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 ______________.
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!

Pedestrian Safety

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 Safety

Collisions Occurring between Dusk and Dawn Countywide

Montgomeryplanning.org/walkinghere

Montgomery County’s Pedestrian Plan

Montgomeryplanning.org/walkinghere
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**

- **Very Comfortable**
  - Pathway Width: Wider
  - Buffer from Traffic: Wider
  - Lanes to Cross: Fewer
  - Traffic Speed: Slower
  - Crosswalk Markings: Non-existent
  - Median Islands: Substantial

- **Unacceptable**
  - Pathway Width: Narrower
  - Buffer from Traffic: Narrower
  - Lanes to Cross: More
  - Traffic Speed: Faster
  - Crosswalk Markings: Non-existent
  - Median Islands: None
Silver Spring Kickoff Meeting
October 21, 2019

Eli Glazier
eli.glazier@montgomeryplanning.org
Agenda

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

All trips within a short distance should be realistic pedestrian trips.
1) What is the Pedestrian Plan?

This is not just a plan for sidewalks.
1) What is the Pedestrian Plan?
1) What is the Pedestrian Plan?
2) Why Now?
The county has never planned for pedestrians and it shows.
2) Why Now?

We have a lot of pedestrians here.
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?
Evaluate Existing Conditions/Perceptions

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

Mcatlas.org/pedplan
Forest Glen/Montgomery Hills
Existing Park Access

1/2 Mile Pedestrian Access to Nearby Parks
- Park Access Points
- Master Plan Boundary
- Study Area Boundary
- Not Accessible
- Existing Comfortable Walkshed
- Longterm Comfortable Walkshed
- Longterm Improvements

Forest Glen/Montgomery Hills
Existing Park Access
Forest Glen/Montgomery Hills
Improved Park Access

1/2 Mile Pedestrian Access to Nearby Parks
- Park Access Points
- Master Plan Boundary
- Study Area Boundary
- Not Accessible
- Existing Comfortable Walkshed
- Longterm Comfortable Walkshed
- Longterm Improvements
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) 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>
6) 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

• Share your walk story with us
• Using social media (#walkinghere)
• Through the project website form
• 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 ____________
7) Open House Stations

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

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