

Table 2.4.1: Roadway Classifications

Designation	Roadway	Limits	Minimum Right-of-Way	Target Speed	Lanes
Major Highway					
M-2	River Road (MD 190)	W. Sector Plan Boundary to E. Sector Plan Boundary	110'	30 mph	4
Business District					
B-1	Ridgefield Road	Westbard Avenue to River Road	100'	25 mph	4
B-1	Westbard Avenue	Ridgefield Road to Westbard Circle	110'	25 mph	4
B-1	Westbard Avenue	Westbard Circle to Massachusetts Avenue	74'	25 mph	4
B-2	New Connector Road	River Road to Westbard Avenue	54'	25 mph	2
B-3	Landy Lane	River Road to Little Falls Parkway	54'	25 mph	2
N/A	Little Falls Parkway	Dorset Avenue to Massachusetts Avenue	N/A	35 mph	2

connect directly with River Road. (Ridgefield Road would be reconfigured to tee into reconfigured Westbard Avenue extended. The block of Westbard Avenue south of River Road would tee into Ridgefield Avenue.) Westbard Avenue should be studied to evaluate the feasibility and implementation of on-street, off-peak parking. Special consideration should be given to implementation of on-street parking on weekends and whether this weekend parking could be accommodated due to the retail and residential demands during those days.

Westbard Avenue should contain the following elements within the right-of-way:

- Travel Lanes: Two lanes per direction.
- Median: 6-foot wide for pedestrian refuge; mountable curb/load bearing construction for emergency access.
- Separated Bike Lane: 5-foot-wide, one-way separated bike lane (cycle track) on each side of the road outside of the curb to provide a buffer from traffic.
- Landscape Buffer: To accommodate utility poles.
- Sidewalks: 13-foot-wide at a minimum, except in the realigned portion where they should be 11 feet wide at minimum.

The Montgomery County Department of Transportation should explore whether additional

traffic signals are needed on Westbard Avenue.

Neighborhood Protection: Westbard Avenue (Residential Portion)

This Plan endorses the permanent closure of the residential portion of Westbard Avenue between River Road and Ridgefield Road at the River Road end. The closure should not occur until the existing Westbard Road/River Road intersection is realigned to intersect River Road with a right-angled turn. The closed end should have a 3-inch-high mountable curb to allow emergency vehicles to access the block from River Road. The closed end should be reconstructed to create a turnaround. Action on this closure is predicated on the submittal of a formal neighborhood application for street closure in accordance with Chapter 49 of the County Code, and its subsequent approval by the County Council.

The Department of Transportation and the State Highway Administration should work with the Kenwood community to develop a design and operations plan for the River Road/Brookside Drive intersection that better protects Kenwood from cut-through traffic without restricting safe and convenient access between realigned Westbard Avenue and River Road.