

Resolution No.: 20-300
Introduced: October 10, 2023
Adopted: October 10, 2023

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

By: County Council

SUBJECT: Approval of May 2023 Pedestrian Master Plan

1. On May 26, 2023, the Montgomery County Planning Board transmitted to the County Executive and the County Council the May 2023 Planning Board Draft of the Pedestrian Master Plan.
2. The May 2023 Planning Board Draft of the Pedestrian Master Plan contains the text and supporting maps for a comprehensive amendment to the *Master Plan of Highways & Transitways*, the *Bicycle Master Plan* (2018), 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 *Boyd's 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 Master Plan* (1997), 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 Science Corridor Master Plan* (2010), 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

Key Actions:

B-10a: Explore ways to formalize State Highway Administration incorporation of local master plans, policies, and standards for the design and operation of state highways in Montgomery County.

Differing design standards, policies, and priorities at the State Highway Administration are a potential obstacle to achieving the goals for Montgomery County articulated in *Thrive Montgomery 2050*, area and functional master plans, the adopted Montgomery County Complete Streets Design Guide, the *Vision Zero Action Plan* and the *Climate Action Plan*. These documents express local priorities for the design and function of state highways, particularly for bus rapid transit corridors and in Downtowns and Town Centers.

Aligning SHA's design standards, policies and priorities for activities within Montgomery County with these County-adopted local plans, policies, and standards, will support the implementation of *Thrive Montgomery 2050* and facilitate implementation of the Pedestrian Master Plan. There are many avenues through which this can be achieved, including updates to SHA program, policies and standards, changes to the state code to bring state and local practices into alignment, or establishing a written agreement about relevant plans, policies and design standards between the county and the state.

Goals: Comfortable/Connected Pedestrian Network, Walking Rates, Pedestrian Safety, Equitable and Just Pedestrian Network

Leads: State Delegation, County Executive

B-10b: Find opportunities to expedite the State Highway Administration's review of public and private projects.

The State Highway Administration reviews design plans for public and private projects that affect the state rights of way. For these projects to proceed to construction, SHA comments must be addressed, the design drawings must be approved, and an SHA Access Permit provided. However, the current SHA review process has no time limits within which SHA must approve or reject a permit application. Uncertain review timelines can lead to project delays, slowing the construction of important pedestrian, bicycle and transit improvements.

Expediting SHA's review process by establishing reasonable deadlines, similar to those required of Montgomery County agencies for regulatory review, will likely reduce delay and more quickly advance needed safety and accessibility improvements faster.

Goals: Comfortable/Connected Pedestrian Network, Walking Rates, Pedestrian Safety, Equitable and Just Pedestrian Network

Leads: State Delegation, County Executive

Page 101 Update Key Action P-1c as follows:

P-1c: [Develop] Consider developing legislation to create a new class of commercial driver’s license required to operate vehicles with identified pedestrian safety and visibility issues.

Page 102 Update the first paragraph below Key Action P-1d as follows:

Over time, rules and regulations governing the transportation system change, and new roadway striping, signage, facilities, and signalization approaches are implemented. However, unless a Maryland driver’s license has expired for a year or more, there is no requirement to retake either the driving skills or knowledge tests upon license renewal. A knowledge testing requirement, with the option to retake as many times as necessary to pass, would provide an opportunity to bring drivers up to date on changes to the transportation system and relevant laws and regulations since their last license renewal between five and eight years earlier. This would result in better driving and increased safety for all road users. Efforts should be taken to ensure this new requirement does not place an undue burden on the Motor Vehicle Administration. [Additionally, each year the county should notify all county households identifying changes to traffic rules and regulations that have taken effect over the past year.]

Page 102 Change the title of Key Action P-1e as follows:

P-1[e]f: Study requiring or incentivizing the use of pedestrian detection systems in vehicles registered in Montgomery County.

Page 102 Add Key Action P-1e and associated text as follows:

P-1e: Annually notify all county households of changes to traffic rules and regulations that have taken effect over the past year.

Over time, rules and regulations governing the transportation system change, and new roadway striping, signage, facilities, and signalization approaches are implemented. To help ensure county residents are aware of these changes, and to improve safety for everyone using the transportation system, annual notice of these changes should be provided.

Goal: Pedestrian Safety
Lead: County Executive

Page 114 Remove Key Action P-7d and the associated text.

Page 115 Replace the entirety of Key Action P-8b and associated text as follows:

P-8b: Consider developing strategies for equitable in-person traffic enforcement activities.

While there are many benefits to automated enforcement, it is not present everywhere traffic infractions take place and cannot detect certain types of infractions. Of particular relevance to this master plan are violations of the pedestrian right-of-way, stop sign compliance, and other pedestrian-vehicle conflicts. Strategies should be developed to ensure this life-saving enforcement activity takes place and occurs in a fair and equitable fashion.

Goal: Pedestrian Safety

Leads: County Executive, MCPD, County Council, Montgomery Parks

Page 118-119 Update Key Action EA-1d and the associated text as follows:

EA-1d: Construct the pedestrian clear zone using [Portland cement concrete, in line with] materials approved by MCDOT's Design Standards and Specifications.

Brick sidewalks present more tripping and slippage hazards than Portland cement concrete, pavers, and some other materials. [Portland cement concrete is a superior sidewalk material, as it is more durable and results in fewer tripping hazards and slippage than bricks, pavers, and other materials.] All future sidewalks should use [this material] MCDOT-approved materials in the pedestrian clear zone, which is a portion of the area within the streetscape's active zone between the street buffer and the frontage zone. The pedestrian clear zone should be free of obstructions of any kind. Other paving materials may be used outside the pedestrian clear zone and in historic districts, as appropriate.

Goals: Equitable and Just Pedestrian Network, Comfortable/Connected Pedestrian Network

Leads: MCDOT, MCDPS, Montgomery Planning

Page 128 Update Key Action EA-9a as follows:

EA-9a: [Require] Consider requiring [anyone] any construction worker who works in the public right-of-way to take ADA training and maintain ADA certification. [Implement] Consider implementing penalties for observed ADA non-compliance during construction or maintenance that deviates from what was approved on right-of-way permits. Approved right-of-way permits should be easily accessible so members of the public can understand what has been approved.

Page 129 Remove Key Action F-1a and associated text.

Page 129 Remove Key Action F-1b and associated text.

Page 130 Change the title of Key Action F-1c as follows:

F-1[c]a: Consider potential legislation to tie vehicle registration fees to safe vehicle design.

Page 148 Revise the paragraph prior to Table 33 as follows:

As part of the Phase 2 transition, the following table and maps identify the county's Downtowns, Town Center, Suburban, Industrial and Country areas. Future master plans, sector plans and functional plans are encouraged to modify these boundaries based on the definitions in the CSDG. The Area Type Designations govern the location, relative priority, and dimension of the streetscape elements identified in the Complete Streets Design Guide. The designation of these areas through the Pedestrian Master Plan does not supersede land use or site design requirements identified through existing area master and sector plans or existing county policies.

Page 148-149 Add text as a note at the bottom of Table 33 as follows:

The Downtown interim designation and boundary for the Life Sciences (Great Seneca) area and the designation and boundary for the Traville/USG Town Center will be reviewed when the County Council takes up the *Great Seneca Plan: Connecting Life and Science*. The designation and area boundary for Briggs Chaney Town Center and Briggs Chaney Industrial Area will be reviewed when the County Council takes up the *Fairland and Briggs Chaney Master Plan*. The designation and area boundary for Four Corners Town Center will be reviewed when the County Council takes up the *University Boulevard Corridor Plan*.

Page 152 Add text as a note at the bottom of the map as follows:

The Downtown interim designation and boundary for the Life Sciences (Great Seneca) area and the designation and boundary for the Traville/USG Town Center will be reviewed when the County Council takes up the *Great Seneca Plan: Connecting Life and Science*.

Page 161 Add text as a note at the bottom of the map as follows:

The designation and area boundary for Briggs Chaney Town Center will be reviewed when the County Council takes up the *Fairland and Briggs Chaney Master Plan*.

Page 172 Add text as a note at the bottom of the map as follows:

The designation and area boundary for Four Corners Town Center will be reviewed when the County Council takes up the *University Boulevard Corridor Plan*.

Page 199 Add text as a note at the bottom of the map as follows:

The Downtown interim designation and boundary for the Life Sciences (Great Seneca) area and the designation and boundary for the Traville/USG Town Center

will be reviewed when the County Council takes up the *Great Seneca Plan: Connecting Life and Science*.

Page 207 Add text as a note at the bottom of the map as follows:

The designation and area boundary for Briggs Chaney Industrial Area will be reviewed when the County Council takes up the *Fairland and Briggs Chaney Master Plan*.

Page 278-282 Update the Example Monitoring Report to reflect changes made on Pages 11-20.

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft of the Pedestrian Master Plan (May 2023). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.



Sara R. Tenenbaum, Clerk of the Council