

AGENDA ITEM #4C  
July 24, 2018  
Worksession & Action

## MEMORANDUM

July 20, 2018

TO: County Council

FROM: <sup>GO</sup> Glenn Orlin, Deputy Director

SUBJECT: Technical Update to the Master Plan of Highways and Transitways (MPOHT)

PURPOSE: Worksession & Action

**Councilmembers: Please bring your copy of the Final Draft and the Appendices to this meeting.**

On May 11 the Planning Board transmitted its Final Draft of this functional master plan to the Council. This worksession will address comments from the testimony at the Council's July 10 public hearing and correspondence, as well as recommendations from the Department of Transportation (DOT) and Council staff. At this writing the Council has not received a fiscal impact statement from the County Executive regarding the plan, but since the plan addresses mainly the functional classification of roads, there is likely to be no or minimal fiscal impact. DOT's comments on the Final Draft are on ©A.

**1. Functional classifications.** Roads serve competing functions: mobility (carrying traffic from one area to another) and access to and from individual properties and neighborhoods. Roads are classified by the degree to which they are meant to serve one function versus the other. At the extremes, a Freeway's function is 100% for mobility and 0% for access, while Secondary and Tertiary Residential Streets are meant 0% for mobility and 100% for access. Other road classifications fall between these two extremes. The Final Draft presents an overview of most of the road classification types on pp. 23-33.

For many years there was a yawning gap between the Arterial and Primary Residential Street classifications. When the Council amended the Road Construction Code about a decade ago, it created the Minor Arterial classification to close that gap. Master and sector plans adopted since then have reclassified many Arterials and Primary Residential Streets as Minor Arterials; this plan examines the planning areas whose master plans have not been updated over the past decade.

Several laws and policies flow from the Council's decisions on road classifications (see Table 6 on page 32 and Table 8 on page 36), including how or whether through traffic restrictions can be implemented, whether or what type of traffic calming is allowed, and whether heavy trucks can be restricted or prohibited from a street. Furthermore, when DOT establishes its designation of priority snow removal routes, functional classification is one of the factors considered.

Dan Wilhelm, President of the Greater Colesville Citizens Association (GCCA), notes two corrections that are warranted in Table 6 (©1). **T&E Committee (and Council staff) recommendation (3-0):**

- **In the “Minor Arterial/Traffic Calming Considered?” cell, “No Speed Humps” should be replaced by “Yes.”** The County Code does indeed allow “flat-top” speed humps to be considered (along with other types of traffic calming) on Minor Arterials.<sup>1</sup>
- **In the cells where “Through Traffic Restrictions Considered?” and “Traffic Calming Considered?” are noted as “Not Required,” the notation should be changed to “No.”** It is not a matter of whether they are required; for these classifications, through traffic restrictions and/or traffic calming is not allowed.

**T&E Committee (and Council staff) recommendation (3-0): Make the following corrections in Table 8:**

- **Revise the “Target Speeds/Arterials” cell to read “25 mph Urban; 30 mph or higher in Suburban and Rural Areas.”**
- **Revise the “Target Speeds/Minor Arterials” cell to read “25 mph Urban; typically lower than Arterials in Suburban and Rural Areas.”**
- **Revise the “Target Speeds/Primary Residential Streets” cell to read “25 mph Urban; 25-30 mph in Suburban and Rural Areas.”**
- **Delete the reference to “suicide” lanes in the “Medians” row and in the footnote.**

Table 9 on pp. 38-39 and the map on p. 40 display 18 road segments that the Planning Board recommends be down-classified from Arterial to Minor Arterial. The Council has not received any testimony or correspondence opposing these recommendations; in fact, hearing testimony and much correspondence has been received supporting the recommendation to down-classify Dale Drive from an Arterial to a Minor Arterial. (See a sample of the testimony on ©3-4.) This means that it would be eligible for appropriate traffic calming measures: bump-outs, chicanes, lane-narrowing, and even flat-top speed humps, to name a few. However, like an Arterial, it still would not be eligible for through-traffic or heavy truck restrictions. This recognizes that Dale Drive still provides a significant mobility function and that its volume is roughly equal between through and local traffic.

The two-lane loop road in Olney is currently classified differently in different quadrants. Prince Philip Drive in the northeast and southeast quadrants and Hines Road in the southwest quadrant are currently classified as Arterials, but Queen Elizabeth Drive in the northwest quadrant is currently classified as a Primary Residential Street. All serve the same function, which is to carry a roughly equal

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<sup>1</sup> Executive Regulation 1-18AM, “Speed Humps on Residential Streets,” approved by the Council on July 17, does not acknowledge that humps are permitted on minor arterials, but the County Code provision holds. DOT has planned to issue a separate regulation later in FY19 addressing humps on minor arterials once it has developed its recommended speed and volume criteria.

proportion of through and local access traffic at a moderate speed. Council staff recommendation: Reclassify all these road segments as Minor Arterials.<sup>2</sup>

**T&E Committee (and Council staff) recommendation (3-0): Concur with the proposed changes in Table 9, except to down-classify Arterials to Minor Arterials: Prince Philip Drive, Hines Road, and Lockwood Drive from Colesville Road to New Hampshire Avenue.<sup>3</sup>** Note also that the planned lanes for Greencastle Road east of US 29 would be reduced from four lanes to the two existing lanes. Planning staff's traffic modeling shows that there will not be a need to widen this section of Greencastle Road.

Table 10 on pp. 43-45 and the maps on pp. 41-42 display 24 road segments the Board says that future area master plans should consider up-classifying from Primary Residential Street to Minor Arterial. All of them meet the criteria for a Minor Arterial: they have no more than two through lanes (one in each direction) and the traffic forecasts suggest that roughly half of the traffic they will bear is through traffic. However, the Board is reticent to up-classify roads without "more robust, focused public outreach" (p. 37). Council staff disagrees; this plan is the proper venue for making classification changes. The recommendation to down-classify roads in Table 9 was made with the same amount of public outreach as those in Table 10 that might be up-classified. Deferring the Table 10 decisions to area master plans will likely bias the decision towards not up-classifying these roads, since an area plan's hearing notice goes primarily to local residents who would have a vested interest in advocating for the access function over the mobility function.

The only testimony regarding the road segments in Table 10 was from the Capitol View Park Citizens Association (CVPCA) which opposes the potential for reclassifying Capitol View Avenue from a Primary Residential Street to a Minor Arterial (©5). CVPCA has been pursuing traffic calming measures and sidewalks along Capitol View Avenue, which is a State highway.

Council staff disagrees. Capitol View Avenue—along its continuation to the north as Metropolitan Avenue (classified as a Business District Street) and its extension to the south as Seminary Road (classified as an Arterial)—is the primary thoroughfare between Kensington and Montgomery Hills. Like the other road segments in Table 10, Planning staff estimates that roughly half of its volume is through traffic. Furthermore, if Capitol View Avenue were ever to become a County road, the traffic calming measures CVPCA are advocating can be done whether it is a Primary Residential Street or a Minor Arterial.

*Council staff recommendation: Update all the road segments in Table 10 from Primary Residential Streets to Minor Arterials.*

**T&E Committee recommendation (3-0): Update all the road segments in Table 10 from Primary Residential Streets to Minor Arterials, except for Capitol View Avenue, which should remain as a Primary Residential Street.**

Table 11 on pp. 47-49 and the maps on pp. 50-51 display 25 street segments the Board recommends be classified as Primary Residential Streets. There was no opposition to any of these recommendations in the testimony or correspondence. **Council staff concurs with the Planning Board.**

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<sup>2</sup> In Table 10, the Planning Board would have the Council consider reclassifying Queen Elizabeth Drive as a Minor Arterial.

<sup>3</sup> A technical correction: Segment 30 on page 38 should be changed from "Dale Drive" to "Dale Drive/Columbia Boulevard."

Table 12 on pp. 53-56 and the map on p. 57 display 26 street segments the Board recommends be reclassified to eliminate inconsistencies, mainly from one planning area to an adjacent one. There was no opposition to any of these recommendations in the testimony or correspondence. There was no opposition to any of these recommendations in the testimony or correspondence. The revision to Leland Street in Downtown Bethesda (segment 122, p. 56) is not to its classification—it was classified as a Minor Arterial in the recently approved Bethesda Downtown Plan—but to correct its master planned right-of-way width from 80' to the existing 70'.

Randolph Road is currently classified as a Major Highway from Rock Creek to Fairland Road. This is the length of Randolph Road which has a median, so its classification is a remnant of when classification was assigned by the type of cross section, not by function. Clearly, nearly all of Randolph Road has the function of a Major Highway. DOT recommends considering reclassifying East Randolph Road/Cherry Hill Road from an Arterial to a Major Highway from Fairland Road to the Prince George's County line (©1, Comment #3).

**T&E Committee (and Council staff) recommendation (3-0): Concur with the revisions in Table 12, but also show Randolph Road/Cherry Hill Road reclassified from an Arterial to a Major Highway from Fairland Road to Prince George's County and from Rock Creek to Parklawn Drive.** This would eliminate the inconsistency in the road's current set of classifications. The master-planned rights-of-way and cross-sections of these sections of Randolph Road and Cherry Hill Road would not change, however.

Table 13 on pp. 58-59 and the map on p. 60 display 10 rural road segments the Board recommends be reclassified to be consistent with their continuation within the suburban area. A proposed major relocation of a segment of Whites Ferry Road east of Poolesville is recommended for deletion as it is no longer deemed necessary for safety reasons. Table 14 on pp. 61-62 and the map on p. 63 display 11 road segments the Board recommends down-classifying from Major Highway to Arterial. Table 15 on p. 66 and the map on p. 67 display 9 street segments the Board recommends for classification within the Cabin Branch section of Clarksburg. There was no opposition to any of these recommendations in the testimony or correspondence. **Council staff concurs with the Planning Board's recommendations in Tables 13, 14, and 15.**

**2. Removals from the MPOHT.** Table 16 on p. 70 and the map on p. 69 shows 6 road segments that the Board recommends removing from the MPOHT. Three of these segments are existing park roads, which are shown in park plans, not the MPOHT. Western Avenue is entirely in the District of Columbia. Knowles Avenue east of Connecticut Avenue is a Town of Kensington street. An alley in Silver Spring should not be classified. There was no opposition to any of these recommendations in the testimony or correspondence. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Planning Board's recommendations in Table 16.**

**3. HOV lanes.** Master plans abutting I-270 generally have not identified which of the master planned lanes are reserved for high-occupancy-vehicle (HOV) use. Table 17 on p. 72 clarifies this. There was no opposition to any of these recommendations in the testimony or correspondence. **T&E Committee (and Council staff) recommendation (3-0): Concur with the Planning Board's recommendations in**

**Table 17.**<sup>4</sup> The two planned HOV lanes on I-495 between the I-270 West Spur and Virginia are already explicit in the MPOHT and so do not need to be added in this plan update.

**4. Right-of-way for proposed bikeways.** Table 18 on pp. 73-74 shows 10 road segments with proposed right-of-way widenings needed to support the Final Draft Bicycle Master Plan. GCCA opposes the widening on Cherry Hill Road for a bikeway (©2). However, all these changes are premature until the Council makes its decisions of the Bicycle Master Plan this fall. **T&E Committee (and Council staff) recommendation (3-0): Delete this section, including Table 18.**

**5. Expansion of Road Code Urban Area boundaries.** The Road Construction Code (and its Executive regulation) prescribe narrower lanes for roads in Road Code Urban Areas within boundaries set by Council resolution. The Planning Board recommends adding five new Road Code Urban Areas—Burtonsville, Kensington, Langley Crossroads, Cabin Branch, and Chevy Chase Lake—and to expand the existing boundaries in Germantown, Piney Branch, and the Great Seneca Science Corridor (see pp. 75-76). Maps of the new and expanded area are in the Appendix; they are attached here on ©6-13. There was no opposition to any of these recommendations in the testimony or correspondence.

**T&E Committee (and Council staff) recommendation (3-0): Concur with the Planning Board's recommendations; include the maps of these eight areas in the body of the plan. Furthermore, also establish these areas as Bicycle Pedestrian Priority Areas (BiPPAs).**

**6. Pages 80-87.** The last portion of the Final Draft describes the MPOHT map books and tables, as well as the outreach conducted to solicit input for the plan. This material is better suited for the Appendices than for the to-be-adopted plan. **T&E Committee (and Council staff) recommendation (3-0): Relocate the material on pp. 80-87 to the Appendices.**

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<sup>4</sup> Another technical correction: The limits of the second segment should be from Little Seneca Creek to Middlebrook Road, and the limits of the third segment should be from Middlebrook Road to Great Seneca Creek.

**Public Hearing Draft of the Master Plan of Highways and Transitways  
MCDOT Comments**

No.		Agency	Division	Team	Com ment Page er	Section	Comment
1	*	MCDOT	DO	Policy	AB	General	While we do not necessarily oppose the target speeds on most of these roadways, and acknowledging the text included on the bottom of p16 we only wish to reiterate that a number of the target speeds proposed may be unachievable without an extensive redesign and/or with the current zoning along their frontage. These issues can be further discussed as part of future master plans for those specific areas.
2	*	MCDOT	DTEO	Traffic	ES	36	Table 8 We assert that the intent of the Executive Regulation is that it does not permit speed humps on Minor Arterials.
3	*	MCDOT	DO	Policy	AB	Appx A p29 (pdf p33)	Consider whether E Randolph Rd and Cherry Hill Rd (to the east of the former's intersection with Fairland Rd) should be upclassified to Major Highway, noting the increased development intensity in the White Oak area as well as the proposed BRT.
4	*	MCDOT	DO	Policy	AB	Appx A, p35 (pdf p39) Appx B, p35 (pdf p116) Appx C (pdf p180)	The A-105 extension through the White Oak Shopping Center (by 650/Lockwood) is currently shown as directly adjacent to the 29 Ramps and 650, leaving minimal gap between intersections along Lockwood. On the other hand, a BRT alignment is shown which appears to follow to the eastern edge of the shopping center property. We suggest that the BRT be shown along the A-105 Extension, and that the Extension be shown approximately through the middle of the property -- aligning at Lockwood opposite the eastern edge of the self-storage property.
5		MCDOT	DO	Policy	AB	Appx C (pdf p181)	Consider whether Industrial Pkwy should remain an Arterial at least between US 29 and Tech Rd, potentially also the full length to FDA Pkwy (as per the WOSG Plan). The rationale is that there is a proposed interchange at US 29 and Tech/Industrial whereby the current concept has the northbound ramps to/from US 29 accessed via Industrial Pkwy, and Industrial Pkwy will serve as the primary access point into the large Viva White Oak site. Furthermore, current concepts for the Randolph Rd BRT have the alignment forking at Old Columbia Pike eastward, with one fork utilizing Industrial Pkwy into the Viva White Oak and FDA sites.
6	*	MCDOT	DO	Policy	AB	Appx E (pdf p242)	<i>Old Columbia Pike (east of US 29)</i> - While this road functions are more of a residential street today, when the bridge is reconstructed the master planned four-lane section and low-density suburban environment along most of Old Columbia Pike (particularly the segment north of Stewart Lane) will not be conducive toward 25 MPH urban design, and none of these traits are expected to change into the foreseeable future. The presence of a major highway along the west side of Old Columbia limits the potential for land uses friendly toward innately lowering speeds.

Greater Colesville Citizens Association

PO Box 4087

Colesville, MD 20914

July 10, 2018

Montgomery County Council  
Attn: Hans Riemer President  
100 Maryland Ave  
Rockville, MD 20850

Re: Master Plan for Highways and Transitways

Dear Council President Riemer:

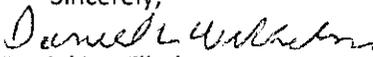
The Greater Colesville Citizens Association strongly supports the Planning Board Draft Master Plan for Highways and Transitways with the one exception noted below. However, we also have a few comments.

The tables on pages 32 and 36 don't agree relative to whether speed humps are allowed on minor arterials. This typo needs to be corrected. We understand that speed humps are not allowed but other traffic control measures would be allowed on a minor arterial. Also the "not required" phrase in the table on page 32 is confusing. Traffic control and thru-traffic restrictions are never "required". We think the purpose of the entry in the table is to show whether they are "allowed" or "not allowed". We suggest the word "required" be changed to "allowed."

We have reviewed the changes in road classifications that start on page 37. Our review of them is limited to eastern Montgomery County, which is defined by the following master plans: White Oak Science Gateway, White Oak, Fairland, Cloverly and Burtonsville.

1. Table 9, pages 38-40, down-classify to minor arterial: we support four changes in eastern Montgomery County (IDs 51, 70, 79, 102)
2. Table 10, Pages 43-45, future possible minor arterial candidates from a primary residential: We can support waiting until a later date to make the four possible changes (IDs 19, 50, 80, and 81) in eastern Montgomery County or can support making the changes now. The reason for making the change is to reflect that the existing high through traffic (>50%) meets the standard for a minor arterial - too high for a primary residential.
3. Table 11, pages 47-49, Primary Residential Candidates. We support the nine changes in eastern Montgomery County. We asked that the seven roads (IDs 16, 63, 97, 100, 101, 104, 119) in Colesville be added because they provide entrance and exit points for many more than the 200 houses that a secondary residential street is intended to support. The actual number can be debated based upon what one counts, but the quantity is about 500 households. The only real difference we see by making this change is to increase the snow plowing priority. Cannon Road is already a primary residential because of the school but there is no safe exit out of neighborhood except at a traffic signal which today is via secondary residential streets. This change provides that safe exist via primary residential streets. Wolf and Kara also need a higher snow plowing priority so the post office and commercial area can be accessed by the entire community when deep snows occur. There can be a four-five day difference in plowing primary roads and secondary roads.
4. Table 12, Pages 53-55: We support four changes dealing with the inconsistencies (IDs 57, 58, 59 and 105) in eastern Montgomery County.

5. Table 18, pages 73-74, Right-of Way changes. The only change in eastern Montgomery County is on Cherry Hill Road (ID 5). We don't support the Bike Master Plan change for a bikeway on the south side of the road since there is already an existing one on the north side. There is also limited space on the south side toward US29 without changing the character of the road (putting the paved area directly against the parking lot and removing the limited amount of screening).

Sincerely,  
  
Daniel L. Wilhelm,  
GCCA President

**Testimony by Penelope Taylor,  
at Montgomery County Council Hearing on Updates to the Master Plan  
of Highways and Transitways,  
on Behalf of the Dale Drive Safety Coalition**

July 10, 2018

Good afternoon Councilmembers,

My name is Penelope Taylor and I am appearing as a member of the Dale Drive Safety Coalition to express support for the classification of Dale Drive as a minor arterial road.

First, I thank the Council for this opportunity to testify and, in so doing, to give voice to many others in my community – the Woodside area of Silver Spring, Maryland – who believe that Dale Drive must be classified as a minor arterial road, and properly so.

Second, for your information, the Dale Drive Safety Coalition (DDSC) was formed by Montgomery County citizens living on or near Dale Drive to promote safety on that road, which is a residential street, yet one on which vehicles frequently speed. Moreover, there is no sidewalk or safe multi-use path on Dale between approximately Georgia Avenue and Colesville Road, a section of road that saw 11 car accidents in 2017, and five accidents already this year.

Over 200 people have joined the DDSC Facebook group, and almost 200 people have signed a petition in support of Dale Drive being classified as a minor arterial road. Moreover, 120 people in the community, accompanied by some Montgomery County leaders, joined in a safety walk in May to highlight the need for more safety measures on Dale -- many of which would be made possible by the proper classification of Dale as a minor arterial.

Accordingly, we commend the Planning Department for their work to update the Master Plan to correct technical inconsistencies. Currently, everyone who lives on and uses Dale Drive is being negatively affected by the erroneous classification of Dale Drive as an arterial road. Notably, the Woodside Park Civic Association, the Friends of Forest Glenn, and the Montgomery Hills Citizens Association have submitted written testimony supporting the change to minor arterial status.

As you are aware, an arterial road is likely divided with no traffic calming, has up to four lanes, only has some access to abutting property, and is meant primarily for through movement at a moderate speed. Dale Drive does not meet this definition.

Rather, Dale Drive is a two-lane, undivided road that is lined overwhelmingly by residential homes. Dale's primary purpose is to provide access to abutting

residential property. It also has crosswalks and some traffic calming measures. These characteristics demonstrate that Dale Drive's most accurate classification in the Master Plan is as a minor arterial road.

Speeding often takes place on Dale and car accidents occur frequently. Some accidents have been serious - people hospitalized, cars careening into front yards where children play, airbags deployed, and damaged cars towed away. Most accidents have involved cars hitting fixed objects on the side of the road, meaning that pedestrians and bicyclists trying to move along the side of Dale are especially vulnerable to being injured or killed. Sadly, in 1994, a resident of Woodside Forest was killed walking along Dale Drive.

Additional traffic calming measures are urgently needed, but safety on Dale between Georgia and Colesville will not be significantly improved unless the road's classification is fixed. Montgomery County road code requires the Department of Transportation to consider installing traffic calming and bicycle- and pedestrian-friendly design features on any minor arterial road. The community has long sought meaningful safety measures; to ensure this happens, it is imperative that Dale be properly classified as a minor arterial road.

Thank you.

Penelope Taylor  
1401 Dale Drive  
Silver Spring, MD 20910

The Capitol View Park Citizens Association (CVPCA) Executive Committee and the citizens of Capitol View Park wish to thank the Maryland-National Park and Planning Commission for allowing Capitol View Ave. to retain the classification of Primary Residential Street and not be reclassified as Minor Arterial (Table 10, p.43).

The sections of Capitol View Ave from Forest Glen Road to Beechbank and to the intersection with Stoneybrook Ave (and the section from Stoneybrook Ave to Meredith Ave) are within the Capitol View Park Historic District. Capitol View Park is a residential area, and Capitol View Ave. is lined with residences very close to the road. Many of these residences are classified as historic. In 2017, a one-block stretch of sidewalk was installed along Capitol View Ave., an improvement which emphasizes the residential character of Capitol View Ave.

The Capitol View Park neighborhood community has been concerned with safety along Capitol View Ave. and has been working with the District 2 Precinct, MCDOT and MD DOT to determine traffic calming measures and ensure pedestrian safety. We are also pursuing crosswalks on Capitol View Ave. at Pratt Ave. and Day Ave, and at the intersection with Virginia Ave. For these reasons, we respectfully request that Capitol View Ave. be removed from the list of "Future Possible Minor Arterial Candidates (Up-Classification)," as listed in Table 10, p.43. Any future up-classification would reduce the available traffic calming remedies and legitimize increases to through traffic (Table 8: Comparison of Three Highway Classifications, p.36).

Cathy Robertson

CVPCA President

cc: [MCP-Chair@mncppc-mc.org](mailto:MCP-Chair@mncppc-mc.org)

# Burtonsville (Proposed) Urban Road Code



## URBAN ROAD CODE

-  EXISTING
-  PROPOSED

## MASTER PLANNED SPEEDS

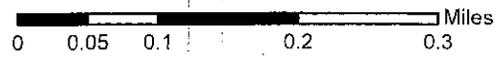
-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

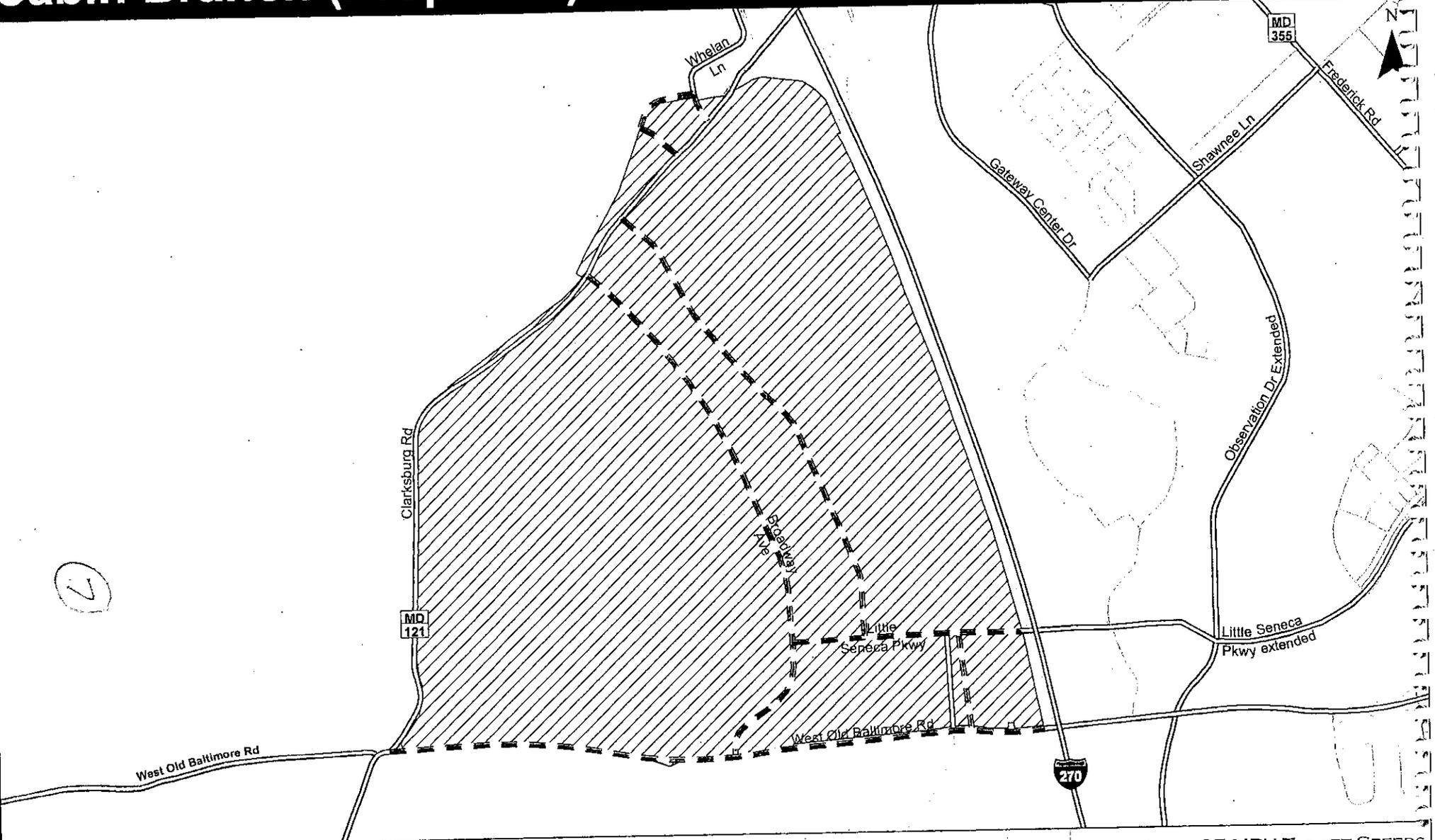
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



# Cabin Branch (Proposed) Urban Road Code



## URBAN ROAD CODE

- EXISTING
- PROPOSED

## MASTER PLANNED SPEEDS

- MPOHT WITHOUT MASTER PLANNED SPEED
- 25 MPH EXISTING ROAD
- 25 MPH PLANNED ROAD
- 30 MPH EXISTING ROAD
- 30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

## 35 MPH PLANNED ROAD

## 40 MPH EXISTING ROAD

## 45 MPH EXISTING ROAD

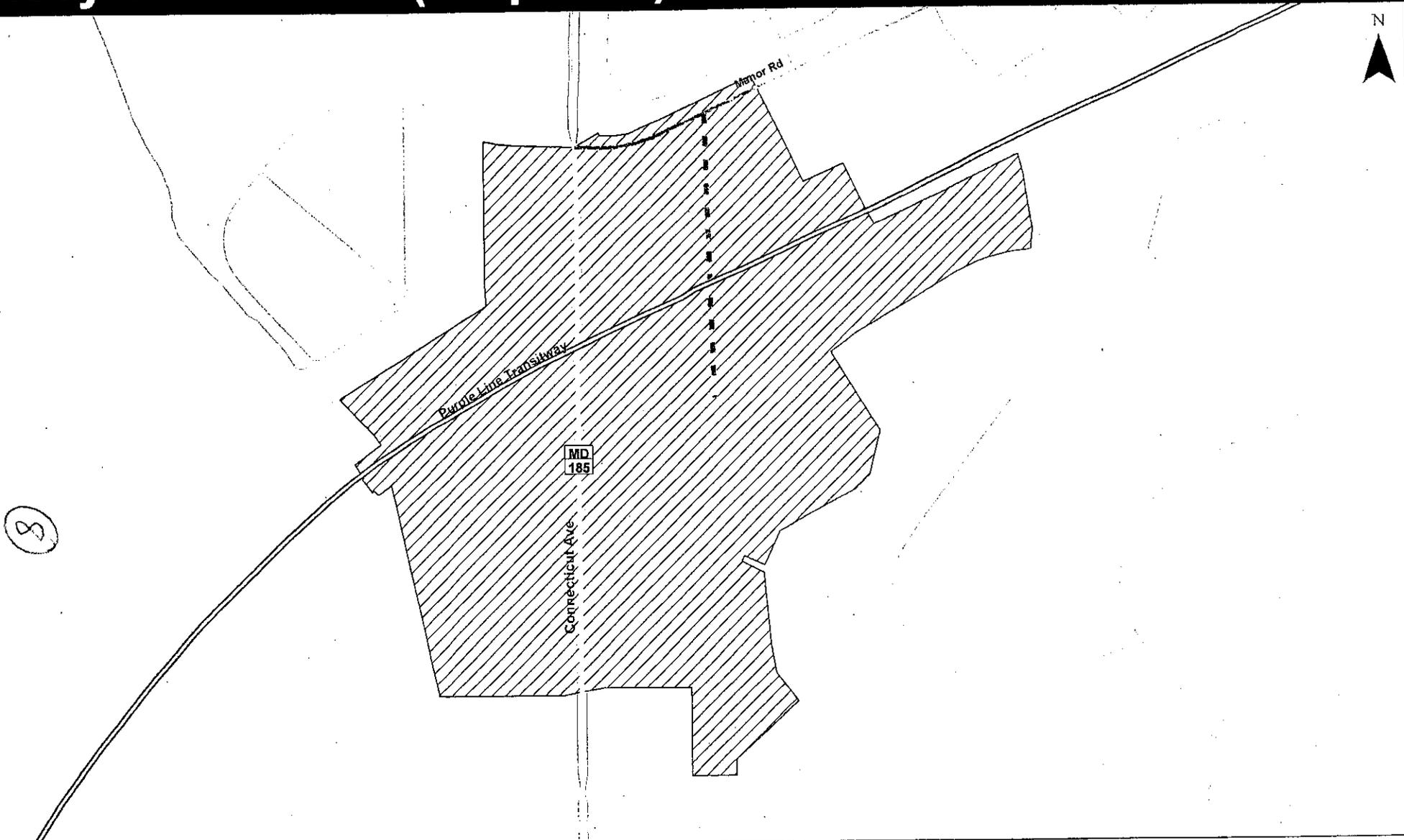
## 50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEED

- EXISTING URBAN ROAD CODE
- PROPOSED URBAN ROAD CODE



# Chevy Chase Lake (Proposed) Urban Road Code



8

## URBAN ROAD CODE

-  EXISTING
-  PROPOSED

## MASTER PLANNED SPEEDS

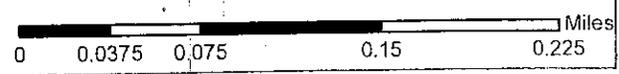
-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



# Germantown Town Center Urban Road Code



## URBAN ROAD CODE

-  EXISTING
-  PROPOSED

## MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

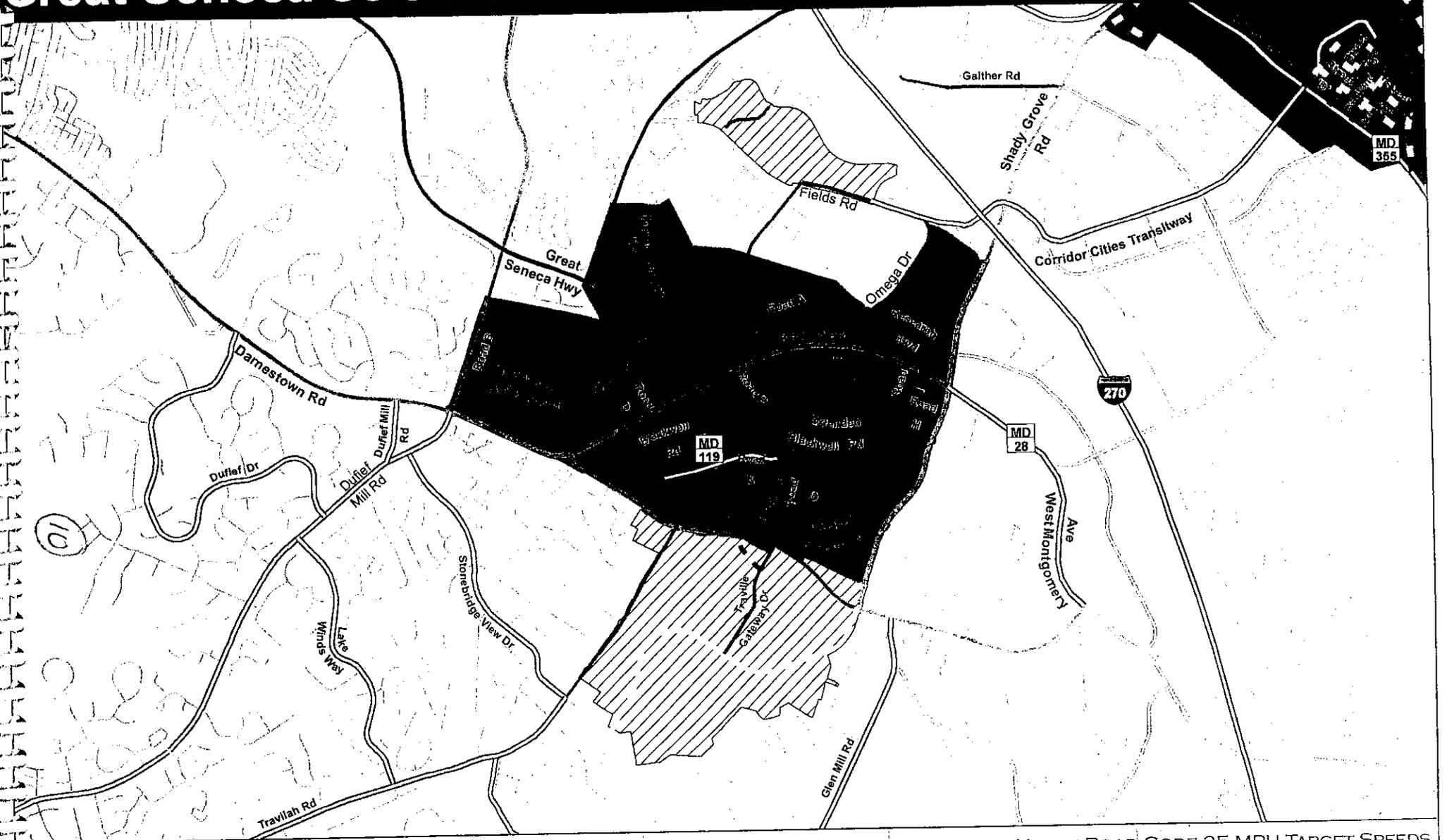
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



# Great Seneca Science Corridor Urban Road Code



## URBAN ROAD CODE

-  EXISTING
-  PROPOSED

## MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEEDS

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE

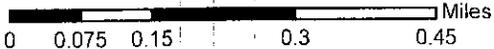


# Kensington (Proposed) Urban Road Code

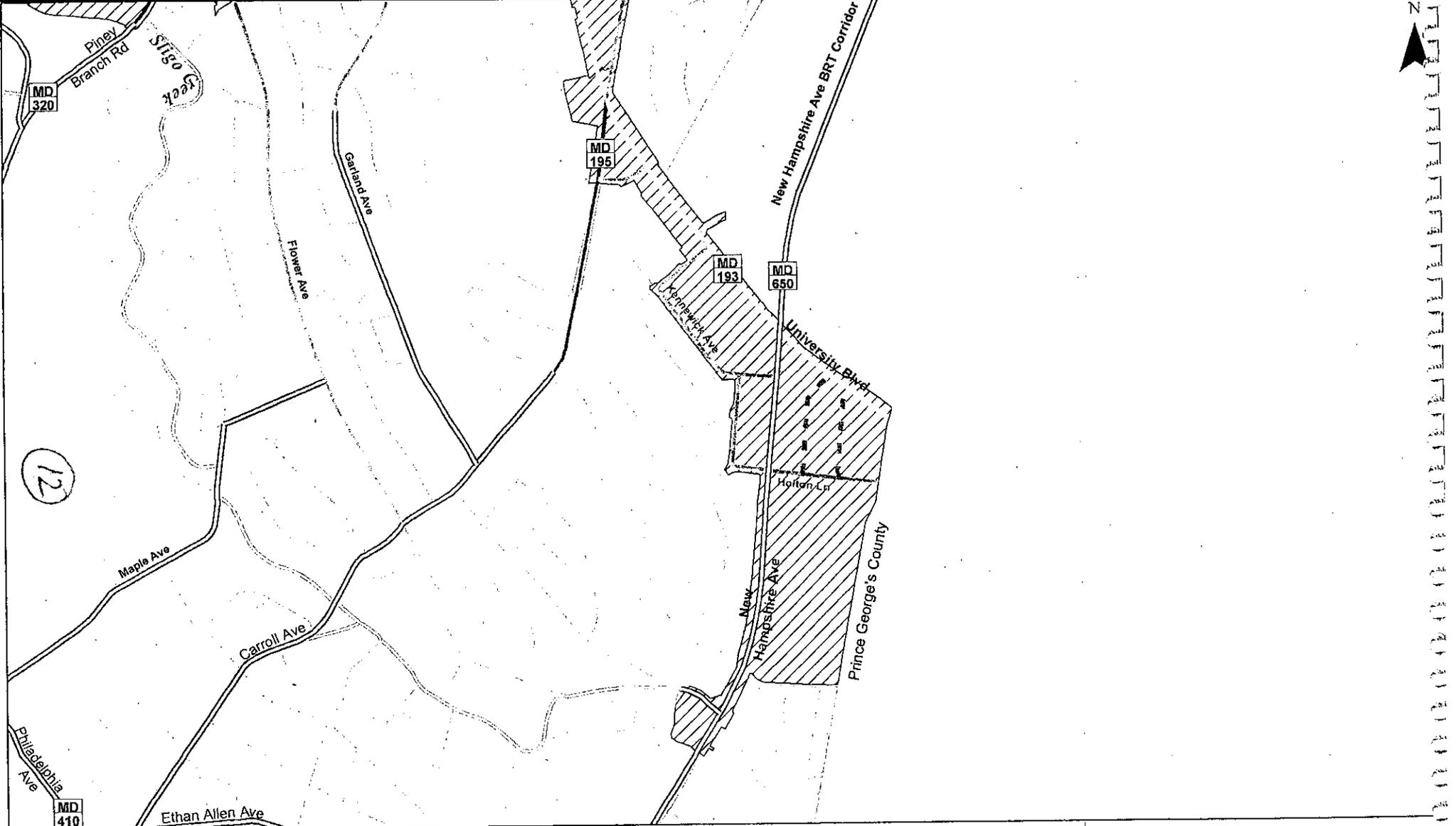
MD  
586



<p><b>URBAN ROAD CODE</b></p> <p> <b>EXISTING</b></p> <p> <b>PROPOSED</b></p>	<p><b>MASTER PLANNED SPEEDS</b></p> <p> <b>MPOHT WITHOUT MASTER PLANNED SPEED</b></p> <p> <b>25 MPH EXISTING ROAD</b></p> <p> <b>25 MPH PLANNED ROAD</b></p> <p> <b>30 MPH EXISTING ROAD</b></p> <p> <b>30 MPH PLANNED ROAD</b></p>	<p><b>35 MPH EXISTING ROAD</b></p> <p><b>35 MPH PLANNED ROAD</b></p> <p><b>40 MPH EXISTING ROAD</b></p> <p><b>45 MPH EXISTING ROAD</b></p> <p><b>50 MPH EXISTING ROAD</b></p>	<p><b>URBAN ROAD CODE 25 MPH TARGET SPEEDS</b></p> <p> <b>EXISTING URBAN ROAD CODE</b></p> <p> <b>PROPOSED URBAN ROAD CODE</b></p>
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 Miles  
 0 0.075 0.15 0.3 0.45

# Langley Crossroads Urban Road Code



## URBAN ROAD CODE

-  EXISTING
-  PROPOSED

## MASTER PLANNED SPEEDS

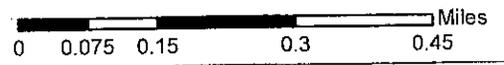
-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

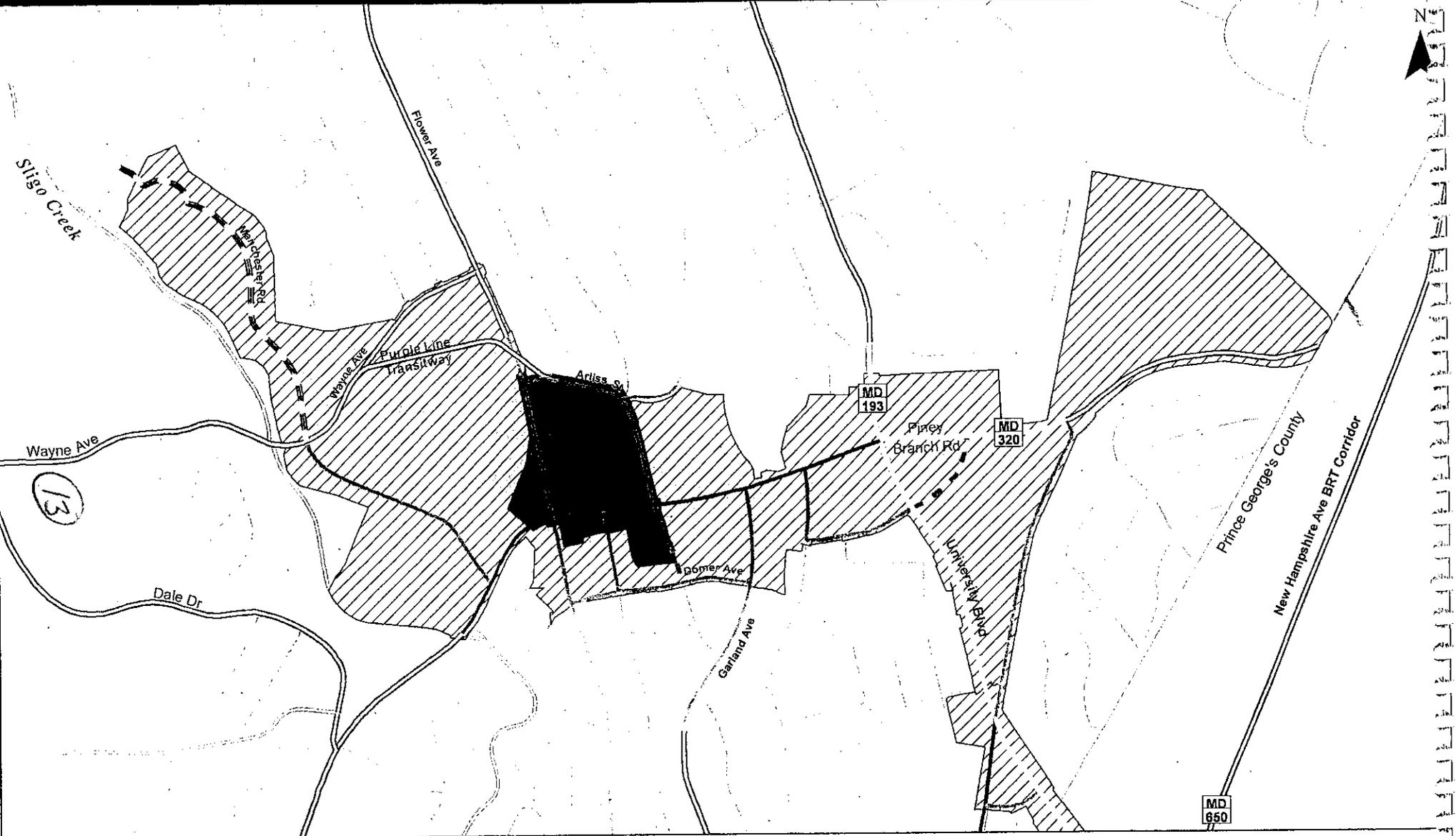
-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEED

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE



# Piney Branch Urban Road Code



## URBAN ROAD CODE

-  EXISTING
-  PROPOSED

## MASTER PLANNED SPEEDS

-  MPOHT WITHOUT MASTER PLANNED SPEED
-  25 MPH EXISTING ROAD
-  25 MPH PLANNED ROAD
-  30 MPH EXISTING ROAD
-  30 MPH PLANNED ROAD

## 35 MPH EXISTING ROAD

-  35 MPH PLANNED ROAD
-  40 MPH EXISTING ROAD
-  45 MPH EXISTING ROAD
-  50 MPH EXISTING ROAD

## URBAN ROAD CODE 25 MPH TARGET SPEED

-  EXISTING URBAN ROAD CODE
-  PROPOSED URBAN ROAD CODE

