

LONG TERM CONCEPT FOR VISION ZERO: COMPLETE STREET (1A) (30-50 YEARS)

FOR UNCONSTRAINED SECTIONS (AT LEAST 120')

Example: Veirs Mill at Randolph

What are the characteristics and benefits of this approach?

- » A complete street fosters a safe and comfortable environment for all road users by creating separate spaces for people driving vehicles and people walking and riding bicycles.
- » Access roads will remain where they are currently in place, but no new access roads will be added.

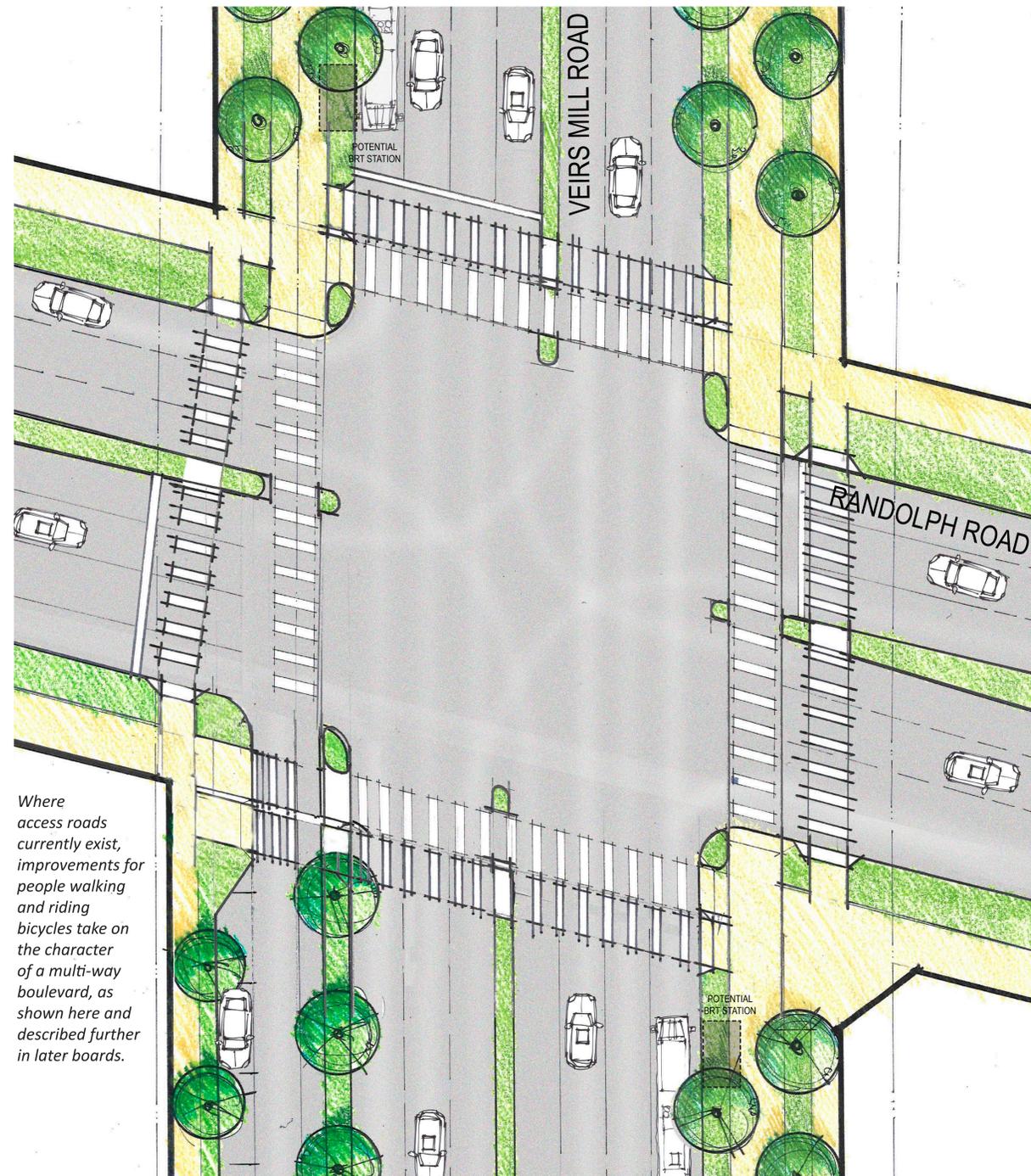
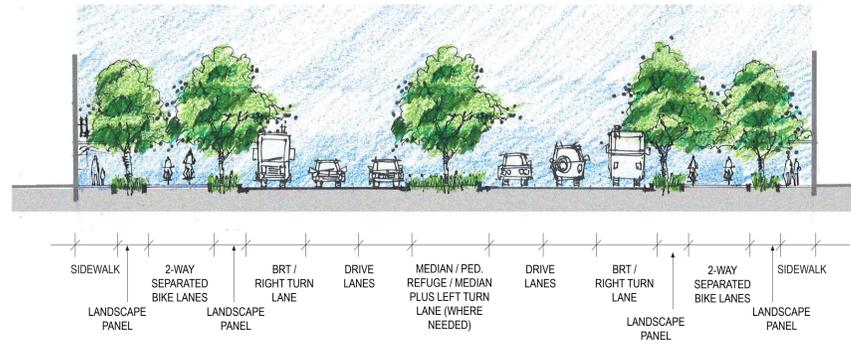
What are the potential trade-offs with this approach?

- » Regional through-traffic and local traffic remain mixed on the main road, except where access roads exist.
- » The only pedestrian refuge on the street is the central median. This is less of an issue on constrained sections, which are generally easier to cross. However, where the road is very wide, it may be difficult for some people to cross within the allotted time.

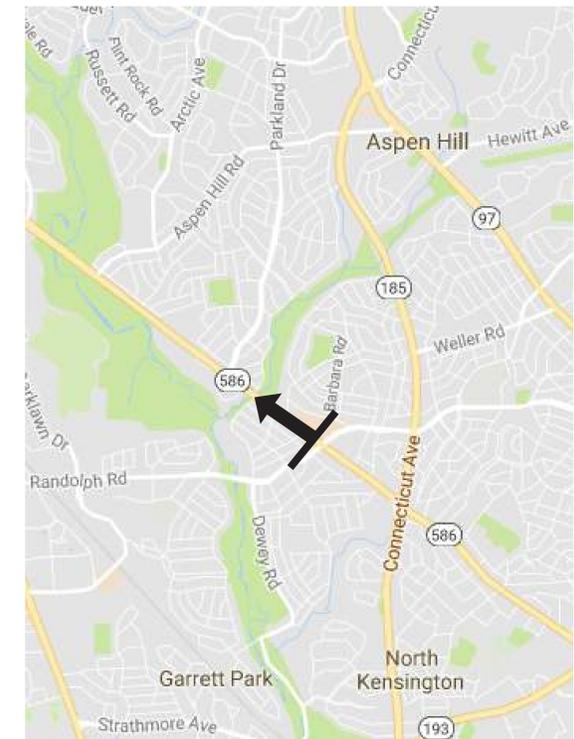
FEATURES

- A. A sidewalk plus a two-way bicycle facility on each side.
- B. Line of trees along edge of roadway and on all medians, except near intersections, where the center median may be replaced by a turn lane.
- C. A BRT-only lane would be provided, with stations along the curb.
- D. No new access roads, though existing access roads remain.
- E. Utilities should be buried underground or re-routed behind buildings or along alleys when possible, to leave a clear path for people walking and riding bicycles.

POTENTIAL LONG-TERM VISION



CROSS-SECTION LOCATION



EXISTING CONDITIONS



LONG TERM CONCEPT FOR VISION ZERO: COMPLETE STREET (1B) (30-50 YEARS)

FOR CONSTRAINED SECTIONS (LESS THAN 120')

Example: Veirs Mill at Aspen Hill

What are the characteristics and benefits of this approach?

- » A complete street creates a safe and comfortable environment for all road users by creating separate spaces for people driving vehicles and people walking and riding bicycles.
- » Access roads will remain where they are currently in place, but no new access roads will be added. Most constrained sections of Veirs Mill do not currently contain access roads.
- » With more available space, the unconstrained Complete Street is able to provide separate spaces for people riding bicycles and walking.

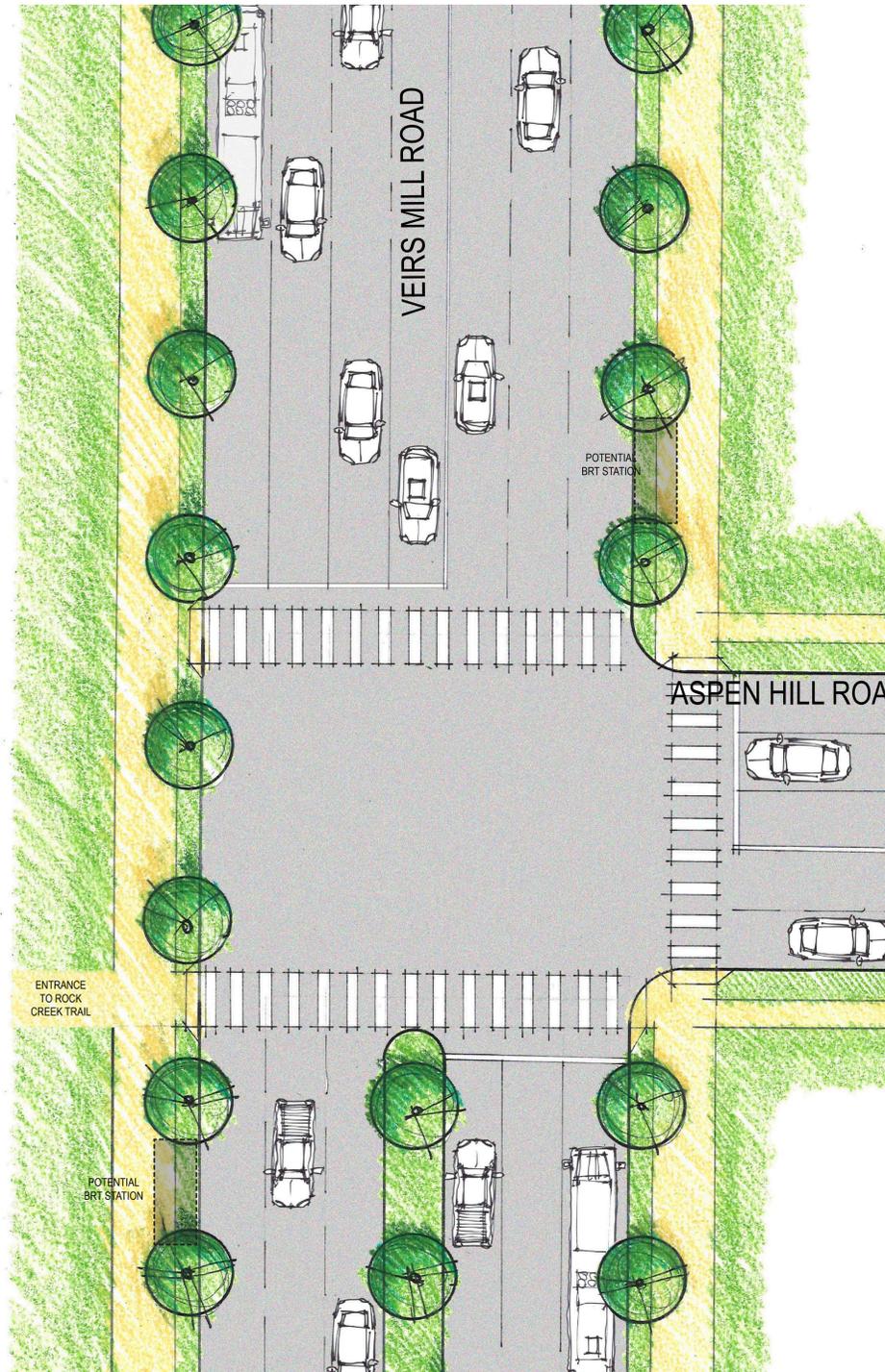
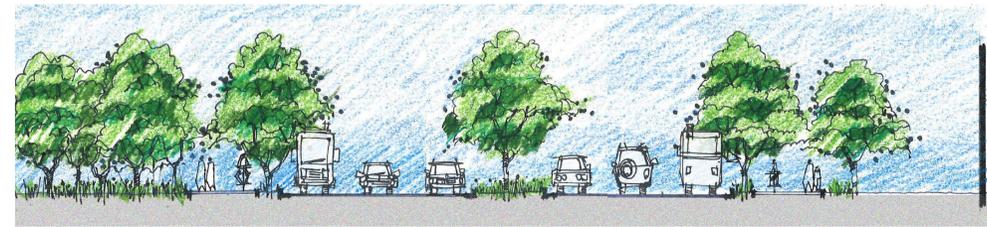
What are the potential trade-offs with this approach?

- » Regional through-traffic and local traffic remain mixed on the main road.
- » driveways still exit directly onto the main road.

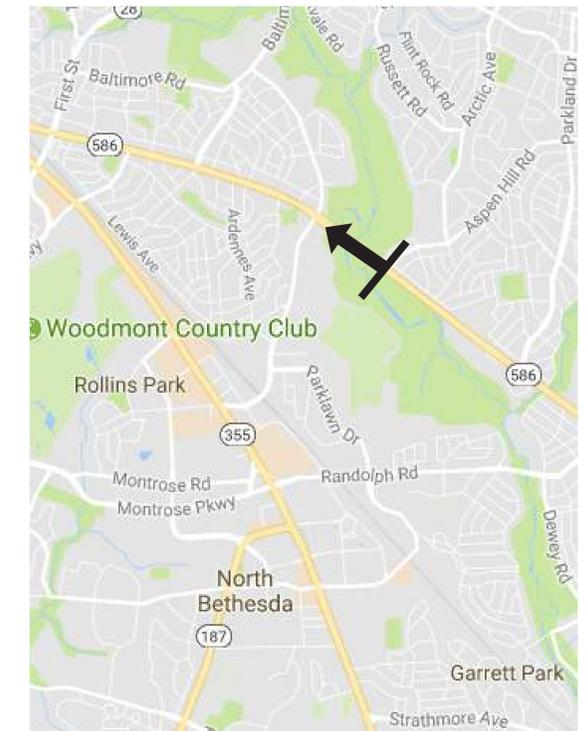
FEATURES

- A. Shared bicycle and pedestrian path on both sides of the street.
- B. Line of trees along edge of roadway and on all medians, except near intersections, where the center median may be replaced by a turn lane.
- C. A BRT-only lane would be provided, with stations provided along the curb.
- D. No new access roads, though existing access roads remain.
- E. Utilities should be buried underground or re-routed behind buildings or along alleys when possible, to leave a clear path for people walking and riding bicycles.

POTENTIAL LONG-TERM VISION



CROSS-SECTION LOCATION



EXISTING CONDITIONS



LONG TERM CONCEPT FOR VISION ZERO: MULTIWAY BOULEVARD (2A) (30-50 YEARS)

FOR UNCONSTRAINED SECTIONS (AT LEAST 120')

Example: Veirs Mill at Randolph

What are the characteristics and benefits of this approach?

- » A multiway boulevard creates a safe and comfortable environment for all road users by separating local and regional traffic, and using trees and the built environment to visually narrow the roadway.
- » Separating local users, who want to enter residential or commercial areas, from regional users, who are traveling through the corridor, enables the creation of a comfortable pedestrian and bicycle environment while maintaining the flow of through-traffic.
- » Unlike 2B, this option does not provide direct access to the main road from the access road, which leads to fewer conflict points at intersections.

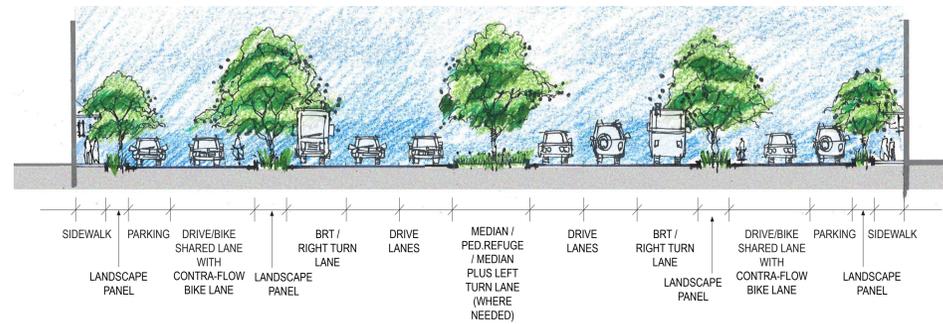
What are the potential trade-offs with this approach?

- » By adding access roads in the unconstrained sections of the roadway that include driveways and other access points, this design creates intersections with more potential conflict points. However, careful design and implementation can lead to intuitive, easy, and safe movements.
- » **How would I re-enter the main roadway from the side/access road?**
- » There are several ways that this access might be provided. In this option, access to the main roadway is not provided directly from the access road. From the access road, you may only turn right or continue straight. In order to re-enter the main roadway, a driver will need to turn right and make a U-turn to access the main roadway via a cross street.

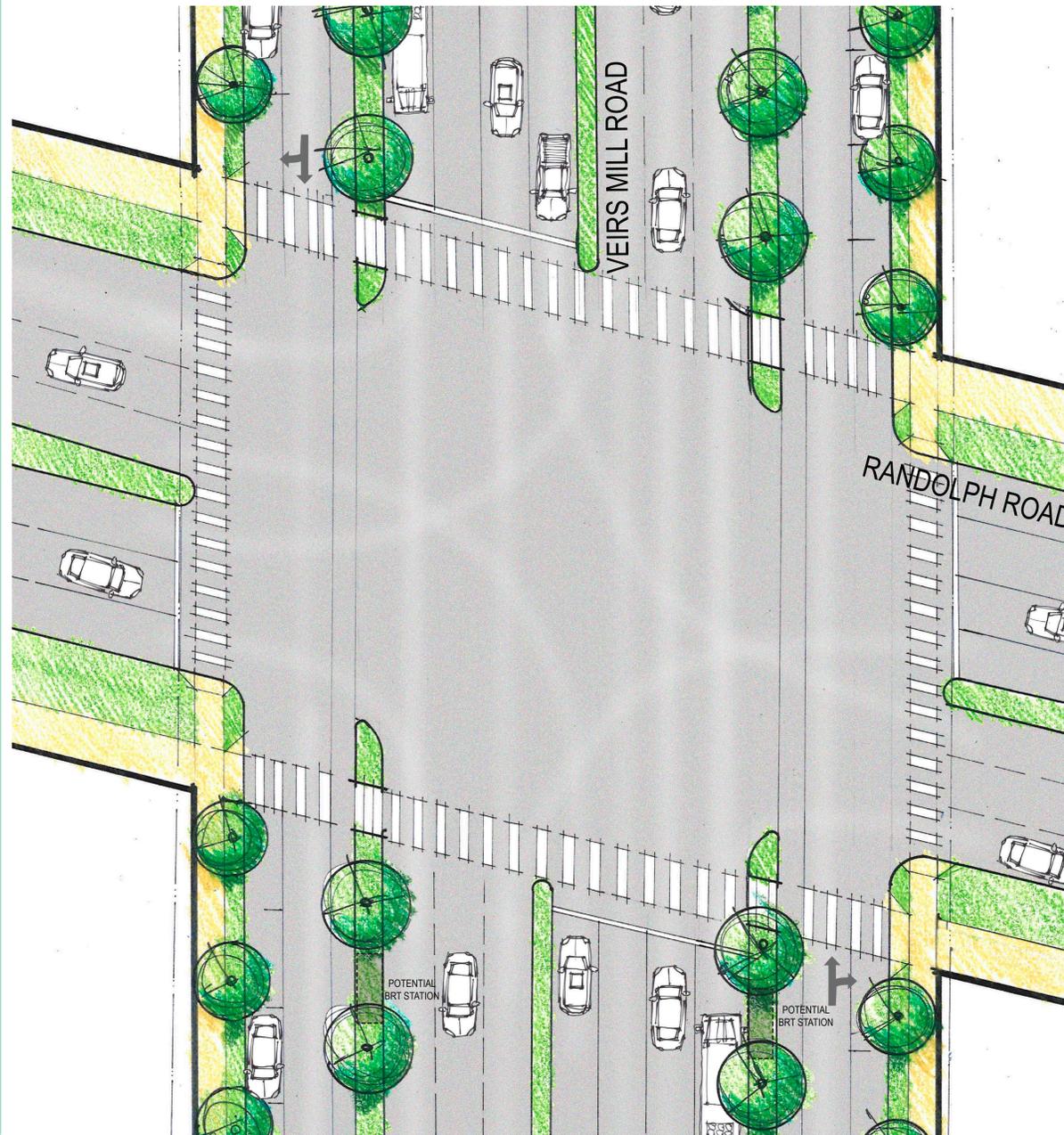
FEATURES

- A. New access roads are added where necessary.
- B. Access roads are one way for vehicles and two way for bicycles.
- C. Access road contains one row of parking, and could incorporate green infrastructure for stormwater management and further speed management.
- D. People walking use a sidewalk inside the parking lane.
- E. Relatively narrow medians, with only stop-controlled through movements or right turns allowed from access roads.
- F. The medians between the main road and access road provide comfortable refuges for people to wait while crossing.
- G. Trees along edge of roadway and on all medians, to help to narrow the roadway and encourage reduced speeds.
- H. BRT-only lane, with stations on the median.
- I. Utilities should be buried underground or re-routed behind buildings or along alleys when possible, to leave a clear path for people walking and riding bicycles.

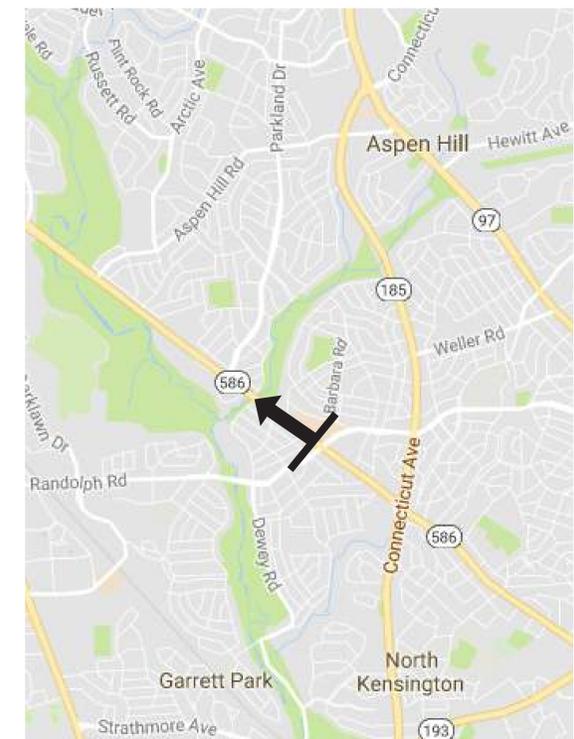
POTENTIAL LONG-TERM VISION



In constrained areas along the corridor, the cross-section would resemble the complete street, with no access road, but with separate facilities for bicycles and pedestrians.



CROSS-SECTION LOCATION



EXISTING CONDITIONS



LONG TERM CONCEPT FOR VISION ZERO: MULTIWAY BOULEVARD (2B) (30-50 YEARS)

FOR UNCONSTRAINED SECTIONS (AT LEAST 120')

Example: Veirs Mill at Randolph

What are the characteristics and benefits of this approach?

- » A multiway boulevard creates a safe and comfortable environment for all road users by separating local and regional traffic, and using trees and the built environment to visually narrow the roadway.
- » Separating local users, who want to enter residential or commercial areas, from regional users, who are traveling through the corridor, enables the creation of a comfortable pedestrian and bicycle environment while maintaining the flow of through-traffic.
- » Unlike 2A, this option allows direct entry to the main road from the access road.

What are the potential trade-offs with this approach?

- » By adding access roads in the unconstrained sections of the roadway that have driveways or other access points, and providing direct entry from the access road to the main road, this design creates intersections with more potential conflict points. However, careful design and implementation can lead to intuitive, easy, and safe movements.

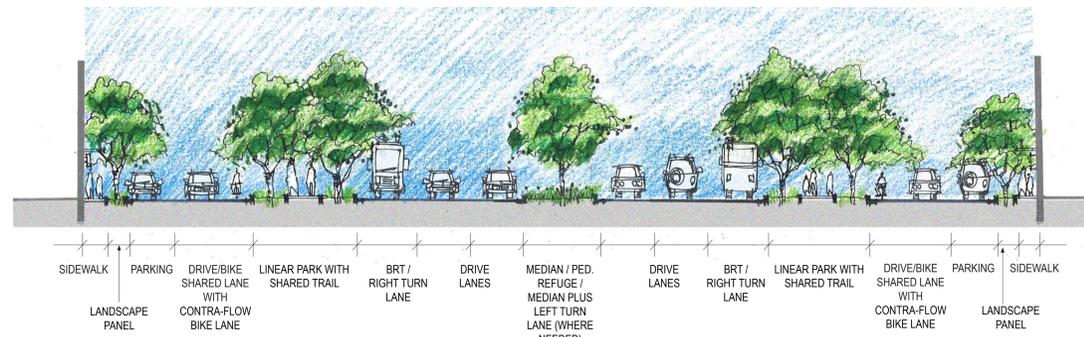
How would I re-enter the main roadway from the side/access road?

- » There are several ways that this access might be provided. In this option, access to the main roadway is provided directly from the access road.
- » From the access road, you may turn right or continue straight, or you may turn left and wait in the median area for a green signal or a break in traffic.

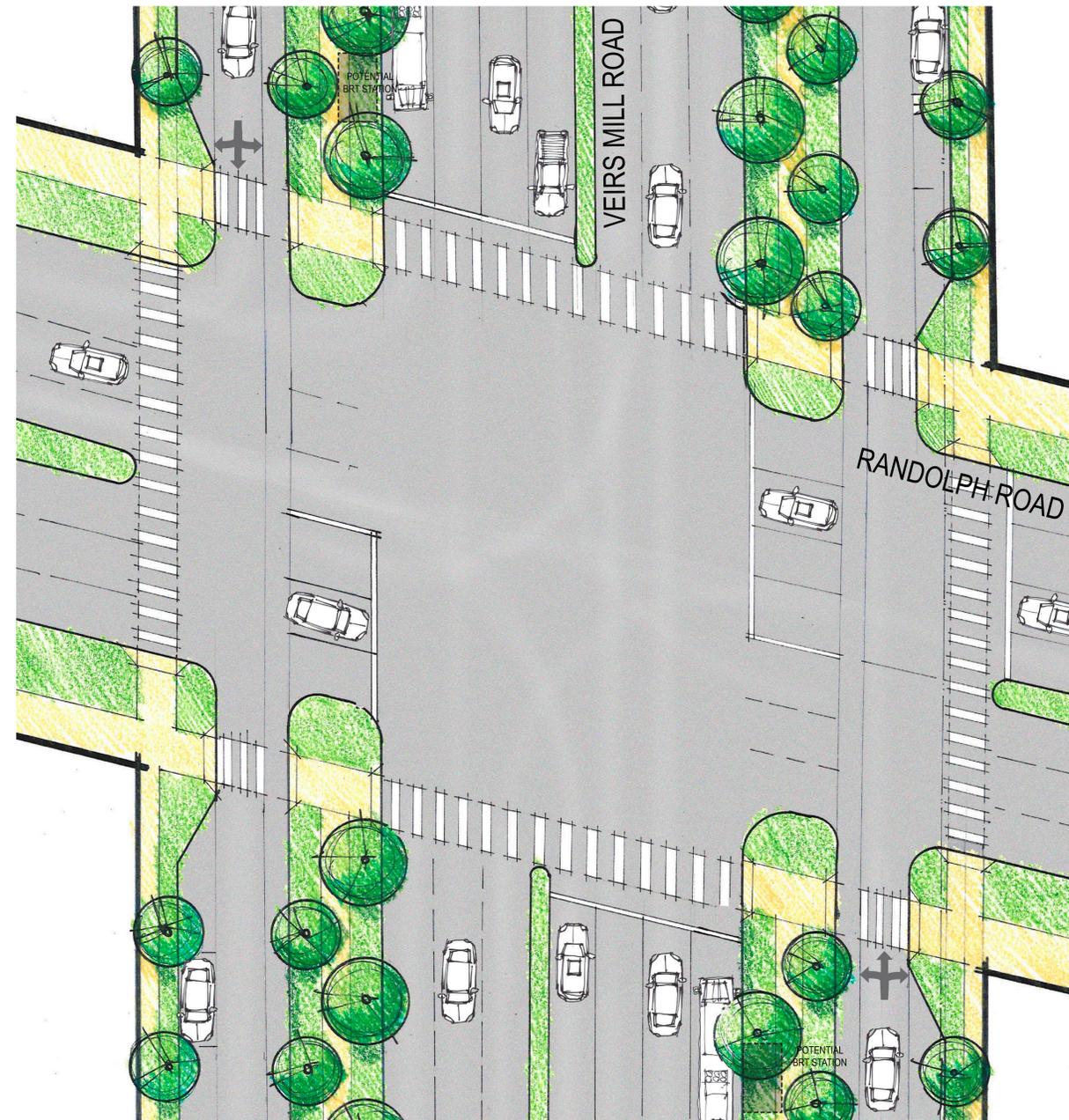
FEATURES

- A. New access roads are added where necessary.
- B. Access roads are one way for vehicles and two way for bicycles.
- C. Access road contains one row of parking, and could incorporate green infrastructure for stormwater management and further speed management.
- D. Linear Park with shared trail in the section. People walking may also use a sidewalk inside the parking lane.
- E. Relatively wide access road medians, with stop-controlled left turns allowed from access roads.
- F. The medians between the main road and access road provide comfortable refuges for people to wait while crossing.
- G. Trees along edge of roadway and on all medians, to help to narrow the roadway and encourage reduced speeds.
- H. BRT-only lane, with stations on the median.
- I. Utilities should be buried underground or re-routed behind buildings or along alleys when possible, to leave a clear path for people walking and riding bicycles.

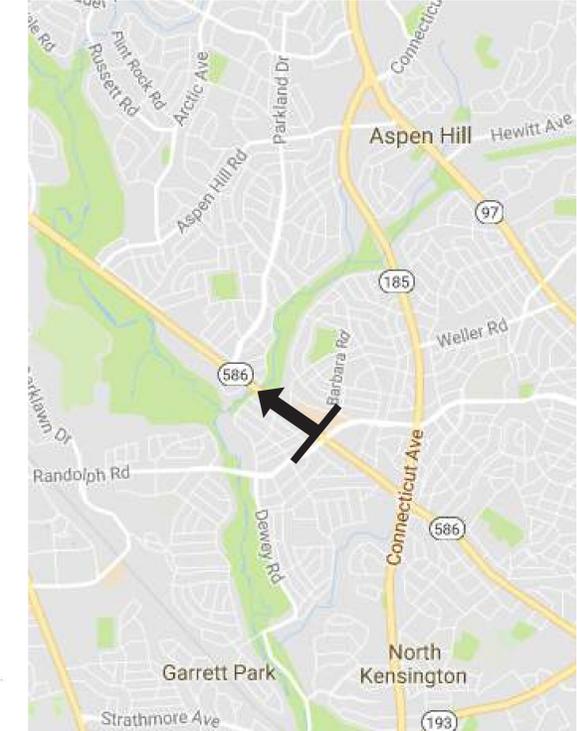
POTENTIAL LONG-TERM VISION



In constrained areas along the corridor, the cross-section would resemble the complete street, with no access road, but with separate facilities for bicycles and pedestrians.



CROSS-SECTION LOCATION



EXISTING CONDITIONS

