The county’s first Pedestrian Master Plan aims to make walking and rolling safer, more comfortable, more convenient and more accessible for pedestrians of all ages and abilities in all parts of the county.

Walking should be the preferred means of travel for all trips within a short distance, and accessibility for persons with disabilities must be paramount.

Walking and rolling on a mobility scooter or wheelchair should be **comfortable, convenient, safe** and **direct**.
### Timeline

<table>
<thead>
<tr>
<th>Date Range</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 5, 2019</td>
<td>Scope of Work Approved</td>
</tr>
<tr>
<td>September 2019 – January 2020</td>
<td>Existing Conditions Analysis</td>
</tr>
<tr>
<td>October 2019 – October 2020</td>
<td>Infrastructure Prioritization</td>
</tr>
<tr>
<td>January 2020 – October 2020</td>
<td>Design / Policy / Programming Recommendation Development</td>
</tr>
<tr>
<td>August 2020</td>
<td>Prioritization / Recommendations Public Meetings</td>
</tr>
<tr>
<td>November 2020 – May 2021</td>
<td>Public Hearing / Work Sessions / Planning Board Adoption</td>
</tr>
<tr>
<td>June 2021 – January 2022</td>
<td>County Council Public Hearing / Work Sessions / Plan Approval</td>
</tr>
</tbody>
</table>
#WalkingHere

Share your walk story with us
- Using social media (#walkinghere)
- Through the webform on the project website
- With a comment card

Answer one of these questions with your photo, video or comment:
- #WalkingHere is hard because ______________.
- #WalkingHere feels unsafe because ______________.
- #WalkingHere is easy because ________________.
- I love #WalkingHere because ________________.
- #WalkingHere could be better if _______________.

Montgomeryplanning.org/walkinghere

Montgomery Planning
We’re Walking and Rolling Here!

Census data doesn’t tell us everything, but it says a lot!

In some parts of the county, more than ten percent of residents walk or roll to work.

Bus riders begin and end their trips as pedestrians. In some places, 25 percent or more of people either walk/roll or take the bus to work.

When Metro riders are added to the equation, there are places in Montgomery County where nearly 60 percent are pedestrians as part of their trip to work!

Available information does not include school-age pedestrians, people who do not work, or non-commute trips of any kind so the percentage of daily pedestrian trips is even higher!

In parts of Montgomery County, upwards of 30 percent of households do not own a car!

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Black or African American pedestrians and Hispanic pedestrians are much likely to be killed than white pedestrians – nearly 2x and 3x more likely respectively.  

Pedestrian safety is an equity issue.

Most fatal pedestrian collisions happen at night. Pedestrians are also more likely than bicyclists or people in motor vehicles to be seriously injured when it is dark outside.  

Lighting is a pedestrian safety issue.

Roads with 35-40mph speed limits only make up 13 percent of roadway miles in Montgomery County, but 48 percent of severe and fatal collisions. Hit at 40mph, there is a 77 percent chance a pedestrian will have a severe or fatal injury. Faster driving generally makes everyone less safe.  

Speed is a pedestrian safety issue.
Pedestrian Level of Comfort

Montgomery Planning has developed a tool to measure pedestrian comfort along all pathways and crossings countywide.

**Very Comfortable:** Using the pathway or crossing is an enjoyable experience for people of all ages and abilities. It meets current design standards and is in good condition.

**Somewhat Comfortable:** Using the pathway or crossing is generally an enjoyable experience for people of all ages and abilities. At some point, it may make sense to upgrade the pathway to meet current design standards.

**Uncomfortable:** Using the pathway or crossing is not a pleasant experience for most people due to vehicle speed, narrow buffers from traffic and / or narrow sidewalks. These issues should be addressed to improve comfort.

**Unacceptable:** Using the pathway or crossing is challenging for everyone. Basic elements like sidewalks may be missing completely or too narrow to be useful and pedestrians may be traveling very close to fast moving traffic. At crossings, streets may be several lanes wide, and crosswalk markings may be missing. These issues should be urgently addressed to improve comfort.

How Variables Affect Scoring

- **Pathway Width:** Wider in Very Comfortable, Narrower in Unacceptable
- **Buffer from Traffic:** Wider in Very Comfortable, Narrower in Unacceptable
- **Lanes to Cross:** Fewer in Very Comfortable, More in Unacceptable
- **Traffic Speed:** Slower in Very Comfortable, Faster in Unacceptable
- **Crosswalk Markings:** Easy to See in Very Comfortable, None in Unacceptable
- **Median Islands:** Substantial in Very Comfortable, None in Unacceptable

Montgomeryplanning.org/walkinghere

Montgomery County’s Pedestrian Plan
1) What is the Pedestrian Plan?
2) Why Now?
3) Happening Now
4) What’s Next?
5) Community Engagement
6) Plan Schedule
7) Open House Stations
1) What is the Pedestrian Plan?

The county’s first Pedestrian Master Plan will make walking and rolling safer, more comfortable, more convenient and more accessible for pedestrians of all ages and abilities in all parts of the county to get where they want to go.
1) What is the Pedestrian Plan?

This is not just a plan for sidewalks.
1) What is the Pedestrian Plan?

Montgomery Planning

SHA

Montgomery Parks

DPS
2) Why Now?
2) Why Now?

The county has never planned for pedestrians and it shows.
2) Why Now?

We have a lot of pedestrians here.
2) Why Now?

Improving the pedestrian environment is good for:
• Health
• Environment/Climate
• Equity
• Community connections
• Economy
• Convenience
3) Happening Now

- Identify Best Practices
- Evaluate Existing Conditions/Perceptions
Identify Best Practices

- What are other counties, cities, states doing as part of similar plans?
  - Planning Process
  - Recommendations
  - Engagement Strategies

- What can we learn?
What is the pedestrian environment like today in Montgomery County?
- Pedestrian Level of Comfort
- Crash Analysis
- Countywide Survey
Pedestrian Level of Comfort
Forest Glen/Montgomery Hills
Existing Park Access
Evaluate Existing Conditions/Perceptions

- What is the pedestrian environment like today in Montgomery County?
- Pedestrian Level of Comfort
- Crash Analysis
- Countywide Survey
4) What’s Next?

• Prioritizing New/Improved Pathways and Crossings
• Recommendations
  • Pedestrian-forward design
  • Policy
  • Programming
Prioritizing New/Improved Pathways and Crossings

• What pedestrian pathways and crossings are the most important to construct or improve?
• What factors should guide prioritization?
Pedestrian-Forward Design Recommendations

- Develop design and traffic operations approaches that support pedestrians related to:
  - Traffic-calming
  - Accessibility
  - Signal timing
  - Materials selection
  - Others
Policy Recommendations

• Work closely with County agencies to identify existing regulations/policies that affect pedestrians
• Recommend and adopt new/improved policies
Programming Recommendations

- Catalog existing pedestrian programming
- Recommend new programming, potentially including:
  - Traffic safety
  - Wayfinding
  - ADA compliance for businesses
5) Community Engagement

- Website / e-Newsletter
- Community Advisory Group
- #WalkingHere
Sign up for e-letter to stay informed.

Montgomeryplanning.org/walkinghere
Community Advisory Group

- Provide feedback on recommendations
- Application posted online in November
#WalkingHere

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## 6) Plan Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>0: Outreach and Engagement</td>
<td>Ongoing</td>
</tr>
<tr>
<td>1: Planning Board Approved Scope of Work</td>
<td>September 2019</td>
</tr>
<tr>
<td>2: Identify Pedestrian Master Plan Best Practices</td>
<td>October 2019</td>
</tr>
<tr>
<td>3: Existing Conditions and Perceptions</td>
<td>January 2020</td>
</tr>
<tr>
<td>4: Pedestrian Infrastructure Prioritization</td>
<td>October 2020</td>
</tr>
<tr>
<td>5: Progressive Pedestrian Design Toolkit</td>
<td>October 2020</td>
</tr>
<tr>
<td>6: Pedestrian-Supportive Policies</td>
<td>October 2020</td>
</tr>
<tr>
<td>7: Pedestrian-Supportive Programming</td>
<td>October 2020</td>
</tr>
<tr>
<td>8: Planning Board Draft Plan</td>
<td>May 2021</td>
</tr>
<tr>
<td>9: Council Review and Approval</td>
<td>After June 2021</td>
</tr>
</tbody>
</table>
7) Open House Stations

- Timeline/Project Purpose
- Existing Conditions
- Pedestrian Level of Comfort Video Map
- Clothesline Comments
- #WalkingHere Slideshow
Thank You!

Eli Glazier
eli.glazier@montgomeryplanning.org
Olney Area Pedestrian Collisions (January 2015 - June 2019)