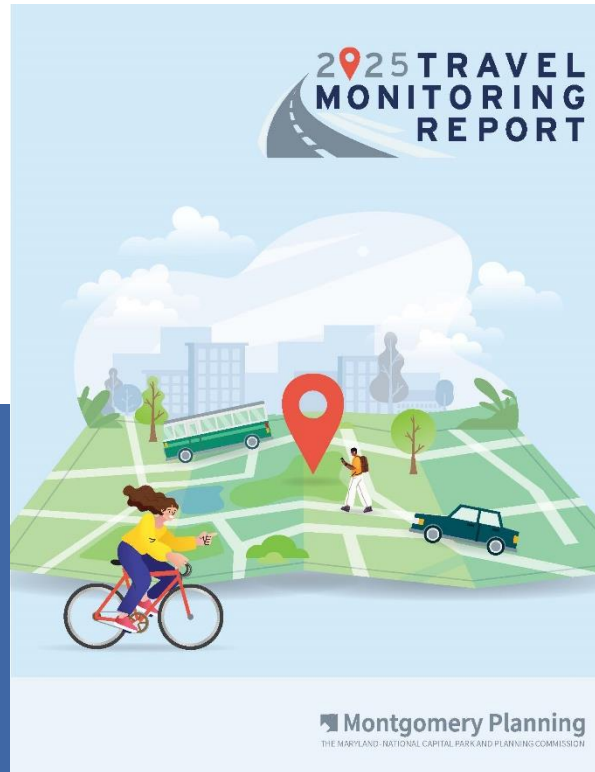


2025 TRAVEL MONITORING REPORT



The 2025 Travel Monitoring Report contains a compilation of the agency’s multimodal travel-related monitoring activities including discussion on pedestrian, bicycle, transit, and automotive modes of transportation, as required by the Growth and Infrastructure Policy (GIP). As with each edition of the report, the 2025 TMR strives to explore and leverage new transportation datasets and analytical tools that help provide a clearer vision of how the county is meeting its transportation goals, objectives, and metrics as defined in Thrive Montgomery 2050, the Bicycle Master Plan, and the Pedestrian Master Plan.

Planning Staff

	Jon Ryder, Planner II, Transportation Planning Division jon.ryder@montgomeryplanning.org , 301-495-4569
	Richard Brockmyer, Transportation Planning Supervisor, Transportation Planning Division richard.brockmyer@montgomeryplanning.org , 301-495-4526
	David Anspacher, Chief, Transportation Planning Division david.anspacher@montgomeryplanning.org , 301-495-2191

Summary:

- Travel patterns throughout Montgomery County continue to follow the trends that have emerged since the COVID-19 pandemic. Vehicle Miles Traveled per capita remains lower compared to before the pandemic, but traffic volumes continue to rebound. Delay on the County's Growth Corridors are approaching peak levels experienced before the pandemic.
- Montgomery County continues to build out its bicycle network with 14.2 miles of bike facilities built or under construction between 2022-2024.
- Roadway safety for all users continues to be a priority for the County. The Safe Streets Act of 2023 requires Right Turn on Red prohibition and Leading Pedestrian Intervals at County-controlled intersections in Downtowns and Town Centers.
- Pedestrian comfort and safety increased while the number of severe or fatal crashes involving pedestrians or cyclists decreased.
- The results of the 2024 Pedestrian and Bicycle Survey show county residents are largely uncomfortable walking, rolling, or riding in their neighborhoods. Residents sighted lack of adequate, connected facilities and crossings, as well as poor driver behavior and lack of enforcement of traffic laws, as reasons for not walking, rolling, or riding more.

INFORMATION

Planning Board

[Lead Planner](#)

Jonathan Ryder

[Staff Contact](#)

(301) 495-4596

[Date Submitted](#)

November 20, 2025

[Planning Division](#)

Transportation Planning Division

[Planning Board Information](#)

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SECTION 1 – PROJECT OVERVIEW

The 2025 Travel Monitoring Report is a compilation of the agency’s transportation-related monitoring activities as required by the Growth and Infrastructure Policy (GIP), the planning framework that coordinates new development with the provision of public infrastructure. As with each edition of the report, it strives to explore and leverage new transportation datasets and analytical tools that help provide a clearer vision of how the county is meeting its transportation goals, objectives, and metrics as defined in *Thrive Montgomery 2050*, the *Bicycle Master Plan*, and the *Pedestrian Master Plan*.

Travel Trends

Travel patterns throughout Montgomery County continue to follow the trends that have emerged since the COVID-19 pandemic. Vehicle Miles Traveled per capita remain down approximately 10% compared to 2019, the percentage of people who work from home (telework) has continued to increase by nearly 20%, and people traveling to work using a mode other than driving alone increased by 11%.

Despite this, traffic volumes on the County’s twelve major corridors continue to rebound to pre-pandemic levels and vehicle delay is approaching peak levels not seen since before the pandemic.

Public transit ridership, specifically on Metrobus and Ride On, has returned to near pre-pandemic levels but average travel time for bus riders continues to exceed that of auto travel times by around 16 minutes at 33 and 49 minutes, respectively. Metrorail continues to experience low ridership compared to pre-pandemic levels but has steadily increased over the past few years.

The county should continue to prioritize investments in people-centric travel modes including walking, bicycling, and transit service that is frequent, fast, convenient, reliable, safe, and accessible to reduce reliance of single-occupancy vehicle travel. *Thrive Montgomery 2050* clearly addresses transit expansion, pedestrian and bicycle infrastructure, and transit-oriented development—not auto-centric expansion—as the path forward.

Thrive Montgomery 2050 Growth Corridors

Thrive Montgomery 2050 is the County’s framework for achieving economic competitiveness, racial and social equity, and environmental sustainability. The transportation section of Thrive focuses on growth corridors and activity centers to connect people, places, and ideas. Thrive introduced the concept of Growth Corridors, which, in combination with Activity Centers, are intended to be the focus of future growth in the county. Several metrics organized according to the Growth Corridors identified in Thrive were evaluated. The intent is to create corridor profiles that can be used by planners and other decision makers to quickly access general vehicle travel trends and show how each corridor is meeting the intent and vision articulated in the county’s [Complete Streets Design Guide](#) (CSDG), the 2018 *Bicycle Master Plan* and the 2023 *Pedestrian Master Plan*. The findings demonstrate a continued recovery in automobile travel with delays approaching, or in some cases exceeding, pre-pandemic

levels along growth corridors. Progress continues in building out planned bikeways, increasing pedestrian comfort, providing more frequent protected crossing spacing, and building out a street grid. However, each corridor is unique and many of the metrics are not expected to change drastically in the short-term as these modifications can take years to implement.

Bicycle Master Plan

The 2018 *Bicycle Master Plan* recommends a robust network of bikeways and bicycle parking and identifies numerous policy and programmatic recommendations.

During the two-year period ending on December 31, 2024, highlights in implementing these recommendations include:

Bikeways

- 7.0 miles of master-planned bikeways were built, including 4.6 miles of sidepath and 0.6 miles of separated bike lanes. An additional 2.9 miles of non-master planned bikeways were built during this time (for example, the separated bike lanes on Old Georgetown Road).
- 7.2 miles of new master-planned bikeways were under construction as of December 31, 2024, including 4.8 miles of off-street trails (largely the Capital Crescent Trail), 1.0 miles of sidepaths, 0.1 miles of Neighborhood Connectors and 1.3 miles of separated bike lanes.
- 15.3 miles of bikeways were funded in the County's capital budget but not yet constructed, including 10.5 miles of sidepaths, 2.3 miles of neighborhood greenways, 2.4 miles of separated bike lanes and 0.3 miles of off-street trails.
- 1.7 miles of master-planned bikeways were conditioned in development projects approved by the Montgomery County Planning Board but not yet constructed, including 0.6 miles of sidepaths and 1.1 miles of separated bike lanes. An additional 2.3 miles of non-master planned bikeways were conditioned in development approvals.

Programs and Policies

- The Pedestrian Master Plan, which was adopted in October 2023, reassessed the boundaries of downtowns and town centers throughout the county. These areas require a higher level of roadway design to enhance safety for pedestrians and cyclists.
- The Complete Streets Design Guide Version 1.2, which was approved in April 2024, updated recommendations for default bikeway types and protected intersection design including crosswalk design. It also lowered the target speed on several master planned roadway type and added content on Montgomery County Bikeway Branding Style Guide and Systems Standards Manual as a wayfinding resource.

Pedestrian Master Plan

Implementing the 2023 *Pedestrian Master Plan* is an opportunity to make walking safer, more comfortable, more convenient, and more equitable by improving policy and programming, prioritizing infrastructure investments, and insisting on pedestrian-oriented design in all Montgomery County

communities. The plan lays out the specific steps the county should take to eliminate the barriers to walking that have developed since the 1950s.

In the two-year period ending on December 31, 2024, two main efforts have advanced the Pedestrian Master Plan vision:

1. The County Council's passage of the Safe Streets Act of 2023 was significant because it required Right Turn on Red prohibition and Leading Pedestrian Intervals at County-controlled intersections in Downtowns and Town Centers and within a certain distance of schools, parks, and other destinations across the county. These treatments have been implemented at over 200 locations.
2. MCDOT published its Accessible Design Guide in November 2024. The document will be used to make public and private projects across the county more accessible.
3. MCDOT updated the County's lighting policy by adopting the Streetlighting Design Requirements, Installation Procedures, and Specifications. This will make lighting design better countywide for public and private projects, improving visibility and safety. The updated lighting policy is now the basis for the Local Area Transportation Review illuminance test, so private development projects are designing and installing high quality lighting as part of their regulatory requirements.

The most recent updates to the Pedestrian Master Plan monitoring metrics present a mixed picture of plan implementation progress.

- Pedestrian mode share has decreased in the county since 2022, though walking has become a more popular travel mode to elementary and high schools in that time.
- Residents were more satisfied with individual elements of their pedestrian experience than they were in 2019.
- The percentage of pathways and crossings that are comfortable increased slightly from 61% to 63% and 42% to 43%, respectively.
- The number of severe and fatal pedestrian crashes decreased from 84 in 2022 to 65 in 2024.
- EFAs are slightly less likely to be the site of severe and fatal pedestrian crashes than in 2022.

Bicycle and Pedestrian Survey

In the fall of 2024, a countywide survey was conducted to help ascertain behavior and attitudes towards walking and bicycling in the County. The survey included questions on purpose, frequency, duration, and satisfaction with the respondent's experience walking, rolling, and biking around Montgomery County. The survey responses led to the following takeaways.

- 89% of walking trips and 86% biking trips were for recreation and exercise.
- Walking trips averaged about 20 minutes and biking trips averaged about 60 minutes.

- Rolling trips, particularly among urban and suburban respondents, are extraordinarily long (greater than 90 minutes) and often used for work or social purposes including getting to work (100%), visiting friends or family (84%), and travelling to entertainment (69%).
- Urban residents tended to be more satisfied with their walking experience than country or suburban.
- Among country residents who did not walk in the last 30 days, 67% cited a lack of adequate, connected pathways as the reason. This was followed by concerns about traffic safety with 52% of respondents citing it as a deterrent from walking
- Women were particularly concerned with personal safety and traffic safety. Men reported higher average levels of satisfaction.
- Black respondents made up the majority of those concerned with traffic safety as well as with the lack of adequate or connected pathways and crossings. When these responses were broken out by gender, women were overwhelmingly the most likely to cite concerns with traffic safety as preventing them from walking. Residents, in their responses to the survey questions and in the comment section of the survey, expressed dissatisfaction with the behavior of drivers and with the enforcement of traffic laws, both for drivers and cyclists.

Prioritized Projects

Priority projects were identified through the development of the Travel Monitoring Report with consideration of previous planning efforts, equity, and safety in mind. Projects included new roadways, roadway extensions, Bicycle and Pedestrian Priority Areas (BiPPAs), bikeways, walkways, and trail improvements.

An initial list of 392 projects were reviewed, and ultimately 10 projects were identified as the highest priority. Some projects were previously funded in the county's CIP but require additional funding, while others will be added to the CIP for the first time.

Table 5: Project Priority List

Project	Project Type	Existing CIP #
Observation Drive Extended/Little Seneca Parkway Extended	Roadway	P501507
Summit Avenue Extension	Roadway	P502311
Bicycle-Pedestrian Priority Area Improvements—Wheaton Central Business District (CBD)	BiPPA	P502002
Bicycle-Pedestrian Priority Area Improvements—Downtown Silver Spring	BiPPA	P509975, P502004, P502001, P501110
Bicycle-Pedestrian Priority Area Improvements—Purple Line	BiPPA	P502004
Cherry Hill Road Bike Facility	Bikeway	P502314

Project	Project Type	Existing CIP #
US 29 BRT Corridor Combined BiPPA (South)	BiPPA	N/A
US 29 BRT Corridor Combined BiPPA (North)	BiPPA	N/A
Germantown Area Combined BiPPA	BiPPA	N/A
Full Lighting of the Capital Crescent Trail (Bethesda to Silver Spring)	Breezeway Improvement	N/A

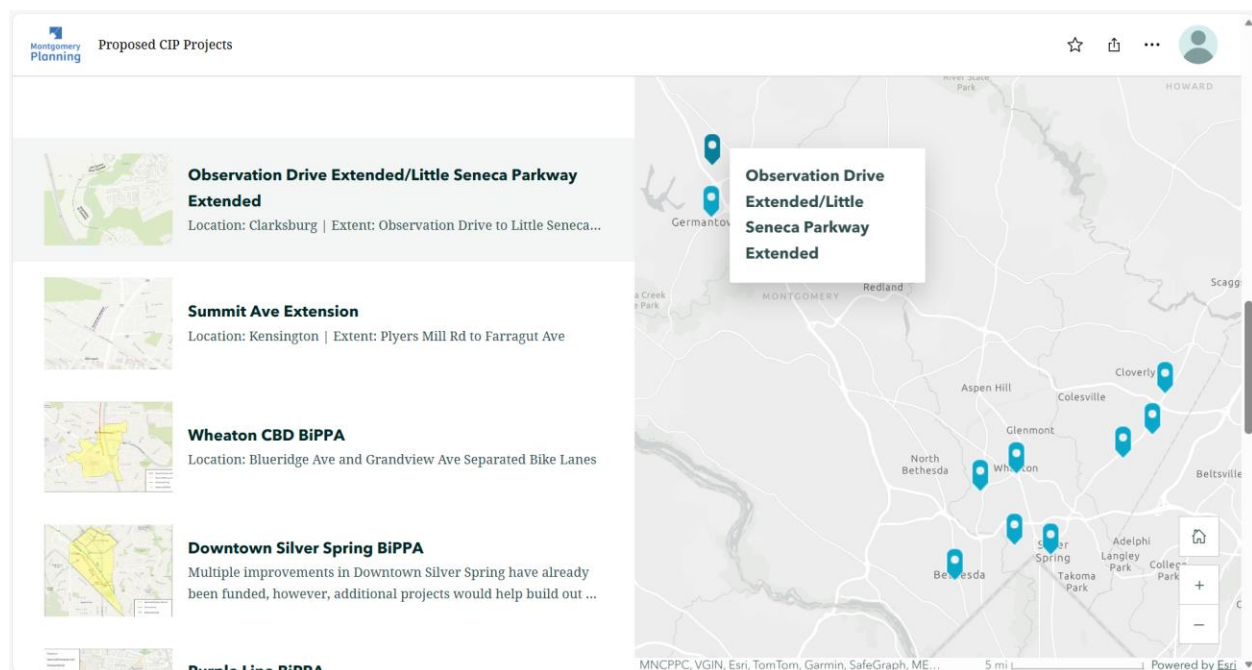
Transit projects were considered but ultimately not included in the final list of projects, as MCDOT is advancing several Bus Rapid Transit projects on key corridors, including Viers Mill Road, MD 355, US-29, New Hampshire Avenue, and Old Georgetown Road.

The projects listed are also visualized in an online story map which can be found at the link below:

[Priority Project Story Map](#)

SECTION 2 – NEXT STEPS

The 2025 Travel Monitoring Report is published to the Planning department’s website, along with the [Priority Project Story Map](#) shown below, and presented to the County Council’s Transportation and Environment (T&E) Committee at a future session. As required by the GIP, the next iteration of the report will be completed in 2027.



While fiscal capacity may limit the County’s ability to implement many of the following recommendations in the next two years, they should continue to be considered as the *Bicycle Master Plan*, *Pedestrian Master Plan*, and *Thrive 2025* are implemented.

SECTION 3 – ATTACHMENTS

1. 2025 Travel Monitoring Report
2. 2025 Travel Monitoring Report Appendix