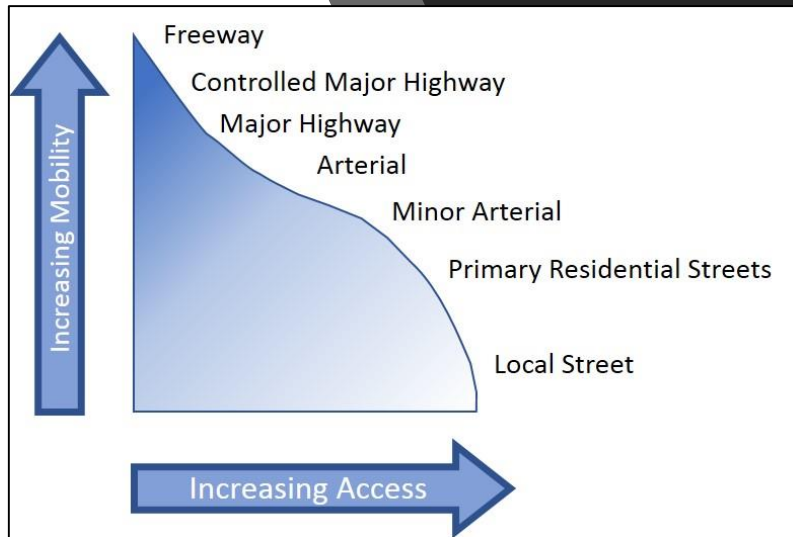


# Why Functional Classification is Important to Transportation Planning



- Functional classification is the process by which streets and highways are grouped into classes, or systems according to the character of traffic service that they are intended to provide.
- Roads or highways are functionally classified in order help plan appropriate design components for each type of facility. A well-designed roadway system has a mix of roadway types.
- Each roadway type is designated based on its need or priority for access or mobility.
  - Roads with high mobility, such as freeways, have high speeds and limited access.
  - Roads with high accessibility have lower speeds and very few restrictions on access.
- Montgomery County Road Code has unique classification system

# Freeway

A Freeway is a road meant exclusively for through movement of vehicles at a high speed. Access must be limited to grade-separated interchanges.



# Controlled Major Highway

A Controlled Major Highway is a road meant exclusively for through movement of vehicles at a lower speed than a Freeway. Access must be limited to grade-separated interchanges or at-grade intersections with public roads.



# Major Highway

A Major Highway is a road meant nearly exclusively for through movement of vehicles at a moderate speed. Access must be primarily from grade-separated interchanges and at-grade intersections with public roads, although driveway access is acceptable in urban and denser suburban settings.



# Parkway

A Parkway is a road meant exclusively for through movement of vehicles at a moderate speed. Access must be limited to grade-separated interchanges and at-grade intersections. Any truck with more than 4 wheels must not use a Parkway, except in an emergency or if the trust is engaged in Parkway maintenance.



# Arterial

An Arterial is a road meant primarily for through movement of vehicles at a moderate speed, although some access to abutting property is expected.



## Country Arterial

A Country Arterial is an arterial, typically in the County's agricultural reserve. This road is meant primarily for through movement of vehicles at a moderate speed, although some access to abutting property is expected.



## Minor Arterial

A Minor Arterial is a two-lane arterial meant nearly equally for through movement of vehicles and access to abutting property.





# Business District Street

A Business District Street is a road meant for circulation in commercial and mixed-use zones.



# Industrial Street

An Industrial Street is a road meant for circulation in industrial zones.



# Primary Residential Street

A Primary Residential Street is a road meant primarily for circulation in residential zones, although some through traffic is expected.



# Country Road

A Country Road is a road that has the function of a Primary Residential Street, typically in the County's agricultural reserve. This road is meant primarily for circulation in residential zones, although some through traffic is expected.



# Rustic and Exceptional Rustic Road

Rustic Roads and an Exceptional Rustic Roads are roads classified under Section 49-78 of the Montgomery County Code. The designation seeks to preserve the rustic character of these roads by retaining certain physical features of rustic roads and by certain right-of-way maintenance procedures.



# Transitways – Light Rail Transit

The Purple Line is a 16-mile planned light rail transit system that will operate with 21 stations. This line will run from Downtown Bethesda to New Carrollton, providing connections to Metrorail, local and inter-city bus, MARC train and Amtrak. LRT systems are fixed-routes transit systems that operate in both on-street and exclusive transit rights of way. The 11 stations planned within Montgomery County are:

- Bethesda (CBD)
- Connecticut Avenue
- Lyttonsville
- Woodside
- Silver Spring Transit Center
- Silver Spring Library
- Dale Drive
- Manchester Road
- Long Branch
- Piney Branch Road
- Takoma-Langley Park



# Transitways – Bus Rapid Transit

Bus rapid transit systems are proposed on 11 routes within Montgomery County. These routes were identified in the Countywide Transit Corridors Function Master Plan. BRT systems differ from conventional bus systems with the following typical operating characteristics:

- Operates in mixed traffic or in dedicated BRT lanes (along the curb or in a road median).
- 60' long articulated bus with doors on both sides
- Off-board fare collection at stations. This reduces boarding time.
- Fewer stations than local bus

