



Montgomery Planning

3/28/24

Master Plan of Highways and Transitways Technical Update – Draft Recommendations

Presentation to PBTSAC

Outline

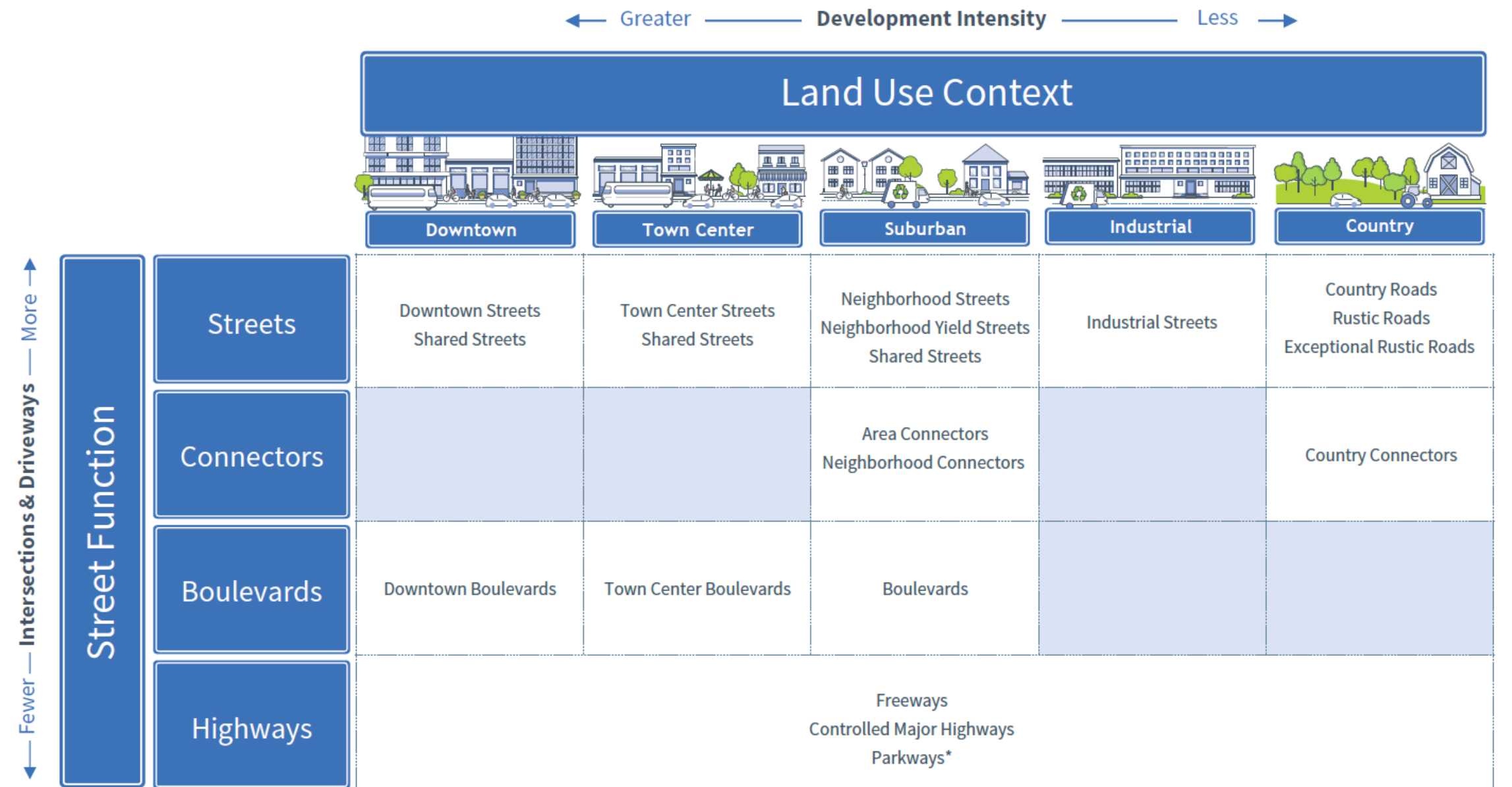
- What is the Master Plan of Highways and Transitways?
- Complete Streets Website Updates
- Pedestrian Master Plan – area type changes
- Where are we?
- Task 3 – Development of Recommendations
- Comments/Discussion
- Next Step – Public Outreach & Development of Working Draft of Master Plan

What is the Master Plan of Highways and Transitways (MPOHT)?

- Comprehensive summary of all master planned roadway and transitway infrastructure recommendations countywide
- It is multimodal and includes recommendations for:
 - Master planned right-of-way widths
 - Planned number of through travel lanes
 - Planned number of dedicated transit lanes
 - Target speeds
 - Locations of planned interchanges and transitway stations
- With passage of Bills 24-22 and 34-22, the county is transitioning the MPOHT from classifying its roadways from a traditional functional classification system to a new Complete Streets classification system.

Complete Streets Website Updates

- Defined context for planning for multimodal transportation in a complete streets environment



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

<https://montgomeryplanning.org/planning/transportation/complete-streets/>

Complete Streets Videos

Video series

To help the community gain a better understanding of the Complete Streets Design Guide, here is a [series of videos](#) that provide an overview of street types and how they are classified.



Overview



Downtown Boulevards



Downtown Streets



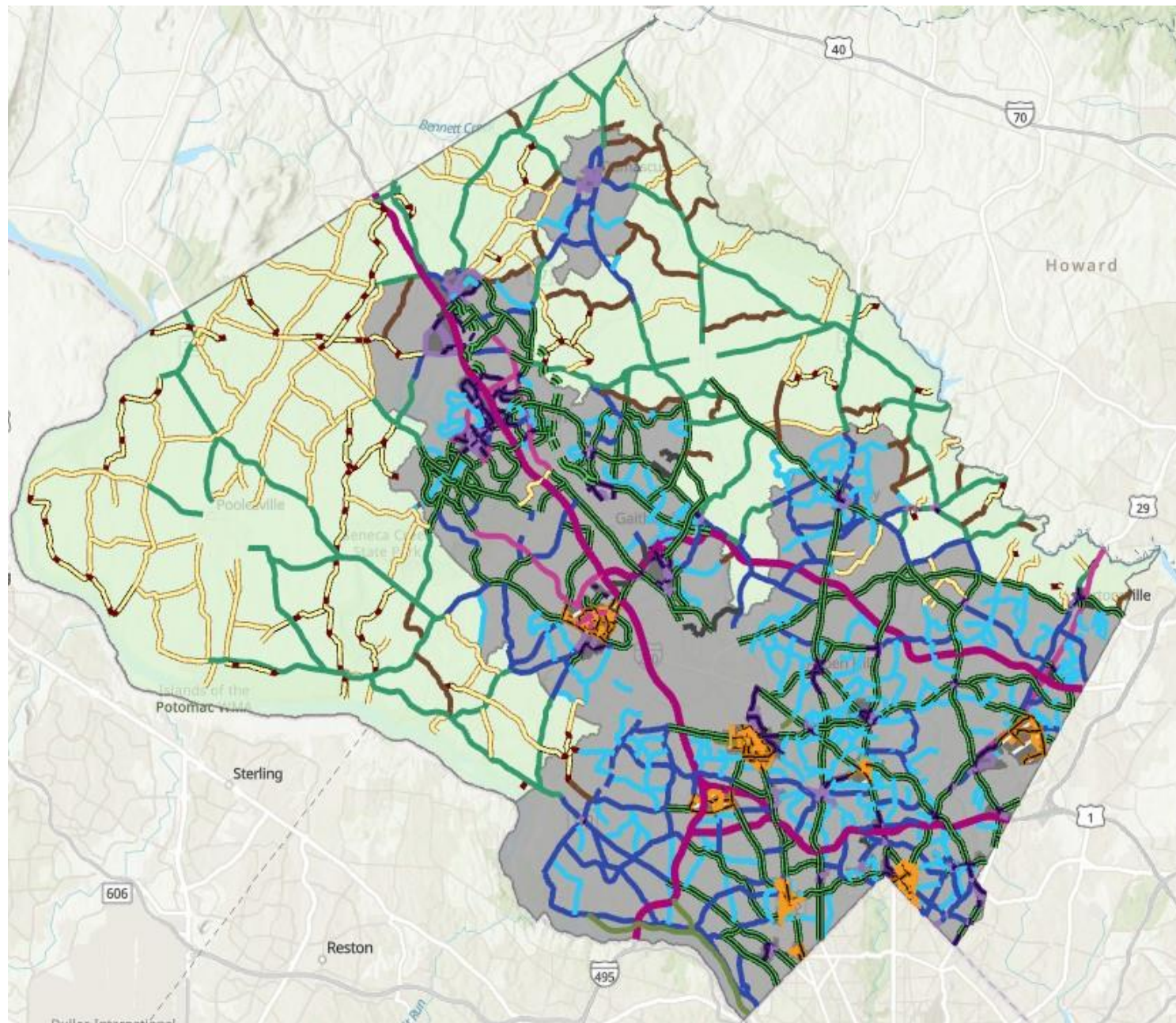
Town Center Boulevards



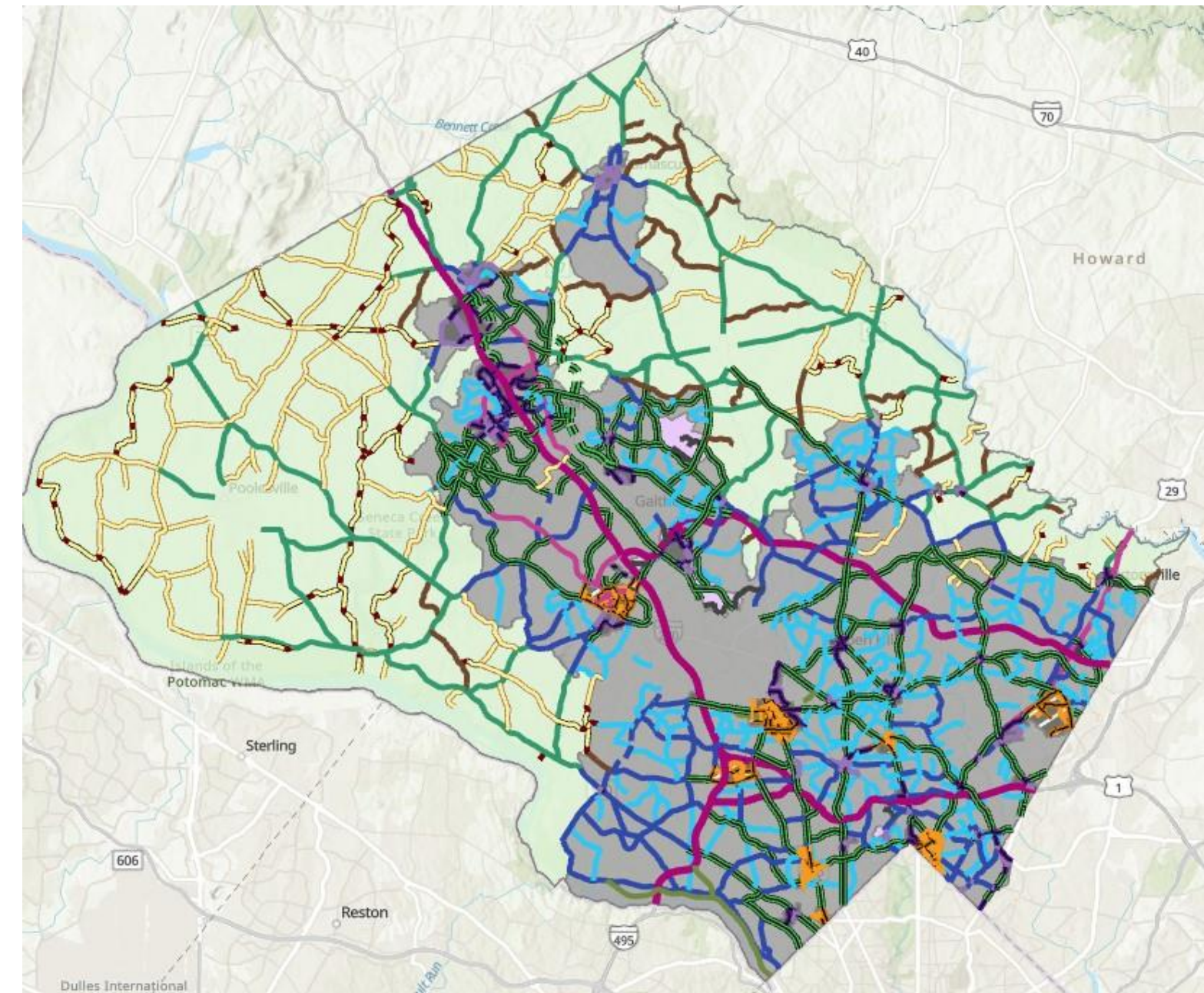
Town Center Streets

Pedestrian Master Plan – Area Type Changes

Pre-Ped Plan Area Types



Pedestrian Master Plan Area Types



Pedestrian Master Plan – Area Type Changes

Downtown Areas (7)

Bethesda
Friendship Heights
Rock Spring
Silver Spring
Wheaton
White Flint
Great Seneca

Town Center Areas (44)

16th Street Station
Ashton
Aspen Hill
Briggs Chaney
Burnt Mills
Burtonsville
Cabin Branch
Chevy Chase Lake
Clarksburg
Cloverly
Colesville
Damascus
Ethan Allen Avenue Gateway
Forest Glen
Four Corners
Foxchapel
Germantown
Glenmont
Grosvenor
Hillandale
Hyattstown
Kensington
Layhill
Long Branch
Lower Village
Lyttonsville
Maryland Gateway
Milestone
Montgomery Hills
Olney
Park Potomac

Industrial Areas (9)

Potomac
Randolph Hills
Redland
Rock Creek Village
Sandy Spring
Shady Grove
Takoma Junction
Takoma Langley Crossroads
Takoma Old Town
Traville/USG
Twinbrook
Veirs Mill - Randolph
Washingtonian
Westbard
White Oak
Airpark
Briggs Chaney
Burtonsville
Germantown
Gude Drive
Kensington
Lyttonsville
Shady Grove 1
Shady Grove 2

MPOHT Technical Update Schedule

Task Description	Schedule
1. Development of Scope of Work	September 2023
2. Engagement	November 2023 - March 2024
3. Development of Recommendations ← We are Here	September 2023 - March 2024
4. Working Draft Master Plan	May/June 2024
5. Planning Board Public Hearing	July 2024
6. Planning Board Work Sessions and Plan Draft	Fall 2024
7. County Council Review/Approval and Commission Adoption	Fall/Winter 2024/5

Task 3 – Development of Recommendations

- Conduct of four focused sub-tasks
 1. Review of Street Type Designations
 2. Review of Target Speeds
 3. Development of a New Approach to Street Design along Growth Corridors
 4. Review of Transitways and Transit Stations
- Public meetings and outreach – to obtain feedback on draft recommendations

Development of Classification Issues - Roads

Classification Issue	No. Segments	Mileage
1. Assign Target Speed	853	647
2. Incorrect Existing Classification	29	9
3. Incorrect Existing Classification and Assign Target Speed	27	10
4. No Longer a Master Planned Street	3	<1
Totals	912	666

Note: Current MPOHT has 1873 segments and approximately 1,200 miles of roads. Table above represents 48% of total MPOHT segments and 52% of MPOHT road mileage.

Target Speed Recommendations

Assigned Target Speed	No. Segments	Mileage
20 mph	298	184
25 mph	234	160
30 mph	65	15
35 mph	234	184
40 mph	66	119
55 mph	6	8
Totals	903	670

Table above represents 48% of total MPOHT segments and 56% of MPOHT road mileage.

Development of Classification Issues – Transit Stations and Transitways

- Transit Stations to Add - 34
- Transit Stations to Remove - 17
- Transitway Segments to Add - 4
- Transitway Segments to Remove – 3

WebMap and Opportunities for Comments

2024 Master Plan of Highways and Transitways Technical Update

Highways | Transit Stations | Transitways | About

HIGHWAYS

Capital Beltway from I-270 west spur to Rockville Pike

Classification Changes

Street	Capital Beltway
From	I-270 west spur
To	Rockville Pike
Issue	No Issue or Change
Existing Classification	Freeway

Comment Submission

Road Name

From

To

Name (Optional)

Please submit your name

How To Use This Page

on this webpage. transit stations, or transitways by clicking on the buttons in the upper right corner of this page in the dark blue banner.

At the top of the sidebar on the left, the dark-colored box displays technical details for a single selected element (highway, transit station, transitway) in each respective map.

At the bottom of the sidebar on the left, the "Comment Submission" box can be used to comment on the selected element (highway, transit station, or transitway) depending on map shown.

In the light blue banner, there are four tools in the top right corner that you can use to view details of the map:

- The "funnel" icon provides a tool to filter recommendations by issue. On the highways map, it also includes an additional filter by target speed.
- The "bullets" icon displays the legend for the current map displayed.
- The "three stacked pages" icon allows the viewer to turn off or on available layers.
- The "four squares" icon enables a selection of the base map between an aerial image and a basic gray line map.

Selection Information

Map Selection

Map Tools

Comment Box

Legend

Classification Changes

- Assign Target Speed
- Incorrect Existing Classification
- Incorrect Existing Classification and Assign Target Speed
- No Longer a Master-Planned Street
- No Issue or Change

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Discussion

- Thank you!
- Stephen Aldrich, PE, Project Manager
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4/9/24

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