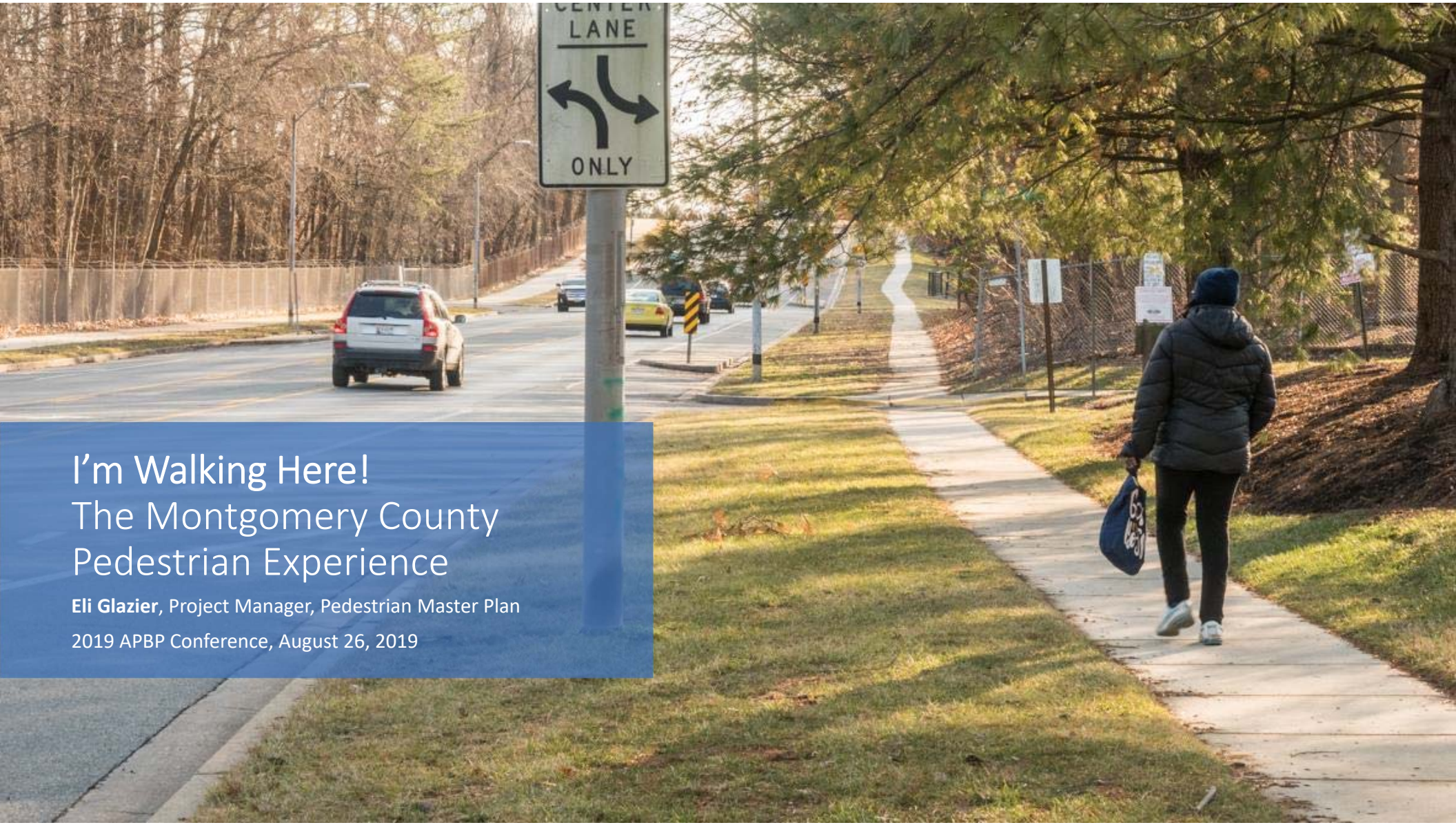
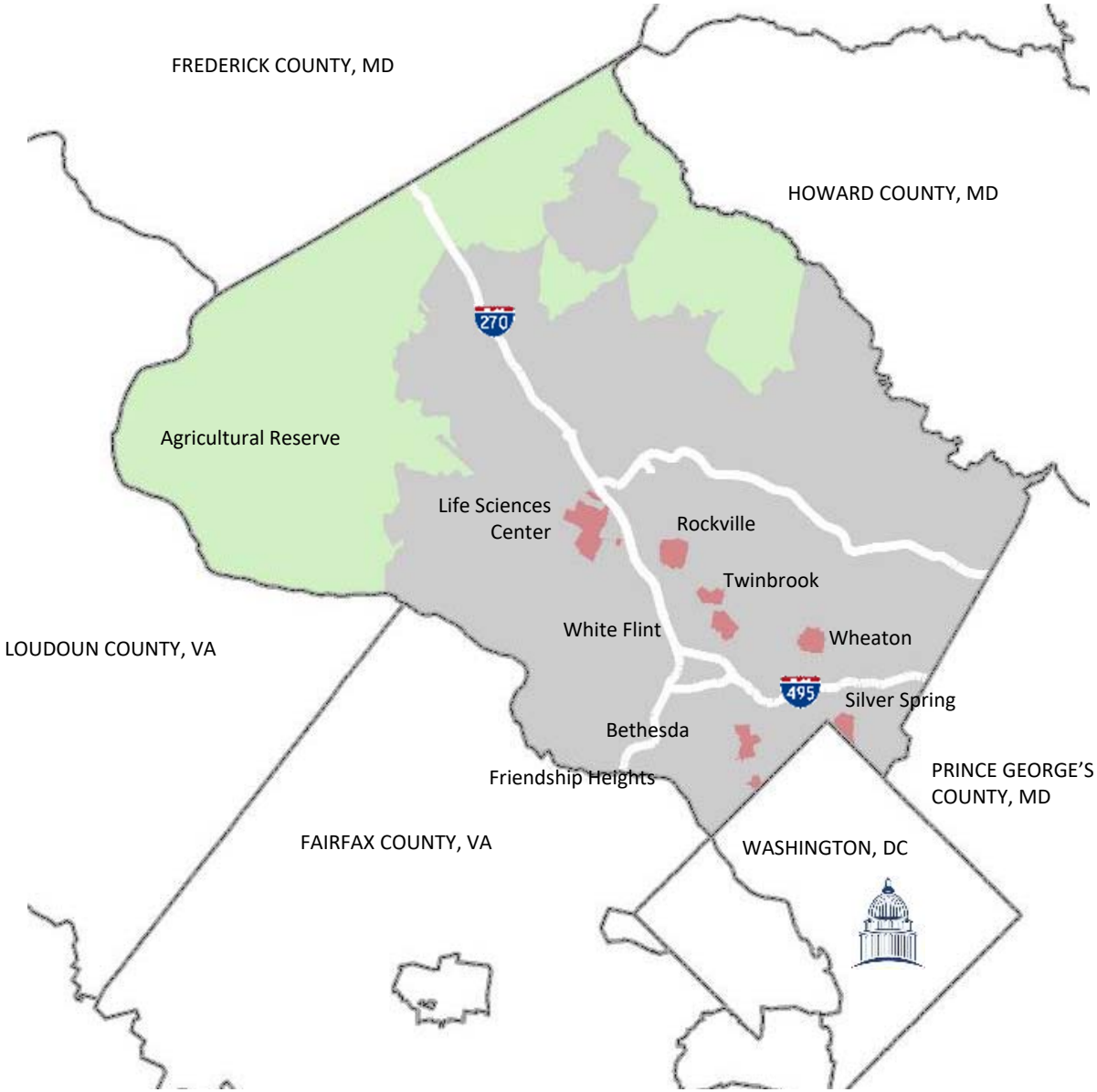


I'm Walking Here!
The Montgomery County Pedestrian Experience

Eli Glazier, Project Manager, Pedestrian Master Plan

2019 APBP Conference, August 26, 2019

PL3

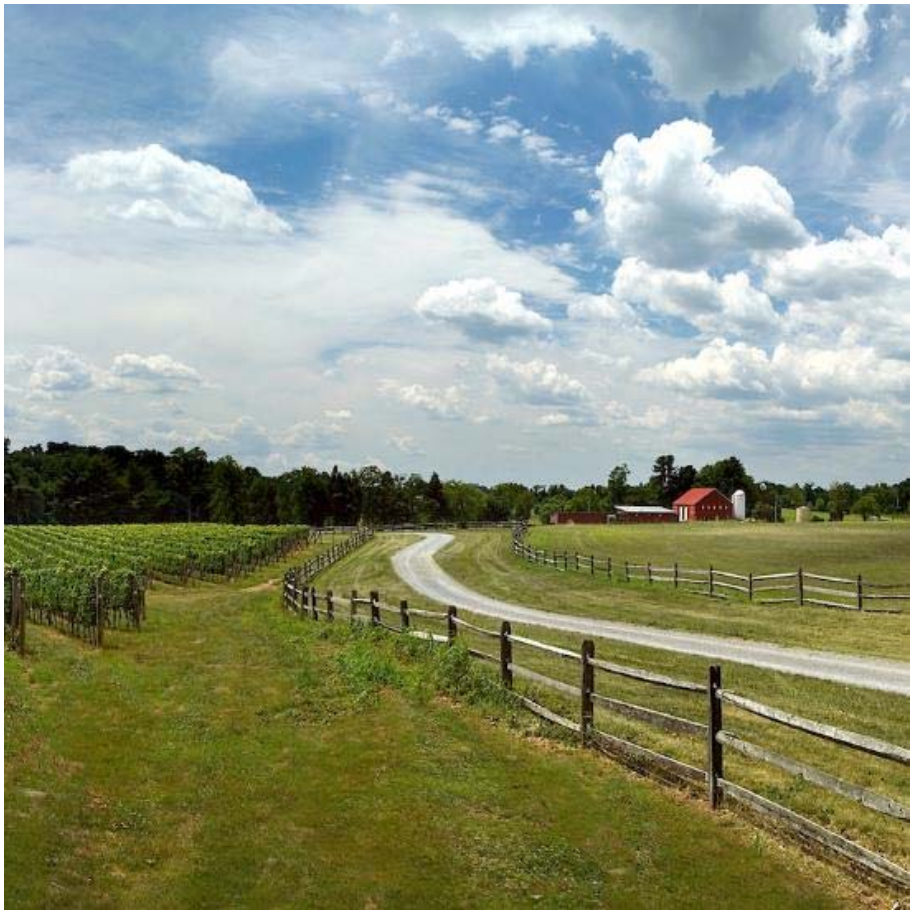


PEDESTRIAN MASTER PLAN

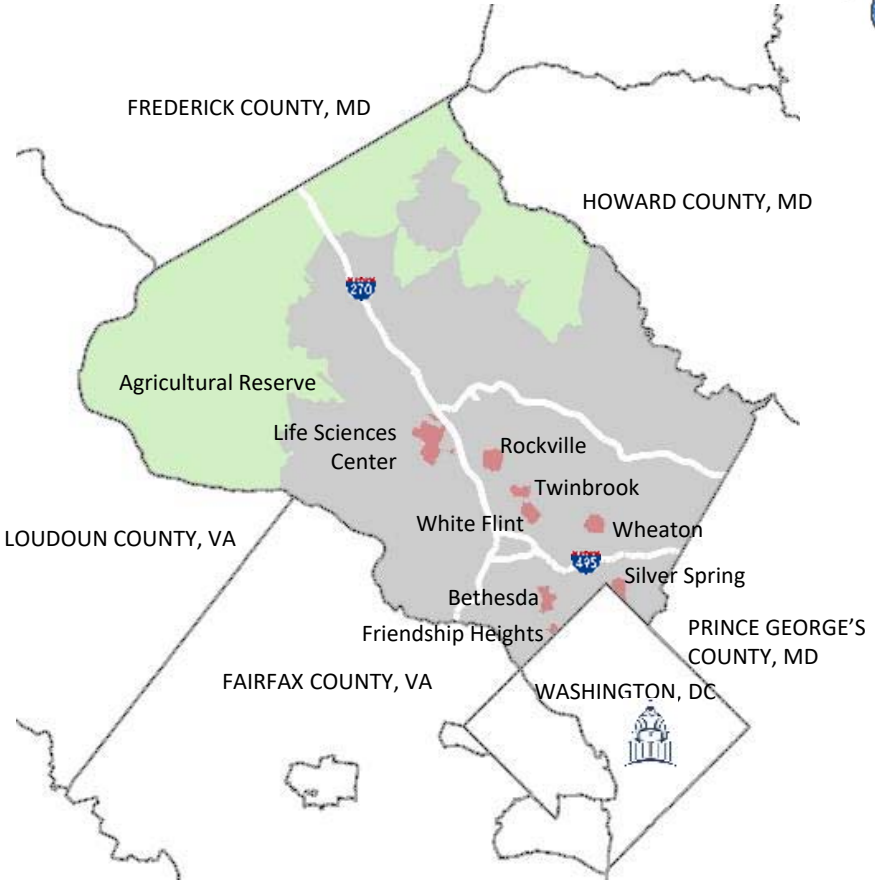
Montgomery Planning

Slide 2

PL3 Not a big deal, but the Twinbrook spellcheck underlining catches my eye.
Pepe, Lauren, 8/20/2019

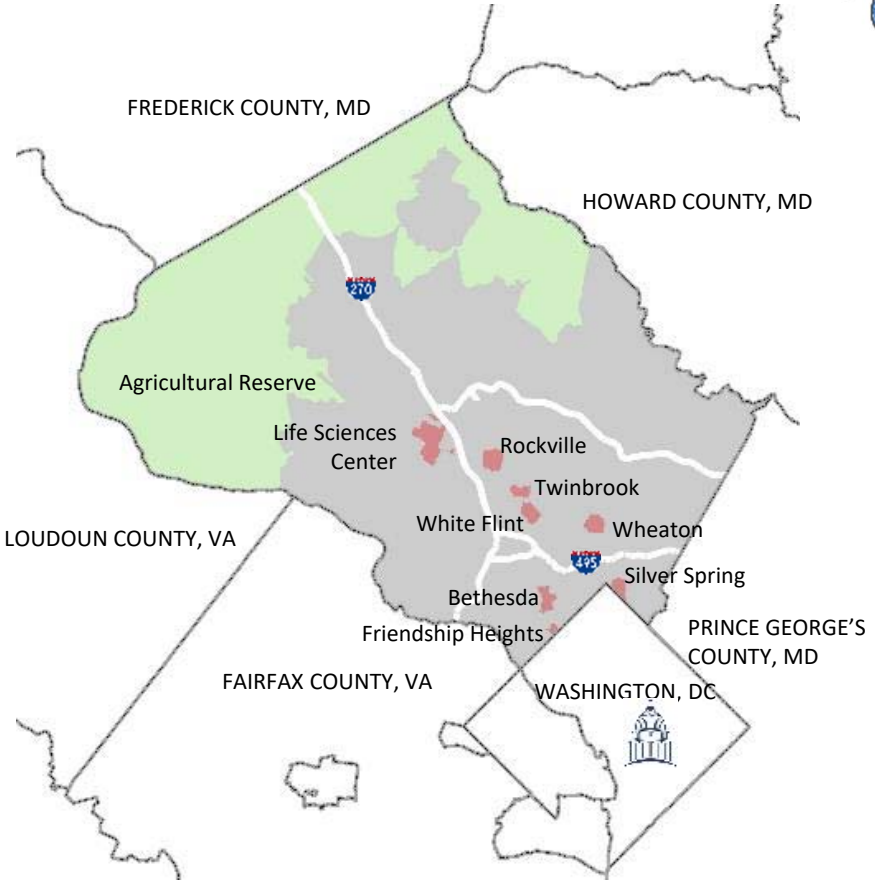


Pedestrian Master Plan

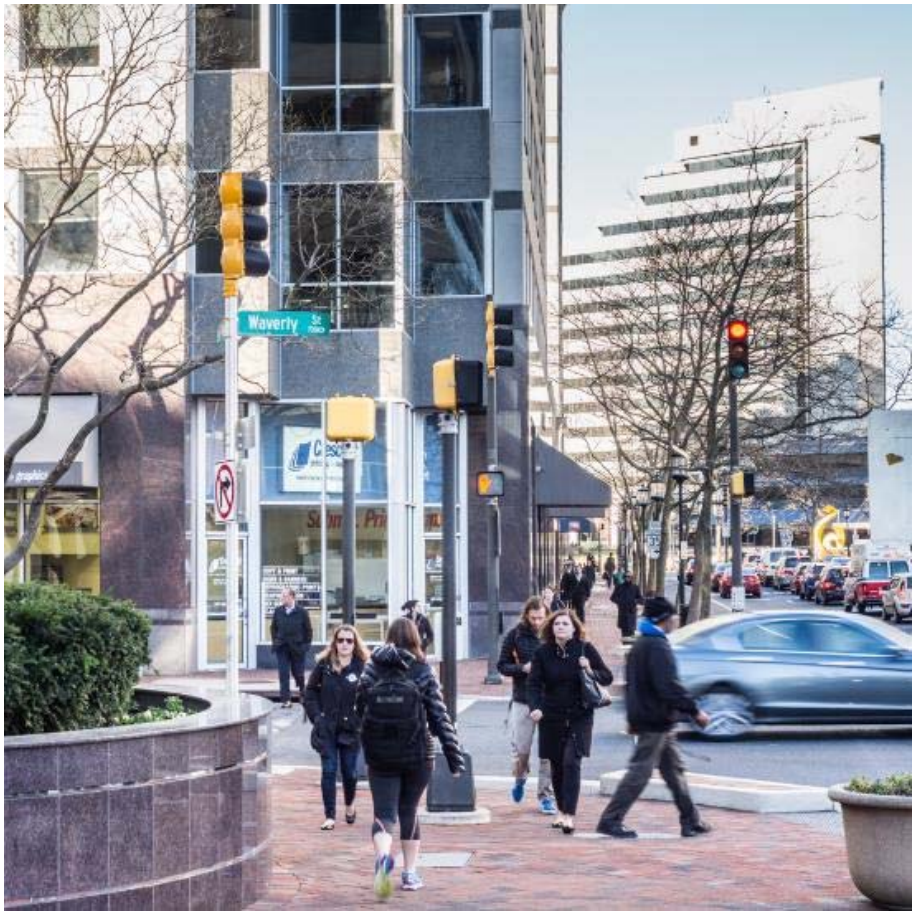


Montgomery Planning

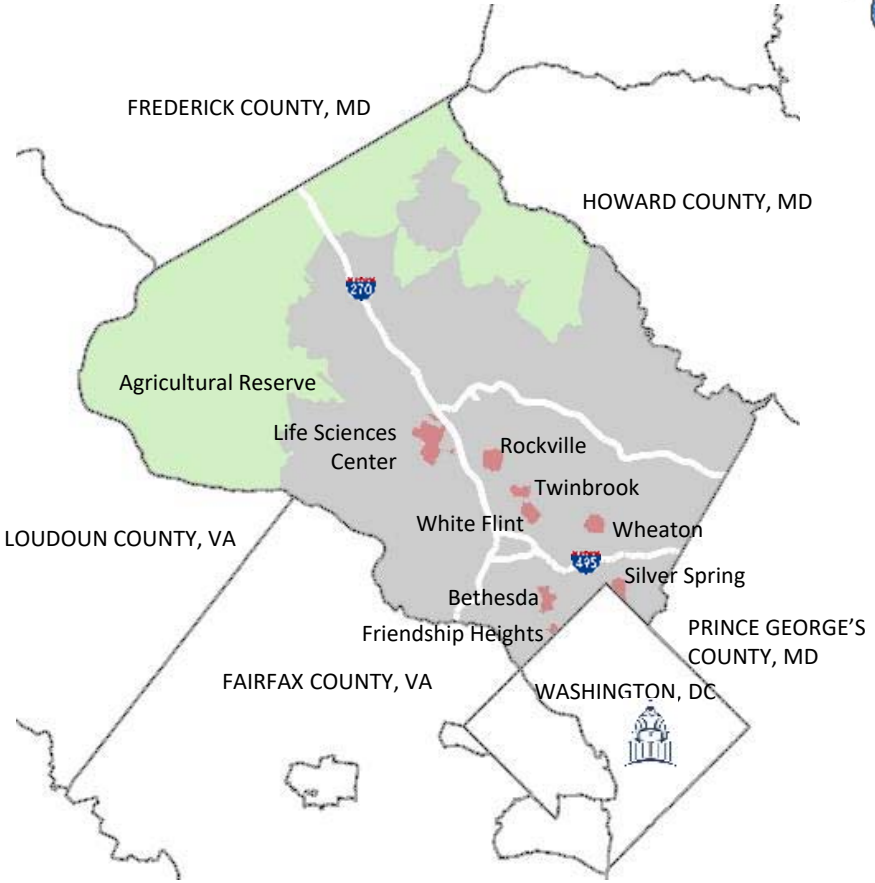
Pedestrian Master Plan



Montgomery Planning

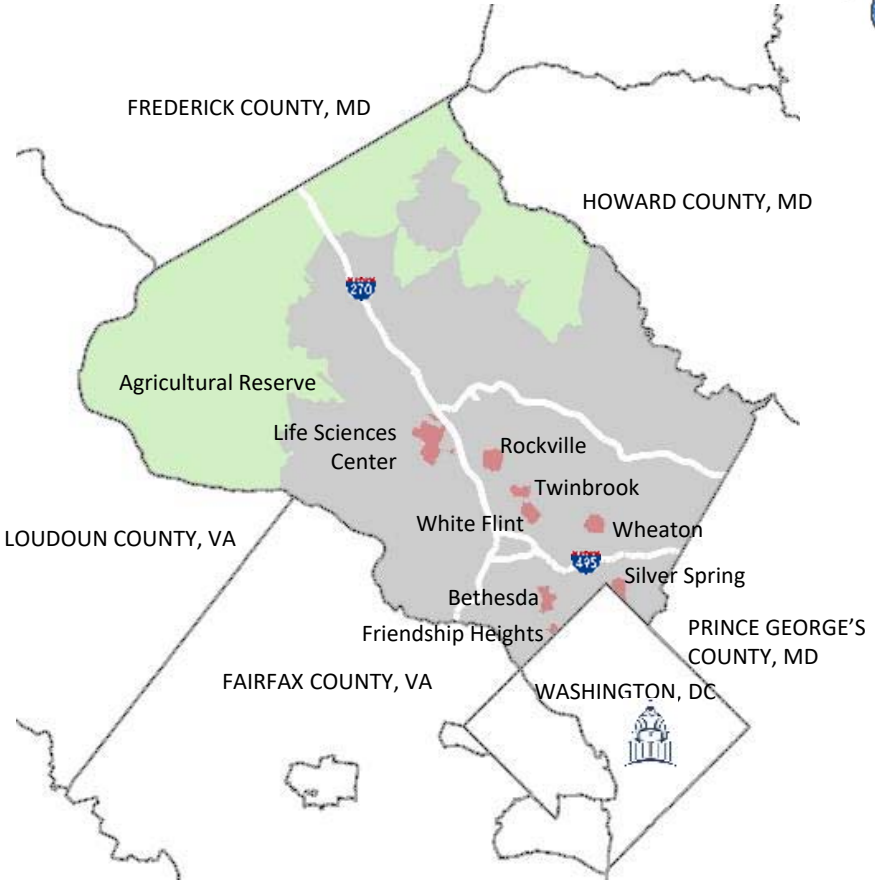


PEDESTRIAN MASTER PLAN



Montgomery Planning

Pedestrian Master Plan



Montgomery Planning

Why Measure the Pedestrian Environment

- Existing Conditions
- Recommendation Development
- Project Prioritization / Scenario Planning

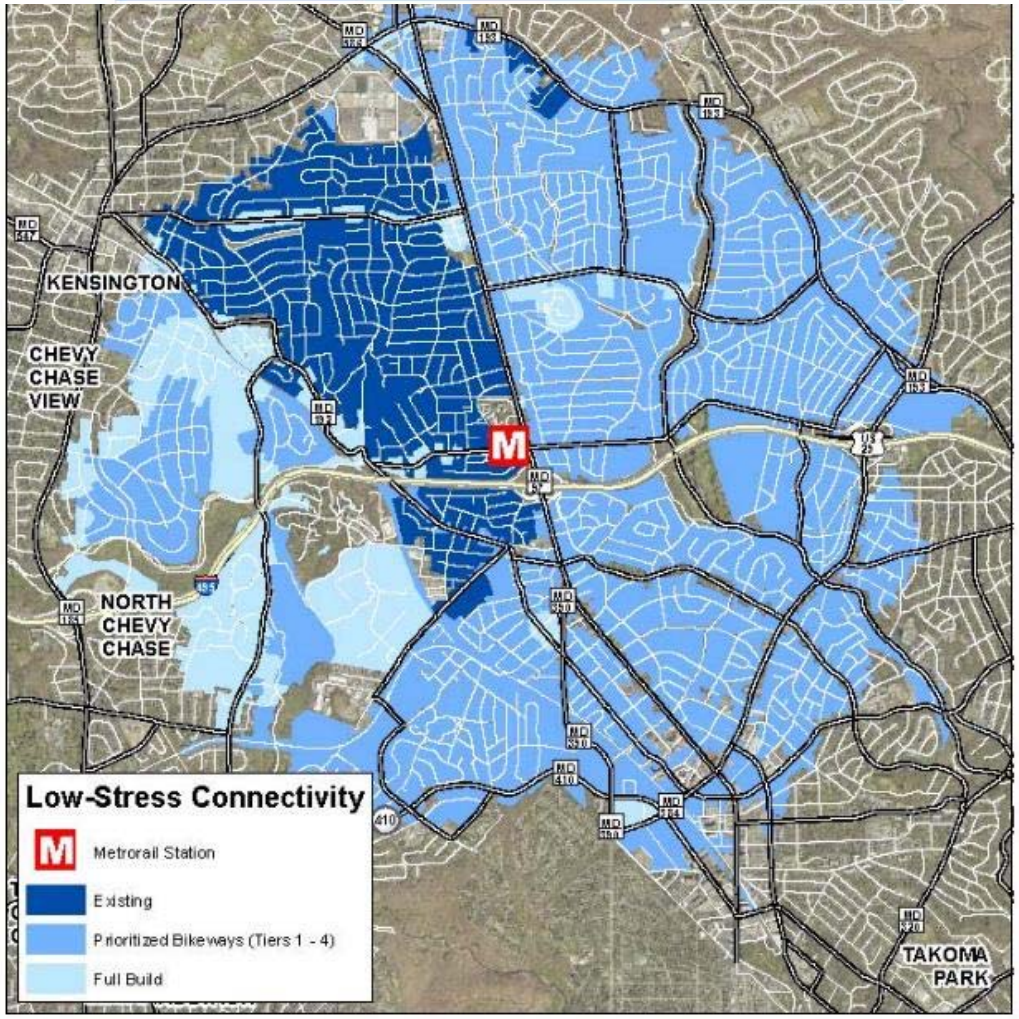
PL1

Slide 7

PL1 Maybe "recommendations" instead of the singular form? Of if the words are supposed to flow together, maybe "Development recommendations"?
Pepe, Lauren, 8/20/2019

Existing and Planned Connectivity within 2 miles of the FOREST GLEN Metro Station

EXISTING	2043 (Prioritized Network)	Full Build (All Recommended Bikeways)
14%	75%	81%



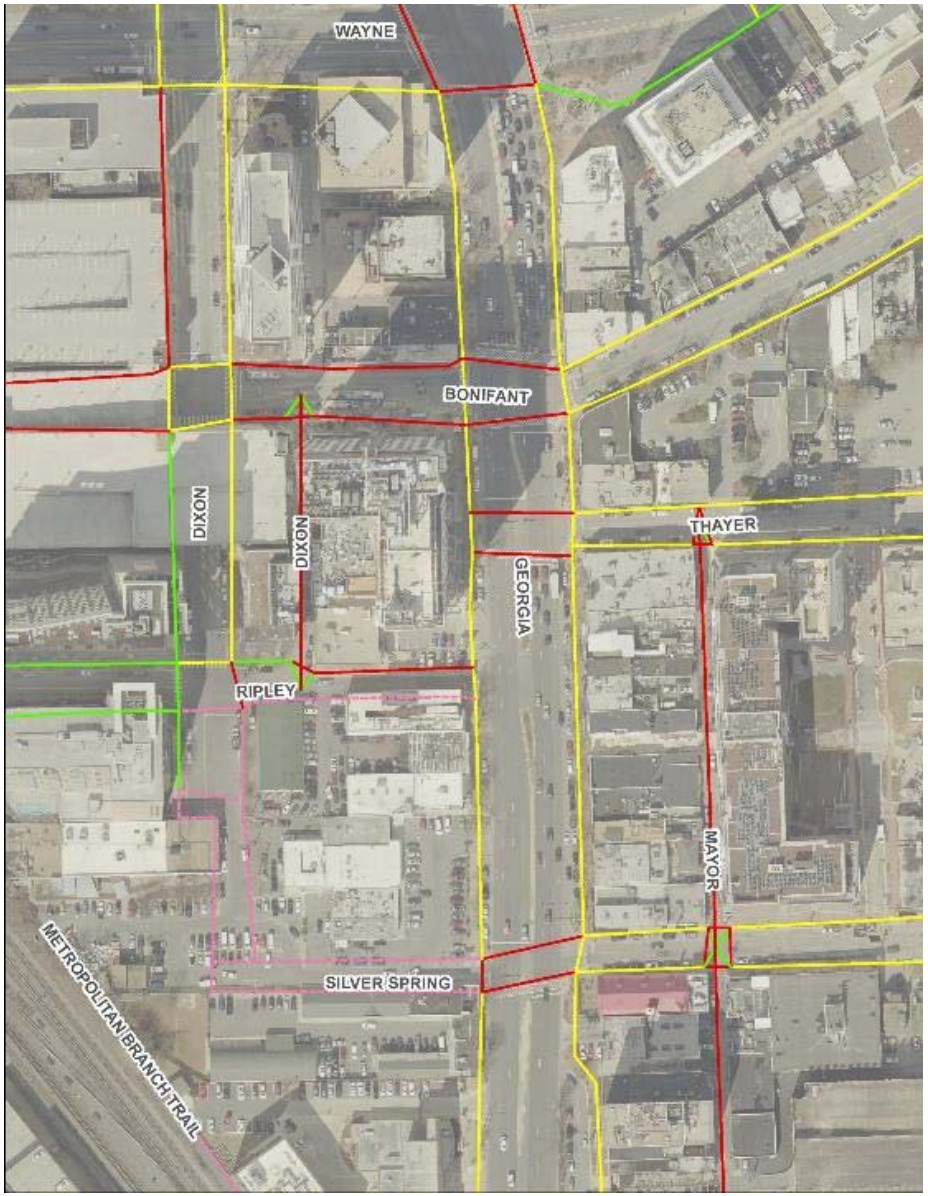
Bike Plan Connectivity Analysis

PEDESTRIAN MASTER PLAN

Montgomery Planning

Pedestrian Level of Comfort

- Unit of Analysis
  - Segment: Blockface
  - Intersection: Crossing Leg
- "Comfort" quantified through lens of real and perceived traffic safety – **not urban design principles**
- Designed to suggest solutions for mitigation in the short/medium term

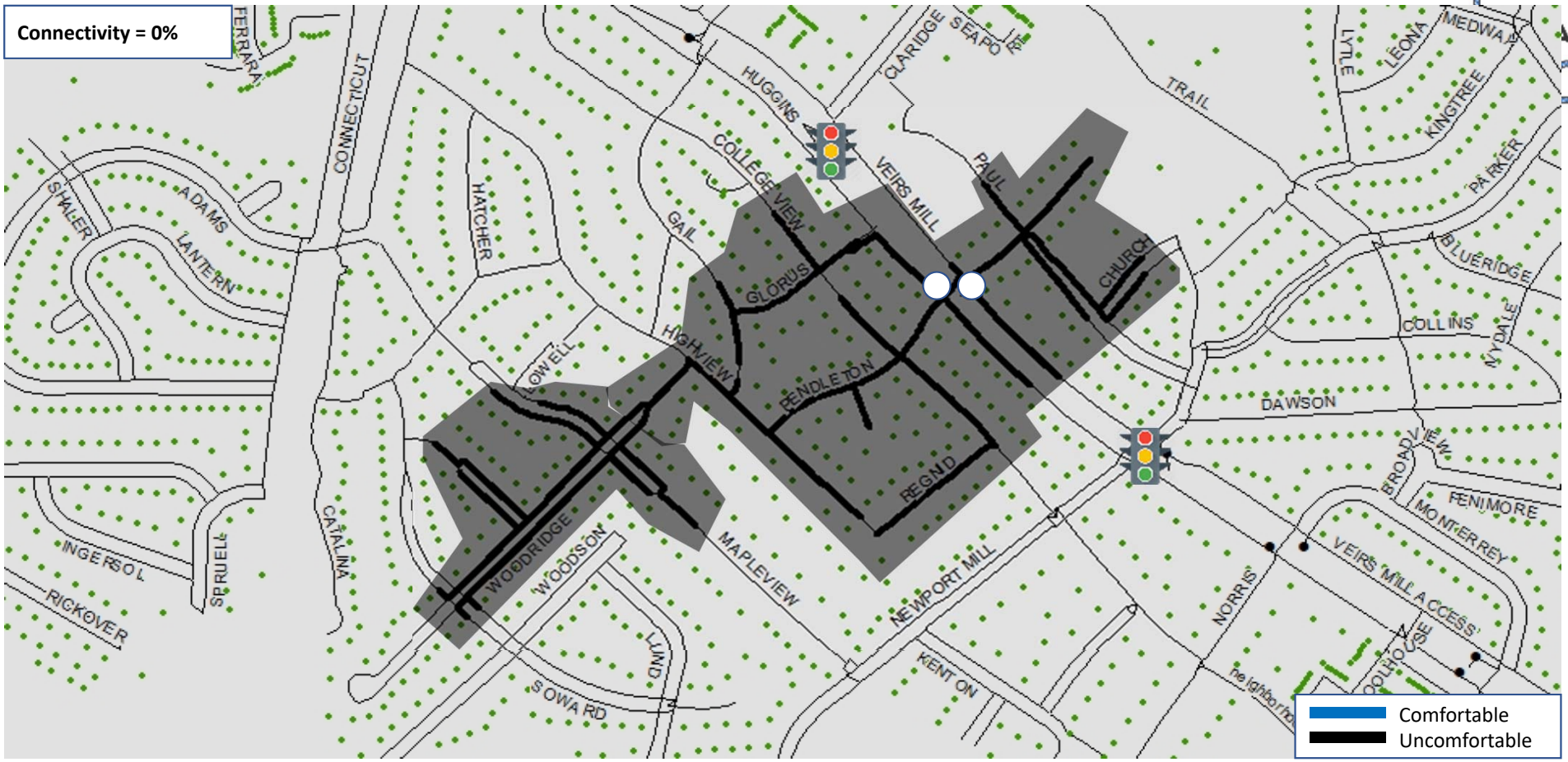


PEDESTRIAN MASTER PLAN

Montgomery Planning

PL2

Bus Stop Connectivity: Existing



PEDESTRIAN MASTER PLAN

Montgomery Planning

Slide 10

PL2 Your logo is partially obscured on the Bus Stop Connectivity slides

Pepe, Lauren, 8/20/2019

Bus Stop Connectivity: Short Term Improvements

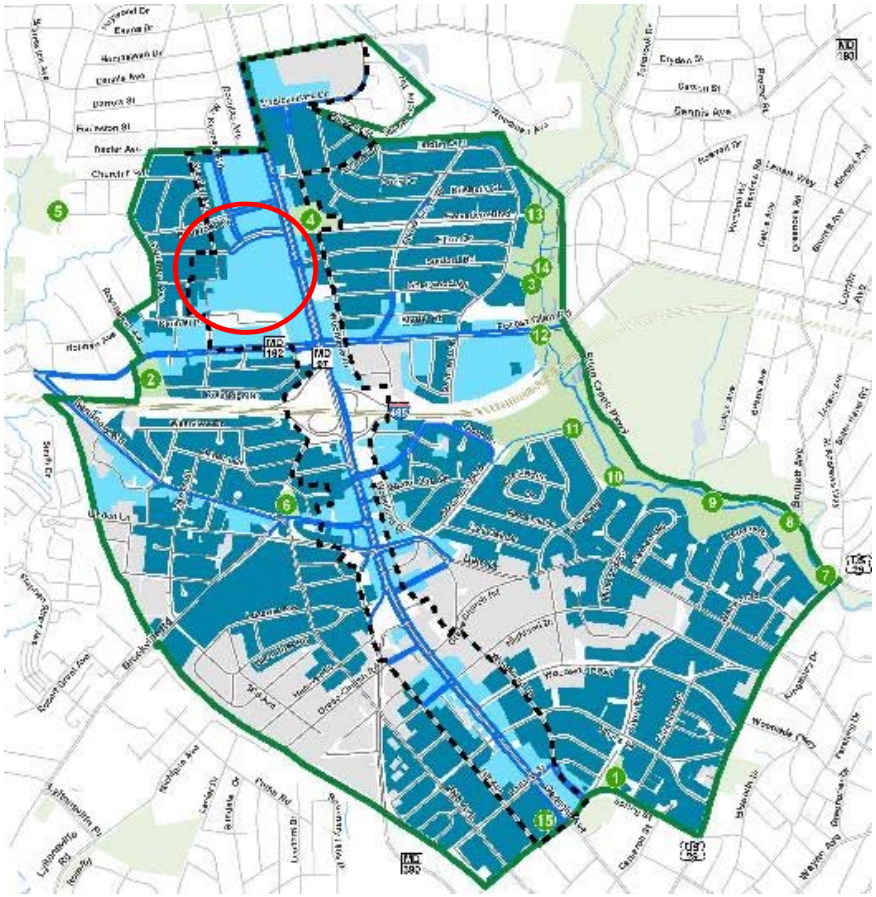
Montgomery Planning

Bus Stop Connectivity: Long Term Improvements

PEDESTRIAN MASTER PLAN

Montgomery Planning

Existing Park Access



Improved Park Access

1/2 Mile Pedestrian Access to Nearby Parks

- Park Access Points
- Master Plan Boundary
- Study Area Boundary
- Longterm Improvements
- Existing Comfortable Walkshed
- Longterm Comfortable Walkshed
- Not Accessible

N

0 — 0.5 Miles

PEDESTRIAN MASTER PLAN

Montgomery Planning

District	Existing	Short Term	Long Term
Robindale	61%	80%	95%
Connecticut/Randolph	49%	67%	97%
Newport Mill	49%	49%	86%

Areawide Pedestrian Connectivity

Montgomery Planning

V.1

V.2

Pedestrian Level of Comfort (v.2)

Main Changes

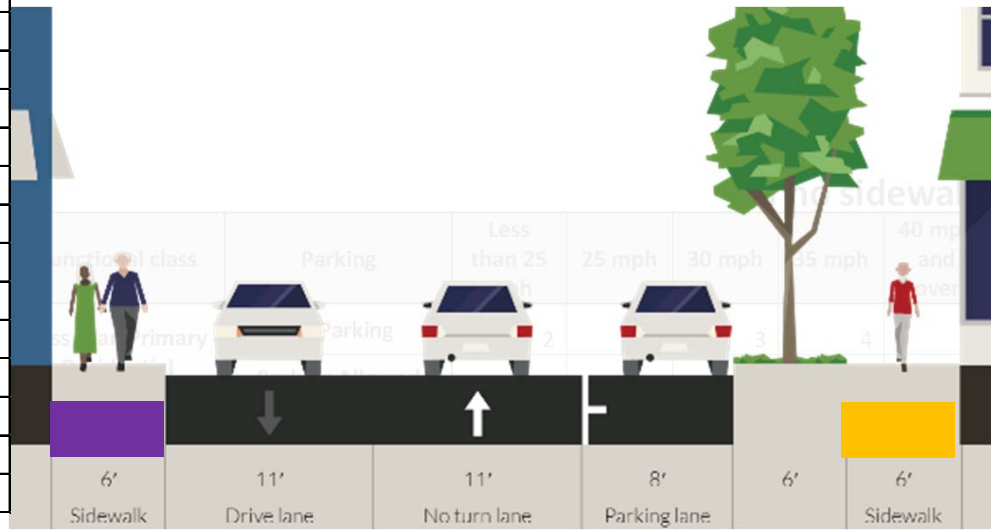
- Scoring from 1-3 to 1-4
  - Half points (only if data available)
    - Path condition
    - LPI/Protected Ped Phase
    - Lighting
- Two main segment tables – take worst score
  - Path width/Buffer width
  - Speed limit/Buffer width
- Simplify path width thresholds
- More differentiation
  - Medians
  - Crosswalks
- Consolidate land use into urban and non-urban

Score		Priority
1	Very Comfortable	No Action
1.5	Comfortable	Very Low
2	Somewhat Comfortable	Low
2.5	Somewhat Uncomfortable	Medium-Low
3	Uncomfortable	Medium
3.5	Very Uncomfortable	High
4	Unacceptable	Highest

			Walkway Buffer Width							
	Walkway Width	Walkway Condition	0 ft		>0 to <5 ft		Between 5 ft and <8 ft		≥8 ft	
			No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL
Urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	4	3	3	2	2	1
		Fair	4	3.5	4	3.5	3.5	2.5	2.5	1.5
		Poor	4	4	4	4	4	3	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 to 10 ft	Good	3	2	2	1	1	1	1	1
		Fair	3.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	4	3	3	2	2	2	2	2
	≥10 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2
Non-urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	3	2	2	1	2	1
		Fair	4	3.5	3.5	2.5	2.5	1.5	2.5	1.5
		Poor	4	4	4	3	3	2	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2

Speed Limit	No buffer		Less than 5		Between 5 and 8		Equal to or over 8	
	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL
Less than 25	2	1	2	1	1	1	1	1
25	3	2	2	1	1	1	1	1
30	4	3	3	2	2	1	1	1
35	4	3	3	2	3	2	2	1
40 and over	4	4	4	3	3	2	2	1

Speed Limit v. Buffer Width



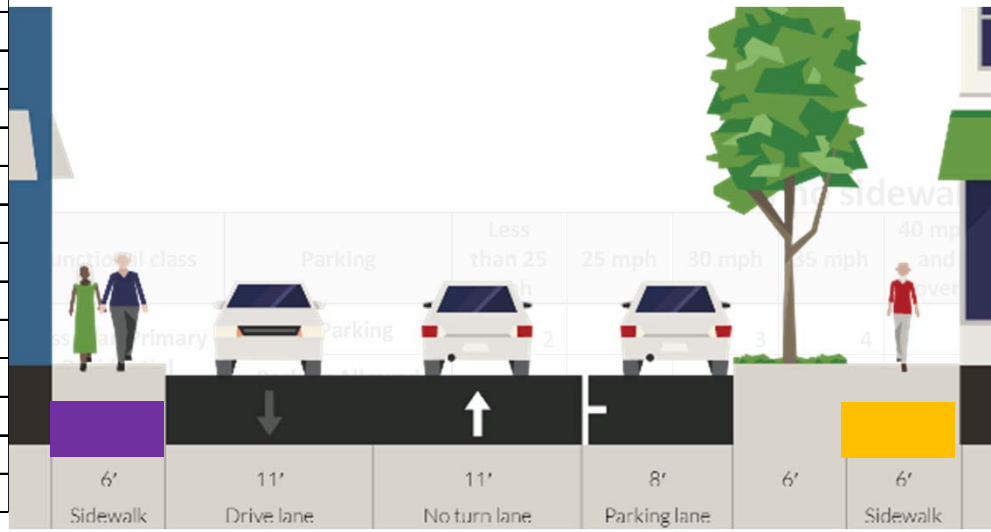
Montgomery Planning

Path Width v. Buffer Width

			Walkway Buffer Width							
	Walkway Width	Walkway Condition	0 ft		>0 to <5 ft		Between 5 ft and <8 ft		≥8 ft	
			No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL
Urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	4	3	3	2	2	1
		Fair	4	3.5	4	3.5	3.5	2.5	2.5	1.5
		Poor	4	4	4	4	4	3	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 to 10 ft	Good	3	2	2	1	1	1	1	1
		Fair	3.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	4	3	3	2	2	2	2	2
	≥10 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2
Non-urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	3	2	2	1	2	1
		Fair	4	3.5	3.5	2.5	2.5	1.5	2.5	1.5
		Poor	4	4	4	3	3	2	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2

Speed Limit	No buffer		Less than 5		Between 5 and 8		Equal to or over 8	
	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL
Less than 25	2	1	2	1	1	1	1	1
25	3	2	2	1	1	1	1	1
30	4	3	3	2	2	1	1	1
35	4	3	3	2	3	2	2	1
40 and over	4	4	4	3	3	2	2	1

Speed Limit v. Buffer Width



Montgomery Planning

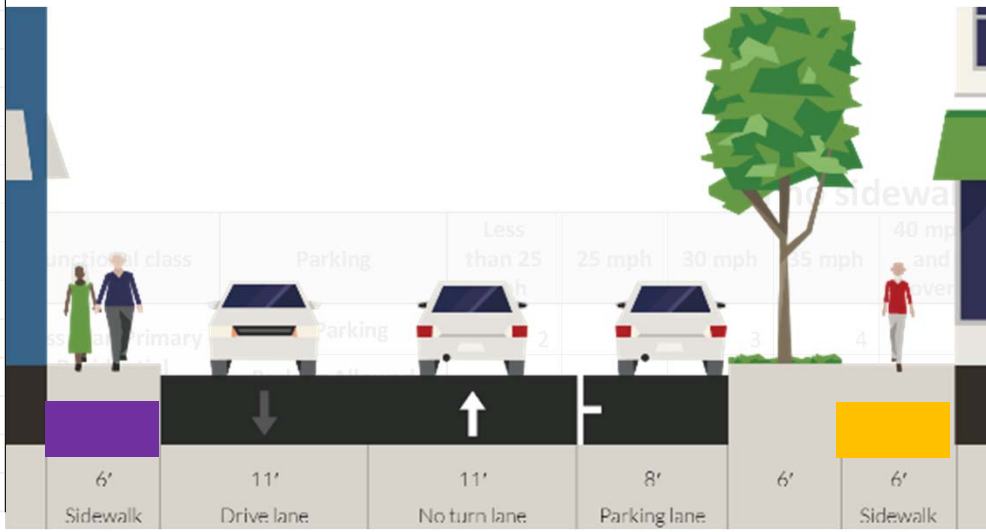
Path Width v. Buffer Width

	Walkway Width	Walkway Condition	Walkway Buffer Width							
			0 ft		>0 to <5 ft		Between 5 ft and <8 ft		≥8 ft	
			No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL
Urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	4	3	3	2	2	1
		Fair	4	3.5	4	3.5	3.5	2.5	2.5	1.5
		Poor	4	4	4	4	4	3	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 to 10 ft	Good	3	2	2	1	1	1	1	1
		Fair	3.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	4	3	3	2	2	2	2	2
	≥10 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2
Non-urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	3	2	2	1	2	1
		Fair	4	3.5	3.5	2.5	2.5	1.5	2.5	1.5
		Poor	4	4	4	3	3	2	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2

Path Width v. Buffer Width

Speed Limit	No buffer		Less than 5		Between 5 and 8		Equal to or over 8	
	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL
Less than 25	2	1	2	1	1	1	1	1
25	3	2	2	1	1	1	1	1
30	4	3	3	2	2	1	1	1
35	4	3	3	2	3	2	2	1
40 and over	4	4	4	3	3	2	2	1

Speed Limit v. Buffer Width



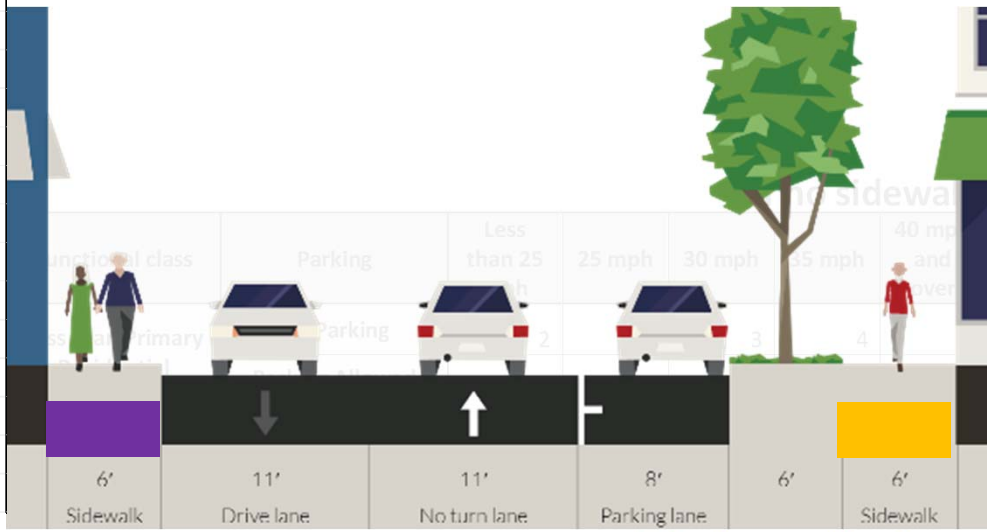
Montgomery Planning

	Walkway Width	Walkway Condition	Walkway Buffer Width: 0 ft		>0 to <5 ft		Between 5 ft and <8 ft		≥8 ft	
			No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL
Urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	4	3	3	2	2	1
		Fair	4	3.5	4	3.5	3.5	2.5	2.5	1.5
		Poor	4	4	4	4	4	3	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 to 10 ft	Good	3	2	2	1	1	1	1	1
		Fair	3.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	4	3	3	2	2	2	2	2
	≥10 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2
Non-urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	3	2	2	1	2	1
		Fair	4	3.5	3.5	2.5	2.5	1.5	2.5	1.5
		Poor	4	4	4	3	3	2	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2

Path Width v. Buffer Width

Speed Limit	No buffer		Less than 5		Between 5 and 8		Equal to or over 8	
	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL
Less than 25	2	1	2	1	1	1	1	1
25	3	2	2	1	1	1	1	1
30	4	3	3	2	2	1	1	1
35	4	3	3	2	3	2	2	1
40 and over	4	4	4	3	3	2	2	1

Speed Limit v. Buffer Width



Montgomery Planning

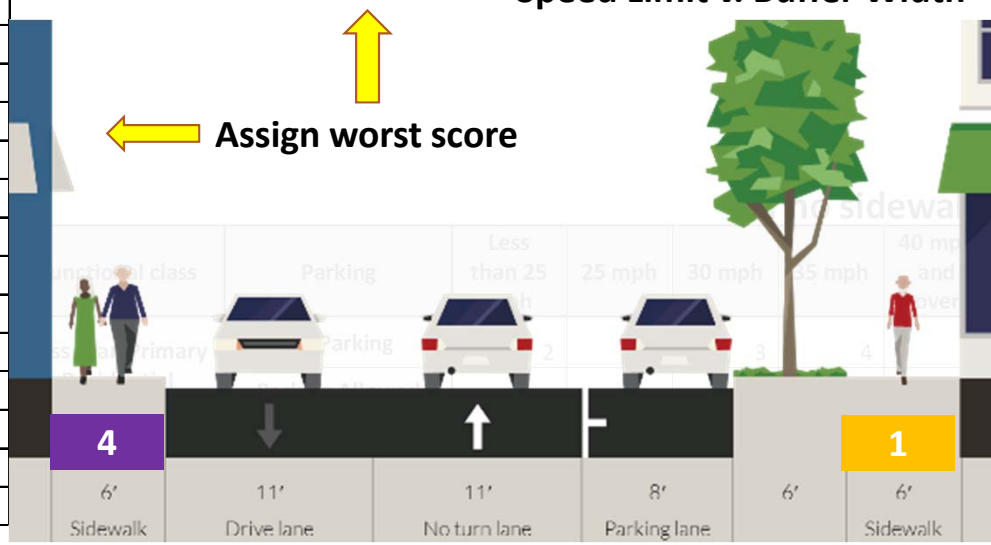
	Walkway Width	Walkway Condition	Walkway Buffer Width							
			0 ft		>0 to <5 ft		Between 5 ft and <8 ft		≥8 ft	
			No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL	No PL/BL	PL/BL
Urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	4	3	3	2	2	1
		Fair	4	3.5	4	3.5	3.5	2.5	2.5	1.5
		Poor	4	4	4	4	4	3	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 to 10 ft	Good	3	2	2	1	1	1	1	1
		Fair	3.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	4	3	3	2	2	2	2	2
	≥10 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2
Non-urban	No sidewalk		Use No Sidewalk table							
	Less than 5ft	Good	4	3	3	2	2	1	2	1
		Fair	4	3.5	3.5	2.5	2.5	1.5	2.5	1.5
		Poor	4	4	4	3	3	2	3	2
	5 to 8 ft	Good	3	2	3	2	2	1	1	1
		Fair	3.5	2.5	3.5	2.5	2.5	1.5	1.5	1.5
		Poor	4	3	4	3	3	2	2	2
	≥8 ft	Good	2	1	2	1	1	1	1	1
		Fair	2.5	1.5	2.5	1.5	1.5	1.5	1.5	1.5
		Poor	3	2	3	2	2	2	2	2

Path Width v. Buffer Width

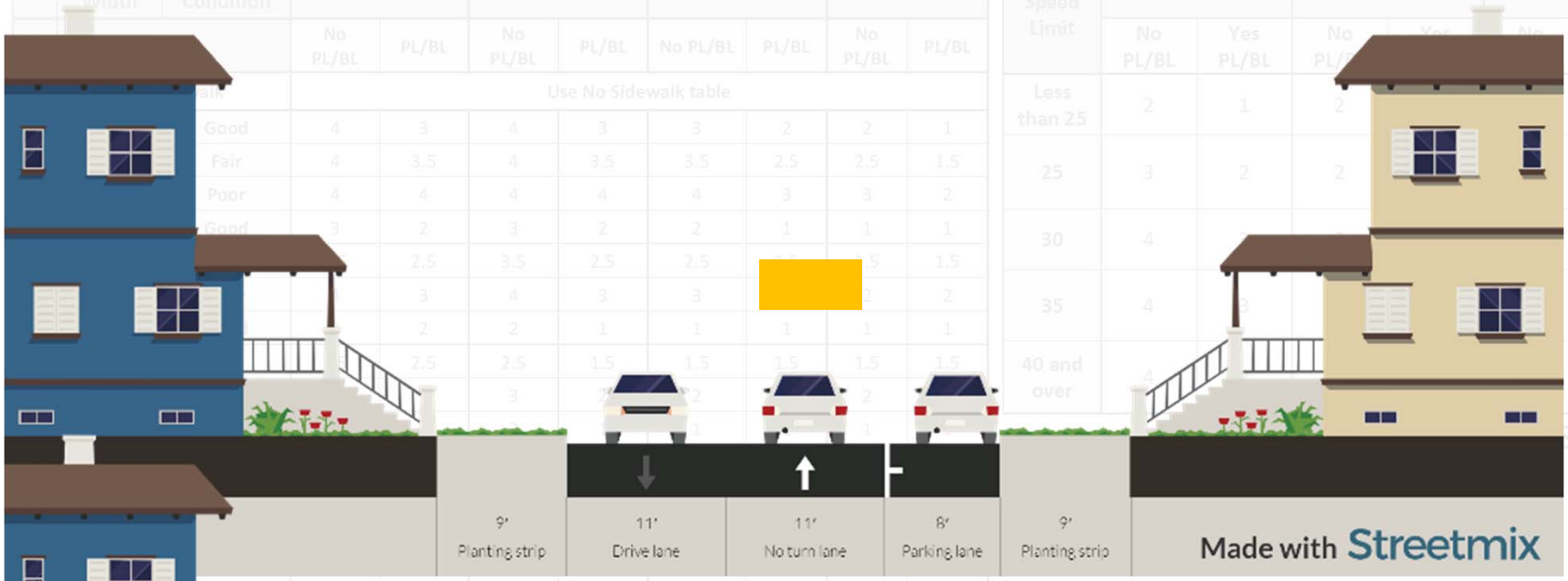
Speed Limit	No buffer		Less than 5		Between 5 and 8		Equal to or over 8	
	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL	No PL/BL	Yes PL/BL
Less than 25	2	1	2	1	1	1	1	1
25	3	2	2	1	1	1	1	1
30	4	3	3	2	2	1	1	1
35	4	3	3	2	3	2	2	1
40 and over	4	4	4	3	3	2	2	1

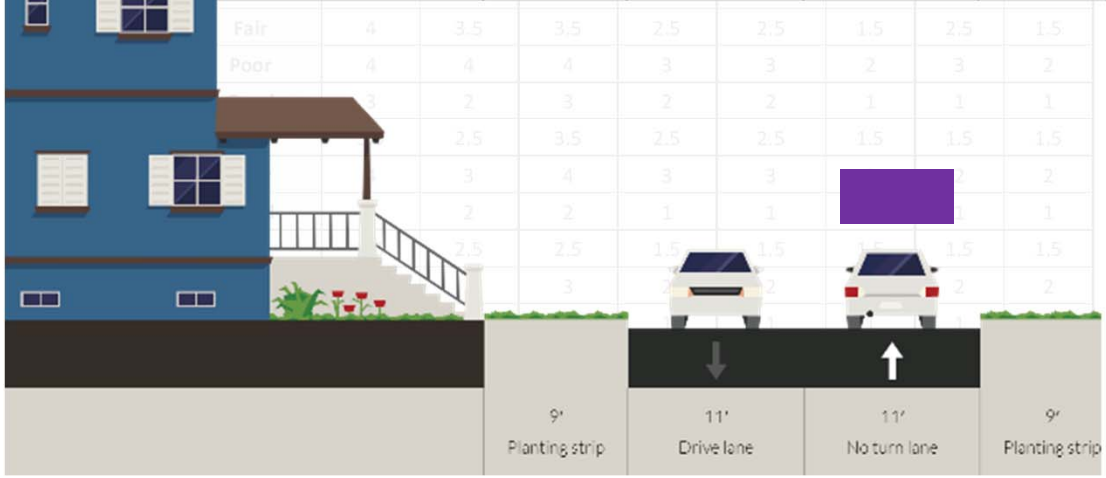
Speed Limit v. Buffer Width

Assign worst score



Montgomery Planning

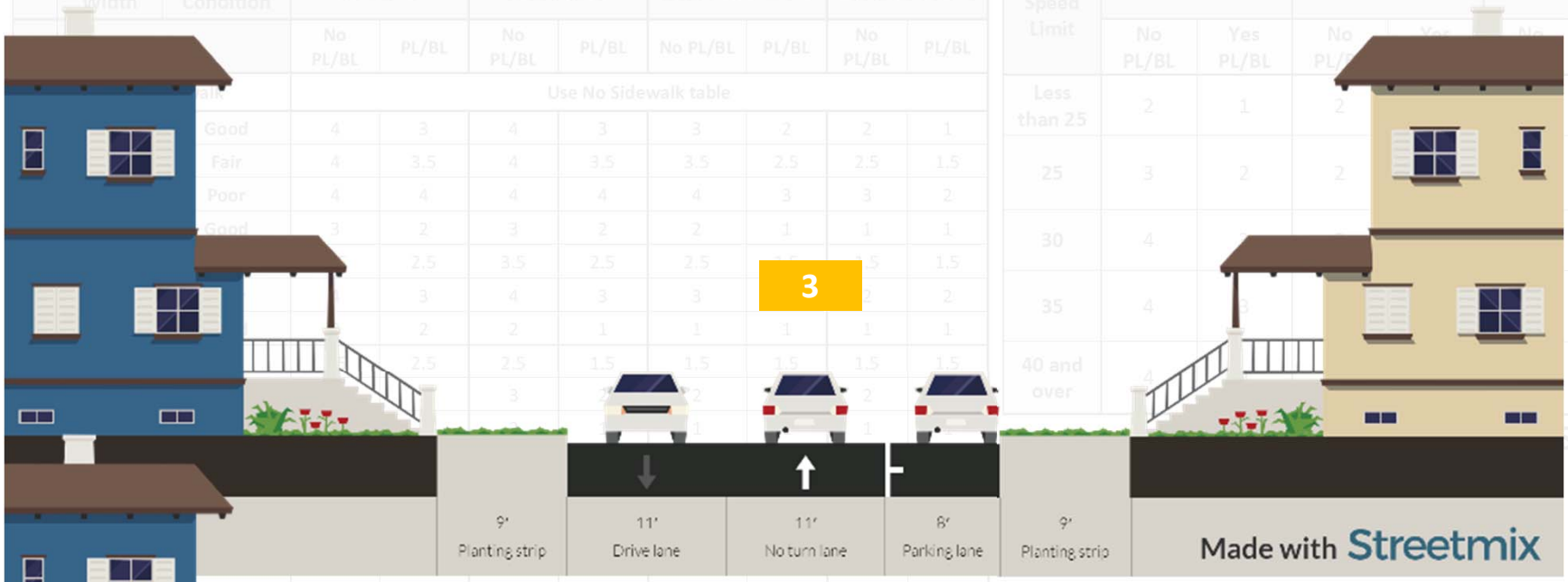


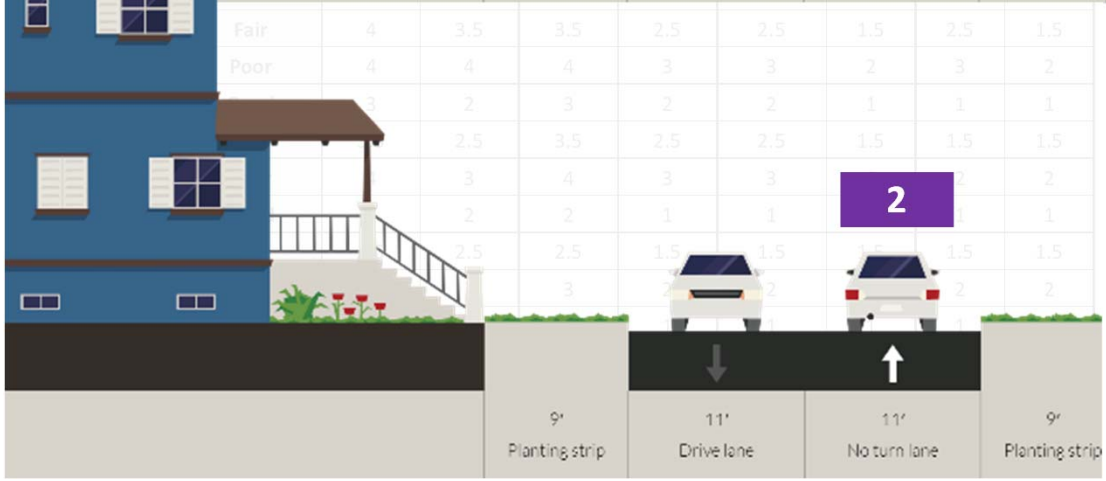


If no sidewalk

Functional class	Parking	Less than 25 mph	25 mph	30 mph	35 mph	40 mph and over
Less than Primary Residential	No Parking	2	2	3	4	4
	Parking Allowed	2	3	4	4	4
Primary Residential	No Parking	2	3	4	4	4
	Parking Allowed	3	3	4	4	4

Montgomery Planning



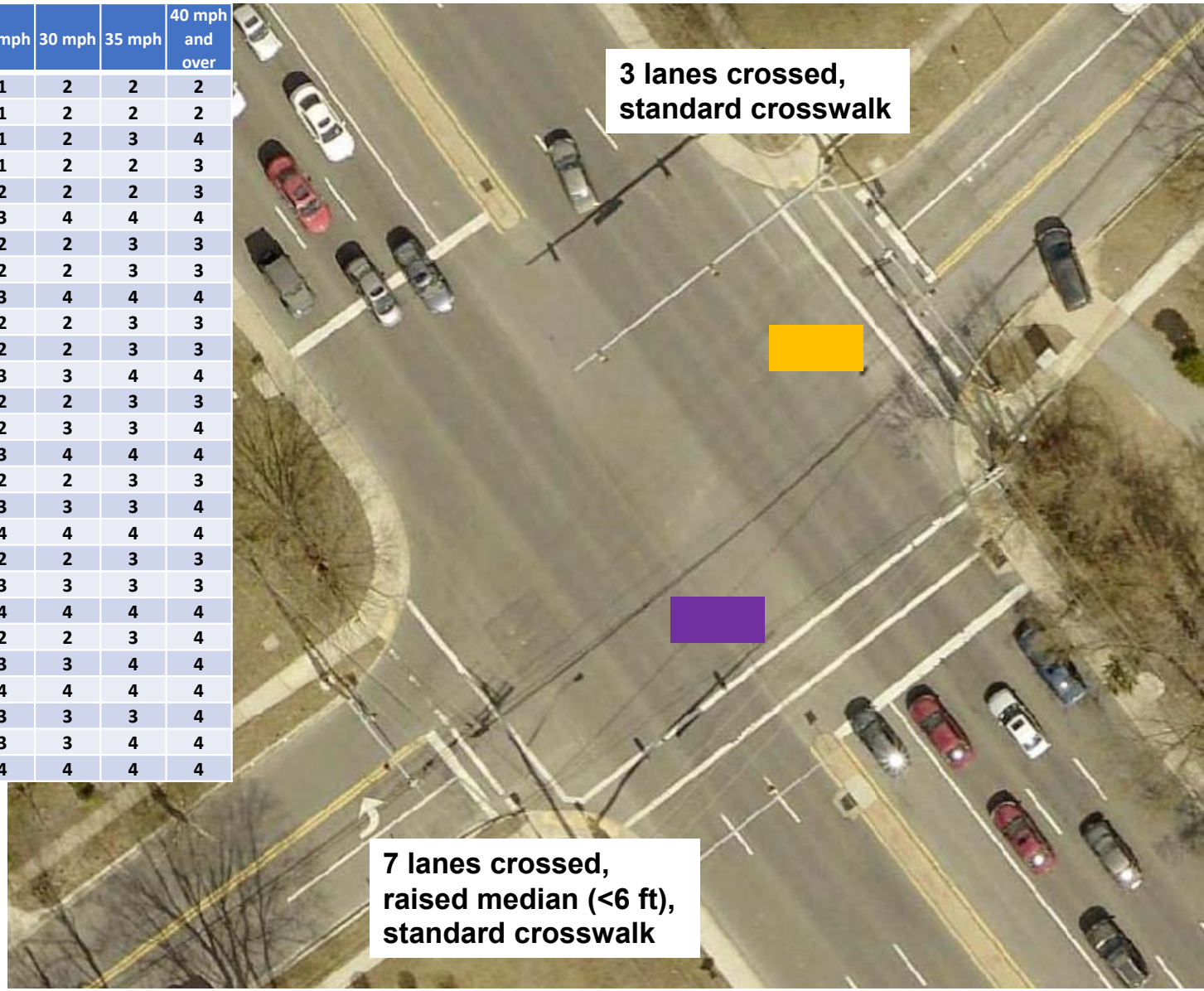


If no sidewalk

Functional class	Parking	Less than 25 mph	25 mph	30 mph	35 mph	40 mph and over
Less than Primary Residential	No Parking	2	2	3	4	4
	Parking Allowed	2	3	4	4	4
Primary Residential	No Parking	2	3	4	4	4
	Parking Allowed	3	3	4	4	4

Montgomery Planning

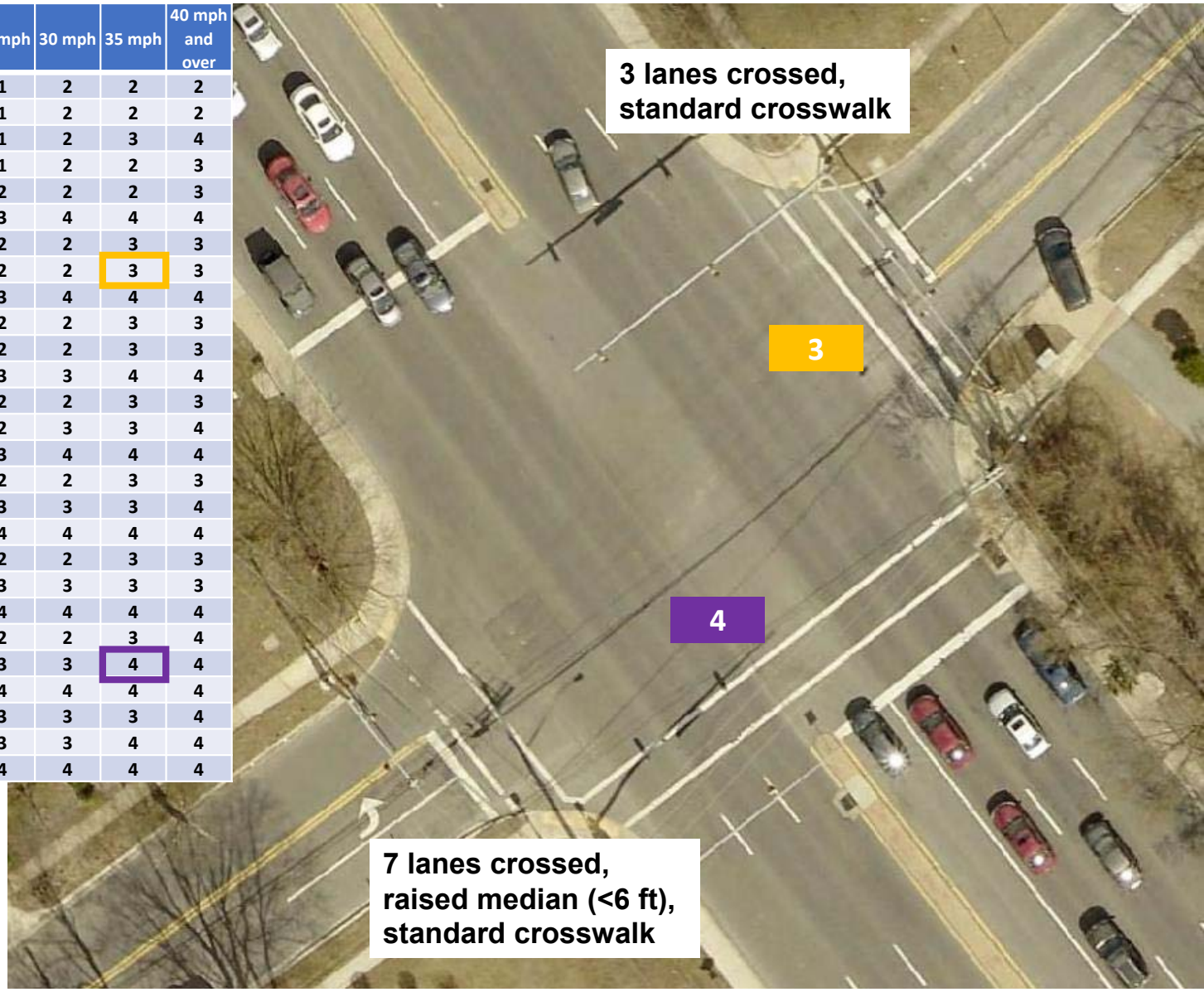
# of Lanes	Median Type	Crosswalk Type	Less than 25 mph	25 mph	30 mph	35 mph	40 mph and over
1 to 3	Pedestrian Refuge	High Visibility	1	1	2	2	2
		Marked	1	1	2	2	2
		Unmarked	1	1	2	3	4
	Raised/Hardened Centerline	High Visibility	1	1	2	2	3
		Marked	1	2	2	2	3
		Unmarked	1	3	4	4	4
	Painted/None	High Visibility	1	2	2	3	3
		Marked	1	2	2	3	3
		Unmarked	1	3	4	4	4
4 to 5	Pedestrian Refuge	High Visibility	1	2	2	3	3
		Marked	1	2	2	3	3
		Unmarked	1	3	3	4	4
	Raised/Hardened Centerline	High Visibility	2	2	2	3	3
		Marked	2	2	3	3	4
		Unmarked	2	3	4	4	4
	Painted/None	High Visibility	2	2	2	3	3
		Marked	3	3	3	3	4
		Unmarked	4	4	4	4	4
6+	Pedestrian Refuge	High Visibility	2	2	2	3	3
		Marked	3	3	3	3	3
		Unmarked	4	4	4	4	4
	Raised/Hardened Centerline	High Visibility	2	2	2	3	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4
	Painted/None	High Visibility	2	3	3	3	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4



Suburban, signalized, highest posted speed: 35 mph.

Controlled Crossing

# of Lanes	Median Type	Crosswalk Type	Less than 25 mph	25 mph	30 mph	35 mph	40 mph and over
1 to 3	Pedestrian Refuge	High Visibility	1	1	2	2	2
		Marked	1	1	2	2	2
		Unmarked	1	1	2	3	4
	Raised/Hardened Centerline	High Visibility	1	1	2	2	3
		Marked	1	2	2	2	3
		Unmarked	1	3	4	4	4
	Painted/None	High Visibility	1	2	2	3	3
		Marked	1	2	2	3	3
		Unmarked	1	3	4	4	4
4 to 5	Pedestrian Refuge	High Visibility	1	2	2	3	3
		Marked	1	2	2	3	3
		Unmarked	1	3	3	4	4
	Raised/Hardened Centerline	High Visibility	2	2	2	3	3
		Marked	2	2	3	3	4
		Unmarked	2	3	4	4	4
	Painted/None	High Visibility	2	2	2	3	3
		Marked	3	3	3	3	4
		Unmarked	4	4	4	4	4
6+	Pedestrian Refuge	High Visibility	2	2	2	3	3
		Marked	3	3	3	3	3
		Unmarked	4	4	4	4	4
	Raised/Hardened Centerline	High Visibility	2	2	2	3	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4
	Painted/None	High Visibility	2	3	3	3	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4



Suburban, signalized, highest posted speed: 35 mph.

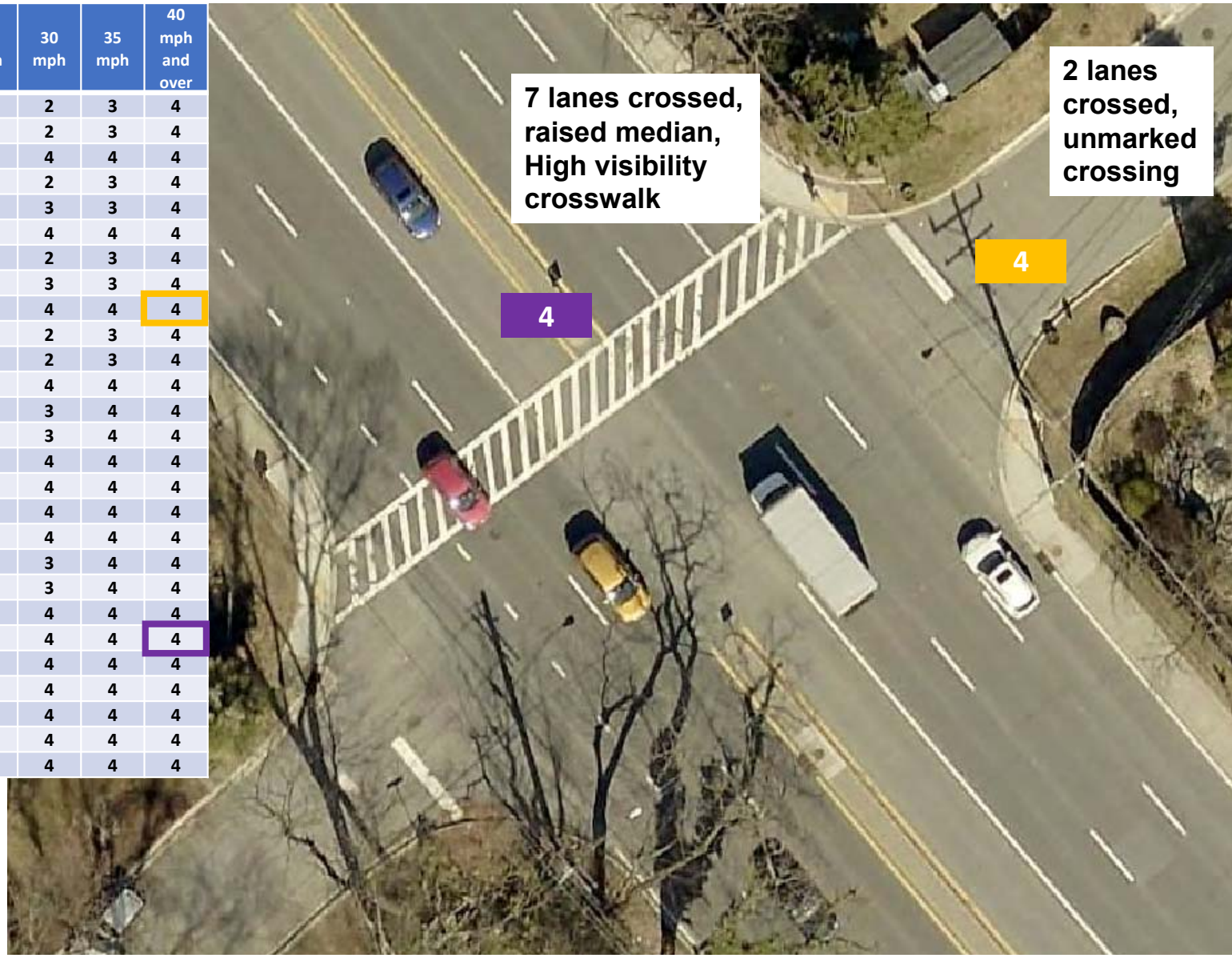
Controlled Crossing

# of Lanes	Median Type	Crosswalk Type	Less than 25 mph	25 mph	30 mph	35 mph	40 mph and over
1 to 3	Pedestrian Refuge	High Visibility	1	1	2	3	4
		Marked	1	1	2	3	4
		Unmarked	2	2	4	4	4
	Raised/Hardened Centerline	High Visibility	1	1	2	3	4
		Marked	1	1	3	3	4
		Unmarked	2	2	4	4	4
	Painted/None	High Visibility	1	1	2	3	4
		Marked	1	1	3	3	4
		Unmarked	2	2	4	4	4
4 to 5	Pedestrian Refuge	High Visibility	1	1	2	3	4
		Marked	1	1	2	3	4
		Unmarked	2	3	4	4	4
	Raised/Hardened Centerline	High Visibility	2	2	3	4	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4
	Painted/None	High Visibility	4	4	4	4	4
		Marked	4	4	4	4	4
		Unmarked	4	4	4	4	4
6+	Pedestrian Refuge	High Visibility	3	3	3	4	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4
	Raised/Hardened Centerline	High Visibility	3	3	4	4	4
		Marked	3	3	4	4	4
		Unmarked	4	4	4	4	4
	Painted/None	High Visibility	4	4	4	4	4
		Marked	4	4	4	4	4
		Unmarked	4	4	4	4	4

Suburban, uncontrolled, highest posted speed: 40 mph.

Uncontrolled Crossing

# of Lanes	Median Type	Crosswalk Type	Less than 25 mph	25 mph	30 mph	35 mph	40 mph and over
1 to 3	Pedestrian Refuge	High Visibility	1	1	2	3	4
		Marked	1	1	2	3	4
		Unmarked	2	2	4	4	4
	Raised/Hardened Centerline	High Visibility	1	1	2	3	4
		Marked	1	1	3	3	4
		Unmarked	2	2	4	4	4
	Painted/None	High Visibility	1	1	2	3	4
		Marked	1	1	3	3	4
		Unmarked	2	2	4	4	4
4 to 5	Pedestrian Refuge	High Visibility	1	1	2	3	4
		Marked	1	1	2	3	4
		Unmarked	2	3	4	4	4
	Raised/Hardened Centerline	High Visibility	2	2	3	4	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4
	Painted/None	High Visibility	4	4	4	4	4
		Marked	4	4	4	4	4
		Unmarked	4	4	4	4	4
6+	Pedestrian Refuge	High Visibility	3	3	3	4	4
		Marked	3	3	3	4	4
		Unmarked	4	4	4	4	4
	Raised/Hardened Centerline	High Visibility	3	3	4	4	4
		Marked	3	3	4	4	4
		Unmarked	4	4	4	4	4
	Painted/None	High Visibility	4	4	4	4	4
		Marked	4	4	4	4	4
		Unmarked	4	4	4	4	4



Suburban, uncontrolled, highest posted speed: 40 mph.

Uncontrolled Crossing

Any Questions?

Eli Glazier
eli.glazier@
montgomeryplanning.org

Existing Conditions

- **Comfort Visualization**

PLOC Map

- Connectivity analysis
  - Access to important destinations (Schools, Parks, Transit Stops, etc.)
  - Areawide pedestrian connectivity

Existing Conditions

- Comfort Visualization
- **Connectivity analysis**
  - Access to important destinations (Schools, Parks, Transit Stops, etc.)
  - Areawide pedestrian connectivity

Montgomery Hills Park Walkshed Map

Recommendation Development

- What needs to be changed so this is comfortable?

Project Prioritization / Scenario Planning

- Which projects provide the greatest connectivity benefits?

Pedestrian Level of Comfort (v.1) Data

Segments

- Low, Medium, or High Pedestrian Activity (Zoning)
- Path width
- Pedestrian-only or Shared Use
- Buffered (Landscaping > 5’, Striped Parking Lane, Bike Lane/>5’ shoulder)
- Posted Speed Limit
- AADT
- Obstruction Frequency
- Functional Class

Intersections

- Low, Medium, or High Pedestrian Activity (Zoning)
- Number of Lanes to Cross
- Traffic Control
- Marked Crosswalk
- Posted Speed Limit
- Median refuge
- ~~Lighting~~
- Channelized Right Turns

Pedestrian Level of Comfort (v.1)

Activity Levels		Urban (CR, LSC or Floating zone equivalent; 1/2 mile of rail orLRT; 1/4 mile of (TBD criteria) BRT; R-10, 20, 30 and RH (an all other townhouse zones) if adjacent to CR or LSC)																							
Street	Path width	3.5' to <5'								>/=5' to <8'								> /=8'							
	Type	Shared w/bicyclists				Sep. Ped. Lane				Shared w/bicyclists				Sep. Ped. lane				Shared w/bicyclists				Sep. Ped. lane			
		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer*		w/o Buffer		with Buffer		w/o Buffer		with Buffer	
	Quality	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.
Posted Speed Limit	ADT																								
≤25	</=10k	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	2	1
	>10k	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	2	1
30	N/A	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	2	1
35	N/A	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	2	2
40	N/A	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	2	2
≥45	N/A	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	2	2

Score		Priority
1	High Quality	No Action
2	Acceptable	Low
3	Unacceptable	High

Montgomery Planning

Pedestrian Level of Comfort (v.1)

Activity Levels		Suburban																									
Street	Path width	No sidewalk		3.5' to <5'								>/=5' to <8'								> /=8'							
	Type	Residential	Non-residential	Residential				Non-residential				Residential				Non-residential				Residential				Non-residential			
				w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer	
	Quality			Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.
Posted Speed Limit	ADT																										
≤25	</=10k	2/3*	2/3*	2/3*	2/3*	2	2	3	3	2	2	2	2	1	1	3	3	2	1	1/2'	1/2'	1	1	3	3	2	1
	>10k	3	3	3	3	2	2	3	3	2	2	3	3	2	2	3	3	2	1	3	3	1	1	3	3	2	1
30	N/A	3	3	3	3	2	2	3	3	3	2	3	3	2	2	3	3	2	1	3	3	1	1	3	3	2	1
35	N/A	3	3					3	3	3	2					3	3	3	2					3	3	3	1
40	N/A	3	3					3	3	3	2					3	3	3	2					3	3	3	1
≥45	N/A	3	3					3	3	3	2					3	3	3	2					3	3	3	1
		*3 if roadway functional classification primary residential 2 if roadway functional		*3 if roadway is not a minor arterial 2 if minor arterial classification																							

Score		Priority
1	High Quality	No Action
2	Acceptable	Low
3	Unacceptable	High

Montgomery Planning

Pedestrian Level of Comfort (v.1)

Activity Levels		Rural																							
Street	Path width	3.5' to <5'								>=5' to <8'								>= 8'							
	Type	Shared w/bicyclists				Sep. Ped. Lane *				Shared w/bicyclists				Sep. Ped. lane				Shared w/bicyclists				Sep. Ped. lane			
	Quality	w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer		w/o Buffer		with Buffer	
		Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.	Freq. obs.	Not Freq obs.
Posted Speed Limit	ADT																								
≤25	</=10k																								
	>10k																								
30	N/A																								
35	N/A																								
40	N/A																								
≥45	N/A																								

	Score	Priority
1	High Quality	No Action
2	Acceptable	Low
3	Unacceptable	High

Montgomery Planning

Pedestrian Level of Comfort (v.1)

Posted Speed Limit on Street Being Crossed	Signalized Crosswalk																							
	No right turn on red																							
	# of Lanes of Street Being Crossed																							
	2-3	4-5	>=6	2-3	4-5	>=6	2-3	4-5	>=6	2-3	4-5	>=6	2-3	4-5	>=6	2-3	4-5	>=6	2-3	4-5	>=6	2-3	4-5	>=6
	No Median Refuge												Median Refuge											
	Unmarked Crosswalk			Marked Crosswalk			Unmarked Crosswalk			Marked Crosswalk			Unmarked Crosswalk			Marked Crosswalk			Unmarked Crosswalk			Marked Crosswalk		
	No Lighting						Lighting						No Lighting						Lighting					
<25mph	3	3	3	3	3	3	3	3	3	1	1	2	3	3	3	3	3	3	3	3	3	1	1	1
25	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2
30	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2
35	3	3	3	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	2	2	2
40	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	2	3	3
≥45	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

Score		Priority
1	High Quality	No Action
2	Acceptable	Low
3	Unacceptable	High

Montgomery Planning

ADA Table

This table is used as an overlay for the other scores for segments and intersections to be scored and visualized as ADA compliant or not. This allows the PLOC scoring to provide more nuance in scoring levels for M-NCPPC's planning processes based on comfort, while also considering ADA compliance.

	ADA Condition	Yes/No	Score	Notes
Segments (Score each segment)	Sidewalk is under 4 feet wide (5 feet recommended)	yes	1	Sum = number of ADA issues. Score of 0 = ADA compliant.
		no	0	
	Trip hazards of 1/4" or greater	yes	1	
		no	0	
	Cross slope less than 0% or greater than 2%	yes	1	
		no	0	
	Obstruction(s) creating a less than 36"* pedestrian access route (PAR)	yes	1	
		no	0	
	Missing sidewalk section(s) within segment	yes	1	
		no	0	
Intersections (Score Per Crossing approach)	Lacking detectable warning surface (DWS)	yes	1	Sum = number of ADA issues. Score of 0 = ADA compliant.
		no	0	
	Ratio of DWS width / Ramp width is less than 1	yes	1	
		no	0	
	Ramp width is less than 36"*	yes	1	
		no	0	
	Ramp slope is less than 0% or greater than 8.33%	yes	1	
		no	0	
	Ramp landing area slope is less than 0% or greater than 2%	yes	1	
		no	0	
	Ramp landing area is less than 5' x 5'	yes	1	
		no	0	
	Accessible pushbutton not present (when pedestrian signal is present)	yes	1	
		no	0	

*ADAAG requires 36" minimum width (with 60" passing space every 200' minimum for segments); PROWAG is 4' minimum width, 5' recommended.