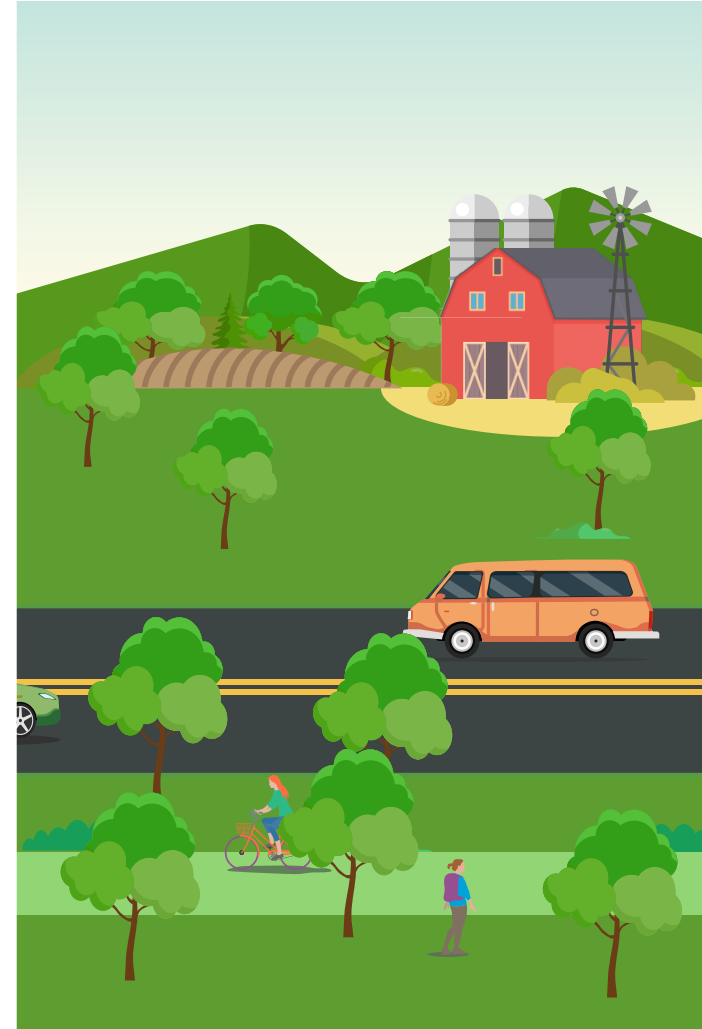
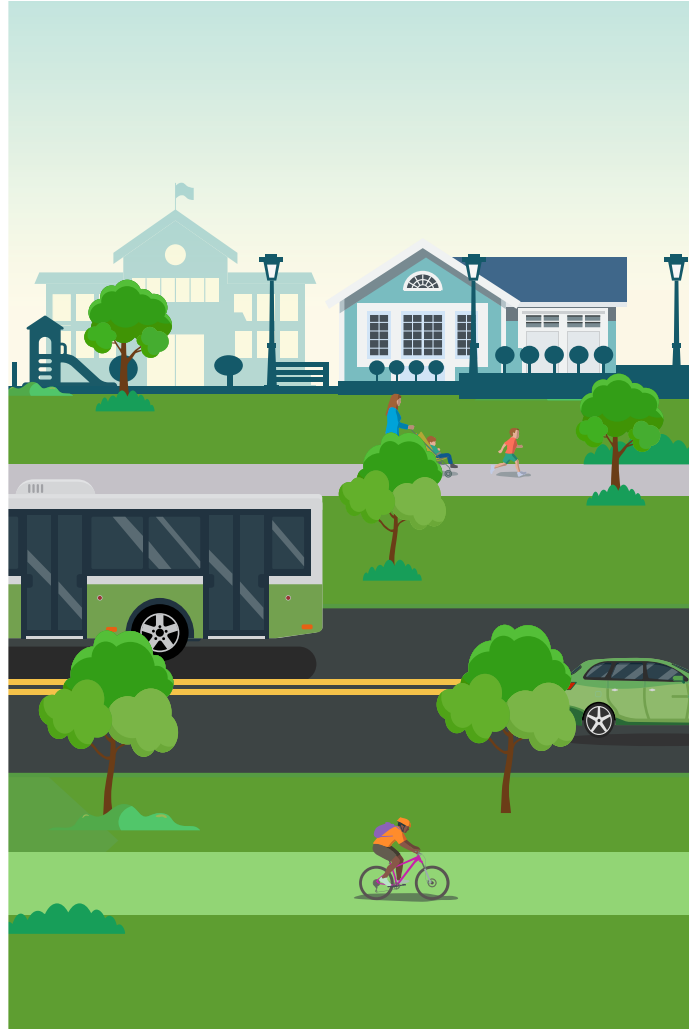


JULY 2024

PUBLIC HEARING DRAFT



Master Plan of  
**HIGHWAY & TRANSITWAYS**  
2024 Technical Update

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## Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

### Abstract

Montgomery County's Master Plan of Highways and Transitways (MPOHT) is a functional master plan that provides a "road map" for making transportation investments in the county. It includes provisions that impact all modes of transportation, including preserving rights-of-way to accommodate future transportation systems, identifying street classification, number of planned general purpose lanes and transit lanes, and designating target speeds for individual roadways.

The focus of this update to the master plan is to:

- Reevaluate the classifications of all existing MPOHT roads to ensure that each road is accurately and contextually classified based on the intended roadway function.
- Identify and reevaluate target speeds for all MPOHT roads.
- Introduce a new approach to street design along the suburban areas of the "Growth Corridors" identified in *Thrive Montgomery 2050*.
- Reevaluate master planned transit station locations and transitways.

### The Maryland-National Capital Park and Planning Commission

The Maryland-National Capital Park and Planning Commission is a bicounty agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises about 1,001 square miles, while the Metropolitan District (parks) comprises about 919 square miles, in the two counties.

The Commission prepares, adopts, and amends or extends The General Plan (Thrive Montgomery 2050) for the physical development of the Maryland- Washington Regional District in Montgomery County. The Commission operates in each county through Planning Boards appointed by the respective county governments. The Planning Boards are responsible for implementation of local plans, recommendations on zoning map amendments, zoning text amendments and subdivision regulation amendments, and the general administration of their respective park systems.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of all individuals, including those with disabilities. The M-NCPPC will generally provide, upon request, appropriate aids and services and make reasonable accommodations for persons with disabilities. To request accommodation, (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the M-NCPPC Montgomery County Commissioners Office by telephone at 301-495-4605 or by email at [mcp-chair@mncppc-mc.org](mailto:mcp-chair@mncppc-mc.org), or contact the Montgomery Planning ADA Coordinator at 301-495-1324. Maryland residents can also use the free Maryland Relay Service for assistance with calls to or from hearing or speech impaired persons by calling 7-1-1. For more information about the Maryland Relay go to [www.mdrelay.org](http://www.mdrelay.org) or call 800-552-7724.

### Sources of Copies

The Maryland-National Capital Park and Planning Commission  
2425 Reedie Drive, Wheaton, MD 20902  
Online at <https://montgomeryplanning.org/mpoht2024>

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# Chapter 1. Introduction

The *Master Plan of Highways and Transitways* (MPOHT) is a comprehensive summary of all significant existing and planned highway/street and transit facilities within the county. It provides a “road map” for making transportation investments within the context of a long-range vision. It ensures that the future network of transportation facilities will serve residents, businesses, visitors and people passing through the county. The MPOHT is a repository of current master plan transportation recommendations. It sets an overall vision for streets based on the adjacent land use context and the street functions in the roadway network and preserves the right-of-way needed to implement that vision.

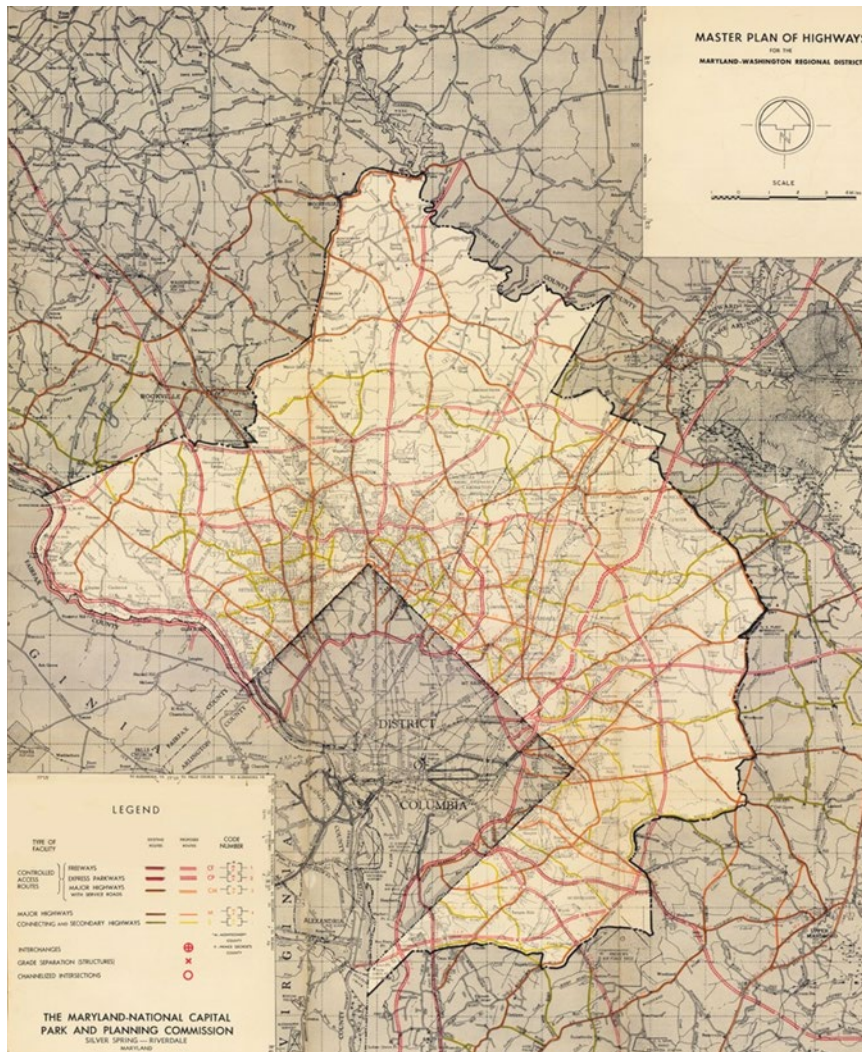
## 1.A HISTORICAL CONTEXT FOR PLAN

The first bi-county *Master Plan of Highways for Montgomery County and Prince George’s County* was completed in 1931, shortly after the creation of the Maryland-National Capital Park and Planning Commission (M-NCPPC) in 1927. The last comprehensive update to the bi-county *Master Plan of Highways* was completed in 1955. The 1955 plan covered only the eastern one-third of Montgomery County within the Maryland-Washington Regional District as it existed at the time—roughly the area east of Georgia Avenue, east and south of the City of Rockville and Potomac, and southeast of the Glen (**Figure 1**). The last technical update to the plan was approved by the County Council in 2018 and adopted by the M-NCPPC in 2019.

In 1956, the M-NCPPC planning area within Montgomery County was expanded to include all of the county (except for

municipalities with independent planning authority). A draft *Master Plan of Highways* for the entire area of both Montgomery and Prince George’s Counties was proposed in 1967, but the process was never completed. Since then, the master planning functions for each county have been separated. The current amended master plan is referred to as the *Master Plan of Highways and Transitways* within Montgomery County.

The need and authority for the creation and adoption of a *Master Plan of Highways* was affirmed in Volume 642, Section 67 of the Laws of Maryland, 1959 (page 1255). Specifically, it gives M-NCPPC the responsibility to master plan the region’s major roadways regarding location, character, grade, and extent. For Montgomery County, this includes the street classification and design standards consistent with Chapter 49 of the County Code, Vision Zero, and Complete Streets principles. Specific recommendations include planned number of through lanes, target speeds, number of transitways and transit stations, number of high occupancy vehicle (HOV) lanes, and right-of-way widths.



**Figure 1: 1955 M-NCPPC Master Plan of Highways**

The area master plans and functional plans that have been approved by the Montgomery County Council since 1955 have been amended to the MPOHT. Maps of the *Master Plan of Highways* for the whole county were published in 1986, 1992,

2005, and 2010 as reference documents derived from all these plans and amendments, rather than as stand-alone approved and adopted plans.

## 1.B PURPOSE

A technical update to the 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 (CSDG). The new street types are consistent with the CSDG, Version 1.2, as reviewed and approved by the Planning Board in May 2024. 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.

Transitioning from the previous “functional” street classification system to the “complete streets” classification system has been a three-step process, and the MPOHT technical update will complete Phase 3.

- Phase 1: Enactment of Bill 24-22 and Bill 34-22.** With the enactment of Bill 24-22 on November 7, 2022 and Bill 34-22 on December 27, 2022, the County Council established interim designations of CSDG area types (e.g., Downtown, Town Center), as well as interim translations for CSDG street types (e.g., Downtown Boulevard, Downtown Street, Town Center Boulevard) based on the designated CSDG area types and the previous street classifications.

- **Phase 2: Master Plan Area Types in the *Pedestrian Master Plan*.** To address some deficiencies in the Phase 1 designations, the *Pedestrian Master Plan* replaced the interim area type designations in the county code with permanent area type designations throughout the county. Changes to CSDG street types occurred in locations of the county where the area type was modified. The County Council approved the *Pedestrian Master Plan* in October 2023.
- **Phase 3: Master Plan Street Types in a Technical Update to the *Master Plan of Highways and Transitways*.** This plan update ensures that each master-planned street is accurately and contextually classified.

The MPOHT is supported by two key transportation goals: 1) the County’s Vision Zero Action Plan, and 2) the achievement of safer, more people-focused streets through the adoption of a Complete Streets design philosophy.

### 1.C MASTER PLAN VISION

The MPOHT is a functional master plan providing guidance and tools for transportation investments. The master plan encapsulates all existing and planned transportation facilities and preserves planned rights-of-way to accommodate future transportation systems, including highways, transitways and pedestrian and bicycle facilities.

The plan’s vision is based on the continuing development of the county and supporting transportation infrastructure in accordance with the General Plan, *Thrive Montgomery 2050*. The goal is to develop a fundamentally sound, balanced and flexible future transportation system that helps to build and maintain livable communities within Montgomery County. Transportation, when planned well, can be an asset to the quality of life in a community. This plan is a multi-modal plan and, ultimately, a plan focused on serving people, not just vehicle trips.

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## Chapter 2. Background

### 2.A WHAT IS A FUNCTIONAL MASTER PLAN?

A functional master plan constitutes an amendment to the General Plan for Montgomery County, *Thrive Montgomery 2050*. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately-owned land within its planning area.

Countywide functional master plans are intended to provide a benchmark point of reference regarding public policy for a specific system. These plans cover functions such as overall circulation systems, parks and recreation facilities, environmental systems, agricultural preservation, and public services, including fire and police stations and libraries. A functional master plan reflects a vision of future implementation for these systems that is balanced with the principal development objectives of the entire county.

Public officials and private individuals should refer to a functional master plan, along with relevant area master plans, whenever they make decisions that affect the facilities within the plan.

### 2.B LIVING DOCUMENT

The MPOHT has evolved through the continuing planning process in Montgomery County. It is amended every time an area master plan or functional master plan is adopted by the Montgomery County Council. In April 2024, for example, the *Takoma Park Minor Master Plan Amendment* was completed and its transportation recommendations were amended into the MPOHT. This process repeats with every plan adoption, thus requiring

frequent updates to the MPOHT. These revisions make it difficult to keep documentation current and responsive, as they often require multiple changes every year.

### 2.C CURRENT MASTER PLANS, FUNCTIONAL MASTER PLANS, AND MASTER PLAN AMENDMENTS

**Table 1** lists the functional master plans now in effect within Montgomery County that have modified the MPOHT, with the date when each master plan was approved by the Montgomery County Council.

**Table 1: Functional Master Plans Amended to the Master Plan of Highways and Transitways**

Master Plans Including Amendments	Date Approved by County Council
Pedestrian Master Plan	October 2023
Rustic Roads Functional Master Plan Update	July 2023
Corridor Forward: I-270 Transit Plan	April 2022
Bicycle Master Plan	December 2018
Master Plan of Highways and Transitways 2018 Technical Update	December 2018
Countywide Transit Corridors Functional Master Plan	November 2013
Purple Line Functional Plan	March 2009
Intercounty Connector Limited Functional Master Plan Amendment – Bikeways and Interchanges	March 2009

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Master Plans Including Amendments	Date Approved by County Council
Capital Beltway HOV Lane Project and Interchange at the Intersection of Randolph Road and Veirs Mill Road	April 2004
Montrose Road Limited Amendment to Revise the Number of Lanes and Evaluate Truck Traffic on the Montrose Parkway	March 2000
Preservation of Agricultural & Rural Open Space Functional Master Plan	September 1980

**Table 2** provides a list of all current area/sector plans in effect within Montgomery County that have been formally amended into the MPOHT, with the date when each plan was approved by the Montgomery County Council.

**Table 2: Active Area/Sector Plans Amended to the Master Plan of Highways and Transitways**

Master Plans	Date Approved by County Council
Takoma Park Minor Master Plan Amendment	April 2024
Fairland Briggs Chaney Master Plan	December 2023
Silver Spring Downtown and Adjacent Communities Plan	October 2022
Great Seneca Science Corridor Master Plan Amendment Phase 1	November 2021
Ashton Village Sector Plan	June 2021
Shady Grove Sector Plan Minor Master Plan Amendment	April 2021
Germantown Plan for the Town Sector Zone	July 2020

Master Plans	Date Approved by County Council
Forest Glen/ Montgomery Hills Sector Plan	March 2020
Veirs Mill Corridor Master Plan	April 2019
MARC Rail Communities Sector Plan	April 2019
White Flint 2 Sector Plan	December 2017
Grosvenor-Strathmore Metro Area Minor Master Plan	December 2017
Rock Spring Sector Plan	November 2017
Bethesda Downtown Plan	May 2017
Greater Lyttonsville Sector Plan	March 2017
Westbard Sector Plan	May 2016
Montgomery Village Master Plan	February 2016
Aspen Hill Minor Master Plan Amendment	March 2015
Sandy Spring Rural Village Plan	February 2015
Clarksburg Ten Mile Creek Limited Amendment	July 2014
White Oak Science Gateway Master Plan	July 2014
Bethesda Purple Line Station Minor Master Plan Amendment	March 2014
Long Branch Sector Plan	December 2013
Glenmont Sector Plan	November 2013
Chevy Chase Lake Master Plan	October 2013
Burtonsville Commercial Crossroads Neighborhood Plan	December 2012
Takoma/Langley Crossroads Sector Plan	June 2012
Kensington Sector Plan	March 2012
Wheaton Central Business District and Vicinity Sector Plan	January 2012
Great Seneca Science Corridor Master Plan	June 2010
White Flint Sector Plan	April 2010
Twinbrook Sector Plan	January 2009

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Master Plans	Date Approved by County Council
Shady Grove Sector Plan	January 2006
Olney Master Plan	April 2005
Upper Rock Creek Master Plan	April 2004
Rustic Roads – Johnson Drive, Long Corner road, Mountain View Road, Purdum Road, Warfield Road	February 2004
Potomac Subregion Master Plan	April 2002
Takoma Park Master Plan	January 2001
Kemp Mill Master Plan	December 2001
Silver Spring East Master Plan	December 2000
North & West Silver Spring Master Plan	December 2000
Sandy Spring/Ashton Master Plan	July 1998
Cloverly Master Plan	July 1997
Fairland Master Plan	May 1997
White Oak Master Plan	February 1997
Four Corners Master Plan	December 1996
Muncaster Road and Muncaster Mill Road Highway Classification and Alignment Master Plan Amendment	November 1995
Clarksburg Master Plan and Hyattstown Special Study Area	June 1994
Aspen Hill Master Plan	April 1994
North Bethesda Garrett Park Master Plan	December 1992
Bethesda Chevy Chase Master Plan	April 1990
Germantown Master Plan	July 1989
Kensington-Wheaton Master Plan	May 1989
Damascus Master Plan	July 1985
Boyd's Master Plan	February 1985
Gaithersburg and Vicinity Master Plan	January 1985
Capital View and Vicinity Sector Plan	July 1982

## 2.D COMPONENTS OF THE MPOHT

The MPOHT includes all significant existing and proposed master planned streets and transitways within Montgomery County. The MPOHT road network excludes some roads, such as neighborhood streets, private streets, and park roads, as its purpose is to guide the master planning process for major transportation investments. **Table 3** provides a listing of the street types that are and are not included in the MPOHT.

The MPOHT establishes the following for master-planned streets:

- CSDG Street Type Classification
- Right-of-Way Width (feet)<sup>1</sup>
- Existing Number of Thru Lanes
- Planned Number of Lanes
- Planned Number of Thru Lanes
- Planned Number of Transit Lanes
- Transitway Type
- Target Speed (miles per hour)<sup>2</sup>

---

<sup>1</sup> All planned rights-of-way are the minimums. Minimum planned rights-of-way do not include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through-travel. Additional rights-of-way may be needed to accommodate master planned and required pedestrian, bicycle and transit facilities, including protected intersections, the envelopes of transit stations, pedestrian crossing refuges, and footprints associated with grade separation. Rights-of-way are considered by default to be measured symmetrically based upon the right-of-way centerline.

**Table 3: MPOHT Street Classifications**

Street Classifications Included in the MPOHT	Street Classifications Not Included in the MPOHT
Downtown Boulevards	Neighborhood Streets
Downtown Streets	Neighborhood Yield Streets
Town Center Boulevards	Private Streets
Town Center Streets	Park Roads Owned by M-NCPPC
Boulevards	Alleys
Area Connectors	Streets Located in Municipalities with Independent Planning Authority
Neighborhood Connectors	
Industrial Streets	
Country Connectors	
Country Roads	
Controlled Major Highways	
Rustic Roads	
Exceptional Rustic Roads	
Shared Streets	
Parkways	
Freeways	

<sup>2</sup> Target speeds are the desired operating speed for a roadway facility. 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. State law requires a minimum posted speed of 25 mph outside of “urban districts” as defined in the law. <https://law.justia.com/codes/maryland/2018/transportation/title-21/subtitle-8/section-21-803/>



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The MPOHT also established the following transportation facilities that are located at a specific point:

- Interchanges
- Existing and proposed master planned transit stations

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## Chapter 3. Master Plan Technical Elements

### 3.A STREET CLASSIFICATION – TRANSPORTATION AND LAND USE

With the adoption of CSDG street types and an overall Complete Streets philosophy, street classification is viewed from a multi-modal or people-focused perspective that is context sensitive. Street classification is based on both the land use context and street function, as shown in **Figure 2**. Land use context is classified by land use density and zoning, whereas street function is classified by spacing of intersections and driveways and to some extent, percentage of through-travel.

#### 3.A.1. Land Use Context

The CSDG recognizes five land use contexts: Downtowns, Town Centers, Suburban, Industrial, and Country. A sixth land use context, Growth Corridors, is proposed by this plan and is discussed in Chapter 4.

**Downtowns** are Montgomery County’s highest intensity areas and include central business districts and urban centers. They are envisioned to have dense, transit-oriented development and a walkable street grid (existing or planned). These areas share the following characteristics:

- Identified as central business districts
- Major employment centers
- Significant consolidated area of Commercial-Residential and Employment zoning designations

- Very high levels of existing or anticipated pedestrian and bicyclist activity and Non-Auto Driver Mode Share (NADMS) goals
- Very high levels of transit service
- Street grid with high levels of connectivity
- Continuous building frontage along streets, with minimal curb cuts
- Mostly below ground or structured parking

**Town Centers** are similar to Downtowns but generally feature less intense development and cover a smaller geographic area. While the Town Center area type includes a mixture of uses, it is commonly envisioned as high-to-moderate intensity residential development, including multi-family buildings and townhouses, and retail (existing or planned). These areas generally share the following characteristics:

- Identified as a regional or neighborhood-serving retail nodes with housing and other uses
- Zoning includes Commercial Residential, Commercial Residential Town, Commercial Residential Neighborhood, Residential Multi-Unit and lower intensity Employment zoning designations
- Medium to high levels of pedestrian and bicyclist activity and NADMS goals



\*Excludes M-NCPPC-owned parkways, including Beach Drive, Little Falls Parkway and Sligo Creek Parkway.

Figure 2: Street Classification Using a Complete Streets Context

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- Medium levels of existing or planned transit service
- A street grid that ties into the surrounding streets
- Continuous building frontage along streets, with some curb cuts
- A mixture of structured and underground parking as well as surface lots

The **Suburban** area type is envisioned as low-to moderate intensity residential development. These areas generally share the following characteristics:

- Consolidated area of single-unit residential development
- Zoning includes Residential Detached, Residential Multi-Unit and Residential-Townhouse designations
- May include isolated retail establishments
- Medium to low levels of pedestrian and bicyclist activity
- Medium to low levels of transit service, except along transit corridors
- A low-intensity grid network or a pattern of cul-de-sacs
- Buildings front the streets but may be set back, and curb cuts may exist to access individual addresses
- Structured parking is encouraged, but surface parking is the dominant type

The **Industrial** area type is a unique area where industrial uses are the primary activities. These areas often have higher densities of development but maintain lower to moderate levels of bicycle and pedestrian activity. The Industrial area type has the following characteristics:

- Medium intensity development, primarily focused around warehousing, light manufacturing, trucking, and equipment repair
- Small amounts of residential and retail may be allowed, but are not the norm
- Zoning includes Industrial designations zones
- Low to moderate levels of pedestrian and bicycle activity
- Moderate levels of transit service
- Traditionally wider streets that accommodate high levels of truck traffic
- Many existing curb cuts along the street edge

The **Country** area type comprises the least dense portions of the county, with land uses of low-intensity residential and agriculture. The Country areas share many of the following characteristics:

- Low-intensity large-lot single family dwellings, forests, or agricultural uses
- Uses may also infrequently include institutional uses or small-scale commercial uses
- Little to no availability of public water or sewer infrastructure
- Zoning includes various residential, rural residential, and residential detached zones
- Low levels of pedestrian and bicycle activity
- Low levels of transit service

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- Little or no grid pattern to streets; rather, the development pattern is concentrated along existing roadways or short cul-de-sacs
- Many buildings have little to no direct relationship to the street frontage

### 3.A.2. Street Function

The CSDG recognizes four street function categories: Streets, Connectors, Boulevards and Highways.

**Streets** are the most common street type within the county. They are intended to provide local access to property and circulation within a small area; therefore, intersections and streets tend to be closely spaced.

- Travel lanes: Two (one per direction)
- Travel speeds: Low in Downtown, Town Center, Suburban and Industrial areas; moderate in Country areas
- Intersection and street spacing: Closely spaced with short block lengths
- Pedestrians (walking or rolling): Sidewalks except on Country Road where sidepaths may be provided
- Bicyclists: Separated Bike Lanes in Downtowns and Town Centers; In the street in Suburban areas; Sidepaths in Industrial and Country areas
- Transit: No transit service

**Connectors** are two-lane streets that typically provide connections between local streets and boulevards. Connectors are generally not present in Downtown and Town Center areas.

- Travel lanes: Two to three (one per direction with turn lanes at intersections and major driveways)
- Travel speeds: Low in Suburban areas, high in Country areas
- Intersection and street spacing: Less frequent due to longer block lengths and larger parcel sizes
- Pedestrians (walking or rolling): Sidewalk on one side of the street and a sidepath on the other side of the street for Area Connectors and Neighborhood Connectors; Country Connectors likely to have a sidepath only on one side of the street
- Bicyclists: Sidepaths for all Connectors on one side of the street, with on-road bike facilities (bikeable shoulders) on some Country Connectors and Area Connectors
- Transit: Low to moderate transit service

**Boulevards** are high-capacity median-divided streets that carry medium-distance trips between activity centers. The term "boulevard" describes a tree-lined thoroughfare that encourages multi-modal travel, as distinct from a highway that has no significant area dedicated to green space and tree canopy cover.

- Travel lanes: Four to six (two to three per direction) divided by a center median with turn lanes at intersections and major driveways
- Travel speeds: Low in Downtown and Town Center Areas and moderate in Suburban areas
- Intersection and street spacing: Less frequent due to longer block lengths and larger parcel sizes

- Pedestrians (walking or rolling): Sidewalks in Downtown and Town Center Areas and sidepaths in Suburban and Country Areas for shared use between pedestrians and bicyclists
- Bicyclists: Separated bike lanes in Downtown and Town Center Areas and sidepaths in Suburban and Country Areas for shared use between pedestrians and bicyclists
- Transit: Frequent transit service

**Highways** are multi-lane, high-speed roads that carry longer-distance trips between activity centers in Montgomery County and to surrounding jurisdictions in Maryland, Virginia, and the District of Columbia.

- Travel lanes: Four to six (two to three per direction) divided by a center median
- Travel speeds: High for Freeways and Controlled Major Highways, moderate to high for Parkways
- Intersection and street spacing: No driveways, intersection spacing limited to major intersections with traffic signals or interchanges
- Pedestrians (walking or rolling): No pedestrian accommodation on Freeways and sidepaths on Controlled Major Highways and Parkways
- Bicyclists: No bicycle accommodation on Freeways and sidepaths on Controlled Major Highways and Parkways
- Transit: Frequent transit service

### 3.B ADVANCING VISION ZERO GOALS IN FULLY IMPLEMENTING COMPLETE STREETS

The County's *Vision Zero Action Plan* has a key link to this technical update through the adoption of a Complete Streets philosophy within the MPOHT. New CSDG street types will advance Vision Zero by refocusing the priorities of our transportation rights-of-way as not just vehicular corridors, but as multi-modal transportation corridors that provide meaningful transportation conveyances in as safe a manner as practicable.

It is important to recognize that the CSDG street types provide these multi-modal facilities in a Vision Zero context. To accomplish that, the MPOHT must fully endorse/adopt the use of target speeds as a master planning tool. Currently, as shown in **Table 4**, only 44% of the MPOHT street network has assigned target speeds. This leaves almost 56% of the MPOHT street network with no master planned target speed. As target speed was initiated into the master planning process by the Planning Department in 2013, it is a relatively new concept. Older master plans did not identify or recommend target speeds. The use of target speed was also a primary design feature used in the CSDG (approved in 2021). The intent is therefore to complete this process by assigning target speeds to the MPOHT consistent with the CSDG Street types.

**What is a Target Speed?**  
**A target speed is a desired operating speed along a particular street**

**Table 4: Current MPOHT – Summary by Target Speed**

Current Target Speed	Street Segments	Mileage	Percent
None	882	656.5	55.9%
N/A	34	61.1	5.2%
20	59	8.8	0.8%
25	530	138.9	11.8%
30	245	236.8	20.2%
35	59	22.6	1.9%
40	31	26.6	2.3%
45	15	12.8	1.1%
50	6	5.3	0.4%
55	1	4.7	0.4%
<b>Total</b>	<b>1,862</b>	<b>1,174</b>	<b>100.0%</b>



## Chapter 4. Recommendations

Five technical changes are included within the MPOHT to provide a more up-to-date master plan document that is consistent with Montgomery County Code, Vision Zero, and the CSDG:

1. Removal of Streets from the MPOHT
2. Change to Street Classification. Target Speeds, and Planned Lanes
3. Addition or Removal of Transitways
4. Addition or Removal of Transit Stations
5. Creation of Growth Corridor Street Type

### 4.A REMOVAL OF STREETS FROM THE MPOHT

With the approval of the Pedestrian Master Plan, new area types were approved by the County Council, and some of these area type designations have an impact on street classification. Specifically, streets that were approved as “Business District Streets” in earlier master plans now exist immediately outside an approved Downtown or Town Center area type, and they will be reclassified as Neighborhood Streets. This will occur at three locations within Montgomery County, as shown in **Table 5** and **Figure 3**.

**Table 5: Street Segments to be Removed from the MPOHT**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Existing Lanes	Planned Lanes	Master Plan ROW (feet)
Dupont Ave	Kensington Town Center boundary	Nash Place	Town Center Street	<b>Neighborhood Street</b>	25	2	2	70
Rosedale Ave	Downtown Bethesda boundary	60' east of Tilbury St	Downtown Street	<b>Neighborhood Street</b>	25	2	2	60
Walsh St	Downtown Bethesda boundary	West Ave	Downtown Street	<b>Neighborhood Street</b>	25	2	2	60

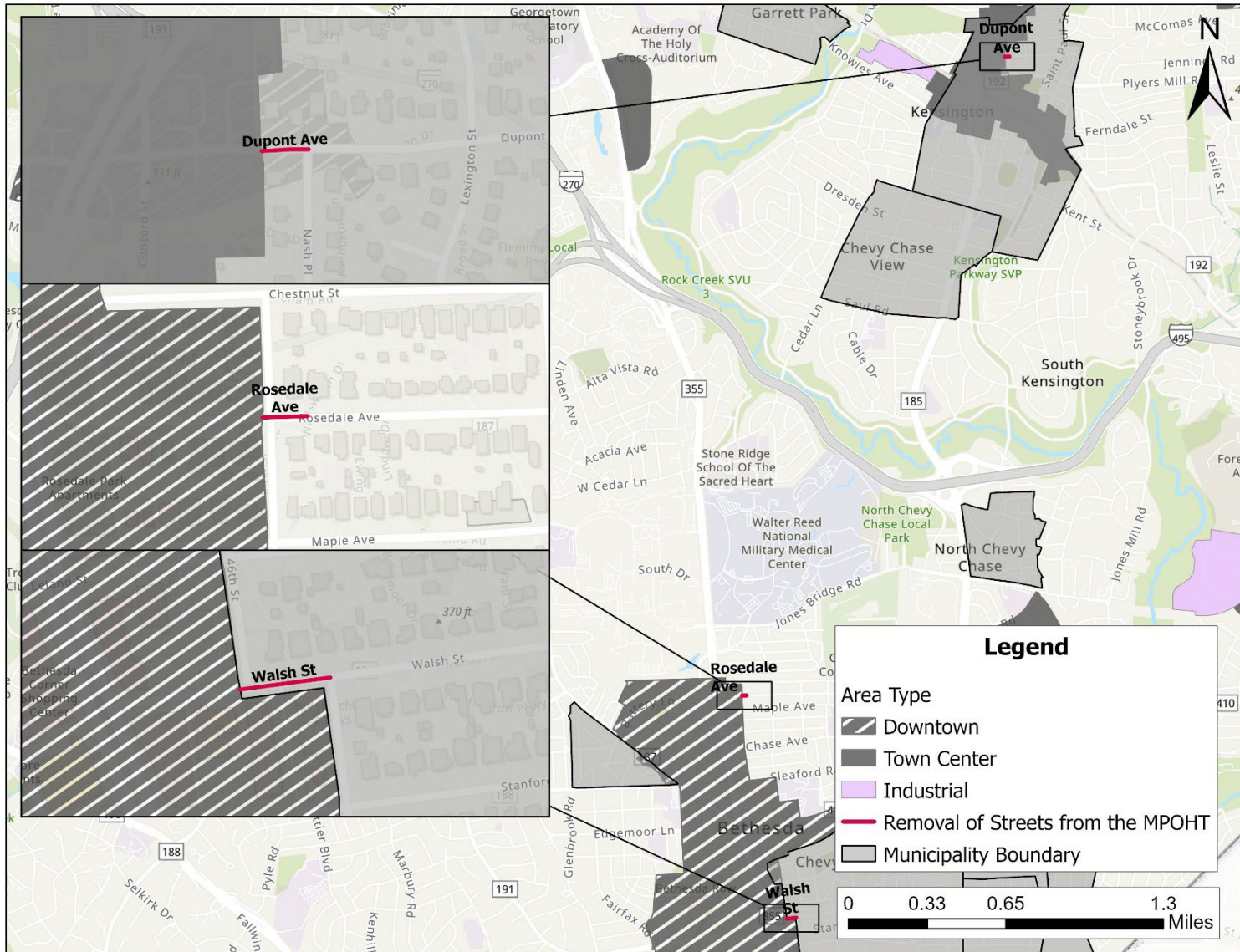


Figure 3: Streets Recommended to be Removed from the MPOHT

## 4.B CHANGE TO STREET CLASSIFICATION, TARGET SPEEDS, AND PLANNED LANES

There are 907 street segments recommended for a target speed change, a street classification change, a planned lane change, or a combination of the three. The following summary tables highlight key elements of these street recommendations.

**Table 6** summarizes three grouping of recommendations that are included in this chapter. The MPOHT has 1,862 segments over 1,174 linear miles. Recommendations for streets therefore account for 49.6% of total MPOHT segments and 57.6% of total MPOHT mileage.

**Table 6: Street Recommendations Summary by Type**

Proposed Change	No. of Segments	Percent of Total MPOHT Segments	Mileage	Percent Total MPOHT Mileage
Target Speed	878	47.2%	655.9	55.9%
Street Classification	55	3.0%	18.0	1.5%
Planned Lanes	4	0.2%	2.9	0.2%

Note: Some streets have more than one technical change.

Since target speed recommendations are included for the vast majority of the street recommendations, **Table 7** summarizes how the recommendations break down by target speed. This includes streets with recommendations for target speed only, target speed and street classification only, and target speed, street classification, and planned lanes.

**Table 7: Recommendations for Changes to Target Speed**

Target Speed	No. of Segments	Percent of Total MPOHT Segments	Mileage	Percent of Total MPOHT Mileage
20	288	15.5%	179.0	15.2%
25	324	17.4%	194.8	16.6%
30	47	2.5%	48.9	4.2%
35	173	9.3%	148.1	12.6%
40	41	2.2%	81.6	6.9%
45	1	0.1%	0.3	0.0%
50	2	0.1%	1.7	0.1%
55	2	0.1%	1.5	0.1%

### 4.B.1. Street Segments with Recommendations for Planned Lane Changes

Four street segments in Germantown have been recommended for a reduction in the number of planned lanes from four to two. As a result of that recommendation, changes to street classification and target speed are also needed for these segments.

These street segments are located along Wisteria Drive and Waring Station Road. They are built out within the existing right-of-way with a two to three-lane cross-section, and the full master plan right-of-way width is already dedicated and fully allocated. Therefore, there is no room to widen these streets, so it is not possible to achieve the four planned lanes in future without dedicating additional right-of-way. The streets segments are shown in **Table 8** and displayed in **Figure 4**.

#### **4.B.2. Street Segments with Recommendations for Target Speed and/or Classification Changes**

As speed management is critical to achieving Vision Zero, all master-planned streets (freeways and some parkways excepted) are recommended to have a target speed. Currently, over half of the MPOHT street network does not have a master-planned target speed. Target speed is a relatively new transportation concept, so only master plans since 2013 recommend target speeds as part of street classification recommendations. Overall, 56% of the master-planned streets in the MPOHT lack a target speed.

Target speeds were assigned to these streets based on a combination of 1) the default target speeds for each street type in the CSDG, and 2) setting the target speed to match the existing posted speed limit where the CSDG's default target speed exceeds the existing posted speed limit. Recommended target speeds are shown in **Figure 5**.

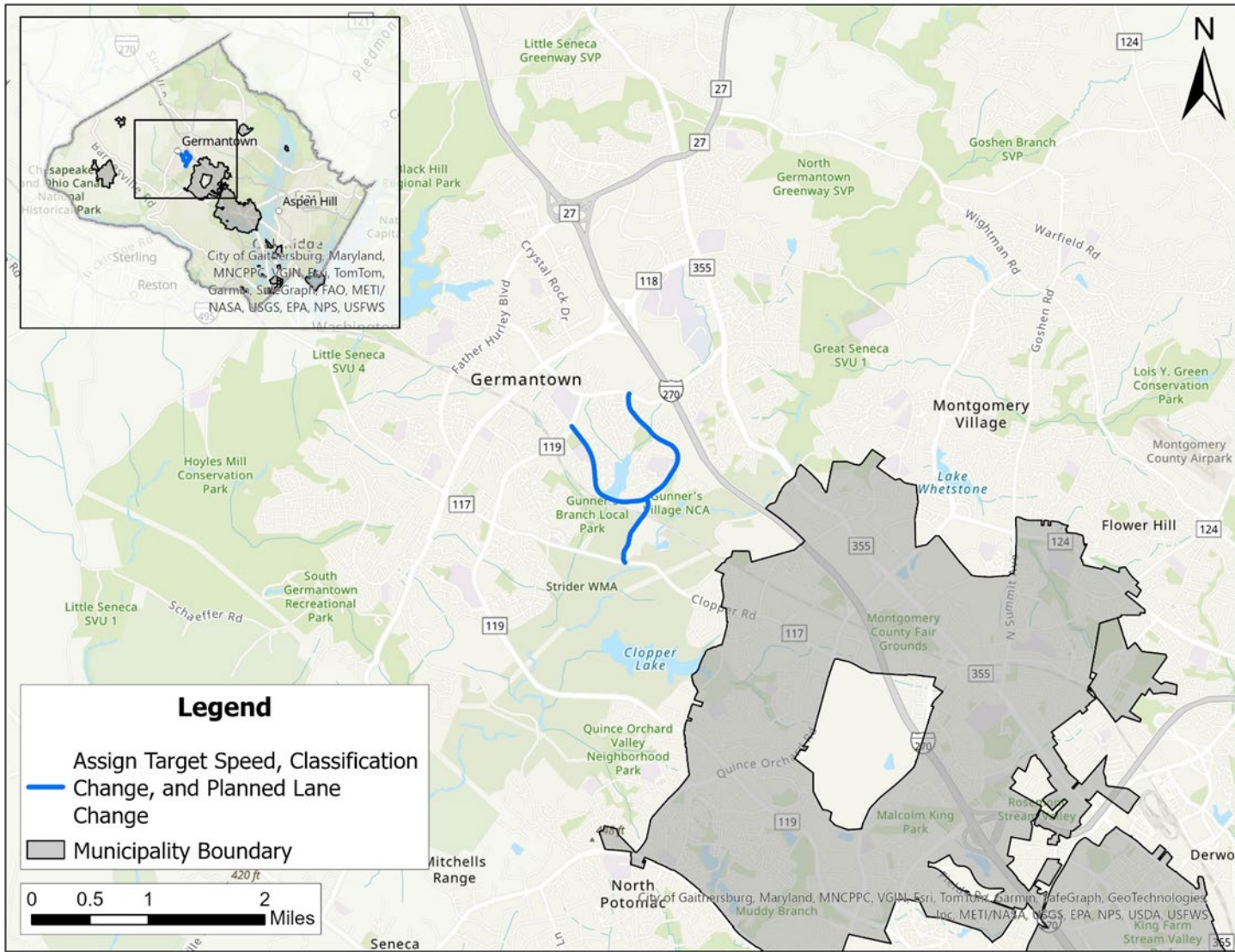


Figure 4: Street Segments with Recommendations for Planned Lane Changes

**Table 8: Street Recommendations – Planned Lane Reductions**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Waring Station Rd	Summer Oak Dr	Wisteria Dr	Boulevard	<b>Area Connector</b>	None Assigned	<b>25</b>	2	4	<b>2</b>	80
Waring Station Rd	Wisteria Dr	Clopper Rd	Boulevard	<b>Area Connector</b>	None Assigned	<b>25</b>	2	4	<b>2</b>	80
Waring Station Rd	Middlebrook Rd	Summer Oak Dr	Boulevard	<b>Area Connector</b>	35	<b>25</b>	2	4	<b>2</b>	80
Wisteria Dr	Great Seneca Hwy	Waring Station Rd	Boulevard	<b>Area Connector</b>	None Assigned	<b>25</b>	2	4	<b>2</b>	80

Note: Recommendations are shown in bold font with grey background.

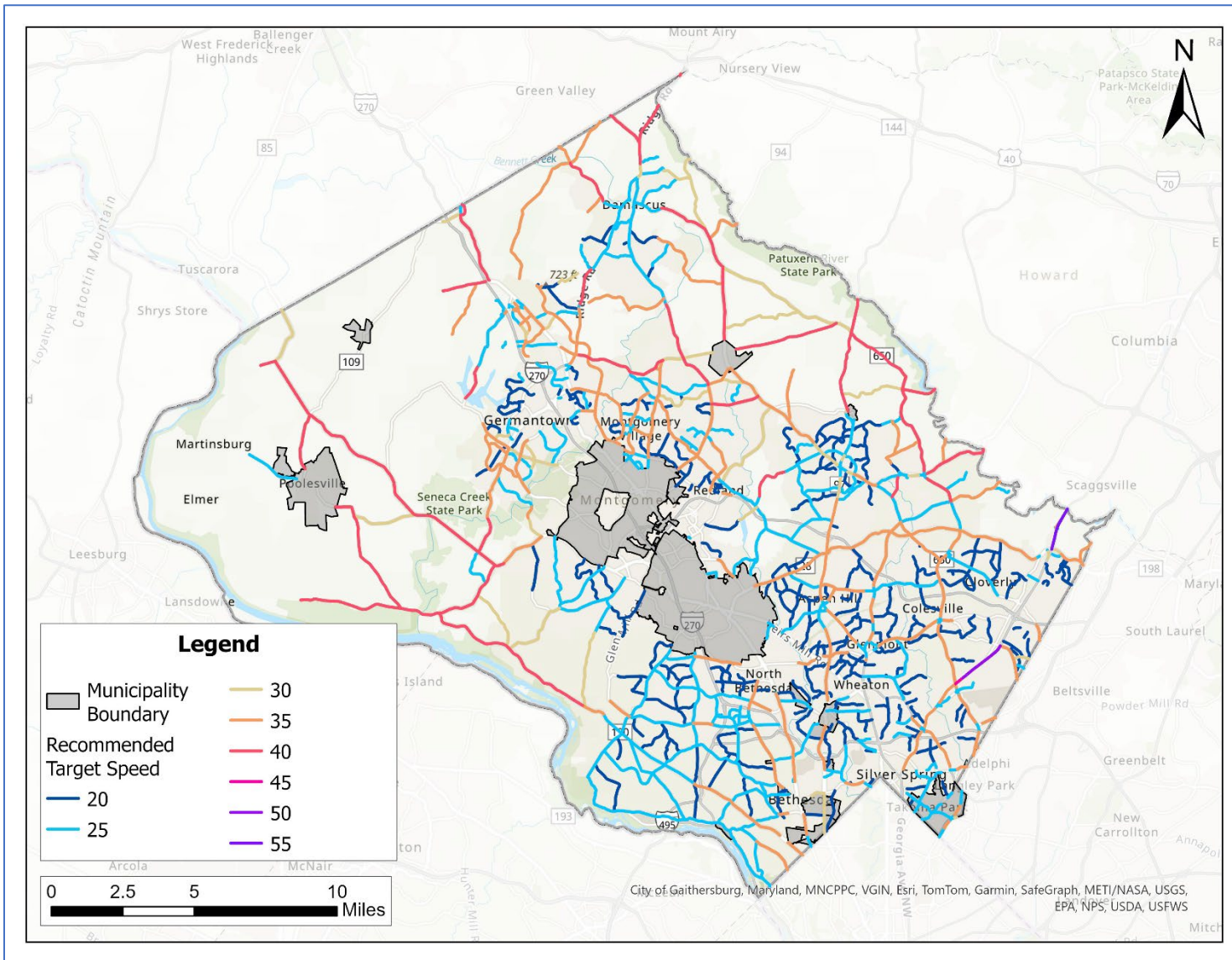


Figure 5: Street Segments with Recommendations for Target Speed Changes



### **20 mph Target Speeds**

There are 288 street segments recommended to have a target speed of 20 mph. This includes 179.0 miles (15%) of the total master-planned street network. This target speed is primarily recommended on Neighborhood Connector streets. As shown in **Figure 6** and **Table 9**, the streets are distributed across the county.

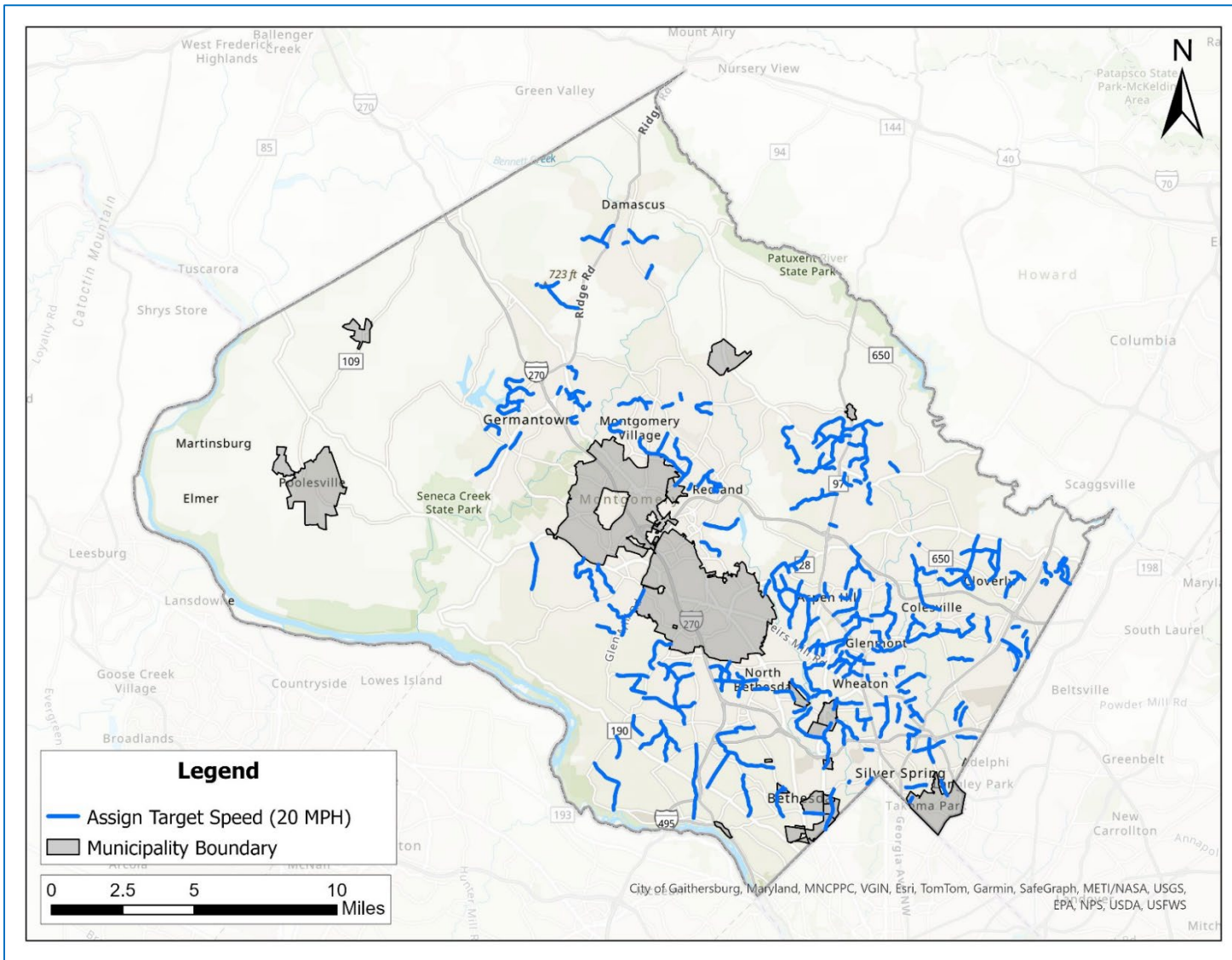


Figure 6: Street Segments with 20 mph Target Speed Recommendation

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**Table 9: Street Recommendations – Assign 20 mph Target Speed**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Alderton Rd	Bonifant Rd	Rockville Facility ROW	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Alderton Rd	Alderton Rd	Alderton Rd	Neighborhood Connector (planned)	No Change	None Assigned	20	2	2	2	70
Alderton Rd	Alderton Rd (proposed)	Poplar Run Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Amherst Ave	Arcola Ave	Blueridge Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Apple Ridge Rd	Watkins Mill Rd	Montgomery Village Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Appledowre Way	Frederick Rd	Brandermill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Arcola Ave	Georgia Ave	Parker Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Arctic Ave	Bel Pre Rd	Aspen Hill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Arrowhead Rd	Montgomery Village Ave	Fern Hollow Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Baltimore Rd	Rock Creek Village Town Center boundary	Rockville city limits	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Baltimore Rd	Norbeck Rd	Rock Creek Village Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Barbara Rd	Bushey Dr	Colie Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Batchellors Forest Rd	Georgia Ave	Washington Christian Academy entry drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Battery Ln	Glenbrook Rd	Old Georgetown Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Bauer Dr	Norbeck Rd	Rock Creek Village Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bauer Dr	Emory Ln	Norbeck Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bauer Dr	Rock Creek Village Town Center boundary	Heathfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Beauvoir Blvd	Mill Run Dr	300' south of Blanchard Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Beaverwood Ln	Bel Pre Rd	150' west of Birch Tree Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Beethoven Blvd	Fairland Rd	Schubert Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Belle Crest Ln	Rippling Brook Dr	Hathaway Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bells Mill Rd	Falls Rd	Seven Locks Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Blackburn Rd	Columbia Pike	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60-70
Bloomfield Rd	Olney Mill Dr	Briars Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bluhill Rd	Dalewood Rd	Randolph Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Boland Farm Rd	Observation Dr	Sunnyview Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Boswell Ln	Maplecrest Dr	Glen Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Boswell Ln	Piney Meetinghouse Rd	Maplecrest Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Bradley Ln	West Ave	Connecticut Ave (MD 185)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brahms Ave	Fairland Rd	Schubert Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brandermill Dr	Scenery Dr	Germantown Rd Relocated	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Briars Rd	Bowie Mill Rd	Heritage Hills Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brickyard Rd	Falls Rd	MacArthur Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Briggs Rd	Layhill Rd	Middlevale Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brimstone Academy Dr	Prince Philip Dr	Old Baltimore Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Broad Green Dr	Eldwick Way	Glen Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Broadmore Rd	Cannon Rd	Tamarack Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brooke Rd	suburban boundary	Sandy Spring Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brookville Rd (MD 186)	Western Ave (D.C. Line)	East-West Hwy (MD 410)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brunett Ave	Sligo Creek Pkwy	Forest Glen Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brunswick Ave	Plyers Mill Rd	Dennis Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Rd	Prince Philip Dr	Buehler Road (planned)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Rd	Spartan Rd	Prince Philip Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Rd	Buehler Rd (planned)	Spartan Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Rd (proposed)	Buehler Rd	Buehler Rd	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Burdette Rd	Greentree Rd	Bradley Blvd (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Burdette Rd	Bradley Blvd (MD 191)	River Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bushey Dr	Weller Rd	Randolph Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Caddington Ave	University Blvd	Loxford Terr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cannon Rd	New Hampshire Ave	Broadmore Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Capitol View Ave (MD 192)	approximately 300' south of Beechbank Rd	Stoneybrook Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Capitol View Ave (MD 192)	Forest Glen Rd	approximately 100' north of Forest Glen Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Capitol View Ave (MD 192) relocated	approximately 100' north of Forest Glen R	approximately 300' south of Beechbank Rd	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Capitol View Ave (MD 192) relocated	Stoneybrook Dr	approximately 170' south of Edgewood Rd	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Cavanaugh Dr	Piney Meetinghouse Rd	Glen Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cedar Tree Dr	Sandy Spring Rd	90' south of Sandy Spring	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cedar Tree Dr	Sandy Spring Rd	Isleswood Terr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cedar Tree Ln extended	Isleswood Terrace	Prince George's County Line/Minick Rd	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Cedarbluff Dr	Scenery Dr	Yellow Leaf Wy	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cherry Valley Dr	4000' west of Cashell Rd	Wellfleet Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Cherry Valley Dr	Wellfleet Dr	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cider Barrel Rd	Germantown Rd	600' south of Oxbridge Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cider Barrel Rd	600' south of Oxbridge Dr	Gunners Dr	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Claridge Rd	Veirs Mill Rd	Henderson Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cresthaven Dr	Devere Dr	New Hampshire Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dalewood Dr	Veirs Mill Rd	Bluhill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dalewood Dr	Randolph Rd	Hathaway Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Danville Dr	Tilden Ln	Ibsen Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Denfeld Ave	Wexford Dr	Newport Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dennis Ave	University Blvd	Edgewood Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dennis Ave	Brunswick Ave	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dewey Rd	Dewey Ct	Denfeld Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dewey Rd	Randolph Rd	Ivy Glen Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dewey Rd	Ivy Glen Rd	Dewey Ct	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Doubleland Rd	East Village Ave	Warfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dufief Dr	Darnestown Rd	Dufief Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dufief Mill Rd	Muddy Branch Rd	Darnestown Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Edgewood Ave	Hannes St	Lorain Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Edson Ln	Old Georgetown Rd	Rockville Pike	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Eldwick Way	Broadgreen Dr	Falls Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Emory Grove Rd	Whetstone Rd	2000' east of Woodfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Emory Ln	Norbeck Rd	Bauer Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Fairdale Rd	Briggs Chaney Rd	Friendlywood Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Falls Bridge Ln	Falls Rd	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Falls Chapel Way	Falls Rd	Falls Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Farmland Dr	Old Stage Rd	Old Club Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Ferrara Ave	Ferrara Dr	Veirs Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Ferrara Dr	Mahan Rd	Ferrara Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flanders Ave	Rockville Pike	Strathmore Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Flower Ave (MD 787)	Franklin Ave	Wayne Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flower Ave (MD 787)	Marshall Ave	Franklin Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flower Hill Way	Washington Grove Ln	Woodfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flower Hill Way	Woodfield Rd	Snouffer School Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Forest Glen Rd	Brunett Ave	Sutherland Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Forest Grove Dr	Imperial Dr	Forest Glen Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Franklin Ave	University Blvd	Lawnsberry Terr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	100
Franklin Ave	Colesville Rd	University Blvd (MD 193)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Friendlywood Rd	Fairdale Rd	Perrywood Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gainsborough Rd	Democracy Blvd	Seven Locks Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Galway Rd	Calverton Blvd	Fairland Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gardiner Ave	Dennis Ave	Hildarose Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Garland Ave	Carroll Ave	Wabash Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Glen Mill Rd	Circle Dr	Wootton Pkwy	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glen Rd	Beekman Pl	Falls Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glenallan Ave	Glenfield Rd	Kemp Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glenallan Ave	Randolph Rd	Glenfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glenbrook Rd	Fairfax Rd/Little Falls Pkwy	Old Georgetown Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gold Mine Rd	Heritage Hill Dr	Pyrite Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Good Hope Rd	New Hampshire Ave	Spencerville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Goodhill Rd	Bluhill Rd	Valleywood Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gracefield Rd	O'Fallon St	Cherry Hill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Grand Pre Rd	Bel Pre Rd	Connecticut Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Grays Ln	Monticello Ave	Kemp Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Greentree Rd	Burdette Rd	I-495 Bridge	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greentree Rd	Old Georgetown Rd	Burdette Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greentree Rd	Capital Beltway (I-495)	Greyswood Rd extended	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greyswood Rd	Fernwood Rd	Derbyshire Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greyswood Rd extended	Derbyshire Ln	Greentree Rd extended	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Gunners Dr	Frederick Rd	Cider Barrel Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gunners Branch Rd	Frederick Rd at Scenery Dr	Foxchapel Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Gunners Branch Rd	Foxchapel Town Center boundary	Frederick Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Gunners Branch Rd	Foxchapel Town Center boundary	Foxchapel Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Hadley Farms Dr	Woodfield Rd	Woodfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hathaway Dr	Weller Rd	Layhill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hathaway Dr	Dalewood Dr	Weller Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Havard St	Colie Dr	Barbara Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hawkesbury Ln	Randolph Rd	Locksley Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hawkins Creamery Rd	suburban boundary	Woodfield Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Headwaters Dr	Morningwood Dr	Olney-Laytonville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Heathfield Rd	Bauer Dr	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Henderson Rd	Valleywood Rd	Judson Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Heritage Hills Dr	Olney-Laytonsville Rd	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Heurich Rd	Randolph Rd	Glenallan Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hewitt Ave	Rippling Brook Dr	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Homecrest Rd	Longmeade Crossing Dr	Bel Pre Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Imperial Dr	Inwood Rd	Forest Grove Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Independence St	Parkland Dr	Connecticut Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Indianola Dr	Crabbs Branch Way	Crabbs Branch Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Inwood Ave	University Blvd	Imperial Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Jackson Rd	New Hampshire Ave	Paint Branch Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Johnson Rd	Norwood Road	James Hubert Blake High School entry drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Jones Ln	Darnestown Rd	Turkey Foot Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Judson Rd	Randolph Rd	Lindell St	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Judson Rd	Parker Ave	Randolph Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kara Ln	Wolf Dr	Cannon Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kenbrook Dr	Arcola Ave	Healy St	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Kendale Rd	Kentsdale Rd	Bradley Blvd (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kensington Pkwy	Kent St	Littledale St	Neighborhood Connector	No Change	25	20	2	2	2	70
Kensington Pkwy	Jones Bridge Rd	Kent St	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kentsdale Dr	Newbridge Dr	Bradley Blvd (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kinghouse Rd	Peach Orchard Rd	Thompson Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kingshouse Rd extended	Kingshouse Ct	Craddock St	Neighborhood Connector (Planned)	No Change	None Assigned	20	N/A	2	2	70
Kingstead Rd	Kings Valley Rd	Oak Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lake Winds Way	Dufief Mill Rd	Travilah Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lamberton Dr	Arcola Ave	Claybrook Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lanark Way	Renfrew Rd	Sutherland Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lanark Way	Sutherland Rd	Colesville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Lewisberry Dr	Snouffer School Rd	East Village Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Liberty Mill Rd	Dawson Farm Rd	Clopper Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lindell St	Randolph Rd	Mason St	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lindell St	Mason St	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Linden Ln	Hale Pl (440' east of Fraser Ave)	Brookville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	50
Locksley Ln	Randolph Rd	Beaumont Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Lone Oak Dr	Old Georgetown Rd	Fernwood Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Longmeade Crossing Dr	Layhill Rd	Wintergate Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Mahan Rd	Ferrara Dr	Dewey Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Marcliff Rd	Tuckerman Ln	Tilden Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
McComas Ave	Douglas Ave	Saint Paul St	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
McKnew Rd	Sandy Spring Rd	118' south of Sandy Spring	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
McKnew Rd	Sandy Spring Rd	Sparrow House Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Meadowbrook Ln	East-West Hwy	Freyman Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Middlevale Ln	Briggs Rd	Randolph Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Mill Run Dr	Redland Town Center boundary	Park Mill Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Mill Run Dr	Redland Rd	Redland Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Millenium Ct	Germantown Rd	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Miller Fall Rd	Muncaster Mill Rd	Midcounty Hwy	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Monticello Ave	Kemp Mill Rd	approximately 150' north of Brentwood Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Monticello Ave extended	approximately 150' north of Brentwood Ln	Grays Ln	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Morningwood Dr	Cashell Rd	Golden Spring Ct	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Moyer Rd	Woodfield Rd	Moyer Road Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Nadine Dr	Norbeck Rd	Bauer Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Needwood Rd	Redland Rd	suburban boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Newbridge Dr	Democracy Blvd	River Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Notley Rd	New Hampshire Ave	ICC right-of-way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Notley Rd	ICC right-of-way	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oak Dr	Ridge Rd	Ridge Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oakview Dr	New Hampshire Ave	Northwest Branch Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
O'Fallon St	Shannondale Dr	Cherry Hill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Baltimore Rd	Gold Mine Rd	Olney-Laytonville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Club Rd	Farmland Dr	Tilden Woods Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Stage Rd	Dinwiddie Dr	Tilden Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Vic Blvd	Olney-Sandy Spring Rd	Batchellors Forest Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Olney Mill Rd	Gold Mine Rd	Olney-Laytonville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Orebaugh Ave	Arcola Ave	Wheaton Regional Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Owens Rd	Georgia Ave	Old Baltimore Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oxbridge Dr	Frederick Rd	Cider Barrel Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oxbridge Dr	Cider Barrel Rd	Frederick Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Park Mill Dr	Miller Fall Dr	Mill Run Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Parker Ave	Veirs Mill Rd	Arcola Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Parkland Dr	Heathfield Rd	Veirs Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Parkwood Dr	Saul Rd	Knowles Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Peach Orchard Rd	65' south of Spencerville	Spencerville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Peach Orchard Rd	Briggs Chaney Rd	Spencerville Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Peachwood Dr	Windmill Ln	Piping Rock Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Perrywood Dr	Old Columbia Rd	Cabin Creek Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Piedmont Rd	Grand Elm St	Skylark Rd	Country Road	<b>Neighborhood Connector</b>	None Assigned	20	2	2	2	60
Piedmont Rd	Skylark Rd	suburban boundary	Country Road	<b>Neighborhood Connector</b>	None Assigned	20	2	2	2	70
Poplar Run Dr	Layhill Rd	Tivoli Lake Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Post Oak Rd	Tuckerman Ln	Seven Locks Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Queen Elizabeth Dr	Morningwood Dr	Olney Laytonsville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rainbow Dr	Briggs Chaney Middle School	Thompson Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rainbow Dr	Snider Ln	Briggs Chaney Middle School	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rippling Brook Dr	Bel Pre Rd	Hewitt Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rippling Brook Dr	Matthew Henson Greenway	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Roslyn Ave	Redland Rd	Beauvoir Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rothbury Dr	Arrowhead Rd	700' west of Goshen Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Russett Rd	Bauer Dr	Arctic Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Saddle Creek Dr	McKnew Rd	approximately 200' SE of Bender Court	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Saddle Creek Dr extended	approximately 200' SE of Bender Court	Cedar Tree Ln	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Saint Paul St	Plyers Mill Rd	University Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Saul Rd	Parkwood Dr	Kensington Pkwy	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Schaeffer Rd	Burdette Lane	Germantown Park Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Schaeffer Rd	Germantown Park Dr	suburban boundary	Country Road	<b>Neighborhood Connector</b>	None Assigned	20	2	2	2	80
Schaeffer Rd	suburban boundary	Clopper Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Schindler Dr	Crest Park Dr	New Hampshire Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Schuykill Rd	Wyaconda Rd	CSX Railroad ROW	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Scottsbury Dr	Shakespeare Blvd	Seneca Crossing Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Seneca Crossing Dr	Scottsbury Dr	Hendersons Corner Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Serpentine Way	East Randolph Rd	Fairland Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Seven Locks Rd	MacArthur Blvd	I-495	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Seven Locks Rd	I-495	Bradley Blvd (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Shannondale Dr	Deer Park Dr	Calverton Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Shaw Ave	New Hampshire Ave (MD 650)	Springloch Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Shorefield Rd	Georgia Ave	Wheaton Regional Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Skylark Rd	Piedmont Rd	Ridge Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Sligo Ave	approximately 149' east of Fenton St	Piney Branch Rd	Neighborhood Connector	<b>Area Connector</b>	None Assigned	20	2	2	2	50
Sorrell Ave	Democracy Blvd	Bentcross Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Spartan Rd	Appomattox Ave	Old Baltimore Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Springloch Rd	Shaw Ave	Springtree Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Springtree Dr	Randolph Rd	Springloch Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stedwick Rd	Watkins Mill Rd	Watkins Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Steeple Rd	Clopper Rd	Hopkins Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stonebridge View Dr	Muddy Branch Rd	Travilah Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stonegate Dr	New Hampshire Ave	Notley Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stoneybrook Dr	Beach Dr	Capital View Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Strawberry Knoll Rd	Emory Grove Rd	Centerway Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stringtown Rd	Piedmont Rd	Cedarbrook Community Church entry drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Sunflower Dr	Emory Ln	Hornbeam Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Sutherland Rd	Forest Glen Rd	Lanark Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Takoma Ave	Philadelphia Ave	Albany Ave/Fenton St	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Tamarack Rd	East Randolph Rd	Fairland Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tamarack Rd	East Randolph Rd	Broadmore Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Taunton Dr	Amity Dr	Shady Grove Middle School	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tenbrook Dr	Breewood Rd	Dennis Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Thompson Rd	Peach Orchard Rd	Briggs Chaney Middle School	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tilden Ln	Old Georgetown Rd	200' east of I-270	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tildenwood Dr	Montrose Rd	Old Stage Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tivoli Lake Blvd	Randolph Rd	Poplar Run Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Twig Rd	Good Hope Rd	Windmill Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Valleywood Dr	Goodhill Rd	Henderson Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Victory Ln	Falls Rd	Gainsborough Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Waldorf Dr	Wynnfield Dr	Wisteria Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wanegarden Dr	Wynnfield Dr	Wisteria Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Washington Ave	East-West Hwy	Grubb Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Washington Grove Ln	Daylily Ln (Gaithersburg city limits)	Mineral Springs Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Waters Landing Dr	Crystal Rock Dr	Crystal Rock Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wayne Ave (MD 594-A)	Cloverfield Rd	Sligo Creek Pkwy	Neighborhood Connector	Area Connector	20	No Change	4	4	4	80
Wayne Ave (MD 594-A)	Cedar St	Cloverfield Rd	Neighborhood Connector	Area Connector	20	No Change	4	4	4	80
Weller Rd	Barbara Rd	Georgia Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wellfleet Dr	Hines Rd	Cherry Valley Dr	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Westbury Rd	Sunflower Rd	Norbeck Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexford Dr	Beach Dr	Denfeld Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexhall Dr	Greencastle Rd	Valiant Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexhall Dr	Valiant Way	Greencastle Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Weymouth St	Montrose Ave	Garrett Park town limits	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Whittier Blvd	Wilson Ln	Woodhaven Blvd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Whittier Blvd	River Rd	Wilson Ln	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wickham Rd	North Branch of Rock Creek	Bowie Mill Rd	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wickham Rd	Olney-Laytonsville Rd (MD 108)	North Branch of Rock Creek	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Windham Ln	625' east of Horde St	130' west of Huntley Pl	Neighborhood Connector (planned)	No Change	None Assigned	20	2	2	2	70
Windham Ln	130' west of Huntley Pl	Inwood Ave	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Windham Ln	Horde St	625' east of Horde St	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Windmill Ln	Eastway Dr	Twig Rd	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Wintergate Dr	Longmeade Crossing Dr	Norbeck Rd	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Wisteria Dr	Wanegarden Dr	Father Hurley Blvd	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Wolf Dr	Colesville Town Center boundary	Kara Ln	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Wolf Dr	New Hampshire Ave (MD 650)	Colesville Town Center boundary	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Woodfield School Rd	Woodfield Rd	suburban boundary	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Woodhaven Blvd	Whittier Blvd	Bradley Blvd	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70
Wynnfield Dr	Father Hurley Blvd	Waters Landing Dr	Neighborhood Connector	No Change	None Assigned	<b>20</b>	2	2	2	70

Note: Recommendations are shown in bold font with grey background.

### **25 mph Target Speed**

There are 324 street segments recommended to have a target speed of 25 mph. This includes 194.8 miles (17%) of the master-planned street network. As shown in **Figure 7** and **Table 10**, the streets are distributed across the county and occur on many street types.

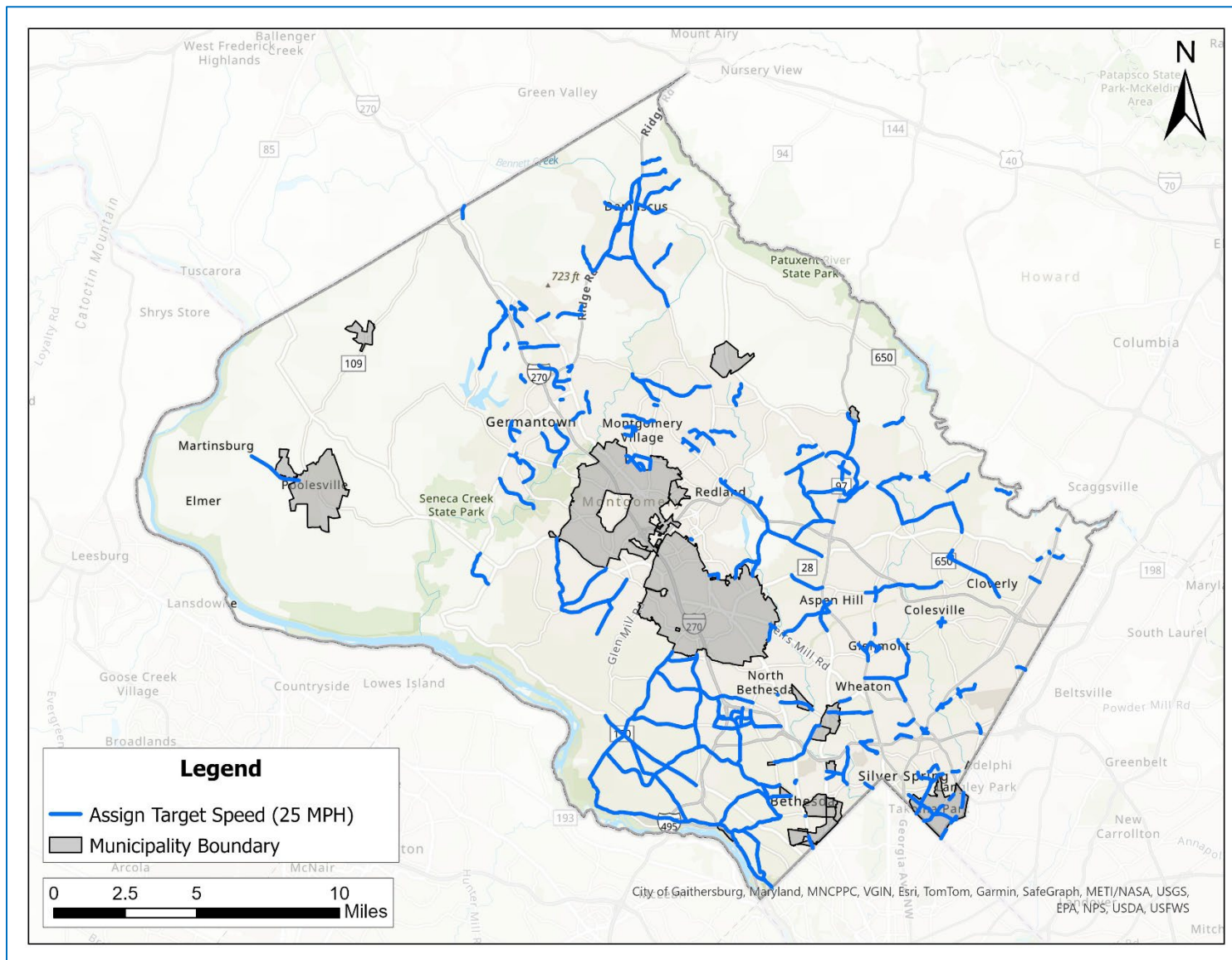


Figure 7: Street Segments with 25 mph Target Speed Recommendation

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**Table 10: Street Recommendations – Assign 25 mph Target Speed**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Airpark Rd	Montgomery County Airpark	Woodfield Rd	Industrial Street	No Change	None Assigned	25	2	4	4	80
Airpark Rd	suburban boundary	Muncaster Mill Rd	Boulevard	<b>Industrial Street</b>	None Assigned	25	4	4	4	80
Arcola Ave	Georgia Ave	Kemp Mill Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Arcola Ave	Kemp Mill Rd	University Blvd	Area Connector	No Change	None Assigned	25	2	2	2	80
Arliss St (MD 594-D)	Flower Ave	Purple Line	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	2	4	4	110
Arliss St (MD 594-D)	Garland Ave	Piney Branch Rd	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	2	4	4	127
Ashton Rd	Ashton Town Center boundary	Howard County Line	Town Center Street	No Change	None Assigned	25	2	2	2	80
Aspen Hill Rd	Connecticut Ave	Aspen Hill Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	2	2 to 4	2 to 4	80
Aspen Hill Rd	Georgia Ave	Connecticut Ave	Town Center Boulevard	<b>Town Center Street</b>	None Assigned	25	4	4	4	90
Aspen Hill Rd	Aspen Hill Town Center boundary	Veirs Mill Rd	Boulevard	No Change	None Assigned	25	2	2 to 4	2 to 4	80
Auburn Village Dr	Sandy Spring Town Center boundary	cul-de-sac	Country Road	No Change	None Assigned	25	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Auburn Village Dr	Olney-Sandy Spring Rd	Sandy Spring Town Center boundary	Neighborhood Connector	No Change	None Assigned	25	2	2	2	70
Auto Park Ave	Westlake Terr	current terminus/future private street	Downtown Street	No Change	None Assigned	25	2	2	2	70
Avery Rd	Aspen Hill MP boundary	Rockville city limits	Area Connector	No Change	None Assigned	25	2	2	2	70
Avery Rd	Muncaster Mill Rd	Aspen Hill Master Plan boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Beechcraft Ave	400' west of Bonanza Way	200' east of Mooney Dr	Industrial Street	No Change	None Assigned	25	2	4	4	80
Bel Pre Rd	Layhill Town Center boundary	Layhill Rd	Town Center Boulevard	No Change	None Assigned	25	5	5	5	80
Bel Pre Rd	Norbeck Rd	Georgia Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Belle Chase Dr	Fieldcrest Rd	Sweet Meadow Ln	Country Road	No Change	None Assigned	25	2	2	2	70
Bentley Rd	Olney-Sandy Spring Rd (MD 108)	Sandy Spring Museum entry drive	Country Road	<b>Town Center Street</b>	25	No Change	2	2	2	70
Bethesda Church Rd	Damascus Town Center boundary	Ridge Road	Town Center Street	No Change	None Assigned	25	2	2	2	80



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Bethesda Church Rd	Kings Valley Rd	Damascus Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Bonanza Way	Snouffer School Rd	Beechcraft Ave	Industrial Street	No Change	None Assigned	25	2	4	4	80
Bonifant Rd	Layhill Rd	Layhill Town Center boundary	Town Center Street	No Change	None Assigned	25	2	2	2	80
Bonifant Rd	Layhill Town Center boundary	New Hampshire Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Bowie Mill Rd	Cashell Rd	Olney-Laytonsville Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Bowie Mill Rd	Muncaster Mill Rd	suburban boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Bowie Mill Rd	North Branch of Rock Creek	Cashell Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Bradley Blvd (MD 191)	Capital Beltway (I-495)	Persimmon Tree Rd	Area Connector	No Change	None Assigned	25	2	2	2	100
Bradley Blvd (MD 191)	Goldsboro Rd	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	25	2	2 to 4	2 to 4	100
Briggs Chaney Rd	Cloverly Town Center boundary	Paint Branch	Town Center Street	No Change	None Assigned	25	2	2	2	80
Briggs Chaney Rd	New Hampshire Ave	Cloverly Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Broadway Ave	Little Seneca Pkwy	West Old Baltimore Rd	Town Center Boulevard	No Change	None Assigned	25	2	4	4	120

Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Brooke Rd	Sandy Spring Town Center boundary	Olney-Sandy Spring Rd (MD 108)	Neighborhood Connector	<b>Town Center Street</b>	35	<b>25</b>	2	2	2	70
Brookeville bypass	Georgia Ave S of Brookeville	Georgia Ave north of Brookeville	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Burtonsville Blvd	Burtonsville Town Center boundary	Sandy Spring Rd	Town Center Boulevard	No Change	None Assigned	<b>25</b>	4	6	6	100-200
Brookville Rd	Lyttonsville Pl	Warren St	Area Connector	<b>Industrial Street</b>	25	No Change	2	2	2	80
Carroll Ave (MD 195)	Tulip Ave	Takoma Old Town Center boundary	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	55
Carroll Ave (MD 195)	Ethan Allen Ave	Takoma Junction Town Center boundary	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	50
Carroll Ave (MD 195)	Philadelphia Ave	Ethan Allen Ave	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	55
Carroll Ave (MD 195)	Central Ave	Glenside Dr	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	50
Carroll Ave (MD 195)	Takoma Old Town Center boundary	Philadelphia Ave	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	55
Carroll Ave (MD 195)	Eastern Ave (D.C. Line)	Tulip Ave	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Carroll Ave (MD 195)	Takoma Junction Town Center boundary	Jefferson Ave	Area Connector	No Change	None Assigned	25	2	2	2	50
Cashell Rd	Hines Rd	Emory Ln	Area Connector	No Change	None Assigned	25	2	2	2	70
Cashell Rd	Bowie Mill Rd	Hines Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Cedar Ln	Capital Beltway	Rockville Pike (MD 355)	Boulevard	<b>Area Connector</b>	None Assigned	25	4	4	4	80
Cedar Ln	Summit Ave	Saul Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Cedar Ln	Saul Rd	Capital Beltway	Area Connector	No Change	None Assigned	25	2	2	2	80
Centerway Rd	Club House Rd	Goshen Rd	Town Center Boulevard	No Change	None Assigned	25	4	4	4	80
Cessna Ave	Airpark Rd	1100' west	Industrial Street	No Change	None Assigned	25	2	4	4	80
Cheshire Dr	Old Georgetown Rd	Grosvenor Ln	Area Connector	No Change	None Assigned	25	2	2	2	70
Christopher Ave	Gaithersburg city limits (1300' west of Montgomery Village Ave)	Montgomery Village Ave	Town Center Boulevard	No Change	None Assigned	25	4	4	4	95
Clarksburg Rd	approximately 750' south of W Old Baltimore Rd	West Old Baltimore Rd	Area Connector	No Change	None Assigned	25	2	2	2	80

Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Clarksburg Rd	suburban boundary	approximately 200' north of Chrisman Hill Dr	Area Connector	No Change	None Assigned	25	2	2	2	80
Clarksburg Rd	approximately 200' north of Chrisman Hill Dr	approximately 750' south of W Old Baltimore Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Clarksburg Rd	500' south of Gateway Center Dr	Gateway Center Dr	Area Connector	No Change	None Assigned	25	2	2	2	80
Clarksburg Rd	Gosnell Farm Dr	Cabin Branch Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	5	5 to 7	5 to 7	150
Clarksburg Rd	West Old Baltimore Rd	Dunlin St	Town Center Street	No Change	None Assigned	25	2	2	2	80
Clarksburg Rd	Dunlin St	Byrne Park Dr	Town Center Street	No Change	None Assigned	25	2	2	2	90
Clarksburg Rd	Bryne Park Dr	Goldeneye Avenue	Town Center Boulevard	No Change	None Assigned	25	4	4	4	120
Cloverly St	New Hampshire Ave	Gallaudet Ave	Town Center Street	No Change	None Assigned	25	2	2	2	70
Club House Rd	Montgomery Village Ave	Centerway Rd	Town Center Street	No Change	None Assigned	25	2	2	2	80
Club House Rd	Watkins Mill Rd	Montgomery Village Ave	Town Center Street	No Change	None Assigned	25	2	2	2	70

Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Colesville Rd (US 29)	Timberwood Ave	Four Corners Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Columbia Pike (US 29)	Burnt Mills Town Center boundary	Burnt Mills Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	122
Comus Rd	MD 355	I-270	Area Connector	<b>Town Center Street</b>	25	No Change	2	2	2	80
Connecticut Ave (MD 185)	Georgia Ave	Aspen Hill Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	90
Connecticut Ave (MD 185)	Turkey Branch (Matthew Henson State Park)	Georgia Ave (MD 97)	Town Center Boulevard	No Change	None Assigned	25	6	6	6	150
Contour Rd	Lost Knife Rd	Odendhal Ave	Town Center Street	No Change	None Assigned	25	2	2	2	70
Crystal Rock Dr	Crystal Rock Trail	Waters Landing Dr/Kinster Dr	Town Center Boulevard	<b>Town Center Street</b>	35	25	2	4	4	100
Cypress Hill Dr	Woodfield Rd	end of road	Country Road	No Change	None Assigned	25	2	2	2	70
Dairymaid Dr	Great Seneca Hwy	Mateny Rd	Boulevard	No Change	None Assigned	25	2	4	4	80
Dale Dr	Wayne Ave	Piney Branch Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Damascus Rd	Viewland Dr	2800' east of Woodfield Rd	Area Connector	No Change	None Assigned	25	2	2	2	120

Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Damascus Rd	2800' east of Woodfield Rd	Howard Chapel Dr	Area Connector	No Change	None Assigned	25	2	2	2	80
Dawson Farm Rd	Germantown Town Center boundary	Germantown Rd	Town Center Boulevard	<b>Boulevard</b>	None Assigned	25	4	4	4	80
Dawson Farm Rd	Father Hurley Blvd	Germantown Town Center boundary	Boulevard	No Change	None Assigned	25	4	4	4	80
Democracy Blvd	Westlake Dr	I-270	Downtown Boulevard	No Change	None Assigned	25	6	6	6	150
Democracy Blvd	I-270	Old Georgetown Rd (MD 187)	Downtown Boulevard	No Change	None Assigned	25	6	6	6	120
Democracy Blvd	Falls Rd	Seven Locks Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Dennis Ave	Proctor St	University Blvd (MD 193)	Area Connector	No Change	None Assigned	25	2	2	2	80
Dennis Ave	Sligo Creek Pkwy	Proctor St	Area Connector	No Change	None Assigned	25	2	2	2	80
Dino Dr	Sandy Spring Rd	Industrial Park	Industrial Street	No Change	None Assigned	25	2	2	2	70
Doctor Bird Rd (MD 182)	Olney-Sandy Spring Rd	Norwood Rd	Area Connector	No Change	None Assigned	25	2	2	2	120
Dufief Mill Rd	Travilah Rd	Quince Orchard Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Dufief Mill Rd	Travilah Rd	Muddy Branch Rd	Area Connector	No Change	None Assigned	25	2	2	2	80

Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Dustin Rd	Columbia Pike West	Columbia Pike (US 29)	Country Road	No Change	None Assigned	25	2	2	2	70
East-West Hwy (MD 410)	New Hampshire Ave (MD 650)	Ethan Allen Avenue Gateway Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	90
Ednor Rd	Norwood Rd	New Hampshire Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Emory Ln	Muncaster Mill Rd	Georgia Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Ethan Allen Ave (MD 410)	Carroll Ave (MD 195)	Sycamore Ave	Town Center Street	No Change	None Assigned	25	2	2	2	50
Ethan Allen Ave (MD 410)	Ethan Allen Avenue Gateway Town Center boundary	New Hampshire Ave (MD 650)	Town Center Street	No Change	None Assigned	25	2	2	2	50
Ethan Allen Ave (MD 410)	Sycamore Ave	Ethan Allen Avenue Gateway Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	50
Fairland Rd	East Randolph Rd	Columbia Pike	Boulevard	<b>Area Connector</b>	25	No Change	2	2	2	80
Falls Rd (MD 189)	Potomac Town Center boundary	River Rd	Town Center Boulevard	No Change	None Assigned	25	2	2	2	120

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Falls Rd (MD 189)	Potomac Town Center boundary	River Rd	Town Center Street	No Change	None Assigned	25	2	2	2	120
Falls Rd (MD 189)	southern terminus Bullis School property	Potomac Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	120
Falls Rd (MD 189)	Eldwick Way	northern terminus Bullis School property	Area Connector	No Change	None Assigned	25	2	2	2	120
Falls Rd (MD 189)	MacArthur Blvd	Potomac Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	120
Falls Rd relocated	Coldspring Rd	Falls Farm Dr	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Rd relocated	Marseille Dr	Eldwick Way	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Rd relocated	Falls Farm Dr	Tuckerman Ln	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Rd relocated	northern terminus Bullis School property	southern terminus Bullis School property	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Rd relocated	Tuckerman Ln	Glen Rd	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Father Hurley Blvd	CSX tracks	Hopkins Rd	Boulevard	No Change	None Assigned	25	4	4	4	120
Fernwood Rd	Democracy Blvd	Rock Spring Dr	Downtown Street	No Change	None Assigned	25	4	2	2	80



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Fernwood Rd	Rock Spring Dr	Rockledge Dr	Downtown Boulevard	No Change	None Assigned	25	4	4	4	80 + 40**
Fernwood Rd	Bradley Blvd	Democracy Blvd	Area Connector	No Change	None Assigned	25	2	2	2	70
Flower Ave (MD 787)	Arliss St	Plymouth St	Area Connector	No Change	None Assigned	25	2	2	2	70
Flower Ave (MD 787)	Plymouth St	Wayne Ave	Area Connector	No Change	None Assigned	25	2	2	2	70
Foreman Blvd	Timber Creek Ln	Midcounty Hwy	Area Connector	No Change	None Assigned	25	N/A	2	2	80
Foreman Blvd	Frederick Rd	Timber Creek Ln	Area Connector	No Change	None Assigned	25	2	2	2	80
Forest Glen Rd	Sligo Creek Pkwy	Brunett Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Forest Glen Rd (MD 192)	Seminary Rd	Belvedere Pl	Area Connector	No Change	None Assigned	25	2	2	2	80
Forest Glen Rd (MD 192)	Belvedere Pl	Georgia Ave (MD 97)	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	80
Frederick Rd (MD 355)	Hyattstown Mill Rd	Old Hundred Rd	Town Center Street	No Change	None Assigned	25	2	2	2	80
Frederick Rd (MD 355)	Old Hundred Rd	Frederick County Line	Country Connector	No Change	None Assigned	25	2	2	2	60
Gateway Center Dr	proposed 355 bypass	Shawnee Ln	Town Center Boulevard	No Change	None Assigned	25	4	4 to 6	4 to 6	125
Gateway Center Dr	Stringtown Rd (A-260)	proposed 355 bypass	Town Center Boulevard	No Change	None Assigned	25	4	4 to 6	4 to 6	125
Georgia Ave (MD 97)	Aspen Hill Town Center boundary	Aspen Hill Rd	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	150

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Georgia Ave (MD 97)	Randolph Rd	500' south of Randolph Rd	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	170
Georgia Ave (MD 97)	Spartan Rd	Olney Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	4 to 5	4 to 5	150
Georgia Ave (MD 97)	500 feet south of Randolph Rd	Glenmont Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	124
Georgia Ave (MD 97)	Layhill Rd (MD 182)	Randolph Rd	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	170
Georgia Ave (MD 97)	Denley Rd	Layhill Rd	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	145
Georgia Ave (MD 97)	Olney-Laytonsville Rd/Olney-Sandy Spring (MD 108)	Spartan Rd	Town Center Boulevard	No Change	None Assigned	25	6	4 to 5	4 to 5	121
Georgia Ave (MD 97)	Olney-Laytonsville Rd/Olney-Sandy Spring	Prince Philip Rd (north)	Town Center Boulevard	No Change	None Assigned	25	2 to 4	6	6	120
Georgia Ave (MD 97)	Prince Philip Rd (north)	Gold Mine Rd/proposed Brookville bypass	Area Connector	No Change	None Assigned	25	2	2	2	80
Georgia Ave (MD 97)	Gold Mine Rd	Brookville Town Line	Area Connector	No Change	None Assigned	25	2	2	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Glenallan Ave	Georgia Ave (MD 97)	Layhill Rd	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	90
Gold Mine Rd	Pyrite Ln	New Hampshire Ave	Country Road	No Change	None Assigned	<b>25</b>	2	2	2	70
Goldenrod Ln	Observation Dr	Germantown Rd	Town Center Boulevard	<b>Boulevard</b>	25	No Change	4	4	4	80
Goldsboro Rd (MD 614)	Massachusetts Ave	River Rd	Boulevard	<b>Area Connector</b>	None Assigned	<b>25</b>	2	4	4	120
Goldsboro Rd (MD 614)	MacArthur Blvd	Massachusetts Ave	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Goldsboro Rd (MD 614)	River Rd	Bradley Blvd	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Goshen Rd	Odendhal Ave	Lower Village Town Center boundary	Town Center Boulevard	No Change	None Assigned	<b>25</b>	4	4	4	105
Gracefield Service Rd	Gracefield Rd	Prince George's County Line	Boulevard	No Change	None Assigned	<b>25</b>	2	4	4	80
Greencastle Rd	Old Columbia Pike	Columbia Pike	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	70
Grosvenor Ln	Cheshire Dr	I-270	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	70
Grubb Rd	East-West Hwy (MD 410)	D.C. Line	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Gue Rd	Ridge Road	5000' east of Ridge Rd	Country Road	No Change	None Assigned	<b>25</b>	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Henderson Corner Rd	Frederick Rd	Ridge Rd relocated	Town Center Boulevard	No Change	None Assigned	25	4	4	4	100
Hillwood Dr	Columbia Pike (US 29)	500' east of Columbia Pike (US 29)	Town Center Street	No Change	None Assigned	25	2	2	2	80
Hines Rd	Georgia Ave	Cashell Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Holsey Road	Ridge Rd	approximately 735' east of entrance to Rocky Ridge Farm	Country Road	No Change	None Assigned	25	2	2	2	70
Howard Ave	suburban boundary	Knowles Ave	Town Center Street	<b>Industrial Street</b>	25	No Change	2	2	2	60
Howard Ave	Connecticut Ave	suburban boundary	Town Center Street	<b>Industrial Street</b>	25	No Change	2	2	2	60
Howard Chapel Dr	Gue Rd	340' west of Dix	Country Road	No Change	None Assigned	25	2	2	2	70
Howard Chapel Dr	Gue Rd	Damascus Rd	Country Road	No Change	None Assigned	25	2	2	2	70
Huntington Pkwy	Old Georgetown Rd	Bradley Blvd	Area Connector	No Change	None Assigned	25	2	2	2	100
Jones Bridge Rd	Connecticut Ave	Jones Mill Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Jones Mill Rd	Jones Bridge Rd	East-West Hwy (MD 410)	Area Connector	No Change	None Assigned	25	2	2	2	70
Jones Mill Rd	Capital Beltway	Jones Bridge Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Kemp Mill Rd	Randolph Rd	Arcola Ave	Area Connector	No Change	None Assigned	25	2	2	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Kings Valley Rd	Ridge Rd	Stringtown Rd	Country Road	No Change	None Assigned	25	2	2	2	70
Kingsview Village Ave	Clopper Rd	Leaman Farm Rd	Boulevard	No Change	None Assigned	25	4	4	4	100
Layhill Rd (MD 182)	Glenallan Ave	Georgia Ave (MD 97)	Town Center Boulevard	No Change	None Assigned	25	6	4	4	140
Layhill Rd (MD 182)	New Street (Winexburg Manor)	Glenallan Ave	Town Center Boulevard	No Change	None Assigned	25	4	4	4	120
Layhill Rd (MD 182)	Layhill Town Center boundary	Layhill Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	150
Layhill Rd (MD 182)	Hathaway Dr	Glenallan Ave	Boulevard	No Change	None Assigned	25	4	4	4	120
Leaman Farm Rd	Kingsview Village Ave	Germantown Rd	Boulevard	No Change	None Assigned	25	2	4	4	100
Leaman Farm Rd	Germantown Rd	Kingsview Village Ave	Boulevard	No Change	None Assigned	25	4	4	4	100
Linden Ln	Second Ave	Brookville Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Link Rd	Ednor Rd	end of county maintenance	Country Road	No Change	None Assigned	25	2	2	2	70
Little Seneca Pkwy	Midcounty Hwy	Ridge Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Little Seneca Pkwy extended	I-270	Clarksburg Town Center boundary	Town Center Boulevard (planned)	No Change	None Assigned	25	N/A	4	4	120
Lockwood Dr	Burnt Mills Town Center boundary	Northwest Dr	Town Center Street	No Change	None Assigned	25	2	2	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Lockwood Dr	west side of White Oak Shopping Center	Stewart Ln	Town Center Street	No Change	None Assigned	25	2	2	2	90
Lockwood Dr	Columbia Pike (US 29)	Burnt Mills Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Lockwood Dr	400' west of New Hampshire Ave (MD 650)	west side of White Oak Shopping Center	Town Center Street	No Change	None Assigned	25	2	2	2	90
Lost Knife Rd	Montgomery Village Ave	Odendhal Ave	Town Center Boulevard	No Change	None Assigned	25	4	4	4	100
Macarthur Blvd	Western Ave (D.C. Line)	Capital Beltway (I-495)	Area Connector	No Change	None Assigned	25	2	2	2	Varies
Macarthur Blvd	Capital Beltway	Falls Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Main St	Town Spring Rd	Howard Chapel Dr	Area Connector	No Change	None Assigned	25	2	2	2	80
Main St	Woodfield Rd (MD 124)	Howard Chapel Dr	Town Center Street	No Change	None Assigned	25	2	2	2	80
Manor Rd	Connecticut Ave	130' before Village Park Pl	Town Center Street	No Change	None Assigned	25	2	2	2	70
Manor Rd	Connecticut Ave	Jones Bridge Rd	Town Center Street	No Change	None Assigned	25	2	2	2	70
Massachusetts Ave (MD 396)	Sangamore Rd	Goldsboro Rd	Boulevard	<b>Area Connector</b>	None Assigned	25	2	4	4	120

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Mateny Rd	Dairymaid Dr	Great Seneca Hwy	Area Connector	No Change	None Assigned	25	2	2	2	80
Metro Access Road	Intercounty Connector	Shady Grove Town Center boundary	Boulevard	<b>Town Center Boulevard</b>	25	No Change	4	5 to 6	5 to 6	150
Midcounty Hwy	Goshen Rd	Montgomery Village Ave	Town Center Boulevard	No Change	None Assigned	25	4	6	6	150
Middlebrook Rd	Foxchapel Town Center boundary	Observation Dr	Town Center Boulevard	No Change	40	25	6	6	6	150
Middlebrook Rd	Frederick Rd	Foxchapel Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	2	6	6	150
Middlebrook Rd	Observation Dr	Frederick Rd (MD 355)	Town Center Boulevard	No Change	None Assigned	25	6	6	6	150
Montgomery Village Ave	Stedwick Rd	Club House Rd	Town Center Boulevard	No Change	None Assigned	25	4	4 to 6	4 to 6	100
Montgomery Village Ave	Gaithersburg city limits (830' south of Lost Knife Rd)	Midcounty Hwy	Town Center Boulevard	No Change	None Assigned	25	6	6 to 8	6 to 8	120-140
Montrose Rd	Falls Rd	Seven Locks Rd	Area Connector	No Change	None Assigned	25	2 to 4	2	2	300
Montrose Rd extended	existing Falls Rd	relocated Falls Rd (approximately 400 feet west)	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	100

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Mooney Dr	Snouffer School Rd	Beechcraft Ave	Industrial Street	No Change	None Assigned	25	2	4	4	80
Motor City Dr	Westlake Terr	current terminus/future private street	Downtown Street	No Change	None Assigned	25	2	2	2	70
Muddy Branch Rd	Dufief Mill Rd	Darnestown Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Rd (MD 115)	Lisa Drive	suburban boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Rd (MD 115)	Redland Town Center boundary	Redland Rd	Town Center Boulevard	No Change	None Assigned	25	2	4	4	100
Muncaster Mill Rd (MD 115)	suburban boundary	Bowie Mill Rd	Country Connector	<b>Area Connector</b>	None Assigned	25	2	2	2	80
Muncaster Mill Rd (MD 115)	Redland Rd	Lisa Drive	Town Center Street	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Rd (MD 115)	North Branch of Rock Creek	Norbeck Rd (MD 28)	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Rd (MD 115)	Bowie Mill Rd	North Branch of Rock Creek	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Rd	Muncaster Mill Rd (MD 115)	Redland Town Center boundary	Town Center Street	No Change	None Assigned	25	2	2	2	80
New Hampshire Ave (MD 650)	Colesville Park & Ride	Colesville Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Ave (MD 650)	Olney-Sandy Spring Rd/Ashton Rd	Ashton Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	2	2	2	120
New Hampshire Ave (MD 650)	Ednor Rd	Spencerville Rd	Area Connector	No Change	None Assigned	25	2	2	2	120
New Hampshire Ave (MD 650)	Ashton Town Center boundary	Olney-Sandy Spring Rd/Ashton Rd	Town Center Street	No Change	None Assigned	25	2	2	2	80
New Hampshire Ave (MD 650)	Powder Mill Rd	425' north of Elton Rd	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	130
New Hampshire Ave (MD 650)	280' south of Overlook Dr	Powder Mill Rd	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	120-130
New Hampshire Ave (MD 650)	Lockwood Dr	835' south of Lockwood Dr	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	130
New Hampshire Ave (MD 650)	685' north of Lockwood Dr	Lockwood Dr	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
New Hampshire Ave (MD 650)	Maryland Gateway Town Center boundary	Eastern Ave (D.C. Line)	Town Center Boulevard	No Change	None Assigned	25	6 to 8	6	6	150
New Hampshire Ave (MD 650)	University Blvd (MD 193)	Erskine St	Town Center Boulevard	No Change	None Assigned	25	6 to 8	6 (see plan)	6 (see plan)	150

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Ave (MD 650)	Bryant's Nursery Rd	250' north of Cloverly St	Town Center Boulevard	No Change	None Assigned	25	4	4	4	100
New Hampshire Ave (MD 650)	250' north of Cloverly St	Briggs Chaney Rd	Town Center Boulevard	No Change	None Assigned	25	4	4	4	120
New Hampshire Ave (MD 650)	Kentland Ave	Ethan Allen Avenue Gateway Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6 to 8	6	6	150
New Hampshire Ave (MD 650)	425' north of Elton Rd	Capital Beltway (I-495)	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	130
New Street (Winexburg Manor)	Layhill Rd	Randolph Rd	Neighborhood Connector (planned)	No Change	None Assigned	25	2	2	2	70
Norwood Rd	Sandy Spring Town Center boundary	Olney-Sandy Spring Rd	Town Center Street	No Change	None Assigned	25	2	2	2	80
Norwood Rd (MD 182)	Ednor Rd/Layhill Rd	Doctor Bird Rd	Area Connector	No Change	None Assigned	25	2	2	2	120
Oaklyn Dr	Persimmon Tree Rd	Falls Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Observation Dr	Shakespeare Blvd/Seneca Meadows Pkwy	Boland Farm Rd	Town Center Boulevard	No Change	35	25	4	4 to 6	4 to 6	150

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Observation Dr	Dorsey Mill Rd	Shakespeare Blvd/Seneca Meadows Pkwy	Town Center Boulevard	No Change	35	25	4	4 to 6	4 to 6	150
Observation Dr Connector (planned)	Goldenrod Ln	Observation Dr	Town Center Street (planned)	No Change	None Assigned	25	0	2	2	80
Old Baltimore Rd	Georgia Ave	Olney-Laytonsville Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Old Clarksburg Rd	Gosnell Farm Rd	Whelan Ln	Industrial Street	<b>Town Center Street</b>	25	No Change	2	2	2	60
Old Columbia Pike	White Oak Town Center boundary	Downtown Life Sciences/FDA Village Boundary	Boulevard	<b>Town Center Boulevard</b>	25	No Change	4	4	4	80
Old Frederick Rd	Clarksburg Town Center boundary	Stringtown Rd	Town Center Street	No Change	None Assigned	25	2	2	2	50
Old Frederick Rd	Roberts Tavern Dr	Clarksburg Town Center boundary	Town Center Street	<b>Boulevard</b>	None Assigned	25	2	2	2	50
Old Georgetown Rd (MD 187)	Rock Spring Dr	I-270	Downtown Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	150
Old Georgetown Rd (MD 187)	Cheshire Dr	Rock Spring Dr	Downtown Boulevard	No Change	None Assigned	25	6	6	6	120

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Olney Mill Rd	Olney-Laytonsville Rd	Wickham Road	Neighborhood Connector	No Change	None Assigned	25	2	2	2	70
Olney-Laytonsville Rd (MD 108)	Olney Town Center boundary	Georgia Ave (MD 97)	Town Center Boulevard	No Change	None Assigned	25	4	4	4	150
Olney-Sandy Spring Rd (MD 108)	Norwood Rd	Sandy Spring Town Center boundary	Town Center Street	No Change	None Assigned	25	2	2	2	80
Olney-Sandy Spring Rd (MD 108)	Ashton Town Center boundary	Ashton Rd/New Hampshire Ave	Town Center Street	No Change	None Assigned	25	2	2	2	80
Olney-Sandy Spring Rd (MD 108)	Doctor Bird Rd	Norwood Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Olney-Sandy Spring Rd (MD 108)	Georgia Ave	Spartan Rd	Town Center Boulevard	No Change	None Assigned	25	4	4	4	150
Olney-Sandy Spring Rd (MD 108)	Doctor Bird Rd/Norwood Rd	Dominion Dr	Area Connector	No Change	30	25	2	2	2	80
Parklawn Dr	Wicomico Ave (Rockville city limits)	Montrose Pkwy	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	80
Parklawn Dr	Montrose Pkwy	Randolph Rd	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Parklawn Dr	Randolph Rd	CSX tracks/980' east of Nicholson Ln extended	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	80
Persimmon Tree Rd	River Rd	Capital Beltway (I-495)	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Persimmon Tree Rd	Capital Beltway (I-495)	MacArthur Blvd	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Philadelphia Ave (MD 410)	Takoma Junction Town Center boundary	Carroll Ave	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	50
Philadelphia Ave (MD 410)	Fenton St	Takoma Junction Town Center boundary	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	50
Piney Branch Rd (MD 320)	Eastern Ave (D.C. Line)	Philadelphia Ave	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	70
Piney Branch Rd (MD 320)	Philadelphia Ave (MD 410)	Sligo Creek Pkwy	Area Connector	No Change	None Assigned	<b>25</b>	2 to 3	2	2	80
Piney Branch Rd (MD 320)	Flower Ave	Arliss St	Town Center Boulevard	<b>Town Center Street</b>	30	<b>25</b>	4	4	4	103
Piney Branch Rd (MD 320)	University Blvd	Carroll Ave	Town Center Boulevard	No Change	35	<b>25</b>	4	4	4	120
Piney Branch Rd (MD 320)	Manchester Rd	Flower Ave (MD 787)	Town Center Boulevard	<b>Town Center Street</b>	30	<b>25</b>	4	4	4	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Piney Meetinghouse Rd	Cavanaugh Dr/Shady Grove Rd extended	Travilah Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Piney Meetinghouse Rd	suburban boundary	Cavanaugh Dr/Shady Grove Rd extended	Area Connector	No Change	None Assigned	25	2	2	2	80
Plum Orchard Dr	Cherry Hill Rd	Gracefield Rd	Boulevard	No Change	None Assigned	25	2	4	4	80
Plyers Mill Rd	Metropolitan Ave	140' east of Lexington St	Town Center Street	No Change	None Assigned	25	2	2	2	80
Plyers Mill Rd	Connecticut Ave	Metropolitan Ave	Town Center Street	No Change	None Assigned	25	2	2	2	100
Plyers Mill Rd	Kensington town limits (230' west of Drumm Ave)	Georgia Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Plyers Mill Rd	Metropolitan Ave	Kensington town limits	Area Connector	No Change	None Assigned	25	2	2	2	80
Prince Philip Dr	Olney-Sandy Spring Rd	Brooke Farm Dr	Area Connector	No Change	None Assigned	25	2	4	4	80
Prince Philip Dr	Georgia Ave	Olney-Sandy Spring Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Prince Philip Dr	Brooke Farm Dr	Georgia Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Queen Elizabeth Dr	Olney Laytonsville Road	Georgia Ave	Area Connector	No Change	None Assigned	25	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Quince Orchard Rd	Dufief Mill Rd	Muddy Branch Stream	Area Connector	No Change	None Assigned	25	2	2	2	80
Quince Orchard Rd	Dufief Mill Rd	Darnestown Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Randolph Rd	Colesville Town Center boundary	Colesville Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Randolph Rd	Glenallan Ave	Glenmont Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Ridge Rd (MD 27)	I-270	Milestone Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	150
Ridge Rd (MD 27)	suburban boundary	Skylark Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Ridge Rd (MD 27)	1000' south of Sweepstakes Rd	Kings Valley Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Ridge Rd (MD 27)	Damascus Town Center boundary	Bethesda Church Rd	Town Center Street	No Change	None Assigned	25	2	2	2	100
Ridge Rd (MD 27)	450' north of High Corner St	suburban boundary	Area Connector	No Change	None Assigned	25	2	2	2	100
Ridge Rd (MD 27)	Bethesda Church Rd	450' north of High Corner St	Town Center Street	No Change	None Assigned	25	2	2	2	80
Ridge Rd (MD 27)	1000' south of Sweepstakes Rd	Damascus Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	100

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Ridgefield Rd	Westbard Ave	River Rd	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	100
Riffle Ford Rd	Germantown Rd	Great Seneca Creek	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
River Rd (MD 190)	Potomac Town Center boundary	Seven Locks Rd	Town Center Boulevard	No Change	None Assigned	<b>25</b>	2	2	2	150
River Rd (MD 190)	Potomac Town Center boundary	Falls Rd	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	150
River Rd (MD 190)	Falls Rd	Potomac Town Center boundary	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	150
River Rd (MD 190)	River Oaks Ln	Potomac Town Center boundary	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	150
Roberts Tavern Dr	New Cut Rd extended	Observation Dr extended (A-19)	Boulevard	No Change	None Assigned	<b>25</b>	2	4	4	120
Roberts Tavern Dr (extended)	New Cut Rd extended	Observation Dr extended (A-19)	Boulevard (planned)	No Change	None Assigned	<b>25</b>	N/A	4	4	120
Rock Spring Dr	Fernwood Rd	Old Georgetown Rd (MD 187)	Downtown Boulevard	No Change	None Assigned	<b>25</b>	4	4	4	80 + 40
Rockledge Dr	Fernwood Rd	Rockledge Blvd	Downtown Street	No Change	None Assigned	<b>25</b>	4	2	2	80
Rockledge Dr	Democracy Blvd	Rockledge Blvd	Downtown Street	No Change	None Assigned	<b>25</b>	4	2	2	80



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Rockledge Dr	Rockledge Blvd	I-270 southbound ramps	Downtown Street	No Change	None Assigned	25	4	3	3	130
Rockledge Dr	I-270 southbound ramps	I-270 northbound ramps	Town Center Boulevard	<b>Downtown Boulevard</b>	None Assigned	25	5	4	4	80
Rockville Pike (MD 355)	Hillery Way	Flanders Ave	Downtown Boulevard	No Change	None Assigned	25	6	6 to 8	6 to 8	150
Rothbury Dr	700' west of Goshen Rd	Goshen Rd	Town Center Street	No Change	None Assigned	25	2	2	2	80
Sangamore Rd	Massachusetts Ave	MacArthur Blvd	Area Connector	No Change	None Assigned	25	2	2	2	80
Scenery Dr	Middlebrook Rd	Germantown Rd	Boulevard	No Change	None Assigned	25	2	4	4	80
Second Ave	Second Ave/Linden Ln	Seminary Pl	Area Connector	No Change	None Assigned	25	2	2	2	80
Seminary Rd	Forest Glen Rd	Capital Beltway (I-495)	Area Connector	No Change	None Assigned	25	2	2	2	80
Seminary Rd	Capital Beltway (I-495)	Second Ave/Seminary Pl	Area Connector	No Change	None Assigned	25	2	2	2	80
Seven Locks Rd	Bradley Blvd (MD 191)	Rockville city limits	Area Connector	No Change	None Assigned	25	2	2	2	80
Shakespeare Blvd	Observation Dr	Frederick Rd (MD 355)	Town Center Boulevard	No Change	35	25	4	4 to 6	4 to 6	123
Snowden Farm Pkwy (proposed)	Clarksburg Rd	Clarksburg Town Center boundary	Area Connector (planned)	<b>Downtown Street (planned)</b>	25	No Change	N/A	2	2	80
Somerville Drive extended	King Farm Blvd extended	Redland Rd	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	N/A	3	3	90

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Southlawn Ln	Incinerator Ln	Avery Rd	Industrial Street	Industrial/Area Connector	None Assigned	25	2	2 to 4	2 to 4	70
Southlawn Ln	Incinerator Ln	Avery Rd	Industrial Street	<b>Industrial/Area Connector</b>	None Assigned	25	2	2 to 4	2 to 4	70
Southlawn Ln	E Gude Dr	Incinerator Ln	Industrial Street	No Change	None Assigned	25	2	2 to 4	2 to 4	70
Spencerville Rd	Santini Rd	Old Columbia Pike	Town Center Boulevard	No Change	None Assigned	25	2	4	4	120
Spring Meadows Dr	Darnestown Rd	Seneca Rd	Country Road	No Change	None Assigned	25	2	2	2	70
Stedwick Rd	Watkins Mill Rd	Montgomery Village Ave	Town Center Street	No Change	None Assigned	25	2	2	2	80
Stewartown Rd	Watkins Mill Rd	Montgomery Village Ave	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	56
Stewartown Rd	Montgomery Village Ave	Goshen Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Strathmore Ave (MD 547)	Rockville Pike	Beach Dr	Area Connector	No Change	None Assigned	25	2	2	2	80
Sweepstakes Rd	Ridge Rd	Woodfield Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Sweet Meadow Ln	Belle Chase Dr	Dorsey Rd	Country Road	No Change	None Assigned	25	2	2	2	70
Travilah Rd	Pine View Ln	Dufief Mill Rd	Area Connector	No Change	None Assigned	25	2	2	2	70
Travilah Rd	Unicorn Way	Traville/USG Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	70
Travilah Rd	Unicorn Way	Dufief Mill Rd	Area Connector	No Change	None Assigned	25	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Travilah Rd	Traville/USG Town Center boundary	Darnestown Rd	Town Center Street	No Change	None Assigned	25	2	2	2	70
Tucker Ln	New Hampshire Ave	Ednor View Terr	Country Road	No Change	None Assigned	25	2	2	2	70
Tuckerman Ln	Falls Rd	Old Georgetown Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Twinbrook Pkwy	Halpine Rd	Veirs Mill Rd	Town Center Boulevard	No Change	None Assigned	25	4	4	4	80
University Blvd (MD 193)	Colesville Rd	Williamsburg Dr	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
University Blvd (MD 193)	Lorain Ave	Colesville Rd	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
University Blvd (MD 193)	St. Paul St	Hillsdale Dr/Drumm Ave	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Valley Park Dr	Ridge Rd	Woodfield Rd	Area Connector	No Change	None Assigned	25	2	2	2	80-120
Veirs Mill Rd (MD 586)	Meadow Hall Rd (City of Rockville boundary)	Twinbrook Town Center boundary	Town Center Boulevard	No Change	35	25	4 to 6	6	6	100
Vital Way	Randolph Rd	New Hampshire Ave	Town Center Street	No Change	None Assigned	25	2	2	2	70
Warfield Rd	Wightman Rd	Woodfield Rd	Country Road	No Change	None Assigned	25	2	2	2	70
Waring Station Rd	Summer Oak Dr	Wisteria Dr	Boulevard	<b>Area Connector</b>	None Assigned	25	2	4	2	80
Waring Station Rd	Wisteria Dr	Clopper Rd	Boulevard	<b>Area Connector</b>	None Assigned	25	2	4	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Waring Station Rd	Middlebrook Rd	Summer Oak Dr	Boulevard	<b>Area Connector</b>	35	<b>25</b>	2	4	<b>2</b>	80
Wayne Ave	Manchester Place Station - Purple Line	Flower Ave	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	70
Wayne Ave	Sligo Creek Pkwy	Manchester Place Station - Purple Line	Area Connector	No Change	None Assigned	<b>25</b>	2	4	4	70
West Cedar Ln	Rockville Pike (MD 355)	Old Georgetown Rd	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
West Old Baltimore Rd	I-270	Frederick Rd (MD 355)	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Westbard Ave	Westbard Cir	Massachusetts Ave	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	74
Westbard Ave	Ridgefield Rd	Westbard Circle	Town Center Boulevard	<b>Town Center Street</b>	25	No Change	4	4	4	110
Westbard Ave	Westbard Ave	Ridgefield Rd	Town Center Boulevard (planned)	<b>Town Center Street</b>	25	No Change	4	4	4	110
Westlake Dr	Westlake Terr	Downtown Rock Spring boundary	Downtown Boulevard	No Change	None Assigned	<b>25</b>	2	4	4	70
Westlake Dr	Democracy Blvd	Westlake Terr	Downtown Boulevard	No Change	None Assigned	<b>25</b>	4	4	4	90
Westlake Dr	Downtown Rock Spring boundary	Tuckerman Ln	Area Connector	No Change	None Assigned	<b>25</b>	2	4	4	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Westlake Terr	I-270 Spur	Rockledge Dr	Downtown Boulevard	No Change	None Assigned	25	4	4	4	90
Westlake Terr	Westlake Dr	I-270 Spur	Downtown Street	No Change	None Assigned	25	4	2	2	90
Westmore Ave	Westmore Rd	North Horners Ln	Industrial Street	No Change	None Assigned	25	2	2	2	80
Westmore Rd	Westmore Ave	end of road	Industrial Street	No Change	None Assigned	25	2	2	2	70
Whelan Ln	New Cut Rd extended	Clarksburg Correctional Facility	Industrial Street	No Change	None Assigned	25	2	2	2	60
Whites Ferry Rd	Wasche Rd	Poolesville western boundary	Country Connector	No Change	None Assigned	25	2	2	2	80
Wightman Rd	Brink Rd	Goshen Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Wilson Ln	MacArthur Blvd	30' west of Cordell Ave	Area Connector	No Change	None Assigned	25	2	2	2	80
Wisconsin Ave (MD 355)	Bradley Blvd (MD 191)	Leland St	Downtown Boulevard	No Change	None Assigned	25	6	6	6	122
Wisconsin Ave (MD 355)	Oliver St	Western Ave	Downtown Boulevard	No Change	None Assigned	25	6	6	6	122
Wisteria Dr	Great Seneca Hwy	Waring Station Rd	Boulevard	<b>Area Connector</b>	None Assigned	25	2	4	2	80
Woodfield Rd (MD 124)	suburban boundary	Hickory Spring Ln	Area Connector	No Change	None Assigned	25	2	2	2	80
Woodfield Rd (MD 124)	Hickory Spring Ln	Bethesda Church Rd	Area Connector	No Change	None Assigned	25	2	2	2	80
Woodfield Rd (MD 124)	Main St	Highview Ave	Town Center Street	No Change	None Assigned	25	2	2	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Woodfield Rd (MD 124)	Highview Ave	Ridge Rd (MD 27)	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80
Woodfield Rd (MD 124)	Bethesda Church Rd	Main St	Town Center Street	No Change	None Assigned	<b>25</b>	2	2	2	80
Woodfield School Rd	suburban boundary	Hawkins Creamery Rd	Country Road	No Change	None Assigned	<b>25</b>	2	2	2	70
Woodmont Ave	Wisconsin Ave	387' north of Battery Ln	Area Connector	No Change	None Assigned	<b>25</b>	2	2	2	80

Note: Recommendations are shown in bold font with grey background.

### **30 mph Target Speed**

A total of 47 street segments are recommended to have a target speed of 30 mph. This includes 48.9 miles (4%) of master-planned street network. As shown in **Figure 8**, the streets are primarily Area Connectors, Country Connectors, Country Roads, and Boulevards. **Table 11** provides a complete list of these street segments.

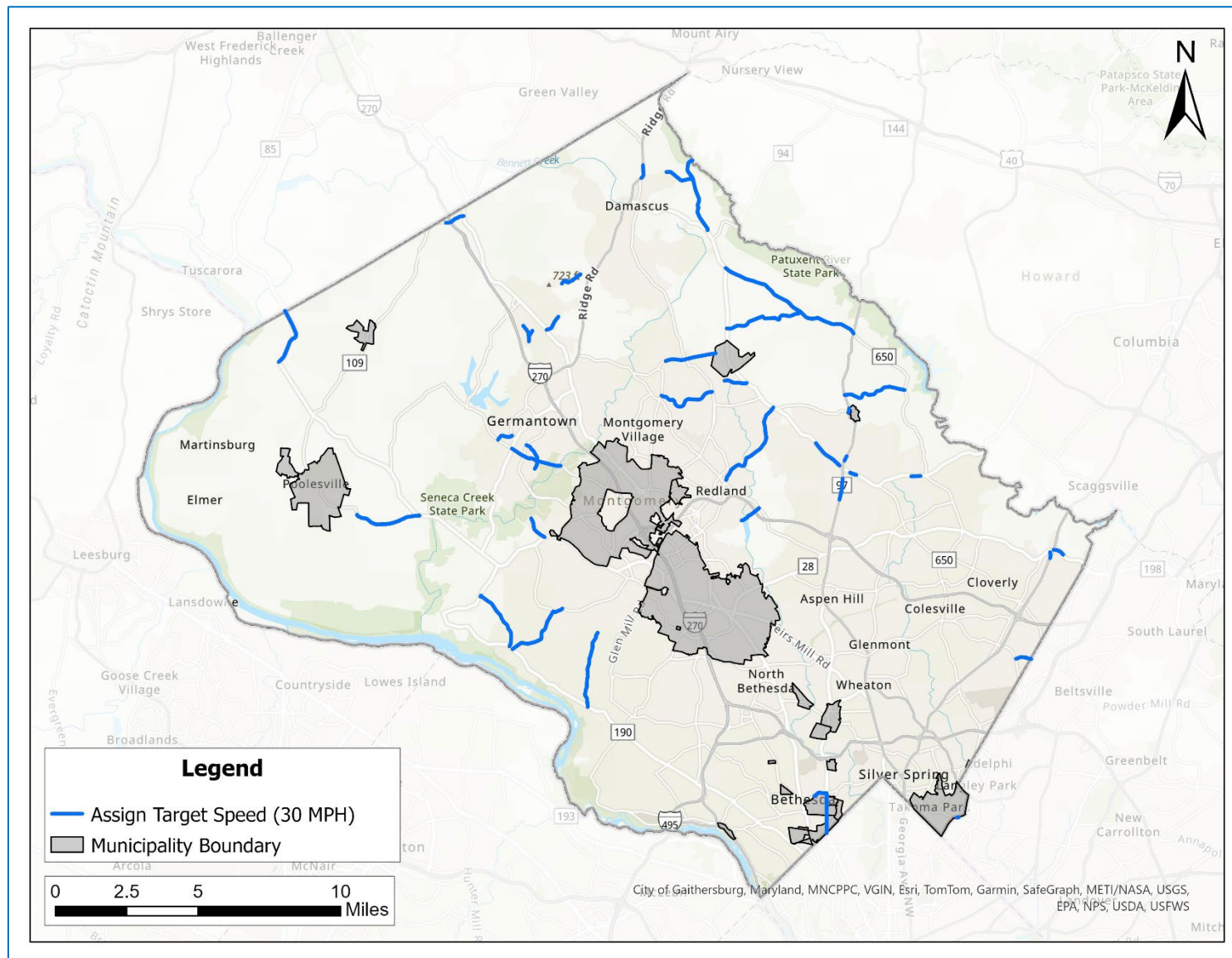


Figure 8: Street Segments with 30 mph Target Speed Recommendation



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**Table 11: Street Recommendations – Assign 30 mph Target Speed**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Bordly Dr	Georgia Ave	Brighton Dam Rd	Country Road	No Change	None Assigned	30	2	2	2	70
Brighton Dam Rd	Bordly Dr	New Hampshire Ave	Country Connector	No Change	None Assigned	30	2	2	2	70
Brink Rd	Goshen Rd	Town of Laytonsville	Country Connector	No Change	None Assigned	30	2	2	2	80
Brookeville Bypass	Brookeville Rd	Georgia Ave N of Brookeville	Country Connector	No Change	None Assigned	30	N/A	2	2	80
Burtonsville Blvd	Columbia Pike	Burtonsville Town Center boundary	Boulevard	No Change	None Assigned	30	4	6	6	100-200
Calverton Blvd	Cherry Hill Rd	Prince George's County Line	Area Connector	No Change	None Assigned	30	2 to 4	2 to 4	2 to 4	80
Clopper Rd	Great Seneca Hwy	Great Seneca Creek	Boulevard	No Change	None Assigned	30	2	6	6	120
Clopper Rd	Germantown Road	Great Seneca Hwy	Boulevard	No Change	None Assigned	30	2	6	6	150
Connecticut Ave (MD 185)	Western Ave (D.C. Line)	East-West Hwy (MD 410)	Boulevard	No Change	None Assigned	30	6	6	6	120
Damascus Rd	Georgia Ave	Howard Chapel Rd	Country Connector	No Change	None Assigned	30	2	2	2	80
Damascus Rd	Howard Chapel Dr	Laytonsville Rd	Country Connector	No Change	None Assigned	30	2	2	2	80
Dickerson Rd	Darnestown Rd	CSX Railroad ROW	Country Connector	No Change	None Assigned	30	2	2	2	80
Dickerson Rd	CSX Railroad ROW	Frederick County Line	Country Connector	No Change	None Assigned	30	2	2	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Dorsey Rd	Warfield Rd	Olney-Laytonville Rd	Country Connector	No Change	None Assigned	30	2	2	2	70
East Village Ave	Yankee Harbor Dr	Woodfield Rd	Boulevard	No Change	None Assigned	30	4	4	4	70
East Village Ave	Goshen Rd	Woodfield Rd	Boulevard	No Change	None Assigned	30	4	4	4	70
East-West Hwy (MD 410)	Ethan Allen Avenue Gateway Town Center boundary	Prince George's County Line	Boulevard	No Change	None Assigned	30	4	4	4	90
East-West Hwy (MD 410)	Georgetown Branch ROW	Connecticut Ave	Boulevard	No Change	None Assigned	30	4	4	4	120
Esworthy Rd	River Rd	Seneca Rd	Country Road	No Change	None Assigned	30	2	2	2	70
Fields Rd	150' west of Omega Dr	Omega Dr	Town Center Boulevard	<b>Downtown Boulevard</b>	30	No Change	2	4	4	150
Gateway Center Dr extended	Observation Dr extended	Shawnee Ln	Town Center Boulevard (planned)	No Change	None Assigned	30	N/A	4 to 6	4 to 6	125
Georgia Ave (MD 97)	Tidewater Ct	Prince Philip Rd (North)	Boulevard	No Change	None Assigned	30	2 to 4	6	6	120
Georgia Ave (MD 97)	Olney Town Center boundary	Old Baltimore Rd	Boulevard	No Change	None Assigned	30	6	4 to 5	4 to 5	150
Georgia Ave (MD 97)	Downtown Wheaton boundary	Windham Ln	Boulevard	<b>Downtown Boulevard</b>	30	No Change	6	6	6	120
Griffith Rd	Laytonville Rd	Damascus Rd	Country Road	No Change	None Assigned	30	2	2	2	70
Gue Rd	Howard Chapel Dr	Long Corner Rd	Country Road	No Change	None Assigned	30	2	2	2	70
Gue Rd	5000' east of Ridge Rd	Howard Chapel Dr	Country Road	No Change	None Assigned	30	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Hopkins Rd	Clopper Rd	Father Hurley Blvd	Boulevard	No Change	None Assigned	30	2	4	4	80
Little Seneca Pkwy	Frederick Rd	Midcounty Hwy	Boulevard	No Change	None Assigned	30	4	4	4	120
Long Corner Rd	Damascus Rd	Howard County Line	Country Road	No Change	None Assigned	30	2	2	2	70
Mateny Rd	Great Seneca Hwy northeast	Dairymaid Dr	Boulevard	No Change	None Assigned	30	2	4	4	100
Muncaster Rd	Redland Town Center boundary	Olney-Laytonsville Rd (MD 108)	Country Connector	No Change	None Assigned	30	2	2	2	80
Needwood Rd	Beach Dr	Muncaster Mill Rd	Country Road	No Change	None Assigned	30	2	2	2	70
Needwood Rd	suburban boundary	Muncaster Mill Rd	Country Road	No Change	None Assigned	30	2	2	2	70
Observation Dr extended	Clarksburg Town Center boundary	Clarksburg Town Center boundary	Town Center Boulevard (Planned)	No Change	None Assigned	30	N/A	4 to 6	4 to 6	150
Old Hundred Rd	Barnesville Rd	Hyattstown Town Center boundary	Country Connector	No Change	None Assigned	30	2	2	2	80
Old Hundred Rd	Hyattstown Town Center boundary	Frederick Rd	Country Connector	No Change	None Assigned	30	2	2	2	80
Olney-Laytonsville Rd (MD 108)	approximately 250' north of Olney Mill Rd	Olney Town Center boundary	Boulevard	No Change	None Assigned	30	4	4	4	150
Olney-Sandy Spring Rd (MD 108)	Spartan Rd	Prince Philip Dr	Boulevard	No Change	None Assigned	30	4	4	4	150
Olney-Sandy Spring Rd (MD 108)	500' east of Bentley Rd	Ashton Town Center boundary	Country Connector	No Change	None Assigned	30	2	2	2	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Olney-Sandy Spring Rd (MD 108)	Sandy Spring Town Center boundary	500' east of Bentley Rd	Area Connector	<b>Country Connector</b>	None Assigned	<b>30</b>	2	2	2	80
Piedmont Rd	suburban boundary	Hawkes Rd	Country Road	No Change	None Assigned	<b>30</b>	2	2	2	70
Piney Meetinghouse Rd	River Rd	suburban boundary	Country Connector	No Change	None Assigned	<b>30</b>	2	2	2	80
Redland Rd	Crabbs Branch Way	Needwood Rd	Boulevard	<b>Area Connector</b>	30	No Change	2	4	4	70
Ridge Rd (MD 27)	suburban boundary	Bellison Rd	Country Connector	No Change	None Assigned	<b>30</b>	2	2	2	100
Riffle Ford Rd	700' north of Woodsboro Dr	220' east of Hallman Ct	Boulevard	No Change	None Assigned	<b>30</b>	2	4	4	80
Riffle Ford Rd	220' east of Hallman Ct	Darnestown Rd (MD28)	Boulevard	No Change	None Assigned	<b>30</b>	2	4	4	80
Sandy Spring Rd	Columbia Pike	suburban boundary	Boulevard	No Change	None Assigned	<b>30</b>	4	4	4	120
Travilah Rd	Dufief Mill Rd	River Rd	Country Connector	No Change	None Assigned	<b>30</b>	2	2	2	80
Whites Ferry Rd	Partnership Rd	Darnestown Rd	Country Connector	No Change	None Assigned	<b>30</b>	2	2	2	120

Note: Recommendations are shown in bold font with grey background.

### **35 mph Target Speed**

A total of 173 street segments are recommended to have a target speed of 35 mph. This includes 148 miles (13%) of the master-planned street network. As shown in **Figure 9**, the recommended streets are Boulevards and Country Roads. **Table 12** provides a complete list of these street segments.

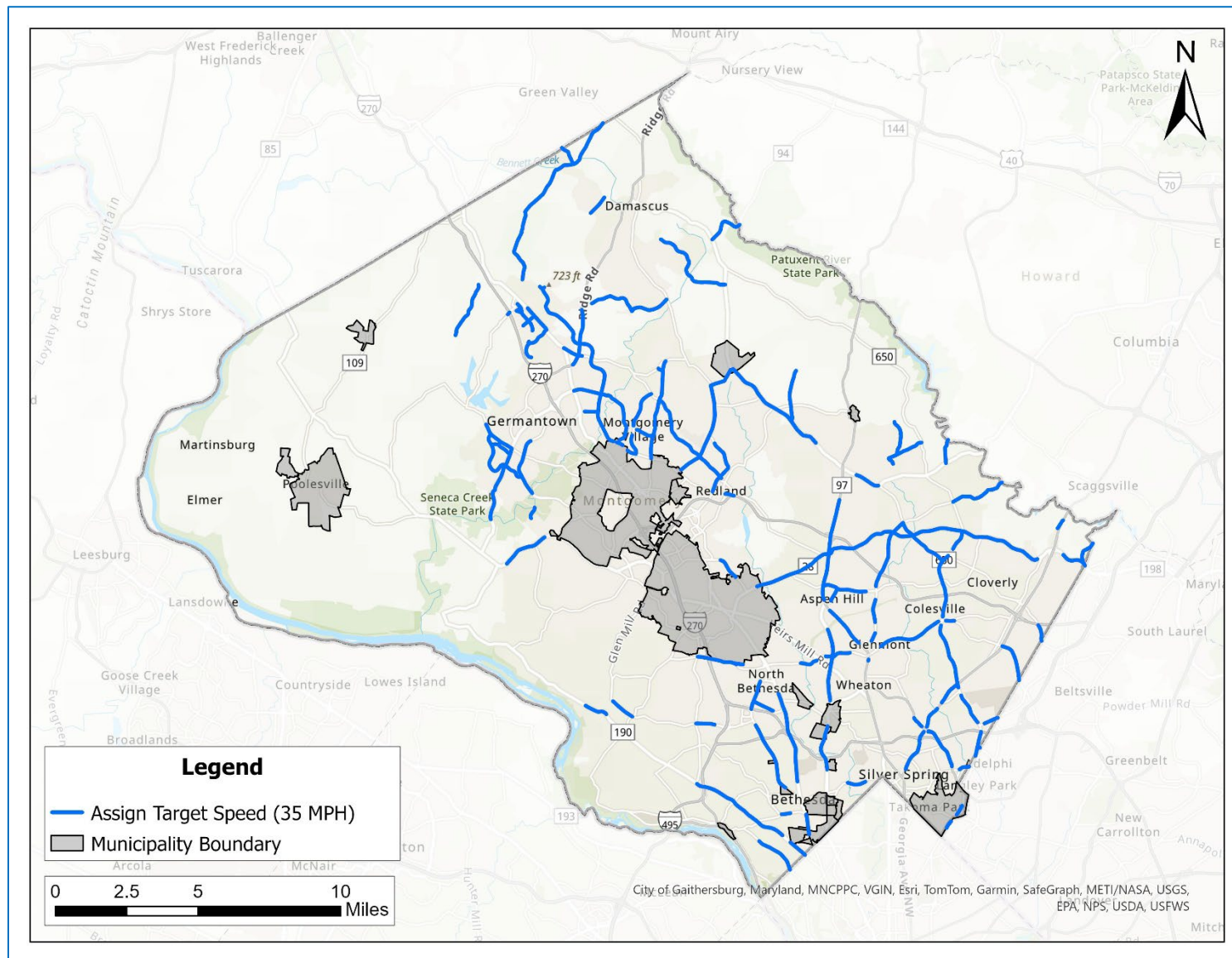


Figure 9: Street Segments with 35 mph Target Speed Recommendation

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**Table 12: Street Recommendations – Assign 35 mph Target Speed**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Adelphi Rd	New Hampshire Ave	Prince George's County Line	Boulevard	No Change	None Assigned	35	4	4	4	120
Airpark Rd	Woodfield Rd	suburban boundary	Boulevard	No Change	None Assigned	35	4	4	4	80
Annapolis Rock Rd	Damascus Rd	Howard County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Bel Pre Rd	Georgia Ave	Layhill Town Center boundary	Boulevard	No Change	None Assigned	35	5	5	5	80
Bethesda Church Rd	Clarksburg Rd	Frederick County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Bradley Blvd (MD 191)	565' west of Arlington Rd	Goldsboro Rd	Boulevard	No Change	None Assigned	35	6	6	6	120
Briggs Chaney Rd	ICC	Prince George's County Line	Boulevard	No Change	None Assigned	35	2	4	4	80
Brink Rd	Ridge Rd	Seneca Crossing Dr	Boulevard	No Change	None Assigned	35	2	4	4	100
Brink Rd	Frederick Rd	Ridge Rd	Boulevard	No Change	None Assigned	35	2	4	4	100
Brooke Rd	New Hampshire Ave	suburban boundary	Country Road	No Change	None Assigned	35	2	2	2	70
Burtonsville Blvd	Columbia Pike	Dustin Rd	Boulevard	No Change	None Assigned	35	4	6	6	100–200
Centerway Rd	Club House Rd	Goshen Rd	Boulevard	No Change	None Assigned	35	4	4	4	80
Chandlee Mill Rd	Gold Mine Rd	Brooke Rd	Country Road	No Change	None Assigned	35	2	2	2	70
Cherry Hill Rd	Columbia Pike (US 29)	Prince George's County Line	Downtown Boulevard	No Change	None Assigned	35	4	4	4	90
Clarksburg Rd	Cabin Branch Town Center boundary	I-270	Boulevard	No Change	None Assigned	35	5	5 to 7	5 to 7	150

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Clarksburg Rd	Snowden Farm Pkwy	Frederick County Line	Country Connector	No Change	None Assigned	35	2	2	2	80
Clopper Rd	Little Seneca Creek	Germantown Rd	Boulevard	No Change	None Assigned	35	2	6	6	150
Colesville Rd (US 29)	Four Corners Town Center boundary	Sligo Creek Pkwy	Boulevard	No Change	None Assigned	35	6	6	6	120
Colesville Rd (US 29)	Northwest Branch Stream Valley	Southwood Ave	Boulevard	No Change	None Assigned	35	6	6	6	122
Colesville Rd (US 29)	Sligo Creek Pkwy	Noyes Dr	Boulevard	No Change	None Assigned	35	5-6	6	6	120
Colesville Rd (US 29)	Southwood Ave	Timberwood Ave	Boulevard	No Change	None Assigned	35	6	6	6	120
Columbia Pike (US 29)	Burnt Mills Town Center boundary	Burnt Mills Town Center	Boulevard	No Change	None Assigned	35	6	6	6	122
Columbia Pike (US 29)	New Hampshire Ave (MD 650)	Burnt Mills Town Center boundary	Boulevard	No Change	None Assigned	35	6	6	6	122
Connecticut Ave	Aspen Hill Town Center boundary	Bel Pre Rd	Boulevard	No Change	None Assigned	35	4	4	4	90
Connecticut Ave (MD 185)	Lawrence Ave	Veirs Mill Corridor Master Plan southern boundary	Boulevard	No Change	None Assigned	35	6	6	6	120
Connecticut Ave (MD 185)	Veirs Mill Corridor Master Plan southern boundary	Randolph Rd	Boulevard	No Change	None Assigned	35	6	6	6	160
Connecticut Ave (MD 185)	Randolph Rd	Turkey Branch (Matthew Henson State Park)	Boulevard	No Change	None Assigned	35	6	6	6	120



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Connecticut Ave (MD 185)	Jones Bridge Rd	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	35	6	6	6	120
Connecticut Ave (MD 185)	Capital Beltway (I-495)	Kensington town limit (110' south of Washington St)	Boulevard	No Change	None Assigned	35	6	6	6	120
Darnestown Rd	suburban boundary	Riffle Ford Rd	Area Connector	No Change	None Assigned	35	2	2	2	120
Democracy Blvd	Bells Mill Rd	Westlake Dr	Boulevard	No Change	None Assigned	35	6	6	6	120
Democracy Blvd	Seven Locks Rd	Bells Mill Rd	Boulevard	No Change	None Assigned	35	6	6	6	150
E Gude Dr	Gude Dr Rec Park (northern planning boundary)	suburban boundary	Boulevard	No Change	None Assigned	35	4	4	4	150
E Gude Dr	suburban boundary	Southlawn Ln	Boulevard	No Change	None Assigned	35	4	4	4	150
East-West Hwy (MD 410)	35' west of Grubb	Grubb Rd	Boulevard	No Change	None Assigned	35	4	4	4	120
East-West Hwy (MD 410)	Jones Mill Rd/Beach Dr	Grubb Rd	Boulevard	No Change	None Assigned	35	4	4	4	120
Ednor Rd	New Hampshire Ave	Howard County Line	Country Connector	No Change	None Assigned	35	2	2	2	80
Frederick Rd (MD 355)	Roberts Tavern Dr	Little Seneca Pkwy	Boulevard	No Change	None Assigned	35	2	4	4	120
Georgia Ave (MD 97)	Aspen Hill Rd	Turkey Branch (Matthew Henson State Park)	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	150
Georgia Ave (MD 97)	Glenmont Town Center boundary	Mason St	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	124

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Georgia Ave (MD 97)	Emory Ln	MD 200	Boulevard	No Change	None Assigned	35	5	6 to 7	6 to 7	150
Georgia Ave (MD 97)	Weller Rd	Denley Rd	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	135
Georgia Ave (MD 97)	Turkey Branch (Matthew Henson State Park)	Weller Rd	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	130
Georgia Ave (MD 97)	Norbeck Rd (MD 28)	Aspen Hill Town Center boundary	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	150
Georgia Ave (MD 97)	MD 200	Norbeck Rd (MD 28)	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	150
Georgia Ave (MD 97)	Old Baltimore Rd	Emory Ln	Boulevard	No Change	None Assigned	35	6	4 to 5	4 to 5	150
Germantown Rd	Great Seneca Creek (Northern Branch)	Riffle Ford Rd	Boulevard	No Change	None Assigned	35	2	2 to 4	2 to 4	120
Germantown Rd	Riffle Ford Rd	Richter Farm Rd	Boulevard	No Change	None Assigned	35	2	4	4	120
Germantown Rd	Richter Farm Rd	Clopper Rd	Boulevard	No Change	None Assigned	35	2	6	6	120
Germantown Rd	suburban boundary	Great Seneca Creek (Northern Branch)	Boulevard	No Change	None Assigned	35	2	2 to 4	2 to 4	120
Germantown Rd	Great Seneca Creek (Southern Branch)	suburban boundary	Country Connector	No Change	None Assigned	35	2	2 to 4	2 to 4	120
Germantown Rd	Frederick Rd (MD 355)	Wayfarer Rd	Boulevard	No Change	None Assigned	35	6	6	6	150
Goshen Rd	Lower Village Town Center boundary	Warfield Rd	Boulevard	No Change	None Assigned	35	4	4	4	105

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Goshen Rd	Warfield Rd	Brink Rd	Country Connector	No Change	None Assigned	35	2	2	2	80
Goshen Rd extended	Goshen Mill Court	Brink Rd	Country Connector (planned)	No Change	None Assigned	35	N/A	2	2	80
Grand Elm St	Stringtown Rd	Piedmont Rd	Country Road	No Change	None Assigned	35	2	2	2	60
Great Seneca Hwy (MD 119)	Dawson Farm Rd	Great Seneca Creek	Boulevard	No Change	None Assigned	35	4	6	6	120
Hawkins Creamery Rd	Woodfield School Rd	suburban boundary	Country Road	No Change	None Assigned	35	2	2	2	70
Hawkins Creamery Rd	Woodfield School Rd	Laytonsville Rd	Country Road	No Change	None Assigned	35	2	2	2	70
Johnson Dr	Bethesda Church Rd	Mountain View Rd	Country Road	No Change	None Assigned	35	2	2	2	70
Layhill Rd (MD 182)	Hathaway Dr	New Street (Winexburg Manor)	Boulevard	No Change	None Assigned	35	4	4	4	120
Layhill Rd (MD 182)	Layhill Town Center boundary	approximately 380' north of Middlevale Ln	Boulevard	No Change	None Assigned	35	4	4	4	150
Layhill Rd (MD 182)	Ednor Rd	Norbeck Rd (MD 28)	Boulevard	No Change	None Assigned	35	2	4	4	150
Layhill Rd (MD 182)	230' north of Park Vista Dr	Layhill Town Center Boundary	Boulevard	No Change	None Assigned	35	4	4	4	150
Layhill Rd (MD 182)	approximately 380' north of Middlevale Ln	Hathaway Dr	Boulevard	No Change	None Assigned	35	4	4	4	120
Layhill Rd (MD 182)	Norbeck Rd (MD 28)	230' north of Park Vista Dr	Boulevard	No Change	None Assigned	35	2	4	4	150
Leaman Farm Rd	Richter Farm Rd	Schaeffer Rd	Boulevard	No Change	None Assigned	35	2	4	4	100
Leaman Farm Rd extended	Schaeffer Rd	Kingsview Village Ave	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	100

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Little Seneca Pkwy	Fairgarden Ln	Frederick Rd	Boulevard	No Change	None Assigned	35	4	4	4	120
Little Seneca Pkwy extended	Clarksburg Town Center boundary	Observation Dr extended	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	120
Little Seneca Pkwy extended	Observation Dr extended	Fairgarden Ln	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	120
Massachusetts Ave (MD 396)	Western Ave (D.C. Line)	Sangamore Rd	Boulevard	No Change	None Assigned	35	4	4	4	120
Midcounty Hwy	Grassy Knoll Terr	Middle Brook Rd	Boulevard	No Change	None Assigned	35	6	6	6	150
Midcounty Hwy	Germantown Rd	Wayfarer Rd	Boulevard	No Change	None Assigned	35	6	6	6	150
Midcounty Hwy (proposed)	Montgomery Village Ave	1700' west of Montgomery Village Ave	Boulevard (planned)	No Change	None Assigned	35	N/A	6	6	150
Midcounty Hwy (proposed)	1200' east of Watkins Mill Rd	Watkins Mill Rd	Boulevard (planned)	No Change	None Assigned	35	N/A	6	6	150
Midcounty Hwy (proposed)	650' west of Watkins Mill Rd	Watkins Meadow Dr	Boulevard (planned)	No Change	None Assigned	35	N/A	6	6	150
Midcounty Hwy (proposed)	Watkins Meadow Dr	Ridge Rd	Boulevard (planned)	No Change	None Assigned	35	N/A	6	6	150
Midcounty Hwy (proposed)	Redland Rd	Intercounty Connector (MD 200)	Boulevard (planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150
Middlebrook Rd	Foxchapel Town Center boundary	Midcounty Hwy	Boulevard	No Change	None Assigned	35	2	6	6	150
Mink Hollow Rd	Ashton Rd	Howard County Line	Country Road	No Change	None Assigned	35	2	2	2	70

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Montgomery Village Ave	Midcounty Hwy	Stedwick Rd	Boulevard	No Change	None Assigned	35	4	4 to 6	4 to 6	100
Montgomery Village Ave	Midcounty Hwy	Wightman Rd	Boulevard	No Change	None Assigned	35	4	4	4	100
Montrose Rd	Seven Locks Rd	I-270	Boulevard	No Change	None Assigned	35	2-4	6	6	300
Montrose Rd	Old Bridge Rd	246' west of Montrose Village Terr	Boulevard	No Change	None Assigned	35	4	4	4	80
Montrose Rd	Tower Oaks Blvd	Old Bridge Rd	Boulevard	No Change	None Assigned	35	4	4	4	300
Montrose Rd (MD 927)	I-270	Tower Oaks Blvd	Boulevard	No Change	None Assigned	35	4	4	4	300
Muncaster Mill Rd (MD 115)	Woodfield Rd	Redland Town Center boundary	Boulevard	No Change	None Assigned	35	2	4	4	100
New Hampshire Ave (MD 650)	approximately 380' south of Sligo Creek Pkwy	Kentland Ave	Boulevard	No Change	None Assigned	35	6-8	6	6	150
New Hampshire Ave (MD 650)	Erskine St	approximately 380' south of Sligo Creek Pkwy	Boulevard	No Change	None Assigned	35	6-8	6 (see plan)	6 (see plan)	150
New Hampshire Ave (MD 650)	Intercounty Connector (MD 200)	Colesville Park & Ride	Boulevard	No Change	None Assigned	35	6	6	6	120
New Hampshire Ave (MD 650)	Oaklawn Dr	280' south Overlook Dr	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	120-130
New Hampshire Ave (MD 650)	Ethan Allen Avenue Gateway Town Center boundary	Maryland Gateway Town Center boundary	Boulevard	No Change	None Assigned	35	6-8	6	6	150

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Ave (MD 650)	835' south of Lockwood Dr	Oaklawn Dr	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	130
New Hampshire Ave (MD 650)	Briggs Chaney Rd	Norwood Rd	Boulevard	No Change	None Assigned	35	4	4	4	125
New Hampshire Ave (MD 650)	Spencerville Rd	Bryant's Nursery Rd	Boulevard	No Change	None Assigned	35	4	4	4	125
New Hampshire Ave (MD 650)	Norwood Rd	Intercounty Connector (MD 200)	Boulevard	No Change	None Assigned	35	4	4	4	125
New Hampshire Ave (MD 650)	Colesville Town Center boundary	685' north of Lockwood Dr	Boulevard	No Change	None Assigned	35	6	6	6	120
New Hampshire Ave (MD 650)	Capital Beltway (I-495)	Northampton Dr	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	150
Norbeck Rd (MD 28)	Georgia Ave	Layhill Rd	Boulevard	No Change	None Assigned	35	2	4	4	150
Norbeck Rd (MD 28)	Rockville city limits	Layhill Rd	Boulevard	No Change	None Assigned	35	4	4	4	150
Norbeck Rd (MD 28)	Layhill Rd	New Hampshire Ave	Boulevard	No Change	None Assigned	35	2	4	4	150
Norwood Rd	New Hampshire Ave	Ednor Rd/Layhill Rd	Boulevard	No Change	None Assigned	35	2	4	4	80
Observation Dr extended	West Old Baltimore Rd	Clarksburg Town Center boundary	Boulevard (Planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150
Observation Dr extended	Roberts Tavern Dr	Stringtown Rd	Boulevard	No Change	None Assigned	35	2	4 to 6	4 to 6	150
Observation Dr extended	Little Seneca Creek	West Old Baltimore Rd	Boulevard (planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Observation Dr extended	Clarksburg Town Center boundary	Roberts Tavern Dr	Boulevard (planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150
Old Georgetown Rd (MD 187)	I-270	Tuckerman Ln	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	130
Old Georgetown Rd (MD 187)	Tuckerman Ln	Nicholson Ln	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	126
Old Georgetown Rd (MD 187)	140' west of Battery Ln	Cheshire Dr	Boulevard	No Change	None Assigned	35	6	6	6	130
Olney-Laytonville Rd (MD 108)	suburban boundary	approximately 250' north of Olney Mill Rd	Boulevard	No Change	None Assigned	35	2	4	4	150
Olney-Laytonville Rd (MD 108)	approximately 250' south of Maple Knoll Dr (Laytonville south boundary)	suburban boundary	Boulevard	No Change	None Assigned	35	2	4	4	150
Olney-Sandy Spring Rd (MD 108)	Prince Philip Dr	Doctor Bird Rd	Boulevard	No Change	None Assigned	35	4	4	4	150
Piney Branch Rd	University Blvd	Prince George's County Line	Boulevard	No Change	None Assigned	35	4	4	4	120
Powder Mill Rd	Green Forest Dr	Prince George's County Line	Boulevard	No Change	None Assigned	35	4	4	4	80-90
Proposed 355 Bypass (potential alternative)	Gateway Center Dr	Clarksburg Town Center boundary	Boulevard (planned)	No Change	None Assigned	35	N/A	TBD	TBD	TBD

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Proposed 355 bypass (potential alternative)	Clarksburg Town Center boundary	Roberts Tavern Dr	Boulevard (planned)	No Change	None Assigned	35	N/A	TBD	TBD	TBD
Proposed 355 bypass (potential alternative)	Gateway Center Dr	Observation Dr extended	Boulevard (planned)	No Change	None Assigned	35	N/A	TBD	TBD	TBD
Proposed Montrose Pkwy	Montrose Rd	Parklawn Dr	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	300
Randolph Rd	Glenmont Town Center boundary	Middlevale Rd	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Rd	Middlevale Rd	Colesville Town Center boundary	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Rd	Rocking Horse Rd	Dewey Rd	Boulevard	No Change	None Assigned	35	4	4	4	100
Randolph Rd	Bushey Dr	Lindell St/ Denley Rd	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Rd	Colesville Town Center boundary	Fairland Rd/ E Randolph Rd	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Rd	Dewey Rd	Selfridge Rd	Boulevard	No Change	None Assigned	35	6	6	6	120
Richter Farm Rd	Clopper Rd	Great Seneca Hwy	Boulevard	No Change	None Assigned	35	4	4	4	100
Ridge Rd	Milestone Town Center boundary	Brink Rd	Boulevard	No Change	None Assigned	35	6	6	6	150
Ridge Rd	Midcounty Hwy (proposed)	Brink Rd	Boulevard	No Change	None Assigned	35	5	6	6	150
Ridge Rd	Skylark Rd	Midcounty Hwy (proposed)	Boulevard	No Change	None Assigned	35	2	4	4	120



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Riding Stable Rd	Sandy Spring Rd	Prince George's County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Riffle Ford Rd	Great Seneca Creek	700' north of Woodsboro Dr	Boulevard	No Change	None Assigned	35	2	4	4	80
River Rd (MD 190)	486' west of Piney Meetinghouse Rd	Riverwood Dr	Country Connector	No Change	None Assigned	35	2	2	2	150
River Rd (MD 190)	Little Falls Pkwy	Western Ave (D.C. Line)	Boulevard	No Change	None Assigned	35	4	4 to 6	4 to 6	100
River Rd (MD 190)	Seven Locks Rd	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	35	2-4	4	4	150
River Rd (MD 190)	Capital Beltway (I-495)	Ridgefield Rd	Boulevard	No Change	None Assigned	35	4-6	6 to 8	6 to 8	150
River Rd relocated	Riverwood Dr	River Oaks Ln	Country Connector (planned)	No Change	None Assigned	35	N/A	2	2	150
Rockville Pike (MD 355)	Capital Beltway (I-495)	635' south of the Capital Beltway	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	120
Rockville Pike (MD 355)	Strathmore Ave (MD 547)	600' north of Tuckerman Ln	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	150 (162)
Rockville Pike (MD 355)	635' south of the Capital Beltway	Cedar Ln	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	120
Rockville Pike (MD 355)	Flanders Ave	Strathmore Ave	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	150
Rockville Pike (MD 355)	Cedar Ln	Woodmont Ave	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	123
Rockville Pike (MD 355)	Grosvenor Ln	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	200

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Rockville Pike (MD 355)	600' north of Tuckerman Ln	Grosvenor Ln	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	150 (162)
Sandy Spring Rd	suburban boundary	Prince George's County boundary	Boulevard	No Change	None Assigned	35	4	4	4	120
Scenery Dr	Foxchapel Town Center boundary	Middlebrook Rd	Town Center Boulevard	<b>Boulevard</b>	35	No Change	2	4	4	100
Shady Grove Rd	Midcounty Hwy	Muncaster Mill Rd	Boulevard	No Change	None Assigned	35	4-6	6	6	120-150
Shawnee Ln	Gateway Center Dr	Observation Dr	Boulevard	No Change	None Assigned	35	2	4	4	120
Shawnee Ln	Observation Dr	Frederick Rd	Boulevard	No Change	None Assigned	35	2	4	4	120
Shiloh Church Rd	West Old Baltimore Rd	Comus Rd	Country Road	No Change	None Assigned	35	2	2	2	70
Snouffer School Rd	Goshen Rd	Ridge Heights Dr	Boulevard	No Change	None Assigned	35	2	4	4	80
Snouffer School Rd	Flower Hill Way	Woodfield Rd	Boulevard	No Change	None Assigned	35	4	4	4	80
Snouffer School Rd	Ridge Heights Dr	Flower Hill Way	Boulevard	No Change	None Assigned	35	2	4	4	80
Snowden Farm Pkwy	Ridge Rd	Stringtown Rd	Boulevard	No Change	None Assigned	35	4	4 to 6	4 to 6	120-140
South Glen Rd	Deep Glen Dr	Falls Rd	Country Road	No Change	None Assigned	35	2	2	2	70
Spencerville Rd	360' east of Batson Rd	Old Columbia Pike	Boulevard	No Change	None Assigned	35	2	4	4	120
Spencerville Rd	Thompson Rd	360' east of Batson Rd	Boulevard	No Change	None Assigned	35	2	4	4	70
Spencerville Rd	New Hampshire Ave	Thompson Rd	Boulevard	No Change	None Assigned	35	2	4	4	120
Tuckerman Ln	Old Georgetown Rd (MD 187)	Bethesda Trolley Trail	Boulevard	No Change	None Assigned	35	4	4	4	80

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
University Blvd (MD 193)	Williamsburg Dr	Langley Dr	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	124
University Blvd (MD 193)	Lexington Dr	Williamsburg Dr	Boulevard	No Change	None Assigned	35	6	6	6	120
University Blvd (MD 193)	Dennis Ave	Lorain Ave	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	124
Warfield Rd	Woodfield Rd	Olney-Laytonsville Rd	Country Connector	No Change	None Assigned	35	2	2	2	70
Watkins Mill Rd	Stedwick Rd	Club House Rd	Town Center Boulevard	Boulevard	None Assigned	35	2-4	4	4	80
Watkins Mill Rd	Club House Rd	Midcounty Hwy/Germantown Rd	Boulevard	No Change	None Assigned	35	2-4	4	4	80
Watkins Mill Rd	Gaithersburg city limits (1000' north of Windbrooke Dr)	Stedwick Rd	Boulevard	No Change	None Assigned	35	2-4	4	4	80
Watkins Rd	Davis Mill Rd	Woodfield Rd	Country Road	No Change	None Assigned	35	2	2	2	70
Wisconsin Ave (MD 355)	Bradley Blvd (MD 191)	Nottingham Drive	Boulevard	No Change	None Assigned	35	6	6	6	122
Wisconsin Ave (MD 355)	Nottingham Drive	Oliver St	Boulevard	No Change	None Assigned	35	6	6	6	120
Wisconsin Ave (MD 355)	Woodmont Ave	Bethesda Downtown Plan boundary (approximately 114' north of Chestnut St)	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	120
Woodfield Rd (MD 124)	suburban boundary	Emory Grove Rd	Boulevard	No Change	None Assigned	35	2-6	6	6	120

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Woodfield Rd (MD 124)	Hadley Farms/Fieldcrest Rd	suburban boundary	Boulevard	No Change	None Assigned	<b>35</b>	2-6	6	6	120
Woodfield Rd (MD 124)	Fieldcrest Rd	Warfield Rd	Boulevard	No Change	None Assigned	<b>35</b>	2-6	6	6	120
Woodfield Rd (MD 124)	suburban boundary	suburban boundary	Boulevard	No Change	None Assigned	<b>35</b>	2-6	6	6	120
Zion Rd	Riggs Rd	Olney-Laytonsville Rd	Country Road	No Change	None Assigned	<b>35</b>	2	2	2	70

Note: Recommendations are shown in bold font with grey background.

**40 mph Target Speed**

A total of 41 street segments are recommended to have a target speed of 40 mph. This includes 81.6 miles (7%) of the master-planned street network. As shown below in **Figure 10**, the streets are primarily Country Connectors.

**Table 13** on the following pages provides a complete list of these street segments.

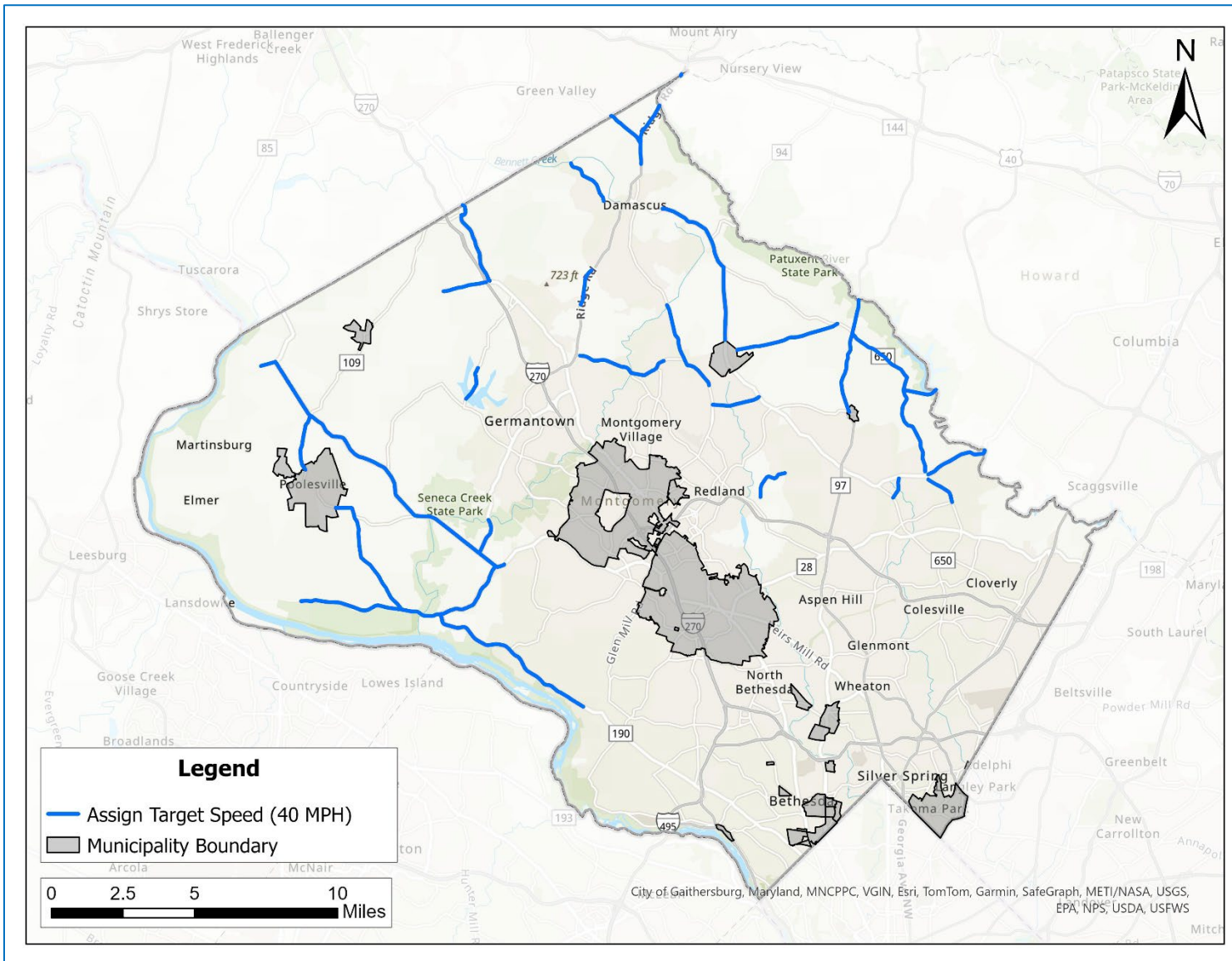


Figure 10: Street Segments with 40 MPH Target Speed Recommendation

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**Table 13: Street Recommendations – Assign 40 mph Target Speed**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Ashton Rd	New Hampshire Ave	Ashton Town Center boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Beallsville Rd	Darnestown Rd	Town of Poolesville boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Bethesda Church Rd	Clarksburg Rd	Kings Valley Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Bowie Mill Rd	suburban boundary	North Branch of Rock Creek	Country Connector	No Change	None Assigned	40	2	2	2	80
Brighton Dam Rd	New Hampshire Ave	Howard County Line	Country Connector	No Change	None Assigned	40	2	2	2	80
Brink Rd	Seneca Crossing Dr	Midcounty Hwy	Country Connector	No Change	None Assigned	40	2	4	4	100
Brink Rd	Midcounty Hwy	Wightman Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Brink Rd	Wightman Rd	Goshen Rd extended	Country Connector	No Change	None Assigned	40	2	2	2	80
Clarksburg Rd	approximately 300' south of Ascot Square Court	suburban boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Clarksburg Rd	MARC Rail Communities Sector Plan boundary	approximately 300' south of Ascot Square Court	Country Connector	No Change	None Assigned	40	2	2	2	80
Comus Rd	I-270	western boundary (Ten Mile Creek)	Country Connector	No Change	None Assigned	40	2	2	2	80
Damascus Rd	Laytonsville Rd (MD 108)	Viewland Dr	Country Connector	No Change	None Assigned	40	2	2	2	120

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Darnestown Rd	Martinsburg Rd/Dickerson Rd	Whites Ferry Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Darnestown Rd	Whites Ferry Rd	suburban boundary	Country Connector	No Change	None Assigned	40	2	2	2	120
Fieldcrest Rd	Woodfield Rd	Olney-Laytonsville Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Frederick Rd (MD 355)	Comus Rd	Hyattstown Mill Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Georgia Ave (MD 97)	suburban boundary	Howard County Line	Country Connector	No Change	None Assigned	40	2	2	2	80
Germantown Rd	Darnestown Rd	Great Seneca Creek (Southern Branch)	Country Connector	No Change	None Assigned	40	2	2 to 4	2 to 4	120
Hyattstown bypass (proposed)	Frederick Rd	Hyattstown Town Center boundary	Town Center Street (Planned)	<b>Country Connector (planned)</b>	None Assigned	40	N/A	2	2	80
Hyattstown bypass (proposed)	Hyattstown Town Center boundary	Frederick Rd	Town Center Street (planned)	<b>Country Connector (planned)</b>	None Assigned	40	N/A	2	2	80
Hyattstown bypass (proposed)	Hyattstown Town Center boundary	Hyattstown Town Center boundary	Country Connector (planned)	No Change	None Assigned	40	N/A	2	2	80
Kemptown Rd	Ridge Rd	Frederick County Line	Country Connector	No Change	None Assigned	40	2	2	2	80
Laytonsville Rd	Damascus Rd	Rocky Rd	Country Connector	No Change	None Assigned	40	2	2	2	120
Martinsburg Rd	Darnestown Rd	north PEPCO entrance	Country Connector	No Change	None Assigned	40	2	2	2	80
New Hampshire Ave (MD 650)	Ashton Town Center boundary	Ednor Rd	Country Connector	No Change	None Assigned	40	2	2	2	120



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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Ave (MD 650)	Georgia Ave	Ashton Town Center boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Norwood Rd	Doctor Bird Rd	Sandy Spring Town Center boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Partnership Rd	River Rd	Whites Ferry Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Ridge Rd	Howard County Line	Howard County Line	Country Connector	No Change	None Assigned	40	2	2	2	100
Ridge Rd	Bellison Rd	Howard County Line	Country Connector	No Change	None Assigned	40	2	2	2	100
Ridge Rd	Kings Valley Rd	suburban boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
River Rd	West Willard Rd	Seneca Creek	Country Connector	No Change	None Assigned	40	2	2	2	80
River Rd (MD 190)	Seneca Creek	Esworthy Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
River Rd (MD 190)	Esworthy Rd	Riverwood Dr	Country Connector	No Change	None Assigned	40	2	2	2	150
Seneca Rd	River Rd	Darnestown Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Sundown Rd	Town of Laytonsville boundary	Damascus Rd	Country Connector	No Change	None Assigned	40	2	2	2	80
Whites Ferry Rd	Poolesville eastern boundary	approximately 2000' east of Poolesville eastern boundary	Country Connector	No Change	None Assigned	40	2	2	2	120
Whites Ferry Rd	Poolesville eastern boundary	approximately 2000' east of Poolesville	Country Connector	No Change	None Assigned	40	2	2	2	120

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Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
		eastern boundary								
Whites Ferry Rd	Poolesville eastern boundary	approximately 2000' east of Poolesville eastern boundary	Country Connector	No Change	None Assigned	<b>40</b>	2	2	2	120
Woodfield Rd (MD 124)	Rocky Rd	suburban boundary	Country Connector	No Change	None Assigned	<b>40</b>	2	2	2	80
Woodfield Rd (MD 124)	Warfield Rd	Rocky Rd	Country Connector	No Change	None Assigned	<b>40</b>	2	2	2	80

Note: Recommendations are shown in bold font with grey background.

**45 to 55 mph Target Speed**

A total of five street segments are recommended to have a target speed of 45 to 55 mph. This includes 3.5 miles (less than 1%) of the total master-planned street network. As shown in **Figure 11**, the streets are Controlled Major Highways and are located on US 29. **Table 14** provides a complete list of these street segments.

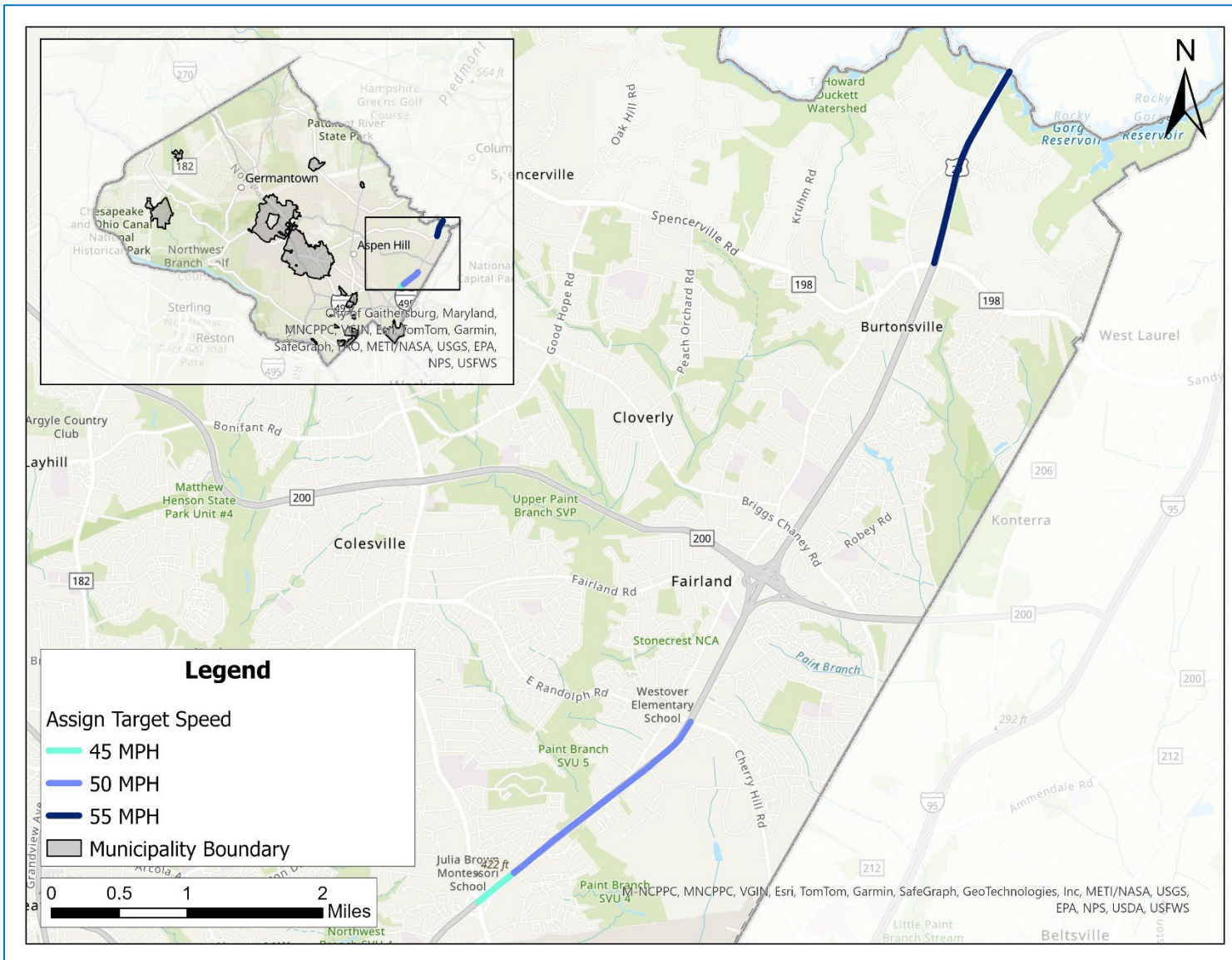


Figure 11: Street Segments with 45 to 55 mph Target Speed Recommendation

**Table 14: Street Recommendations – Assign 45 to 55 mph Target Speeds**

Road Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Recommended Target Speed	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Columbia Pike (US 29)	Stewart Ln	New Hampshire Ave (MD 650)	Controlled Major Highway	No Change	None Assigned	<b>45</b>	6	6	6	200
Columbia Pike (US 29)	East Randolph Rd/Cherry Hill Rd	Paint Branch Stream Valley	Controlled Major Highway	No Change	None Assigned	<b>50</b>	6	6 to 8	6 to 8	100–200
Columbia Pike (US 29)	Paint Branch Stream Valley	Stewart Ln	Controlled Major Highway	No Change	None Assigned	<b>50</b>	6	6 to 8	6 to 8	200
Columbia Pike (US 29)	Sandy Spring Rd	Dustin Rd (includes relocation at new interchange)	Controlled Major Highway	No Change	None Assigned	<b>55</b>	5	5	5	100–200
Columbia Pike (US 29)	Dustin Rd	Howard County Line	Controlled Major Highway	No Change	None Assigned	<b>55</b>	4	4	4	100–200

Note: Recommendations are shown in bold font with grey background.

#### 4.C TRANSITWAY CHANGES

There are five transitway recommendations: three calling for master planned transitways to be removed, and two calling for the addition of new master planned transitways. A summary of transitway changes can be found in **Table 15**. Each is described below.

**Table 15: Transitway Changes for MPOHT**

Transitway Name	Transitway Recommendation
Intercounty Connector (ICC)	Remove
Metro Access Road (Shady Grove)	Remove
North Bethesda – Tuckerman Lane Alternate Route	Remove
US 29 BRT – Castle Boulevard Extension	Add
White Oak to FDA	Add

#### Transitways to be Removed

1. Intercounty Connector (ICC) Transitway (**Figure 12**) – This transitway was recommended in the 1997 *Fairland Master Plan* and 1997 *Cloverly Master Plan*. Given the completion of the ICC as a tolled facility and current usage (exceeding original expectations), it is not necessary to designate this corridor as a master planned transitway. As the ICC is a variable-priced highway in which tolls fluctuate to maintain free-flow traffic conditions, no additional investment is needed to support high-speed transit. We recommend removing this 14.8-mile long toll road (MD 200) as a transitway.

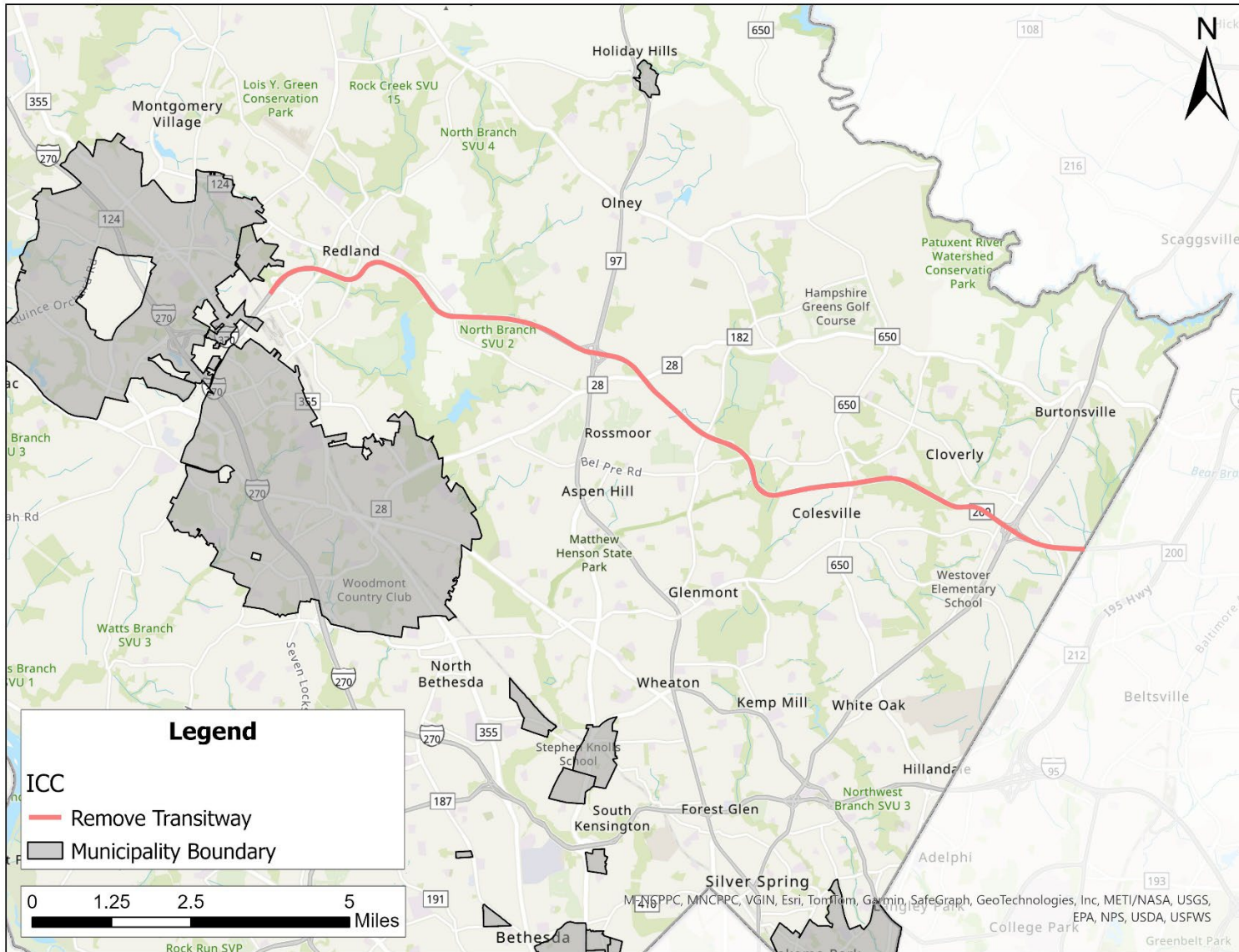


Figure 12: ICC Transitway Recommended for Removal from MPOHT

2. Metro Access Road Transitway (Shady Grove) (**Figure 13**) – This transitway has been recommended in multiple Shady Grove plans, yet it is not needed to advance the county's BRT program. We recommend removing this link as a transitway.



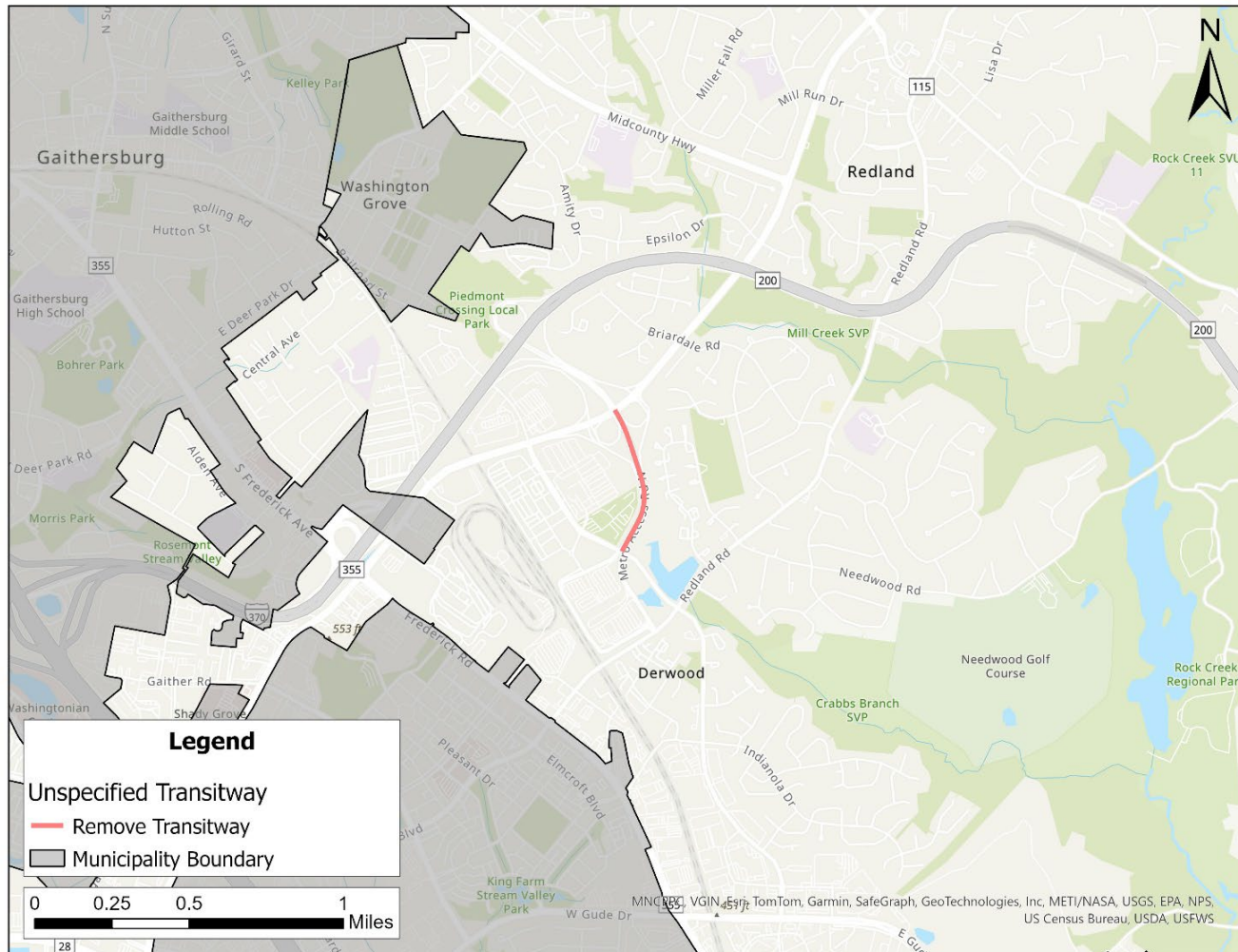


Figure 13: Metro Access Road Transitway Recommended for Removal from MPOHT

3. North Bethesda Transitway – Tuckerman Lane Alternate Route (**Figure 14**) – MCDOT has advanced transit planning for the North Bethesda Transitway to the North Bethesda Metrorail station and has no plans to advance this alternate route to the Grosvenor Metrorail Station. We recommend removing this alternate route for the North Bethesda Transitway.

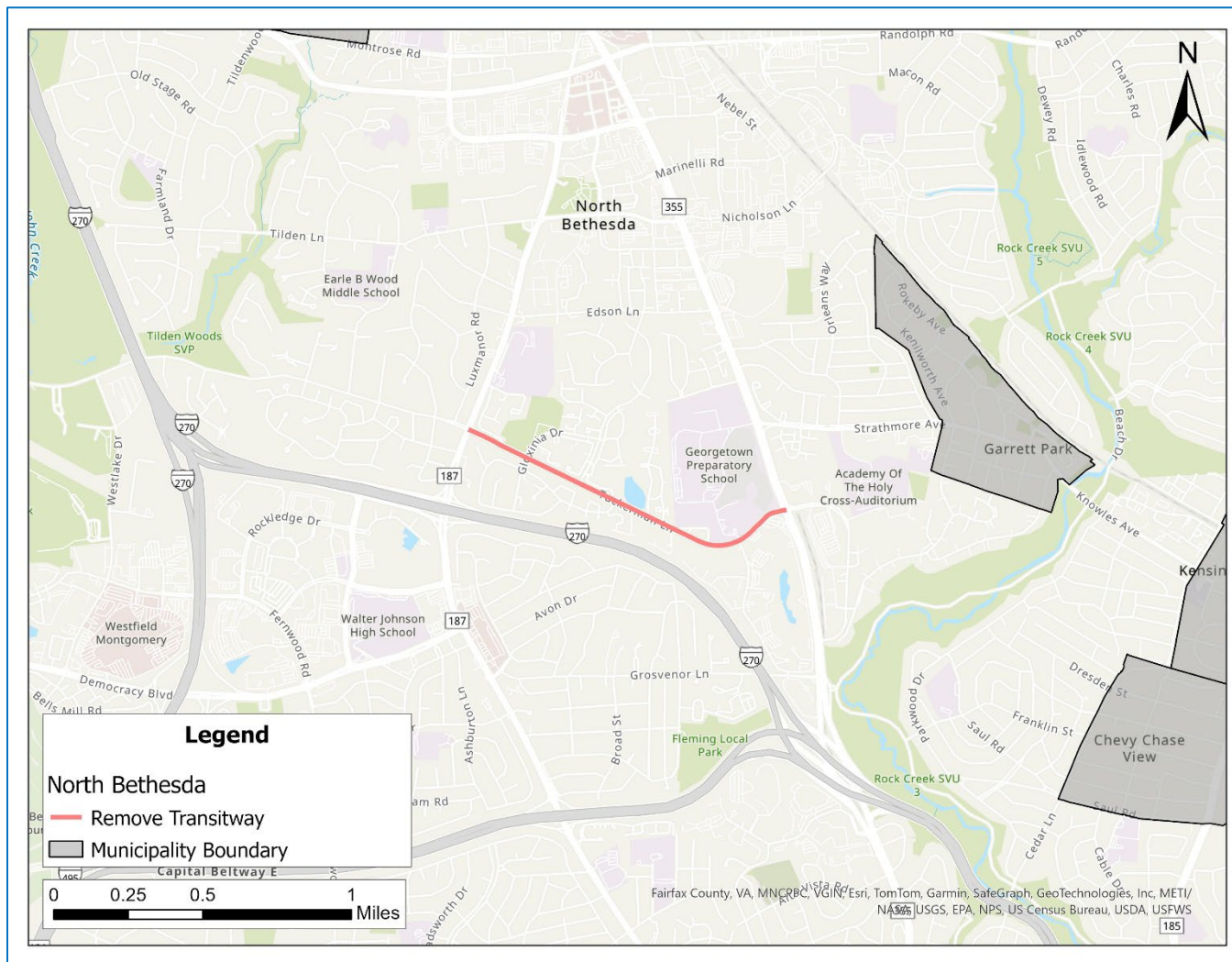


Figure 14: North Bethesda Transitway – Tuckerman Lane Alternative Route Recommended for Removal from MPOHT

**Added Transitways**

1. US 29 BRT – Castle Boulevard Extension (**Figure 15**) – MCDOT currently operates US 29 Flash bus service along Castle Boulevard between Briggs Chaney Road and Spring Club Place. We recommend adding this segment as a transitway.

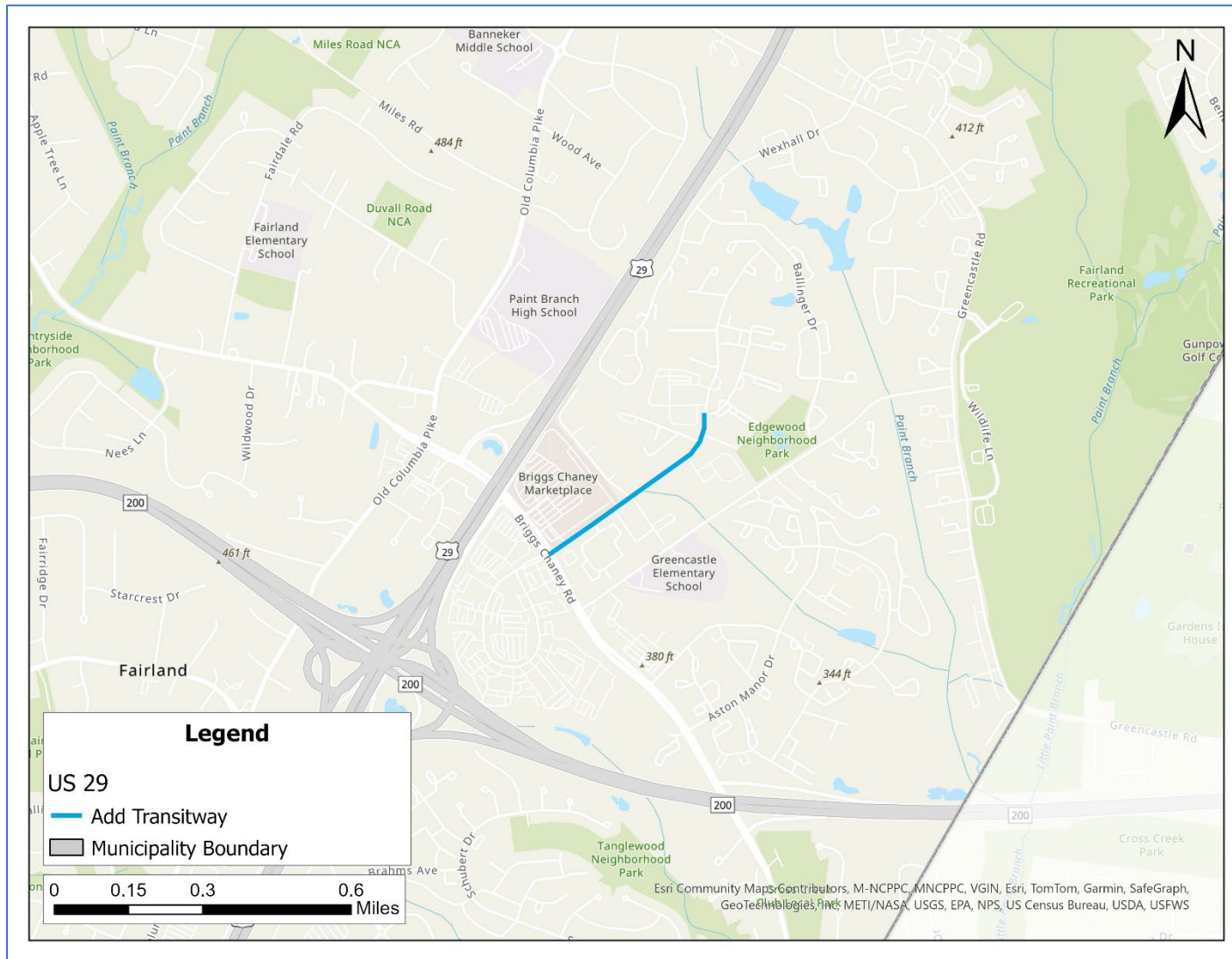


Figure 15: US 29 BRT Transitway – Castle Boulevard Extension Recommended for Addition to MPOHT

2. White Oak to FDA (**Figure 16**) – This recommendation was originally conceived of in the *White Oak Science Gateway Master Plan*, but the transitway must be designated in the MPOHT to allow Montgomery County to preserve right-of-way for the transitway in development approvals. We recommend a 60-foot-wide right-of-way transitway connection between Lockwood Drive and the FDA Perimeter Road.

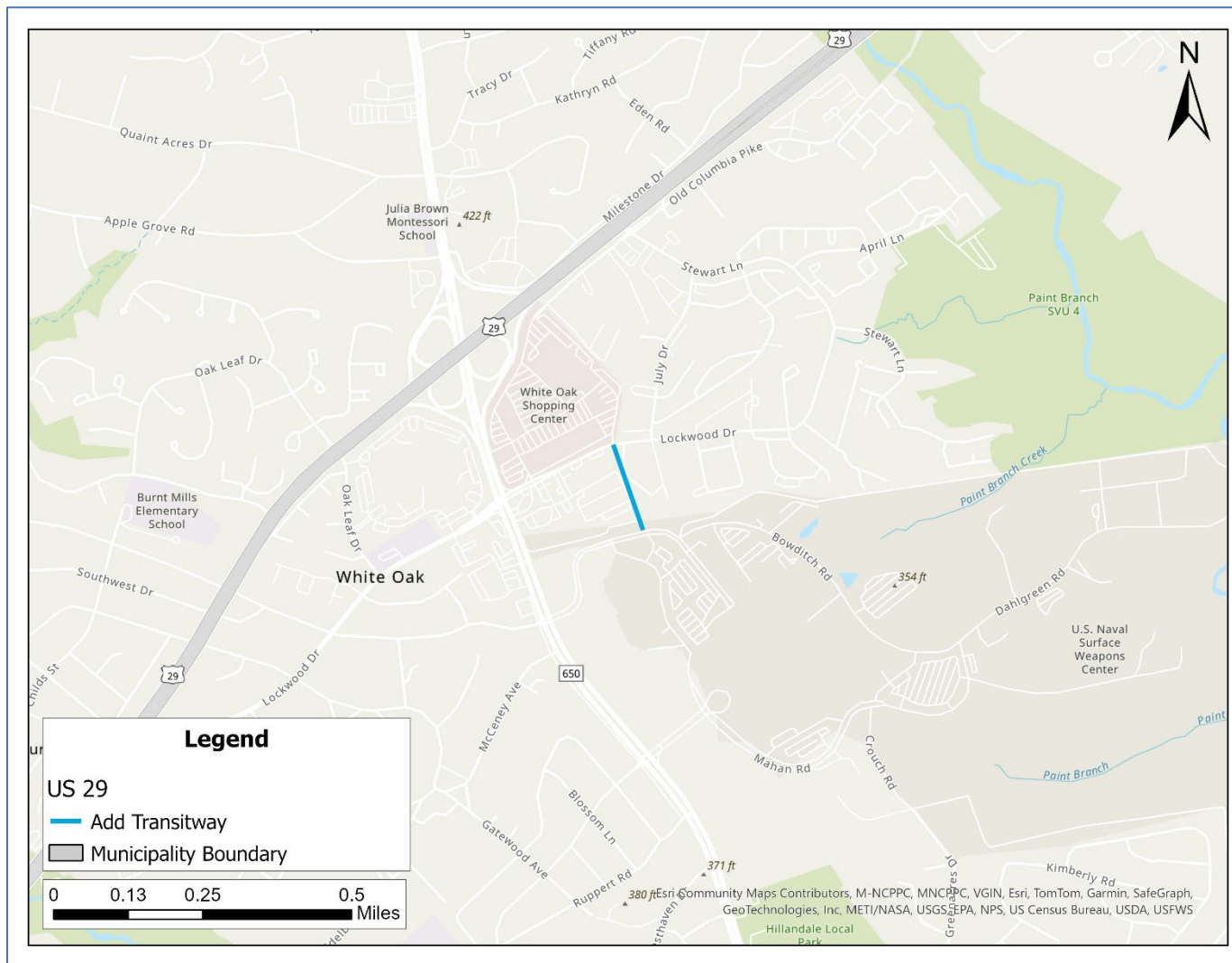


Figure 16: New Hampshire BRT Transitway – FDA Extension Recommended for Addition to MPOHT

#### 4.D TRANSIT STATION CHANGES

There are 33 transit station recommendations. Of those, 20 call for a master planned transit station to be added, and 13 call for an existing master planned transit station to be removed. These recommendations are organized by BRT transitway line.

##### MD 355 BRT

To be consistent with MCDOT design plans, we recommend adding 13 new transit stations along the MD 355 BRT route and removing 12 transit stations, as shown in **Figure 17** (northern portion), and **Figure 18** (central portion). These stations are also listed in **Table 16**.

**Table 16: MD 355 BRT Transit Station Recommendations**

Station Location	Transit Station Recommendation
Redgrave Place	Remove
Rainbow Arch Drive (northbound)	Add
Rainbow Arch Drive (southbound)	Add
Snowden Farm Parkway at Newcut Road (NB)	Add
Snowden Farm Parkway at Newcut Road (SB)	Add
Shawnee Lane	Remove
Foreman Boulevard	Remove
Little Seneca Parkway	Remove
West Old Baltimore Road	Remove
Ridge Road	Remove
Shakespeare Boulevard (northbound)	Add
Shakespeare Boulevard (southbound)	Add
Shakespeare Boulevard	Remove
Amber Ridge Drive (southbound)	Add
Amber Ridge Drive (northbound)	Add
The Shops at Seneca Meadows	Remove
MD 118	Remove
Middlebrook Road	Remove
Gunners Branch Road (northbound)	Add
Gunners Branch Road (southbound)	Add
Shady Grove Road	Remove
Shady Grove	Add
Bou Avenue (northbound)	Add
Bou Avenue (southbound)	Add
Hubbard Drive	Remove



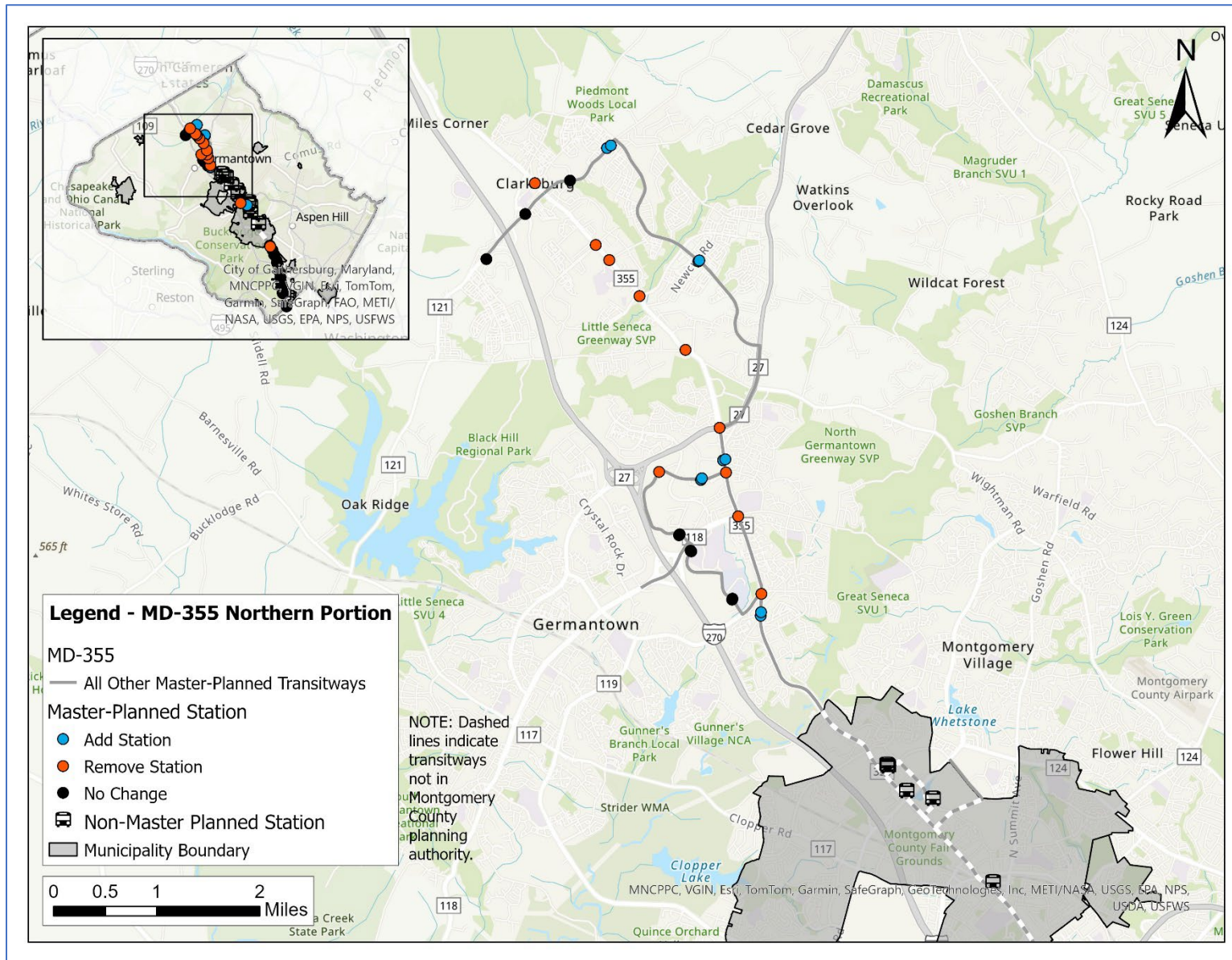


Figure 17: MD 355 BRT - Transit Station Recommendations (Northern Portion)

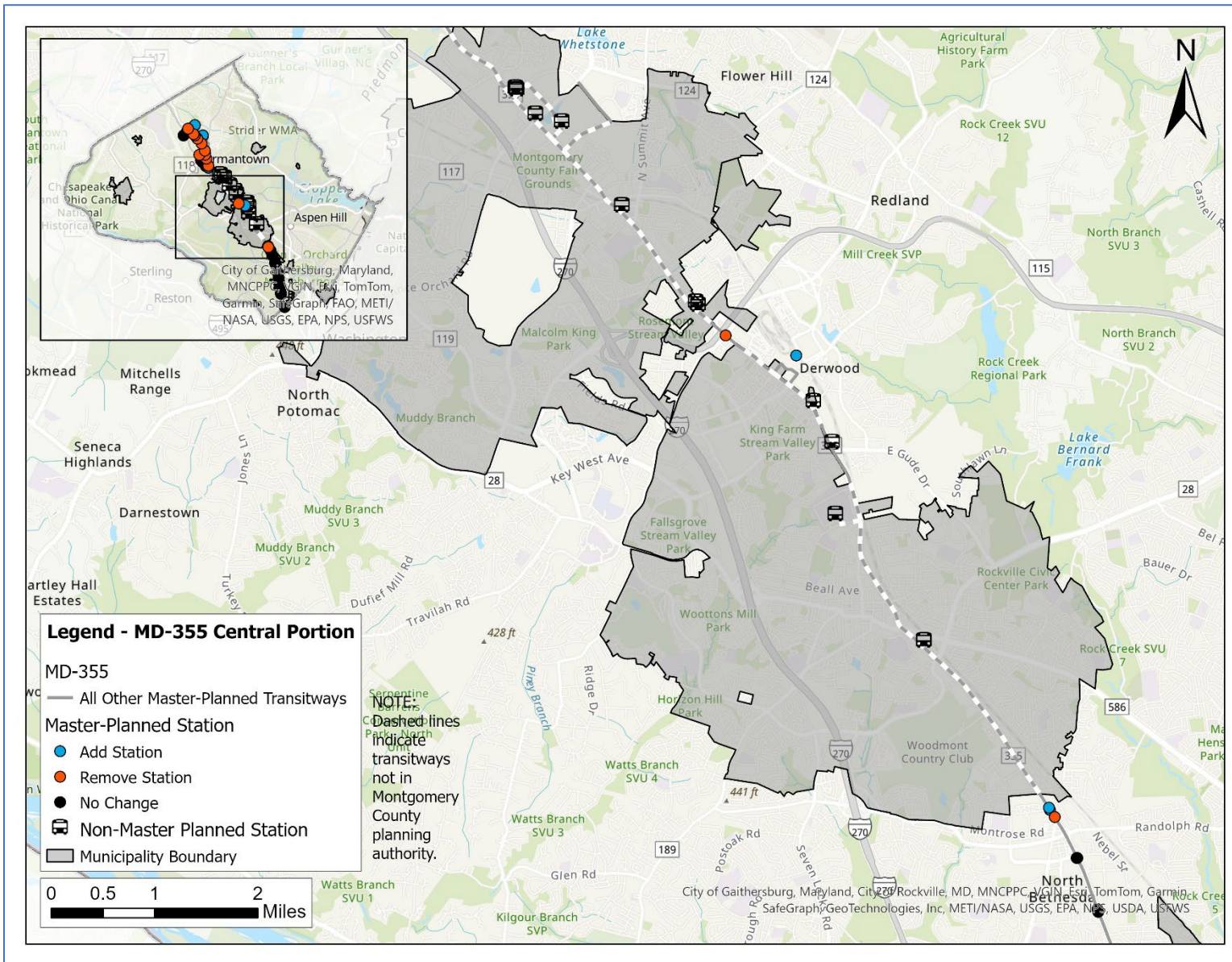


Figure 18: MD 355 BRT - Transit Station Recommendations (Central Portion)

**US 29 BRT**

To be consistent with MCDOT design plans, we recommend adding five new transit stations along the US 29 BRT route and removing one transit station, as shown in **Figure 19**. These stations are also listed in **Table 17**.

**Table 17: US 29 BRT Transit Station Recommendations**

Station Location	Transit Station Recommendation
Castle Boulevard	Add
April Lane (northbound)	Add
April Lane (southbound)	Add
Hillwood Drive	Remove
Burnt Mills Shopping Center (NB)	Add
Burnt Mills Shopping Center (SB)	Add

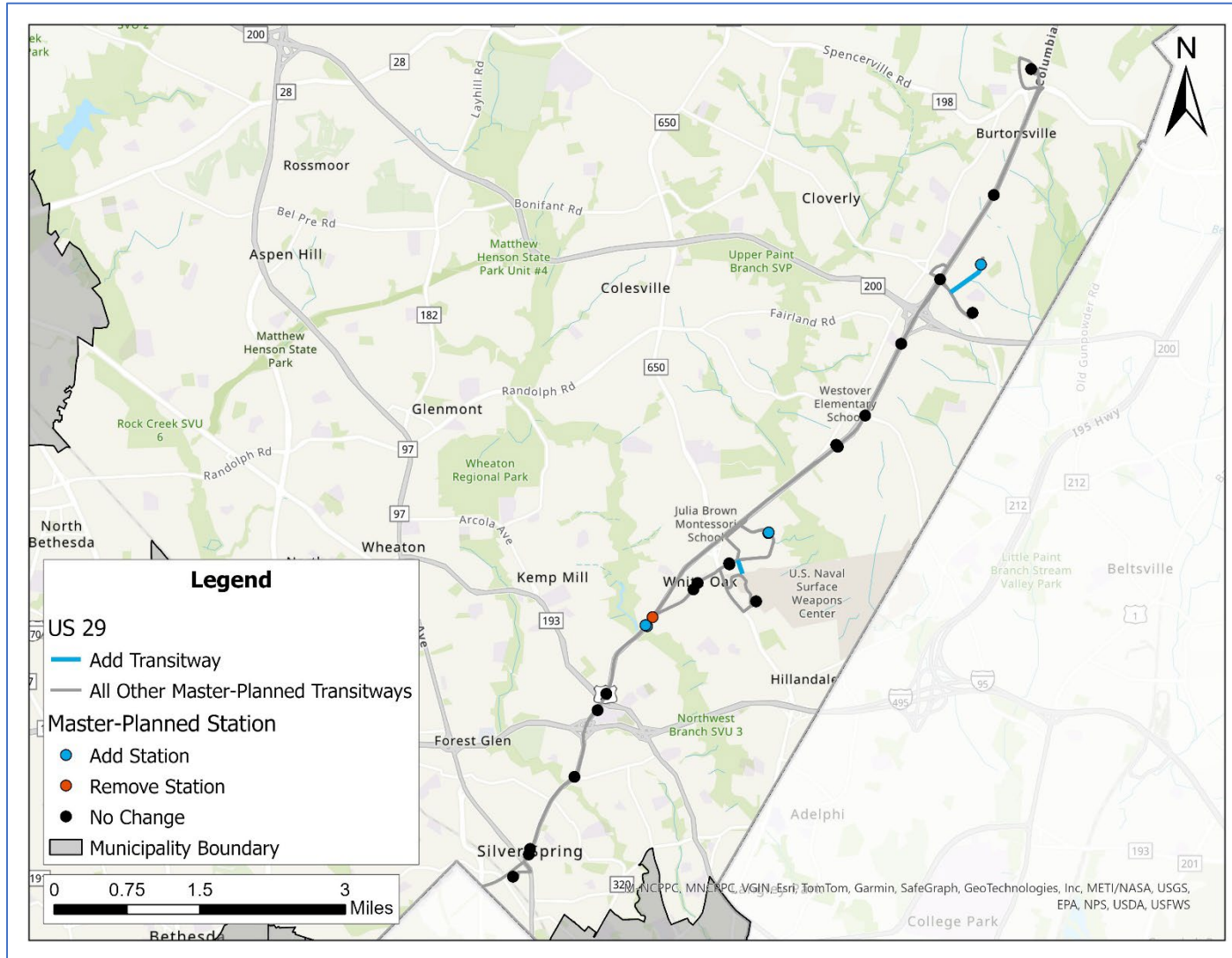


Figure 19: US 29 BRT - Transit Station Recommendations

**Veirs Mill Road BRT**

We recommend adding two new transit stations along the Veirs Mill Road BRT route, as shown in **Table 18**. These stations are also listed in **Figure 20**.

**Table 18: Veirs Mill Road BRT Transit Station Recommendations**

Station Location	Transit Station Recommendation
Robindale Drive (EB)	Add
Robindale Drive (WB)	Add

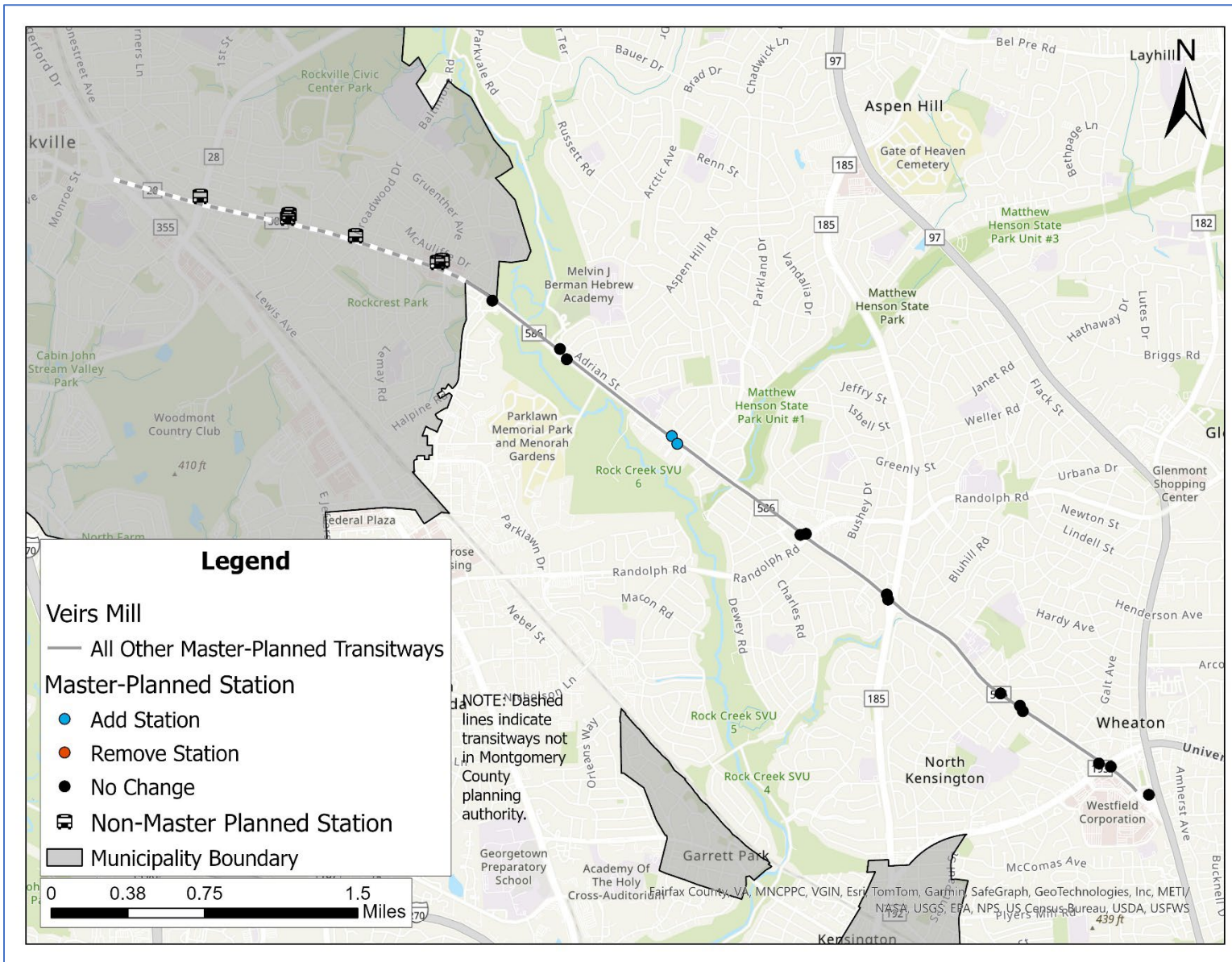


Figure 20: Veirs Mill Road BRT - Transit Station Recommendations

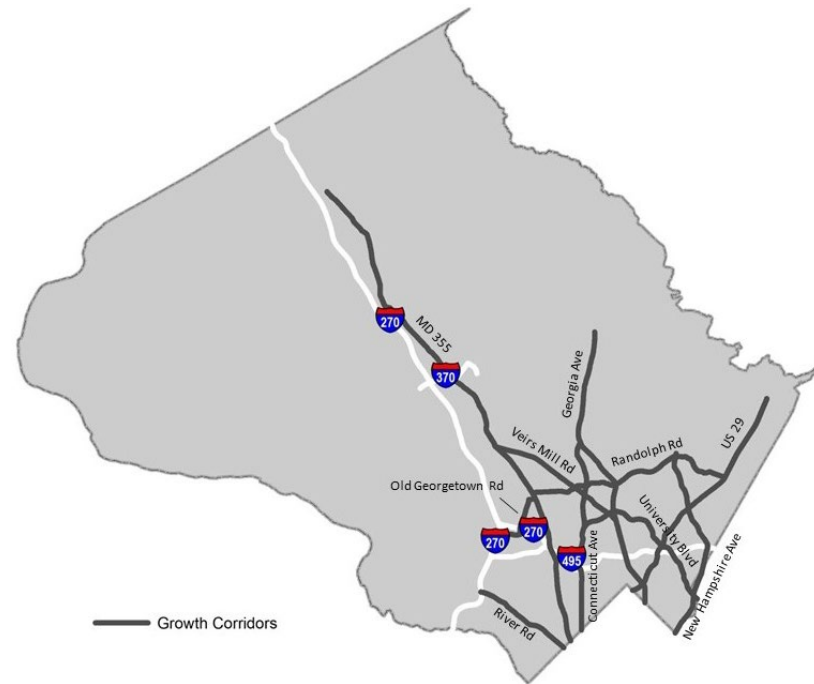
#### 4.E DEVELOPMENT OF GROWTH CORRIDOR BOULEVARD STREET TYPE

*Thrive Montgomery 2050* identifies Growth Corridors as shown by the black lines in **Figure 21**. These corridors are envisioned by Thrive to:

- Be a focus of future land use and public infrastructure planning
- Accommodate growth for new residents and improve quality of life for existing residents
- Provide high-quality transit infrastructure, including bus rapid transit
- Facilitate high levels of walking and bicycling

Currently, the *Master Plan of Highways and Transitways* designates Growth Corridors as Downtown Boulevards, Town Center Boulevards, and Boulevards. However, the Complete Streets Design Guide’s guidance for the Boulevard street type, which constitutes the majority of the Growth Corridors, does not recommend adequate target speeds, protected crossing spacing, or other features along existing and planned transitways that are necessary to enhance pedestrian safety, improve pedestrian comfort, and shorten walking trips throughout the Growth Corridors. Growth Corridors such as Georgia Avenue, Veirs Mill Road, and University Boulevard account for roughly 34% of the county’s crash fatalities and severe injuries but only 3% of the county’s roadway miles. Therefore, consistent with Thrive’s policy to “transform the road network by incorporating Complete Streets design principles with the goal of eliminating all transportation-related roadway fatalities and severe injuries and supporting the emergence of more livable communities,” as well as Thrive’s policy to “convert existing general purpose traffic lanes

to dedicated transit lanes, in a manner consistent with other county policies,” these roads need more frequent protected crossings, lower target speeds, and other features to achieve Vision Zero.



**Figure 21: Thrive Growth Corridors**

As future master plans along Growth Corridors consider changes to land use, urban design, and zoning, they may also choose to designate all or parts of these corridors as Growth Corridor areas and Growth Corridor Boulevards. However, the Growth Corridor Boulevard street type vision may only be achieved when it is accompanied by moderate to high development intensity. Therefore, Boulevards are candidates for the Growth Corridor area type and the Growth Corridor Boulevard street type if the vast

majority of the segment is zoned a mix of moderate and high density, as illustrated in **Figure 22**.<sup>3</sup>

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<sup>3</sup> This includes the Commercial-Residential zones, Residential Multi-Unit zones, Residential Townhouse zones, their floating zone and

overlay equivalents, or a new moderate to high-density corridor zone.





*Figure 22: Example of a Growth Corridor Area*

This plan creates a Growth Corridor area type and Growth Corridor Boulevard street type with the following definitions:

- Growth Corridor areas have moderate to high development intensity. This designation may be applied only to Growth Corridors identified in *Thrive Montgomery 2050* or through an area master plan or functional plan if the vast majority of the segment is zoned a mix of moderate and high density.
- Growth Corridor Boulevards are streets in a Growth Corridor area that connect population; employment and entertainment centers; and civic, commercial, and institutional land uses, and may also provide cross-county and regional connections. Pedestrian, bicycle, and transit volumes are moderate to high. This designation applies only where a grid of streets with frequent intersection spacing is recommended.

**Recommendation:** Update the Complete Streets Design Guide to include a Growth Corridor area.

**Recommendation:** Update the Complete Streets Design Guide to include a Growth Corridor Boulevard street type. Attributes of the Growth Corridor Boulevard that could be added to the Complete Streets Design Guide are included in Appendix A.

#### 4.F MASTER PLAN OF HIGHWAYS AND TRANSITWAYS SUMMARY

The complete MPOHT Mapbook, Street Classification Table, Interchange Table, Transitway Mapbook, Transitway Table, and Transit Station Table are provided in Appendix B. The MPOHT includes 1,174 miles of existing and planned street mileage, five miles of planned light rail (Purple Line) on non-street right-of-

ways, 30 miles of regional rail (Brunswick Line), and 27 miles of existing and planned Metrorail (Red Line) throughout Montgomery County, as summarized in **Table 19** and **Table 20**. Planned interchanges and planned transit stations are also included in the MPOHT.

A summary of the transit components of the MPOHT is provided in **Figure 23**. It should be noted that this includes the following other transit improvements:

1. A heavy rail recommendation for third tracking of the MARC Brunswick Line between the Frederick County line and Metropolitan Grove (added in the 2013 Countywide Transit Corridors Functional Master Plan)
2. A Metrorail expansion on the Red Line between Shady Grove and the Germantown MARC Station (added in the Corridor Forward Transit Plan)

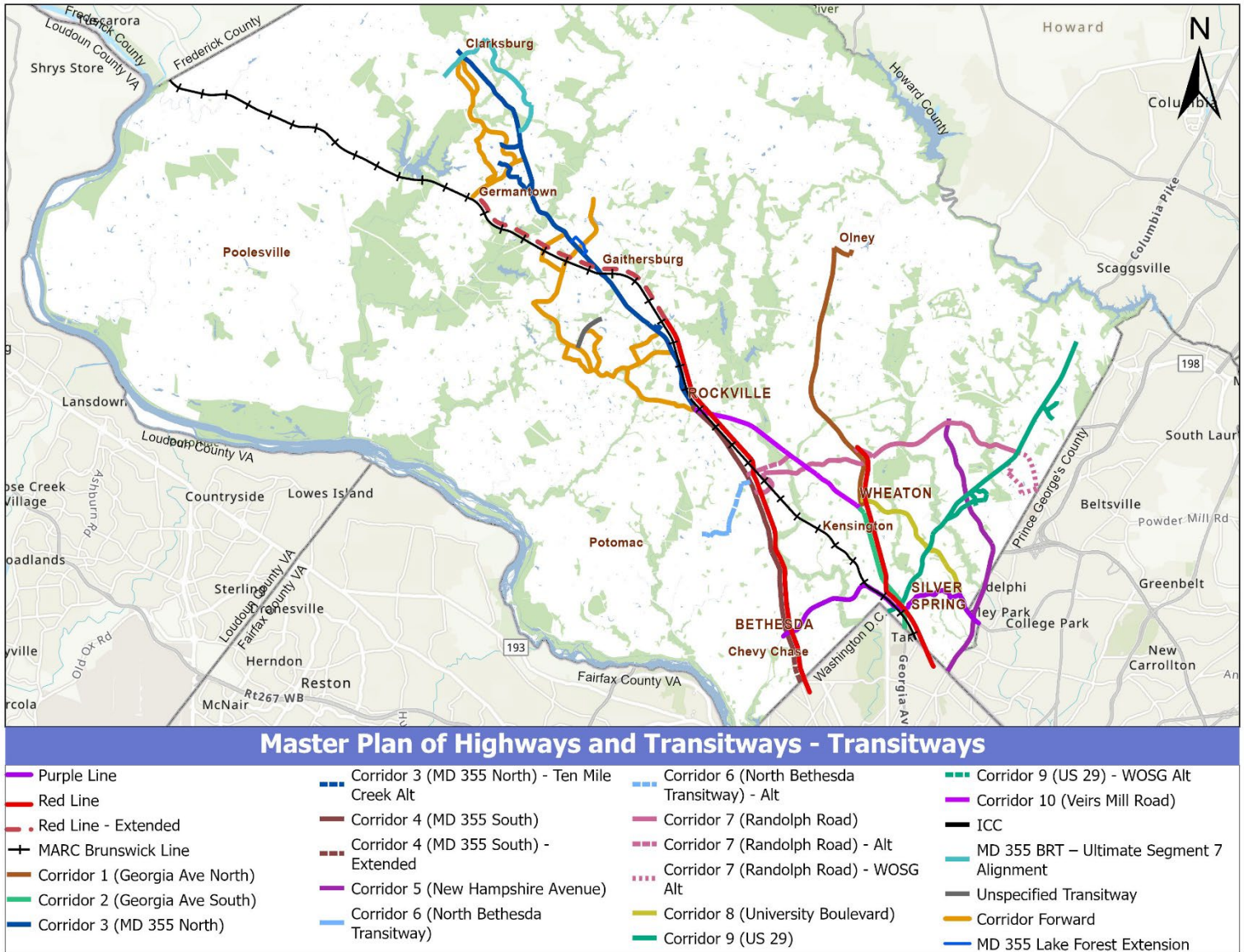


Figure 23: Transitways in the Master Plan of Highways and Transitways

## Attachment A: Public Hearing Draft of the Master Plan of Highway and Transitways - 2024 Technical Update

In addition, a Transitway Mapbook and tables of transitways and transit stations are provided in Technical Appendix B. The Mapbook shows all adopted transitways and transit stations. The Transitways table provides more detailed information on each master-planned transitway, and the Transit Stations table provides more detailed information on each master-planned transit station. Technical details and components of master plan recommendations are contained in the adopted master plans

indicated in these two tables, and each element is presented in sequential order (typically in the inbound direction, outer suburbs toward the urban core). For each table, details are provided on the transit mode (BRT, LRT, etc. ), the master plan where the transit element was amended to the MPOHT, and alternate routes and stations for some transitways. The transitway elements are also contained within the Highway Mapbook in Appendix B.

**Table 19: MPOHT Street Classification Mileage Summary**

Classification	Existing	Planned	Total	Percent
Downtown Boulevard	32.1	2.5	34.7	3.0%
Downtown Street	27.1	9.4	36.6	3.1%
Town Center Boulevard	48.9	2.7	51.6	4.4%
Town Center Street	33.9	8.3	42.2	3.6%
Boulevard	179.2	8.9	188.1	16.0%
Area Connector	141.6	4.0	145.6	12.4%
Neighborhood Connector	201.6	3.7	205.4	17.5%
Industrial Street	7.5	0.0	7.5	0.6%
Country Connector	122.3	1.0	123.2	10.5%
Country Road	45.6	0.0	45.6	3.9%
Controlled Major Highway	23.1	0.0	23.1	2.0%
Rustic Road	142.3	0.0	142.3	12.1%
Exceptional Rustic Road	62.2	0.0	62.2	5.3%
Commercial Shared Street	0.3	0.0	0.3	0.0%
Parkway	8.7	0.9	9.6	0.8%
Freeway	56.0	0.0	56.0	4.8%
<b>Total</b>	<b>1,132.5</b>	<b>41.5</b>	<b>1,174.1</b>	<b>100.0%</b>

Note: Excludes streets in the cities of Rockville and Gaithersburg.

**Table 20: Transitway Mileage**

Mode	Existing Street ROW	Existing Non-Street ROW	Planned Street ROW	Planned Non-Street ROW	Total Street ROW	Total Non-Street ROW	Percent
<b>Bus Rapid Transit</b>							
- Dedicated Lanes	0.0	0.0	51.4	0.3	51.4	0.3	31.7%
- No Dedicated Lanes	0.0	0.0	60.4	0.0	60.4	0.0	37.0%
Light Rail	0.0	0.0	2.9	4.9	2.9	4.9	4.8%
Commuter Rail	0.0	23.2	0.0	0.0	0.0	23.2	14.2%
Metrorail	0.0	16.3	0.0	3.9	0.0	20.2	12.4%
<b>Total</b>	<b>0.0</b>	<b>39.5</b>	<b>114.7</b>	<b>9.1</b>	<b>114.7</b>	<b>48.5</b>	<b>100.0%</b>

Note: Excludes transitways in the cities of Rockville and Gaithersburg.

MASTER PLAN OF  
HIGHWAYS &  
TRANSITWAYS  
2024 Technical Update