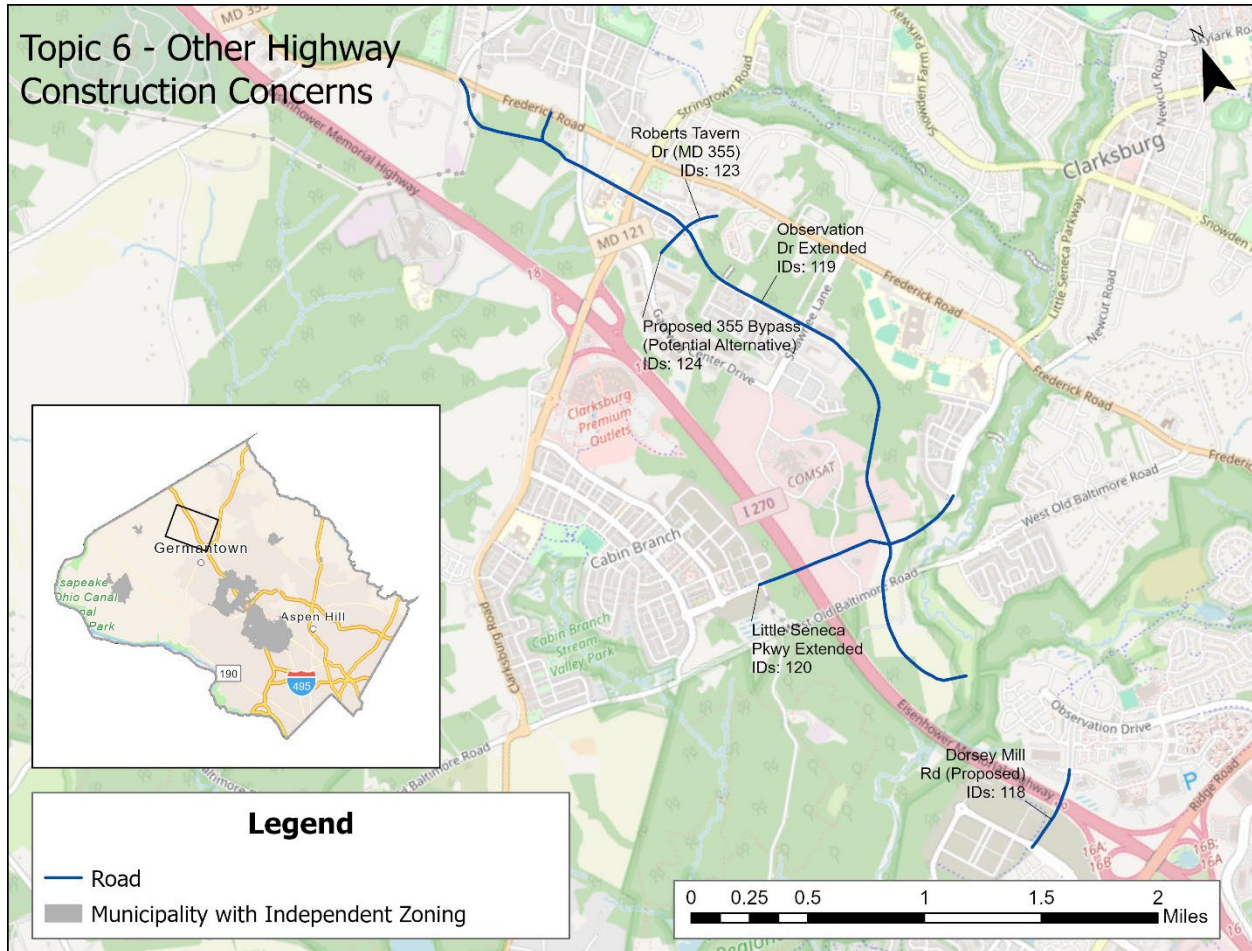


Figure 11: Topic 6 – Other Highway Construction Concerns

**Comment 118:** Eliminate the Dorsey Mill Road Bridge from the MPOHT as this road would remove 3-4 acres of forest and open space and a cemetery. (Deborah Sarabia)

**Response: Disagree.** There is a known cemetery on private land adjacent to the Dorsey Mill Road Bridge right-of-way: the Zachariah Waters Family graveyard that is part of the Symmetry Development. Archaeological investigations completed by MCDOT in late 2018 suggested the possibility of four graves within the right-of-way. If / when the bridge project moves forward, MCDOT will be required to treat the graves in accordance with state and county law. Additionally, Montgomery Planning recommends that MCDOT coordinate an approach to the graves with potential descendants and members of the community. This connection was recently reaffirmed by the County Council as part of 2022 *Corridor Forward: The I-270 Plan*.

**Comment 119:** Revise or remove Observation Drive Extended from the MPOHT. This proposed four-lane divided highway will have a minimum 150-foot right-of-way and a limit of disturbance up to 250 feet wide and would bring traffic noise, light pollution, road salt pollution, and trash. The road would run through mature hardwood upland and bottomland Priority 1 forests, North Germantown Greenway Park, wetlands, floodplains, FIDS bird habitat, conservation easements, historic and archaeological sites, 25% steep slopes and across Little Seneca Creek. (Deborah Sarabia)

**Response: Disagree.** The future of Observation Drive Extended should be deferred to the *Clarksburg Gateway Sector Plan*.

**Comment 120:** Revise or remove Little Seneca Parkway Extended. This proposed four-lane divided highway will have a minimum 150-foot right-of-way and a limit of disturbance up to 250 feet wide and would bring traffic noise, light pollution, road salt pollution, and trash. The roads would run through mature hardwood upland and bottomland Priority 1 forests, North Germantown Greenway Park, wetlands, floodplains, FIDS bird habitat, conservation easements, historic and archaeological sites, 25% steep slopes and across Little Seneca Creek. (Deborah Sarabia)

**Response: Disagree.** The future of Little Seneca Parkway Extended should be deferred to the *Clarksburg Gateway Sector Plan*.

**Comment 123:** Support removing Roberts Tavern Drive from the MPOHT. This unnecessary four-lane highways would run through forest, wetlands, forests, streams, and steep slopes and not provide any meaningful benefits. (Deborah Sarabia)

**Response: Disagree.** The future of Roberts Tavern Drive should be deferred to the *Clarksburg Gateway Sector Plan*.

**Comment 124:** Supports removing the MD 355 Clarksburg Bypass. This unnecessary four-lane highways would run through forest, wetlands, forests, streams, and steep slopes and not provide any meaningful benefits.” (Deborah Sarabia)

**Response: Disagree.** The future of the MD 355 Clarksburg Bypass should be deferred to the *Clarksburg Gateway Sector Plan*.



## TOPIC 7 - TRANSIT

13 comments were provided made about the transitway and transit station recommendations in the Public Hearing Draft.

Figure 12 displays a map of transit stations and transitways identified in the comments.

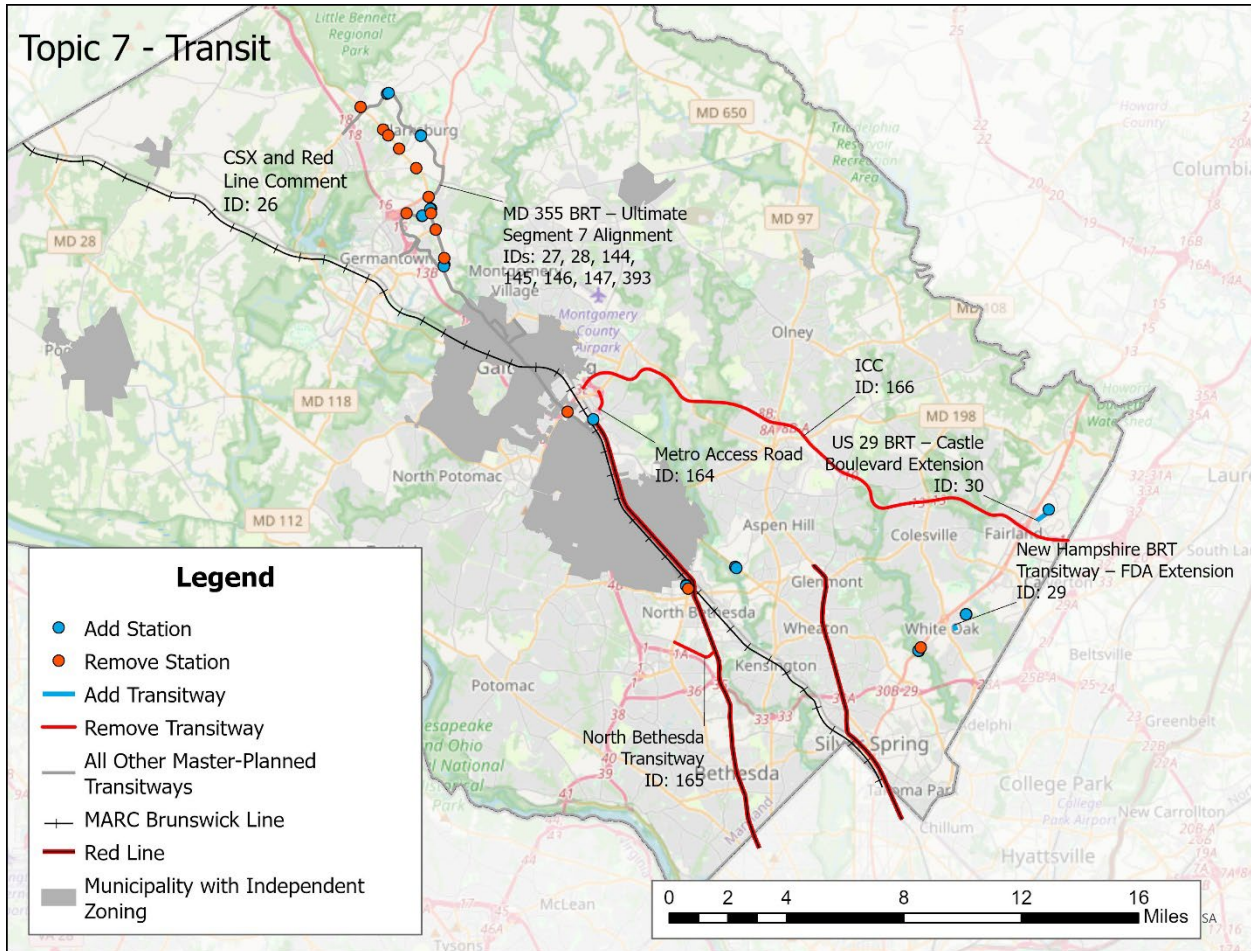


Figure 12: Topic 7 - Transit

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## CSX CORRIDOR

**Comment 26:** Consider including rights-of-way along the CSX and Red Line corridors in the Appendix (p86). It can be difficult to assess right-of-way needs on developments alongside these corridors due to the inconsistent availability of this information. (Montgomery County Department of Transportation)

**Response: Agree.** *Corridor Forward: the I-270 Transit Plan (2022)* has two recommendations about the Brunswick Line on page 44: 1) Reserve and/or acquire through dedication 62 feet of space as measured from the outer southbound track of the existing CSX Brunswick Line along the Metropolitan Branch Subdivision. 2) Reserve and/or acquire through dedication 62 feet of space as measured from the outer southbound track of the existing CSX Brunswick Line along the Metropolitan Branch Subdivision. **Planning Staff will update the appendix to reflect these recommendations.**

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## MD 355 BRT

**Comment 27:** MCDOT is conducting a facility planning study to evaluate adding a reversible bus rapid transit (BRT) lane along MD 355 north of Ridge Road. However, the Public Hearing Draft proposes to remove all stations along MD 355 and replacing them with two stations along Snowden Farm Parkway. It may be premature to eliminate these stations before the facility planning study is complete. (Montgomery County Department of Transportation)

**Comment 393:** There is no real public transit in our area. And why, if BRT is the solution, is the number of proposed BRT stops in Clarksburg being reduced from six to two? We need both BRT and additional roadways. (Clarksburg Neighbors Alliance)

**Comment 144:** With a revised MD 355 BRT route, the West Old Baltimore Road station needs to remain in the MPOHT. (Tim Goodfellow)

**Comment 145:** With a revised MD 355 BRT route, the Little Seneca Parkway station needs to remain in the MPOHT. (Tim Goodfellow)

**Comment 146:** With a revised MD 355 BRT route, the Foreman Boulevard station needs to remain in the MPOHT. (Tim Goodfellow)

**Comment 147:** With a revised MD 355 BRT route, the Shawnee Lane station needs to remain in the MPOHT. (Tim Goodfellow)

**Response: Disagree.** Upon further review, Planning Staff realized that *Corridor Forward: the I-270 Transit Plan (2022)* removed both the transitway and transit stations from MD 355 north of Ridge Rd, as shown in the Public Hearing Draft on Table 16 on page 120 and Figure 17 on page 121. **If MCDOT determines that a reversible transitway is desirable on MD 355 north of Ridge Rd, it would be appropriate for Montgomery Planning to undertake a future master**

**plan amendment to consider adding a transitway and transit stations into the *Master Plan of Highways and Transitways*.**

**Comment 28:** The station at Stringtown Rd / St. Clair Rd is currently expected to be a potential infill station. Removing it may make it difficult to add in the future. (Montgomery County Department of Transportation)

**Response: Disagree. Planning Staff recommend no change as this station is not recommended to be removed from the MPOHT.**

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**NEW HAMPSHIRE AVE BRT**

**Comment 29:** BRT: New Hampshire (p118-119) – The FDA-Lockwood Connector may be in one of several alignments. We are grateful to see this connection included in the master plan, but the narrative on page 118 should note the other options. (Montgomery County Department of Transportation)

**Response: Agree with modifications.** While Planning Staff agree that the FDA Connection alignment identified on page 119 is the best option at this time, we concur with MCDOT that there may be other options.

Planning Staff therefore recommend adding the following sentences to the end of the paragraph on page 118:

- The Montgomery County Department of Transportation is currently evaluating options for this connection. The default master planned option is shown on page 119, but the ultimate location of the connection may be modified with concurrence from the County Council.

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**US 29 BRT**

**Comment 30:** BRT: US 29 (p124) – We do not currently expect a station at FDA as part of the US 29 BRT corridor. (Montgomery County Department of Transportation)

**Response: Agree.** Planning Staff recommends the following revision:

- Page 124, Figure 19: Remove the master planned station and route, which is part of the New Hampshire Avenue BRT corridor.

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**METRO ACCESS ROAD (SHADY GROVE)**

**Comment 164:** Any plan to remove transitways should be reconsidered (Metro Access Rd - Shady Grove). (Jake Goodman)

**Response: Disagree.** Planning Staff consulted with MCDOT and there is a consensus that these transitways are no longer realistic or needed.

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#### NORTH BETHESDA – TUCKERMAN LANE ALTERNATIVE ROUTE

**Comment 165:** Any plan to remove transitways should be reconsidered (North Bethesda – Tuckerman Lane Alternate Route). (Jake Goodman)

**Response: Disagree.** The 2013 Countywide Transit Corridors Functional Master Plan identified two alternative alignments for the North Bethesda Transitway: via Old Georgetown Road to the North Bethesda Metrorail station OR via Tuckerman Lane to the Grosvenor Metrorail station. MCDOT and Planning Staff agree that designating a transitway via Old Georgetown Road is preferable. However, removing the Tuckerman Lane alternative does not mean that buses will not be able to travel on Tuckerman Lane to the Grosvenor Metrorail station. Rather, it means that this connection will not have a dedicated transitway.

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#### INTERCOUNTY CONNECTOR TRANSITWAY

**Comment 166:** Any plan to remove transitways should be reconsidered. The ICC should be for more than just cars. (Jake Goodman)

**Response: Disagree.** Planning Staff consulted with MCDOT and there is consensus that this transitway is no longer realistic or needed. Whether the ICC Transitway is removed from the master plan has no bearing on whether transit vehicles will be able to use the freeway. The purpose of designating a transitway is to improve travel times and reliability. The ICC does not need to be designated as a transitway as its tolling mechanism is designed to always achieve free flow travel speeds.

## TOPIC 8 - CLIMATE ASSESSMENT

Planning Staff anticipates that most of MPOHT 2024 Technical Update recommendations will have positive minor impacts and a few minor negative impacts on the county's goals of addressing greenhouse gas emissions, and insignificant negative impacts on carbon sequestration, and, for the most part, minor to moderately positive or, in some cases, no significant impacts on community resilience and adaptive capacity. Removal of Midcounty Highway Extended, however, would result in significant positive GHG and carbon sequestration impacts, and indeterminate negative impacts on accessibility to community and public spaces, access to transportation options, and community connectivity. On the other hand, removing Midcounty Highway Extended would have significant positive impacts on heat-related impacts, exposure to noise, forest cover, non-forest tree canopy, other green areas, pervious cover, stormwater quality and quantity, and air quality. The full climate assessment is included as Attachment F.

## ATTACHMENTS

- Attachment A: Public Hearing Draft of the Master Plan of Highways and Transitway – 2024 Technical Update
- Attachment B: Written Testimony
- Attachment C: Summary of testimony and Planning Staff responses
- Attachment D: October 31, 2017, Montgomery County Council Resolution No. 18-957 “Transportation Solution for Northwest Montgomery County”
- Attachment E: Conceptual Trail Alignment
- Attachment F: Climate Assessment