

# Attachment A

Ordinance No.: \_\_\_\_\_  
Subdivision Regulation Amendment No.: 26-xx  
Concerning: Technical Review, Streets and Roads  
– Design Standards  
Revised: \_\_\_\_\_ Draft No.: \_\_\_\_\_  
Introduced: \_\_\_\_\_  
Public Hearing: \_\_\_\_\_  
Adopted: \_\_\_\_\_  
Effective: \_\_\_\_\_

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

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Lead Sponsor: Councilmember \_\_\_\_\_  
Co-Sponsors: Councilmembers \_\_\_\_\_

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**AN AMENDMENT to:**

- (1) Add the Growth Corridor Boulevard street type, and remove the Parkway street type from the intersections and protected crossings target standards,
- (2) Remove the horizontal alignment standards for public and private roads; and
- (3) Generally amend the standards for roads.

By amending:

Montgomery County Code  
Chapter 50           “Subdivision of Land”  
Division 50.4.       “Preliminary Plan”  
Section 50.4.3.      “Technical Review”

**EXPLANATION:** **Boldface** indicates a Heading or a defined term.  
Underlining indicates text that is added to existing law by the original text amendment.  
**[Single boldface brackets]** indicate text that is deleted from existing law by original text amendment.  
Double underlining indicates text that is added to the text amendment by amendment.  
**[[Double boldface brackets]]** indicate text that is deleted from the text amendment by amendment.  
\* \* \* indicates existing law unaffected by the text amendment.

ORDINANCE

*The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following ordinance:*

**Sec. 1. Chapter 50 is amended as follows:**

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**Division 50.4. Preliminary Plans**

\* \* \*

**Section 4.3. Technical Review**

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**E. Roads**

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**2. Design Standards**

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**f. Intersection**

i. Roads must be laid out to intersect as nearly as possible at right angles. The Board must not approve a proposed intersection of new roads at an angle of less than 70 degrees.

ii. The distance between proposed road intersections, excluding alleys and driveways, must be spaced as shown in the table below, as measured from the centerline of the intersections. When the Board finds that a greater or lesser distance is appropriate, the Board may specify a greater or lesser distance than otherwise required after considering the recommendation of the transportation agency responsible for maintaining the road. On streets with operating speeds of 30 mph or higher, protected crossings shall be included, as defined in [Chapter 49](#) of the County Code. Protected crossings include HAWK signals, all-way stop controlled intersections, or grade-separated crossings.

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Protected crossing spacing targets are shown in the table below, as measured from the centerline of the intersections. Engineering judgement is needed to determine the ultimate placement and spacing between signals, with a focus on sight lines, road safety, location of trip generators, bus stops, and prevalent crossing patterns. Where ranges are provided, the lower end of the range is recommended in commercial areas, on BRT corridors, and near schools (or similar destinations).

<b>Road Classification</b>	<b>Locale</b>	<b>Distance Between Intersections (FT)</b>	<b>Maximum Protected Crossing Spacing Targets (FT)</b>
Neighborhood Street and Neighborhood Yield Street	All	200	N/A
Connectors, Neighborhood and Area	Downtown and Town Center	300	600
	Suburban	400 – 600	600 – 1,200
	Country	400 – 800	600 – 1,200
Industrial	All	400	800
Country Road	All	400	1,300 – 2,700
Country Connector	All	800	1,300 – 2,700
Downtown Boulevard	All	400	400
Town Center Boulevard	All	600	600
Boulevard	All	800	800 – 1,000
Downtown Street	All	400	400

Town Center Street	All	400	400
<u>Growth Corridor Boulevard</u>	<u>All</u>	<u>600</u>	<u>600</u>
Controlled Major Highway	All	1,000*	1,300
[Parkway]	[All]	[800*]	[800]

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g. *Horizontal alignment.* [In all] All public and private [residential streets and culs-de-sac, the alignment] Neighborhood Connectors, Neighborhood Streets and Neighborhood Yield Streets must be designed to meet the standards in the most current version of the American Association of State and Highway Transportation Officials publication of A Policy on Geometric Design of Highways and Streets unless the Planning Board and the Director of MCDOT agree that another standard is more appropriate. [so that all deflections in horizontal alignment are accomplished through segments of circular curves properly incorporated into the design. The minimum permitted centerline radii must be:]

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[i. Neighborhood Connectors . . . . . 300 feet

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ii. Neighborhood Streets and Neighborhood Yield Streets more than 500 feet in length . . . . 150 feet

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iii. Neighborhood Streets and Neighborhood Yield Streets less than 500 feet in length . . . . . 100 feet]

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[The Board must specify greater radii when safety requires. A tangent at least 100 feet long must be used between two reverse curves, except in a Neighborhood Street or a Neighborhood Yield Street. The Board

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This is a correct copy of Council action.

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Sara R. Tenenbaum  
Clerk of the Council