Goal: Create a Comfortable, Connected, Convenient Pedestrian Network in Montgomery County

Objective	Metric	Data Source	Notes
Implement TBD # of pedestrian-forward improvements annually	- # of intersections with shortened signal cycles annually - # of intersections upgraded to best practices lighting - # of midblock crossings installed -# of curb extensions installed -TBD additional improvements	MCDOT Asset Management	A "pedestrian-forward" improvement is any one of the improvements identified in the metric.
Increase the percent of the walking network that is comfortable to TBD %	Pedestrian Level of Comfort	Pedestrian Level of Comfort	
Increase tree canopy along pedestrian pathways by TBD % annually	# of trees planted along pedestrian pathways each year	MCDOT Asset Management	
On priority corridors, increase the amount of public seating by TBD % annually	# of seats constructed along pedestrian pathways annually	MCDOT Asset Management	
Remove TBD # of obstructions from pedestrian pathways annually	# of obstructions removed from pedestrian pathways annually	MCDOT Asset Management	
TBD % of sidewalks and crossings in poor repair will be improved annually	Number of deficient sidewalks and crossings improved	MCDOT Asset Management	
TBD % of potential pedestrian trips are able to be accomplished on a comfortable pedestrian network (in total, to school, to transit, to park entrances and public spaces, to libraries, to recreation centers, to grocery stores)	Number of possible comfortable pedestrian trips to different destination types	Pedestrian Level of Comfort	

Goal: Build an Equitable and Just Pedestrian Network

Objective	Metric	Data Source	Notes
All pedestrian pathways and crossings that are comfortable will be accessible.	Ratio of accessible pathways to comfortable pathways	Pedestrian Level of Comfort	
Conduct TBD # of mobility and orientation specialist sessions annually for those unable to afford them	Number of mobility and orientation specialist sessions conducted	Commission on People with Disabilities Data	
The % of fatal and severe injury pedestrian crashes in [equity areas] should be the same or less than the County overall.	Number of pedestrian fatalities and serious injuries in equity areas compared to the county as a whole as a function of roadway miles	County Statistics Department Crash Data	
The ratio of potential pedestrian trips that can be made on a comfortable pedestrian network in [equity areas] will be the same or greater than the County overall.	Ratio of comfortable pathways in equity areas compared to the county as a whole	Pedestrian Level of Comfort	

Goal: Increase Walking Rates in Montgomery County

Objective	Metric	Data Source	Notes
TBD % of all trips will be accomplished by walking	Number of walking trips as a percentage of total trips	-Household Travel Survey (As available) -Pedestrian Plan Survey (conducted every X years)	
TBD % of commute trips will be accomplished by walking and/or transit	Number of walking/transit trips as a percentage of total trips	American Community Survey (As available)	Transit trips include walking to the bus or to the train, but the data also include trips involving driving (transit users parking at a transit station or getting dropped off). In this way, viewing transit trips all as walking trips will overestimate walking trips.
TBD % of people walking to access rail stations during the AM peak	Number of people arriving at heavy and commuter rail stations on foot	WMATA/MTA Survey	We will coordinate with WMATA and MTA on this.
TBD % of public elementary school students will walk to school	Number of elementary school students walking to school	Student Travel Tally (Conducted annually)	Based on context, different elementary schools will have different targets.
TBD % of public high school students will walk to school	Number of high school students walking to school	Student Travel Tally (Conducted annually)	Based on context, different high schools will have different targets.
TBD % of public middle school students will walk to school	Number of middle school students walking to school	Student Travel Tally (Conducted annually)	Based on context, different middle schools will have different targets.

Goal: Enhance Pedestrian Safety in Montgomery County

Objective	Metric	Data Source	Notes
By 2030, eliminate pedestrian fatalities and serious injuries.	Number of pedestrian fatalities and serious injuries	County Statistics Department Crash Data	
TBD % of respondents perceive the pedestrian environment as safe	Number of respondents indicating the pedestrian environment is safe	Pedestrian Plan Survey (Conducted every X years)	
The number of expected crashes should be reduced by TBD % annually.	The number of expected crashes	Predictive Safety Analysis	The predictive safety analysis will identify an expected number of crashes at each intersection and street segment in Montgomery County. Implementing countermeasures with identified crash reduction factors will reduce the expected number of crashes at these locations by a certain amount depending on the countermeasure deployed. Year over year, the change in total expected crashes is what will be conveyed in this objective.