

MONITORING THE VISION



A biennial monitoring program led by the Montgomery County Planning Department will track how well the vision of the plan is being fulfilled through the goals and objectives, and enable transparency and accountability in plan implementation. The monitoring template in this section reflects each of the plan's objectives and includes target values for the plan to achieve at several points over the life of the plan. The report will be reviewed by the Planning Board and approved by the County Council.

A template for a detailed biennial monitoring report is provided in Appendix A.

OBJECTIVE	METRIC		EXIST- ING (2018)	FUND- ED	HIGH PRIOR- ITY	TIER 1	TIER 2	TIER 3	TIER 4	BUILD OUT
GOAL 1: INCREASE BICYCLING RATES IN MONTGOMERY COUNTY										
1.1	Percentage of residents who commute by bicycle.		0.75% (2017)	0.75% (2017)	1%	3%	4%	6%	8%	12%
1.2	Bicycling Rates to Transportation Management Districts	Bethesda	0.7%	Data Not Yet Surveyed						
		Friendship Heights	1.4%							
		North Bethesda	1.0%							
		Shady Grove	1.5%							
		Silver Spring	1.4%							
		White Oak	N/A							
1.3	Bicycling Rates to Transit	Red Line	1.6% (2016)	1.6% (2016)	2%	4%	6%	8%	10%	15%
		Brunswick Line	TBD							
		Purple Line (planned)	TBD							
		Corridor Cities Transitway (planned)	TBD							
1.4	Bicycling Rates at Public Schools	Elementary Schools	Data Not Yet Surveyed							
		Middle Schools								
		High Schools								
GOAL 2: CREATE A HIGHLY-CONNECTED, CONVENIENT AND LOW-STRESS BICYCLING NETWORK										
2.1	Countywide Connectivity		16%	N/A	20%	30%	40%	50%	50%	80%
2.2	Connectivity to Transit Stations	Red Line	10%	15%	20%	35%	55%	60%	65%	80%
		Brunswick Line	14%	25%	30%	35%	60%	60%	65%	80%
		Purple Line	4%	10%	20%	30%	60%	70%	70%	75%
		Corridor Cities Transitway	0%	0%	0%	35%	40%	40%	40%	75%

Objective	Metric		Exist- ing (2018)	Fund- ed	High Prior- ity	Tier 1	Tier 2	Tier 3	Tier 4	Build Out
2.3	Connectivity to Public Schools	Elementary Schools	38%	40%	40%	40%	45%	45%	45%	60%
		Middle Schools	25%	25%	25%	30%	30%	35%	35%	55%
		High Schools	12%	15%	15%	15%	20%	20%	25%	35%
2.4	Connectivity to Public Facilities	Public Libraries	8%	10%	15%	20%	40%	50%	55%	85%
		Recreation Centers	15%	15%	20%	25%	30%	35%	40%	70%
		Recreational and Regional Parks	28%	30%	30%	30%	35%	45%	50%	75%
2.5	Rail Stations with Bicycle Parking Stations	Red Line	0	0	0	4	8	11	11	11
		MARC Brunswick Line	0	0	0	2	4	5	5	5
		Purple Line	0	0	0	2	5	7	7	7
		Corridor Cities Transitway	0	0	0	0	3	3	3	3
2.6	Sufficient Bicycle Parking at Public Schools	Elementary Schools	0%	N/A	N/A	N/A	100%	100%	100%	100%
		Middle Schools	0%	N/A	N/A	N/A	100%	100%	100%	100%
		High Schools	0%	N/A	N/A	N/A	100%	100%	100%	100%
2.7	Sufficient Bicycle Parking in Bicycle and Pedestrian Priority Areas		15%	15%	20%	30%	40%	50%	60%	80%
2.8	Sufficient Bicycle Parking at Public Facilities	Public Libraries	11%	11%	50%	100%	100%	100%	100%	100%
		Recreation Centers	15%	15%	50%	100%	100%	100%	100%	100%
Goal 3: Provide Equal Access to Low-Stress Bicycling for All Members of the Community										
3.1	Connectivity to Low Income Areas		57%	N/A	70%	80%	85%	85%	85%	85%
Goal 4: Improve the Safety of Bicycling										
4.1	The number of bicycling fatalities and serious injuries per year.		12 (2017)	0 by 2030 (per Vision Zero Action Plan)						

