



Imagining and Achieving a Veirs Mill Road Corridor with **ZERO** Deaths or Serious Injuries

Public Meeting
10/24/2017



COMMUNITY OUTREACH

- Community Meetings:
 - February 22, 2017: Community Kick-Off Meeting
 - March 29, 2017: Visioning and Community Priorities
 - May 15, 2017: Recreation, Parks and Potential Future Development
 - October 4, 2017: Plan Vision and Approach

- Neighborhood Events:
 - Taste of Wheaton
 - Wheaton North – Blooming the Neighborhood
 - Viers Mill Baptist Church – Summer Carnival
 - Holiday Park
 - National Night Out
 - Wheaton Arts Parade and Festival

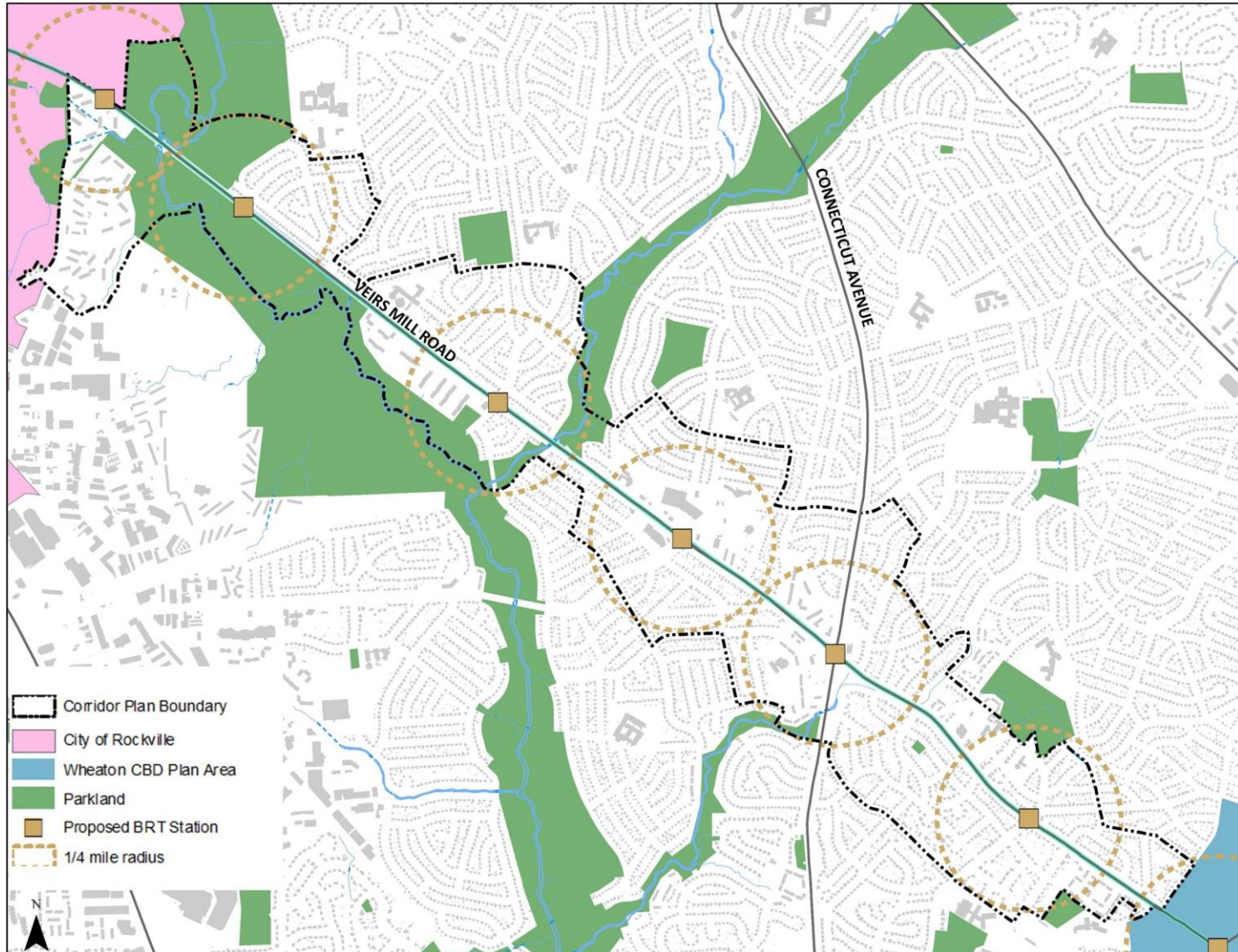
PLAN VISION

- Preserve and strengthen the Veirs Mill Corridor communities by enhancing existing community resources, increasing connectivity and promoting safety in the public realm.





PLAN AREA





What is Vision Zero?

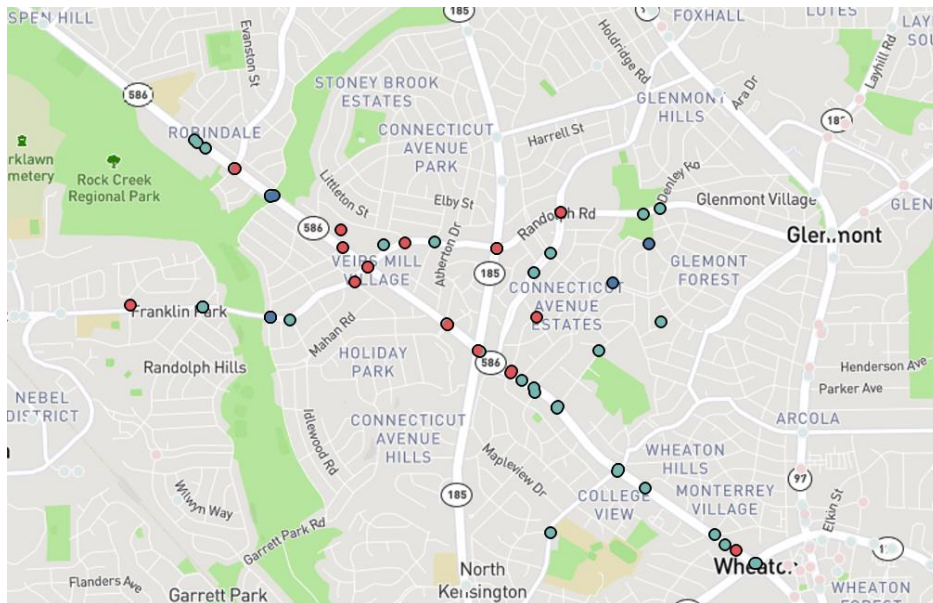
- Vision Zero is an international effort to achieve ZERO deaths and serious injuries on our roadways due to traffic crashes
- In the United States, it is a response to the approximately 34,000 yearly traffic fatalities
- Montgomery County has adopted Vision Zero, and urged the State of Maryland to do the same





Why is Vision Zero being applied to Veirs Mill Road?

- Veirs Mill Road has been the site of traffic fatalities and serious injuries
- Many vulnerable road users due to current and expected transit on the corridor
- Many current pedestrians, bicyclists and transit riders in the area



Fatalities and severe injuries along and near the Veirs Mill corridor, 2012-2016



What is the scope of this study?

This study narrowly **focuses on road safety**

- It is our charge to act as independent experts on what it will take to achieve safer conditions for all users

We will be formulating two distinct sets of recommendations

- Short- and medium-term interventions to improve safety as much as possible, as soon as possible
- Long term visions for how to achieve improve safety on this corridor through more substantive changes in the 30 to 50 year timeframe



What is the role of this meeting?

We will be presenting:

- A “toolbox” of possible short- and medium- term approaches to improve safety
- Concept-level sketches of two long term approaches to creating a safer corridor

We are seeking your input and opinions on short term and long term recommendations during conversations at the stations



Creating safety: What do we know works?

There are two general ways to increase traffic safety:

- Decrease the **frequency** of crashes
- Decrease the **severity** of crashes



How do we decrease crash frequency?

Some strategies to reduce conflicts include:

- Dedicate space for different travel modes/directions
- Use traffic signals to manage conflicts at crossings by providing signal phases for different movements
- Reduce crossing distances

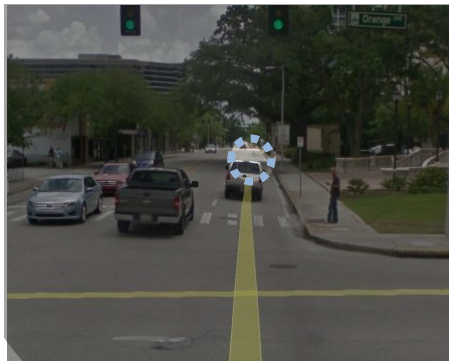




How do we decrease crash frequency?

The key strategy for increasing successful driver yielding when a conflict occurs is **reducing vehicle speed.**

Driver cone of vision at different speeds



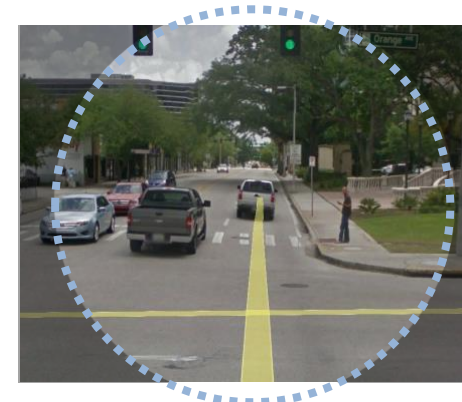
40 MPH



30 MPH



20 MPH



15 MPH



How do we decrease crash Severity?

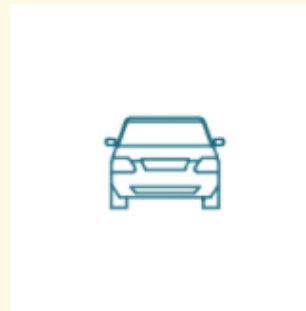
Risk to vulnerable road users is a function of **weight** and **speed**.

Since the weight of road different users is relatively fixed:
the **key strategy for reducing crash severity is reducing vehicle speed**.

Bus
24,000 lbs



Car
2,000 lbs



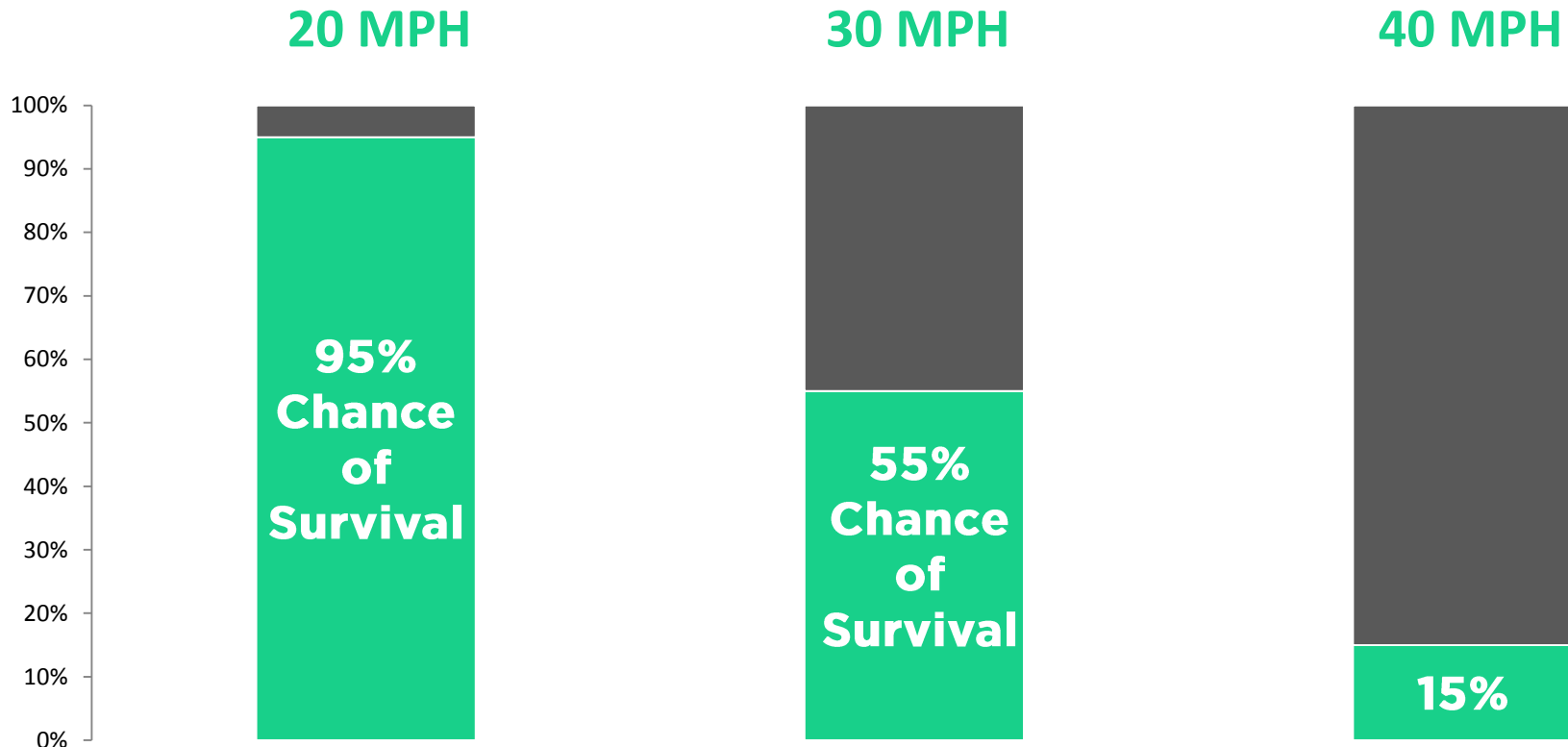
**Cyclist/
Pedestrian**
30–250 lbs





How do we decrease crash severity?

The key strategy for reducing crash severity is reducing vehicle speed.



Pedestrian survival rates when involved in crashes with vehicles at different speeds



How do we decrease crash severity?

The key strategy for reducing crash severity is reducing vehicle speed.

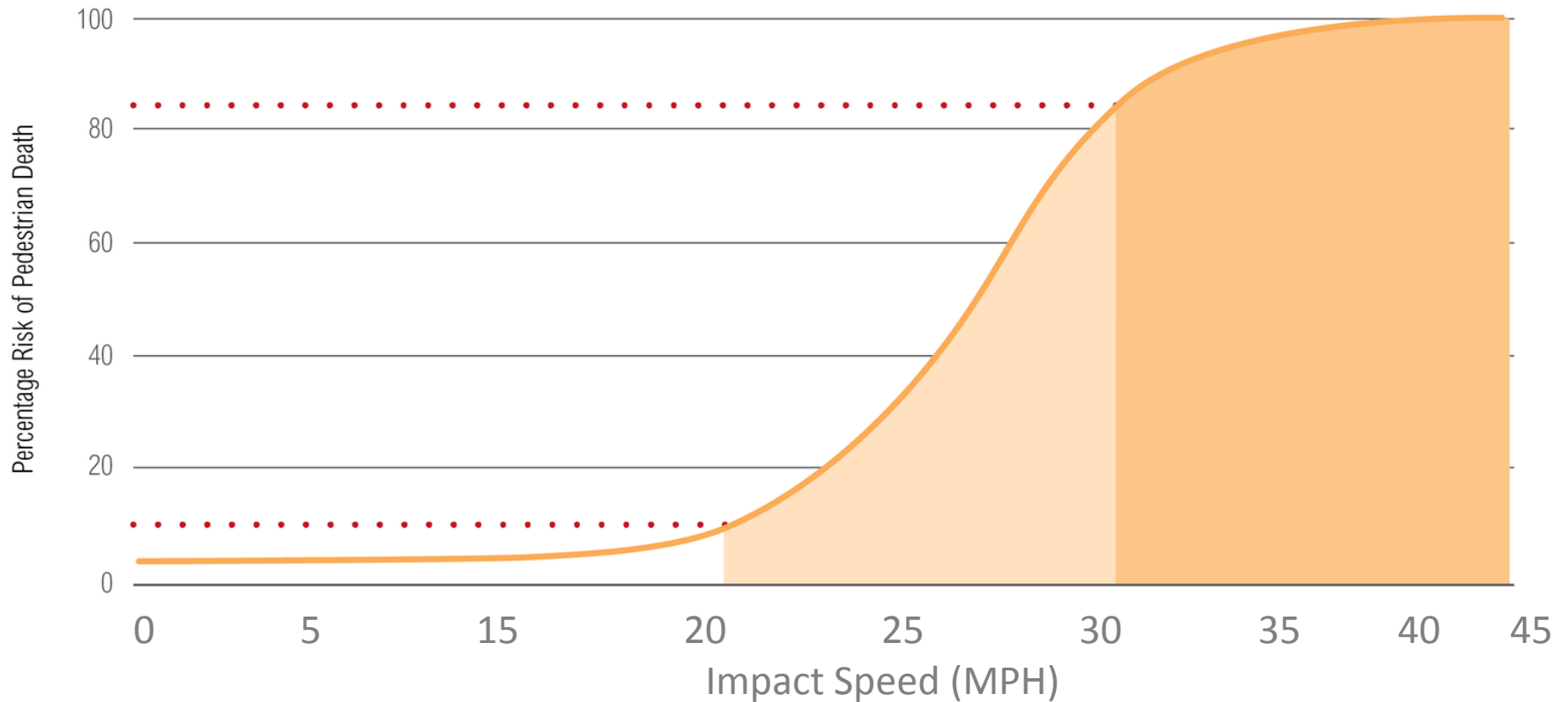
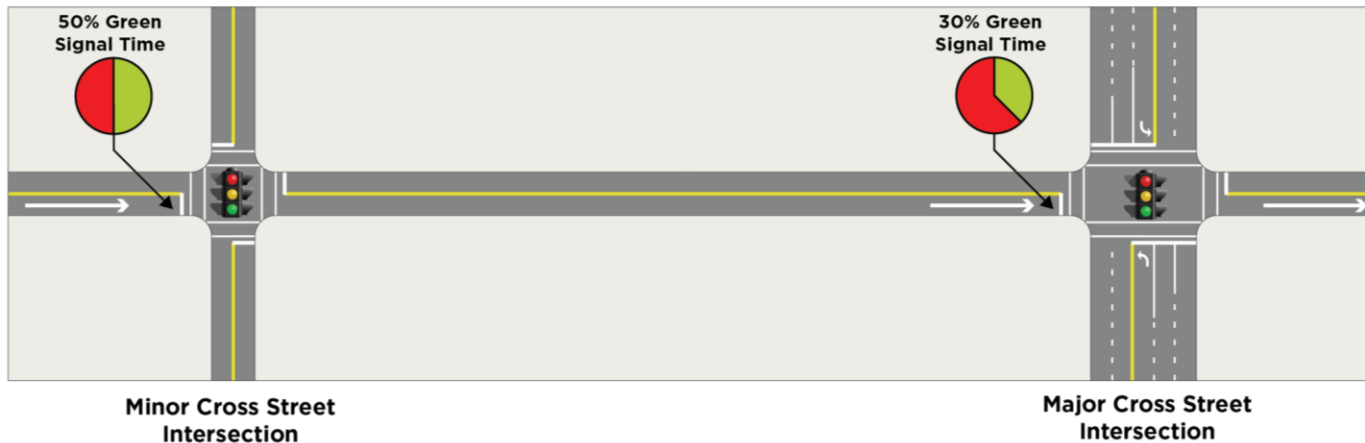


Figure credit: World Resource Institute



A note on speed and roadway capacity

- Average speed is what dictates the amount of time it takes to get through an area.
- The capacity of a corridor is mostly dictated by the traffic signals.





Short term recommendations

Our recommendations include changing some intersection geometries, pedestrian curb extensions, sidewalk and bike network upgrades, signalization changes, etc.

You can give feedback on our full “toolbox” of recommendations at the boards in the back.





Long term concepts

We are exploring two long term concepts to creating a safe Veirs Mill Corridor:

- Complete Street
- Multiway Boulevard



Complete Street

How does a complete street accomplish safety?

- Separates travel modes, giving them each their own comfortable designated space
- Provides regular signalized crossing opportunities to cross street and manage conflicts





Multiway Boulevard

How does a multiway boulevard accomplish safety?

- Separates through-trips from access trips using access street (frontage road)
- Slows access trips by using a narrow, calmed access street
- Regulates interactions between access streets and the through-trip main line

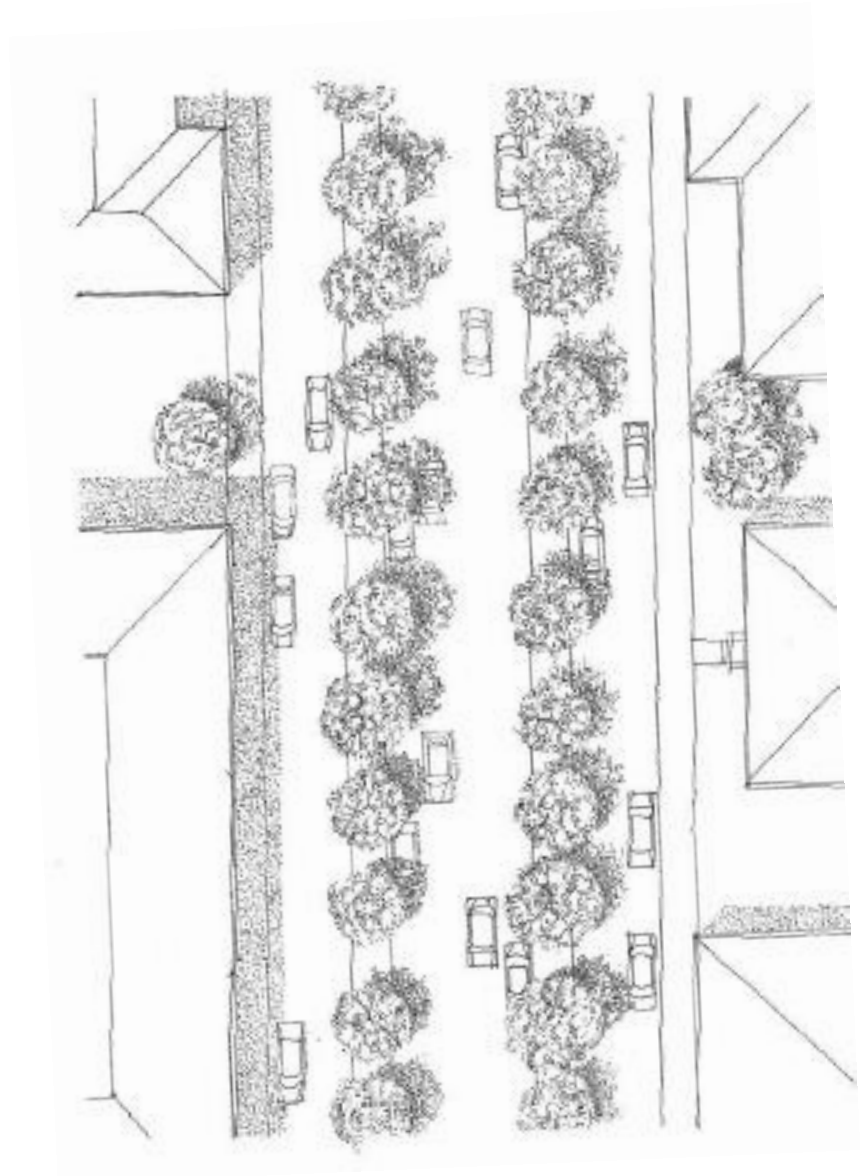




Multiway Boulevard

How does a multiway boulevard accomplish safety?

- Provides regular signalized crossing opportunities to get across main line
- Slows motor vehicle speeds by constraining the visual field using rows of parallel trees





Conclusion and next steps

- Discussion and feedback at boards
- Report back to group after board discussions
- Next steps

NEXT STEPS

- Mid-December: Community Meeting #6
- January: Planning Board – Preliminary Recommendations
- February: Planning Board – Working Draft of Master Plan
- March: Planning Board Public Hearing
- March - April: Planning Board Worksessions
- April: Approval of Planning Board Draft Master Plan
- June: County Council Public Hearing



CONNECT WITH US

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