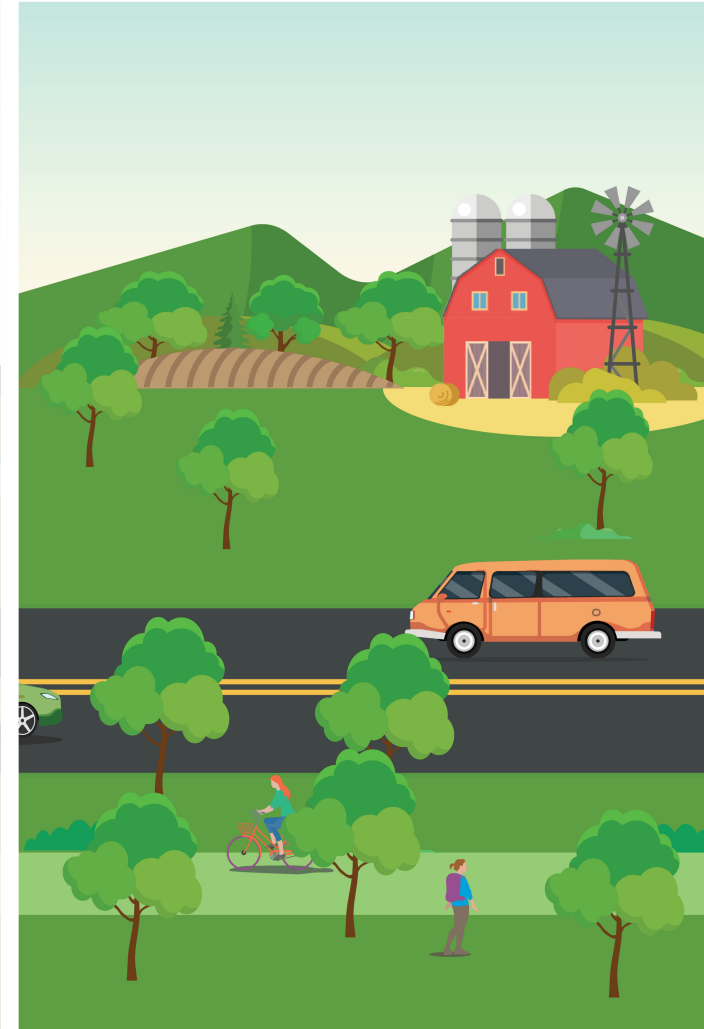
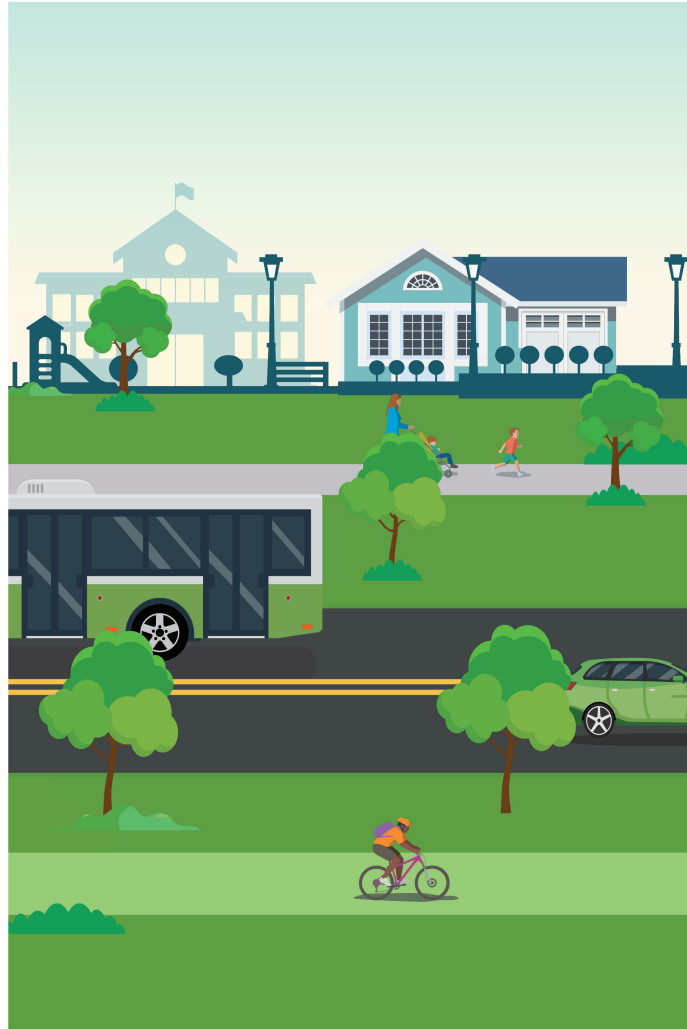


SEPTEMBER 2025

APPROVED AND ADOPTED



Master Plan of HIGHWAYS & TRANSITWAYS 2025 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, setting the 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 (M-NCPPC) 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's 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) 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, subdivision regulation amendments, and the general administration of their respective park systems.

The M-NCPPC 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), please contact the M-NCPPC Montgomery County Commissioners Office by telephone at 301-495-4605 or by email at 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 or call 800-552-7724.

Sources of Copies

You may request additional copies of this document from:
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive
Wheaton, MD 20902
Online at <https://montgomeryplanning.org/mpoht2024>



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
6611 Kenilworth Avenue • Riverdale, Maryland 20737

MCPB No 25-103
M-NCPPC No. 25-17

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend, and add to The General Plan (*Thrive Montgomery 2050*); and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held duly advertised public hearings on September 12, 2024, November 14, 2024, and January 9, 2025 on the Public Hearing Draft of the *Master Plan of Highways and Transitways – 2025 Technical Update*, being also an amendment to portions of the following functional master plans: *Pedestrian Master Plan* (2023), the *Rustic Roads Functional Master Plan* (2023), the *Preservation of Agricultural and Rural Open Space Functional Master Plan* (1980), the *Purple Line Functional Plan* (2010), the *Countywide Transit Corridors Functional Master Plan* (2013), the *Intercounty Connector Limited Functional Master Plan Amendment: Bikeways and Interchanges* (2009), and *Thrive Montgomery 2050* (2022). This plan also amends the following area master plans: the *10 Mile Creek Area Limited Amendment* (2014), the *Ashton Village Center Sector Plan* (2021), the *Aspen Hill Master Plan* (1994), the *Aspen Hill Minor Master Plan Amendment* (2015), the *Bethesda Downtown Sector Plan* (2017), the *Bethesda-Chevy Chase Master Plan* (1990), the *Boys Master Plan* (1985), the *Burtonsville Commercial Crossroads Neighborhood Plan* (2012), the *Capitol View and Vicinity Sector Plan* (1982), the *Chevy Chase Lake Sector Plan* (2013), the *Clarksburg Master Plan and Hyattstown Special Study Area* (1994), the *Cloverly Master Plan* (1997), the *Damascus Master Plan* (2006), the *East Silver Spring Master Plan* (2000), the *Fairland & Briggs Chaney Master Plan* (2023), the *Forest Glen/Montgomery Hills Sector Plan* (2020), the *Four Corners Master Plan* (1996), the *Friendship Heights Sector Plan* (1998), the *Gaithersburg and Vicinity Master Plan* (1996), the *Germantown Employment Area Sector Plan* (2009), the *Germantown Master Plan* (1989), the *Glenmont Sector Plan* (2013), the *Great Seneca Plan* (2024), the *Greater Lyttonsville Sector Plan* (2017), the *Grosvenor/Strathmore Metro Area Minor Master Plan* (2018), the *Kemp Mill Master Plan* (2001), the *Kensington Sector Plan* (2012), the *Kensington/Wheaton Master Plan* (1989), the *Long Branch Sector Plan* (2013), the *MARC Rail Communities Sector Plan* (2019), the *Montgomery*

MCPB No 25-103
M-NCPPC No. 25-17

Village Master Plan (2016), the *North and West Silver Spring Master Plan* (2000), the *North Bethesda/Garrett Park Master Plan* (1992), the *Olney Master Plan* (2005), the *Potomac Subregion Master Plan* (2002), the *Rock Spring Sector Plan* (2017), the *Sandy Spring/Ashton Master Plan* (1998), the *Sandy Spring Rural Village Plan* (2015), the *Shady Grove Minor Master Plan* (2021), the *Shady Grove Sector Plan* (2006), the *Silver Spring Downtown and Adjacent Communities Plan* (2022), the *Takoma/Langley Crossroads Sector Plan* (2012), the *Takoma Park Master Plan* (2000), the *Twinbrook Sector Plan* (2009), the *Upper Rock Creek Master Plan* (2004), the *Veirs Mill Corridor Master Plan* (2019), the *Westbard Sector Plan* (2016), the *Wheaton CBD Sector Plan* (2012), the *White Flint Sector Plan* (2010), the *White Flint 2 Sector Plan* (2018), the *White Oak Master Plan* (1997), and the *White Oak Science Gateway Master Plan* (2014).

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on April 10, 2025, approved the Planning Board Draft of the *Master Plan of Highways and Transitways – 2025 Technical Update*, recommended that it be approved by the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying situate within Montgomery County (the “Montgomery County District Council”), and forwarded it to the Montgomery County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft of the *Master Plan of Highways and Transitways – 2025 Technical Update* and forwarded said recommendations and analysis to the Montgomery County District Council on July 2, 2025; and

WHEREAS, the Montgomery County District Council held a public hearing on July 8, 2025, wherein testimony was received concerning the Planning Board Draft of the *Master Plan of Highways and Transitways – 2025 Technical Update*; and

WHEREAS, the District Council, on July 29, 2025 approved the Planning Board Draft of the *Master Plan of Highways and Transitways – 2025 Technical Update* subject to the modifications and revisions set forth in District Council Resolution No. 20-890.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said *Master Plan of Highways and Transitways – 2025 Technical Update*, as an amendment to all plans referenced above.

BE IT FURTHER RESOLVED, that copies of said *Master Plan of Highways and Transitways – 2025 Technical Update* must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court for both Montgomery and Prince George’s Counties, as required by law.

MCPB No 25-103
M-NCPPC No. 25-17

.....
CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution 25-103 adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Linden, seconded by Commissioner Bartley, with a vote of 4-0; Chair Harris, and Commissioners Bartley, Hedrick and Linden voting in favor, with Vice Chair Pedoeem being necessarily absent, at its regular meeting held on Thursday, September 4, 2025, in Wheaton, Maryland and via video conference.



Artie L. Harris, Chair
Montgomery County Planning Board

CERTIFICATION This is to certify that the foregoing is a true and correct copy of Resolution No. 25-17 adopted by the Maryland-National Capital Park and Planning Commission on motion of Vice Chair Harris, seconded by Commissioner Washington, with Chairman Barnes, Vice Chair Harris, Commissioners Bartley, Hedrick, Linden, Pedoeem and Washington voting in favor of the motion, and Commissioner Geraldo being absent for the vote at its regular meeting held on Wednesday, September 24, 2025 at the Department of Parks and Recreation Administration Auditorium in Riverdale, Maryland and broadcast by the Department of Parks and Recreation, Prince George's County.



William Spencer
Acting Executive Director

Approved as to
Legal Sufficiency:

/s/ Matthew Mills
Office of the General Counsel

Resolution No: 20-890
Introduced: July 29, 2025
Adopted: July 29, 2025

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION OF
THE MARYLAND-WASHINGTON REGIONAL DISTRICT WITHIN
MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President at the Request of the Planning Board

SUBJECT: Master Plan of Highways and Transitways 2025 Technical Update

Background

1. On April 29, 2025, the Montgomery County Planning Board transmitted to the County Executive and County Council the Planning Board Draft 2025 Technical Update to the Master Plan of Highways and Transitways.
2. The Planning Board Draft 2025 Technical Update to the Master Plan of Highways and Transitways amends the Master Plan of Highways and Transitways within Montgomery County and contains the text and supporting maps for a comprehensive amendment to the Pedestrian Master Plan (2023), the Rustic Roads Functional Master Plan (2023), the Preservation of Agricultural and Rural Open Space Functional Master Plan (1980), the Purple Line Functional Plan (2010), the Countywide Transit Corridors Functional Master Plan (2013), the Intercounty Connector Limited Functional Master Plan Amendment: Bikeways and Interchanges (2009), and Thrive Montgomery 2050 (2022), as amended. This plan also amends the following area master plans, as amended: the 10 Mile Creek Area Limited Amendment (2014), the Ashton Village Center Sector Plan (2021), the Aspen Hill Master Plan (1994), the Aspen Hill Minor Master Plan Amendment (2015), the Bethesda Downtown Sector Plan (2017), the Bethesda-Chevy Chase Master Plan (1990), the Boyds Master Plan (1985), the Burtonsville Commercial Crossroads Neighborhood Plan (2012), the Capitol View and Vicinity Sector Plan (1982), the Chevy Chase Lake Sector Plan (2013), the Clarksburg Master Plan and Hyattstown Special Study Area (1994), the Cloverly Master Plan (1997), the Damascus Master Plan (2006), the East Silver Spring Master Plan (2000), the Fairland & Briggs Chaney Master Plan (2023), the Forest Glen/Montgomery Hills Sector Plan (2020), the Four Corners Master Plan (1996), the Friendship Heights Sector Plan (1998), the Gaithersburg and Vicinity Master Plan (1996), the Germantown Employment Area Sector Plan (2009), the Germantown Master Plan (1989), the Glenmont Sector Plan (2013), the Great Seneca Plan (2024), the Greater Lyttonsville Sector Plan (2017), the Grosvenor/Strathmore Metro Area Minor Master Plan (2018), the Kemp Mill Master Plan (2001), the Kensington Sector Plan (2012), the

Kensington/Wheaton Master Plan (1989), the Long Branch Sector Plan (2013), the MARC Rail Communities Sector Plan (2019), the Montgomery Village Master Plan (2016), the North and West Silver Spring Master Plan (2000), the North Bethesda/Garrett Park Master Plan (1992), the Olney Master Plan (2005), the Potomac Subregion Master Plan (2002), the Rock Spring Sector Plan (2017), the Sandy Spring/Ashton Master Plan (1998), the Sandy Spring Rural Village Plan (2015), the Shady Grove Minor Master Plan (2021), the Shady Grove Sector Plan (2006), the Silver Spring Downtown and Adjacent Communities Plan (2022), the Takoma/Langley Crossroads Sector Plan (2012), the Takoma Park Master Plan (2000), the Twinbrook Sector Plan (2009), the Upper Rock Creek Master Plan (2004), the Veirs Mill Corridor Master Plan (2019), the Westbard Sector Plan (2016), the Wheaton CBD Sector Plan (2012), the White Flint Sector Plan (2010), the White Flint 2 Sector Plan (2018), the White Oak Master Plan (1997), and the White Oak Science Gateway Master Plan (2014).

3. On July 16, 2025, the County Executive transmitted to the County Council his fiscal impact analysis for the 2025 Technical Update to the Master Plan of Highways and Transitways.
4. On July 8, 2025, the County Council held a public hearing regarding the Planning Board Draft 2025 Technical Update to the Master Plan of Highways and Transitways. The Plan was referred to the Transportation and Environment Committee for review and recommendation.
5. On July 21, 2025, the Transportation and Environment Committee held a worksession to review the recommendations of the Planning Board Draft 2025 Technical Update to the Master Plan of Highways and Transitways.
6. On July 29, 2025, the County Council reviewed the April 2025 Planning Board Draft of the 2025 Technical Update to the Master Plan of Highways and Transitways and the recommendations of the Transportation and Environment Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following Resolution:

The Planning Board Draft 2025 Technical Update to the Master Plan of Highways and Transitways, dated April 2025, is approved with revisions. County Council revisions to the Planning Board Draft 2025 Technical Update to the Master Plan of Highways are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. Montgomery County Planning Department staff may make additional, non-substantive revisions to the Master Plan before its adoption by the Maryland-National Capital Park & Planning Commission.

All page references in this section are consistent with the page numbering in the print version of the Planning Board Draft 2025 Technical Update to the Master Plan of Highways and Transitways.

Page 19: Revise the last sentence of Recommendation 5.A., prior to Table 5, to read “To ensure that there is sufficient transportation capacity to serve existing and future travel demand in the Clarksburg to [Germantown] Montgomery Village corridor, a comprehensive study of travel needs should be conducted to determine whether there is sufficient master-planned transportation capacity to accommodate planned development, as well as the feasibility and timeline of implementing planned and existing master-planned transportation improvements.”

Page 25: Add to Recommendation 5.B.2. the following paragraph and table, updating the MPOHT tables and Appendices accordingly: “Several parkway segments remain in the MPOHT despite Council precedent removing parkways from the MPOHT. Some of the segments currently classified as parkways will remain in the MPOHT under different classifications. The changes made by this recommendation can be summarized in the following table:

Street name	From	To	Recommended Classification	Recommended Target Speed
Cabin John Parkway (I-495X)	Capital Beltway	Clara Barton Parkway	Freeway	N/A
Clara Barton Parkway	MacArthur Blvd	Eggert Drive	Remove	N/A
Clara Barton Parkway	Eggert Dr	1330' east of Tulane Ave	Remove	N/A
Clara Barton Parkway	1330' east of Tulane Ave	D.C. Line	Remove	N/A
Josiah Henson Parkway	Montrose Rd	Approx. 780' west of East Jefferson St	Controlled Major Highway	35 mph
Montrose Parkway (Planned)	Parklawn Dr	Rock Creek Park	Controlled Major Highway	35 mph
Montrose Parkway (Planned)	Rock Creek/Veirs Mill Master Plan Boundary	Veirs Mill Rd	Controlled Major Highway	35 mph

Page 138: Make the following changes to Figure 24:

- To remain consistent with the *I-270 Corridor Forward Transit Plan*, remove transitways on Sam Eig Highway, MD 355 north of Ridge Road and between Shakespeare Blvd and Middlebrook Road, plus add a missing transitway segment along Shakespeare Blvd.

- Make the North Bethesda BRT a solid line along Old Georgetown Road.
- Edit the legend to remove corridor numbers.


MARC and Red Line Expansion in Area Master Plans

Until the next countywide update of the Master Plan of Highways and Transitways, the Council directs the Montgomery County Planning Board not to assume additional capacity from a) the third tracking of the MARC Brunswick Line between the Frederick County Line and Metropolitan Grove or b) the Metrorail expansion on the Red Line between Shady Grove and the Germantown MARC station when calculating the land use - transportation balance in future master plans, including but not limited to the upcoming Clarksburg Gateway Sector Plan and the Germantown Sector Plan Amendment.

General

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft. The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft.

This is a correct copy of Council action.


 Sara R. Tenenbaum,
 Clerk of the Council

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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 rights-of-way needed to implement that vision.

1.A HISTORICAL CONTEXT FOR PLAN

The first bicounty *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 bicounty *Master Plan* was completed in 1955. The 1955 plan covered only the eastern 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.

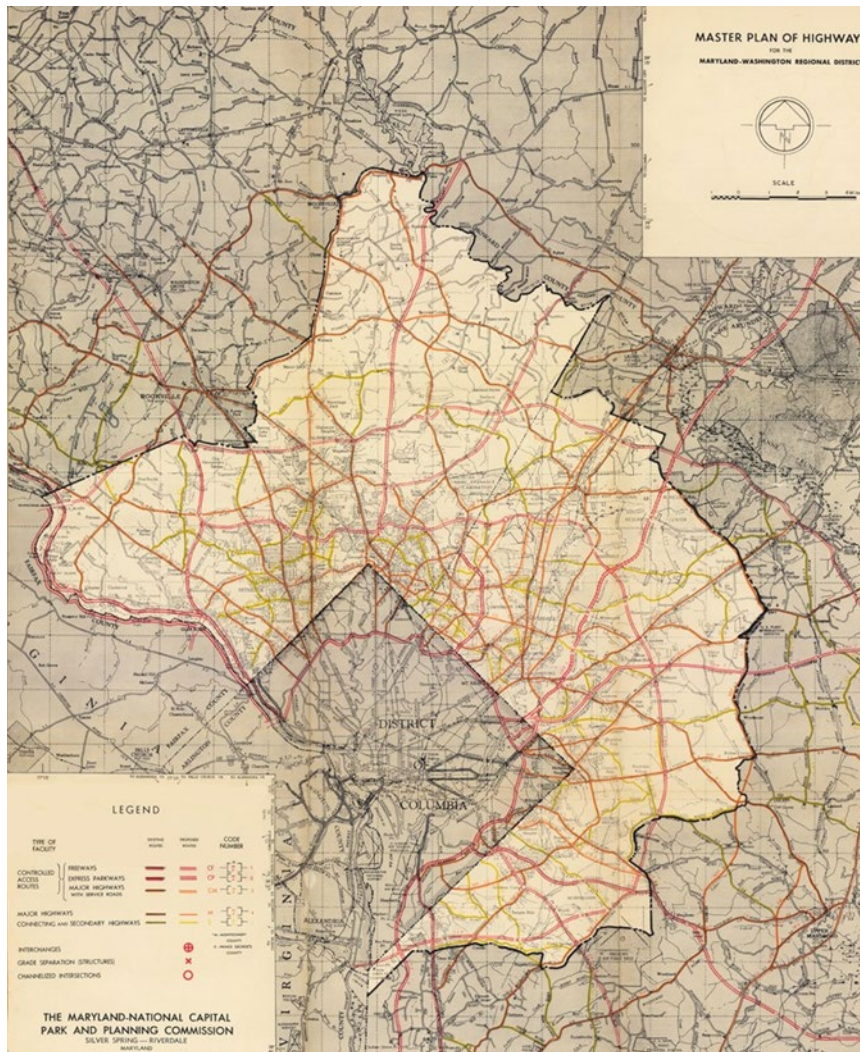


Figure 1: 1955 M-NCPPC Master Plan of Highways

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 (Bills 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 facilitating 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

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 Including Amendments	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
Forest Glen/Montgomery Hills Sector Plan	March 2020
Veirs Mill Corridor Master Plan	April 2019

Master Plans Including Amendments	Date Approved by County Council
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
Shady Grove Sector Plan	January 2006
Olney Master Plan	April 2005
Upper Rock Creek Master Plan	April 2004

Master Plans Including Amendments	Date Approved by County Council
Rustic Roads – Johnson Drive, Long Corner Road, Mountain View Road, Purdum Road, Warfield Road	February 2004
Potomac Subregion Master Plan	April 2002
Kemp Mill Master Plan	December 2001
Takoma Park Master Plan	January 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) ¹
- 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) ²

¹ 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	

² 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/>

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. Racial Equity and Social Justice

The Montgomery County Council passed the Racial Equity and Social Justice Act in November 2019. The act requires the Planning Board to consider the impact of a plan on racial equity and social justice in the county. This is accomplished through changes in policy, practice, and allocation of county resources to ensure that all people have the same rights and opportunities regardless of their race, socioeconomic status, age, sex, religion, or other characteristics.

The Master Plan of Highways and Transitways – 2025 Technical Update is primarily implementing the policy direction made by the County Council as part of two bills in 2022 (Bills 24-22 and 34-22) that revised the street types and default target speeds identified in Chapter 49 of the County Code, also known as the “Road Code,” to conform to the county’s Complete Streets Design Guide. An amendment to the plan’s scope of work, approved by the Planning Board after the first public hearing, expanded the plan to consider removing the unbuilt sections of Midcounty Highway.

Throughout the planning process, Montgomery Planning has actively sought out opportunities to engage with the public as part of the process. This includes holding public outreach efforts in March through May of 2024. Additional outreach focused on Midcounty Highway’s extension was also held in October 2024. Outreach included multiple approaches, including providing e-letters, public meetings (virtual and in-person), and an online comment map. In addition, a public hearing was held in Germantown to provide the community with greater

opportunities to testify about the proposed removal of the unbuilt sections of Midcounty Highway.

Technical materials have also been developed to make them as accessible as possible. Montgomery Planning created the CSDG webpage that provides materials and videos on the concept of Complete Streets and the different types of streets that are identified in the MPOHT. In addition, the MPOHT Technical Update webpage provided links to public hearings and their associated materials, as well as updates on project status and engagement efforts.

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Chapter 4. Master Plan Technical Elements

4.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.

4.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



Figure 2: Street Classification Using a Complete Streets Context

- 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 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

- 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

4.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; sidepaths in Suburban and Country Areas for shared use between pedestrians and bicyclists
- Bicyclists: Separated bike lanes in Downtown and Town Center Areas; 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; sidepaths on Controlled Major Highways and Parkways
- Bicyclists: No bicycle accommodation on Freeways; sidepaths on Controlled Major Highways and Parkways
- Transit: Frequent transit service

4.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.

Target Speed: a desired operating speed along a particular street.

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 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 that are consistent with the CSDG Street types.

Table 4: Current MPOHT – Summary by Target Speed

Current Target Speed	Street Segments	Mileage	Percent
None	901	647.1	56.3%
N/A	35	53.1	4.6%
15	4	1.1	0.1%
20	93	15.7	1.4%
25	598	150.8	13.1%
30	208	226.3	19.7%
35	66	27.1	2.4%
40	25	14.8	1.3%
45	7	6.9	0.6%
50	2	<0.5	<0.5%
55	2	6.2	0.5%
Total	1,941	1,149.1	100.0%

Chapter 5. 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.A CREATION OF GROWTH CORRIDOR BOULEVARD STREET TYPE AND 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**.

Additional streets removed from the MPOHT include:

- Elton Road between Avenel Garden Lane and the Prince George's County line, shown in **Table 5** and **Figure 3**.
- The northern extension of Midcounty Highway, as shown in **Table 5** and **Figure 4**.

To ensure that there is sufficient transportation capacity to serve existing and future travel demand in the Clarksburg to Montgomery Village corridor, a comprehensive study of travel needs should be conducted to determine whether there is sufficient master-planned transportation capacity to accommodate planned development, as well as the feasibility and timeline of implementing planned and existing master-planned transportation improvements.

Table 5: Street Segments Removed from the MPOHT

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Existing Lanes	Planned Lanes	Master Plan ROW (feet)
Clara Barton Pkwy	MacArthur Blvd	Eggert Dr	Parkway	N/A	N/A	2	4	Varies
Clara Barton Pkwy	Eggert Dr	1330' east of Tulane Ave	Parkway	N/A	N/A	4	4	Varies
Clara Barton Pkwy	1330' east of Tulane Ave	D.C. Line	Parkway	N/A	N/A	2	4	Varies
Dupont Avenue	Kensington Town Center boundary	Nash Place	Town Center Street	Neighborhood Street	25	2	2	70
Elton Road	Avenel Garden Lane	Prince George's County	Neighborhood Connector	Neighborhood Street	None	2	2	50
Rosedale Avenue	Downtown Bethesda boundary	60' east of Tilbury Street	Downtown Street	Neighborhood Street	25	2	2	60
Midcounty Highway	Ridge Road	Watkins Meadow Drive	Boulevard (Planned)	No Change	35	N/A	6	150
Midcounty Highway	Watkins Meadow Drive	Middlebrook Road	Boulevard (Planned)	No Change	35	N/A	6	150
Midcounty Highway	Middlebrook Road	Grassy Knoll Terrace	Boulevard	Neighborhood Street	None Assigned	2	6	150
Midcounty Highway	Grassy Knoll Terrace	800' west of Watkins Mill Road	Boulevard (Planned)	No Change	35	N/A	6	150
Midcounty Highway	800' west of Watkins Mill Road	Watkins Mill Road	Boulevard (Planned)	No Change	None Assigned	N/A	6	150
Midcounty Highway	Watkins Mill Road	1200' east of Watkins Mill Road	Boulevard (Planned)	No Change	35	N/A	6	150

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed	Existing Lanes	Planned Lanes	Master Plan ROW (feet)
Midcounty Highway	1200' east of Watkins Mill Road	1700' west of Montgomery Village Avenue	Boulevard (Planned)	No Change	None Assigned	N/A	6	150
Midcounty Highway	1700' west of Montgomery Village Avenue	Montgomery Village Avenue	Boulevard (Planned)	No Change	35	N/A	6	150
Walsh Street	Downtown Bethesda boundary	West Avenue	Downtown Street	Neighborhood Street	25	2	2	60
Woodland Drive Extended	Dennis Avenue	Medical Park Drive	Town Center Street (Planned)	Neighborhood Street (Planned)	25	2	2	60

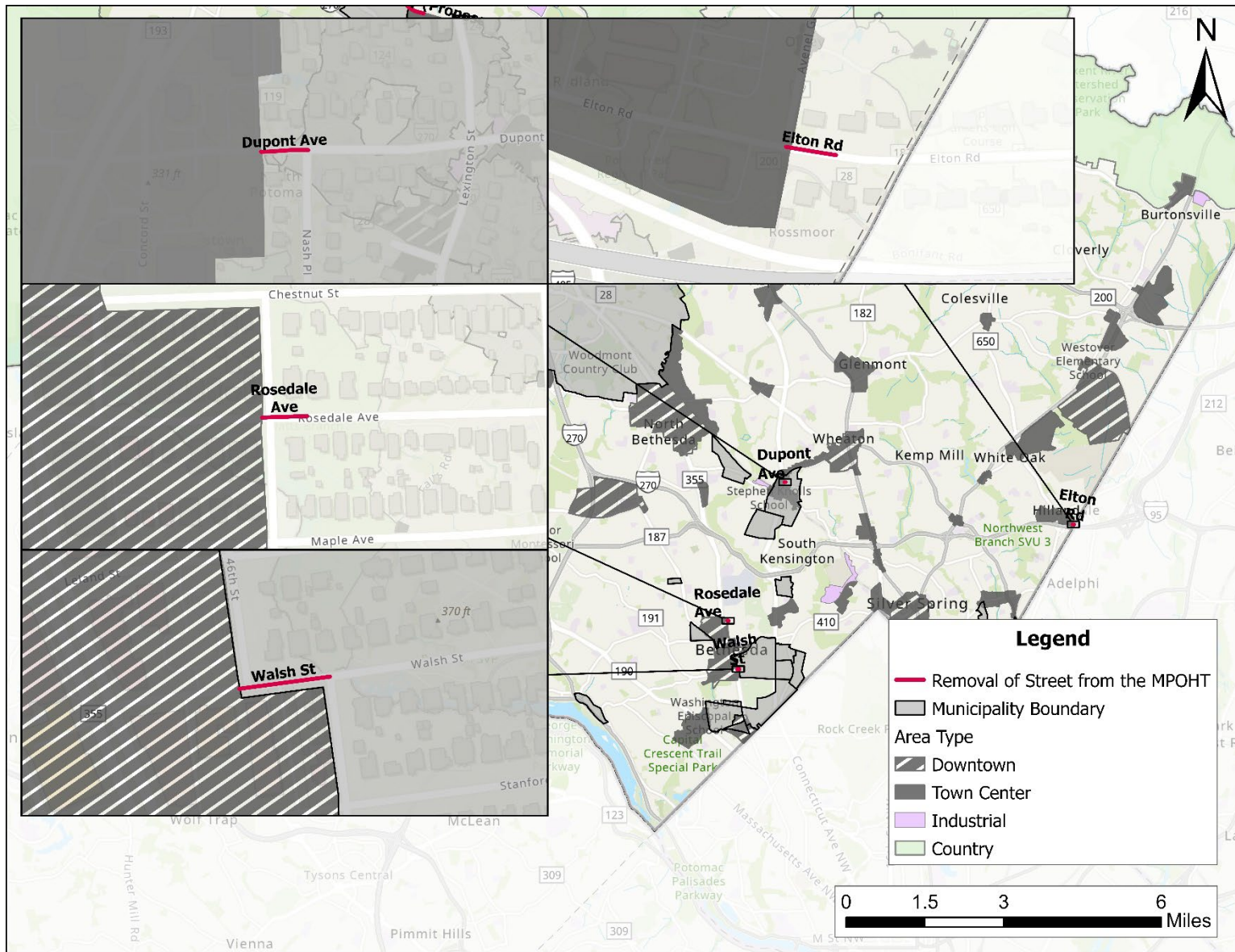


Figure 3: Streets Removed from the MPOHT

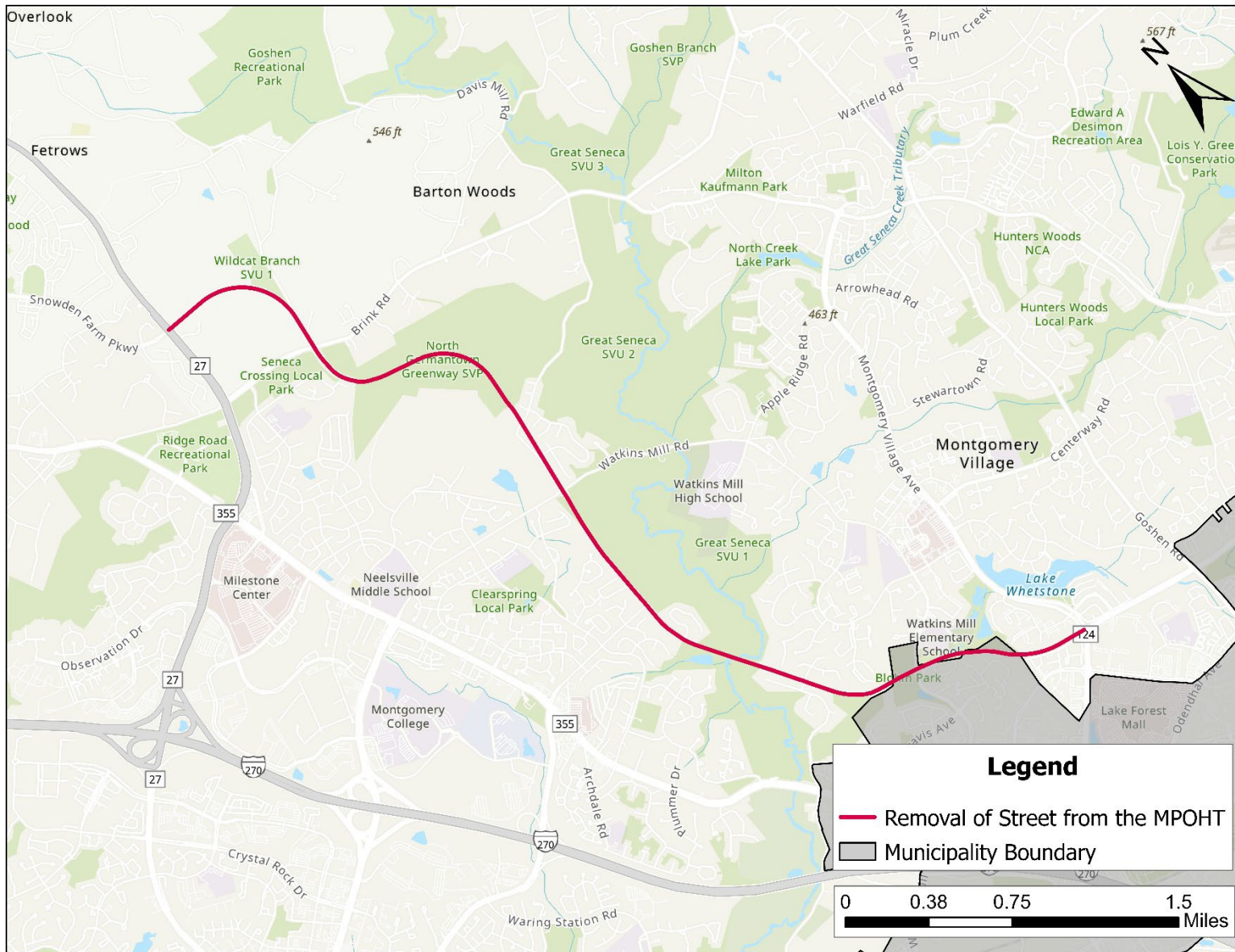


Figure 4: Streets Removed from the MPOHT – Northern Extension of Midcounty Highway

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

There are 941 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 groupings of recommendations that are included in this chapter. The MPOHT has 1,941 segments over 1,149 linear miles. Recommendations for streets therefore account for 48.5% of total MPOHT segments and 57.6% of total MPOHT mileage.

Table 6: Street Recommendations Summary by Type

Proposed Change	Number of Segments	Percent of Total MPOHT Segments	Mileage	Percent of Total MPOHT Mileage
Target Speed	917	47.2%	653.5	56.9%
Street Classification	69	3.6%	24.9	2.2%
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	Number of Segments	Percent of Total MPOHT Segments	Mileage	Percent of Total MPOHT Mileage
20	291	15.0%	176.6	15.4%
25	333	17.2%	198.0	17.2%
30	57	2.9%	52.0	4.5%
35	190	9.8%	145.2	12.6%
40	41	2.1%	78.0	6.8%
45	1	0.1%	0.3	<0.1%
50	2	0.1%	1.7	0.1%
55	2	0.1%	1.5	0.1%

5.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 5**.

Table 8: Planned Lane Changes

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Waring Station Road	Summer Oak Drive	Wisteria Drive	Boulevard	Area Connector	None Assigned	25	2	4	2	80
Waring Station Road	Wisteria Drive	Clopper Road	Boulevard	Area Connector	None Assigned	25	2	4	2	80
Waring Station Road	Middlebrook Road	Summer Oak Drive	Boulevard	Area Connector	35	25	2	4	2	80
Wisteria Drive	Great Seneca Highway	Waring Station Road	Boulevard	Area Connector	None Assigned	25	2	4	2	80

Note: Changes to recommendations are shown in bold font with grey background.

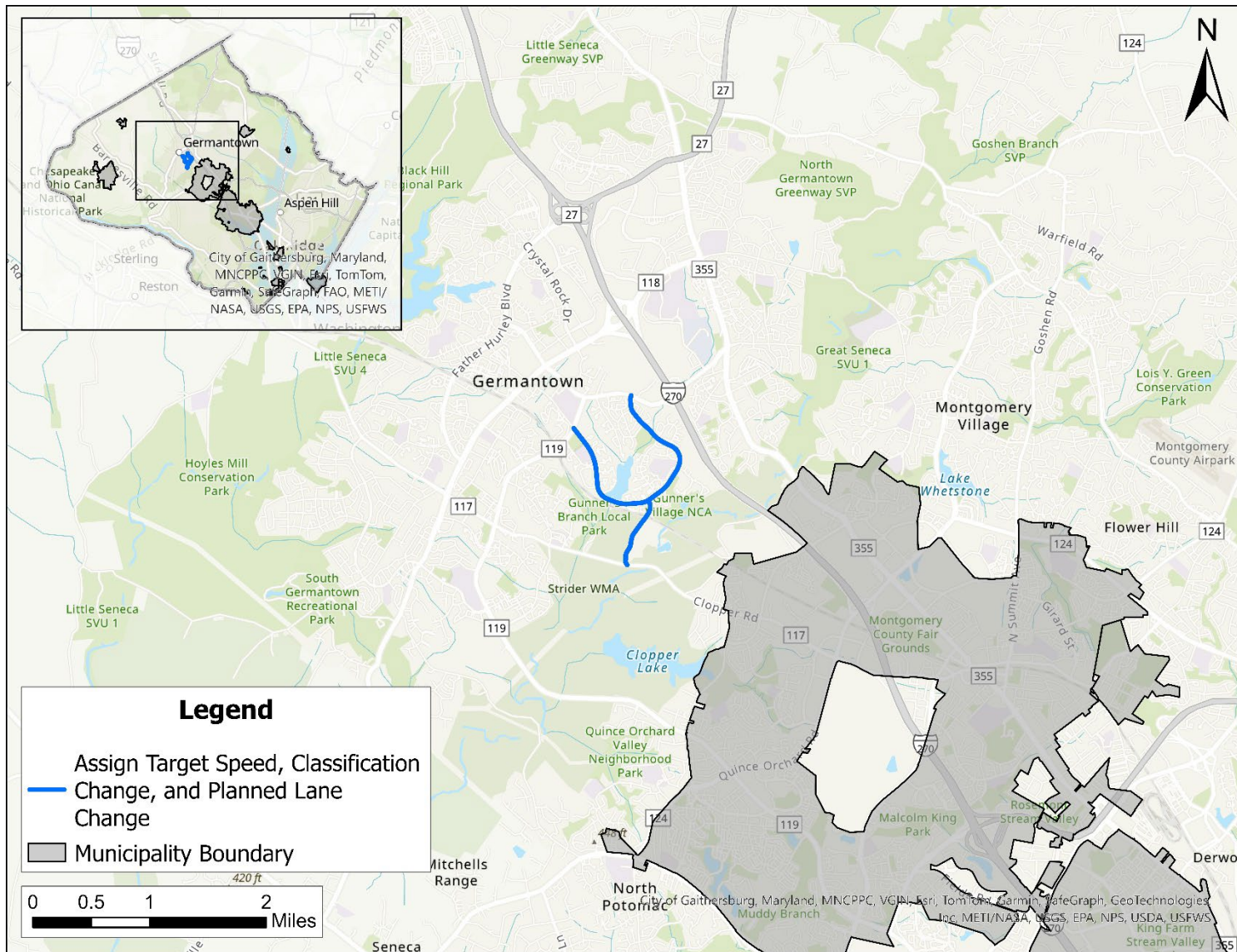


Figure 5: Street Segments with Planned Lane Changes

5.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 6**.

Several parkway segments remained in previous versions of the MPOHT despite Council precedent removing parkways from the MPOHT. Some of the segments currently classified as parkways will remain in the MPOHT under different classifications. The changes made by this recommendation can be summarized in **Table 9**.

Table 9: Parkway Changes Recommended in the MPOHT

Street Name	From	To	Recommended Classification	Recommended Target Speed
Cabin John Parkway (I-495X)	Capital Beltway	Clara Barton Parkway	Freeway	N/A
Clara Barton Parkway	MacArthur Blvd	Eggert Drive	Remove	N/A
Clara Barton Parkway	Eggert Dr	1330' east of Tulane Ave	Remove	N/A
Clara Barton Parkway	1330' east of Tulane Ave	D.C. Line	Remove	N/A
Josiah Henson Parkway	Montrose Rd	Approx. 780' west of East Jefferson St	Controlled Major Highway	35 mph
Josiah Henson Parkway	Approx. 780' ft west of East Jefferson St	East Jefferson Street	Downtown Boulevard	25 mph
Josiah Henson Parkway	East Jefferson Street	Towne Rd	Downtown Boulevard	25 mph
Montrose Parkway (Planned)	Parklawn Dr	Rock Creek Park	Controlled Major Highway	35 mph
Montrose Parkway (Planned)	Rock Creek/Veirs Mill Master Plan Boundary	Veirs Mill Rd	Controlled Major Highway	35 mph
Montrose Parkway (Planned)	Dewey Rd	Veirs Mill Rd	Controlled Major Highway	35 mph

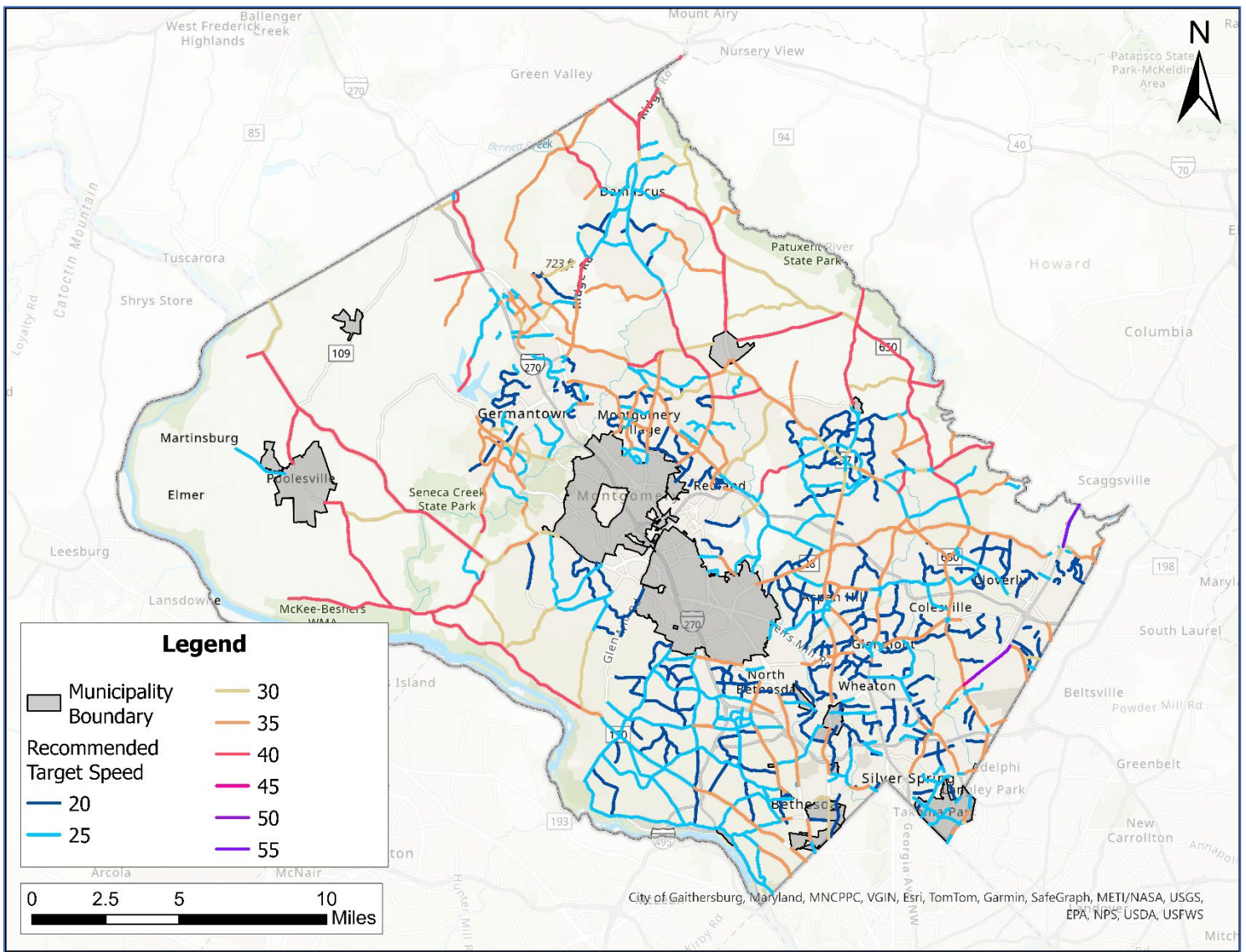


Figure 6: Street Segments with Target Speed Changes

20 mph Target Speeds

There are 291 street segments recommended to have a target speed of 20 mph. This includes 176.6 miles (15.4%) of the total master-planned street network. This target speed is primarily recommended on Neighborhood Connector streets. As shown in **Figure 7** and **Table 10**, the streets are distributed across the county.

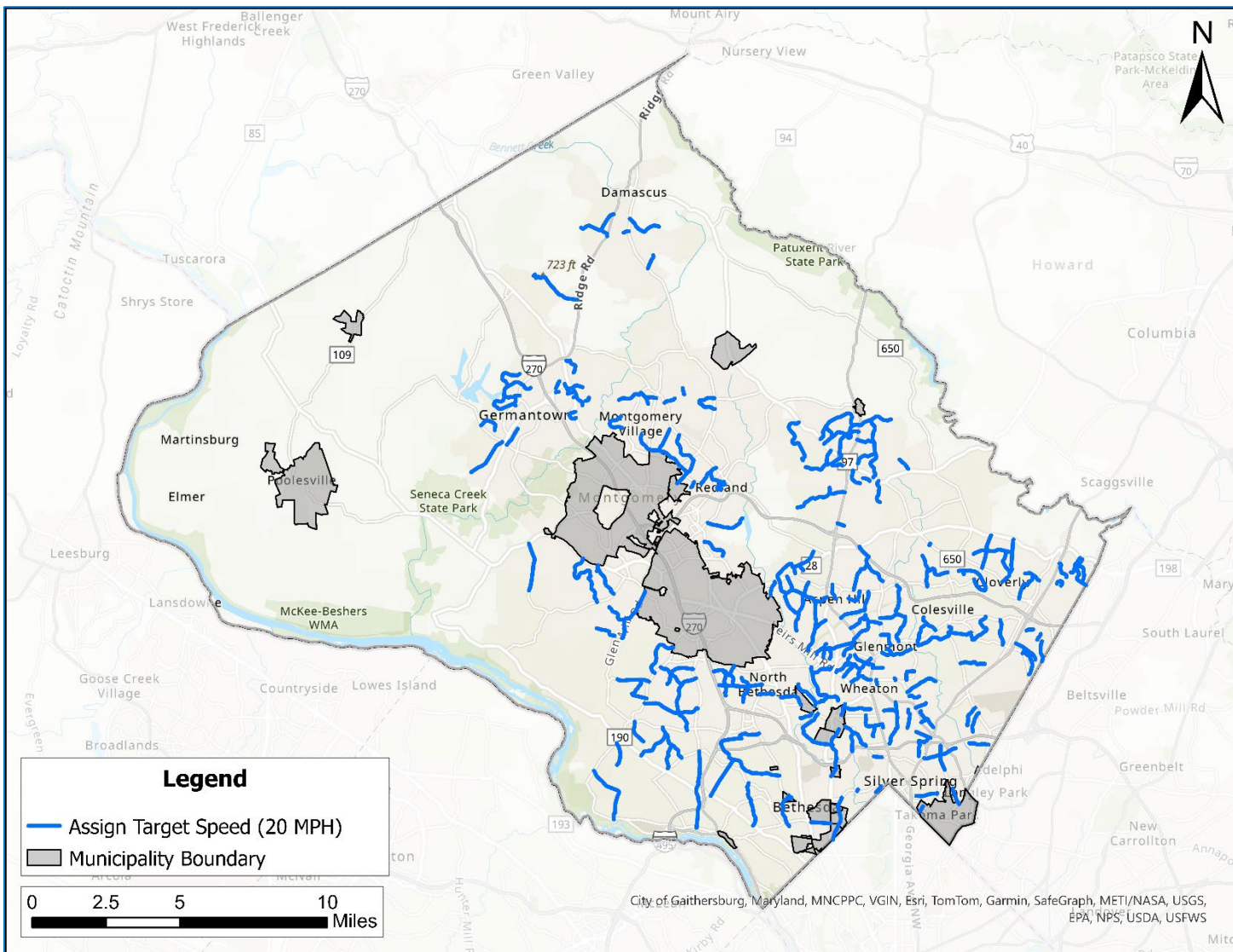


Figure 7: Street Segments with 20 mph Target Speed Recommendation

Table 10: Street Recommendations – Assign 20 mph Target Speed

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

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Bauer Drive	Norbeck Road	Rock Creek Village Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bauer Drive	Emory Lane	Norbeck Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bauer Drive	Rock Creek Village Town Center boundary	Heathfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Beauvoir Boulevard	Mill Run Drive	300' south of Blanchard Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Beaverwood Lane	Bel Pre Road	150' west of Birch Tree Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Beethoven Boulevard	Fairland Road	Schubert Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Belle Crest Lane	Rippling Brook Drive	Hathaway Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bells Mill Road	Falls Road	Seven Locks Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Blackburn Road	Columbia Pike	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60-70
Bloomfield Road	Olney Mill Drive	Briars Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bluhill Road	Dalewood Road	Randolph Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Boland Farm Road	Observation Drive	Sunnyview Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Boswell Lane	Maplecrest Drive	Glen Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Boswell Lane	Piney Meetinghouse Road	Maplecrest Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bradley Lane	West Avenue	Connecticut Avenue (MD 185)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Brahms Avenue	Fairland Road	Schubert Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brandermill Drive	Scenery Drive	Germantown Road relocated	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Briars Road	Bowie Mill Road	Heritage Hills Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brickyard Road	Falls Road	MacArthur Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Briggs Road	Layhill Road	Middlevale Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brimstone Academy Drive	Prince Philip Drive	Old Baltimore Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Broad Green Drive	Eldwick Way	Glen Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Broadmore Road	Cannon Road	Tamarack Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brooke Road	Suburban boundary	Sandy Spring Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brookville Road (MD 186)	Western Avenue (D.C. Line)	East-West Highway (MD 410)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brunett Avenue	Sligo Creek Parkway	Forest Glen Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Brunswick Avenue	Plyers Mill Road	Dennis Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Road	Prince Philip Drive	Buehler Road (planned)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Road	Spartan Road	Prince Philip Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Road (planned)	Buehler Road (planned)	Spartan Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Buehler Road (proposed)	Buehler Road	Buehler Road	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Burdette Road	Greentree Road	Bradley Boulevard (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Burdette Road	Bradley Boulevard (MD 191)	River Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Bushey Drive	Weller Road	Randolph Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Caddington Avenue	University Boulevard	Loxford Terrace	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cannon Road	New Hampshire Avenue	Broadmore Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Capitol View Avenue (MD 192)	approximately 300' south of Beechbank Road	Stoneybrook Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Capitol View Avenue (MD 192)	Forest Glen Road	approximately 100' north of Forest Glen Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Capitol View Avenue (MD 192) relocated	approximately 100' north of Forest Glen Road	approximately 300' south of Beechbank Road	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Capitol View Avenue (MD 192) relocated	Stoneybrook Drive	approximately 170' south of Edgewood Road	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Cavanaugh Drive	Piney Meetinghouse Road	Glen Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cedar Tree Drive	Sandy Spring Road	90' south of Sandy Spring	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cedar Tree Drive	Sandy Spring Road	Isleswood Terrace	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cedar Tree Lane Extended	Isleswood Terrace	Prince George's County Line/Minick Road	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Cedarbluff Drive	Scenery Drive	Yellow Leaf Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cherry Valley Drive	4000' west of Cashell Road	Wellfleet Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cherry Valley Drive	Wellfleet Drive	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cider Barrel Road	Germantown Road	600' south of Oxbridge Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cider Barrel Road	600' south of Oxbridge Drive	Gunners Drive	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Claridge Road	Veirs Mill Road	Henderson Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Cresthaven Drive	Devere Drive	New Hampshire Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dalewood Drive	Veirs Mill Road	Bluhill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dalewood Drive	Randolph Road	Hathaway Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Danville Drive	Tilden Lane	Ibsen Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Denfeld Avenue	Wexford Drive	Newport Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dennis Avenue	University Boulevard	Edgewood Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dennis Avenue	Brunswick Avenue	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dewey Road	Dewey Court	Denfeld Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dewey Road	Randolph Road	Ivy Glen Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dewey Road	Ivy Glen Road	Dewey Court	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Doubleland Road	East Village Avenue	Warfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Dufief Drive	Darnestown Road	Dufief Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Dufief Mill Road	Muddy Branch Road	Darnestown Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Edgewood Avenue	Hannes Street	Lorain Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Edson Lane	Old Georgetown Road	Rockville Pike	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Eldwick Way	Broadgreen Drive	Falls Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Emory Grove Road	Whetstone Road	2000' east of Woodfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Emory Lane	Norbeck Road	Bauer Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Fairdale Road	Briggs Chaney Road	Friendlywood Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Falls Bridge Lane	Falls Road	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Falls Chapel Way	Falls Road	Falls Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Farmland Drive	Old Stage Road	Old Club Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Ferrara Avenue	Ferrara Drive	Veirs Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Ferrara Drive	Mahan Road	Ferrara Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flanders Avenue	Rockville Pike	Strathmore Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Flower Avenue (MD 787)	Franklin Avenue	Wayne Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flower Avenue (MD 787)	Marshall Avenue	Franklin Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flower Hill Way	Washington Grove Lane	Woodfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Flower Hill Way	Woodfield Road	Snouffer School Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Forest Glen Road	Brunett Avenue	Sutherland Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Forest Grove Drive	Imperial Drive	Forest Glen Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Franklin Avenue	University Boulevard	Lawnsberry Terrace	Neighborhood Connector	No Change	None Assigned	20	2	2	2	100
Franklin Avenue	Colesville Road	University Boulevard (MD 193)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Friendlywood Road	Fairdale Road	Perrywood Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gainsborough Road	Democracy Boulevard	Seven Locks Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Galway Road	Calverton Boulevard	Fairland Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gardiner Avenue	Dennis Avenue	Hildarose Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Garland Avenue	Carroll Avenue	Wabash Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Glen Mill Road	Circle Drive	Wootton Parkway	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glen Road	Beekman Place	Falls Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glenallan Avenue	Glenfield Road	Kemp Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glenallan Avenue	Randolph Road	Glenfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Glenbrook Road	Fairfax Road/Little Falls Parkway	Old Georgetown Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gold Mine Road	Heritage Hill Drive	Pyrite Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Good Hope Road	Briggs Chaney Road	Spencerville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Goodhill Road	Bluhill Road	Valleywood Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Gracefield Road	O'Fallon Street	Cherry Hill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Grand Elm Street	Snowden Farm Parkway	Piedmont Road	Country Road	Neighborhood Connector	None Assigned	20	2	2	2	60
Grand Pre Road	Bel Pre Road	Connecticut Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Grays Lane	Monticello Avenue	Kemp Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greentree Road	Burdette Road	I-495 bridge	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greentree Road	Old Georgetown Road	Burdette Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greentree Road	Capital Beltway (I-495)	Greyswood Road Extended	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greyswood Road	Fernwood Road	Derbyshire Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Greyswood Road Extended	Derbyshire Lane	Greentree Road Extended	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Gunners Drive	Frederick Road	Cider Barrel Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Gunners Branch Road	Frederick Road at Scenery Drive	Foxchapel Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Gunners Branch Road	Foxchapel Town Center boundary	Frederick Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Gunners Branch Road	Foxchapel Town Center boundary	Foxchapel Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Hadley Farms Drive	Woodfield Road	Woodfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hathaway Drive	Weller Road	Layhill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hathaway Drive	Dalewood Drive	Weller Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Havard Street	Colie Drive	Barbara Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hawkesbury Lane	Randolph Road	Locksley Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hawkins Creamery Road	Suburban boundary	Woodfield Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Headwaters Drive	Morningwood Drive	Olney-Laytonsville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Heathfield Road	Bauer Drive	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Henderson Road	Valleywood Road	Judson Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Heritage Hills Drive	Olney-Laytonsville Road	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Heurich Road	Randolph Road	Glenallan Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Hewitt Avenue	Rippling Brook Drive	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Homecrest Road	Longmeade Crossing Drive	Bel Pre Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Imperial Drive	Inwood Road	Forest Grove Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Independence Street	Parkland Drive	Connecticut Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Indianola Drive	Crabbs Branch Way	Crabbs Branch Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Inwood Avenue	University Boulevard	Imperial Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Jackson Road	New Hampshire Avenue	Paint Branch Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Johnson Road	Norwood Road	James Hubert Blake High School entry drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Jones Lane	Darnestown Road	Turkey Foot Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Judson Road	Randolph Road	Lindell Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Judson Road	Parker Avenue	Randolph Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kara Lane	Wolf Drive	Cannon Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kenbrook Drive	Arcola Avenue	Healy Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kendale Road	Kentsdale Drive	Bradley Boulevard (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kensington Parkway	Kent Street	Littledale Street	Neighborhood Connector	No Change	25	20	2	2	2	70
Kensington Parkway	Jones Bridge Road	Kent Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kentsdale Drive	Newbridge Drive	Bradley Boulevard (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kinghouse Road	Peach Orchard Road	Thompson Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Kingshouse Road Extended	Kingshouse Court	Craddock Street	Neighborhood Connector (Planned)	No Change	None Assigned	20	N/A	2	2	70
Kingstead Road	Kings Valley Road	Oak Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lake Winds Way	Dufief Mill Road	Travilah Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lamberton Drive	Arcola Avenue	Claybrook Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lanark Way	Renfrew Road	Sutherland Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Lanark Way	Sutherland Road	Colesville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Lewisberry Drive	Snouffer School Road	East Village Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Liberty Mill Road	Dawson Farm Road	Clopper Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lindell Street	Randolph Road	Mason Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lindell Street	Mason Street	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Linden Lane	Hale PI (440' east of Fraser Avenue)	Brookville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	50
Locksley Lane	Randolph Road	Beaumont Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Lone Oak Drive	Old Georgetown Road	Fernwood Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Longmeade Crossing Drive	Layhill Road	Wintergate Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Mahan Road	Ferrara Drive	Dewey Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Marcliff Road	Tuckerman Lane	Tilden Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
McComas Avenue	Douglas Avenue	Saint Paul Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
McKnew Road	Sandy Spring Road	118' south of Sandy Spring	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
McKnew Road	Sandy Spring Road	Sparrow House Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Meadowbrook Lane	East-West Highway	Freyman Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Middlevale Lane	Briggs Road	Randolph Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Mill Run Drive	Redland Town Center boundary	Park Mill Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Mill Run Drive	Redland Road	Redland Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Millenium Court	Germantown Road	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Miller Fall Road	Muncaster Mill Road	Midcounty Highway	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Monticello Avenue	Kemp Mill Road	approximately 150' north of Brentwood Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Monticello Avenue Extended	approximately 150' north of Brentwood Lane	Grays Lane	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Morningwood Drive	Cashell Road	Golden Spring Court	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Moyer Road	Woodfield Road	Moyer Road Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Nadine Drive	Norbeck Road	Bauer Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Needwood Road	Redland Road	Suburban boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Newbridge Drive	Democracy Boulevard	River Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Notley Road	Bonifant Road	end of road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oak Drive	Ridge Road	Ridge Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oakview Drive	New Hampshire Avenue	Northwest Branch Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
O'Fallon Street	Shannondale Drive	Cherry Hill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Observation Drive Connector	Goldenrod Lane	Observation Drive	Town Center Street (planned)	Area Connector (Planned)	None Assigned	20	0	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Old Baltimore Road	Gold Mine Road	Olney-Laytonsville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Club Road	Farmland Drive	Tilden Woods Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Stage Road	Dinwiddie Drive	Tilden Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Old Vic Boulevard	Olney-Sandy Spring Road	Batchellors Forest Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Olney Mill Road	Gold Mine Road	Olney-Laytonsville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Orebaugh Avenue	Arcola Avenue	Wheaton Regional Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Owens Road	Georgia Avenue	Old Baltimore Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oxbridge Drive	Frederick Road	Cider Barrel Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Oxbridge Drive	Cider Barrel Road	Frederick Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Park Mill Drive	Miller Fall Drive	Mill Run Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Parker Avenue	Veirs Mill Road	Arcola Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Parkland Drive	Heathfield Road	Veirs Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Parkwood Drive	Saul Road	Knowles Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Peach Orchard Road	65' south of Spencerville	Spencerville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Peach Orchard Road	Briggs Chaney Road	Spencerville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Peachwood Drive	Windmill Lane	Piping Rock Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Perrywood Drive	Old Columbia Road	Cabin Creek Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Piedmont Road	Grand Elm Street	Skylark Road	Country Road	Neighborhood Connector	None Assigned	20	2	2	2	60
Piedmont Road	Skylark Road	Suburban boundary	Country Road	Neighborhood Connector	None Assigned	20	2	2	2	70
Poplar Run Drive	Layhill Road	Tivoli Lake Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Post Oak Road	Tuckerman Lane	Seven Locks Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Queen Elizabeth Drive	Morningwood Drive	Olney-Laytonville Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rainbow Drive	Briggs Chaney Middle School	Thompson Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rainbow Drive	Snider Lane	Briggs Chaney Middle School	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rippling Brook Drive	Bel Pre Road	Hewitt Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rippling Brook Drive	Matthew Henson Greenway	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Roslyn Avenue	Redland Road	Beauvoir Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Rothbury Drive	700' west of Goshen Road	Goshen Road	Town Center Street	Neighborhood Connector	None Assigned	20	2	2	2	80
Rothbury Drive	Arrowhead Road	700' west of Goshen Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Russett Road	Bauer Drive	Arctic Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Saddle Creek Drive	McKnew Road	approximately 200' southeast of Bender Court	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Saddle Creek Drive Extended	approximately 200' southeast of Bender Court	Cedar Tree Lane	Neighborhood Connector (planned)	No Change	None Assigned	20	N/A	2	2	70
Saint Paul Street	Plyers Mill Road	University Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Saul Road	Parkwood Drive	Kensington Parkway	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Schaeffer Road	Burdette Lane	Germantown Park Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Schaeffer Road	Germantown Park Drive	Suburban boundary	Country Road	Neighborhood Connector	None Assigned	20	2	2	2	80
Schaeffer Road	Suburban boundary	Clopper Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Schindler Drive	Crest Park Drive	New Hampshire Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Schuykill Road	Wyaconda Road	CSX Railroad ROW	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Scottsbury Drive	Shakespeare Boulevard	Seneca Crossing Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Seneca Crossing Drive	Scottsbury Drive	Hendersons Corner Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Serpentine Way	East Randolph Road	Fairland Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Seven Locks Road	MacArthur Boulevard	I-495	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Seven Locks Road	I-495	Bradley Boulevard (MD 191)	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Shannondale Drive	Deer Park Drive	Calverton Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Shaw Avenue	New Hampshire Avenue (MD 650)	Springloch Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Shorefield Road	Georgia Avenue	Wheaton Regional Park	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Skylark Road	Piedmont Road	Ridge Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Sligo Avenue	approximately 149' east of Fenton Street	Piney Branch Road	Neighborhood Connector	Area Connector	None Assigned	20	2	2	2	50

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Sorrell Avenue	Democracy Boulevard	Bentcross Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Spartan Road	Appomattox Avenue	Old Baltimore Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Springloch Road	Shaw Avenue	Springtree Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Springtree Drive	Randolph Road	Springloch Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stedwick Road	Watkins Mill Road	Watkins Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Steeple Road	Clopper Road	Hopkins Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stonebridge View Drive	Muddy Branch Road	Travilah Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stonegate Drive	New Hampshire Avenue	Notley Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stoneybrook Drive	Beach Drive	Capital View Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Strawberry Knoll Road	Emory Grove Road	Centerway Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Stringtown Road	Piedmont Road	Cedarbrook Community Church entry drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Sunflower Drive	Emory Lane	Hornbeam Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Sutherland Road	Forest Glen Road	Lanark Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	80
Takoma Avenue	Philadelphia Avenue	Albany Avenue/Fenton Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Tamarack Road	East Randolph Road	Fairland Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tamarack Road	East Randolph Road	Broadmore Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Taunton Drive	Amity Drive	Shady Grove Middle School	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tenbrook Drive	Breewood Road	Dennis Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Thompson Road	Peach Orchard Road	Briggs Chaney Middle School	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tilden Lane	Old Georgetown Road	200' east of I-270	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tildenwood Drive	Montrose Road	Old Stage Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Tivoli Lake Boulevard	Randolph Road	Poplar Run Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Twig Road	Good Hope Road	Windmill Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Valleywood Drive	Goodhill Road	Henderson Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Victory Lane	Falls Road	Gainsborough Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Waldorf Drive	Wynnfield Drive	Wisteria Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wanegarden Drive	Wynnfield Drive	Wisteria Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Washington Avenue	East-West Highway	Grubb Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Washington Grove Lane	Daylily Lane (Gaithersburg city limits)	Mineral Springs Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Waters Landing Drive	Crystal Rock Drive	Crystal Rock Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wayne Avenue (MD 594-A)	Cloverfield Road	Sligo Creek Parkway	Neighborhood Connector	Area Connector	20	No Change	4	4	4	80
Wayne Avenue (MD 594-A)	Cedar Street	Cloverfield Road	Neighborhood Connector	Area Connector	20	No Change	4	4	4	80
Weller Road	Barbara Road	Georgia Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Wellfleet Drive	Hines Road	Cherry Valley Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Westbury Road	Sunflower Road	Norbeck Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexford Drive	Beach Drive	Denfeld Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexhall Drive	Greencastle Road	Valiant Way	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wexhall Drive	Valiant Way	Greencastle Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Weymouth Street	Montrose Avenue	Garrett Park town limits	Neighborhood Connector	No Change	None Assigned	20	2	2	2	60
Whittier Boulevard	Wilson Lane	Woodhaven Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Whittier Boulevard	River Road	Wilson Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wickham Road	North Branch of Rock Creek	Bowie Mill Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wickham Road	Olney-Laytonsville Road (MD 108)	North Branch of Rock Creek	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Windham Lane	625' east of Horde Street	130' west of Huntley Place	Neighborhood Connector (planned)	No Change	None Assigned	20	2	2	2	70
Windham Lane	130' west of Huntley Place	Inwood Avenue	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Windham Lane	Horde Street	625' east of Horde Street	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Windmill Lane	Eastway Drive	Twig Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wintergate Drive	Longmeade Crossing Drive	Norbeck Road	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wisteria Drive	Wanegarden Drive	Father Hurley Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wolf Drive	Colesville Town Center boundary	Kara Lane	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Wolf Drive	New Hampshire Avenue (MD 650)	Colesville Town Center boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Woodfield School Road	Woodfield Road	Suburban boundary	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Woodhaven Boulevard	Whittier Boulevard	Bradley Boulevard	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70
Wynnfield Drive	Father Hurley Boulevard	Waters Landing Drive	Neighborhood Connector	No Change	None Assigned	20	2	2	2	70

Note: Changes to recommendations are shown in bold font with grey background.

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25 mph Target Speed

There are 333 street segments recommended to have a target speed of 25 mph. This includes 198.0 miles (17.2%) of the master-planned street network. As shown in **Figure 8** and **Table 11**, the streets are distributed across the county and occur on many street types.

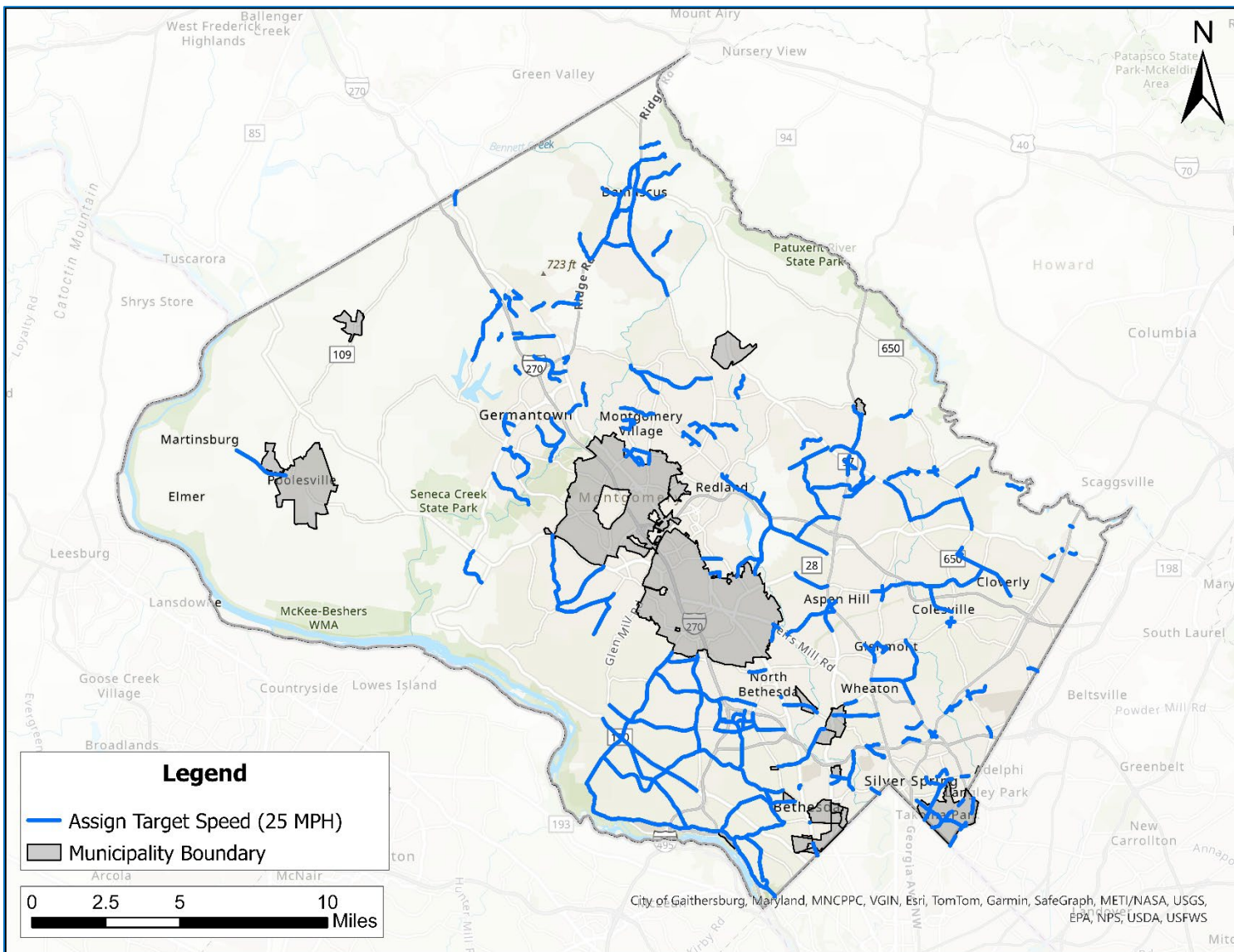


Figure 8: Street Segments with 25 mph Target Speed Recommendation

Table 11: Street Recommendations – Assign 25 mph Target Speed

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

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

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

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

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

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

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Colesville Road (US 29)	Timberwood Avenue	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
Connecticut Avenue (MD 185)	Georgia Avenue	Aspen Hill Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	90
Connecticut Avenue (MD 185)	Turkey Branch (Matthew Henson State Park)	Georgia Avenue (MD 97)	Town Center Boulevard	No Change	None Assigned	25	6	6	6	150
Contour Road	Lost Knife Road	Odendhal Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	70
Crabbs Branch Way	Indianola Drive	East Gude Drive	Boulevard	Industrial Street	25	No Change	4	4	4	80
Crystal Rock Drive	Crystal Rock Trail	Waters Landing Drive/Kinster Drive	Town Center Boulevard	Town Center Street	35	25	2	4	4	100
Cypress Hill Drive	Woodfield Road	end of road	Country Road	No Change	None Assigned	25	2	2	2	70
Dairymaid Drive	Great Seneca Highway	Mateny Road	Boulevard	No Change	None Assigned	25	2	4	4	80
Dale Drive	Wayne Avenue	Piney Branch Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Damascus Road	Viewland Drive	2800' east of Woodfield Road	Area Connector	No Change	None Assigned	25	2	2	2	120

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

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Dustin Road	Columbia Pike West	Columbia Pike (US 29)	Country Road	No Change	None Assigned	25	2	2	2	70
East Gude Drive	Frederick Avenue (MD 355)	Eastern Plan Boundary	Boulevard	Industrial Street	30	25	6	6	6	150
East-West Highway (MD 410)	New Hampshire Avenue (MD 650)	Ethan Allen Avenue Gateway Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	90
Ednor Road	Norwood Road	New Hampshire Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Emory Lane	Muncaster Mill Road	Georgia Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Ethan Allen Avenue (MD 410)	Carroll Avenue (MD 195)	Sycamore Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	50
Ethan Allen Avenue (MD 410)	Ethan Allen Avenue Gateway Town Center boundary	New Hampshire Avenue (MD 650)	Town Center Street	No Change	None Assigned	25	2	2	2	50
Ethan Allen Avenue (MD 410)	Sycamore Avenue	Ethan Allen Avenue Gateway Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	50
Fairland Road	East Randolph Road	Columbia Pike	Boulevard	Area Connector	25	No Change	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Falls Road (MD 189)	Potomac Town Center boundary	River Road	Town Center Boulevard	No Change	None Assigned	25	2	2	2	120
Falls Road (MD 189)	Potomac Town Center boundary	River Road	Town Center Street	No Change	None Assigned	25	2	2	2	120
Falls Road (MD 189)	southern terminus Bullis School property	Potomac Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	120
Falls Road (MD 189)	Eldwick Way	northern terminus Bullis School property	Area Connector	No Change	None Assigned	25	2	2	2	120
Falls Road (MD 189)	MacArthur Boulevard	Potomac Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	120
Falls Road relocated	Coldspring Road	Falls Farm Drive	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Road relocated	Marseille Drive	Eldwick Way	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Road relocated	Falls Farm Drive	Tuckerman Lane	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120
Falls Road 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 Road relocated	Tuckerman Lane	Glen Road	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Father Hurley Boulevard	CSX tracks	Hopkins Road	Boulevard	No Change	None Assigned	25	4	4	4	120
Fernwood Road	Democracy Boulevard	Rock Spring Drive	Downtown Street	No Change	None Assigned	25	4	2	2	80
Fernwood Road	Rock Spring Drive	Rockledge Drive	Downtown Boulevard	No Change	None Assigned	25	4	4	4	80 + 40**
Fernwood Road	Bradley Boulevard	Democracy Boulevard	Area Connector	No Change	None Assigned	25	2	2	2	70
Flower Avenue (MD 787)	Arliss Street	Plymouth Street	Area Connector	No Change	None Assigned	25	2	2	2	70
Flower Avenue (MD 787)	Plymouth Street	Wayne Avenue	Area Connector	No Change	None Assigned	25	2	2	2	70
Foreman Boulevard	Timber Creek Lane	Midcounty Highway	Area Connector	No Change	None Assigned	25	N/A	2	2	80
Foreman Boulevard	Frederick Road	Timber Creek Lane	Area Connector	No Change	None Assigned	25	2	2	2	80
Forest Glen Road	Sligo Creek Parkway	Brunett Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Forest Glen Road (MD 192)	Seminary Road	Belvedere Place	Area Connector	No Change	None Assigned	25	2	2	2	80
Forest Glen Road (MD 192)	Belvedere Place	Georgia Avenue (MD 97)	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	80
Frederick Road (MD 355)	Hyattstown Mill Road	Old Hundred Road	Town Center Street	No Change	None Assigned	25	2	2	2	80
Frederick Road (MD 355)	Old Hundred Road	Frederick County Line	Country Connector	Town Center Street	None Assigned	25	2	2	2	60
Gateway Center Drive	proposed 355 bypass	Shawnee Lane	Town Center Boulevard	No Change	None Assigned	25	4	4 to 6	4 to 6	125

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Gateway Center Drive	Stringtown Road	proposed 355 bypass	Town Center Boulevard	No Change	None Assigned	25	4	4 to 6	4 to 6	125
Georgia Avenue (MD 97)	Aspen Hill Town Center boundary	Aspen Hill Road	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	150
Georgia Avenue (MD 97)	Randolph Road	500' south of Randolph Road	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	170
Georgia Avenue (MD 97)	Spartan Road	Olney Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	4 to 5	4 to 5	150
Georgia Avenue (MD 97)	500 feet south of Randolph Road	Glenmont Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	124
Georgia Avenue (MD 97)	Layhill Road (MD 182)	Randolph Road	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	170
Georgia Avenue (MD 97)	Denley Road	Layhill Road	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	145
Georgia Avenue (MD 97)	Olney-Laytonsville Road/Olney-Sandy Spring (MD 108)	Spartan Road	Town Center Boulevard	No Change	None Assigned	25	6	4 to 5	4 to 5	121
Georgia Avenue (MD 97)	Olney-Laytonsville Road/Olney-Sandy Spring	Prince Philip Road (north)	Town Center Boulevard	No Change	None Assigned	25	2 to 4	6	6	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Georgia Avenue (MD 97)	Prince Philip Road (north)	Gold Mine Road/proposed Brookville bypass	Area Connector	No Change	None Assigned	25	2	2	2	80
Georgia Avenue (MD 97)	Gold Mine Road	Brookville Town Line	Area Connector	No Change	None Assigned	25	2	2	2	80
Glenallan Avenue	Georgia Avenue (MD 97)	Layhill Road	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	90
Gold Mine Road	Pyrite Lane	New Hampshire Avenue	Country Road	No Change	None Assigned	25	2	2	2	70
Goldenrod Lane	Observation Drive	Germantown Road	Town Center Boulevard	Boulevard	25	No Change	4	4	4	80
Goldsboro Road (MD 614)	Massachusetts Avenue	River Road	Boulevard	Area Connector	None Assigned	25	2	4	4	120
Goldsboro Road (MD 614)	MacArthur Boulevard	Massachusetts Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Goldsboro Road (MD 614)	River Road	Bradley Boulevard	Area Connector	No Change	None Assigned	25	2	2	2	80
Good Hope Road	New Hampshire Avenue	Briggs Chaney Road	Neighborhood Connector	Area Connector	None Assigned	25	2	2	2	70
Goshen Road	Odendhal Avenue	Lower Village Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	105

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Gracefield Service Road	Gracefield Road	Prince George's County Line	Boulevard	No Change	None Assigned	25	2	4	4	80
Greencastle Road	Old Columbia Pike	Columbia Pike	Area Connector	No Change	None Assigned	25	2	2	2	70
Grosvenor Lane	Cheshire Drive	I-270	Area Connector	No Change	None Assigned	25	2	2	2	70
Grubb Road	East-West Highway (MD 410)	D.C. Line	Area Connector	No Change	None Assigned	25	2	2	2	80
Gue Road	Ridge Road	5000' east of Ridge Road	Country Road	No Change	None Assigned	25	2	2	2	70
Henderson Corner Road	Frederick Road	Ridge Road 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 Road	Georgia Avenue	Cashell Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Holsey Road	Ridge Road	approximately 735' east of entrance to Rocky Ridge Farm	Country Road	No Change	None Assigned	25	2	2	2	70
Howard Avenue	Suburban boundary	Knowles Avenue	Town Center Street	Industrial Street	25	No Change	2	2	2	60
Howard Avenue	Connecticut Avenue	Suburban boundary	Town Center Street	Industrial Street	25	No Change	2	2	2	60
Howard Chapel Drive	Gue Road	340' west of Dix	Country Road	No Change	None Assigned	25	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Howard Chapel Drive	Gue Road	Damascus Road	Country Road	No Change	None Assigned	25	2	2	2	70
Huntington Parkway	Old Georgetown Road	Bradley Boulevard	Area Connector	No Change	None Assigned	25	2	2	2	100
Jones Bridge Road	Connecticut Avenue	Jones Mill Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Jones Mill Road	Jones Bridge Road	East-West Highway (MD 410)	Area Connector	No Change	None Assigned	25	2	2	2	70
Jones Mill Road	Capital Beltway	Jones Bridge Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Josiah Henson Parkway	East Jefferson Street	Towne Road	Parkway	Downtown Boulevard	None	25	4	4	4	130
Josiah Henson Parkway	Approx. 780' ft west of East Jefferson St	East Jefferson Street	Parkway	Downtown Boulevard	None	25	4	4	4	300
Kemp Mill Road	Randolph Road	Arcola Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Kings Valley Road	Ridge Road	Stringtown Road	Country Road	No Change	None Assigned	25	2	2	2	70
Kingsview Village Avenue	Clopper Road	Leaman Farm Road	Boulevard	No Change	None Assigned	25	4	4	4	100
Layhill Road (MD 182)	Glenallan Avenue	Georgia Avenue (MD 97)	Town Center Boulevard	No Change	None Assigned	25	6	4	4	140
Layhill Road (MD 182)	New Street (Winexburg Manor)	Glenallan Avenue	Town Center Boulevard	No Change	None Assigned	25	4	4	4	120
Layhill Road (MD 182)	Layhill Town Center boundary	Layhill Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	4	4	4	150
Leaman Farm Road	Kingsview Village Avenue	Germantown Road	Boulevard	No Change	None Assigned	25	2	4	4	100
Leaman Farm Road	Germantown Road	Kingsview Village Avenue	Boulevard	No Change	None Assigned	25	4	4	4	100

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Linden Lane	Second Avenue	Brookville Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Link Road	Ednor Road	end of county maintenance	Country Road	No Change	None Assigned	25	2	2	2	70
Little Seneca Parkway	Midcounty Highway	Ridge Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Little Seneca Parkway Extended	I-270	Clarksburg Town Center boundary	Town Center Boulevard (planned)	No Change	None Assigned	25	N/A	4	4	120
Lockwood Drive	Burnt Mills Town Center boundary	Northwest Drive	Town Center Street	No Change	None Assigned	25	2	2	2	80
Lockwood Drive	west Side of White Oak Shopping Center	Stewart Lane	Town Center Street	No Change	None Assigned	25	2	2	2	90
Lockwood Drive	Columbia Pike (US 29)	Burnt Mills Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Lockwood Drive	400' west of New Hampshire Avenue (MD 650)	west side of White Oak Shopping Center	Town Center Street	No Change	None Assigned	25	2	2	2	90
Lost Knife Road	Montgomery Village Avenue	Odendhal Avenue	Town Center Boulevard	No Change	None Assigned	25	4	4	4	100
Macarthur Boulevard	Western Avenue (D.C. Line)	Capital Beltway (I-495)	Area Connector	No Change	None Assigned	25	2	2	2	Varies
Macarthur Boulevard	Capital Beltway	Falls Road	Area Connector	No Change	None Assigned	25	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Main Street	Town Spring Road	Howard Chapel Drive	Area Connector	No Change	None Assigned	25	2	2	2	80
Main Street	Woodfield Road (MD 124)	Howard Chapel Drive	Town Center Street	No Change	None Assigned	25	2	2	2	80
Manor Road	Connecticut Avenue	130' before Village Park Place	Town Center Street	No Change	None Assigned	25	2	2	2	70
Manor Road	Connecticut Avenue	Jones Bridge Road	Town Center Street	No Change	None Assigned	25	2	2	2	70
Massachusetts Avenue (MD 396)	Sangamore Road	Goldsboro Road	Boulevard	Area Connector	None Assigned	25	2	4	4	120
Mateny Road	Dairymaid Drive	Great Seneca Highway	Area Connector	No Change	None Assigned	25	2	2	2	80
Metro Access Road	Intercounty Connector	Shady Grove Town Center boundary	Boulevard	Town Center Boulevard	25	No Change	4	5 to 6	5 to 6	150
Midcounty Highway	Goshen Road	Montgomery Village Avenue	Town Center Boulevard	No Change	None Assigned	25	4	6	6	150
Middlebrook Road	Foxchapel Town Center boundary	Observation Drive	Town Center Boulevard	No Change	40	25	6	6	6	150
Middlebrook Road	Frederick Road	Foxchapel Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	2	6	6	150
Middlebrook Road	Observation Drive	Frederick Road (MD 355)	Town Center Boulevard	No Change	None Assigned	25	6	6	6	150
Montgomery Village Avenue	Stedwick Road	Club House Road	Town Center Boulevard	No Change	None Assigned	25	4	4 to 6	4 to 6	100

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Montgomery Village Avenue	Gaithersburg city limits (830' south of Lost Knife Road)	Midcounty Highway	Town Center Boulevard	No Change	None Assigned	25	6	6 to 8	6 to 8	120-140
Montrose Road	Falls Road	Seven Locks Road	Area Connector	No Change	None Assigned	25	2 to 4	2	2	300
Montrose Road Extended	existing Falls Road	Falls Road relocated (approximately 400 feet west)	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	100
Mooney Drive	Snouffer School Road	Beechcraft Avenue	Industrial Street	No Change	None Assigned	25	2	4	4	80
Motor City Drive	Westlake Terrace	current terminus/future private street	Downtown Street	No Change	None Assigned	25	2	2	2	70
Muddy Branch Road	Dufief Mill Road	Darnestown Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Road (MD 115)	Lisa Drive	Suburban boundary	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Road (MD 115)	Redland Town Center boundary	Redland Road	Town Center Boulevard	No Change	None Assigned	25	2	4	4	100
Muncaster Mill Road (MD 115)	Suburban boundary	Bowie Mill Road	Country Connector	Area Connector	None Assigned	25	2	2	2	80
Muncaster Mill Road (MD 115)	Redland Road	Lisa Drive	Town Center Street	No Change	None Assigned	25	2	2	2	80
Muncaster Mill Road (MD 115)	North Branch of Rock Creek	Norbeck Road (MD 28)	Area Connector	No Change	None Assigned	25	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Muncaster Mill Road (MD 115)	Bowie Mill Road	North Branch of Rock Creek	Area Connector	No Change	None Assigned	25	2	2	2	80
Muncaster Road	Muncaster Mill Road (MD 115)	Redland Town Center boundary	Town Center Street	No Change	None Assigned	25	2	2	2	80
New Hampshire Avenue (MD 650)	Colesville Park & Ride	Colesville Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
New Hampshire Avenue (MD 650)	Olney-Sandy Spring Road/Ashton Road	Ashton Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	2	2	2	120
New Hampshire Avenue (MD 650)	Ednor Road	Spencerville Road	Area Connector	No Change	None Assigned	25	2	2	2	120
New Hampshire Avenue (MD 650)	Ashton Town Center boundary	Olney-Sandy Spring Road/Ashton Road	Town Center Street	No Change	None Assigned	25	2	2	2	80
New Hampshire Avenue (MD 650)	Powder Mill Road	425' north of Elton Road	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	130
New Hampshire Avenue (MD 650)	280' south of Overlook Drive	Powder Mill Road	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	120-130
New Hampshire Avenue (MD 650)	Lockwood Drive	835' south of Lockwood Drive	Town Center Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	130

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Avenue (MD 650)	685' north of Lockwood Drive	Lockwood Drive	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
New Hampshire Avenue (MD 650)	Maryland Gateway Town Center boundary	Eastern Avenue (D.C. Line)	Town Center Boulevard	No Change	None Assigned	25	6 to 8	6	6	150
New Hampshire Avenue (MD 650)	University Boulevard (MD 193)	Erskine Street	Town Center Boulevard	No Change	None Assigned	25	6 to 8	6 (see plan)	6 (see plan)	150
New Hampshire Avenue (MD 650)	Bryants Nursery Road	250' north of Cloverly Street	Town Center Boulevard	No Change	None Assigned	25	4	4	4	100
New Hampshire Avenue (MD 650)	250' north of Cloverly Street	Briggs Chaney Road	Town Center Boulevard	No Change	None Assigned	25	4	4	4	120
New Hampshire Avenue (MD 650)	Kentland Avenue	Ethan Allen Avenue Gateway Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6 to 8	6	6	150
New Hampshire Avenue (MD 650)	425' north of Elton Road	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 Road	Randolph Road	Neighborhood Connector (planned)	No Change	None Assigned	25	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Norwood Road	Sandy Spring Town Center boundary	Olney-Sandy Spring Road	Town Center Street	No Change	None Assigned	25	2	2	2	80
Norwood Road (MD 182)	Ednor Road/Layhill Road	Doctor Bird Road	Area Connector	No Change	None Assigned	25	2	2	2	120
Notley Road	New Hampshire Avenue	ICC right-of-way	Neighborhood Connector	Area Connector	None Assigned	25	2	2	2	70
Notley Road	ICC right-of-way	Bonifant Road	Neighborhood Connector	Area Connector	None Assigned	25	2	2	2	70
Oaklyn Drive	Persimmon Tree Road	Falls Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Observation Drive	Shakespeare Boulevard/Seneca Meadows Parkway	Boland Farm Road	Town Center Boulevard	No Change	35	25	4	4 to 6	4 to 6	150
Observation Drive	Dorsey Mill Road	Shakespeare Boulevard/Seneca Meadows Parkway	Town Center Boulevard	No Change	35	25	4	4 to 6	4 to 6	150
Old Baltimore Road	Georgia Avenue	Olney-Laytonsville Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Old Clarksburg Road	Gosnell Farm Road	Whelan Lane	Industrial Street	Town Center Street	25	No Change	2	2	2	60
Old Columbia Pike	White Oak Town Center boundary	downtown Life Sciences/FDA Village boundary	Boulevard	Town Center Boulevard	25	No Change	4	4	4	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Old Frederick Road	Clarksburg Town Center boundary	Stringtown Road	Town Center Street	No Change	None Assigned	25	2	2	2	50
Old Frederick Road	Roberts Tavern Drive	Clarksburg Town Center boundary	Town Center Street	Boulevard	None Assigned	25	2	2	2	50
Old Georgetown Road (MD 187)	Rock Spring Drive	I-270	Downtown Boulevard	No Change	None Assigned	25	6	6 to 7	6 to 7	150
Old Georgetown Road (MD 187)	Cheshire Drive	Rock Spring Drive	Downtown Boulevard	No Change	None Assigned	25	6	6	6	120
Olney Mill Road	Olney-Laytonsville Road	Wickham Road	Neighborhood Connector	No Change	None Assigned	25	2	2	2	70
Olney-Laytonsville Road (MD 108)	Olney Town Center boundary	Georgia Avenue (MD 97)	Town Center Boulevard	No Change	None Assigned	25	4	4	4	150
Olney-Sandy Spring Road (MD 108)	Norwood Road	Sandy Spring Town Center boundary	Town Center Street	No Change	None Assigned	25	2	2	2	80
Olney-Sandy Spring Road (MD 108)	Ashton Town Center boundary	Ashton Road/New Hampshire Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	80
Olney-Sandy Spring Road (MD 108)	Doctor Bird Road	Norwood Road	Area Connector	No Change	None Assigned	25	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Olney-Sandy Spring Road (MD 108)	Georgia Avenue	Spartan Road	Town Center Boulevard	No Change	None Assigned	25	4	4	4	150
Olney-Sandy Spring Road (MD 108)	Doctor Bird Road/Norwood Road	Dominion Drive	Area Connector	No Change	30	25	2	2	2	80
Parklawn Drive	Wicomico Avenue (Rockville city limits)	Montrose Parkway	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	80
Parklawn Drive	Montrose Parkway	Randolph Road	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	80
Parklawn Drive	Randolph Road	CSX tracks/980' east of Nicholson Lane Extended	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	80
Persimmon Tree Road	River Road	Capital Beltway (I-495)	Area Connector	No Change	None Assigned	25	2	2	2	80
Persimmon Tree Road	Capital Beltway (I-495)	MacArthur Boulevard	Area Connector	No Change	None Assigned	25	2	2	2	80
Philadelphia Avenue (MD 410)	Takoma Junction Town Center boundary	Carroll Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	50
Philadelphia Avenue (MD 410)	Fenton Street	Takoma Junction Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	50
Piney Branch Road (MD 320)	Eastern Avenue (D.C. Line)	Philadelphia Avenue	Area Connector	No Change	None Assigned	25	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Piney Branch Road (MD 320)	Philadelphia Avenue (MD 410)	Sligo Creek Parkway	Area Connector	No Change	None Assigned	25	2 to 3	2	2	80
Piney Branch Road (MD 320)	Flower Avenue	Arliss Street	Town Center Boulevard	Town Center Street	30	25	4	4	4	103
Piney Branch Road (MD 320)	University Boulevard	Carroll Avenue	Town Center Boulevard	No Change	35	25	4	4	4	120
Piney Branch Road (MD 320)	Manchester Road	Flower Avenue (MD 787)	Town Center Boulevard	Town Center Street	30	25	4	4	4	80
Piney Meetinghouse Road	Cavanaugh Drive/Shady Grove Road Extended	Travilah Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Piney Meetinghouse Road	Suburban Boundary	Cavanaugh Drive/Shady Grove Road Extended	Area Connector	No Change	None Assigned	25	2	2	2	80
Plum Orchard Drive	Cherry Hill Road	Gracefield Road	Boulevard	No Change	None Assigned	25	2	4	4	80
Plyers Mill Road	Metropolitan Avenue	140' east of Lexington Street	Town Center Street	No Change	None Assigned	25	2	2	2	80
Plyers Mill Road	Connecticut Avenue	Metropolitan Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	100
Plyers Mill Road	Kensington town limits (230' west of Drumm Avenue)	Georgia Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Plyers Mill Road	Metropolitan Avenue	Kensington town limits	Area Connector	No Change	None Assigned	25	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Prince Philip Drive	Olney-Sandy Spring Road	Brooke Farm Drive	Area Connector	No Change	None Assigned	25	2	4	4	80
Prince Philip Drive	Georgia Avenue	Olney-Sandy Spring Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Prince Philip Drive	Brooke Farm Drive	Georgia Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Queen Elizabeth Drive	Olney-Laytonsville Road	Georgia Avenue	Area Connector	No Change	None Assigned	25	2	2	2	70
Quince Orchard Road	Dufief Mill Road	Muddy Branch Stream	Area Connector	No Change	None Assigned	25	2	2	2	80
Quince Orchard Road	Dufief Mill Road	Darnestown Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Randolph Road	Colesville Town Center boundary	Colesville Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Randolph Road	Glenallan Avenue	Glenmont Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Ridge Road (MD 27)	I-270	Milestone Town Center boundary	Town Center Boulevard	No Change	None Assigned	25	6	6	6	150
Ridge Road (MD 27)	Suburban boundary	Skylark Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Ridge Road (MD 27)	1000' south of Sweepstakes Road	Kings Valley Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Ridge Road (MD 27)	Damascus Town Center boundary	Bethesda Church Road	Town Center Street	No Change	None Assigned	25	2	2	2	100

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Ridge Road (MD 27)	450' north of High Corner Street	Suburban boundary	Area Connector	No Change	None Assigned	25	2	2	2	100
Ridge Road (MD 27)	Bethesda Church Road	450' north of High Corner Street	Town Center Street	No Change	None Assigned	25	2	2	2	80
Ridge Road (MD 27)	1000' south of Sweepstakes Road	Damascus Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	100
Ridgefield Road	Westbard Avenue	River Road	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	100
Rifle Ford Road	Germantown Road	Great Seneca Creek	Area Connector	No Change	None Assigned	25	2	2	2	80
River Road (MD 190)	Potomac Town Center boundary	Seven Locks Road	Town Center Boulevard	No Change	None Assigned	25	2	2	2	150
River Road (MD 190)	Potomac Town Center boundary	Falls Road	Town Center Street	No Change	None Assigned	25	2	2	2	150
River Road (MD 190)	Falls Road	Potomac Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	150
River Road (MD 190)	River Oaks Lane	Potomac Town Center boundary	Area Connector	No Change	None Assigned	25	2	2	2	150
Roberts Tavern Drive	New Cut Road Extended	Observation Drive Extended	Boulevard	No Change	None Assigned	25	2	4	4	120
Roberts Tavern Drive (Extended)	New Cut Road Extended	Observation Drive Extended	Boulevard (planned)	No Change	None Assigned	25	N/A	4	4	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Rock Spring Drive	Fernwood Road	Old Georgetown Road (MD 187)	Downtown Boulevard	No Change	None Assigned	25	4	4	4	80 + 40
Rockledge Drive	Fernwood Road	Rockledge Boulevard	Downtown Street	No Change	None Assigned	25	4	2	2	80
Rockledge Drive	Democracy Boulevard	Rockledge Boulevard	Downtown Street	No Change	None Assigned	25	4	2	2	80
Rockledge Drive	Rockledge Boulevard	I-270 southbound ramps	Downtown Street	No Change	None Assigned	25	4	3	3	130
Rockledge Drive	I-270 southbound ramps	I-270 northbound ramps	Town Center Boulevard	Downtown Boulevard	None Assigned	25	5	4	4	80
Rockville Pike (MD 355)	Hillery Way	Flanders Avenue	Downtown Boulevard	No Change	None Assigned	25	6	6 to 8	6 to 8	150
Sangamore Road	Massachusetts Avenue	MacArthur Boulevard	Area Connector	No Change	None Assigned	25	2	2	2	80
Scenery Drive	Middlebrook Road	Germantown Road	Boulevard	No Change	None Assigned	25	2	4	4	80
Second Avenue	Second Avenue/Linden Lane	Seminary Place	Area Connector	No Change	None Assigned	25	2	2	2	80
Seminary Road	Forest Glen Road	Capital Beltway (I-495)	Area Connector	No Change	None Assigned	25	2	2	2	80
Seminary Road	Capital Beltway (I-495)	Second Avenue/Seminary Place	Area Connector	No Change	None Assigned	25	2	2	2	80
Seven Locks Road	Bradley Boulevard (MD 191)	Rockville city limits	Area Connector	No Change	None Assigned	25	2	2	2	80
Shakespeare Boulevard	Observation Drive	Frederick Road (MD 355)	Town Center Boulevard	No Change	35	25	4	4 to 6	4 to 6	123

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Snowden Farm Parkway	Clarksburg Town Center Boundary	Clarksburg Road	Area Connector	Town Center Street	25	No Change	2	2	2	80
Somerville Drive Extended	King Farm Boulevard Extended	Redland Road	Town Center Boulevard	Town Center Street	25	No Change	N/A	3	3	90
South Glen Road	Deep Glen Drive	Falls Road	Country Road	Area Connector	None Assigned	25	2	2	2	70
Southlawn Lane	Incinerator Lane	Avery Road	Industrial Street	Industrial/Area Connector	None Assigned	25	2	2 to 4	2 to 4	70
Southlawn Lane	East Gude Drive	Incinerator Lane	Industrial Street	No Change	None Assigned	25	2	2 to 4	2 to 4	70
Spencerville Road	Santini Road	Old Columbia Pike	Town Center Boulevard	No Change	None Assigned	25	2	4	4	120
Spring Meadows Drive	Darnestown Road	Seneca Road	Country Road	No Change	None Assigned	25	2	2	2	70
Stedwick Road	Watkins Mill Road	Montgomery Village Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	80
Stewartown Road	Watkins Mill Road	Montgomery Village Avenue	Area Connector (planned)	No Change	None Assigned	25	N/A	2	2	56
Stewartown Road	Montgomery Village Avenue	Goshen Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Strathmore Avenue (MD 547)	Rockville Pike	Beach Drive	Area Connector	No Change	None Assigned	25	2	2	2	80
Sweepstakes Road	Ridge Road	Woodfield Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Sweet Meadow Lane	Belle Chase Drive	Dorsey Road	Country Road	No Change	None Assigned	25	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Travilah Road	Pine View Lane	Dufief Mill Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Travilah Road	Unicorn Way	Darnestown Road	Town Center Street	No Change	25	No Change	2	2	2	70
Travilah Road	Unicorn Way	Dufief Mill Road	Area Connector	No Change	None Assigned	25	2	2	2	70
Tucker Lane	New Hampshire Avenue	Ednor View Terrace	Country Road	No Change	None Assigned	25	2	2	2	70
Tuckerman Lane	Falls Road	Old Georgetown Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Twinbrook Parkway	Halpine Road	Veirs Mill Road	Town Center Boulevard	No Change	None Assigned	25	4	4	4	80
University Boulevard (MD 193)	Colesville Road	Williamsburg Drive	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
University Boulevard (MD 193)	Lorain Avenue	Colesville Road	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
University Boulevard (MD 193)	St. Paul Street	Hillsdale Drive/Drumm Avenue	Town Center Boulevard	No Change	None Assigned	25	6	6	6	120
Valley Park Drive	Ridge Road	Woodfield Road	Area Connector	No Change	None Assigned	25	2	2	2	80-120
Veirs Mill Road (MD 586)	Meadow Hall Road (City of Rockville boundary)	Twinbrook Town Center boundary	Town Center Boulevard	No Change	35	25	4 to 6	6	6	100
Vital Way	Randolph Road	New Hampshire Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	70
Warfield Road	Wightman Road	Woodfield Road	Country Road	No Change	None Assigned	25	2	2	2	70

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Waring Station Road	Summer Oak Drive	Wisteria Drive	Boulevard	Area Connector	None Assigned	25	2	4	2	80
Waring Station Road	Wisteria Drive	Clopper Road	Boulevard	Area Connector	None Assigned	25	2	4	2	80
Waring Station Road	Middlebrook Road	Summer Oak Drive	Boulevard	Area Connector	35	25	2	4	2	80
Wayne Avenue	Manchester Place Station - Purple Line	Flower Avenue	Area Connector	No Change	None Assigned	25	2	2	2	70
Wayne Avenue	Sligo Creek Parkway	Manchester Place Station - Purple Line	Area Connector	No Change	None Assigned	25	2	4	4	70
West Cedar Lane	Rockville Pike (MD 355)	Old Georgetown Road	Area Connector	No Change	None Assigned	25	2	2	2	80
West Old Baltimore Road	I-270	Frederick Road (MD 355)	Area Connector	No Change	None Assigned	25	2	2	2	80
Westbard Avenue	Westbard Circle	Massachusetts Avenue	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	74
Westbard Avenue	Ridgefield Road	Westbard Circle	Town Center Boulevard	Town Center Street	25	No Change	4	4	4	110
Westbard Avenue	Westbard Avenue	Ridgefield Road	Town Center Boulevard (planned)	Town Center Street	25	No Change	4	4	4	110
Westlake Drive	Westlake Terrace	downtown Rock Spring boundary	Downtown Boulevard	No Change	None Assigned	25	2	4	4	70
Westlake Drive	Democracy Boulevard	Westlake Terrace	Downtown Boulevard	No Change	None Assigned	25	4	4	4	90

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Westlake Drive	Downtown Rock Spring boundary	Tuckerman Lane	Area Connector	No Change	None Assigned	25	2	4	4	70
Westlake Terrace	I-270 Spur	Rockledge Drive	Downtown Boulevard	No Change	None Assigned	25	4	4	4	90
Westlake Terrace	Westlake Drive	I-270 Spur	Downtown Street	No Change	None Assigned	25	4	2	2	90
Westmore Avenue	Westmore Road	North Horners Lane	Industrial Street	No Change	None Assigned	25	2	2	2	80
Westmore Road	Westmore Avenue	end of road	Industrial Street	No Change	None Assigned	25	2	2	2	70
Whelan Lane	New Cut Road Extended	Clarksburg Correctional Facility	Industrial Street	No Change	None Assigned	25	2	2	2	60
Whites Ferry Road	Wasche Road	Poolesville western boundary	Country Connector	No Change	None Assigned	25	2	2	2	80
Wightman Road	Brink Road	Goshen Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Wilson Lane	MacArthur Boulevard	30' west of Cordell Avenue	Area Connector	No Change	None Assigned	25	2	2	2	80
Wisconsin Avenue (MD 355)	Bradley Boulevard (MD 191)	Leland Street	Downtown Boulevard	No Change	None Assigned	25	6	6	6	122
Wisconsin Avenue (MD 355)	Oliver Street	Western Avenue	Downtown Boulevard	No Change	None Assigned	25	6	6	6	122
Wisteria Drive	Great Seneca Highway	Waring Station Road	Boulevard	Area Connector	None Assigned	25	2	4	2	80
Woodfield Road (MD 124)	Suburban boundary	Hickory Spring Lane	Area Connector	No Change	None Assigned	25	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Woodfield Road (MD 124)	Hickory Spring Lane	Bethesda Church Road	Area Connector	No Change	None Assigned	25	2	2	2	80
Woodfield Road (MD 124)	Main Street	Highview Avenue	Town Center Street	No Change	None Assigned	25	2	2	2	80
Woodfield Road (MD 124)	Highview Avenue	Ridge Road (MD 27)	Area Connector	No Change	None Assigned	25	2	2	2	80
Woodfield Road (MD 124)	Bethesda Church Road	Main Street	Town Center Street	No Change	None Assigned	25	2	2	2	80
Woodfield School Road	Suburban boundary	Hawkins Creamery Road	Country Road	No Change	None Assigned	25	2	2	2	70
Woodmont Avenue	Wisconsin Avenue	387' north of Battery Lane	Area Connector	No Change	None Assigned	25	2	2	2	80

Note: Changes to recommendations are shown in bold font with grey background.

30 mph Target Speed

A total of 57 street segments are recommended to have a target speed of 30 mph. This includes 52.0 miles (4.5%) of the master-planned street network. As shown in **Figure 9**, the streets are primarily Area Connectors, Country Connectors, Country Roads, and Boulevards. **Table 12** provides a complete list of these street segments.

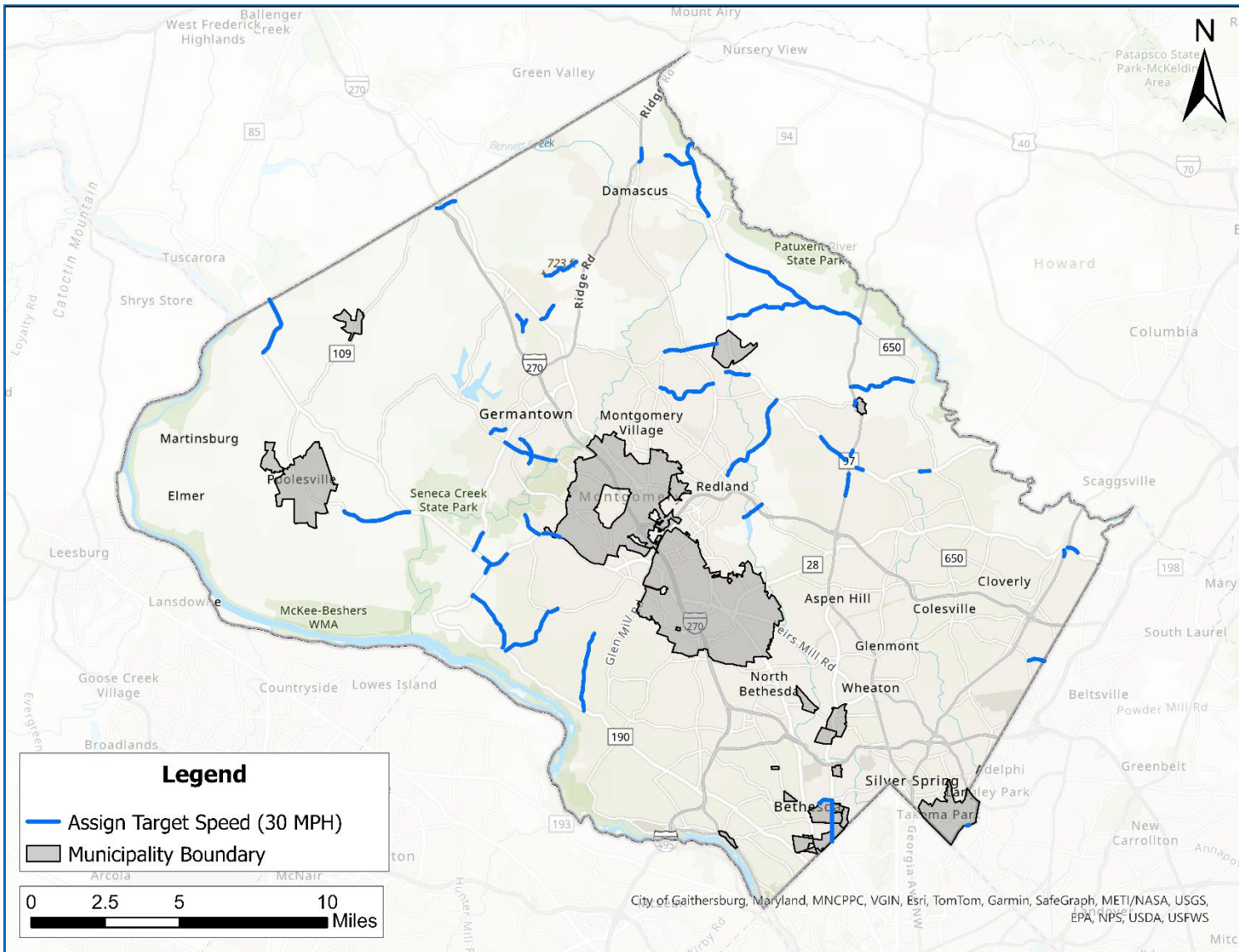


Figure 9: Street Segments with 30 mph Target Speed Recommendation

Table 12: Street Recommendations – Assign 30 mph Target Speed

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Bordly Drive	Georgia Avenue	Brighton Dam Road	Country Road	No Change	None Assigned	30	2	2	2	70
Brighton Dam Road	Bordly Drive	New Hampshire Avenue	Country Connector	No Change	None Assigned	30	2	2	2	70
Brink Road	Goshen Road	Town of Laytonsville	Country Connector	No Change	None Assigned	30	2	2	2	80
Brookeville Bypass	Brookeville Road	Georgia Avenue north of Brookeville	Country Connector	No Change	None Assigned	30	N/A	2	2	80
Burtonsville Boulevard	Columbia Pike	Burtonsville Town Center boundary	Boulevard	No Change	None Assigned	30	4	6	6	100-200
Calverton Boulevard	Cherry Hill Road	Prince George's County Line	Area Connector	No Change	None Assigned	30	2 to 4	2 to 4	2 to 4	80
Clopper Road	Great Seneca Highway	Great Seneca Creek	Boulevard	No Change	None Assigned	30	2	6	6	120
Clopper Road	Germantown Road	Great Seneca Highway	Boulevard	No Change	None Assigned	30	2	6	6	150
Connecticut Avenue (MD 185)	Western Avenue (D.C. Line)	East-West Highway (MD 410)	Boulevard	No Change	None Assigned	30	6	6	6	120
Darnestown Road	Briar Rock Drive	Blackberry Drive	Boulevard	No Change	40	30	4	4	4	120
Darnestown Road	Germantown Road	Darnestown Local Park	Country Connector	No Change	40	30	2	2	2	120
Darnestown Road	Seneca Road	Suburban boundary	Country Connector	No Change	40	30	2	2	2	120
Darnestown Road	Suburban boundary	Chestnut Oak Drive	Area Connector	No Change	None Assigned	30	2	2	2	120
Damascus Road	Georgia Avenue	Howard Chapel Road	Country Connector	No Change	None Assigned	30	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Damascus Road	Howard Chapel Drive	Laytonville Road	Country Connector	No Change	None Assigned	30	2	2	2	80
Dickerson Road	Darnestown Road	CSX Railroad ROW	Country Connector	No Change	None Assigned	30	2	2	2	80
Dickerson Road	CSX Railroad ROW	Frederick County Line	Country Connector	No Change	None Assigned	30	2	2	2	80
Dorsey Road	Warfield Road	Olney-Laytonville Road	Country Connector	No Change	None Assigned	30	2	2	2	70
East Village Avenue	Yankee Harbor Drive	Woodfield Road	Boulevard	No Change	None Assigned	30	4	4	4	70
East Village Avenue	Goshen Road	Woodfield Road	Boulevard	No Change	None Assigned	30	4	4	4	70
East-West Highway (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 Highway (MD 410)	Georgetown Branch ROW	Connecticut Avenue	Boulevard	No Change	None Assigned	30	4	4	4	120
Esworthy Road	River Road	Seneca Road	Country Road	No Change	None Assigned	30	2	2	2	70
Fields Road	150' west of Omega Drive	Omega Drive	Town Center Boulevard	Downtown Boulevard	30	No Change	2	4	4	150
Gateway Center Drive Extended	Observation Drive Extended	Shawnee Lane	Town Center Boulevard (planned)	No Change	None Assigned	30	N/A	4 to 6	4 to 6	125
Georgia Avenue (MD 97)	Tidewater Court	Prince Philip Road (north)	Boulevard	No Change	None Assigned	30	2 to 4	6	6	120
Georgia Avenue (MD 97)	Olney Town Center boundary	Old Baltimore Road	Boulevard	No Change	None Assigned	30	6	4 to 5	4 to 5	150
Georgia Avenue (MD 97)	downtown Wheaton boundary	Windham Lane	Boulevard	Downtown Boulevard	30	No Change	6	6	6	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Germantown Road	Darnestown Road	Citizen Lane	Country Connector	No Change	None Assigned	30	2	2 to 4	2 to 4	120
Griffith Road	Laytonville Road	Damascus Road	Country Road	No Change	None Assigned	30	2	2	2	70
Gue Road	Howard Chapel Drive	Long Corner Road	Country Road	No Change	None Assigned	30	2	2	2	70
Gue Road	5000' east of Ridge Road	Howard Chapel Drive	Country Road	No Change	None Assigned	30	2	2	2	70
Hopkins Road	Clopper Road	Father Hurley Boulevard	Boulevard	No Change	None Assigned	30	2	4	4	80
Little Seneca Parkway	Frederick Road	Midcounty Highway	Boulevard	No Change	None Assigned	30	4	4	4	120
Long Corner Road	Damascus Road	Howard County Line	Country Road	No Change	None Assigned	30	2	2	2	70
Mateny Road	Great Seneca Highway northeast	Dairymaid Drive	Boulevard	No Change	None Assigned	30	2	4	4	100
Muncaster Road	Redland Town Center boundary	Olney-Laytonville Road (MD 108)	Country Connector	No Change	None Assigned	30	2	2	2	80
Needwood Road	Beach Drive	Muncaster Mill Road	Country Road	No Change	None Assigned	30	2	2	2	70
Needwood Road	Suburban boundary	Muncaster Mill Road	Country Road	No Change	None Assigned	30	2	2	2	70
Observation Drive 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 Road	Barnesville Road	Hyattstown Town Center boundary	Country Connector	No Change	None Assigned	30	2	2	2	80
Old Hundred Road	Hyattstown Town Center boundary	Frederick Road	Country Connector	No Change	None Assigned	30	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Olney-Laytonsville Road (MD 108)	approximately 250' north of Olney Mill Road	Olney Town Center boundary	Boulevard	No Change	None Assigned	30	4	4	4	150
Olney-Sandy Spring Road (MD 108)	Spartan Road	Prince Philip Drive	Boulevard	No Change	None Assigned	30	4	4	4	150
Olney-Sandy Spring Road (MD 108)	500' east of Bentley Road	Ashton Town Center boundary	Country Connector	No Change	None Assigned	30	2	2	2	80
Olney-Sandy Spring Road (MD 108)	Sandy Spring Town Center boundary	500' east of Bentley Road	Area Connector	Country Connector	None Assigned	30	2	2	2	80
Piedmont Road	Suburban boundary	Hawkes Road	Country Road	No Change	None Assigned	30	2	2	2	70
Piney Meetinghouse Road	River Road	Suburban boundary	Country Connector	No Change	None Assigned	30	2	2	2	80
Redland Road	Crabbs Branch Way	Needwood Road	Boulevard	Area Connector	30	No Change	2	4	4	70
Ridge Road (MD 27)	Suburban boundary	Bellison Road	Country Connector	No Change	None Assigned	30	2	2	2	100
Riffle Ford Road	700' north of Woodsboro Drive	220' east of Hallman Court	Boulevard	No Change	None Assigned	30	2	4	4	80
Riffle Ford Road	220' east of Hallman Court	Darnestown Road (MD 28)	Boulevard	No Change	None Assigned	30	2	4	4	80
Sandy Spring Road	Columbia Pike	Suburban boundary	Boulevard	No Change	None Assigned	30	4	4	4	120
Seneca Road	Mockingbird Drive	Darnestown Road	Country Connector	No Change	None Assigned	30	2	2	2	80
Travilah Road	Dufief Mill Road	River Road	Country Connector	No Change	None Assigned	30	2	2	2	80
Whites Ferry Road	Partnership Road	Darnestown Road	Country Connector	No Change	None Assigned	30	2	2	2	120

Note: Changes to recommendations are shown in bold font with grey background.

35 mph Target Speed

A total of 190 street segments are recommended to have a target speed of 35 mph. This includes 145.2 miles (12.6%) of the master-planned street network. As shown in **Figure 10**, the recommended streets are Boulevards and Country Roads.

Table 13 provides a complete list of these street segments.

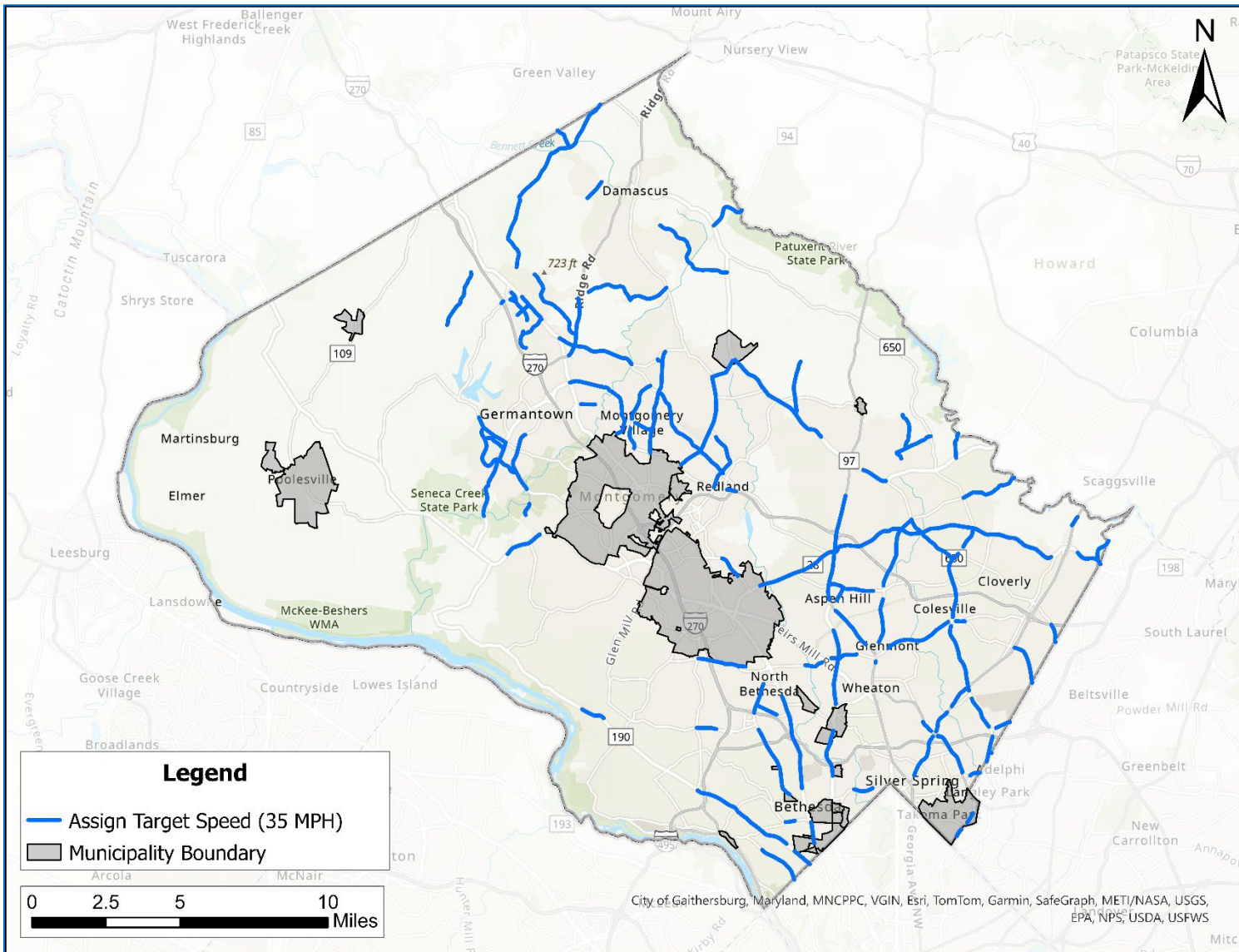


Figure 10: Street Segments with 35 mph Target Speed Recommendation

Table 13: Street Recommendations – Assign 35 mph Target Speed

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Adelphi Road	New Hampshire Avenue	Prince George's County Line	Boulevard	No Change	None Assigned	35	4	4	4	120
Airpark Road	Woodfield Road	Suburban boundary	Boulevard	No Change	None Assigned	35	4	4	4	80
Annapolis Rock Road	Damascus Road	Howard County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Bel Pre Road	Georgia Avenue	Layhill Town Center boundary	Boulevard	No Change	None Assigned	35	5	5	5	80
Bethesda Church Road	Clarksburg Road	Frederick County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Bradley Boulevard (MD 191)	565' west of Arlington Road	Goldsboro Road	Boulevard	No Change	None Assigned	35	6	6	6	120
Briggs Chaney Road	ICC	Prince George's County Line	Boulevard	No Change	None Assigned	35	2	4	4	80
Brink Road	Ridge Road	Seneca Crossing Drive	Boulevard	No Change	None Assigned	35	2	4	4	100
Brink Road	Frederick Road	Ridge Road	Boulevard	No Change	None Assigned	35	2	4	4	100
Brink Road	Seneca Crossing Drive	Midcounty Highway	Country Connector	No Change	None Assigned	35	2	4	4	100
Brink Road	Midcounty Highway	Wightman Road	Country Connector	No Change	None Assigned	35	2	2	2	80
Brink Road	Wightman Road	Goshen Road Extended	Country Connector	No Change	None Assigned	35	2	2	2	80
Brooke Road	New Hampshire Avenue	Suburban boundary	Country Road	No Change	None Assigned	35	2	2	2	70
Burtonsville Boulevard	Columbia Pike	Dustin Road	Boulevard	No Change	None Assigned	35	4	6	6	100–200
Centerway Road	Club House Road	Goshen Road	Boulevard	No Change	None Assigned	35	4	4	4	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Chandlee Mill Road	Gold Mine Road	Brooke Road	Country Road	No Change	None Assigned	35	2	2	2	70
Cherry Hill Road	Columbia Pike (US 29)	Prince George's County Line	Downtown Boulevard	No Change	None Assigned	35	4	4	4	90
Clarksburg Road	Cabin Branch Town Center boundary	I-270	Boulevard	No Change	None Assigned	35	5	5 to 7	5 to 7	150
Clarksburg Road	Snowden Farm Parkway	Frederick County Line	Country Connector	No Change	None Assigned	35	2	2	2	80
Clopper Road	Little Seneca Creek	Germantown Road	Boulevard	No Change	None Assigned	35	2	6	6	150
Colesville Road (US 29)	Four Corners Town Center boundary	Sligo Creek Parkway	Boulevard	No Change	None Assigned	35	6	6	6	120
Colesville Road (US 29)	Northwest Branch Stream Valley	Southwood Avenue	Boulevard	No Change	None Assigned	35	6	6	6	122
Colesville Road (US 29)	Sligo Creek Parkway	Noyes Drive	Boulevard	No Change	None Assigned	35	5-6	6	6	120
Colesville Road (US 29)	Southwood Avenue	Timberwood Avenue	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 Avenue (MD 650)	Burnt Mills Town Center boundary	Boulevard	No Change	None Assigned	35	6	6	6	122
Connecticut Avenue	Aspen Hill Town Center boundary	Bel Pre Road	Boulevard	No Change	None Assigned	35	4	4	4	90
Connecticut Avenue (MD 185)	Lawrence Avenue	Veirs Mill Corridor Master Plan southern boundary	Boulevard	No Change	None Assigned	35	6	6	6	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Connecticut Avenue (MD 185)	Veirs Mill Corridor Master Plan southern boundary	Randolph Road	Boulevard	No Change	None Assigned	35	6	6	6	160
Connecticut Avenue (MD 185)	Randolph Road	Turkey Branch (Matthew Henson State Park)	Boulevard	No Change	None Assigned	35	6	6	6	120
Connecticut Avenue (MD 185)	Jones Bridge Road	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	35	6	6	6	120
Connecticut Avenue (MD 185)	Capital Beltway (I-495)	Kensington town limit (110' south of Washington Street)	Boulevard	No Change	None Assigned	35	6	6	6	120
Darnestown Road	Chestnut Oak Drive	Riffle Ford Road	Area Connector	No Change	None Assigned	35	2	2	2	120
Democracy Boulevard	Bells Mill Road	Westlake Drive	Boulevard	No Change	None Assigned	35	6	6	6	120
Democracy Boulevard	Seven Locks Road	Bells Mill Road	Boulevard	No Change	None Assigned	35	6	6	6	150
East Gude Drive	Gude Drive Recreational Park (northern planning boundary)	Suburban boundary	Boulevard	No Change	None Assigned	35	4	4	4	150
East Gude Drive	Suburban boundary	Southlawn Lane	Boulevard	No Change	None Assigned	35	4	4	4	150
East-West Highway (MD 410)	35' west of Grubb	Grubb Road	Boulevard	No Change	None Assigned	35	4	4	4	120
East-West Highway (MD 410)	Jones Mill Road/Beach Drive	Grubb Road	Boulevard	No Change	None Assigned	35	4	4	4	120
Ednor Road	New Hampshire Avenue	Howard County Line	Country Connector	No Change	None Assigned	35	2	2	2	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Frederick Road (MD 355)	Roberts Tavern Drive	Little Seneca Parkway	Boulevard	No Change	None Assigned	35	2	4	4	120
Georgia Avenue (MD 97)	Aspen Hill Road	Turkey Branch (Matthew Henson State Park)	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	150
Georgia Avenue (MD 97)	Glenmont Town Center boundary	Mason Street	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	124
Georgia Avenue (MD 97)	Emory Lane	MD 200	Boulevard	No Change	None Assigned	35	5	6 to 7	6 to 7	150
Georgia Avenue (MD 97)	Weller Road	Denley Road	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	135
Georgia Avenue (MD 97)	Turkey Branch (Matthew Henson State Park)	Weller Road	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	130
Georgia Avenue (MD 97)	Norbeck Road (MD 28)	Aspen Hill Town Center boundary	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	150
Georgia Avenue (MD 97)	MD 200	Norbeck Road (MD 28)	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	150
Georgia Avenue (MD 97)	Old Baltimore Road	Emory Lane	Boulevard	No Change	None Assigned	35	6	4 to 5	4 to 5	150
Germantown Road	Great Seneca Creek (Northern Branch)	Riffle Ford Road	Boulevard	No Change	None Assigned	35	2	2 to 4	2 to 4	120
Germantown Road	Riffle Ford Road	Richter Farm Road	Boulevard	No Change	None Assigned	35	2	4	4	120
Germantown Road	Richter Farm Road	Clopper Road	Boulevard	No Change	None Assigned	35	2	6	6	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Germantown Road	Suburban boundary	Great Seneca Creek (Northern Branch)	Boulevard	No Change	None Assigned	35	2	2 to 4	2 to 4	120
Germantown Road	Great Seneca Creek (Southern Branch)	Suburban boundary	Country Connector	No Change	None Assigned	35	2	2 to 4	2 to 4	120
Germantown Road	Frederick Road (MD 355)	Wayfarer Road	Boulevard	No Change	None Assigned	35	6	6	6	150
Goshen Road	Lower Village Town Center boundary	Warfield Road	Boulevard	No Change	None Assigned	35	4	4	4	105
Goshen Road	Warfield Road	Brink Road	Country Connector	No Change	None Assigned	35	2	2	2	80
Goshen Road Extended	Goshen Mill Court	Brink Road	Country Connector (planned)	No Change	None Assigned	35	N/A	2	2	80
Great Seneca Highway (MD 119)	Dawson Farm Road	Great Seneca Creek	Boulevard	No Change	None Assigned	35	4	6	6	120
Hawkins Creamery Road	Woodfield School Road	Suburban boundary	Country Road	No Change	None Assigned	35	2	2	2	70
Hawkins Creamery Road	Woodfield School Road	Laytonsville Road	Country Road	No Change	None Assigned	35	2	2	2	70
Johnson Drive	Bethesda Church Road	Mountain View Road	Country Road	No Change	None Assigned	35	2	2	2	70
Josiah Henson Pkwy	Montrose Rd	Approx. 780' west of East Jefferson St	Parkway	Controlled Major Highway	None Assigned	35	4	4	4	300
Layhill Road (MD 182)	Hathaway Drive	New Street (Winexburg Manor)	Boulevard	No Change	None Assigned	35	4	4	4	120
Layhill Road (MD 182)	Layhill Town Center boundary	approximately 380' north of Middlevale Lane	Boulevard	No Change	None Assigned	35	4	4	4	150

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Layhill Road (MD 182)	Ednor Road	Norbeck Road (MD 28)	Boulevard	No Change	None Assigned	35	2	4	4	150
Layhill Road (MD 182)	230' north of Park Vista Drive	Layhill Town Center Boundary	Boulevard	No Change	None Assigned	35	4	4	4	150
Layhill Road (MD 182)	approximately 380' north of Middlevale Lane	Hathaway Drive	Boulevard	No Change	None Assigned	35	4	4	4	120
Layhill Road (MD 182)	Norbeck Road (MD 28)	230' north of Park Vista Drive	Boulevard	No Change	None Assigned	35	2	4	4	150
Layhill Road (MD 182)	Hathaway Drive	Briggs Road	Boulevard	No Change	None Assigned	35	4	5	5	120
Leaman Farm Road	Richter Farm Road	Schaeffer Road	Boulevard	No Change	None Assigned	35	2	4	4	100
Leaman Farm Road Extended	Schaeffer Road	Kingsview Village Avenue	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	100
Little Seneca Parkway	Fairgarden Lane	Frederick Road	Boulevard	No Change	None Assigned	35	4	4	4	120
Little Seneca Parkway Extended	Clarksburg Town Center boundary	Observation Drive Extended	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	120
Little Seneca Parkway Extended	Observation Drive Extended	Fairgarden Lane	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	120
Massachusetts Avenue (MD 396)	Western Avenue (D.C. Line)	Sangamore Road	Boulevard	No Change	None Assigned	35	4	4	4	120
Midcounty Highway	Germantown Road	Wayfarer Road	Boulevard	No Change	None Assigned	35	6	6	6	150
Midcounty Highway (proposed)	Redland Road	Intercounty Connector (MD 200)	Boulevard (planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Middlebrook Road	Foxchapel Town Center boundary	Midcounty Highway	Boulevard	No Change	None Assigned	35	2	6	6	150
Mink Hollow Road	Ashton Road	Howard County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Montgomery Village Avenue	Midcounty Highway	Stedwick Road	Boulevard	No Change	None Assigned	35	4	4 to 6	4 to 6	100
Montgomery Village Avenue	Midcounty Highway	Wightman Road	Boulevard	No Change	None Assigned	35	4	4	4	100
Montrose Road	Seven Locks Road	I-270	Boulevard	No Change	None Assigned	35	2-4	6	6	300
Montrose Road	Old Bridge Road	246' west of Montrose Village Terrace	Boulevard	No Change	None Assigned	35	4	4	4	80
Montrose Road	Tower Oaks Boulevard	Old Bridge Road	Boulevard	No Change	None Assigned	35	4	4	4	300
Montrose Road (MD 927)	I-270	Tower Oaks Boulevard	Boulevard	No Change	None Assigned	35	4	4	4	300
Montrose Pkwy	Dewey Rd	Veirs Mill Rd	Parkway	Controlled Major Highway (Planned)	None Assigned	35	4	4	4	300
Montrose Pkwy (Proposed)	Parklawn Dr	Rock Creek Park	Parkway (Planned)	Controlled Major Highway (Planned)	None Assigned	35	N/A	4 to 5	4 to 5	300
Montrose Pkwy (Proposed)	Rock Creek/Veirs Mill Master Plan Boundary	Dewey Rd	Parkway (Planned)	Controlled Major Highway (Planned)	None Assigned	35	N/A	4	4	300
Muncaster Mill Road (MD 115)	Woodfield Road	Redland Town Center boundary	Boulevard	No Change	None Assigned	35	2	4	4	100

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Avenue (MD 650)	approximately 380' south of Sligo Creek Parkway	Kentland Avenue	Boulevard	No Change	None Assigned	35	6-8	6	6	150
New Hampshire Avenue (MD 650)	Erskine Street	approximately 380' south of Sligo Creek Parkway	Boulevard	No Change	None Assigned	35	6-8	6 (see plan)	6 (see plan)	150
New Hampshire Avenue (MD 650)	Intercounty Connector (MD 200)	Colesville Park & Ride	Boulevard	No Change	None Assigned	35	6	6	6	120
New Hampshire Avenue (MD 650)	Oaklawn Drive	280' south of Overlook Drive	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	120-130
New Hampshire Avenue (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
New Hampshire Avenue (MD 650)	835' south of Lockwood Drive	Oaklawn Drive	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	130
New Hampshire Avenue (MD 650)	Briggs Chaney Road	Norwood Road	Boulevard	No Change	None Assigned	35	4	4	4	125
New Hampshire Avenue (MD 650)	Spencerville Road	Bryants Nursery Road	Boulevard	No Change	None Assigned	35	4	4	4	125
New Hampshire Avenue (MD 650)	Norwood Road	Intercounty Connector (MD 200)	Boulevard	No Change	None Assigned	35	4	4	4	125

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
New Hampshire Avenue (MD 650)	Colesville Town Center boundary	685' north of Lockwood Drive	Boulevard	No Change	None Assigned	35	6	6	6	120
New Hampshire Avenue (MD 650)	Capital Beltway (I-495)	Northampton Drive	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	150
Norbeck Road (MD 28)	Georgia Avenue	Layhill Road	Boulevard	No Change	None Assigned	35	2	4	4	150
Norbeck Road (MD 28)	Rockville city limits	Layhill Road	Boulevard	No Change	None Assigned	35	4	4	4	150
Norbeck Road (MD 28)	Layhill Road	New Hampshire Avenue	Boulevard	No Change	None Assigned	35	2	4	4	150
Norwood Road	New Hampshire Avenue	Ednor Road/Layhill Road	Boulevard	No Change	None Assigned	35	2	4	4	80
Observation Drive Extended	West Old Baltimore Road	Clarksburg Town Center boundary	Boulevard (Planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150
Observation Drive Extended	Roberts Tavern Drive	Stringtown Road	Boulevard	No Change	None Assigned	35	2	4 to 6	4 to 6	150
Observation Drive Extended	Little Seneca Creek	West Old Baltimore Road	Boulevard (planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150
Observation Drive Extended	Clarksburg Town Center boundary	Roberts Tavern Drive	Boulevard (planned)	No Change	None Assigned	35	N/A	4 to 6	4 to 6	150
Old Georgetown Road (MD 187)	I-270	Tuckerman Lane	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	130

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

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Proposed 355 bypass (potential alternative)	Gateway Center Drive	Observation Drive Extended	Boulevard (planned)	No Change	None Assigned	35	N/A	TBD	TBD	TBD
Proposed Montrose Parkway	Montrose Road	Parklawn Drive	Boulevard (planned)	No Change	None Assigned	35	N/A	4	4	300
Randolph Road	Glenmont Town Center boundary	Middlevale Road	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Road	Middlevale Road	Colesville Town Center boundary	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Road	Rocking Horse Road	Dewey Road	Boulevard	No Change	None Assigned	35	4	4	4	100
Randolph Road	Bushey Drive	Lindell Street/Denley Road	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Road	Colesville Town Center boundary	Fairland Road/East Randolph Road	Boulevard	No Change	None Assigned	35	6	6	6	120
Randolph Road	Dewey Road	Selfridge Road	Boulevard	No Change	None Assigned	35	6	6	6	120
Richter Farm Road	Clopper Road	Great Seneca Highway	Boulevard	No Change	None Assigned	35	4	4	4	100
Ridge Road	Milestone Town Center boundary	Brink Road	Boulevard	No Change	None Assigned	35	6	6	6	150
Ridge Road	Midcounty Highway (proposed)	Brink Road	Boulevard	No Change	None Assigned	35	5	6	6	150
Ridge Road	Skylark Road	Midcounty Highway (proposed)	Boulevard	No Change	None Assigned	35	2	4	4	120
Riding Stable Road	Sandy Spring Road	Prince George's County Line	Country Road	No Change	None Assigned	35	2	2	2	70
Riffle Ford Road	Great Seneca Creek	700' north of Woodsboro Drive	Boulevard	No Change	None Assigned	35	2	4	4	80

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
River Road (MD 190)	486' west of Piney Meetinghouse Road	Riverwood Drive	Country Connector	No Change	None Assigned	35	2	2	2	150
River Road (MD 190)	Little Falls Parkway	Western Avenue (D.C. Line)	Boulevard	No Change	None Assigned	35	4	4 to 6	4 to 6	100
River Road (MD 190)	Seven Locks Road	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	35	2-4	4	4	150
River Road (MD 190)	Capital Beltway (I-495)	Ridgefield Road	Boulevard	No Change	None Assigned	35	4-6	6 to 8	6 to 8	150
River Road relocated	Riverwood Drive	River Oaks Lane	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 Avenue (MD 547)	600' north of Tuckerman Lane	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 Lane	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	120
Rockville Pike (MD 355)	Flanders Avenue	Strathmore Avenue	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	150
Rockville Pike (MD 355)	Cedar Lane	Woodmont Avenue	Boulevard	No Change	None Assigned	35	6	6 to 9	6 to 9	123
Rockville Pike (MD 355)	Grosvenor Lane	Capital Beltway (I-495)	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	200
Rockville Pike (MD 355)	600' north of Tuckerman Lane	Grosvenor Lane	Boulevard	No Change	None Assigned	35	6	6 to 8	6 to 8	150 (162)
Sandy Spring Road	Suburban boundary	Prince George's County boundary	Boulevard	No Change	None Assigned	35	4	4	4	120

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Scenery Drive	Foxchapel Town Center boundary	Middlebrook Road	Town Center Boulevard	Boulevard	35	No Change	2	4	4	100
Shady Grove Road	Midcounty Highway	Muncaster Mill Road	Boulevard	No Change	None Assigned	35	4-6	6	6	120-150
Shawnee Lane	Gateway Center Drive	Observation Drive	Boulevard	No Change	None Assigned	35	2	4	4	120
Shawnee Lane	Observation Drive	Frederick Road	Boulevard	No Change	None Assigned	35	2	4	4	120
Shiloh Church Road	West Old Baltimore Road	Comus Road	Country Road	No Change	None Assigned	35	2	2	2	70
Snouffer School Road	Goshen Road	Ridge Heights Drive	Boulevard	No Change	None Assigned	35	2	4	4	80
Snouffer School Road	Flower Hill Way	Woodfield Road	Boulevard	No Change	None Assigned	35	4	4	4	80
Snouffer School Road	Ridge Heights Drive	Flower Hill Way	Boulevard	No Change	None Assigned	35	2	4	4	80
Snowden Farm Parkway	Ridge Road	Stringtown Road	Boulevard	No Change	None Assigned	35	4	4 to 6	4 to 6	120-140
Spencerville Road	360' east of Batson Road	Old Columbia Pike	Boulevard	No Change	None Assigned	35	2	4	4	120
Spencerville Road	Thompson Road	360' east of Batson Road	Boulevard	No Change	None Assigned	35	2	4	4	70
Spencerville Road	New Hampshire Avenue	Thompson Road	Boulevard	No Change	None Assigned	35	2	4	4	120
Tuckerman Lane	Old Georgetown Road (MD 187)	Bethesda Trolley Trail	Boulevard	No Change	None Assigned	35	4	4	4	80
University Boulevard (MD 193)	Williamsburg Drive	Langley Drive	Boulevard	No Change	None Assigned	35	6	6 to 7	6 to 7	124

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

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

Note: Changes to recommendations are shown in bold font with grey background.

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40 mph Target Speed

A total of 41 street segments are recommended to have a target speed of 40 mph. This includes 78.0 miles (6.8%) of the master-planned street network. As shown below in **Figure 11**, the streets are primarily Country Connectors.

Table 14 on the following pages provides a complete list of these street segments.

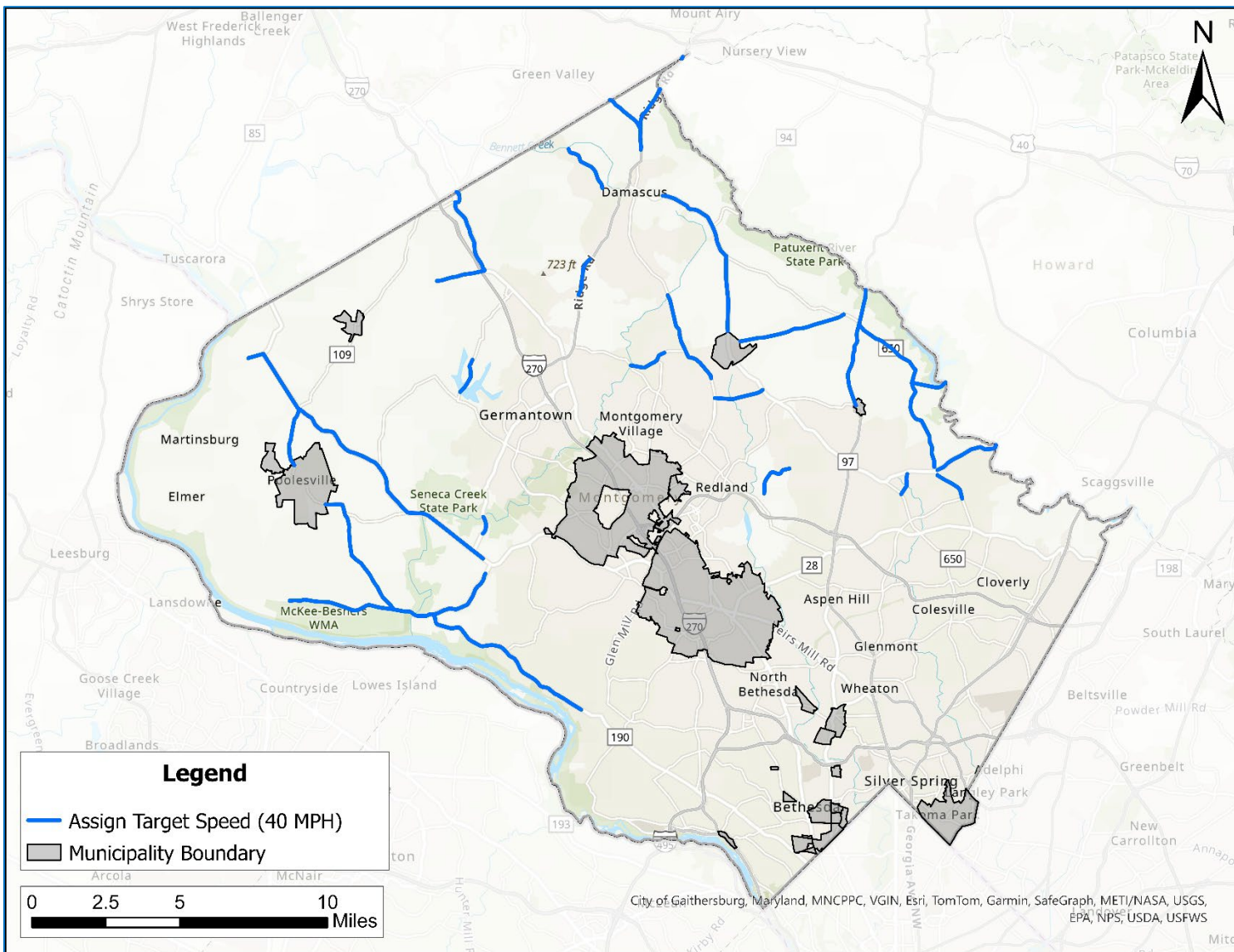


Figure 11: Street Segments with 40 mph Target Speed Recommendation

Table 14: Street Recommendations – Assign 40 mph Target Speed

Street Name	From	To	Current Classification	Recommended Classification	Current Target Speed (mph)	Recommended Target Speed (mph)	Existing Lanes	Current Planned Lanes	Recommended Planned Lanes	Master Plan ROW (feet)
Ashton Road	New Hampshire Avenue	Ashton Town Center boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Beallsville Road	Darnestown Road	Town of Poolesville boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Bethesda Church Road	Clarksburg Road	Kings Valley Road	Country Connector	No Change	None Assigned	40	2	2	2	80
Bowie Mill Road	Suburban boundary	North Branch of Rock Creek	Country Connector	No Change	None Assigned	40	2	2	2	80
Brighton Dam Road	New Hampshire Avenue	Howard County Line	Country Connector	No Change	None Assigned	40	2	2	2	80
Clarksburg Road	approximately 300' south of Ascot Square Court	Suburban boundary	Country Connector	No Change	None Assigned	40	2	2	2	80
Clarksburg Road	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 Road	MD 355	I-270	Area Connector	Country Connector	25	40	2	2	2	80
Comus Road	I-270	western boundary (Ten Mile Creek)	Country Connector	No Change	None Assigned	40	2	2	2	80
Damascus Road	Laytonsville Road (MD 108)	Viewland Drive	Country Connector	No Change	None Assigned	40	2	2	2	120
Darnestown Road	Martinsburg Road/Dickerson Road	Whites Ferry Road	Country Connector	No Change	None Assigned	40	2	2	2	80
Darnestown Road	Whites Ferry Road	Darnestown Local Park	Country Connector	No Change	None Assigned	40	2	2	2	120

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

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

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

Note: Changes to 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 12**, the streets are Controlled Major Highways and are located on US 29. **Table 15** provides a complete list of these street segments.



Figure 12: Street Segments with 45 to 55 mph Target Speed Recommendation

Table 15: Street Recommendations – Assign 45 to 55 mph Target Speeds

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

Note: Changes to recommendations are shown in bold font with grey background.

5.C ADDITION OR REMOVAL OF TRANSITWAYS

There are five transitway recommendations: three removing master planned transitways and two adding new master planned transitways. A summary of transitway changes can be found in **Table 16**. Each is described below.

Table 16: 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 Removed

1. Intercounty Connector (ICC) Transitway (**Figure 13**) – 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.

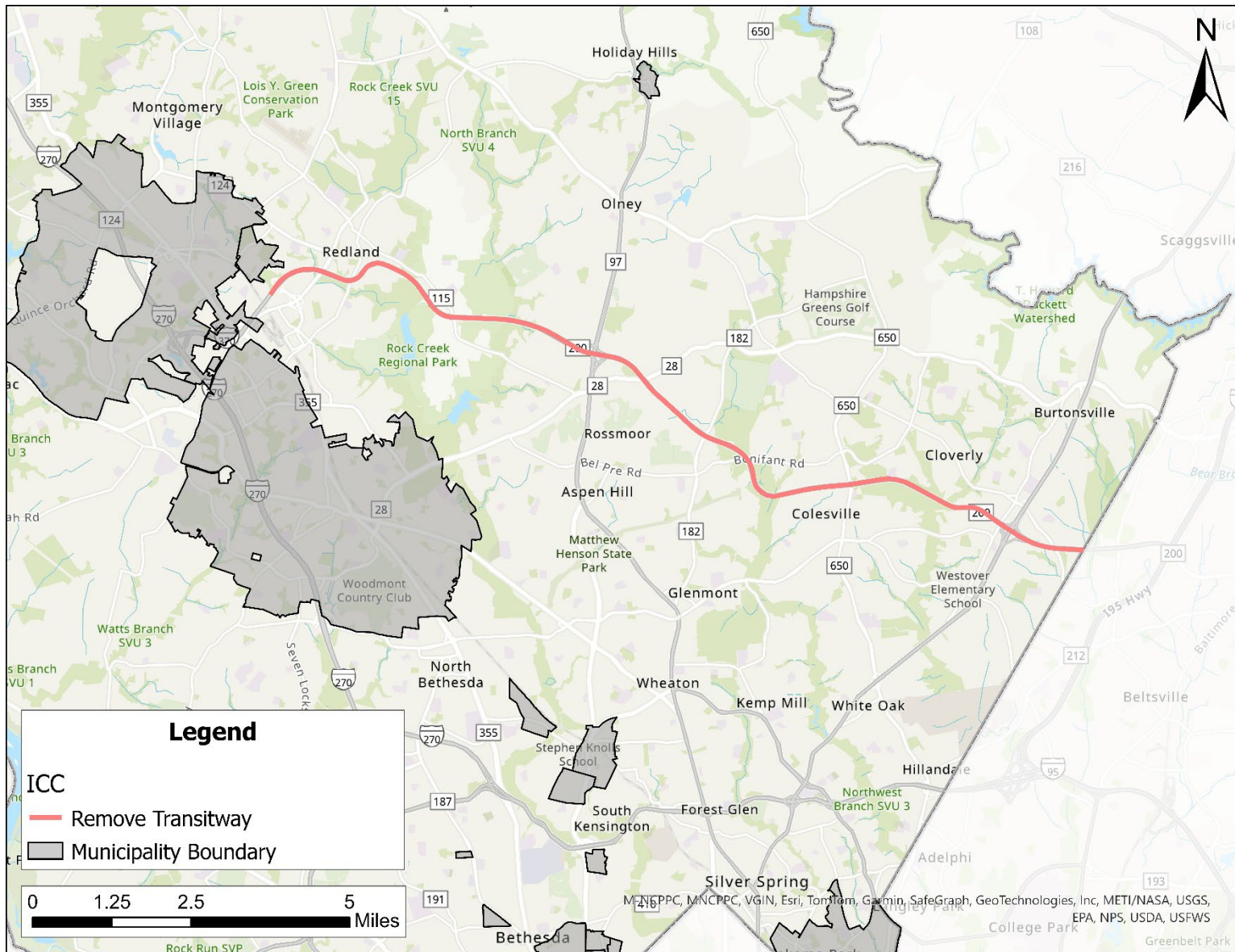


Figure 13: ICC Transitway Removed from MPOHT

2. Metro Access Road Transitway (Shady Grove) (**Figure 14**)
 - This transitway has been recommended in multiple Shady Grove plans, yet it is not needed to advance the county's BRT program.

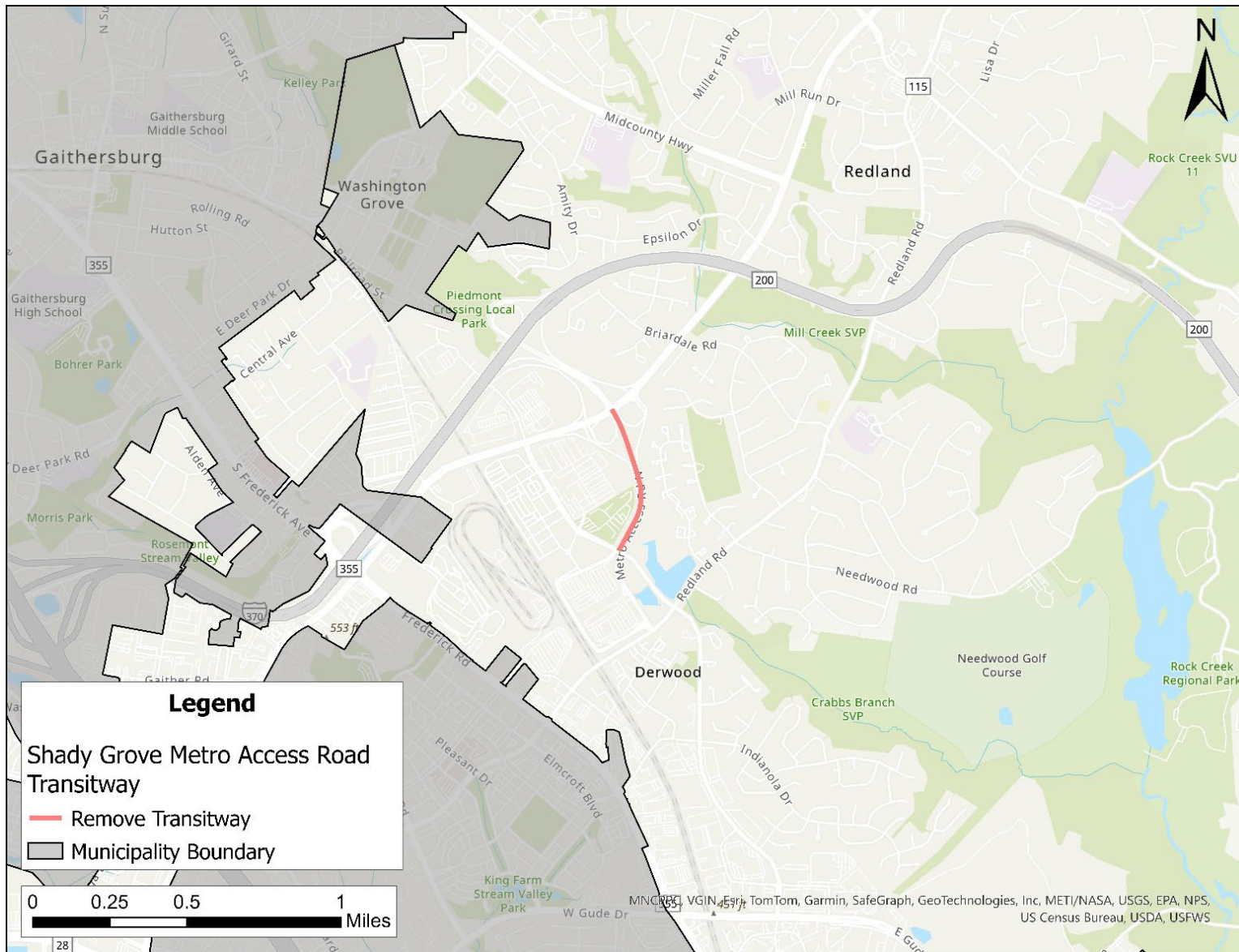


Figure 14: Metro Access Road Transitway Removed from MPOHT

3. North Bethesda Transitway – Tuckerman Lane Alternate Route (**Figure 15**) – 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-Strathmore Metrorail Station.

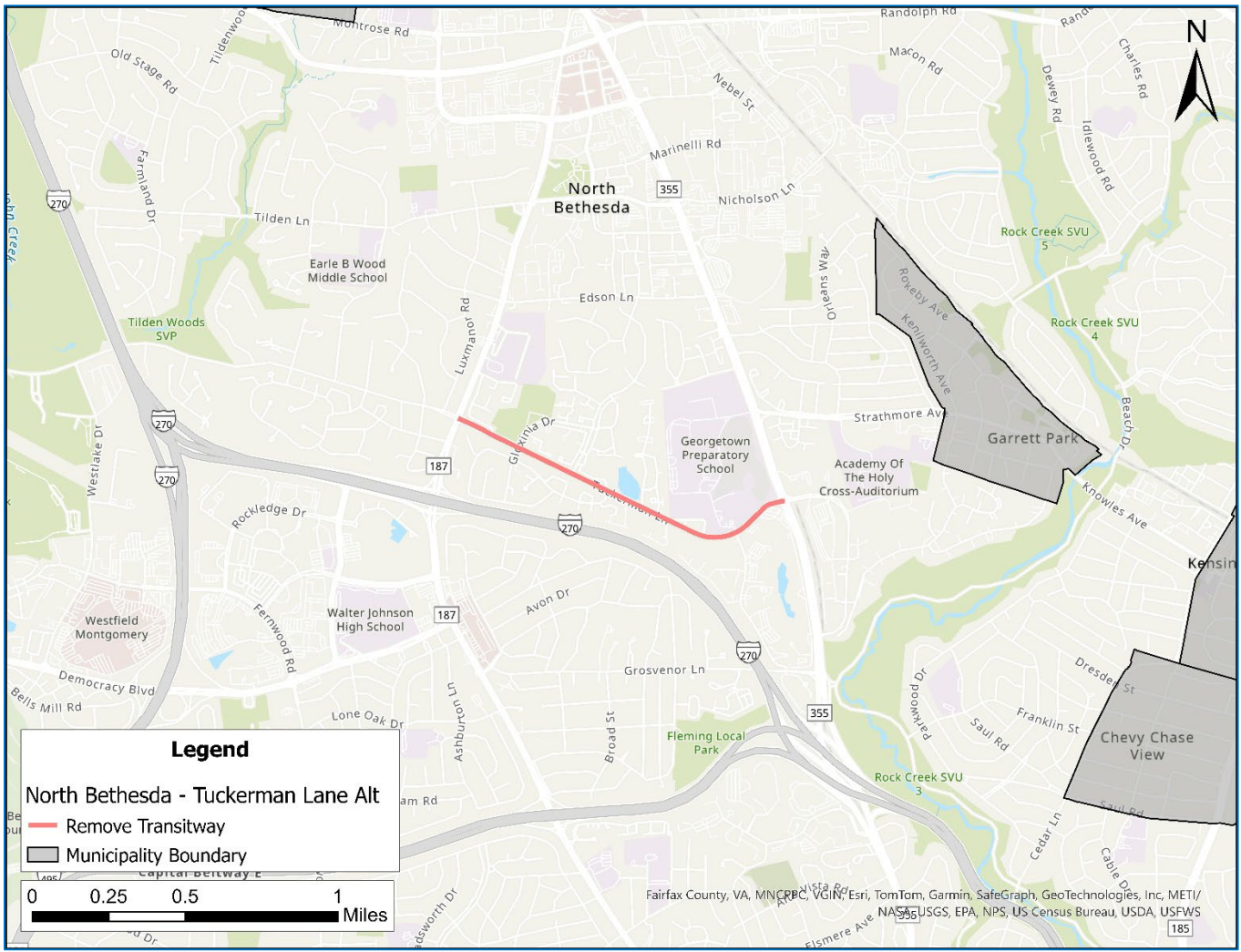


Figure 15: North Bethesda Transitway – Tuckerman Lane Alternative Route Removed from MPOHT

Added Transitways

1. US 29 BRT – Castle Boulevard Extension (**Figure 16**) – MCDOT currently operates US 29 Flash bus service along Castle Boulevard between Briggs Chaney Road and Spring Club Place.

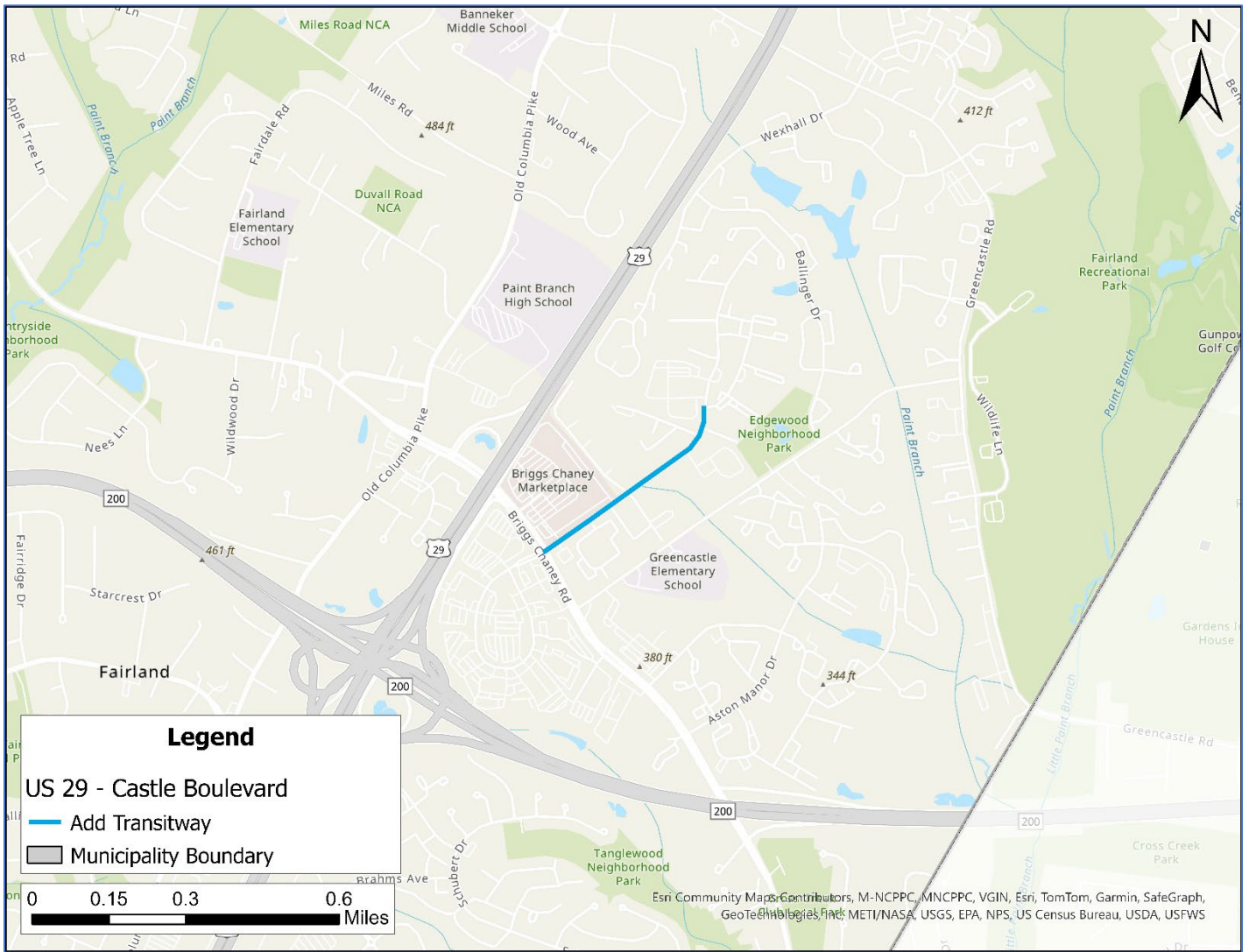


Figure 16: US 29 BRT Transitway – Castle Boulevard Extension Added to MPOHT

2. White Oak to FDA (**Figure 17**) – 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. The Montgomery County Department of Transportation is currently evaluating options for this connection. The default master planned option is shown in Figure 17, but the ultimate location of the connection may be modified with concurrence from the County Council.

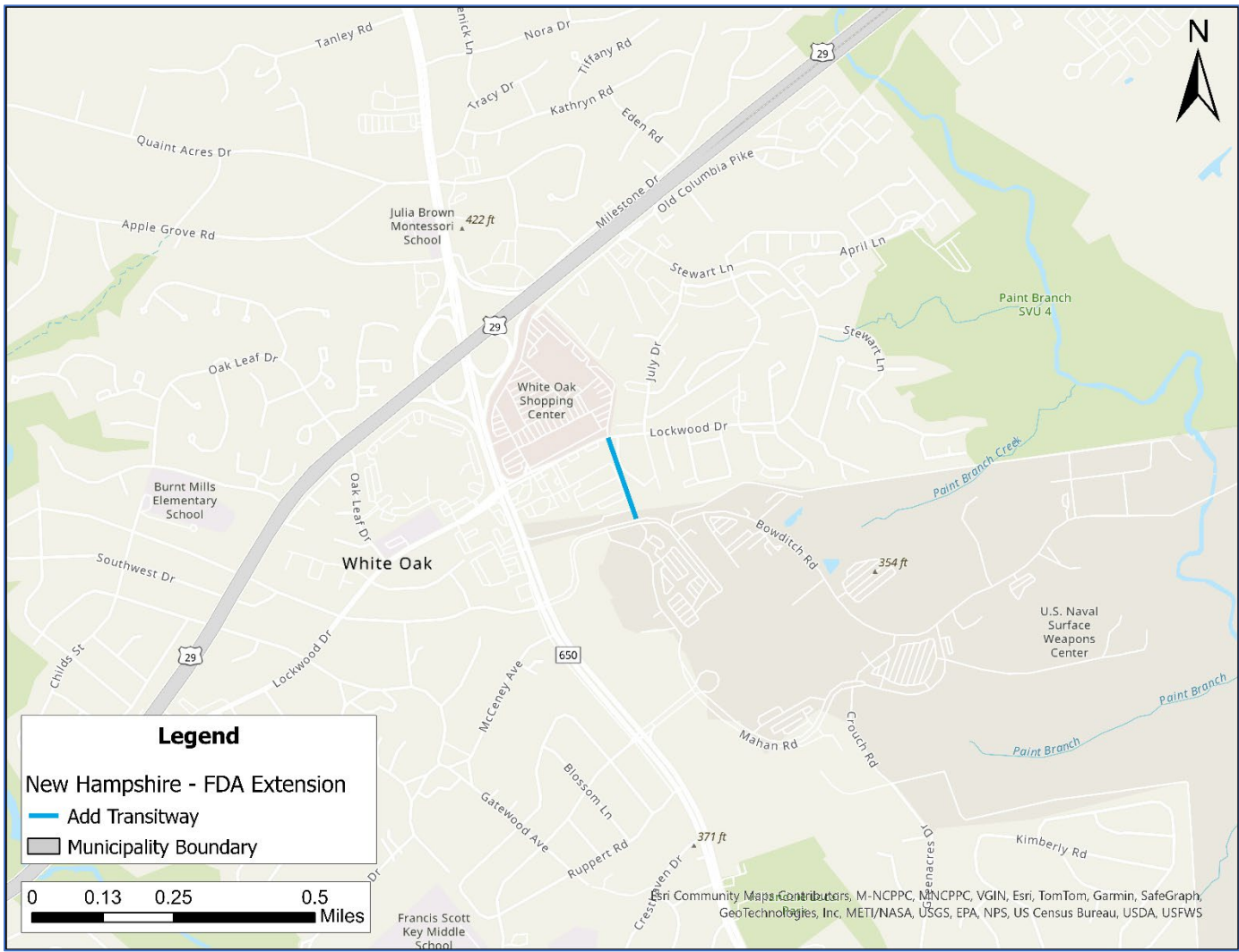


Figure 17: White Oak to FDA BRT Transitway – FDA Extension Added to MPOHT

5.D ADDITION OR REMOVAL OF TRANSIT STATIONS

There are 25 transit station recommendations. Of those, 16 add a master planned transit station and nine remove an existing master planned transit station. These recommendations are organized by BRT transitway line.

MD 355 BRT

To be consistent with MCDOT design plans, this plan adds nine new transit stations along the MD 355 BRT route and removes eight transit stations, as shown in **Figure 18** (northern portion) and **Figure 19** (central portion). These stations are also listed in **Table 17**.

Table 17: MD 355 BRT Transit Station Recommendations

Station Location	Recommendation
Redgrave Place	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

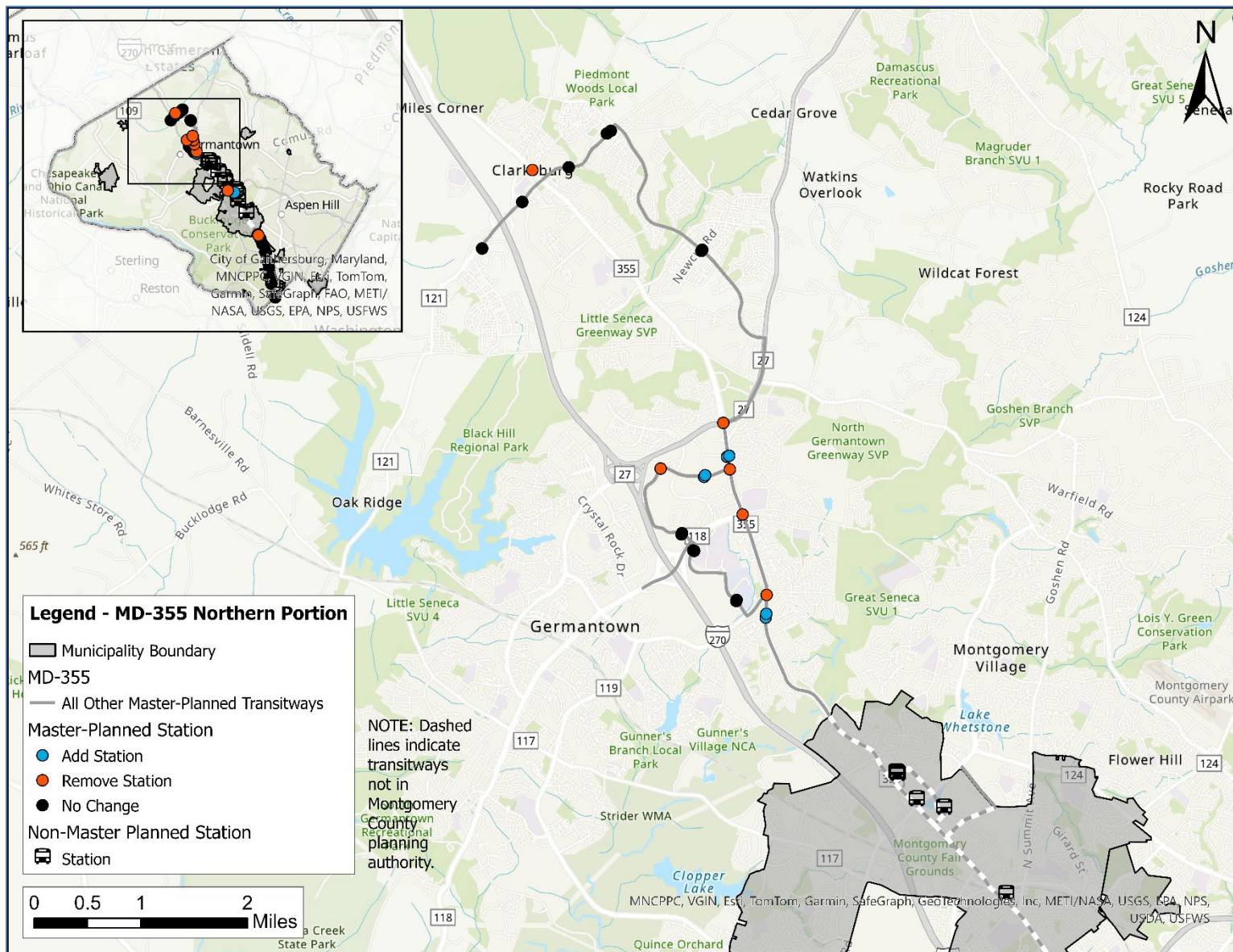


Figure 18: MD 355 BRT - Transit Station Recommendations (Northern Portion)

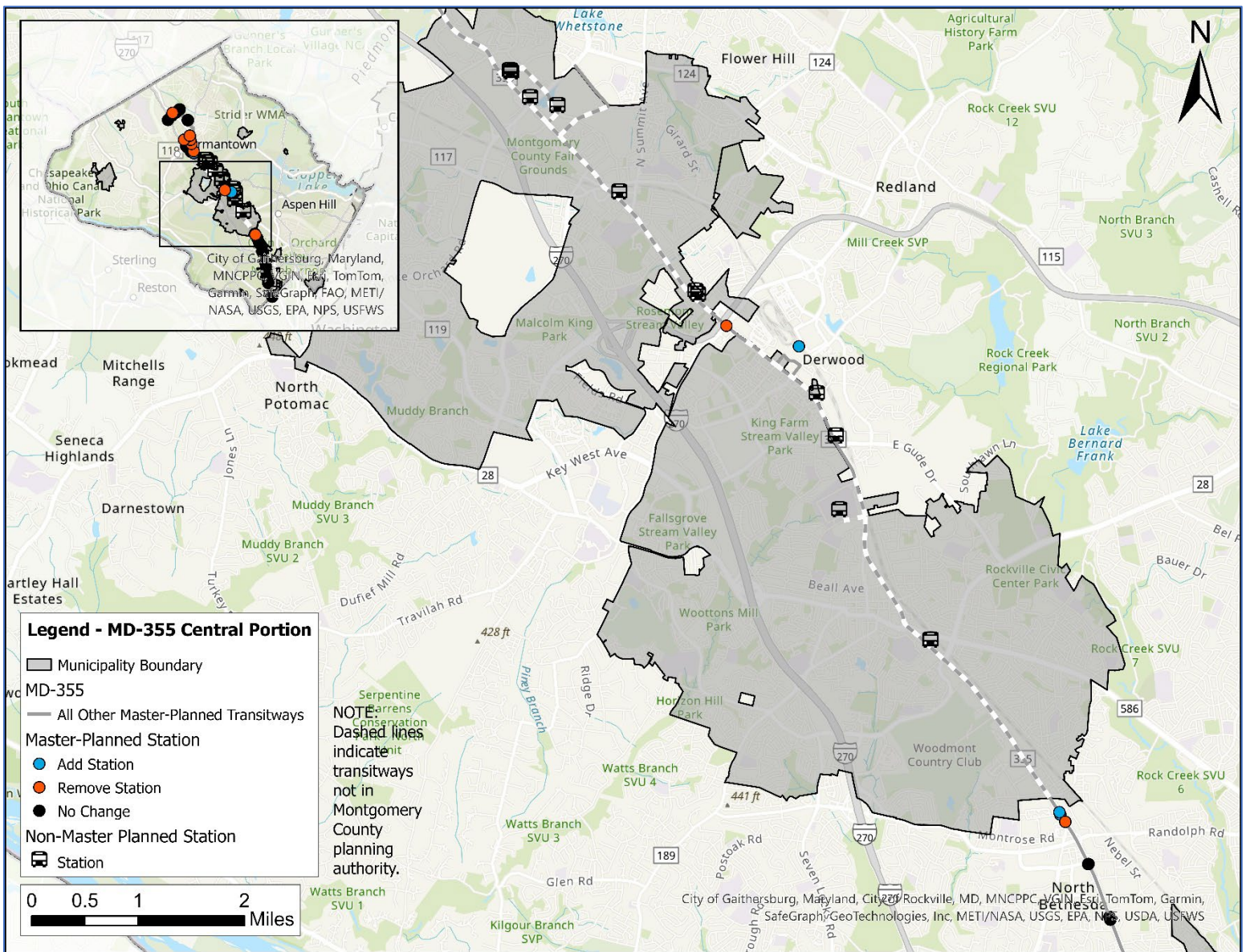


Figure 19: MD 355 BRT - Transit Station Recommendations (Central Portion)

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US 29 BRT

To be consistent with MCDOT design plans, this plan adds five new transit stations along the US 29 BRT route and removes one transit station, as shown in **Figure 20**. These stations are also listed in **Table 18**.

Table 18: US 29 BRT Transit Station Recommendations

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

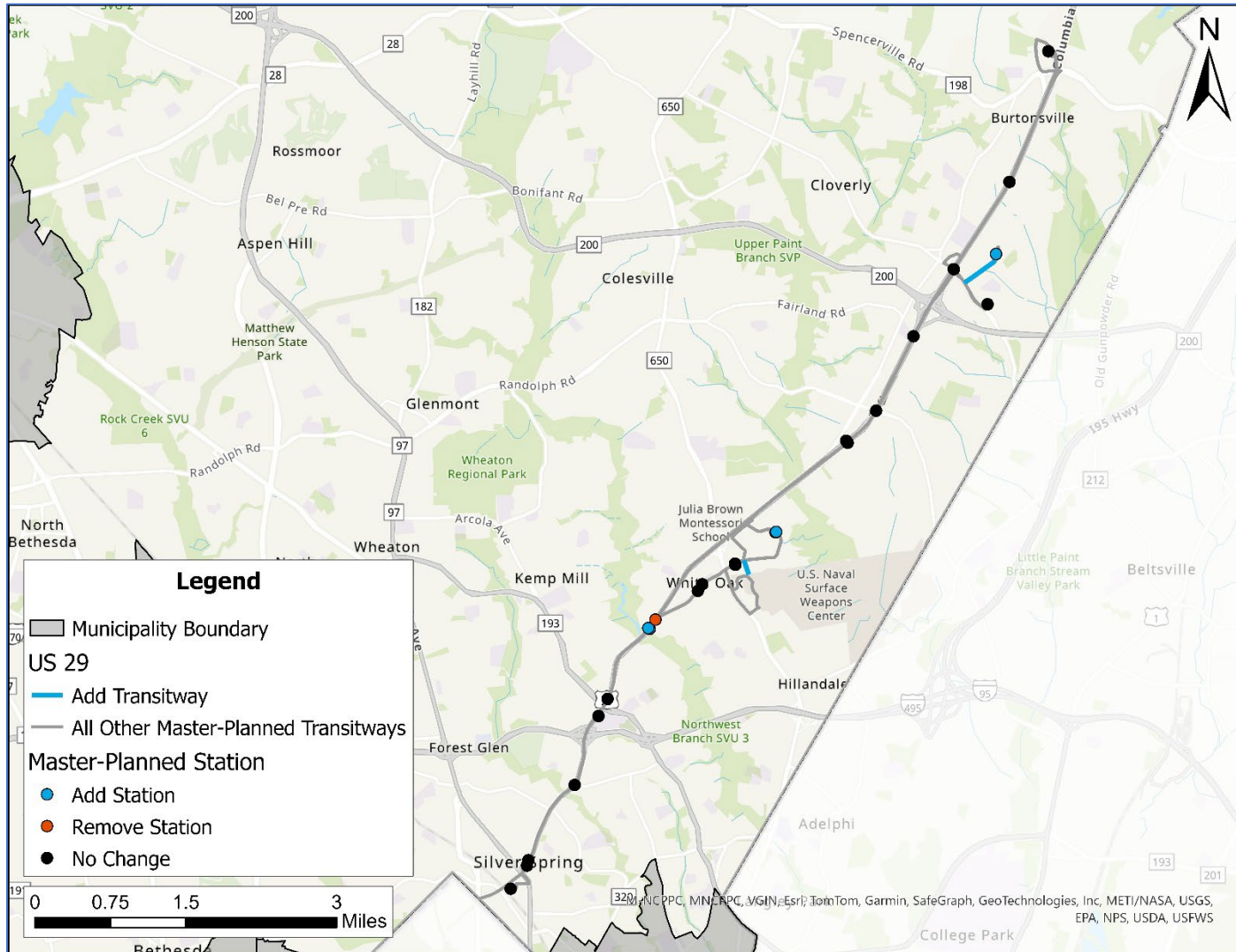


Figure 20: US 29 BRT - Transit Station Recommendations

Veirs Mill Road BRT

The plan adds two new transit stations along the Veirs Mill Road BRT route, as shown in **Table 19**. These stations are also listed in **Figure 21**.

Table 19: Veirs Mill Road BRT Transit Station Recommendations

Station Location	Recommendation
Robindale Drive (eastbound)	Add
Robindale Drive (westbound)	Add

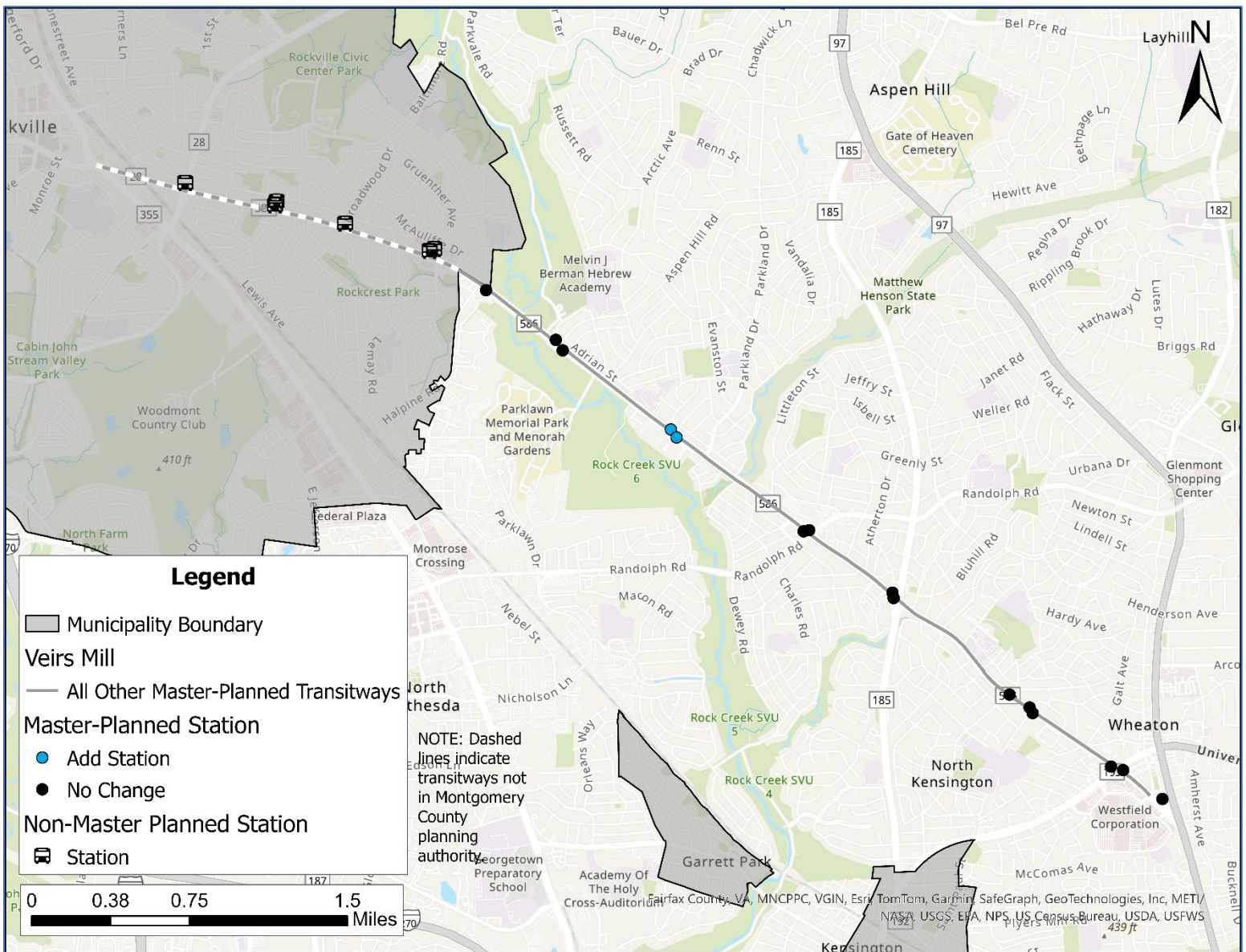


Figure 21: Veirs Mill Road BRT - Transit Station Recommendations

5.E CREATION OF GROWTH CORRIDOR BOULEVARD STREET TYPE

Thrive Montgomery 2050 identifies Growth Corridors as shown by the black lines in **Figure 22**. 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 MPOHT 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 22: 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 23**.³

³ 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 23: 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.

5.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 1,149 miles of existing and planned street mileage, five miles of planned light rail (Purple Line) on non-street rights-of-

way, 30 miles of regional rail (Brunswick Line), and 27 miles of existing and planned Metrorail (Red Line) throughout Montgomery County, as summarized in **Table 20** and **Table 21**. 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 24**. It includes the additional 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*)

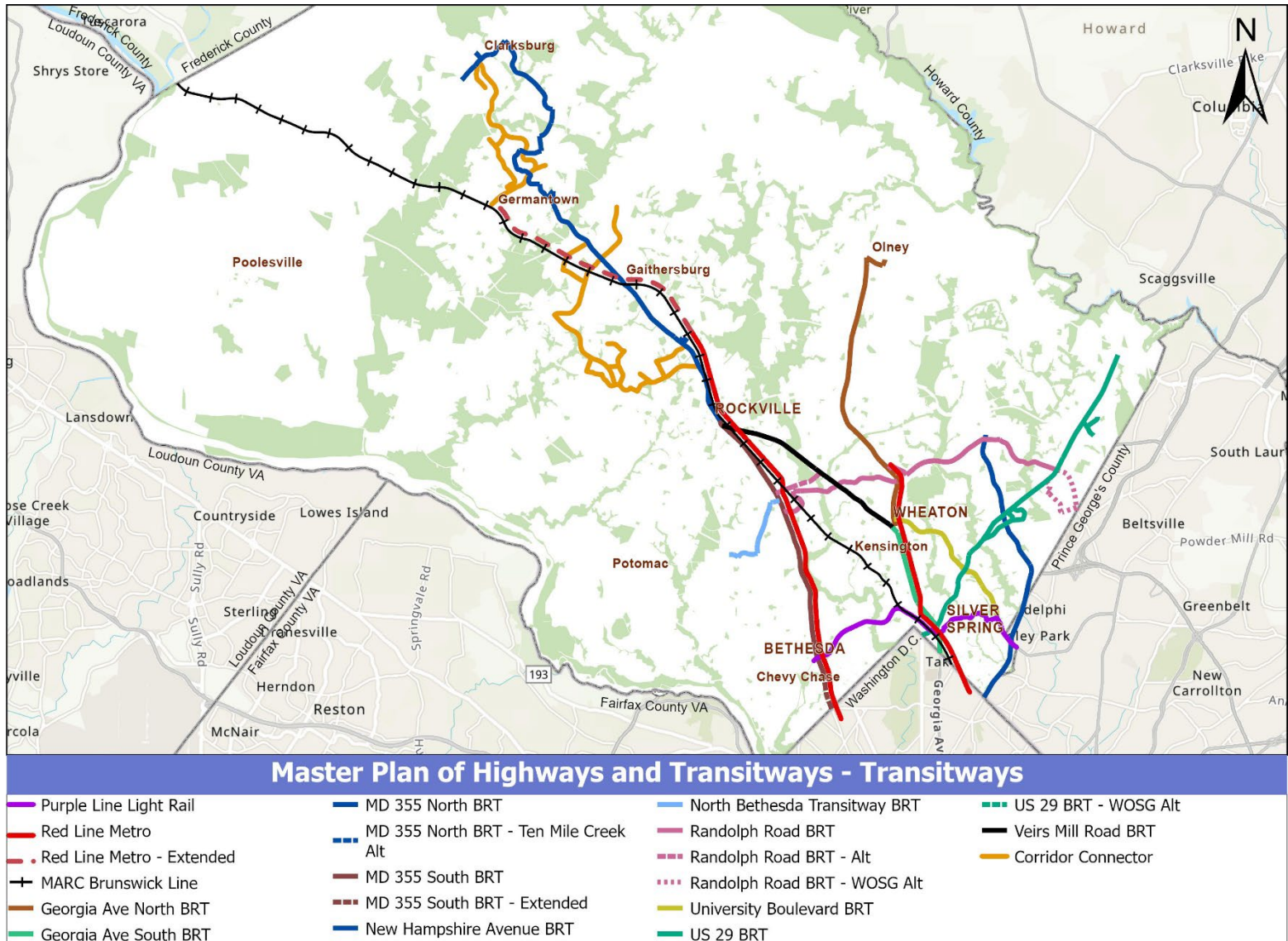


Figure 24: Transitways in the Master Plan of Highways and Transitways

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 (e.g., BRT, LRT), 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 20: MPOHT Street Classification Mileage Summary

Classification	Existing Miles	Planned Miles	Total Miles	Percent
Downtown Boulevard	26.9	1.2	28.1	2.4%
Downtown Street	30.8	7.4	38.2	3.3%
Town Center Boulevard	52.0	2.4	54.4	4.7%
Town Center Street	38.1	12.8	50.9	4.4%
Boulevard	167.0	8.2	175.2	15.3%
Area Connector	137.6	3.8	141.4	12.3%
Neighborhood Connector	201.5	3.7	205.3	17.9%
Industrial Street	6.8	0.0	6.8	0.6%
Country Connector	122.3	1.0	123.2	10.7%
Country Road	45.2	0.0	45.2	3.9%
Controlled Major Highway	17.3	0.0	17.3	1.5%
Rustic Road	142.3	0.0	142.3	12.4%
Exceptional Rustic Road	62.2	0.0	62.2	5.4%
Commercial Shared Street	0.3	1.0	1.2	0.1%
Residential Shared Street	0.0	0.2	0.2	<0.1%
Parkway	8.1	0.9	9.1	0.8%
Freeway	48.0	0.0	48	4.2%
Total	1,106.4	42.6	1,149	100.0%

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

Table 21: 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
Bus Rapid Transit							
- Dedicated Lanes	0.0	0.0	52.5	0.3	52.5	0.3	35.9%
- No Dedicated Lanes	0.0	0.0	43.3	0.0	43.3	0.0	29.4%
Light Rail	0.0	0.0	2.9	4.9	2.9	4.9	5.3%
Commuter Rail	0.0	23.2	0.0	0.0	0.0	23.2	15.7%
Metrorail	0.0	16.3	0.0	3.9	0.0	20.2	13.7%
Total	0.0	39.5	98.7	9.1	98.7	48.6	100.0%

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

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Master Plan of
HIGHWAYS & TRANSITWAYS
2025 Technical Update
APPROVED AND ADOPTED

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION