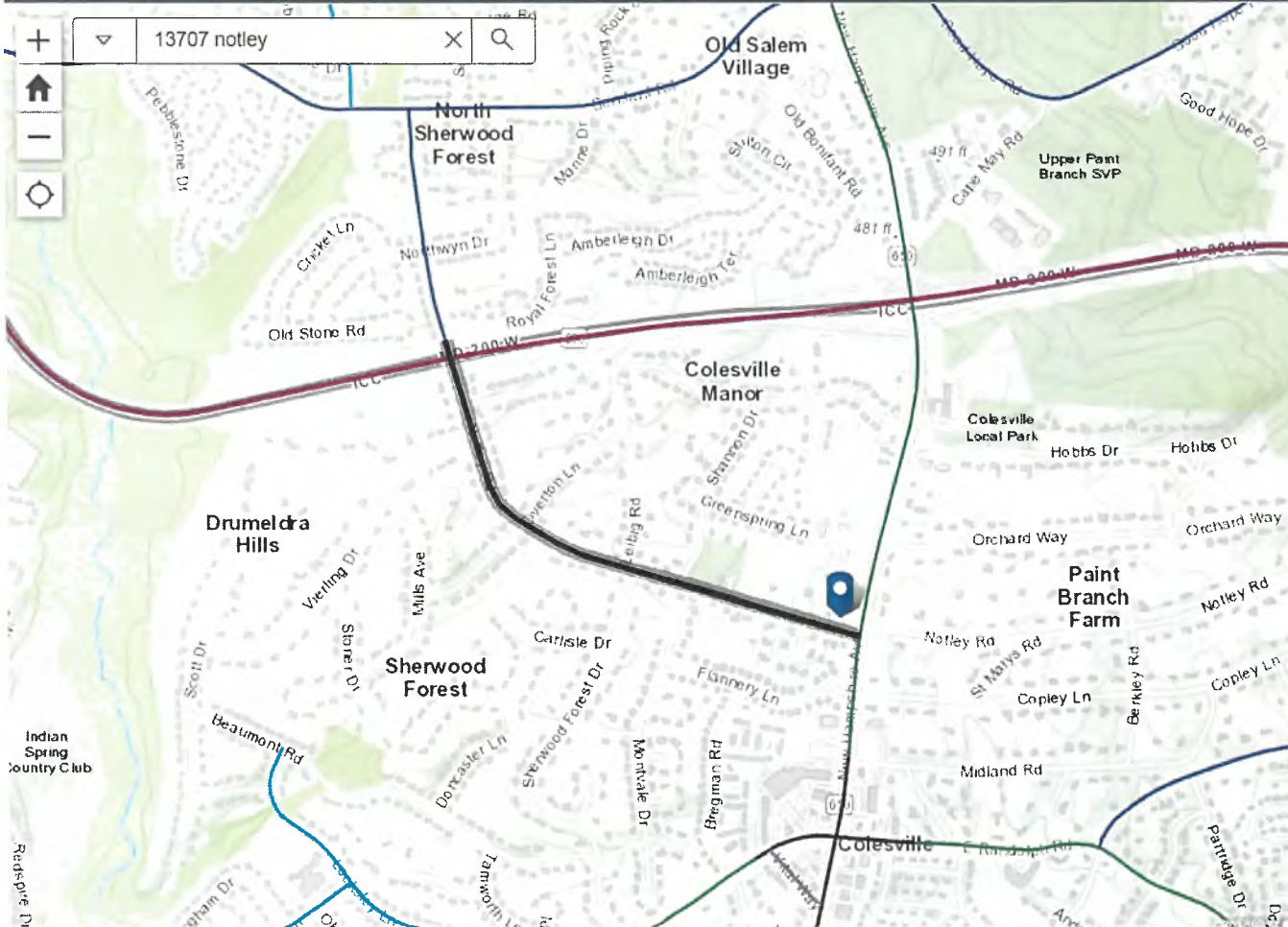


Master Plan of Highways and Transitways



WELCOME INFO **CLASSIFICATION**

Notley Rd

From Location: New Hampshire Ave
To Location: ICC right-of-way
Current Classification: Area Connector

Planned Lanes: 2
Designated Transit Lanes: 0
Traffic Lanes: 2

Transitway Type: n/a
Transitway Name: n/a
Right-of-Way (feet): 70
Master Planned Target Speed (mph): 25
Master Plan: 2025 Technical Update (2025)

68(a)
H-159

F. Area Connectors

Area Connectors are primarily residential through streets that tend to serve a moderate amount of traffic volume. These streets may have longer or comparable block lengths and often serve longer-distance travel compared to Neighborhood Connectors. Area Connectors are important connections for motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Area Connectors should focus on reducing vehicle speeds, implementing safe crossings, and providing street lighting, sidewalks and bikeways.

Key Features:

- » **Development intensity:**
Moderate- to low-intensity development, primarily residential
- » **Pedestrian and bicycle activity:**
Moderate
- » **Vehicle activity:** Moderate volume of personal vehicles
- » **Transit service:** Moderate to frequent
- » **On-street parking:** Provided in some locations, where feasible
- » **Other key features:**
Moderate frequency of driveways, street trees

MB Maintenance Buffer

SP Sidepath

SB Street Buffer

TV Travel Lane

SW Sidewalk



Figure 2-49. Area Connector

Resolution No:	<u>20-890</u>
Introduced:	<u>July 29, 2025</u>
Adopted:	<u>July 29, 2025</u>

**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 the 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:

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

Page 138: Make the following changes to Figure 24:

1. 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.

2. Make the North Bethesda BRT a solid line along Old Georgetown Road.
3. 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.

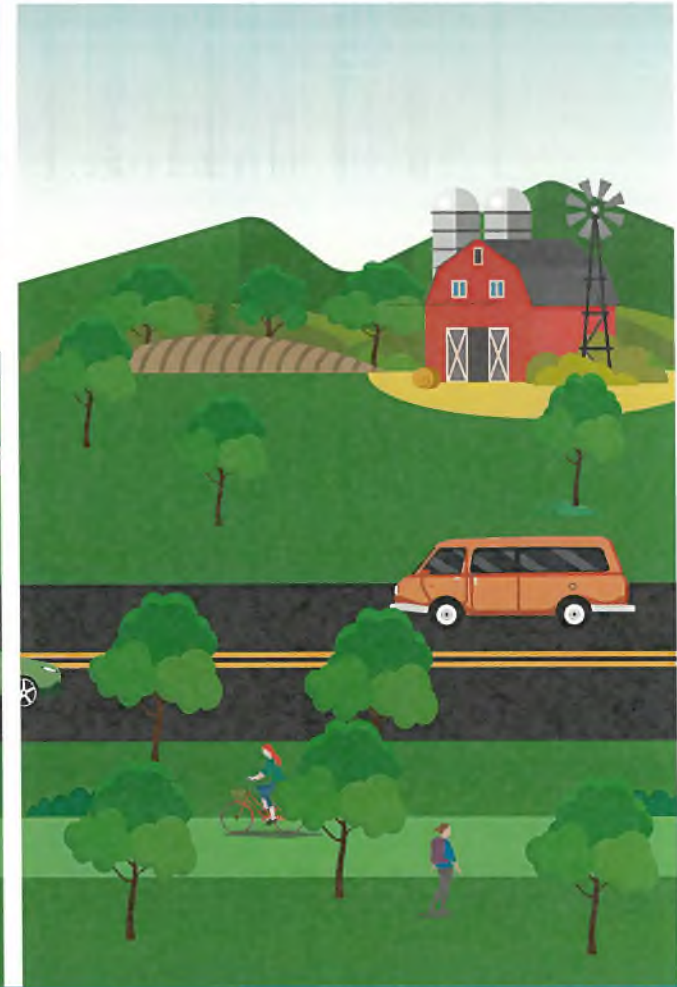
This is a correct copy of Council action.



Sara R. Tenenbaum,
Clerk of the Council

APRIL 2025

PLANNING BOARD DRAFT



Master Plan of HIGHWAYS & TRANSITWAYS 2025 Technical Update

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