DRAFT

2023 ROCKVILLE *Pedestrian* MASTER PLAN

City of Rockville · Department of Public Works · Transportation Division
111 Maryland Avenue, Rockville, Maryland 20850 · 240-314-8500 · www.rockvillemd.gov/transportation

City of Rockville
Get Into It

City of Rockville Pedestrian Master Plan Acknowledgments

This Plan was prepared by the City of Rockville Department of Public Works, Traffic and Transportation Division. Internal assistance was provided by the Department of Community Planning and Development Services, Department of Recreation and Parks, and the Police Department. The Rockville Pedestrian Advocacy Committee, the Rockville Bicycle Advisory Committee and the Transportation and Mobility Commission provided input throughout the process.

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Chapter 1: Vision

"TO BE REFRESHED BY A MORNING WALK OR AN EVENING SAUNTER… THESE ARE SOME OF THE REWARDS OF THE SIMPLE LIFE."
– JOHN BURROUGHS

The City of Rockville Vision Zero Action Plan, approved in 2020, directed the City to develop a Pedestrian Master Plan (Plan) that would establish a pedestrian vision for the community and recommend the necessary actions to achieve it. The Pedestrian Vision for Rockville is:

> All residents and visitors to Rockville can choose to safely, comfortably, and conveniently walk or roll throughout the City, because the transportation network and built environment support pedestrian travel and anticipate the needs and abilities of everyone walking and rolling.

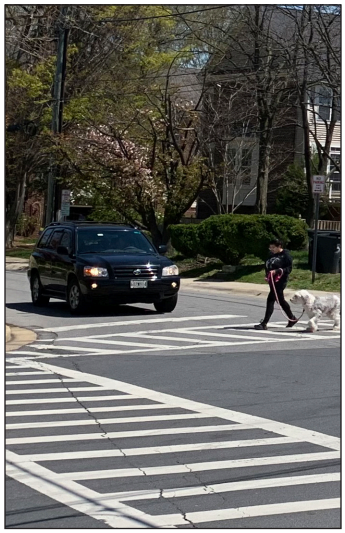
This Plan clarifies, and in many cases provides more details to, the City's Comprehensive Plan, *Rockville 2040,* and helps implement the City's Transportation Vision, which states:[1]

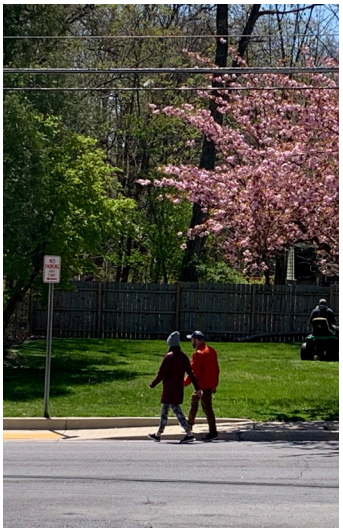
Rockville's transportation system will provide residents, businesses, employees, and visitors with multiple options for moving about the city through a variety of modes and paths while ensuring access for persons of all abilities and mobilities…Rockville will continue to transition to a more walkable community and contribute to regional efforts to create safe, efficient, and environmentally sustainable mobility.

Complementing both this Plan's and the Comprehensive Plan's Visions, this Plan seeks:

- Rockville to be the most walkable city in Maryland and fully committed to improving the pedestrian experience in all aspects of civic life. Whether walking or rolling, Rockville's residents and visitors should be able to travel safely, comfortably, and directly for recreational, economic, and social purposes.
- Walking or rolling can be part of every trip, regardless of purpose and everybody has the right to be able to walk or roll safely in Rockville.
- Pedestrian facilities for safe, direct and convenient walking and rolling that provide both a utility and amenity value to the city, contributes to more equitable transportation, improves public health outcomes, reduces adverse-transportation impacts to the environment and enhances public spaces for better economic and social activity.
- In Rockville, pedestrian travel as a fundamental consideration in planning, design and development. Through the continued support of the pedestrian experience, Rockville will take steps toward fulfilling its goals of increasing safety, advancing the goals of the City's Climate Action Plan, including reducing greenhouse gas emissions and vehicle miles traveled, promoting healthier lifestyles, and providing transportation opportunities for all residents.

This Plan is the first Pedestrian Master





A transportation network that supports safe walking and rolling can be used for recreation, social, and business purposes. Photo credits: City of Rockville.

Plan for Rockville and is designed to reflect opportunities for improving the pedestrian experience city-wide, including improvements to publicly and privately owned properties. This plan will help achieve the Rockville Vision Zero Action Plan, to eliminate transportation related fatalities and serious injuries, as well as complement the City's Bikeway Master Plan, which outlines where and how to implement and advance bicycle transportation in the public right-of-way and within City Parks. The Plan is intended to be used by city staff, elected officials, residents, developers and visitors as a guide for understanding and improving pedestrian infrastructure and programs over the next ten years.

This Plan proposes to enhance the sidewalk network and construct new pedestrian connections in the City of Rockville. Moreover, this plan proposes to develop new and update existing policies and practices that influence and impact pedestrian transportation to better meet the needs of people walking and rolling in Rockville. Fully implemented, this Plan will expand and reinforce a safe, equitable, and convenient pedestrian network that is interwoven throughout the city, connecting destinations, and supporting the multimodal future envisioned in Rockville 2040 and the Bikeway Master Plan.

Section 1.1 – Terminology and Acronyms

Pedestrian – the term, "pedestrian" is used in the Plan as a general term to describe any person who travels by foot or with the assistance of a mobility device. This includes walking, running, walking with the use of a white cane, audio assistance device, or walkers, using wheelchairs, knee walkers, mobility scooters, or other devices. This does not include automobiles, rideshare e-scooters or bicycles.

Walking and Rolling – the terms, "walking" and "rolling" and variations of these terms (e.g. "walk and roll") are inclusive terms used to describe individual mobility for all abilities and does not include travel by automobiles, bicycles, or rideshare e-scooters.

This Plan uses the following acronyms:

- CTR – Comprehensive Transportation Review
- DPW – Department of Public Works
- MCDOT – Montgomery County Department of Transportation
- MD MUTCD – Maryland Manual on Uniform Traffic Control Devices
- MDOT SHA – Maryland Department of Transportation State Highway Administration
- AASHTO – American Association of Highway and Transportation Officials
- RCPD – Rockville City Police Department
- RPAC – Rockville Pedestrian Advocacy Committee
- RBAC – Rockville Bicycle Advisory Committee
- TMC - Transportation and Mobility Commission

Section 1.2 – Why Walk And Roll?

Everyone in Rockville – residents, employees, and visitors – are pedestrians at some point. Trips to a nearby park or school may be done entirely by walking or rolling. Other trips, such as going to work, may be primarily by bicycle or motor vehicle, but still include walking and rolling at each end of the trip to get from one's vehicle to their destination. Lastly, trips such as shopping or other business may use transit, which includes walking or rolling to access the bus or train. Without walking and rolling, most trips would be nearly impossible, and it is important that accommodating pedestrian travel is planned and carried out with intention.

In addition to contributing to the overall transportation mix, walking and rolling can provide both physical and mental health benefits to the individual. Furthermore, replacing short motor vehicle trips with pedestrian trips reduces motor vehicle congestion and its detrimental noise and environmental effects.

Walkable and rollable communities often require less infrastructure and maintenance investments, making them more resilient to unexpected fiscal changes in a community. They also are an effective approach to focus activity in a specific area, which can lead to spillover

benefits including higher diversity of businesses and housing types.

Lastly, pedestrian travel is one of the most efficient and equitable modes of transportation. People walking and rolling have a higher degree of freedom and don't require expansive interchanges, complicated intersections, parking lots for vehicle storage, or widened roads and extended lanes that motor vehicle travel requires. Additionally, walking and rolling does not demand individual financial investment as other modes, such as the monthly payments and associated maintenance costs of automobiles. Often the greatest barrier to pedestrian travel are the facilities dedicated for other transportation modes. If a destination is accessible by walking or rolling, it becomes a destination that is accessible to everyone, including those who choose to drive or bike. Destinations that prioritize motor vehicle accessibility reduce and can eliminate access for those who cannot afford, or have the ability to, use a motor vehicle.

Pedestrian travel is a significant component of Rockville's multimodal transportation network. This plan seeks to address the nuances associated with pedestrian travel and to anticipate and accommodate the needs of all pedestrians.

Accessibility vs Mobility
While related, accessibility and mobility are different measures of individual transportation. Mobility refers to the distance that can be traveled in a specific amount of time and is a function of the individual's travel mode and the investment and maintenance of public infrastructure. Accessibility refers to the number of destinations that can be reached within a specific amount of time and is a function of the built environment. Differentiating between accessibility and mobility is important because the improvements necessary to achieve one may undermine the other. For instance, a high-speed, multilane roadway is necessary to increase mobility as it allows cars to travel faster. However, these types of roadways compromise walkability because they are often difficult to walk along and cross making it difficult to access destinations, despite close proximity.

People walking dogs frequently use Rockville's shared use paths, such as the Carl Henn Millennium Trail.
Photo credit: City of Rockville.

Section 1.3 – Plan Goals

This Plan establishes four main goals to improve walking and rolling in Rockville and to achieve this Plan's Vision. These goals, developed in coordination with RPAC, respond to general concerns related to safe and convenient walking and rolling, and to recommendations raised through public comments.

Goal 1 – Ensure Accessibility

Ensure accessibility and emphasize walk-and-roll-ability in the built environment. The City of Rockville should strive to ensure that all people have access to destinations in Rockville and that improving access should be provided over expanding mobility.

Additional improvements and pedestrian facilities are often needed to enhance accessibility, beyond what current pedestrian activity may suggest. Increasing accessibility and investing in pedestrian improvements can encourage more people walking and rolling, which is desirable for the city. Accessibility also relates to providing facilities that can accommodate people riding wheelchairs, using walkers or other pedestrians with disabilities. The City follows and will continue to adhere to the Americans with Disabilities Act Standards for Transportation Facilities and the Accessibility Guidelines for the Public Rights-of-Way when constructing new roadways or reconstructing or repairing roadways.

Ensuring accessibility not only requires creating new pedestrian facilities for barrier-free travel, but also ensuing current facilities are maintained. The city should continue to prioritize construction of sidewalk gaps for future capital improvement projects as well as an ongoing review of built facilities to ensure that no obstacles to pedestrian travel persist.

Goal 2 – Advance Equity

Advance transportation equity through development, capital improvement projects, and maintenance. All Rockville residents, employ-

Existing Sidewalks and Gaps Map 1, Existing Sidewalks and Gaps, shows the existing sidewalks in the City as well as the "Sidewalk Gaps" or where sidewalks are missing. There are approximately 296 miles of sidewalk and 51 miles of sidewalk gap in Rockville. The DPW has an ongoing sidewalk project and dedicated funding to evaluate each sidewalk gaps and to construct new sidewalks when they are feasible.

ees, and visitors have the right to access local destinations, regardless of their travel mode and the transportation system. Both the built infrastructure and the policies guiding its use, should support all modes and ensure the right to move freely and safely throughout the city.

Transportation equity means the transportation system should strive to achieve parity in outcome for individuals regardless of their mode of travel. This does not mean that all modes are given equal resources and attention, but that resources and attention are allocated to each mode as necessary to create a complete, convenient, and safe multimodal system.

People walking and rolling have a greater degree of freedom when choosing routes, but are also more vulnerable to the impacts of other modes and the built environment. As such, additional infrastructure beyond what is considered for motor vehicle or bicycle travel is often necessary to support safe, comfortable, and convenient walking and rolling.

Furthermore, the City of Rockville recognizes that walking and rolling are often the primary mode of transportation for low-income individuals and other disadvantaged groups. As such, additional and deliberate measures, especially related to enforcement and roadway design, needs to be taken to produce more socially just outcomes.

Goal 3 – Increase Walking And Rolling

Plan and build for a desired level of pedestrian activity and support efforts to reach that level. The City of Rockville acknowledges that more people walking is a benefit for the city. Unlike driving, in which more people driving leads to congestion, more noise, more crashes, and is not desirable, more people walking leads to a safer, healthier, quieter city with more opportunities for activity. While many of Rockville's streets and neighborhoods were built in an era that did not recognize the needs for pedestrian travel, the city now strives to build and rebuild in a manner that accommodates all modes of travel and is recognized through the Complete Streets Policy and the multimodal goals and objectives of the Comprehensive and Neighborhood Plans.

The City of Rockville recognizes that pedestrian activity will not materialize on its own and it is often necessary to build safe and direct pedestrian facilities before gains in walking and rolling can be achieved. Moreover, even with new infrastructure, efforts should be made to support walking and rolling and to encourage residents to consider walking and rolling for some of their individual trips. The city should continue to support and participate in events that encourage walking and rolling, such as Car Free Day, Walk to School Day and Walktober.

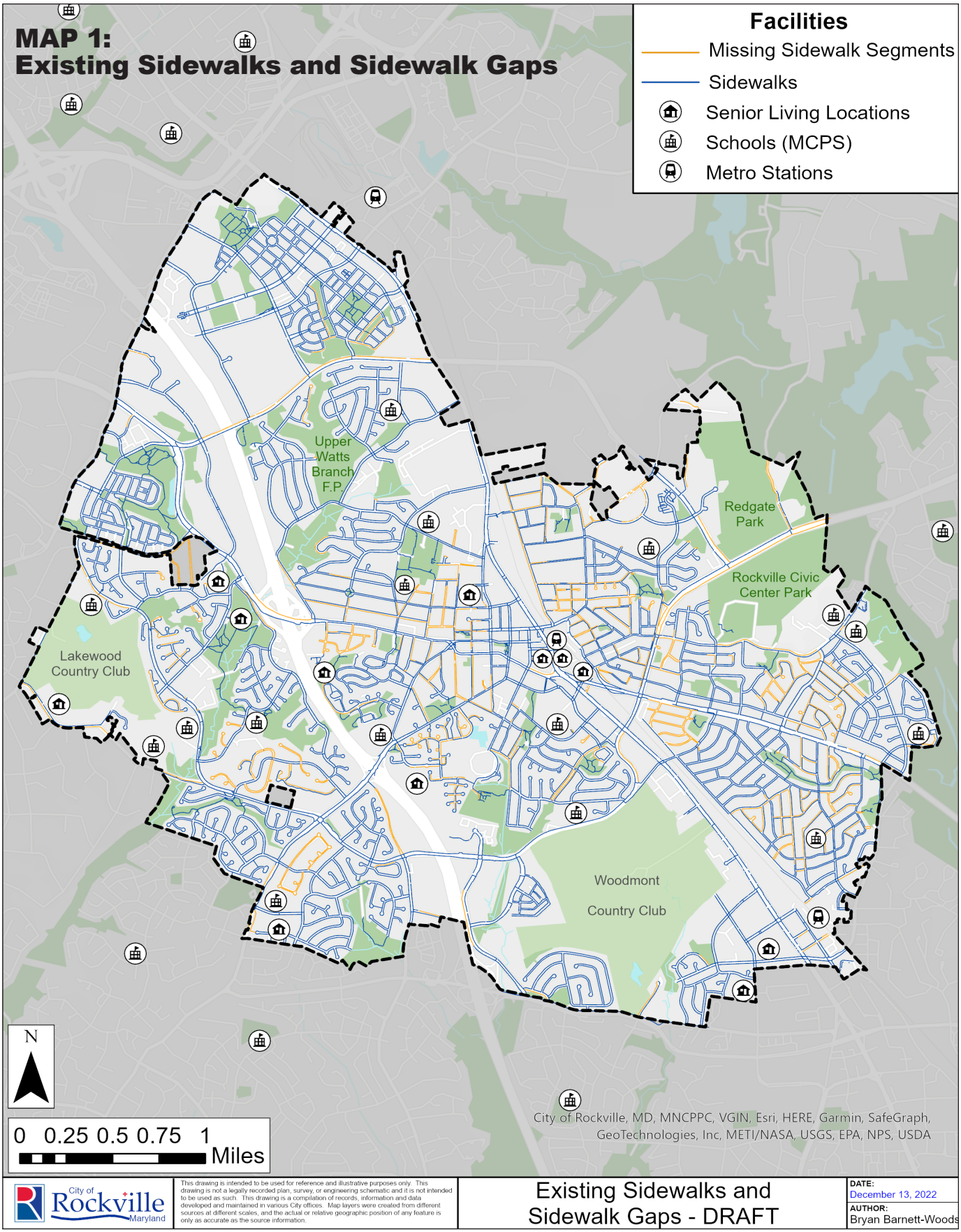
Goal 4 – Institutionalize Walking And Rolling

Incorporate more supportive pedestrian policies into existing transportation policies and practices. There are many transportation-related policies and practices in the city that impact walking and rolling, including the city's Complete Streets Policy, the Guidelines for Neighborhood Traffic Management, and the Rockville Vision Zero Action Plan, among others.

Pedestrian infrastructure improves the accessibility of an area and can improve the quality of life surrounding a street. This is an added value to the city. Policies and practices should reflect and accommodate this additional benefit.

Policies should recognize the inherent trade-off that is often made when designing streets to balance travel modes; improvements that are used to increase the capacity of a roadway or limit the delay for a motorist often comes as the expense of an improvement that provides additional facilities for pedestrians, i.e., the more vulnerable road user. This can be very apparent, such as adding an additional travel lane for motor vehicles, or subtle, such as when the design of a neighborhood street encourages a travel speed higher than the posted limit.

The City should explicitly weigh these tradeoffs and ensure that policies, programs, and decisions for roadway projects are based on these principles, so that funding for construction and maintenance accommodate the needs of all pedestrians.



[1] Rockville 2040: Comprehensive Plan of the City of Rockville, Maryland. p. 51, 2021

Chapter 2: Planning Process

Developing the first Pedestrian Master Plan requires a review of the city's existing Comprehensive Plan, Neighborhood Plans, Bikeway Master Plan and related transportation plans, to assess how pedestrian travel is incorporated and how to build on the success of earlier plans. This process includes evaluation of existing transportation policies and practices that impact walking and rolling.

Additionally, developing this plan requires outreach with stakeholder groups and the public to ensure that their ideas, suggestions, and concerns are adequately considered, incorporated, and addressed. Through this planning process, staff has coordinated with a subcommittee from RPAC, purposely designed to collaborate on this Plan.

This draft plan will be shared with the public, the T&T Commission, RPAC, and RBAC for additional comments. City staff will respond to and incorporate those comments as appropriate before sharing the draft plan with the Rockville Planning Commission. Staff will also incorporate comments and recommendations from the Planning Commission before this plan is reviewed by the Mayor and Council. There will be additional opportunities for public comment as part of the Planning Commission review and as part of the Mayor and Council review.

This section of the plan will be further updated after public engagement and Planning Commission review to document the results of those efforts.

Section 2.1 – Plan Summaries

The Comprehensive Plan Update, Rockville 2040 was adopted and approved by the Mayor and Council in August 2021. In addition to proposing projects in all Planning Areas to support and increase walkability and access, the Transportation Element includes the following six goals, all of which are related to improving walking and rolling:[2]

"IN EVERY WALK WITH NATURE, ONE RECEIVES FAR MORE THAN HE SEEKS."
– JOHN MUIR

Below: The City of Rockville Pedestrian Advocacy Committee meets regularly to discuss issues facing Rockville pedestrians and opportunities to improve walking and rolling in the City (left). The Committee also hosts walking events with elected officials and City Staff to highlight pedestrian needs.

1. Provide safe transportation facilities for all modes by implementing Complete Streets projects and attaining Vision Zero goals.
2. Promote walking, rolling, and bicycling modes with new and upgraded facilities.
3. Maximize the use and value of transit assets and services.
4. Update development review standards to reduce vehicle miles traveled and promote alternative modes of travel.
5. Plan for new mobility technologies and reduce carbon emissions and other pollutants from transport.
6. Manage and improve Rockville's roadway and trail network to provide for safe and comfortable movement of people walking, rolling, and driving, for all types of trips and delivery of good and services.

This Pedestrian Master Plan is consistent with and supports the goals of the Comprehensive Plan.

The Rockville *Vision Zero Action Plan* was adopted and approved by the Mayor and Council in July 2020. Vison Zero is a data-driven and multidisciplinary traffic safety strategy with the ultimate goal of eliminating all transportation related fatalities and serious injuries. Since pedestrians are often the most vulnerable people on the roadway and more likely to experience a serious injury or fatality in a crash, improving pedestrian safety is a crucial step towards achieving Vision Zero.

The City's Vision Zero Action Plan recognizes all people traveling – those walking and rolling, bicycling, using transit, and driving – make mistakes, however mistakes should not result in death or a serious, life-altering injury. It is important to reduce the severity of harm from those mistakes, as well as reduce the opportunity for mistakes to happen. The Vision Zero Action Plan is organized into thirty action items with specific objectives. Pedestrian-specific action items include:[3]

2. Update City Road Designs and Standards
4. Evaluate Crossings and Unsignalized Intersections
7. Accelerate Sidewalk Construction
8. Create Pedestrian Master Plan
17. Join Montgomery County on Safe Routes to School Activities

This Pedestrian Master Plan aligns with the goals and action items of the *Vision Zero Action Plan*. Improvements to the pedestrian environment that are primarily designed to increase the amount of walking and rolling are often the same types of projects and policies that increase safe walking and rolling.

The City of Rockville *Climate Action plan*, approved by the Mayor and Council in January 2022, includes the following Action Items directly related to walking and rolling:[4]

C-10: Work with WMATA, MDOT, and Montgomery County to maximize transit accessibility and ridership and enhance mobility options

C-14: Expand active transportation and shared micro-mobility network by implementing improvements in the Bicycle Master Plan and Vision Zero Plan

C-15: Adopt and implement a Pedestrian Master Plan

This plan further discusses the importance of reducing vehicle miles traveled as a component to meeting the City's climate goals. A convenient and safe pedestrian network is key to replacing motor vehicle trips with walking and rolling, especially for short distance trips.

Section 2.2 – Survey Response Summary

A pedestrian survey was available on the Plan's website for six months starting January 1, 2022. During that time, residents, visitors, and employees were encouraged to visit the website and complete the survey. Reminders about the survey were shared during RPAC, RBAC, and T&T Commission meetings, in Rockville Reports, through the City's social media accounts, and directly to community organizations. Students were also able to obtain one Student Service Learning hour for participating in the survey.

This survey solicited information on a variety of topics, including types and frequency of pedestrian trips, walking and rolling to school, concerns about walking and rolling in

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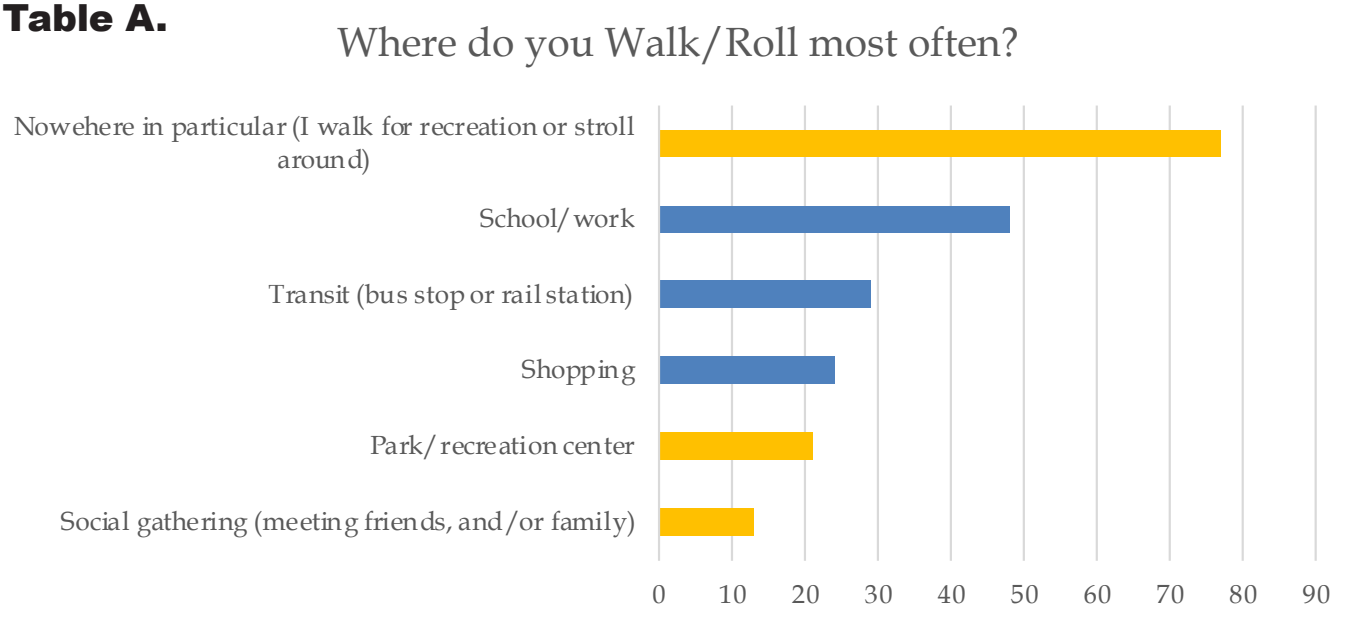

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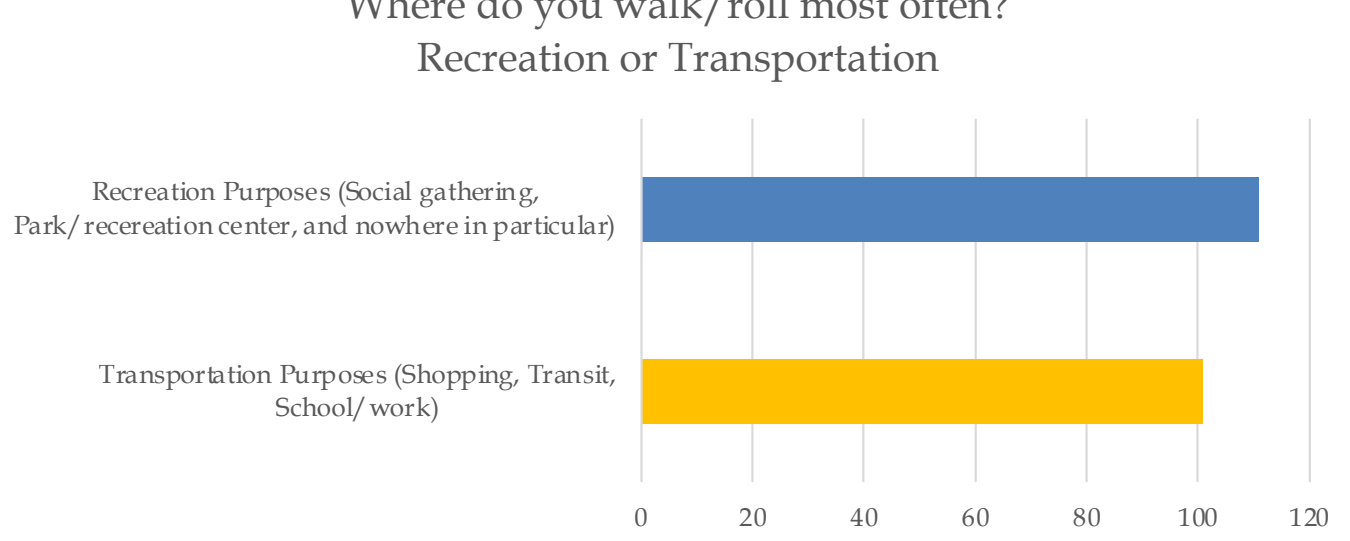

Rockville, suggestions for improving walking and rolling, benefits of walking and rolling, and questions soliciting an open-ended free response.

The first question asked survey respondents where they walk/roll the most often. The most common response was, "Nowhere in particular (I walk for recreation or to stroll around)."

This suggests that more survey respondents choose pedestrian travel for recreation purposes and not for transportation. If the survey responses are combined to create transportation and recreation categories, there is a similar trend, a slight majority of the survey respondents travel for recreation.

Whether people are walking and rolling for recreation or transportation purposes, a complete pedestrian network with sidewalks, curb ramps and safety features are necessary. When asked about concerns related to walking and rolling in Rockville, the respondents provided responses related to their interaction with other travel modes. Concerns regarding crossing large or busy intersections was the most common response, followed by concerns related to prox-

Table C.

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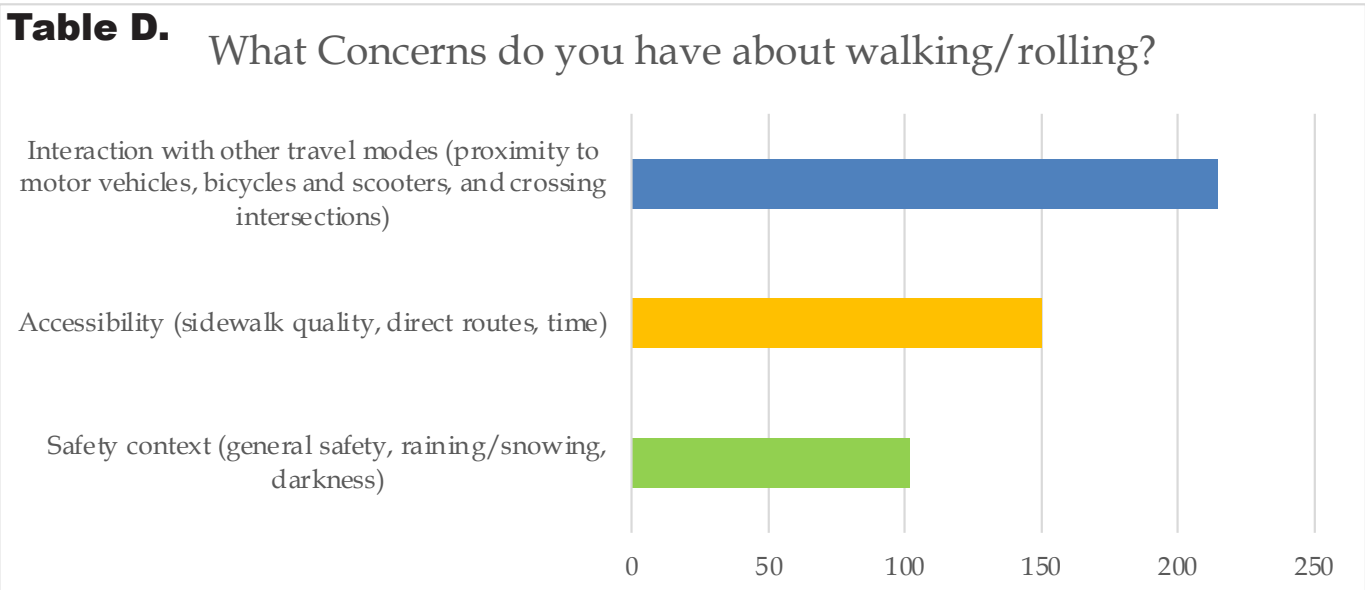

imity of motor vehicles.

These concerns can be further categorized by concerns related to interaction with other travel modes, accessibility, and safety context. Through this perspective, the interaction between pedestrians and other travel modes, primarily motor vehicles, is the most common concern identified by the survey respondents.

Pedestrian travel concerns related to motor vehicle traffic is prevalent because there is often a direct connection between motor vehicles and a pedestrian's sense of their own safety and comfort. While it can be difficult to accurately gauge the speed at which motorists are travel-

ing from the sidewalk, their presence clearly impacts the perceived safety of people walking and rolling, which is just as important when designing and creating multimodal streets and encouraging people to walk and roll. If people do not feel safe or comfortable walking and rolling in their neighborhoods, it is more likely that people will choose to drive or take an alternative mode of travel.

Additionally, it is important to note that the second most common concern is related to accessibility. Damaged and missing sidewalks, circuitous and indirect routes, and taking more time to reach destinations are all factors that contribute to people choosing another mode. Direct and well-maintained pedestrian routes will lead to shorter trip times and increased the likelihood that people will walk and roll.

Two of the survey questions prompted respondents to provide open-ended comments. The first question was, "What one thing could be done to make it safer or more convenient for students in your neighborhood to walk/roll to school or to the school bus stop?" The second question was, "Is there anything that you wish to add?" Many of the responses overlap and have been grouped into different categories.

For the first question, the most common categories of responses are related to better or additional facilities to help people walk and roll, this includes adding sidewalks on both sides of the street, providing wider sidewalks, ensuring sidewalks and ramps are ADA compliant, adding marked crosswalks in neighborhoods, adding better lighting, increasing crossing times at intersections, etc. The second most common response categories are related to interactions with motorists. Many people commented that motorists travel too fast for the neighborhood, do not come to complete stops at stop signs, and do not yield to pedestrians using a crosswalk. This is consistent with the findings from general concerns about walking and rolling, in which crossing busy intersections and proximity to motor vehicles were top concerns. The third most common response categories are related to increased enforcement presence, responses including having more crossing guards, using speed cameras, and additional police presence to encourage motorists to follow traffic laws

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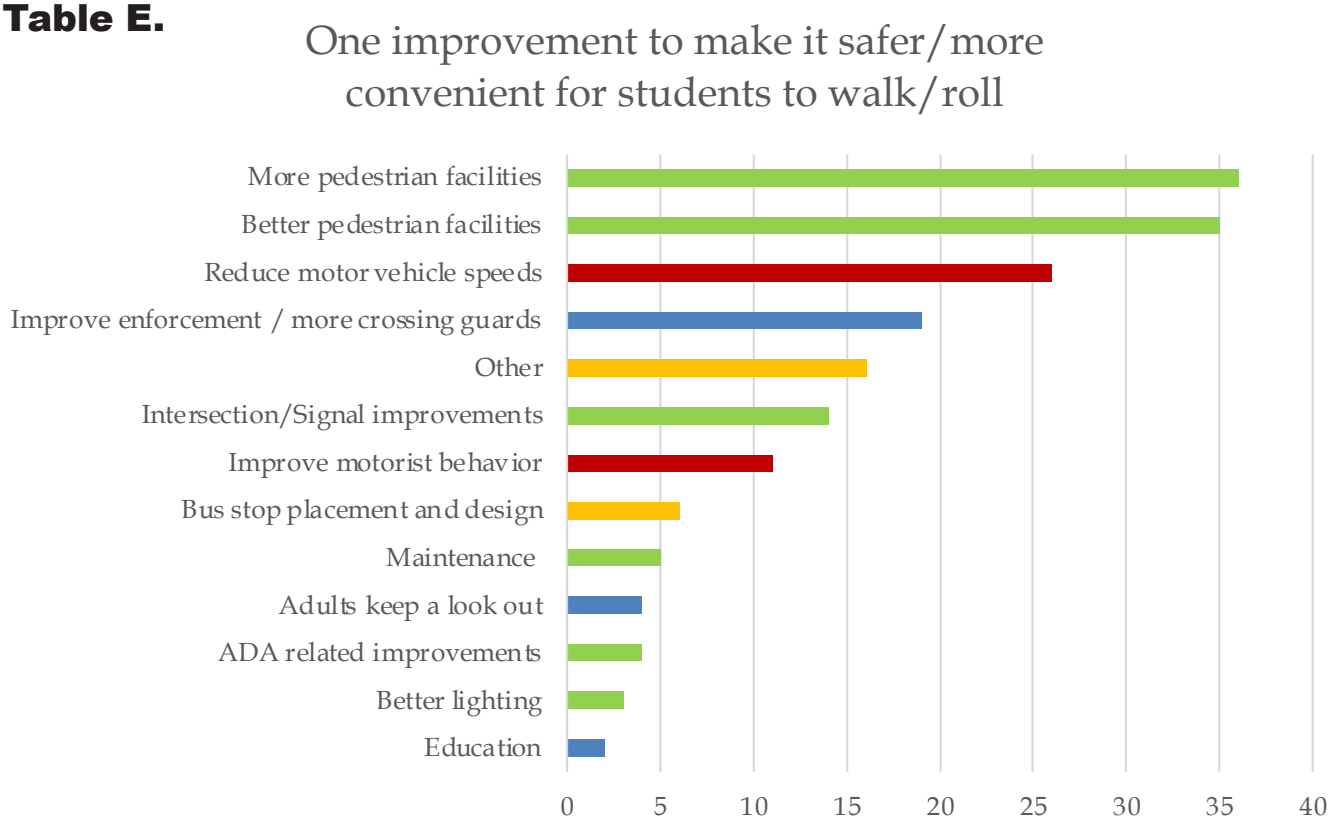

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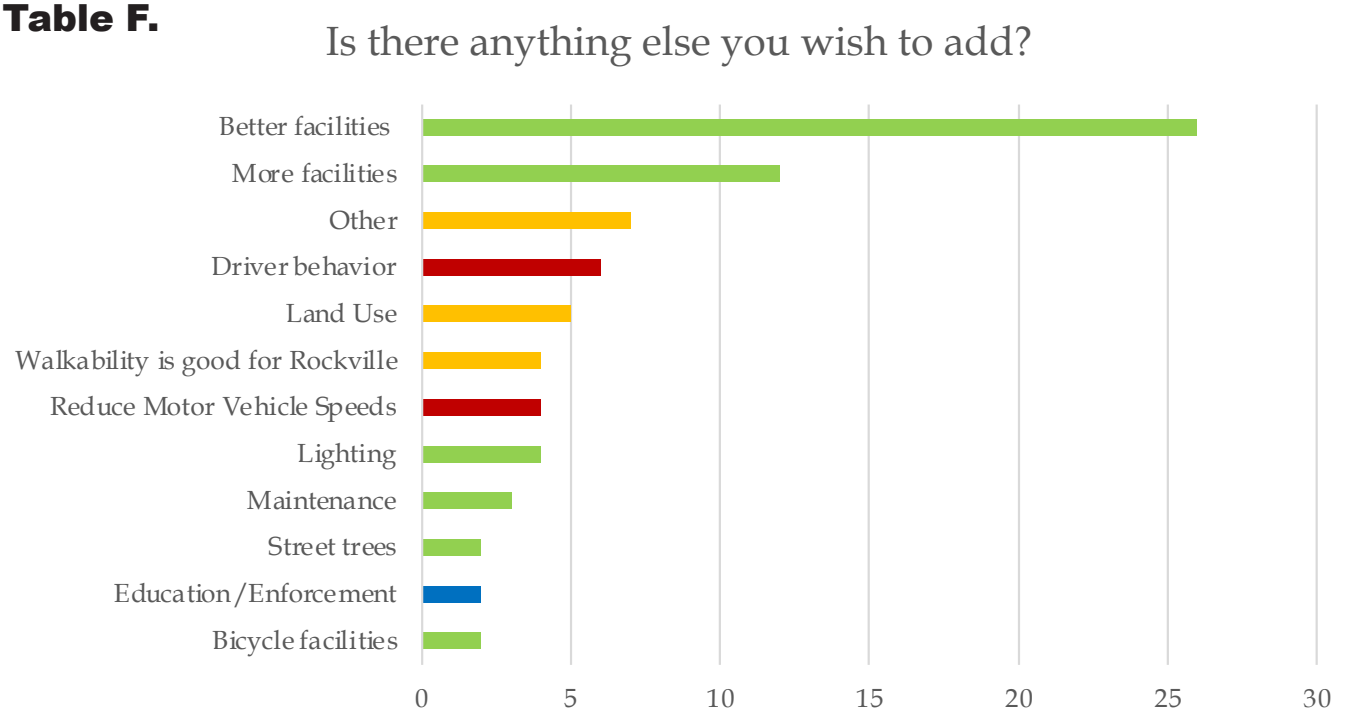


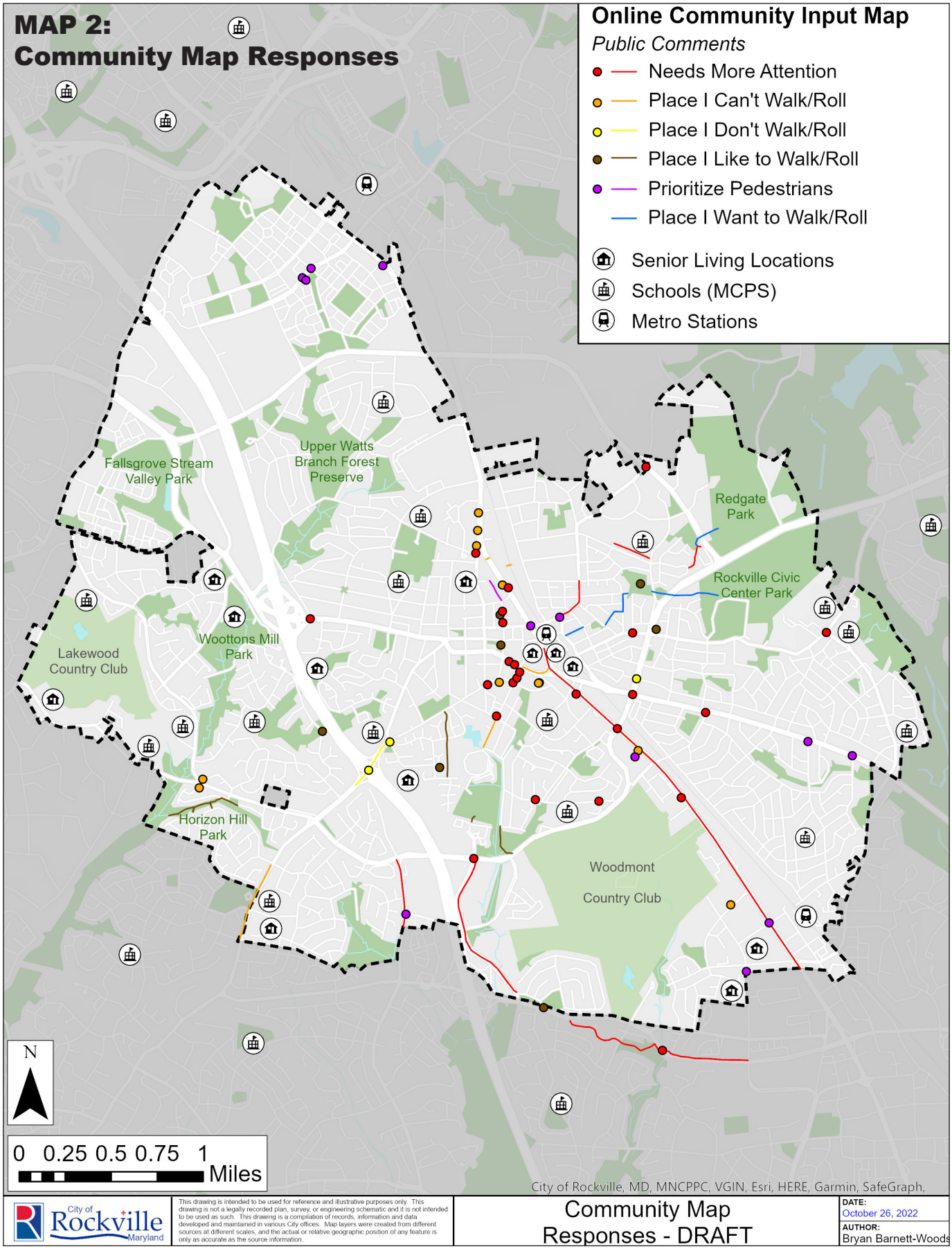
and keep pedestrians safe. The other category included a variety of responses such as more consistent school bus scheduling, providing bicycle parking at bus stops, and changing land use patterns to make destinations closer together. In the above charts, the green bars represent comments related to improving or adding new pedestrian infrastructure, the red bars reflect comments related to motorist behavior, the blue bars relfect comments that are related to better education or enforcement of traffic laws through police officers or other adults monitoring intersections, and the yellow bars are related to other comments which were not categorized in the above three groups.

The last survey question was opened ended and solicited for any type of comment from survey respondents. Similar to the previous open-ended question, the most common response categories were related to better and more facilities for walking and rolling. This also included more sidewalks, more crosswalks, extending the walk-time at signalized intersections, not requiring a button to activate the signal, making sidewalks wider, adding street trees, and even adding new and improving existing bicycle lanes. Also similar to the previous question, many respondents indicated the speed of motor vehicles is a concern and that motorists need to follow traffic laws and yield to people walking and rolling. Some respondents also indicated that changes in land use would help make the city more walkable by increasing density and reducing distance between destinations. Lastly, the other category included responses such as opening more streets to pedestrians only, providing 'art stops,' and adding more seating at parks.

Section 2.3 – Specific Areas Of Concern

The public survey, the online community map, correspondence and comments from stakeholder groups also resulted in many recommendations for improvements at specific points in the city. These include particular intersections where pedestrian safety is a concern, stretches of road where sidewalks are missing or in poor quality, and neighborhoods where additional efforts and attention should be paid.

Many of the areas of concern are along roadways that are owned and maintained by MDOT SHA. While these roadways are within city limits, the City does not have the authority


MAP 2:
Community Map Responses
Online Community Input Map
Public Comments
Needs More Attention
Place I Can't Walk/Roll
Place I Don't Walk/Roll
Place I Like to Walk/Roll
Prioritize Pedestrians
Place I Want to Walk/Roll
Senior Living Locations
Schools (MCPS)
Metro Stations
Fallsgrove Stream Valley Park
Upper Watts Branch Forest Preserve
Redgate Park
Rockville Civic Center Park
Lakewood Country Club
Woottons Mill Park
Horizon Hill Park
Woodmont Country Club
N
0 0.25 0.5 0.75 1
Miles
City of Rockville, MD, MNCPPC, VGIN, Esri, HERE, Garmin, SafeGraph,
City of Rockville Maryland
This drawing is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, or engineering schematic and it is not intended to be used as such. This drawing is a compilation of records, information and data developed and maintained in various City offices. Map layers were created from different sources at different scales, and the actual or relative geographic position of any feature is only as accurate as the source information.
Community Map Responses - DRAFT
DATE:
October 26, 2022
AUTHOR:
Bryan Barnett-Woods

to update the infrastructure. The City has coordinated improvements along state-maintained roadways as well as advocated for constructing additional safety improvements and pedestrian facilities and continues to do so. This includes recommending MDOT SHA conduct intersection safety audits for Vision Zero implementation, reducing the posted speed limit on Rockville Pike (MD 355), and installing curb extensions and other improvements at Veirs Mill Road (MD 586) and Atlantic Avenue.

Additionally, many respondents identified specific locations on both City- and state-maintained roadways where there are obstacles to pedestrian travel. These include intersections where motorists drive fast or may not be watching for pedestrians, intersections where crosswalks are missing, gaps in the sidewalk network, and sidewalks that need to be maintained (either reconstruction for broken pavement or maintenance for eliminating vegetation overgrowth or moving debris). The Community Map includes different categories for public comment: Places that I Like to Walk/Roll, Places that Need More Attention, Places that I Don't Walk/Roll, Places that I Can't Walk/Roll, and Places that Should Prioritize Pedestrian Travel.

Section 2.4 – Public Comment Summary

The key takeaways from the survey respondents, comments from RPAC, RBAC, and the T&T Commission, and submitted comments to the Department of Public Works suggests two related obstacles and opportunities to meet the goals and achieve the vision set forth in this Plan.

First, the City shall continue to recognize that walking and rolling supports a myriad of other City policies and goals and provide additional facilities throughout the City to improve the baseline pedestrian experience. Second, the City shall acknowledge that pedestrians are influenced more by the built environment and other roadway users, and are more vulnerable than other road users. This makes their perceptions of safety and decisions to choose to walk and roll more affected by the actions of motorists or other users.

These takeaways are also consistent with the Plan Goals; increasing the quantity and enhancing the quality of pedestrian facilities, contributing to the improving the baseline pedestrian experience will help to increase the amount of walking and rolling in the City and will ensure accessibility.

The City has the opportunity to address these joint concerns by enhancing and expanding a transportation network that provides better facilities for people walking and rolling while simultaneously helping motorists and bicyclists adhere to traffic laws. The action items listed in the next chapter are designed to address the concerns and opportunities raised in the survey and in the community map and help inform the efforts needed to achieve the Plan goals.

[2] Rockville 2040: Comprehensive Plan of the City of Rockville, Maryland. p. 52, 2021

[3] City of Rockville Vision Zero Action Plan. p. 11, 2020.

[4] City of Rockville Climate Action Plan. p. 58, 2022.

Chapter 3: Action Items

This chapter describes the Plan's action items. There are action items for creating new city policies, updating existing policies, updating city practices, adding new pedestrian infrastructure, and maintaining existing infrastructure.

Each recommendation in this plan is highlighted in **bold text** and numbered.

Section 3.1 – Action Item Categories

Action items in this Plan are the result of comments and suggestions from the public and key stakeholder groups, reviews of existing policies for consistency with safety and transportation goals envisioned in the Comprehensive, Bikeway Master, and Vision Zero Plans, and best practices for encouraging more walking and rolling that is safer and more convenient. While Action Items are similar to recommendations, they are direct and concrete steps that the City can take to improve the pedestrian environment in Rockville and achieve this Plan's vision and goals. There are ten general action item categories in this Plan, each Action Item Category has multiple specific action items that will be carried out by the City.

Additionally, City staff has compiled a list of pedestrian infrastructure projects by collecting information from stakeholder groups and comments provided by residents and visitors to the Pedestrian Master Plan website.

The Action Item Categories include:

1) The City should update its policies that impact pedestrian transportation to better reflect the needs and concerns of people walking and rolling and to encourage more walking and rolling in Rockville.
2) The city should continue to coordinate with the State as it relates to maintaining and improving state roadways in Rockville.
3) The City should implement a proactive, thorough and sustainable sidewalk maintenance program to ensure access for all pedestrians.
4) The City should continue to carry out ongoing pedestrian priority improvements throughout the City to help make walking and rolling a safer, more convenient, and more desirable mode of transportation.
5) Sidewalks, pathways, and pedestrian transportation facilities shall be designed to accommodate all people, encourage safe walking and rolling, and provide access throughout the City.
6) Shared use paths shall be built throughout the City to supplement the sidewalk network to provide additional safe and convenient pedestrian routes.
7) The City shall strive to increase the number of pedestrian connections throughout Rockville to provide more convenient pedestrian access.
8) The City should provide marked crosswalks proactively and equitably throughout

"I LOVE WALKING BECAUSE IT CLEARS YOUR MIND, ENRICHES THE SOUL, TAKES AWAY STRESS, AND OPENS UP YOUR EYES TO A WHOLE NEW WORLD."
– CLAUDETTE DUDLEY.

Rockville, as appropriate.

9) The City shall balance the use of public space between the curb and building front to benefit pedestrian travel and activity in the community.

10) Street trees should be included as components of a comprehensive pedestrian network.

While the action items in this plan cover a wide variety of topics, each item contributes to achieving at least one of the Plan's goals. Updating standards, maintaining existing facilities and improving facilities for walking and rolling generally contribute to ensuring accessibility (Goal 1); including multimodal facilities or modifying facilities for all roadway users contribute to recognizing and enhancing equity (Goal 2); building new walking and rolling facilities supports increasing walking and rolling (Goal 3); and updating policies and practices help institutionalize walking rolling (Goal 4). A summary list of each Action Item and the goals to which they contribute, is shown at the end of this Plan.

Section 3.2 – City of Rockville Pedestrian Policies

There are various policies in the City of Rockville that impact pedestrian travel. These policies include the Synthesis of Pedestrian Policies, the Complete Streets Policy, the Sidewalk Prioritization Policy, the Guidelines for Neighborhood Traffic Management, and the Comprehensive Transportation Review. These policies are an important component of implementing plan goals and recommendations and achieving the visions outlined in the Comprehensive Plan, Neighborhood Plans, and the Vision Zero Action Plan.

1) **The City should update its policies that impact pedestrian transportation to better reflect the needs and concerns of people walking and rolling and to encourage more walking and rolling in Rockville.**

Synthesis Of Pedestrian Policies

The Synthesis of Pedestrian Policies is a 1994 document that was updated in 2008 and outlines a series of guidelines for the City to reference when evaluating pedestrian capital improvement projects, maintenance responsibilities, and compliance for development applications. While this document provides valuable guidance for incorporating pedestrian facilities into capital improvement and development projects, this document was originally developed by the TMC (known then as the Traffic and Transportation Commission) and does not have approval from the Mayor and Council or the authority to enforce its guidance.

1a) **The specific policies and guidance provided in the Synthesis of Pedestrian Policies should be updated and incorporated into the relevant approved documents or City Code, if not already included.**

Updating the individual policies in the synthesis and incorporating them into the various approved documents will better achieve the goals and vision set out this Plan and other master plans. This is an opportunity to refine these policies to better serve pedestrian needs, as well as help streamline their implementation by incorporating them into existing documents to guide and complete the City's work program. While it will require additional review and approvals from the Mayor and Council and Director of Public Works, relevant approved documents include the City Code, Complete Streets Policy, the Sidewalk Prioritization Policy, the City's Construction Standards and Standards Roadway Sections, and the Comprehensive Transportation Review, among others.

The first six policy sections included in this document relate to the design, construction, and operation of pedestrian facilities such as sidewalks, shared use paths, crosswalks, and traffic signals. These include:

1. Sidewalks
2. Pedestrian Paths
3. Accessibility
4. Development Design
5. Crosswalks
6. Traffic Signals and signs

The final three policy sections recognize enforcement mechanisms, help find resources and services for safe walking and rolling, and identify health benefits of pedestrian travel. They are:

1. Enforcement and security,
2. Education and
3. Physical fitness and health.

Enhancing these policies will help better meet accessibility and Americans with Disability Act guidelines, improve connectivity and accessibility to and between destinations, and evaluate motor vehicle and bicycle impacts to pedestrian travel.

While updating policies to other approved documents would replace the synthesis, it will also provide more authority for the City to ensure compliance and to implement the policies, whether part of development or redevelopment application, a maintenance project, or a capital improvement project.

Complete Streets Policy

The City's Complete Streets Policy was approved and adopted by the Mayor and Council in 2009 and provides guidance for residents, visitors, decision makers, planners, engineers, designers, and developers to ensure that all transportation modes – walking and rolling, driving, bicycling, and riding transit – are incorporated into transportation improvement projects.

This policy also provides recommendations that prioritize implementation on specific streets based on community plan districts, bicycle routes from the since updated 2004 Bikeway Master Plan, streets that are adjacent to schools or within comprehensive planned developments, and those connecting to parks, among other criteria. This policy also provides design guidance based on the level of separation or roadway sharing that can occur.

1b) The Complete Streets Policy should be updated to reflect contemporary multi-modal practices to advance walking, rolling, bicycling, and driving on all City Streets.

While not all public rights-of-way have sufficient width to include fully separated facilities for all travel modes, Complete Streets facilities

Below: A person rides a bicycle in the travel lane before the bicycle lane begins on Maryland Avenue..
Photo credit: City of Rockville.

A City sidewalk does not continue onto the adjoining block.
Photo credit: City of Rockville.

should be provided on all streets in the City, regardless of their location or classification, to the extent possible that safe accommodations can be provided for all roadway users. Additionally, the design guidance section should be updated to reflect best practices and roadway designs proven to increase multimodal safety. This guidance can include roadway volume and speed thresholds, desired percentages of people walking, bicycling, and driving for a community, and alternatives to help allocate sufficient space to create a complete street.

While the Complete Streets Policy document is an important tool to guide the city's design and construction of multimodal streets, including a reference to this policy in the approved roadway standards will ensure that Complete Streets facilities are taken into consideration during design and construction.

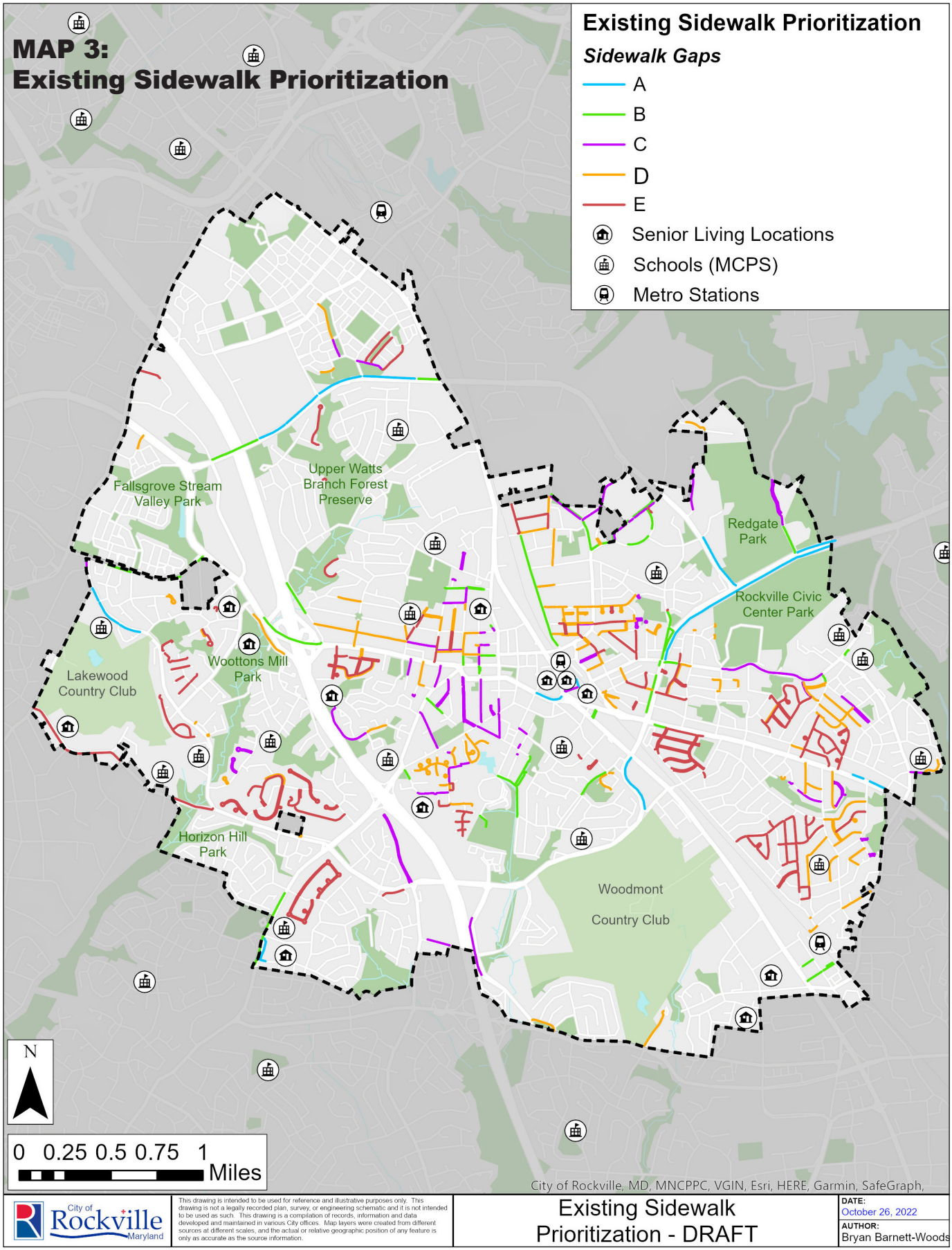
Sidewalk Prioritization Policy

The City of Rockville developed a prioritization policy in 2009 to help identify the order in which missing sidewalk segments (or sidewalk gaps) should be evaluated and built. There are over 400 sidewalk gaps in the city, making up 51 miles.

The current policy uses two scores to evaluate a sidewalk gap. The first score is the Utility Score, which is related to the number of amenities and destinations near the sidewalk gap. The second score is the Traffic Conditions Score, which is related to posted speed limit and the street classification of the street adjacent the sidewalk gap. These rankings result in a prioritization that favors high-volume, arterial streets over neighborhood streets. While it is important to ensure sidewalks are built along larger roadways, the speed and volume of the street should not be given precedence over destinations and land uses that generate pedestrian activity. It is necessary to balance access and proximity to pedestrian destinations alongside the volume and speed characteristics of a street.

1c) **The Sidewalk Prioritization Policy should be updated to include more pedestrian trip generators, and better reflect pedestrian**

Sidewalks On One Or Both Sides?
When identifying sidewalks gaps, there is often a question of whether a gap should be prioritized if there is an existing sidewalk on the opposite side of the street. In many cases, it is suggested that a sidewalk isn't necessary because people can simply use the other side or walk on the grass or on the street. However, this isn't straightforward. For many people, such as those using wheelchairs and mobility devices or traveling with children, walking and rolling on grass or in the street is not a safe or feasible option, especially for busier streets. In these instances, a single sidewalk forces people to travel indirectly and to cross the street two more times that they would otherwise. Reducing the number or times a person needs to cross and making pedestrian trips more direct makes walking and rolling a safer and more convenient mode of transportation.
Conversely, there are many streets in the City of Rockville where it is not feasible to build sidewalks on both sides. These include instances where environmental features exist, or the public right-of-way is not wide enough to accommodate an additional sidewalk. This is more often the case for older and narrower residential streets.
Larger roadways that provide greater connectivity in the pedestrian network, or act as central streets in a neighborhood should be prioritized to have sidewalks on both sides of the street. Meanwhile, smaller roadways, with low volumes of traffic and limited connectivity should not be prioritized for sidewalk construction if there is already an existing sidewalk on one side of the street.
A joint criterion in the Sidewalk Prioritization Policy could address the issue. Roads that have a functional classification of Residential Primary or above should be prioritized regardless of there being a sidewalk on the other side of the street. For streets classified lower than Residential Primary, the gaps are prioritized if neither side of the street has a sidewalk. This results in prioritizing sidewalks on both sides for larger roadways and sidewalks on one side for smaller roadways.


MAP 3:
Existing Sidewalk Prioritization
Existing Sidewalk Prioritization
Sidewalk Gaps
A
B
C
D
E
Senior Living Locations
Schools (MCPS)
Metro Stations
Fallsgrove Stream Valley Park
Upper Watts Branch Forest Preserve
Redgate Park
Rockville Civic Center Park
Lakewood Country Club
Woottons Mill Park
Horizon Hill Park
Woodmont Country Club
N
0 0.25 0.5 0.75 1
Miles
City of Rockville, MD, MNCPPC, VGIN, Esri, HERE, Garmin, SafeGraph,
City of Rockville Maryland
This drawing is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, or engineering schematic and it is not intended to be used as such. This drawing is a compilation of records, information and data developed and maintained in various City offices. Map layers were created from different sources at different scales, and the actual or relative geographic position of any feature is only as accurate as the source information.
Existing Sidewalk Prioritization - DRAFT
DATE:
October 26, 2022
AUTHOR:
Bryan Barnett-Woods

needs in neighborhoods in Rockville.

Map 3, *Existing Sidewalk Priorities,* shows the current sidewalk prioritization. While there are many sidewalk gaps in the City, the number of gaps or the total mileage does not necessarily reflect the total amount of buildable sidewalks. Using the prioritization policy, DPW staff evaluates sidewalk gaps for feasibility and should specific gaps be deemed infeasible, due to topography, right-of-way availability, stormwater, or other reasons, those gaps will be removed from the total.

Guidelines For Neighborhood Traffic Management

The Guidelines for Neighborhood Traffic Management is used to evaluate and mitigate the detrimental impacts caused by motor vehicles in residential neighborhoods, such as noise, emissions, and safety. These guidelines were developed by City staff and reviewed by the TMC (then named the Traffic and Transportation Commission).

1d) **The Guidelines for Neighborhood Traffic Management should be revised so that the thresholds necessary to justify a traffic management plan are more reflective of the concerns raised by the community and can be applied to more streets in Rockville.**

There are two types of traffic management that can be addressed through this practice. The first addresses neighborhood streets with more traffic than expected, and the second addresses neighborhood streets with motor vehicles traveling at speeds exceeding the posted limit. While these guidelines are used to mitigate motor vehicle traffic impacts, they are significant for pedestrian travel as the negative effects of motor vehicles are often directly experienced by people walking and rolling.

These guidelines are an important tool for residents and communities to use and collaborate with DPW to identify obstacles and improve neighborhood streets. Although the guidelines provide a valuable approach to address traffic related issues, the criteria necessary to initiate improvements are often too stringent, resulting in few changes. Additionally, only residential streets are currently eligible for this program, however residents can live on other types of streets and traffic management could also benefit other communities, not only those along residential streets.

Revising these guidelines would permit more traffic calming and reduce speeding in the city than currently permitted. It would also be consistent with the City's Vision Zero Action Plan, in that it would help to proactively address roadway safety concerns and encourage motorists to travel within the posted speed limit.

Comprehensive Transportation Review Policy

The Comprehensive Transportation Review (CTR) is to guide development applicants through the transportation elements of the development review process and was most recently updated and adopted by the Mayor and Council in August 2018. The document references the Adequate Public Facilities Ordinance, Bicycle Master Plan, Complete Streets Policy, Comprehensive Master Plan, Neighborhood Plans, Pedestrian Policies, and, Standards and Details for Construction, among others as relevant standards with which development applicants shall comply. This review includes pedestrian access into and within a development site, and for developments that produce more than 30 new motor vehicle trips can require a pedestrian and bicycle safety study.

1e) **The CTR should be updated to better implement the goals of this Plan and to provide better guidance for development applicants to improve pedestrian facilities as part of development projects and mitigation requirements.**

Development applications that are expected to produce more motor vehicle trips are required to study and potentially mitigate the development's motor vehicle transportation impacts at more intersections. However, there is no similar mechanism to review and advance pedestrian improvements as part of traffic impact mitigation. Moreover, the CTR can provide additional opportunities to guide development applicants to comply with this Plan, similar to the Bikeway Master Plan.

Safe Routes To School Program

Safe Routes to School (SRTS) is a nationally recognized program designed to improve traffic safety specifically for children and their families when traveling to and from school. The program follows a "Five Es" approach to organize different plans and activities: Education, Encouragement, Engineering, Equity, and Evaluation.

Even though most SRTS programs focus on improving safe walking, rolling, and bicycling to and from school, roadway and intersection improvements resulting from SRTS, improve safe walking and rolling for everyone in a neighborhood, regardless of whether that person is traveling to and from school.

MCDOT employs a full-time SRTS coordinator who works with schools in Rockville to improve safe walking, rolling, and bicycling, this coordinator is also responsible for working with schools across Montgomery County. The City of Rockville can help augment the County's efforts.

1f) **The City of Rockville should continue to support the County's Safe Routes to School program by supporting Walk, Roll, and Bike to school events, preparing new School Route Plan Maps for all schools within Rockville, and by providing the recommended pedestrian facilities along school route on city-maintained roadways and intersections.**

The City can continue to support SRTS events, such as Walk and Roll to School Day, by providing walking and bicycling safety giveaways, coordinating additional traffic enforcement at busy intersections, and help preparing outreach materials if needed.

Moreover, DPW staff can development new School Route Plans, consistent with the MD MUTCD. The plans help identify the best routes for walking and bicycling to school and identify where marked crosswalks and other pedestrian improvements should be installed.

Section 3.3 – Statewide Pedestrian Policies

Roadways and rights-of-way in the City of Rockville are owned and maintained by the City of Rockville or MDOT SHA. Most roadways in the city are city-maintained roadways; state-maintained roadways are best identified by a number in addition to their name, for instance MD 355 (Rockville Pike/Hungerford Road/ Frederick Road), or MD 28 (Norbeck Road/ First Street/E. Jefferson Street/W. Montgomery Avenue).

Sometimes crossing a state-maintained roadway presents challenges for people walking and rolling, even if the roadway is grade separated. Pedestrians crossing I-270 are confronted with crossing on-and-off ramps that do not have pedestrian signals and are often designed to facilitate motor vehicle traffic flow, such as the I-270 crossing at Falls Road (MD 189). Even though traveling from a city-maintained to a state-maintained road and back is generally unnoticed by pedestrians, motorists, bicyclists, and transit users, there are often substantial differences in the policies regulating those roadways.

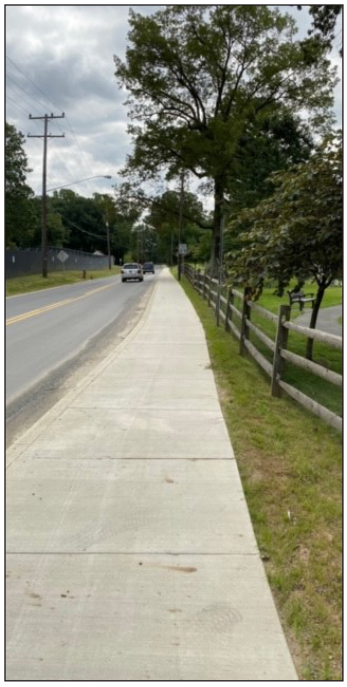
2) **The city should continue to coordinate with the State as it relates to maintaining and improving state roadways in Rockville.**

This Plan can be applied to state-maintained roadways, however there is no authority for the City to require the MDOT SHA to construct and upgrade pedestrian facilities on state-maintained roadways. The city recommends that MDOT SHA carryout the recommendations provided in this plan along state-maintained roads, especially action items related to increasing the amount and improving the quality of pedestrian facilities, meeting ADA guidelines, prioritizing pedestrian transportation, and reducing the impacts from other modes of travel that detrimentally affect pedestrian transportation.

There are multiple transportation issues that impact pedestrian travel and are best addressed at the state level. These issues are related to legislation in Maryland Transportation Code. The city should also collaborate with state level elected officials on the following issues.

The city has worked with MDOT SHA staff in the past and continues to coordinate and advocate for improvements at state intersections related to the ongoing Vision Zero work.

Students at Maryvale Elementary School added "foot prints" to a Walk to School Day banner in 2022.



A new sidewalk was built along North Horners Lane near Wilma Shelton Bell Park. Photo credit: City of Rockville.

2a) The City should advocate to the Maryland Legislature to revise the Maryland Transportation Code to clearly indicate that the state is responsible for maintaining all facilities in the state's right-of-way, including sidewalks.

MD. Transportation Code Ann. § 8-630 (2020) indicates that all sidewalks along state rights-of-way that were construction or reconstructed subsequent to the legislation shall be maintained by local jurisdictions. It is often not clear which sidewalks are the responsibility for MDOT SHA to maintain and it represents a financial burden for the City of Rockville that cannot be easily addressed, resulting in many sidewalks on state rights-of-way that are in need of repair.

2b) The city should support efforts to revise the Maryland Transportation Code clarifying that drivers, bicyclists, and scooter riders are required to yield the right-of-way to pedestrians on shared streets. Further, motorists should be required to yield to bicyclist and scooter riders as well in shared roadways.

The city should support efforts to clarify right-of-way along shared streets. A "shared street" is street that is designed for very low travel speeds and does not have a clear distinction where pedestrians, bicyclists, and motorists are supposed to travel, creating an environment where everyone must share the use of roadway space to travel safely. While there are no fully shared streets in Rockville currently, these streets are generally designed to provide people walking, rolling, and bicycling direct access to shops and residences, while also allowing for limited motor vehicle travel. However, under the current regulations, pedestrians could be considered 'at-fault' in the event of a crash on a shared street.

2c) The city should encourage the state to better link vehicle registration fees to vehicle weights/types.

Larger and heavier motor vehicles are generally less fuel efficient and produce more emissions that smaller vehicles. They also require more street space for parking and moving. Additionally, larger vehicles have larger blind spots, higher front ends, and weigh more, which results in more severe injuries or fatalities in the event of a collision, especially pedestrian collisions[5]. Tying vehicle registration fees to size and weight of the vehicle will better reflect their social, environmental, and safety costs.

2d) The City should support efforts to change the existing contributory negligence regulations at the state level to comparative negligence.

Contributory negligence is a policy indicating that should the participants of a crash have any percentage of being at fault, they are not able to claim any damages. For pedestrians, who are more vulnerable to severe injuries or death in the event of a crash, contributory negligence could result in no ability to receive damages, even if the motorist was 99% at-fault. A comparative negligence policy would allow crash victims to claim damages at the percentage at which they are determined not at fault.

Section 3.4 – Sidewalk Maintenance

Maintenance

While sidewalk gaps are reviewed as part of the Sidewalk Prioritization Policy, existing sidewalks are reviewed for maintenance alongside the City's asphalt and concrete programs. ADA regulations require that all needed ADA repairs are completed before streets can be repaved. This process follows an approximate 12-year cycle, which is the time scheduled for roadways to be repaved. Additionally, sidewalks are regularly assessed by City staff and required repairs are identified and prioritized as part of the concrete maintenance program. Lastly, sidewalks are repaired in response to resident or visitor service requests.

3) The City should continue to carry out its sidewalk maintenance program to ensure access for all pedestrians.

Safe and convenient pedestrian travel is more sensitive to the quality of sidewalks than motor vehicle travel is sensitive to roadway quality.

3a) The City shall develop a process to better inventory, assess, and repair all city-maintained sidewalks and shared-use paths.

This process should coincide with the existing asphalt and concrete programs as well as identify sidewalks that may need repairs, but are not scheduled for an upcoming roadway repavement project. Sidewalk repairs should be based on severity of repair needed and location within the city. Repairs shall then be scheduled according to need, budgeted in annual capital budgets, and carried out at regular intervals.

For sidewalks that are not included in upcoming projects, a repair prioritization would be similar to the Sidewalk Prioritization Policy used for constructing new sidewalks. The community map developed for this Plan's website includes many points related to pedestrian facilities that need more attention. This map can be consulted to identify additional pedestrian maintenance priorities.

Sidewalks and shared-use paths shall be maintained in accordance with the most up-to-date city standards, which may include upgrading curb ramps, changing surfaces to meet ADA design guidelines or the Montgomery County toolkit for "Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities."

Sidewalks along state-maintained roadway also require routine maintenance. However, the City does not have the ability to repair sidewalks that are within the state's right-of-way.

3b) The City should continue to regularly submit and follow up on sidewalk maintenance requests with MDOT SHA and help facilitate sidewalk maintenance requests on behalf of residents.

While MDOT SHA has indicated that maintenance for sidewalks along state owned and maintained rights-of-way are the responsibility of local jurisdictions, MDOT has repaired sidewalks along state roadways in the City of Rockville and implements a sidewalk reconstruction for pedestrian access program. Furthermore, the City should advocate with elected officials and policy makers at the state level that state funding should be dedicated to, and MDOT SHA should be responsible for, maintaining the sidewalks within the state owned rights-of-way.

Temporary Sidewalks and Pedestrian Access

Similar to roadways and motor vehicle traffic, construction projects, such as new developments or roadway improvements, often result in closing a sidewalk and providing an alternative detour route. While detours can be a slight inconvenience for motorists, they can often severely interrupt a pedestrian trip and in events where pedestrians are instructed to use sidewalks on the other side of the street, can result in unsafe pedestrian behavior.

3c) Prior to receiving a permit, contractors shall continue to submit and receive approval for temporary traffic control plans including appropriate detour plans that specifically identifies how impacts on pedestrian (and bicycle) travel are being minimized.

Often when a building is under construction or roadways are being rebuilt, the contractor responsible for the construction provides temporary traffic control plans including pedestrian detour plans in accordance with the latest MD MUTCD. In many instances, this results in signage indicating closed sidewalks without recourse for people walking. Contractors should minimize obstructions to pedestrians as feasible and where obstructions are unavoidable, should provide temporary sidewalks or covered walkways as alternative routes. Providing covered or alternative sidewalks can help maintain pedestrian travel routes without forcing people to travel along roadways or otherwise indirect routes.

Snow Removal

Snow and ice are not common occurrences in Rockville throughout the course of a year, however snow and ice can very quickly prevent pedestrians from safely reaching their destinations on the handful of days each year that snow and ice accumulate on sidewalks. This can result in persons using wheelchairs to ride in the roadway, for intersection signal pushbuttons to be inaccessible, and pedestrians to navigate around snow piles left from plow trucks and other residents in an unsafe manner.

The city is responsible for clearing snow

A resident walks their dog across Edmonston Drive to Hillcrest Park after snow is cleared from streets and sidewalks. Photo credit: City of Rockville.

A person crossed Veirs Mill Road (MD 586) at Atlantic Avenue after MDOT SHA installed flex posts to create a curb extension and calm traffic.

from sidewalks and pathways along and within public parks, city facilities, and sidewalks and bike paths adjacent city properties. Additionally, the city clears snow from pedestrian medians in the middle of the city-owned roadways, the Carl Henn Millennium Trail, the sidewalks around Veterans Park, and at six locations along Rockville Pike.

3d) **The City should analyze the snow clearance procedures for all trails, shared use paths, and sidewalks on City properties and clarify where the City accepts responsibility for snow clearance to ensure that snow clearance efforts are consistently applied.**

For all other sidewalks, the property owner is responsible for clearing sidewalks and curb ramps. The City also hosts a list for individuals to volunteer to help clear snow for neighbors in need or to request assistance for clearing snow from a private property's sidewalks.

Section 3.5 – Pedestrian Priority Improvements

Pedestrian needs should not only be accommodated to the minimum standards, but additional efforts shall be made to prioritize pedestrian movements compared to other modes of travel. By prioritizing pedestrian travel in specific places, the city can improve roadway safety for everyone can further leverage and expand walkable communities and local activity to support businesses; and can increase accessibility to many important social, educational, and cultural destinations in the city.

4) **The City should continue to carry out ongoing pedestrian priority improvements throughout the City to help make walking and rolling a safer, more convenient, and more desirable mode of transportation.**

Prioritizing pedestrian travel does not mean prohibiting or preventing other travel modes; it represents a shift in transportation that expressly recognizes the benefits of pedestrian travel for the City. Improving pedestrian accommodations and facilities not only improves transportation and safety for the most vulnerable road users, but also for people driving, bicycling, and using transit. Pedestrian focused improvements increase access to shops, parks, schools, and other destinations; make it easier to live an active lifestyle, and can help reduce environment related impacts from automobiles.

4a) **The City shall develop and implement an ongoing Pedestrian Intersection Audit program to identify intersections and construct specific improvements to enhance the pedestrian experience.**

While all city-maintained intersections will be evaluated, intersections that are within areas of the City where pedestrian activity, i.e., people walking and rolling, is currently, expected to be, or desired to be high, will be prioritized. The following land uses often encourage pedestrian activity and help inform the location of these intersections:

- Elementary, middle, and high schools and colleges
- Older adult, assisted living, and nursing home residential communities
- High-capacity transit stations
- Public parks, community centers, and libraries
- Dense, mixed-use neighborhoods
- Shopping centers

Members of the public or community associations may also request specific intersections to be evaluated. A Pedestrian Intersection Audit will be carried out by staff and will assess existing conditions and evaluate opportunities to improve pedestrian travel and accessibility. The pedestrian intersection audit is necessary to identify which potential improvements would best serve pedestrian transportation as well as determine whether any traditional traffic control devices, such as stop signs or flashing beacons, would be justified.

Potential improvements include signalization modification, geometric improvements to intersections and nearby roadways, traffic calming improvements, and street lighting improvements. These include, but are not limited to:

- Leading pedestrian intervals (LPI)
- Extended pedestrian clearance times
- Pedestrian Recall or passive detection
- Modified signal cycle lengths
- Right turn on red restrictions
- Elimination of "free-right turns"

- Pedestrian Safety Islands
- Hardened center lines
- Raised crosswalks and intersections
- Marked crosswalks crossing all intersection legs
- Reduced curb radii
- Curb extensions
- Roundabouts and mini traffic circles
- Narrow roadway travel lanes
- Reduced number of travel lanes, if justified
- Chicanes
- Mid-block pedestrian crossing islands
- Speed humps
- Separated bicycle lanes
- Bicycle specific intersection improvements
- Pedestrian directed and scaled street lighting

Most of the above listed improvements are intended specifically for intersections. However, some improvements, such as speed humps, or narrowed travel lanes can be installed on roadway segments between intersections. The pedestrian intersection audit should consider whether the evaluation should extend beyond the intersection for abutting road segments.

4b) Development and redevelopment applications located in the transportation-oriented areas shown in the CTR shall consider the above listed intersection improvements and construct improvements as necessary, especially for intersections near land uses the encourage pedestrian activity.

Development applications often impact the transportation network of the area surrounding the development. While this often results in intersection modification to increase motor vehicle capacity, pedestrian improvements should also be considered. Transit oriented areas are defined in the CTR and include neighborhoods and properties that are within 0.7 mi of Metrorail Stations and along major travel corridors. In these areas, improving pedestrian facilities is a valuable component to encouraging transit use.

Section 3.6 – Sidewalks, Pathways, And Other Pedestrian Facilities

Sidewalks and pedestrian pathways provide the needed space for people to walk and roll. These facilities are often alongside a roadway but may also cut-through parks or provide connections between neighborhoods and destinations that aren't accessible to motor vehicles.

5) Sidewalks, pathways, and pedestrian transportation facilities shall be designed to accommodate all people, encourage safe walking and rolling, and provide access throughout the City.

City Standards and Details

The City of Rockville provides direction to engineers, developers, utility companies, homeowners, and contractors for building roadways or other improvements in the public right-of-way. These standards are approved by the Director and Public Works and depict roadway and sidewalk widths, number of travel lanes, parking lanes, target speed, drainage grades, and buffers for all street types in the City. Consistent with Chapter 21 of the City Code, "Streets, Roads, Rights-of-Way, and Public Improvements," all roadway projects in the City are required to follow these Standards and Details, unless alternate standards are approved.

This Plan provides specific Action Items to update elements of the approved Street Standards to improve pedestrian use.

Sidewalks And Curb Ramps

Sidewalks are the most important feature in the pedestrian landscape. They provide a clear route along the right-of-way for pedestrians separate from other traffic modes and can provide a direct connection to destinations. Curb ramps that meet ADA standards provide a transition between the sidewalk and the roadway and are crucial for pedestrians walking and rolling. Without curb ramps, people riding wheelchairs, pushing strollers, using walkers, or using push carts would not be able to reach their destination.

5a) Sidewalks should be provided on both sides of all streets within the City of Rockville.

The City's sidewalk prioritization policy will help identify which streets should be reviewed first for new sidewalks. Ultimately, it is expected that all streets in the city will provide separated facilities and access for people walk-

A new curb ramp and sidewalk are installed at the intersection of Ritchie Parkway and Fleet Street connecting to a trail and a nearby shopping center.

Above: Perpendicular curb ramps are installed at an intersection corner to better direct pedestrians crossing the street. Below: A child walks near Mile Marker Zero of the Carl Henn Millennium Trail.

ing and rolling, consistent with the Complete Streets Policy and similar to facilities for motor vehicle travel. As sidewalk gaps are evaluated, City staff will determine whether it is feasible or not to add sidewalks to both sides of the street.

5b) The City shall investigate how many sidewalk gaps are feasible to construct and how many miles that represents in Rockville.

Once sidewalk gaps are prioritized, DPW staff will complete a feasibility study to determine whether a sidewalk can reasonably be built or if a project should be put on hold until additional funding, property acquisition, environmental challenges, or other obstacles can be addressed. It is also understood that costs related to sidewalk construction, or the existing conditions of an area may impact the priority or feasibility of certain sidewalk gaps from being constructed by DPW, even in the long term.

5c) Roadway standards shall be updated to provide minimum five-foot-wide sidewalks on arterial, industrial and residential streets, and minimum ten-foot-wide sidewalks on business district streets.

These widths represent minimum widths and wider sidewalks are encouraged for all roadways. Wider sidewalks better accommodate side-by-side and comfortable walking and rolling, often necessary for parents with children and pushing strollers, small children using bicycles on the sidewalk, and people riding wheelchairs or other mobility devices.

Updating these standards will support pedestrian activity in the surrounding built environment. Additionally, brick and paver sidewalks are not preferred because they are often inaccessible for people using wheelchairs or other wheeled mobility devices. The City should consider replacing these sidewalks with non-slip and smooth surfaces designed to minimize vibration and disturbance for people using wheelchairs or other wheeled mobility devices.

One challenge to completing sidewalks projects is the availability of right-of-way; there is not enough space owned by the City in between the roadway and private property line to build a sidewalk. One approach to address this is to build sidewalks as properties redevelop. If an existing sidewalk would connect into the property or would be nearby, the sidewalk should be built as part of that development, if there are no nearby sidewalks, the land for a sidewalk shall still be provided, so that they city may construct a sidewalk at a future time.

5d) At the time of development or redevelopment, the City shall seek to obtain all necessary right-of-way as recommended in the Comprehensive Plan: Rockville 2040, the Bikeway master Plan, this Pedestrian Master Plan, Neighborhood Plan, or as necessary to construct roadways that meet the City's standards, with sidewalks, shared use paths, or other recommended facilities, as appropriate and consistent with state law.

When curb ramps are out of alignment with the crosswalk, people with vision disabilities or using mobility devices have more difficulty orienting themselves safely. Diagonal curb ramps or curb ramps that do not direct people towards the crosswalk increases exposure to motorists and inconveniences people pushing strollers or using other mobility devices.

5e) The City shall update the standards and details to add a new design standard for perpendicular ramps that align with crosswalks and meet ADA Accessibility Guidelines. Furthermore, existing curb ramps that are not perpendicular, and are part of a development or redevelopment, whether internal to the site, or fronting on the public right-of-way, should be rebuilt as perpendicular curb ramps.

While most sidewalks and curb ramps in Rockville are built and maintained as public sidewalks, there are some sidewalks in the City that are privately owned and maintained. Private sidewalks are usually owned by community associations, homeowner associations, business owner associations, or private property owners. These sidewalks do not necessarily meet the City's Standards and Details and are maintained separately by the private entity.

5f) If a sidewalk is alongside a public street, the sidewalk shall also be a public sidewalk.

Additionally, when private sidewalks are

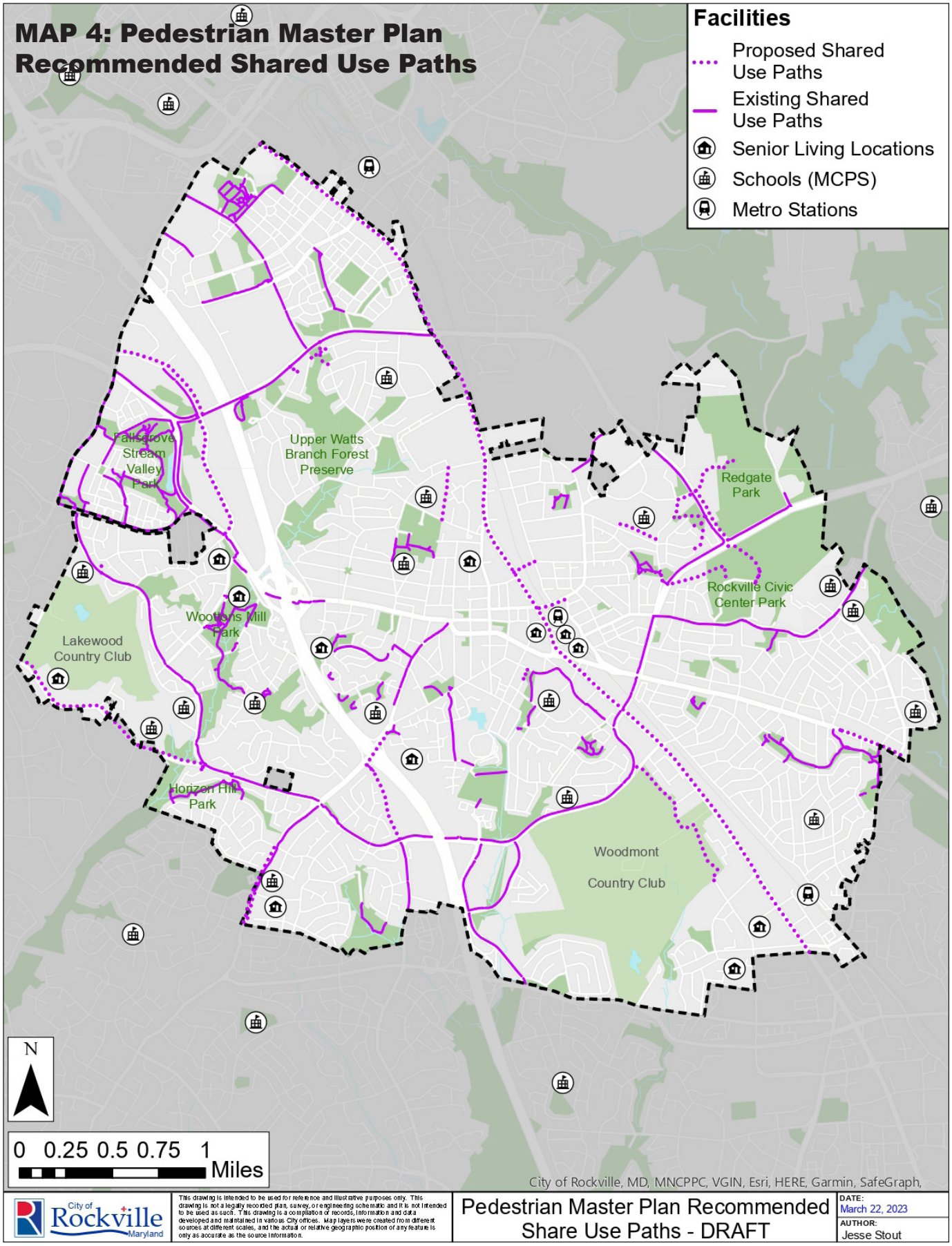

MAP 4: Pedestrian Master Plan Recommended Shared Use Paths
Facilities
Proposed Shared Use Paths
Existing Shared Use Paths
Senior Living Locations
Schools (MCPS)
Metro Stations
Fallsgrove Stream Valley Park
Upper Watts Branch Forest Preserve
Redgate Park
Rockville Civic Center Park
Wootton's Mill Park
Lakewood Country Club
Horizon Hill Park
Woodmont Country Club
N
0 0.25 0.5 0.75 1 Miles
City of Rockville, MD, MNCPPC, VGIN, Esri, HERE, Garmin, SafeGraph,
City of Rockville Maryland
This drawing is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, or engineering schematic and it is not intended to be used as such. This drawing is a compilation of records, information and data developed and maintained in various City offices. Map layers were created from different sources at different scales, and the actual or relative geographic position of any feature is only as accurate as the source information.
Pedestrian Master Plan Recommended Share Use Paths - DRAFT
DATE: March 22, 2023
AUTHOR: Jesse Stout

Table A: Pedestrian Master Plan Recommended Shared Use Paths

PATH	FROM	TO	NOTES
Blandford Street Pedestrian Extension	Blandford Street north terminus	Fleet Street	This informal route is already well used by students from Richard Montgomery High School.
Carl Henn Millennium Trail to Glenmore Terrace	Carl Henn Millennium Trail / Wootton Pkwy	Glenmore Terrace	Shared use path that connects to existing pedestrian bridge
Carl Henn Millennium Trail to Northeast Park and to Wesley Road	Carl Henn Millennium Trail / E. Gude Drive	Wesley Road	Extend existing shared use path/service road through Wesley Road connection
Carl Henn Millennium Trail to Carnation Drive Connection	Carl Henn Millennium Trail / W. Gude Drive	Carnation Drive	Extend a connection from Carnation Drive to the Carl Henn Millennium Trail
Civic Center Park to Redgate Park	Civic Center	Redgate Park	This shared use path would connect the Civic Center to Redgate Park and require coordination with MDOT SHA to cross Norbeck Road (MD 28).
Falls Road	Kersey Ln	City boundary	This shared use path on the west side (southbound) will require coordination with MDOT SHA as Falls Road (MD 189) is a state-maintained roadway.
Maryvale Elementary School connection	First Street	Pinewood Road	This existing connection needs repairs and lighting to improve accessibility.
Maryland 355 Shared use path	Shady Grove Road	Twinbrook Parkway	This is a shared use path on the east side of MD 355 that includes and extends the shared use path in the Bikeway Master Plan.
Maryvale Park to Civic Center Park Pathway	Maryvale Park	Civic Center Park	Shared use path connection along MD 28 and crossing at E Gude Drive. This will require coordination with MDOT SHA as this shared use path would run alongside and cross state-maintained roadways. It could also connect with the proposed shared use path connecting to Redgate Park.
Montgomery College to Martins Lane	South Campus Drive	Martins Lane	Shared use path bisects and borders Montgomery County Public Schools property
Northeast Park to Redgate Park	Northeast Park	Redgate Park	Pedestrian connection through Northeast Park, crossing E Gude Drive and along the eastbound side of Taft Ct and connecting to Redgate at 6 Taft Ct.
Park Rd	S Stonestreet Ave	N Stonestreet Ave	This section of roadway will be improved as part of the Stonestreet Ave complete streets project. A shared use path is proposed for the eastbound direction of Park Rd.
Redland Blvd	Gaither Rd	Frederick Rd (MD 355)	This shared use path is on the northside (eastbound).
Research Blvd	Shady Grove Rd	W Montgomery Ave	This shared use path on the east side (northbound) is included in the Bikeway Master Plan and expanded.
Royal Oak Ct to Scott Drive	Royal Oak Ct	Scott Dr	Shared use path to connect Royal Oak to proposed shared use path on Scott Drive.
Scott Drive to Carl Henn Millennium Trail	Glenn Mill Rd	Carl Henn Millennium Trail	Shared use path feasibility study ongoing
Seven Locks Road to Potomac Valley Rd	Wootton Pkwy	Potomac Valley Rd	A shared use path on the west side (northbound) of Seven Lock Road. Will require extensive coordination with MDOT SHA and Montgomery County to improve the existing crossing on Falls Rd (MD 198) over I-270.
Upper Watts Branch Forest Preserve Connections	W Gude Drive	Fordham St, Wintergreen Ter	This shared use path is proposed in the Bikeway Master Plan and expanded here to include a connection between Fordham Street and Wintergreen Terrace.
Veirs Mill Road (MD 586) Shared Use Path	Bradley Ave	Twinbrook Pkwy	This shared use path on the north side (westbound direction) of Viers Mill Road and includes and extends the shared use path in the Bikeway Master Plan.
Wootton Parkway to East Jefferson St Connection	Wootton Pkwy	E Jefferson St	Parallel route to Rockville Pike, requires additional rights of way on the west side of Rockville Pike.

Pedestrian Bridges And Tunnels
Roadways like Rockville Pike/Hungerford Drive/Frederick Road (MD 355), Viers Mill Road (MD 586), and E. Jefferson Street/First Street/Norbeck Road (MD 28) are high-speed high-volume roadways in the City and represent real barriers to people walking and rolling. It is often recommended that a pedestrian bridge or tunnel would overcome the barrier and permit safe walking and rolling while not impacting motor vehicle traffic. This may seem like an intuitive solution; however, a bridge or tunnel crossing a street will not be used as much as expected. First, tunnels are often perceived as unsafe and can invite unsavory behavior, they also can have maintenance challenges related to stormwater management and lighting, further reducing their use. Bridges often only partially address the issue as people walking and rolling generally weigh the effort and time to reach and climb the bridge against using the nearest possible crossing.
This does not mean pedestrian bridges or tunnels should not be recommended, however additional and thorough assessment needs to be made when placing or designing a pedestrian bridge over a roadway. Is the location the natural crossing point? Can the at-grade roadway crossing be improved? Would the effort to climb a bridge outweigh the effort needed to cross at grade, even without a crosswalk? While a pedestrian bridge or tunnel can often be desirable because it will not impact the existing motor vehicle traffic, it may not address the underlying issues related to safe crossing, instead perpetuating and shifting the issue further down the road.

permitted, it is important that these sidewalks are also able to provide accessibility to all pedestrians, regardless of ability.

5g) **When permitted, private sidewalks on private streets should have a public access easement and should follow the same standards for sidewalks that public sidewalks would follow, consistent with Chapter 21 of the City Code.**

New Shared Use Paths

Shared Use Paths are unique from sidewalks in that they are generally wider facilities and in many cases provide a route separated from motor vehicles for both pedestrians and cyclists. Unlike sidewalks, shared use paths do not need to follow alongside a roadway.

6) **Shared use paths shall be built throughout the City to supplement the sidewalk network to provide additional safe and convenient pedestrian routes.**

All shared use paths proposed in this Plan are proposed as a hard surface, ADA accessible paths. There are other recommended trails in the City which are proposed as natural surface trails, such as a proposed Upper Watts Brach trail between W. Gude Drive and Nelson Street. While these trails are important amenities for

The Unity Bridge is a pedestrian and bicycle bridge over the railroad tracks, built and maintained by WMATA. While it provides an additional pedestrian connection, its switchback design requires additional effort to cross and may influence how often it is used.
Photo credit: City of Rockville.

A pedestrian crosses the street in the rain. Photo credit: City of Rockville.

the City of Rockville, as natural surface, they cannot meet the needs for pedestrian transportation and are not included in this plan.

6a) The City should evaluate the feasibility of the Pedestrian Master Plan proposed shared use paths in this Plan (in Table A) and advance shared use path projects that are deemed feasible.

These proposed shared use paths will be reviewed by DPW for their feasibility. Should the share use path be deemed feasible, it may be built by the City as part of future capital improvement projects if funding is available. Additionally, these shared use paths may be required to be constructed as part of the property development and redevelopment through the development review process. In these instances, the complete shared use path may be built in a piecemeal manner over the long term.

The Pedestrian Master Plan recommended shared use paths are included in the bikeway master plan, and have been recommended by members of the public through public comments, the online survey, community map and at stakeholder meetings.

These shared use paths are in addition to the new sidewalks, which are recommended along all streets in the city. Shared use paths provide a more direct route for people walking and rolling, making their trip shorter and often more comfortable since they are not abutting parallel roadways.

6b) Shared use paths should be designed following best practices as recommended by AASHTO design guidelines or other recognized manuals.

This includes the AASHTO Guide for the Development of Bicycle Facilities, the NACTO Urban Street Design Guide, and the FHWA Evaluation of Safety, Design, and Operation of Shared-Use Paths, among others.

Arterial roadways provide an additional opportunity for the City to expand shared use paths and pedestrian accessibility. Arterial roadways often have wide rights-of-way and inlcude multiple motor vehicle travel lanes and center medians. These roads can also have a capacity that is much greater than the existing demand, which provides an opportuntiy to modify roadway buffers and medians or even travel lanes to dedicate more space for people walking and rolling.

6c) Shared use paths shall be considered along all arterial roadways in the City and the land necessary shall be dedicated or the shared use path shall be built, if deemed

A shopping center on Hungerford Drive (MD 355) provides a direct pedestrian route from the public right-of-way through the parking lot and to the building entrance.

feasible.

Pedestrian Connections

Pedestrian connections can be shared use paths, sidewalks, or other pathways that increase accessibility and provide more direct routes for people walking and rolling. These connections can be simple in design and are often added as amenities to new development projects to enhance a neighborhood's walk- and roll- ability.

7) **The City shall strive to increase the number of pedestrian connections throughout Rockville to provide more convenient pedestrian access.**

7a) **The City shall update the Zoning Ordinance so that new development and redevelopment projects shall provide pedestrian connections to adjacent properties. If a complete connection cannot be completed at the time of the new development's construction, the land necessary to build a connection shall be provided as an easement or as public right-of-way.**

This includes connections that may not necessarily follow the public right of way but provide more direct routes for pedestrians. These connections shall be reviewed at the time of development application and be designed to increase convenience and directness for pedestrian travel. Additionally, further engagement with adjacent communities shall take place to discuss the benefits of increased pedestrian accessibility.

Many developments choose to provide motor vehicle storage in an underground garage, a parking structure, or a surface parking lot. While parking structures or underground facilities require less space than surface parking lots, all parking facilities introduce locations where motorists and pedestrians may cross paths.

Many developments are designed with a surface parking lot between the public right-of-way and the building entrance. This design discourages pedestrian travel and extends a pedestrian trip the length of the parking lot, makes walking along the roadway less comfortable because it surrounds the person walking or rolling on both sides with automobiles, and requires a person to navigate around automobiles through the parking lot.

7b) **The City should update the Zoning Ordinance so that all developments and redevelopments shall provide a direct and separate pedestrian route from the public right-of-way to the main entrance or entrances of a development.**

This pedestrian route can travel directly through the surface parking lot or be provided alongside a surface parking lot if it is still direct. The pedestrian routes and the design of the parking facilities should also emphasize a pedestrian's presence to motorists, especially at pathways that cross drive aisles, and at sidewalks that cross driveway entrances and exists.

Crosswalks

Crosswalks are defined in the Maryland State Transportation Code as any part of the roadway that is within the lateral lines of sidewalks where two roadways intersect, where two roads meet in the absence of curbs, or pavement that specifically indicates pedestrian crossings[6]. This includes marked crosswalks of any design and unmarked crosswalks.

Furthermore, the Maryland State Transportation Code does not distinguish unmarked from marked crosswalks, so the responsibilities for people walking and rolling, people bicycling, and people driving are the same, whether the crosswalk is marked or not.

Crosswalks are valuable for pedestrian travel as they help make crossings more visible to people driving and help direct pedestrians. They can also help direct people walking and rolling to the best location for crossing the street. While it may seem that the best practice would be to add marked crosswalks are often as possible, a marked crosswalk without an accompanying roadway improvement to reduce motorist speeds and increase yielding may not increase safety. This is true particularly for multilane and uncontrolled intersections, i.e. intersections where a person crossing must cross multiple lanes in each direction and motor vehicles on the more traveled roadway do not have to stop.

8) **The City should provide marked crosswalks to proactively and equitably**

A "zebra" style crosswalk with a curb extension, such as this one crossing Baltimore Road at Woodburn Road, is more visible to motorists than traditional crosswalks. Photo credit: City of Rockville.

Pedestrians walk along Maryland Avenue in Town Center. There is ten feet of clear space for pedestrians to travel unencumbered by trees, street lights, benches, etc. Photo credit: City of Rockville.

throughout Rockville, as appropriate in the right-of-way or on private property.

Currently, DPW installs marked crosswalks as part of capital improvement projects, and after responding to requests and measuring the pedestrian volumes. Crosswalks are also installed through new development projects at locations where pedestrians are expected to cross. New marked crosswalks should continue to be considered by the city only after an evaluation and assessment of the relevant intersection. New guidelines, developed by DPW, should be used to help respond to public requests for new crosswalks as well as new marked crosswalks that are installed proactively by DPW as part of a capital improvement project.

8a) The City shall develop new guidelines for the location and design of marked crosswalks and ancillary improvements.

This guidance shall be used by DPW to proactively install marked crosswalks and ancillary improvements in an equitable manner and should account for the roadway classification, number of travel lanes, potential nearby destinations and land uses, crash history, distance to nearest crosswalks, and potential/existing pedestrian traffic volumes. In this new guidance, crash history shall only be referenced as a criterion to install a crosswalk. An absence of crashes is not a justification to not install a crosswalk.

This guidance should also recognize that the absence of pedestrian facilities, such as crosswalks, influences people's choices, and that existing pedestrian volumes should not dictate crosswalk placement. Moreover, the installation of ancillary improvements, if necessary, to improve yielding and safety at the crossings should be included. These improvements include lighting, curb extensions, pedestrian activated beacons, raised crossings, and other features.

These guidelines should include default requirements for marked crosswalk at all intersection legs that connect to existing sidewalks. Many intersections exclude crosswalks and accessible pedestrian signals at one or more legs of the intersection to improve traffic flow, but this requires pedestrians who want to cross the street at the missing location to detour, increasing their travel time and distance, and exposure to motor vehicle traffic.

The ladder-style crosswalk marking is preferred over the continental-style crosswalk marking, because pedestrians with low vision find the transverse edge lines of ladder-style crosswalks helpful for maintaining the correct direction in the crosswalk. This standard is recommended in MCDOT's recent publication: "Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities."

Moreover, the City should replace crosswalks that are made with bricks or pavers with high-visibility crosswalks over time as these crosswalks are repaired. While brick or paver crosswalks can lend an aesthetic value to an area, these crosswalks are more difficult for people using walkers, riding wheelchairs, or walking with a white cane.

8b) Development and redevelopment applications, and the City should follow the crosswalk guidance at all intersections that are newly constructed or modified as part of the development process.

Development applicants should also follow the guidance for installing crosswalks. This will increase the number of crosswalks built as part of development projects, and proactive provide crosswalks in advance of the City needing to add them after the development is completed.

Pedestrian Clear Space

While the space between the curb and a building front is often used for pedestrian travel, there are often other elements in this space than can support pedestrian activity in the area. Everything between the building front and the street curb is the pedestrian area, however the space in which people can walk and roll freely is the "pedestrian clear space." The pedestrian area can include buffers between the street and sidewalk, tree pits, places for parking meters, tables and seating for nearby commercial establishments, general seating, advertising, bus stops and bus shelters, bike share corrals, and areas to park ride-share e-scooters and dockless

bikeshare bicycles.

9) **The City shall balance the use of public space between the curb and building front to benefit pedestrian travel and activity in the community.**

In some instances, the pedestrian area includes the sidewalk and a buffer, such as a residential street where there is often a grass buffer between the street and the sidewalk. Business district streets may have bus stops, seating and tables, parking for rideshare e-scooters or bike share, or other facilities, however these streets still require a designated clear space so that pedestrians may have an unobstructed and direct route to walk and roll.

9a) **All pedestrian spaces in the City of Rockville shall have a minimum of five-feet clear space for pedestrian circulation, unless a wider clear space has been approved through roadway standards, such as along business district streets, which require a minimum of ten-feet of pedestrian clear space.**

Ensuring sufficient pedestrian clear space within the pedestrian area is an important component to providing access to destinations as well as ensuring that property owners or the City can provide desirable amenities for people.

An on-street parking corral is a parking space previously designated for motor vehicle parking or where parking is prohibited and is retrofitted for parking e-scooters and other dockless rideshare bicycles. Parking specifically for these vehicles will help encourage people to park their ride-share vehicles in a location that does not obstruct the sidewalk or present a tripping hazard.

9b) **The City shall identify locations for and provide on-street parking corrals for dockless rideshare vehicles such as shared e-scooters and e-bikes.**

These parking corrals should be primarily placed in high-pedestrian activity areas and considered in areas where scooter or dockless bikeshare parking is deemed problematic. The City should evaluate whether there is need to use a parking corral and the impact of eliminating a parking space, before installing a parking corral.

Requiring e-scooters and other dockless rideshare vehicles to be locked to bicycle racks, parking corrals, or sign posts will help move parked vehicles out of the pedestrian clear space and reduce sidewalk obstructions or tripping hazards caused by parked e- scooters or bicycles. Another approach to reduce e-scooter or bicycles from being parking in pedestrian pathways is to require that these vehicles be parked in specific geo-fenced areas. However, this may also reduce their utility by eliminating a users ability to stop their rideshare trip at their destination.

9c) **The City should encourage MCDOT to adopt a "lock-to" requirement, which requires dockless rideshare vehicles such as shared e-scooters and e-bikes to be locked to bicycle racks or other permanent structures outside the pedestrian walkway, or require that these vehicles be parked in specific geo-fenced areas.**

Section 3.7 – Environment Benefits and Considerations

Pedestrian travel can directly contribute to an improved environment in Rockville. Replacing motor vehicle trips with walking and rolling eliminates the emissions associated with automobile travel and the particulate pollution associated with braking and tire wear and tear. The City of Rockville Climate Action Plan, approved by the Mayor and Council in January 2022, includes action items and goals for reducing vehicle miles traveled as an approach for improving the environment and meeting the City's climate goals.

10) **Street trees should be included as components of a comprehensive pedestrian network.**

In addition to the environmental benefits of trees related to cleaner air and stormwater management, street trees provide significant benefits to the walking and rolling environment. Street trees provide shade for pedestrians on hot days, protect people walking and rolling from motor vehicles, help calm traffic and reduce illegal speeding, help shape the public space, reduce the heat island effect, increase property

values, and improve public health among other benefits.

10a) The standard for street tree planting shall be updated to add shared use paths, to ensure that street trees are provided along most pedestrian pathways.

Street trees should be carefully selected based on the Master Street Tree Plan as well as any recommendations by the City Forester. Additionally, planting and maintaining street trees must comply with the Maryland Department of Natural Resources Roadside Tree Law.

Street trees may also cause obstacles to create a smooth and direct sidewalk as the tree roots often push-up and break apart sidewalks. The city should continue tree maintenance and management efforts to prevent trees from breaking up sidewalks.

10b) If a street tree prevents a direct sidewalk from being constructed, the City should seek more creative options to save certain trees when sidewalks are proposed, if feasible. The City should also consider replanting a new tree in a nearby location or using materials and engineering practices that will not impact the tree roots at the recommendation of the City Forester.

In some instances, pedestrian infrastructure is rejected because of environmental concerns. This may include a sidewalk that is designed to accommodate tree roots, a curb extension that permits stormwater drainage, or reducing a motor vehicle lane width so that a wider buffer can be maintained. Pedestrian travel is a key component to reducing vehicle miles traveled and meeting the city's climate goals. In both goals, motor vehicle travel is often the variable that prevents progress. Efforts should be made to meet these reinforcing goals.

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[5] Monfort, Samuel. Mueller, Becky. Pedestrian injuries form cars and SUVs: Updated crash outcomes from the Vulnerable Road user Injury Prevention Alliance (VIPA), May 2020. https://www.iihs.org/news/detail/new-study-suggests-todays-suvs-are-more-lethal-to-pedestrians-than-cars

[6] MD. Transportation Code Ann. § 21-101 (2020)

Chapter 4: Enabling Purposes

In addition to the action items laid out in this Plan, the City of Rockville has several other documents that outline policies and practices that complement and will help implement the Pedestrian Master Plan.

Section 4.1 - Enabling Ordinances and Policies

Zoning Ordinance

Chapter 25 of the City Code is the Zoning Ordinance which functions to regulate land use within Rockville. The most current Zoning Ordinance was adopted by the Mayor and Council in March 2009. The City of Rockville is currently updating the Zoning Ordinance and it is expected that the update will be approved after this Plan is adopted and approved. As it relates to transportation, the purpose of the Zoning Ordinance is to "promote alternative modes of transportation by providing convenient, safe, and connected accessibility to public transportation, pedestrian and bicycle systems, inviting streetscapes, and a mixture of uses."[7]

Chapter 25, Article 17 of the City Code includes discussion of public use space, including sidewalks. It includes the following purposes for sidewalk provisions.[8]

1. Encourage a safe pedestrian-oriented environment;
2. Help create a visually attractive streetscape;
3. Provide connectivity among surrounding properties and uses;
4. Promote overall commerce; and
5. Provide attractive pedestrian connections to transit centers.

The recommendations in this Plan are consistent with these purposes and it is expected that it will continue to be consistent with the updated zoning ordinance. The zoning ordinance also provides sidewalk design standards to help property developers allocate sufficient space for pedestrian purposes.

Specifically related to pedestrian travel in parking lots, the Zoning Ordinance provides for safe and convenient circulation of pedestrians and bicyclists within parking areas and requires a pedestrian and bicycle circulation plan to and through parking facilities.[9] The zoning ordinance may need to be updated to better implement action items and recommendations in this Plan, particularly those that impact property development, such as creating direct pedestrian routes to building entrances and adding sidewalks.

Streets, Roads, Rights-Of-Way, and Public Improvements

Chapter 21 of the Rockville City Code applies to all work on city-owned and maintained roadways within public right-of-way and easements, which includes most sidewalks. Sidewalks are considered a *public improvement*. There are regulations in this chapter which provide for maintenance of traffic plans when blocking sidewalks,[10] as well as requirements and waivers to build sidewalks in

"GOD MADE US WALKING ANIMALS - PEDESTRIANS. AS A FISH NEEDS TO SWIM, A BIRD TO FLY, A DEER TO RUN, WE NEED TO WALK, NOT IN ORDER TO SURVIVE, BUT TO BE HAPPY."
– ENRIQUE PENALOSA

accordance with established roadways standards for all roadway classifications.[11] Similar to the City's Zoning Ordinance, Chapter 21 is also scheduled for revisions. The requirements in these sections are consistent with the recommendations presented in this plan and it is expected that the approved revisions will continue to be consistent with the Plan.

Comprehensive Transportation Review

The Comprehensive Transportation Review (CTR) was adopted by the Mayor and Council and is a component of the development review process and, regulating the methodology and technical guidelines to analyze and report the effects of new development on transportation facilities. Specifically, it is used during the development review process to evaluate how new motor vehicle trips will add to existing traffic in the area surrounding a proposed development and if necessary, will include mitigation requirements for projects to help maintain intersection capacity and roadway safety. The CTR also outlines the required contents of, and steps to complete, a Transportation Report that a developer must submit with a development application. During the CTR process, City staff review the application to ensure that it complies with all City criteria related to pedestrian travel.

The CTR may require an additional pedestrian or bicycle safety study and accessibility study[12] in addition to the traffic capacity analysis, should it be deemed necessary by City staff as part of the transportation review. The CTR also requires a discussion of on-site pedestrian facilities, including sidewalks along all property frontages.[13]

The CTR identifies the Synthesis of Pedestrian Policies, the Complete Streets Policy, and the Sidewalk Prioritization policy as relevant standards that need to be met in a development application. The CTR should reference the Pedestrian Master Plan as well as other relevant plans.

Neighborhood Plans

The Department of Community Planning and Development Services along with other City departments work with neighborhoods throughout Rockville to develop neighborhood plans as well as the City's Comprehensive Plan. These plans outline the unique needs and desires of Rockville's neighborhoods. Within the plans, pedestrian circulation is often mentioned as important livability criteria and most plans recommend building sidewalks not only for safe and comfortable pedestrian space, but as a tool to help activate spaces and pedestrian activity. This Plan provides more detail and clarifies prior neighborhood plans. There are 5 neighborhood plans that have been adopted as part of the Comprehensive Plan.

East Rockville Neighborhood Plan (2004) –

Recommends the construction of all missing sidewalk segments in the neighborhood, as well as building wider sidewalks with amenities to enhance the pedestrian experience, improve neighborhood attractiveness, and create a safe pedestrian network.

Lincoln Park Neighborhood Plan (2007) –

Recommends building wide sidewalks along North Stonestreet Avenue with buildings that abut sidewalks, street trees and planting areas.

Rockville Pike Neighborhood Plan (2016) –

Recommends redesigning Rockville Pike (MD 355) as a multimodal boulevard with wide, continuous sidewalks and amenities such as benches, street trees, and bicycle parking. Additionally, this neighborhood plan recommends buildings be placed abutting new sidewalks. The recommendations in this plan contribute to creating a Rockville Pike corridor that is more pleasant and safe for pedestrian and bicycle modes of travel.

Town Center Master Plan (2001) –

Recommends safe, comfortable, wide sidewalks with primary building entrances at the sidewalks level. The recommendations are designed to encourage more pedestrian activity with not only people walking and rolling, but places to sit, eat, and patron local businesses. There are ongoing efforts by the City's Community Planning Division to update this plan.

Twinbrook Neighborhood Plan (2009) –

Recommends the completion of missing sidewalk segments in the neighborhood as a component of increasing safe walking and rolling to and from school.

[7] Rockville City Code of Ordinances, Chapter 25, Zoning Ordinance, Section 01.02.
[8] Rockville City Code of Ordinances, Chapter 25, Zoning Ordinance, Section 17.05.
[9] Rockville City Code of Ordinances, Chapter 25, Zoning Ordinance, Section 16.
[10] Rockville City Code of Ordinances, Chapter 21, Streets, Roads, Rights-of-Way, and Public Improvements, Article 2, Section 18.
[11] Rockville City Code of Ordinances, Chapter 21, Streets, Roads, Rights-of-Way, and Public Improvements, Article 4.
[12] Comprehensive Transportation Review, p. 11, 2018.
[13] Comprehensive Transportation Review, p. 15, 2018.

Chapter 5: Implementation And Funding

Pedestrian facilities will be added or improved as opportunities arise during road rehabilitation or construction projects, and Vision Zero or other traffic safety related projects. Pedestrian accommodation and improvements will be routinely considered in the planning phases of new public projects and private developments within the city. City staff should regularly revisit the action items in this plan to schedule near-term projects.

Some recommended facilities are complex and may take many years to implement, and some projects, such as sidewalks, may seem simple, but often require thorough review and feasibility assessments even before advancing to a design and construction phase. All projects will be considered as funds are made available and the appropriate assessments carried out.

Furthermore, many of the recommended policy and practice updates will require City staff and private development to consider additional pedestrian facilities and improvements to not only prioritize pedestrian travel, but also balance the needs of all roadway users. Comprehensively implementing these recommendations will be an iterative process, addressed one segment at a time while other maintenance or construction takes place.

City staff will notify civic associations and residents along the project alignment as Pedestrian Master Plan projects are funded and scheduled for implementation. This notification will include information about the project scope, location, proposed construction schedule, and contact information for responsible staff.

Section 5.1 – Public Involvement

While there is public support for pedestrian facilities and improvements across Rockville, implementation of individual projects will still require engagement with residents and the community. City staff will take certain actions to help guarantee that impacted residents, community associations, and other stakeholders are aware of pedestrian projects and have an opportunity to learn the details of project implementation and provide adequate input.

Whenever a proposed project includes one of the following actions, City staff will notify and engage the public:

1. Adding a sidewalk along a street where currently none exist.
2. Assessing the feasibility of a sidewalk that may include eliminating on-street parking or obtaining property easements.
3. Providing an enhanced pedestrian connection along roadways between a community and a destination

Prior to the implementation of a pedestrian project where one of the triggers is reached, the following actions will be taken:

1. All residents and businesses with frontage along the route, as well as neighborhood or

"I REPRESENT WHAT IS LEFT OF A VANISHING RACE, AND THAT IS THE PEDESTRIAN. THAT I AM STILL ABLE TO BE HERE, I OWE TO A KEEN EYE AND A NIMBLE PAIR OF LEGS."
– WILL ROGERS

other appropriate civic associations, are notified via direct mailing (which will also be posted on the City's website), and includes:

a. A description and schedule of the proposed project and how it fits into the city pedestrian network;
b. A map of the new facility where the applicable actions are proposed;
c. Name, email address, and phone number for a staff contact;
d. Date, time, and location of any meetings scheduled to discuss the facility; and
e. Estimated closing date of the public comment period.

2. Local citizen association representatives and RPAC are notified and invited to any meetings.
3. A public meeting is held to receive input and answer questions about the project. In addition to being identified in direct mailing, the date and location of the public meeting is published on the City's website.

Sidewalks are valuable amenities and oftentimes a necessity that extends beyond the immediate neighbors. New sidewalks benefit not only residents who live on the street with a sidewalk gap, but also residents and visitors in the surrounding area who will use the new sidewalk. However, residents often have concerns related to new sidewalks and initially oppose their construction. The public engagement process for sidewalk construction should better identify individual concerns and how they can be addressed through the design and construction process. Moreover, an improved engagement process should be reframed to identify the best approach for how a sidewalk should be built, not if a sidewalk should be built. This shift in perspective will be able to better meet the concerns of residents while also providing safe and comfortable pedestrian facilities.

Section 5.2 – Funding

For capital improvements and maintenance of pedestrian facilities, an adequate amount of funding needs to be available in the City's annual budget. Furthermore, the city works to identify new sources of funding to implement pedestrian projects and programs and seeks to maximize the amount of Federal, State, and private funding that can be leveraged by local dollars. The Capital Improvement Program (CIP) annually outlines important projects for each division within the city. DPW recommends projects each year to use its designated funding, which comes from capital funds, developers, speed cameras, and grants. Funding decisions will be made by the Mayor and Council as part of CIP and operating budgets through the annual budget process.

There are four general types of external funding sources: developer money, grants, county impact tax, and speed camera funds. Developer money comes through the Transportation Improvement program. When development or redevelopment projects result in at least 30 new trips, they are required to provide a Transportation Improvement Fee at the time of obtaining a building permit. These funds are used to improve multimodal facilities throughout the city and can be directed towards pedestrian-related projects.

A second source of external funding is grants from the State and Federal Government, regional entities, or private sources. Grant money is often highly competitive and securing funds generally requires dedicated time and effort on behalf of the city. Additionally, grant funding is usually directed toward specific types of projects or areas and not all grant opportunities are relevant for improving pedestrian transportation. Also, for many grant opportunities, it is necessary for the city to have completed certain milestones even before applying for the grant, this can include feasibility studies and 30% design of construction projects. It is important that grant opportunities and applicable projects are chosen strategically and consider a benefit-cost analysis, staff capacity for implementing a project if awarded, and ability to complete applications within an existing city work program.

A third source of funding comes from Montgomery County's Transportation Impact Tax. This tax is levied on city developers and is used towards transportation projects within city

limits. Those projects have been approved in advance through a memorandum of understanding between Montgomery County and the City of Rockville and include bus stop shelters, roadway extensions in Town Center, intersection improvements, and pedestrian safety and traffic improvements. The funds are collected and held by Montgomery County until the City of Rockville requests funds for specific projects. Once the request is approved, the City starts the project and submits reimbursement requests to the County.

Lastly, the RCPD has installed multiple traffic enforcement cameras throughout the city. Alongside review by RCPD, these cameras automatically issue citations to drivers who exceed the posted speed limit past a camera. The revenue generated from speed cameras is available to CIP projects and can be used to support safety-related projects.

Chapter 6: Maintenance

Maintaining sidewalks, shared use paths, and other pedestrian facilities in a state of good repair ensures that facilities remain safe and accessible for everyone across the city throughout the year. Funding for sustainable maintenance program is included in the city's operating budget. Repairs or temporary repairs to sidewalks and shared use paths are completed as soon as possible and bring the sidewalk or path back to a state of good repair. In the course of their work, Department of Public Works Operations and Maintenance staff also completed formal inspections to identify problem areas along sidewalks and shared-use paths. Additionally, City staff observe and report maintenance issues and regularly receive requests from residents and community members related to damaged sidewalks and shared use paths. As noted in action item #3, staff should take extra care to document these areas and ensure that they are promptly corrected.

Though the city has methods in place for

"ABOVE ALL, DO NOT LOSE YOUR DESIRE TO WALK."
– SOREN KIERKEGAARD

A pedestrian walk along a newly reconstructed sidewalk and curb ramp at Ritchie Parkway and Fleet Street.
Photo by City of Rockville.

regular maintenance, concerns about maintenance outside of the normal schedule should be reported by the general public. The public should feel empowered to alert the Department of Public Works when they notice problems as well, so City staff can act quickly on a solution. Concerns and questions should be submitted to the Department of Public Works, via the online "Report a Concern Form Center" on the city's website, or in any future system employed by the city that allows the public to directly report concerns. Upon receiving a public request, City staff refer resident requests for service to the appropriate city department in a timely manner.

In addition to pavement that needs repair, there are often obstructions that can prevent sidewalk access. These include refuse and recycling carts, delivery vehicles, and parked cars. While the sidewalk blockage may seem temporary, it can block a sidewalk from people who cannot easily navigate around the obstruction and are forced into the street. City departments and agencies such as the Rockville City Police Department, Parking Enforcement, Refuse and Recycling and Code Enforcement work with property owners to instruct and educate the best approaches for keeping the sidewalk clear, enforcing this when necessary. Often, property owners are unaware of accessibility and the impact of a temporary blockage on the sidewalk. Keeping sidewalks clear and accessible is a shared responsibility among City staff, residents, property owners, landlords, and management companies

Also, vegetation that encroaches over the sidewalks and shared use paths creates hazardous conditions for people walking and rolling by limiting sight distance, obstructing the pathway, and damaging the pavement surface. In many instances, if vegetation encroach upon a sidewalk is along a private property, it is incumbent upon the property owner to trim the vegetation. If it occurs along a shared use path along a public property, park, or trail, the City will take responsibility for the vegetation maintenance. DPW should continue to work with the City's Code Enforcement staff to quickly enforce the requirement that vegetation that abuts bikeways from a private property be adequately maintained by that private property owner.

Foliage and vegetation that grows over the sidewalk reduces its usable space and accessibility, especially for pedestrians using wheelchairs and pushing strollers.

Chapter 7: Conclusion and Next Steps

This Pedestrian Master Plan envisions all residents and visitors to Rockville to be able to safely, comfortably, and conveniently walk or roll throughout the City for any transportation need. It further aspires for a transportation network and built environment that support pedestrian travel and anticipate the needs and abilities of everyone walking and rolling.

The Goals of this Plan - Ensure Accessibility, Advance Equity, Increase Walking and Rolling, and Institutionalize Walking and Rolling - helped guide the Action Items. Implementation of these Specific Action Items (Appendix A) will help the City achieve this vision and meet these goals. In most cases, an action item will contribute to more than one plan goal.

Moving forward, the city should work to approve the updated policies and practices that are separate from, but recommended in this plan, including the Synthesis of Pedestrian Policies, the Complete Streets Policy, the Sidewalk Prioritization Policy, the Comprehensive Transportation Review, and the Guidelines for Neighborhood Traffic Management. The city should then work to develop new polices related to installing crosswalks, and enhance the sidewalk maintenance program.

Next, the city should continue to identify the next sidewalk gaps and shared use paths that should be included in the annual budget, develop a School Route Map for each of the city's public schools, and reference this document for additional pedestrian improvements as they relate to ongoing and future capital roadway projects and private development related improvements.

Additionally, the city should familiarize itself with the Pedestrian Priority Improvements and ensure that these priorities are considered in the annual budget and as part of private developments..

Lastly, residents, stakeholders, and visitors should continue to engage with the City and notify staff of potential walking and rolling improvements. RPAC, RBAC, and the TMC Commission meet regularly and provide a forum to not only learn about transportation projects and issues in the City, but also raise new concerns.

This plan lays the foundation for achieving this vision and the city will continue to improve walking and rolling for everyone in Rockville.

"WALKING MY DOGS TWICE A DAY PROVIDES ME WITH AN OPENING AND CLOSING OF MY DAY."
– PATRICK FABIAN

Action Item Summary Table

ACTION ITEM CATEGORY	#	SPECIFIC ACTION ITEM	PLAN GOAL
1) The City should update its policies that impact pedestrian transportation to better reflect the needs and concerns of people walking and rolling and to encourage more walking and rolling in Rockville.	1a	The specific policies and guidance provided in the Synthesis of Pedestrian Policies should be updated and incorporated into the relevant approved documents or City Code, if not already included.	1 2 3 4
	1b	The Complete Streets Policy should be updated to reflect contemporary multimodal practices to advance walking, rolling, bicycling, and driving on all City Streets.	1 2 3 4
	1c	The Sidewalk Prioritization Policy should be updated to include more pedestrian trip generators, and better reflect pedestrian needs in neighborhoods in Rockville.	1 3
	1d	The Guidelines for Neighborhood Traffic Management should be revised so that the thresholds necessary to justify a traffic management plan are more reflective of the concerns raised by the community and can be applied to more streets in Rockville.	2 3
	1e	The CTR should be updated to better implement the goals of this Plan and to provide better guidance for development applicants to improve pedestrian facilities as part of development projects and mitigation requirements.	1 2 3 4
	1f	The City of Rockville should continue to support the County's Safe Routes to School program by supporting Walk, Roll, and Bike to school events, preparing new School Route Plan Maps for all schools within Rockville, and by providing the recommended pedestrian facilities along school routes on city-maintained roadways and intersections.	1 2 3 4
2) The city should continue to coordinate with the State as it relates to maintaining and improving state roadways in Rockville.	2a	The City should advocate to the Maryland Legislature to revise the Maryland Transportation Code to clearly indicate that the state is responsible for maintaining all facilities in the state's right-of-way, including sidewalks.	1 3 4
	2b	The city should support efforts to revise the Maryland Transportation Code clarifying that drivers, bicyclists, and scooter riders are required to yield the right-of-way to pedestrians on shared streets. Further, motorists should be required to yield to bicyclist and scooter riders as well in shared roadways.	1 4
	2c	The city should encourage the state to better link vehicle registration fees to vehicle weights/types.	2 4
	2d	The City should support efforts to change the existing contributory negligence laws at the state level to comparative negligence.	2 4
3) The City should improve and continue to carry out its sidewalk maintenance program to ensure access for all pedestrians.	3a	The City shall develop a process to better inventory, assess, and repair all city-maintained sidewalks and shared-use paths.	1 2 4
	3b	The City should continue to regularly submit and follow up on sidewalk maintenance requests with MDOT SHA and help facilitate sidewalk maintenance requests on behalf of residents.	1 2 4
	3c	Prior to receiving a permit, contractors shall continue to submit and receive approval for temporary traffic control plans including appropriate detour plans that specifically identifies how impacts on pedestrian (and bicycle) travel are being minimized.	1 2 4
	3d	The City should analyze the snow clearance procedures for all trails, shared use paths, and sidewalks on City properties to ensure that clearance efforts are consistently applied throughout the City.	1 2 4

Action Item Summary Table continued

ACTION ITEM CATEGORY	#	SPECIFIC ACTION ITEM	PLAN GOAL
4) The City shall carry out ongoing pedestrian priority improvements throughout the City to help make walking and rolling a safer, more convenient, and more desirable mode of transportation.	4a	The City shall develop and implement an ongoing Pedestrian Intersection Audit program to identify intersections and construct specific roadway improvements to enhance the pedestrian experience.	1 3 4
	4b	Development and redevelopment applications located in the transportation-oriented areas shown in the CTR shall also consider the above listed intersection improvements and construct improvements as necessary, especially for intersections near land uses the encourage pedestrian activity.	1 3 4
5) Sidewalks, pathways, and pedestrian transportation facilities shall be designed to accommodate all people, encourage safe walking and rolling, and provide access throughout the City.	5a	Sidewalks should be provided on both sides of all streets within the City of Rockville.	1 2 3 4
	5b	The City shall investigate how many sidewalk gaps are feasible to construct and how many miles that represents in Rockville.	1 3
	5c	Roadway standards shall be updated to provide minimum five-foot-wide sidewalks on arterial, industrial and residential streets, and minimum ten-foot-wide sidewalks on business district streets.	1 4
	5d	At the time of development or redevelopment, the City shall obtain all necessary right-of-way as recommended in the Comprehensive Plan: Rockville 2040, the Bikeway Master Plan, this Pedestrian Master Plan, Neighborhood Plan, or as necessary to construct roadways that meet the City's standards, with sidewalks, shared use paths, or other recommended facilities, as appropriate and consistent with state law.	1 3 4
	5e	The City shall update the standards and details to add a new design standard for perpendicular ramps that align with crosswalks and meet ADA Accessibility Guidelines. Furthermore, existing curb ramps that are not perpendicular, and are part of a development or redevelopment, whether internal to the site, or fronting on the public right-of-way, should be rebuilt as perpendicular curb ramps.	1 2 4
	5f	If a sidewalk is alongside a public street, the sidewalk shall also be a public sidewalk.	1 2 4
	5g	When permitted, private sidewalks on private streets should have a public access easement and should follow the same standards for sidewalks that public sidewalks would follow, consistent with Chapter 21 of the City Code.	1 2 4
6) Shared use paths shall be built throughout the City to supplement the sidewalk network to provide additional safe and convenient pedestrian routes.	6a	The City should evaluate the feasibility of the Pedestrian Master Plan proposed shared use paths and advance shared use path projects that are deemed feasible.	1 3
	6b	Shared use paths should be designed following best practices as recommended by AASHTO design guidelines or other recognized manuals.	1 3
	6c	Shared use paths shall be considered along all arterial roadways in the City and the land necessary shall be dedicated or the shared use path shall be built, if deemed feasible.	1 4

Action Item Summary Table continued

ACTION ITEM CATEGORY	#	SPECIFIC ACTION ITEM	PLAN GOAL
7) The City shall strive to increase the number of pedestrian connections throughout Rockville to provide more convenient pedestrian access.	7a	New development and redevelopment projects shall provide pedestrian connections to adjacent properties. If a complete connection cannot be completed at the time of the new development's construction, the land necessary to build a connection shall be provided as an easement or as public right-of-way.	3 4
	7b	All developments and redevelopments shall provide a direct and separate pedestrian route from the public right-of-way to the main entrance or entrances of a development.	1 2 3 4
8) The City should provide marked crosswalks to proactively and equitably throughout Rockville, as appropriate.	8a	The City shall develop new guidelines for the location and design of marked crosswalks and ancillary improvements in the right-of-way or on private property.	1 4
	8b	Development and redevelopment applications, and the City should follow the crosswalk guidance at all intersections that are newly constructed or modified as part of the development process.	1 4
9) The City shall balance the use of public space between the curb and building front to benefit pedestrian travel and activity in the community.	9a	All pedestrian spaces in the City of Rockville shall have a minimum of five-feet clear space for pedestrian circulation, unless a wider clear space has been approved through roadway, such as along business district streets, which require a minimum of ten-feet of pedestrian clear space.	1 3 4
	9b	The City shall identify locations for and provide on-street parking corrals for dockless rideshare vehicles such as shared e-scooters and e-bikes.	1
	9c	The City should encourage MCDOT to adopt a "lock-to" requirement, which requires dockless rideshare vehicles such as shared e-scooters and e-bikes to be locked to bicycle racks or other permanent structures outside the pedestrian walkway, or require that these vehicles be parked in specific geo-fenced areas.	1
10) Street trees should be included as components of a comprehensive pedestrian network.	10a	The standard for street tree planting shall be updated to add shared use paths, to ensure that street trees are provided along most pedestrian pathways.	3 4
	10b	If a tree prevents a direct sidewalk from being constructed, the City should seek more creative options to save certain trees when sidewalks are proposed, if feasible. The City should also consider replanting a new tree in a nearby location or using materials and engineering practices that will not impact the tree roots at the recommendation of the City Forester.	1 3 4