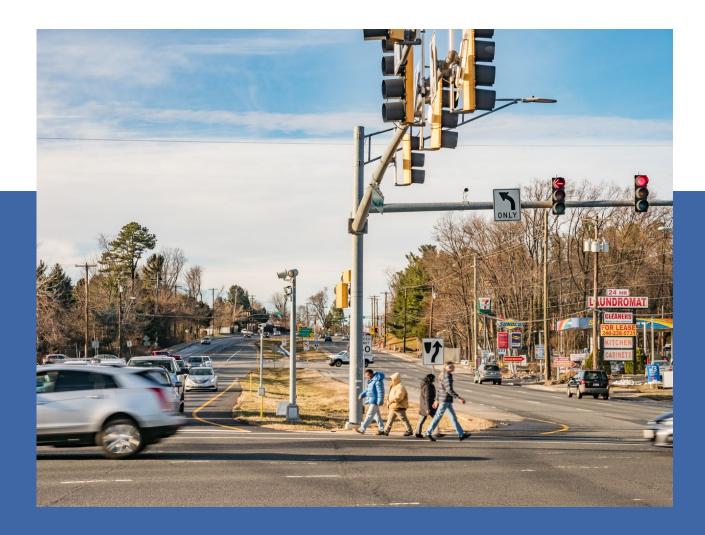
™ Montgomery Planning

PEDESTRIAN MASTER PLAN PROGRESS BRIEFING



Description

Planning staff will brief the Planning Board on the Pedestrian Master Plan process and explain the elements of the plan's forthcoming working draft.



Eli Glazier, Project Lead, Countywide Planning and Policy Division <u>Eli.Glazier@montgomeryplanning.org</u>, 301-495-4548



David Anspacher, Planning Supervisor, Countywide Planning and Policy Division David.Anspacher@montgomeryplanning.org, 301-495-2191



Jason Sartori, Division Chief, Countywide Planning and Policy Division <u>Jason.Sartori@montgomeryplanning.org</u>, 301-495-2172

MASTER PLAN INFORMATION

Lead Planner/Staff Contact

Eli Glazier Eli.Glazier@montgomeryplanning.org 301-495-4548

Planning Division

Countywide Planning and Policy

Report Date

January 26, 2023

Planning Board Information

МСРВ

Item No. 9

02-02-2023



This document contains the following information:

- A list of major milestones and links to more detailed information
- An outline of the Pedestrian Master Plan working draft document
- Project next steps
- Attachments including:
 - Pedestrian Master Plan Engagement Overview

INTRODUCTION

The Pedestrian Master Plan is Montgomery Planning's first comprehensive vision to create safer, more comfortable experiences walking or rolling around the county, and to make getting around more convenient and accessible for every pedestrian.

Pedestrian comfort walking or rolling (with a mobility device) in Montgomery County can vary greatly depending on where you are. Some roads and intersections are safer and more accessible than others. To ensure a less stressful traveling experience, the county recommended the Planning Department put together a master plan to address the issues all pedestrians face in Montgomery County.

Since work began on the Pedestrian Master Plan in fall 2019, Montgomery Planning has held numerous in-person and virtual community engagement events and activities, designed and distributed a survey to 60,000 households, and collected and analyzed commute and crash data to have a deeper understanding of the issues important to pedestrians of all backgrounds, ages, and types of mobility.

The Pedestrian Master Plan provides detailed, actionable recommendations in line with national and international best practices to improve the pedestrian experience, from more and better places to cross the street to a data-driven, equity-focused approach to identifying the county's future pedestrian/bicycle capital investments. The plan vision is supported by four goals:

- Increase walking rates and pedestrian satisfaction
- Create a comfortable, connected, convenient pedestrian network
- Enhance pedestrian safety
- Build an equitable and just pedestrian network

This briefing will provide an overview of the Pedestrian Master Plan process, including opportunities to learn more about project milestones and deliverables. Additionally, the briefing will explain the elements of the plan's forthcoming working draft.

Attachment A highlights the diverse and innovative engagement the project team pursued over the course of the master plan process.

PLAN MILESTONES

The table below identifies when major project milestones occurred. It also provides additional resources to learn more about those milestones, as well as the Planning Board discussion about the milestone if applicable.

Date	Milestone	Additional Information
9/5/2019	Scope of Work Approved	Staff Report Planning Board Item (Starts at 3:46)
12/19/2019	Kickoff Meeting Review and Approval of Community Advisory Group	Staff Report Planning Board Item (Starts at 1:38)
3/18/2021	Countywide Pedestrian Survey Published	Staff Report Planning Board Item (Starts at 1:31) Overview Full Survey Report
9/28/2021	Pedestrian Audit Toolkit Released	Toolkit Training Presentation Training Recording
3/31/2022	Existing Conditions Report Published	Staff Report Planning Board Item (Starts at 3:28) Existing Conditions Report
9/22/2022	Draft Design, Policy, and Programming Recommendations Briefing	Staff Report Planning Board Item (Starts at 1:14)

PLAN WORKING DRAFT OUTLINE

The Pedestrian Master Plan Working Draft will contain the following elements:

- 1) Executive Summary
- 2) Introduction
- 3) Racial Equity and Social Justice Statement
- 4) Vision and Goals
- 5) Existing Conditions
- 6) Recommendations
 - a. Design, Policy, and Programming
 - b. Bicycle and Pedestrian Priority Area Prioritization
 - c. Complete Streets Design Guide Area Type Designations
 - d. Pedestrian Infrastructure
 - i. Pedestrian Shortcuts
 - ii. Country Sidepaths
- 7) Implementation
- 8) Monitoring
- 9) Glossary
- 10) Appendices
 - a. Engagement
 - b. Design Toolkit
 - c. Student Travel Tally
 - d. Pedestrian Level of Comfort Methodology
 - e. Comfortable Connectivity Scores and Walksheds
 - f. Prioritization Methodology
 - g. Pedestrian Shortcut Methodology

NEXT STEPS

On February 9, 2023, Planning Staff will:

- Present the Pedestrian Master Plan Working Draft to the Planning Board.
- Ask the Planning Board to set a public hearing.

ATTACHMENTS

Attachment A: Pedestrian Master Plan Engagement Overview



MONTGOMERY COUNTY'S
PEDESTRIAN
PLAN

Montgomery Planning







COMMUNICATIONS APPROACH

The development of the Pedestrian Master
Plan started with a community dialogue. The
discussions, strategizing, collaboration, and
public engagement provided multiple venues for
sharing concerns from across the county about
pedestrian safety and connectivity with the
expectation that the agencies responsible
would take appropriate action.

The communications approach intended to bring walking to the forefront of public discourse for a time, highlighting the county's existing walking culture, leading to more public and political support, and making the topic more salient for staff across agencies. Sadly, engagement was also heightened due to media attention around severe and fatal crashes involving pedestrians and cyclists in Montgomery County during the planning period.

"IT ALL STARTS WITH A COMMUNITY DIALOGUE!"

The communications approach was focused on two things:

- Engaging audiences to inform the plan itself through discussion of barriers to pedestrian travel, dialogue about needed improvements, and appraisal of draft recommendations, as well as
- Educating audiences about the importance and benefits of walking as a mode of transportation and recreation for individuals and communities

The approach was implemented through traditional public meeting engagement, and an overarching walking awareness campaign that included community story-capturing/telling mixed with statistics about existing conditions, as well as information on potential improvements to the pedestrian experience.

Equity and inclusivity were core tenets of the communications approach. This included considerations for geographic differences, socioeconomic diversity, and persons with vision, hearing and mobility issues.

GOALS: THE TARGET

The primary goals of the communications plan are to engage and equip residents as potential allies in support of the broader plan goal to enhance Montgomery County's pedestrian culture and improve the experience of walking and rolling countywide.

Project Goals ------

GOAL 1 | Develop county-wide policy and programmatic recommendations, prioritize infrastructure improvement, and insist on pedestrian forward-design

GOAL 2 | Improve the pedestrian experience in Montgomery County by making it comfortable, convenient, safe, and direct to walk and roll

GOAL 3 | Enhance a walking culture in Montgomery County by encouraging walking as a choice travel mode for all trips within walkable distance and improving accessibility for all walkers

Communications Goals -----

GOAL 1 | Engage residents and community groups to:

- Inform the plan process by sharing their pedestrian stories, challenges and dreams and assisting in prioritizing infrastructure improvement recommendations.
- Understand the conditions that enhance pedestrian safety and comfort.
- Appreciate the benefits of walkable communities and realize the currently walkable destinations within their communities.
- Feel confident that Montgomery Planning and Montgomery County government are committed to improving pedestrian comfort and safety

GOAL 2 | Equip individuals and citizen groups to advocate for policy, design and infrastructure improvements to the pedestrian realm and become a vocal constituency for these improvements, both in their neighborhoods and countywide

GOAL 3 | Gain support from/cooperation with partner agencies for implementing Pedestrian Master Plan recommendations

GOAL 4 | Seek opportunities for synergy with and efficiencies in communicating when Pedestrian Master Plan topics intersect with Vision Zero and other related plan conversations



COMMUNICATIONS TACTICS

All tactics were designed to be accessible to diverse audiences in Montgomery County. The Communications team developed language-specific and ADA-compliant communications in consultation with the project team.

WALKING HERE CAMPAIGN - Develop and implement an overarching "Walking Here" campaign to:

- a. Raise the profile of walking as a transportation mode in the county.
- b. Encourage community members to share why they walk (or why they used to walk but stopped), where they're walking, what they love about it, what they experience while walking and/or what improvements would help walking be safer, more efficient, and more enjoyable.
- c. Highlight where walking happens to encourage awareness for those using other modes of transportation (e.g., drivers, bicyclists).
- d. Show examples of walkable communities within the county, and show where improvement is needed.
- e. Share walk stories, best practices, data and information on walking benefits and the walking experience in Montgomery County.

A creative campaign was developed using the cutline "walking here" and hashtag #walkinghere to show people walking and encouraging people to share their walk experiences and stories.

This creative concept carried through nearly all Pedestrian Master Plan communications and was applied to a social media campaign, ads, blog

posts, video interviews, marketing collateral including giveaways, roadside/sidewalk-side/trailside signage, etc. During the initial phase of engagement, this campaign focused on collecting walk stories. Over time, it evolved to share information on best practices and obstacles to ideal pedestrian environments.

#WALKINGHERE

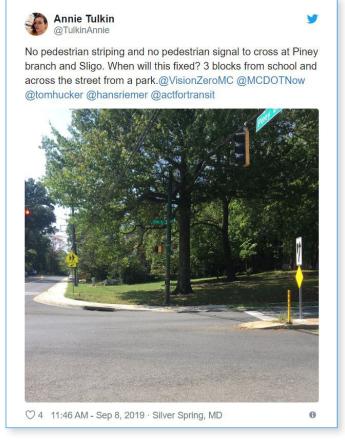














2 GETTING THE WORD OUT – The Project Team designed and installed signage across the county to increase plan awareness, share information about the plan, and encourage participation at two stages in the planning process.

First, during the initial #WalkingHere engagement effort at the beginning of the COVID-19 pandemic, the Project Team placed signage along each of the county's Open Parkways (Beach Drive, Little Falls Parkway, Sligo Creek Parkway). This signage guided people using these spaces to learn more about the Pedestrian Master Plan and share their pedestrian experiences with the Project Team.

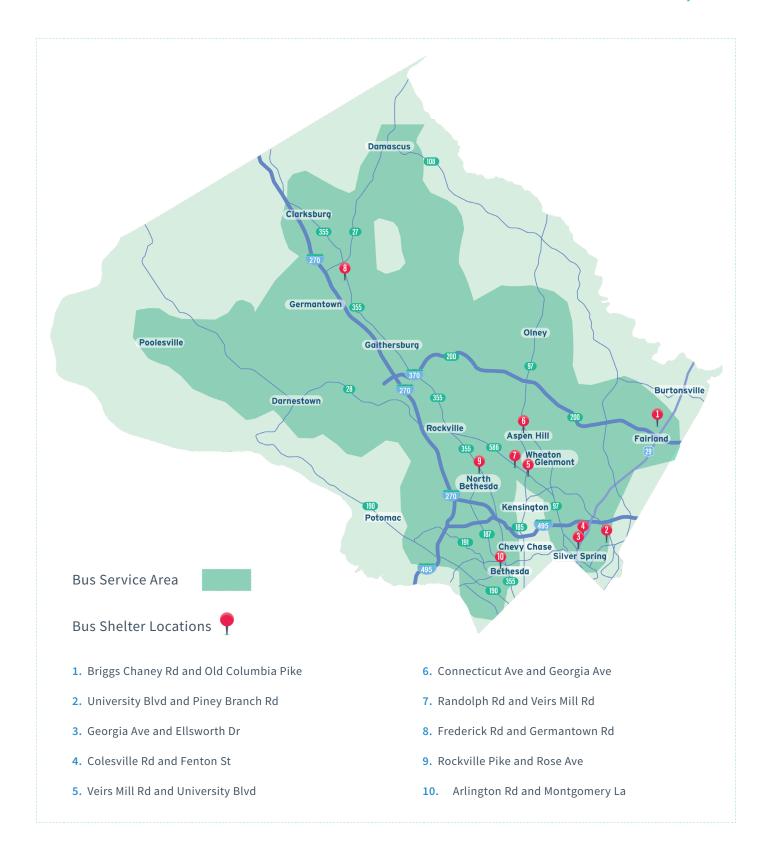
Later in the planning process, the Project
Team used signage to inform community
members about several draft recommendations
and connect people to the complete draft
recommendations list so they could weigh in
on what they liked, what was missing, and what
could be improved.

Signage was developed in English, Spanish, and Mandarin Chinese. Signs were placed in Montgomery Parks located in Equity Focus Areas, as well as on MCDOT RideOn buses and at bus shelters largely within equity communities (shown on the adjacent map).











PEDESTRIAN WALK AUDITS – While the Pedestrian Master Plan recommendations are at the countywide level and do not generally address specific locations, it was important to provide a tool to build local capacity for education and advocacy around neighborhood-specific pedestrian issues and provide guidance about how those issues could be addressed.

The Project Team created the Pedestrian Audit
Toolkit as a centralized resource for communities
interested in planning and carrying out pedestrian
audits. These audits are observation and data

collection activities with the goal of improving local knowledge of pedestrian and traffic safety best practices. The audit process results in a report to be shared with relevant agencies and elected officials to better allow for potential issues to be addressed.

Published in September 2021, the Toolkit is a one-stop shop for planning the event, reaching out to attendees, identifying a route, reserving a meeting location, creating a map of identified issues, and connecting with the relevant agencies to fix those issues. To support

the rollout and use of the Pedestrian Audit
Toolkit, the Project Team hosted a virtual training
for 61 attendees.

Initially, the Project Team intended to carry out pedestrian audits in communities across the county as a way to raise awareness of specific pedestrian issues and learn about unique pedestrian experiences, but the COVID-19 pandemic made in-person engagement infeasible during the phase of the planning process where this effort would have been most helpful.

M-NCPPC Pedestrian Audit Toolkit

The M-NCPPC Pedestrian Audit Toolkit is intended for residents, community groups and other organizations to use to conduct the audits of their neighborhoods as it relates to pedestrian safety. This document is provided to the public by Montgomery Planning, a part of the Maryland-National Capital Park and Planning Commission, for informational purposes only, and any reliance on the same is at the discretion and liability of the **Download Files** Table of Contents 1. Introduction 2. Planning the Pedestrian Audit 3. Conducting a Pre-Pedestrian Audit Meeting 4. Conducting a Pre-Pedestrian Audit Safety Trainina 5. Conducting the Pedestrian Audit 6. Conducting the Pedestrian Audit Debrief Meeting 7. Post Pedestrian Audit Steps 8. Pedestrian Safety Issues and Countermeasures 9. Key Pedestrian Safety Issues 10. Introduction to Pedestrian Safety Countermeasures



4 EVENTS - Planners engaged residents and businesses in large areas of the county through a mix of community meetings and pop-up events/tabling opportunities.



Y Walk along the eastern alignment of the Purple Line Corridor

MEDIA RELATIONS - The planning team worked with the Communications Division to write and distribute press releases for major plan moments. This included a distribution to local and regional news outlets, community groups and bloggers. In additional to the regular press releases, staff worked to create an initial strategy that focused more generally on walking in Montgomery County. Members of the media

saw the #walkinghere social media campaign on Twitter, Instagram and Facebook and covered this in their print and television news stories. As the plan continued, there was more of an effort in educating key media on the technical findings and recommendations. The extra background context and time provided by the team resulted in positive press for the plan.

The Washington Post

TRANSPORTATION

In auto-centric Montgomery, planners suggest ways to make walking safer

Montgomery County and other suburbs were designed for driving. As traffic worsens, planners are working to make walking safer and less stressful.



Updated July 14, 2022 at 11:06 a.m. EDT | Published July 14, 2022 at 6:00 a.m. EDT





Live

News

Weather

More:

Q

Montgomery County wants to turn pedestrian shortcuts into actual sidewalks

By Josh Rosenthal | Published June 17, 2020 | Montgomery County | FOX 5 DC















→ Read our guide of top financial professionals → Submit to our essay and short story contest



Pedestrian master plan aims to make Montgomery County's streets safer for those walking, rolling around

Recommendations vary from physical infrastructure improvements to changing driver behavior

by **Steve Bohnel** July 18, 2022 6:08 pm







Other Notable Headlines

Purple Line Stations Need Safer Access for Pedestrians, Planners Say | By Katherine Shaver THE WASHINGTON POST

Montgomery County Mapping Out Neighborhood Cut-throughs to Improve Safety | By Scott Broom WUSA9

Suburbs Try Vision Zero to Protect Walkers and Cyclists On Roads Designed for Vehicles By Katherine Shaver | THE WASHINGTON POST

Montgomery County Is Trying To Make Walking Shortcuts Safer | By Jordan Pascale | DCIST

6 COMMUNITY ADVISORY GROUP – The Project
Team coordinated at major plan milestones
with a group of community members. This
group provided invaluable perspective in the
development of plan goals and objectives,
identification of pedestrian issues, and a review
of plan recommendations. Specific organizations
were invited to participate in this group alongside

members who shared interest in pedestrian issues and were selected through an application process. The invited organizations are listed below along with the neighborhoods where the other advisory group members reside. Members represented the county's diversity with regard to race and ethnicity, geography and disability.

Invited Organizations

Action Committee for Transit African Affairs Advisory Group African American Affairs Advisory Group Asian Pacific Advisory Group Caribbean American Advisory Group CASA de Maryland Commission on People with Disabilities East County Citizens Advisory Board Latin American Advisory Group Maryland Building Industry Association Mid-County Citizens Advisory Board Middle Eastern American Advisory Group Montgomery County Coalition of Parent-Teacher Associations Montgomery County Chamber of Commerce Montgomery County Civic Federation Montgomery County Regional Student Government Association Pedestrian, Bicycle, Traffic Safety Advisory Committee Silver Spring Citizens Advisory Board Upcounty Citizens Advisory Board

Western Montgomery County Citizens Advisory Board

Other Member Neighborhoods

North Bethesda
Chevy Chase
Gaithersburg
Woodmoor
Shady Grove
Wheaton
Calverton
Aspen Hill
Forest Glen
Olney
Long Branch

Meeting TopicDateVision and Goals/Pedestrian IssuesFebruary 27, 2020

Complete Streets Design Guide/Purple Line Pedestrian Accessibility Report — June 11, 2020

Countywide Pedestrian Survey — October 28, 2021

Existing Conditions Report — February 10, 2022

Draft Design, Policy, and Programming Recommendations — July 26, 2022

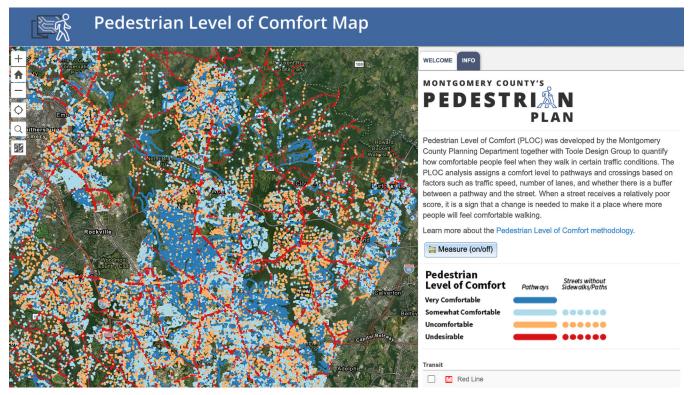


COMMUNITY MEETINGS The Project Team participated in meetings hosted by community organizations and coordinated standalone plan meetings throughout the planning process. The majority of meetings took place early in the project timeline to learn more about residents' pedestrian experiences and toward the end of the project timeline to share draft recommendations and receive feedback.

Meeting	Date
Pedestrian Bicycle Traffic Safety Advisory Committee	3/28/2019
Marybeth Cleveland, Orientation and Mobility Services, LLC	4/5/2019
Juliette Rizzo Accessibility Audit	4/30/2019
Silver Spring Citizens Advisory Board, TREE Committee	6/24/2019
Silver Spring Pedestrian Safety Walk	7/17/2019
Coalition for Smarter Growth	8/7/2019
MCCPTA Arrive Alive Forum	8/24/2019
Commission on People with Disabilities	9/11/2019
Columbia Lighthouse for the Blind	9/18/2019
Montgomery Hills Street Festival	9/21/2019
Cabin John Citizens Association	9/25/2019
Commission on Aging	9/26/2019
YMCA Walk ·····	10/5/2019
Pedestrian Master Plan Olney Kickoff	10/10/2019
Pedestrian Master Plan Fairland Kickoff	10/14/2019
Ashton Village Center Master Plan Walk Audit	10/15/2019
Pedestrian Master Plan Bethesda Kickoff	10/16/2019
Pedestrian Master Plan Silver Spring Kickoff	10/21/2019
Pedestrian Master Plan Germantown Kickoff	11/6/2019
Civic Federation	11/11/2019
Pedestrian Master Plan Wheaton Kickoff	11/13/2019
Capitol View Civic Association	11/21/2019
Getting All Around the County	12/4/2019
Commission on Children and Youth	1/8/2020
National Capital Area Chapter of the American Council of the Blind of Maryland	1/16/2020
Action Committee for Transit	2/11/2020

Meeting	Date
North Bethesda Transportation Management District Advisory Committee	
League of Women Voters	2/24/2020
Montgomery College Career Pathways	8/11/2020
Commission on People with Disabilities	12/9/2020
Association for Safe International Road Travel	2/9/2021
Rockville Pedestrian Advisory Committee	3/11/2021
Ashton Alliance / Sandy Spring Civic Association	6/9/2021
Pedestrian Audit Toolkit Training	9/28/2021
Seven Oaks-Evanswood Citizens Association	10/6/2021
Commercial Real Estate Development Association	4/12/2022
Commission on People with Disabilities	5/11/2022
Pedestrian Bicycle Traffic Safety Advisory Committee	5/26/2022
Greater Olney Civic Association	7/12/2022
Western Montgomery County Citizens Advisory Board	7/18/2022
Wheaton Ad-Hoc Pedestrian Advocates	7/20/2022
Action Committee for Transit	8/9/2022
Getting All Around the County	8/9/2022
Virtual Pedestrian Master Plan Draft Recommendations	9/7/2022
Silver Spring Citizens Advisory Board	9/12/2022
Pedestrian Master Plan Draft Recommendations	9/13/2022
Commission on People with Disabilities	9/14/2022
Mid-County Citizens Advisory Board	9/15/2022
Commission on Veterans Affairs	9/20/2022
Joint Transportation Management District Advisory Committee	9/28/2022
Civic Federation	10/10/2022
Kensington Town Council	10/11/2022
National Capital Area Chapter of the American Council of the Blind of Maryland	10/20/2022
Destination Germantown	
Upcounty Citizens Advisory Board Land Use Committee	- 11/7/2022
East County Citizens Advisory Board Planning and Economic Development Committee	12/12/2022





The Pedestrian Level of Comfort Map allows community members to visualize the varying comfort of the county's sidewalks, pathways, trails and street crossings for pedestrians. Users can pan and zoom around the county map, clicking on different colored pathways and crossing segments to learn about their scoring based on current conditions

8 INTERACTIVE ENGAGEMENT – The COVID-19 pandemic required the Project Team to be more creative about how to effectively engage with the community, collecting essential input while keeping everyone safe.

Pedestrian Level of Comfort,

Before the pandemic, the Project Team developed an interactive map (www.mcatlas.org/pedplan) to share information about the Pedestrian Level of Comfort (PLOC) data collection underway at the time. The map encouraged users to view videos of pedestrians walking in specific locations and share whether the comfort score of those locations met their expectations. Continuing the theme of responsibly using community input in the planning process, planners adjusted the PLOC scoring approach based on this feedback. To date, this map has been viewed 8,700 times.

Pedestrian Shortcuts

Building on the success of the PLOC engagement effort, Planning staff developed a map and survey tool for members of the public to identify the location of pedestrian shortcuts they were familiar with (www.mcatlas.org/pedshortcuts). A Pedestrian Shortcut is an informal pedestrian connection not along a street that provides a more direct pedestrian route than the sidewalk and trail network. Also known as a "people's choice path," a "desire line" or a "goat path," an existing pedestrian shortcut may look like trodden grass, dirt, gravel or pavement that has fallen into disrepair. These connections are not currently sidewalks or trails, but provide important, time-saving benefits for pedestrians interested in making direct trips to local destinations. Many people use these connections daily to

run errands, get to work or school, connect to public transportation, and exercise. This shortcut information would not have been feasible for Planning staff to collect without community participation. 635 shortcuts from across the county were drawn on the map and the Project Team has identified 310 shortcuts to be masterplanned and ultimately improved through private development or public capital projects. To date, the interactive map and survey have been visited more than 8,500 times.

Prioritization

Most recently, the Project Team created a prioritization and visualization tool to provide a way for community members to share their perspectives on how different factors should guide where pedestrian projects are prioritized for planning, design, and construction in Montgomery County moving forward. In addition to providing input, the tool was an effort to make data-driven prioritization more transparent and the planning process more accessible.

To share feedback, users were asked to allocate 100 points among the following prioritization factors, assigning more points to those factors they think should be given more consideration when setting priorities:

- Greater pedestrian activity: Places where more people are walking today, based on a model developed by Montgomery Planning's Predictive Safety Analysis
- More pedestrian crashes: Places where the most crashes that harm pedestrians take place based on police crash reports

Places with more pathways (sidewalks, trails, or streets without sidewalks) that score as

Less comfortable pedestrian pathways:

- Undesirable in the Pedestrian Level of Comfort analysis (e.g. narrow/missing sidewalks, sidewalks adjacent to high speed roads with narrow or missing street buffers, etc.)
- Less comfortable pedestrian crossings: Places with more street-crossing locations that score as Undesirable in the Pedestrian Level of Comfort analysis (e.g., four to six lanes of highspeed traffic to cross, no traffic signal or stop sign to enable crossing, etc.)
- Missing sidewalks: Places with more gaps in sidewalk coverage along non-residential streets
- An Equity Focus: Places identified by Montgomery Planning as having high concentrations of lower-income people of color, who may also speak English less than very well
- Commercial areas: Places that meet the definition of Downtowns or Town Centers in the county's Complete Streets Design Guide
- Greater school access: Places where more people can walk to a Montgomery County Public School
- Greater transit access: Places where more people can walk to a WMATA Metrorail station, MARC station, planned Purple Line station, or Bus Rapid Transit station
- Sidewalks in poor condition: Places where a county survey found that inaccessible, broken sidewalks are more common

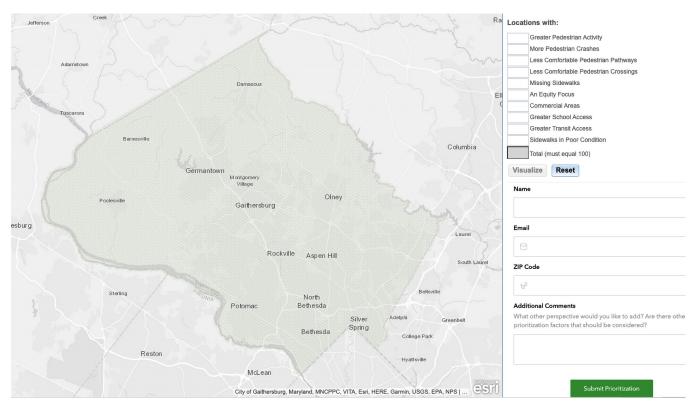


After assigning all 100 points, the user could visualize on a map where their priorities would target pedestrian improvements in the county. Darker green areas of the map are those that are higher priority.

120 community prioritization submissions were received and 918 people viewed the tool. The Project Team used the community perspectives

as an input when determining the prioritization factor weights used in the Pedestrian Master Plan.

While the isolation of the COVID-19 pandemic has ebbed, future Montgomery Planning efforts will build on the innovative interactive approaches used by the Pedestrian Master Plan team to facilitate high-quality engagement during this difficult time.



Pedestrian Prioritization Tool that allows viewers to share their priorities for improving the pedestrian experience with the Project Team. The tool identifies 10 factors (characteristics or community conditions) that can help prioritize locations for pedestrian infrastructure improvements.

Countywide Pedestrian Survey

In February 2020, the Pedestrian Master Plan team completed the first ever statistically valid pedestrian survey of Montgomery County households to better understand how often and for what reasons residents are walking and rolling. Survey results were compiled at the countywide level and for three smaller areas:

- Urban (Downtowns and Town Centers) Red
- Transit Corridors (Within one mile of transit corridors) – Blue
- Exurban/Rural (The remainder of the county)
- Yellow

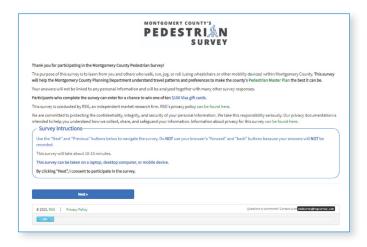
To capture these stories, postcards with a unique link to the online survey were sent to 60,000 randomly selected households throughout the county. In addition to English, the survey was available in Spanish and Simplified Chinese. Households in Rockville and Gaithersburg were not included because they have independent planning authority.

Initially, the team hoped to receive a 2% response rate but was pleasantly surprised by the final response rate of 4.1%. The strong response resulted in a countywide survey margin of error of only 2%. This means that for any given answer, there is a 95% likelihood that the survey response is within 2% of the "true" response for the county. Similarly, each smaller area has a margin of error:

• Urban: 4%

• Transit Corridors: 3%

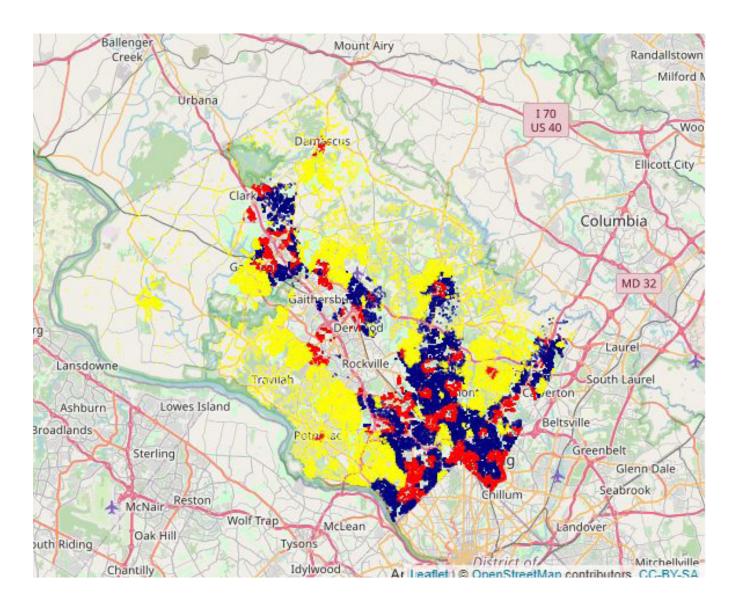
Exurban/Rural: 3%



Survey responses were weighted to better represent the actual demographics of Montgomery County using the American Community Survey 2018 5-Year Estimates for income, race, and Hispanic, Spanish, or Latino origin distributions for each geography to ensure the responses are appropriately representative of each area and the county as a whole. For the first time, this survey effort provides detailed insights into the pedestrian travel behavior of Montgomery County residents. The results of the survey were used to develop the Pedestrian Master Plan's Existing Conditions Report and plan recommendations. Survey results were also used to benchmark pedestrian conditions and allow future comparisons.

Full results and other findings can be found on the plan's website.









PEDESTRIAN PLAN

Montgomery Planning
MONTGOMERYPLANNING.ORG