

Veirs Mill Corridor Master Plan

Attachment 1: Summary of Written Public Hearing Testimony (Received between March 22 and May 10)

	<u>Issue / Property</u>	<u>Page</u>	<u>Testimony or Comment</u>	<u>Commenter</u>	<u>Staff Response</u>
1	Environment		<p>Supports improved pedestrian and bicycle infrastructure to provide alternatives to cars. Encourages implementation of BRT in dedicated lanes.</p> <p>Requests higher densities adjacent to future BRT stations.</p> <p>Recommend addition of a sentence to acknowledge that transportation and land use recommendations will help address climate change.</p>	<p>David Sears, Montgomery County Sierra Club</p>	<p>Staff supports the densities proposed in the draft plan. The draft plan recommends higher densities, through either recommended rezonings or support for future local map amendments at three of the six BRT stations.</p> <p>Staff supports the addition of a sentence to acknowledge that the recommendations help address climate change.</p>
2	Land Use and Zoning Robindale Property	92-94	<p>Request for a rezoning at 12607 and 12615 Veirs Mill Road from R-60 to CRN-1.5, C-0.0, R-1.5, H-45 to support a townhouse development on the approximately 2-acre site.</p> <p>Consider rezoning all 5 properties between St. Jude Catholic Church and Robindale Drive.</p>	<p>Tracy Grisez, Karen Grisez</p>	<p>Staff will present options for the Board to discuss and consider during the work sessions.</p>

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3	Land Use and Zoning Robindale Property	92-94	<p>There is overcrowding of existing single-family dwellings in the Robindale District and additional high-density housing strains the existing water and sewer infrastructure.</p> <p>Parking is also an existing concern and additional density will exacerbate the problem.</p> <p>Redevelopment of single-family homes removes the mid-range priced housing desired by middle class families.</p> <p>High density housing is incompatible with the single-family neighborhood.</p>	Ilse Knippler, Terry Broderick	Staff will present options for the Board to discuss and consider during the work sessions.
4	Land Use and Zoning Rock Creek Woods Apartments	97-101	Request for rezoning of the entire Rock Creek Woods Apartments property from R-20 to CRT-1.25, H-75 to facilitate long-term redevelopment to higher density multifamily use due to age and condition of existing dwelling units.	Joseph Lynott, III	Staff continues to support the Draft Plan's proposed zoning recommendations for this property.

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5	Land Use and Zoning Halpine View Apartments	71; 97-101.	Request for rezoning of the entire Halpine Park LLC property from R-30 to CRT-1.5, C-0.25, R-1.25, H-85 to support long-term redevelopment due to age and condition of existing dwelling units. Request for the master plan to recommend the disposition of the former Aspen Hill right-of-way to Halpine Park, LLC. Request for the historical overview of Halpine View to be removed from the plan.	Halpine Park LLC (C. Robert Dalrymple, Linowes and Blocher LLP)	Staff continues to support the Draft Plan's proposed zoning recommendations for this property.
6	Land Use and Zoning Halpine View Apartments	97-101.	Halpine Park LLC supports the goal of affordable housing but believes that the goal can best be achieved through a phased redevelopment with the CRT zone. Halpine Park LLC does not believe that the draft plan's recommendation to redevelop a portion of the site while preserving some units is economically feasible.	Halpine Park LLC (Brian Alford, Grady Management)	Staff continues to support the Draft Plan's proposed zoning recommendations for this property.

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7	Land Use and Zoning Stonemill Square Shopping Center	78, 85, 86, 88-89	<p>The zoning recommendations in the draft plan are acceptable. Request revisions to the urban design, open space and transportation recommendations, including the location and size of open space and streets.</p> <p>Request that the plan recommendations are identified as illustrative and that partial redevelopment of the site can proceed without triggering compliance with recommendations more applicable to long-term redevelopment.</p>	CBS Associates (Scott Wallace, Linowes and Blocher LLP)	<p>Staff continues to support the Draft Plan's proposed recommendations for urban design, open space and transportation for this property.</p> <p>The abstract of this master plan states: "Plans do not specify all development possibilities. They often include illustrative sketches intended to convey a sense of desirable future character rather than detailed recommendations of a particular design."</p>
8	Land Use and Zoning Veirs Mill Village Shopping Center	79, 84	<p>Equalize the density potentials of commercial and residential by rezoning the property to CRT 1.25, C-1.25, R-1.25, H-75.</p> <p>Provide flexibility for interim improvements without accommodating long-term master plan expectations.</p> <p>Ensure proposed transportation infrastructure can be accommodated within the existing right-of-way.</p> <p>Allow for the configuration of the open space to occur with future redevelopment plans.</p>	VMR Associates (William Kominers and Elizabeth Rogers, Lerch, Early & Brewer CHTD)	<p>Staff continues to support the Draft Plan's proposed recommendations for this property.</p> <p>Staff will review the recommended provisions regarding incremental changes and discuss with the Planning Board.</p> <p>The Draft Plan's transportation recommendations are located within the existing right-of-way. It is important to note that a portion of the VMR Associates parking is located within the existing right-of-way.</p> <p>Staff continues to support the Draft Plan's design recommendations for this property, but acknowledges that the conceptual illustrations in the plan are illustrative and intended to convey ideas.</p>

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9	Mobility		Opposes the implementation of BRT on Veirs Mill Road due to the adequate quality of the existing bus service and the level of maintenance for the existing right of way.	Carolyn Gupta	Staff continues to support the implementation of bus rapid transit on Veirs Mill Road.
10	Mobility	40-44	Support for bike lanes for Veirs Mill Road.	Paris Wilson, Andrew Seidman, Chris Wade, Rob Harriman, Becca Knox, Frederic M. Smoak	Staff concurs. The Public Hearing Draft recommends an interim continuous bicycle network with a combination of new sidepaths, neighborhood greenways on parallel streets, contra-flow bike lanes on residential access roads and connections to trails. The draft plan also recommends dedicated bicycle facilities on Veirs Mill Road and select intersecting streets with the implementation of long-term redevelopment or infrastructure projects.
11	Mobility	37-44	Support for improved safety and infrastructure for pedestrians and cyclists on Veirs Mill Road.	Jeremy Rider, Erin Gray, Alice Boarman, Roger Coleman, James Reinhardt, Elizabeth Ginexi, Chris Crecelius, David Benack	Staff concurs. The Public Hearing Draft recommends improved pedestrian and bicycle infrastructure, including sidewalks and sidepaths as well as additional protected crossing opportunities.
12	Mobility	37-49	Support for bicycling, pedestrian and bus rapid transit infrastructure (BRT) on Veirs Mill Road.	Daniel Rothberg, Ross Filice, Tom Jelen	Staff concurs. The Public Hearing Draft recommends improved pedestrian and bicycle infrastructure, including sidewalks and sidepaths as well as additional protected crossing opportunities. The draft plan also recommends the implementation of BRT.

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13	Mobility	27-52	Support for continuous, safe and low-stress bicycle route; continuous sidewalks; implementation of BRT; trees and landscaping; new traffic signals, refuge islands and protected intersections; removal of high speed turn lanes and reduction of speed limit to 35 miles per hour.	Christopher Morris, Jeff Day, Andrea Cimino, Chris Irwin, Peter Eriksson, David Webber, Kirsten Goldberg	Staff concurs. The Public Hearing Draft recommends improved continuous pedestrian and bicycle infrastructure, including sidewalks and sidepaths as well as additional protected crossing opportunities. The draft plan also recommends the implementation of BRT and improved streetscape elements such as landscaped buffers. The draft plan also recommends the elimination of dual left turn lanes where possible and reduced speeds.
14	Mobility	27-52	The plan recommendations are key to creating a smart growth Montgomery and providing safe transportation access to underserved communities. We need safe streets that enhance access to transit and amenities.	Pete Tomao	Staff concurs. The draft plan recommends improving the quality of and access to existing bus stops and future BRT stations through continuous sidewalks and pedestrian crossings.

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15	Mobility	52, 81	<p>The draft plan recommendations create further challenges for traffic capacity and congestion, including the removal of the grade-separated interchange of Veirs Mill and Randolph Roads, the alteration of the channelized right-turn lanes at Connecticut Avenue and the reduced speed limit.</p> <p>Proposes an alternative design for the intersection of Veirs Mill Road and Randolph Road to maintain grade separation in this location.</p> <p>Consider lowering the height from 45-feet at the Department of Recreation site.</p>	Jason Fabritz	<p>Staff is continuing to study traffic capacity and will provide the results of transportation analyses during future work sessions.</p> <p>Staff is also continuing to study the proposed alternative design for the intersection of Veirs Mill Road and Ranolph Road and will discuss with the Planning Board during future work sessions.</p>
16	Mobility and Safety		The current conditions of the road are unacceptable, as it was designed to move cars at high speed. We should move away from roads like this because they come at the cost of human life. Roads should be designed for all and for safety.	Jamie Herr	Staff concurs. The draft plan includes transportation recommendations exclusively aimed at the elimination of fatalities and severe injuries.
17	Mobility and Safety	27-52	Support improvements to address safety issues.	Irene Briggs	Staff concurs. The draft plan includes transportation recommendations exclusively aimed at the elimination of fatalities and severe injuries.
18	Mobility and Safety	27-52	Support for reduced speed limits, bike lanes and sidewalks.	Michael Carson, Kayla Gamin, Mark Flugge	Staff concurs. The Public Hearing Draft recommends improved pedestrian and bicycle infrastructure, including sidewalks, sidepaths and additional protected crossing opportunities as well as reduced speeds.

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19	Mobility and Safety	50	Children should be safe to use the facilities to access school and neighborhoods.	Bob Summersgill	Staff concurs. The overall transportation goal of the draft plan is to transform Veirs Mill Road to a safe, efficient and comfortable complete street that serves pedestrians, bicyclists, transit users and drivers and connects communities to transit, neighborhood uses and community facilities.
20	Mobility and Safety	27-52	Support for bus rapid transit and increased pedestrian safety through reduced, efficient speeds and improved pedestrian crossings.	Melissa Garcia	Staff concurs. The Public Hearing Draft recommends improved pedestrian and bicycle infrastructure, the implementation of BRT and reduced speeds.
21	Mobility and Safety	27-52	Change the environment and signals on Veirs Mill Road to alter the motorist mentality of "travel fast and don't expect crossing traffic" to improve safety.	Eric Wassermann	Staff concurs. The draft plan recommends reduced target speeds and lane widths, pedestrian and bicycle infrastructure, additional protected crossing opportunities, and periodic termination of continuous right-turn lanes to improve safety.
22	Mobility and Vision Zero	27-52	Veirs Mill Road has a higher percentage of pedestrian fatalities and rear-end collisions than other roads in the county. The Matthew Henson crossing remains dangerous despite recent upgrades. Support for vision zero, including recommendations to redesign the public space to achieve a balance of community transportation and quality of life needs which are inclusive of safe biking and walking. Wide and well-maintained sidewalks, lower car speeds, safe streets and green spaces demonstrate a commitment to social justice.	David Helms, Washington Area Bicyclist Association and Potomac Pedalers	Staff concurs. The draft plan seeks to prioritize the safety of all road users through the introduction of infrastructure for pedestrians, bicyclists and transit users.

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23	Mobility and Vision Zero	27-52	Support for vision zero and design features such as HAWK signals, narrower lanes, and lower speed limits to keep people safe. A proactive approach to increasing safety for all road users is necessary. Wide and well-maintained sidewalks, lower car speeds, safe streets and green spaces demonstrate a commitment to social justice.	Allan Hutchison-Maxwell	Staff concurs. The draft plan recommends reduced target speeds and lane widths, pedestrian and bicycle infrastructure, additional protected crossing opportunities, and periodic termination of continuous right-turn lanes to improve safety.
24	Mobility and Vision Zero	27-52	Support for vision zero, protected bike lanes and dedicated transit lanes to promote pedestrian, bicycle and driver safety.	Zach Weinstein	Staff concurs. The Public Hearing Draft recommends improved pedestrian and bicycle infrastructure, the implementation of BRT and reduced speeds.
25	Mobility and Vision Zero	27-52	Support the application of the county's Vision Zero Policy in the plan, including the examination of existing dangers, opportunities to improve the infrastructure and environment along the corridor and elements such as lowering speed limits, improving pedestrian and bicycle crossings, improving the safety of bus stops, installing separated bike lanes, employing the use of sophisticated signals and lighting, etc.	Heidi Coleman	Staff concurs. The draft plan seeks to prioritize the safety of all road users through the introduction of infrastructure for pedestrians, bicyclists and transit users as well as reduced speeds.
26	Mobility and Vision Zero	27-52	Supports pedestrian and safety improvements, including vision zero and reduced speed limit as well as transit oriented development at future BRT stations and dedicated transit lanes. Veirs Mill Road needs infrastructure for the existing bus riders and pedestrians, including additional protected crossings.	Paul Goldman, Action Committee for Transit	Staff concurs. The draft plan seeks to prioritize the safety of all road users through the introduction of infrastructure for pedestrians, bicyclists and transit users.

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27	Mobility and Vision Zero	27-52	Supports improvements for improved safety of pedestrians, bicyclists and residents. Supports incorporation of vision zero and recommendations for BRT, continuous sidewalks, bike lanes and reduced speed limits.	Kristy Daphnis, Pedestrian Bicycle and Traffic Safety Advisory Committee (PBTSAC)	Staff concurs. The draft plan seeks to prioritize the safety of all road users through the introduction of infrastructure for pedestrians, bicyclists and transit users as well as reduced speeds.
28	Mobility; Environment; Parks, Trails and Open Space.	35	Supports the transportation; parks, trails and open space; and environmental recommendations as safe pedestrian and bike access, dedicated BRT lanes and improved natural resource management are imperative for economic development and livability. Does not support the Montrose Parkway East extension.	Randall Luttenberg	Staff concurs. The overall transportation goal of the draft plan is to transform Veirs Mill Road to a safe, efficient and comfortable complete street that serves pedestrians, bicyclists, transit users and drivers and connects communities to transit, neighborhood uses and community facilities. The draft plan also recommends modifications to Montrose Parkway East to support the vision, goals and recommendations of this master plan.
29	Parks, Trails and Open Space	86	Support for sidewalks and a bike lane or wide shoulder to access the Matthew Henson Trail from the Stoneybrook Estates area.	Joshua Schorr	Staff concurs. In addition to the continuous pedestrian and bicycle improvements recommended in the draft plan, the draft plan also recommends exploring a new trail connection to the Matthew Henson Trail from the communities to the east.

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30	Schools	63, 81, 84	<p>The draft plan recommendations related to traffic volumes and speed will have a negative impact on school students as students and families travel throughout the county to locations not serviced by existing bus routes.</p> <p>The draft plan recommendations for higher density residential uses are concerning, as the area is already high-density due to the overcrowding of existing dwellings.</p>	B. Amarilis Lugo de Fabritz	Staff is continuing to study traffic capacity and will provide the results of transportation analyses during work sessions.
31	General		I support the Veirs Mill Rd. renovation project in it's entirety.	Jorge A. Fleming	

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map

Attachment 2: Summary of Public Comments and Staff Response

These comments were provided on the Veirs Mill Corridor Master Plan Preliminary Recommendations interactive feedback map, located at www.mcatlas.org/veirsmill. The comments were collected from mid-January through May 10, 2018. The public had an opportunity to comment on the summarized recommendations or simply "like" them.

<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
New Signals			11	
1		No Comments		
Remove or Modify Dedicated Right-Turn Lanes			5	
2		I cannot see that removing a dedicated right turn lane from Veirs Mill to Connecticut Avenue during rush hour is any kind of "improvement". For whom? Not for those commuting to work.		The recommendation to remove the channelized right-turn lanes at Veirs Mill Road and Connecticut Avenue seeks to limit the speed at which vehicles can turn to enable safe yielding by motorists for pedestrians and bicyclists. The channelized right-turn lanes also result in significant crossing distances for pedestrians and bicyclists and pose challenges for vision impaired pedestrians.
3		Peds need physical refuge from vehicles who aren't looking in their direction. This is a reasonable recommendation.		Staff concurs.
4		That doesn't make sense.		Please refer to staff responses 2 and 5 for additional clarification on the intent of this recommendation.
5		This will cause a lot more traffic congestion in an already congested area.		The transportation modeling efforts completed for this master plan included the removal of the channelized turn lanes. In the model, the channelized lanes were replaced with typical dedicated right-turn lanes. The model indicated a nominal change in the average vehicular delay at the intersection. Staff believes that this nominal delay is acceptable to improve safety for all transportation modes at this location.

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map
Attachment 2: Summary of Public Comments and Staff Response

	<u>Summary of Recommendation</u>	<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
6		This will slow down cars which is the whole point. How many human lives is your slightly faster commute worth? Even better would be a stop sign at this crosswalk -- there are many well-intentioned crosswalks which are completely ignored.		Staff concurs that the recommendation to remove the channelized right-turn lane is to limit speeds, increase safe yielding and provide improved crossing opportunities for pedestrians and bicyclists.
7		Yes, no slip lanes! These can seriously hurt people. Please make them part of the regular intersection so drivers have to stop before turning right on red, not just having free turning.		Staff concurs.
8		I don't think this will help traffic or safety.		Please refer to staff responses 2 and 5 for additional clarification on the intent of this recommendation.
9		How on earth will it improve safety to remove dedicated right-turn lanes. What they need is to be enforced, not removed.		Please refer to staff responses 2 and 5 for additional clarification on the intent of this recommendation.
10		Please for the love of the environment (CO emissions) and the sanity of people trying to get home, don't do this! Why would consider backing up traffic even more. Whomever thinks this is a good idea does not commute in our shoes (nor walks in our neighborhood). Furthermore, the county has been redesigning a number of these to good measure, most recently Connecticut Ave & Bel Pre Rd that significantly improves visibility of pedestrians to vehicles and vehicles to pedestrians. No need.		Please refer to staff responses 2, 5 and 6 for additional clarification on the intent of this recommendation.
11		I agree it's already very congested and that area and this will only make it worse.		Please refer to staff responses 2, 5 and 6 for additional clarification on the intent of this recommendation.

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map

Attachment 2: Summary of Public Comments and Staff Response

<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
12		I use this right hand turn all the time. Since there is only a yield sign, it is not uncommon to take this corner very quickly because both roads have 35+ mph speed limits. This makes it nearly impossible to get a thorough check across the intersection for peds and bikes. Instead of eliminating the lane altogether which would seriously impair an already overcooked intersection, why not implement a simple stop sign before proceeding? Or, perhaps add a speed bump to slow drivers to a safer speed?		The channelized right-turn lanes result in significant crossing distances for pedestrians and bicyclists and pose challenges for vision impaired pedestrians. While a stop sign or a speed bump could slow cars, removal of the channelized right turn-lanes improves access for pedestrians, cyclists and transit users.
Improve the Matthew Henson Crossing			6	
13		Proposed change removes the 30 ft center "jog" segment so the crosswalk (XW) is straight like most crosswalks. Having a straight XW will reduce time to cross by about 10 seconds, reduce the exposure of peds & bikes, reduce the wait time for vehicles. This is a reasonable change to the recent improvements. We must do better.		Staff concurs.
14		The signal is not working as planned. Drivers regularly run the red light, either before or after peds/ bikers use the crosswalk. Crosswalk users don't use the button or wait for the walk signal. The sign about the flashing lights is confusing since the lights at the bottom of the hill are always flashing. There sign doesn't refer to those lights but the flashing lights on the sign. Cars stop before they need to and then honk at crosswalk users.		Staff concurs. The draft plan recommends the installation of a full traffic signal and a straightened crossing to provide predictability and reduce delay for all users.
15		I agree, why not take some time to see if the most recent upgrades are sufficient?		Please refer to staff response 15.

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<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
16		Why is the current (recently added) signal not appropriate? I think it has worked well on the corridor.		The current modified high-intensity activated crosswalk (HAWK) beacon is an improvement to the previously unsignalized crossing, but additional improvements are necessary. Compliance with the signal is marginal for pedestrians, bicyclists and motorists. Pedestrians and bicyclists either do not push the walk button or do not wait for the walk sign. Motorists often stop without the red light, creating a potential for rear-end collisions or continue through the red-light after the pedestrian or cyclist has crossed. This creates potential conflicts for pedestrians or cyclists approaching the walk sign, but out of the sight lines of the driver. The draft plan seeks to improve safety and reduce delay for all users in this location.
17		The problem with the flashing lights at the bottom of the hill is this: cars naturally speed up going down this steep hill and I have seen many instances where people don't stop. Not stopping for flashing lights is a problem that is epidemic in this area. I love the speed at which I can get from one end to the other on Veirs Mill, but I would certainly understand the installation of a full traffic signal at the bottom of the hill that would turn red only upon activation of a crosswalk button.		Staff concurs that the topography contributes to speed and limits visibility.

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map

Attachment 2: Summary of Public Comments and Staff Response

<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
Reduce Speed Limits			6	
18		Particularly in this segment why reduce speeds? You have room to separate pedestrian and vehicles completely. Why punish people who live here and work in Rockville & Beyond. You spent all that money on trail overpass just north of here, why not build on that effort instead?		The recommendation to reduce speed is attributed to the goal of eliminating traffic related fatalities and severe injuries on Veirs Mill Road. While providing designated space for each user helps to reduce conflicts, successful yielding by drivers when a conflict occurs is critical to eliminating fatalities and severe injuries. The ability to yield successfully is based on vehicle speed.
19		This needs to be coupled with street redesign to force drivers to go slower, otherwise the same high-speeds will continue.		Staff concurs. The draft plan recommends the transformation of Veirs Mill Road to a complete street, with dedicated space for pedestrians, cyclists, transit and cars. The plan further recommends reduced lane widths and enhanced streetscape to slow speeds.
20		Speed should be reduced from 45 to 35 mph as a default along the VM corridor, as it is on Randolph, a similar road, similar daily volume. VM has a MUCH higher percent of read-end crashes than the rest of the county b/c vehicles can't react fast enough for conditions... they go too fast! VM has numerous ped & bicyclist deaths, much higher than the rest of the county, kid going to the park, people crossing for the bus, commuters... speed kills!		Staff concurs.
Improved Pedestrian and Bicycle Infrastructure			15	
21		Yes! Separate protected infrastructure for bikes and pedestrians is the best way to implement Vision Zero.		Staff concurs.
22		cool		

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<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
23		Riding your bike on the shoulder or on the road of Veirs Mills always feels like I'm taking a chance on my life. The traffic goes very fast and does not yield in any way to bikes. I know a dedicated bike path and pedestrian way would be VERY much appreciated.		Staff concurs.
24		Your blue dot is where there is now a steep hill at Pendleton. Will you cut into the yard? Street is too dangerous to ride. Sidewalk is best. For safety sake can bike path be on a road parallel to Veirs Mill?		The draft plan recommends continuous pedestrian and bicycle facilities along Veirs Mill Road to improve access and connectivity along the corridor. These improvements may require retaining walls and grading in some locations. In the short-term, the draft plan recommends a continuous bicycle network which utilizes limited new sidepaths, neighborhood greenways on parallel streets, contra-flow bike lanes on residential access roads and connections to existing trails.

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<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
Update Bus and Right-Turn Lanes			7	
25		Agree, speed limit on VM should be no higher than 35 mph. Having a walkable community being you don't fear for your or your kid's life when they cross the road! It is reasonable to balance vehicle needs with safety of peds and bikes.		Staff concurs.
26		If I'm understanding this right you are going to extend the curb into the bus lane this makes no sense. I know I must not be understanding this because it is too absurd could You please email me and explain thank you		The draft plan recommends curb-extensions at several potential locations along Veirs Mill Road (the intersections of Newport Mill Rd., Havard St., Turkey Branch Pkwy, Robindale Dr., Arbutus Ave, and Aspen Hill Rd) to periodically terminate the lane while maintaining their purposes as a bus and right-turn only lane. These lanes appear to be frequently used by through traffic as a passing lane. The use of these lanes as through lanes creates conflicts for all road users.
27		like it, & get rid of the right turn lanes as people do not stop & easy for some walker or bike rider to get hit. Thanks		Staff concurs.
Establish Local Neighborhood Identity			9	
28		Much needed!		
Improve Left Turn Lanes			2	
29		They use what they have, look @ the roads now?		
30		Where are you getting all this extra land to build this are you going to tear down the houses. Or have the bike lane sitting on your front steps. Your building bike lanes all over and you never see anybody use them		The draft plan maintains the existing right-of-way, but reallocates the right-of-way to provide facilities for each mode of transportation.
Opportunities for Youth Programming			4	
31		No Comments.		

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Improve Commercial Properties			7	
32		You're failing to include here (on the map) that you want to prevent the State of Maryland from adding a grade separation here. It is so painfully difficult to return home to Connecticut Avenue Park from Rockville because of the choke point that Veirs Mill and Randolph is. People who live here work, play and worship elsewhere. That's not going to change, why can't you include our needs for vehicular access to places outside into account?		The draft plan recommends the elimination of the proposed interchange at Veirs Mill and Randolph Roads from the Master Plan of Highways and Transitways as it would inhibit pedestrian, bicycle and transit accessibility.
33		This is sorely needed here. Please include Connecticut Avenue Park in outreach for this redevelopment as it is greatly impacted by this horrible intersection.		
Neighborhood Green Urban Park at Bushey Drive			3	
34		Uh, I just looked at the draft, I didn't see this. Also, please put the frontage on Randolph so it is more accessible to the community as a whole instead of becoming a defacto private park for the developer's tenants. Better yet, keep the property in county hands make the whole thing a park.		The draft plan recommends the creation of a public open space of a half-acre (at a minimum) when the Montgomery County Department of Recreation Administrative Offices are redeveloped. The location of the open space will be determined through a subsequent public review process.
35		Please include Connecticut Avenue Park in outreach for this redevelopment.		
Neighborhood Green Urban Park at Veirs Mill Village			4	
36		No Comments.		
Neighborhood Green Urban Park at Stonemill Square			4	

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37		How about a kiss and ride for bus riders? A flat 3/4 acre Park sounds useless.		In initial community outreach efforts, including community meetings on February 22, 2017 and March 29, 2017, residents identified a need for central civic gathering space. This type of open space is typically supported by a mixture of uses. As there are limited locations for such mixed-use development, the draft plan recommends the open space at Stonemill Square.
Enhance Identity and Safety at Service Roads			5	
38		Why is this not included near the intersection with Randolph road? It is greatly needed here, as well as along Randolph Road.		Staff will review this in greater detail.
Rezone Select Properties			6	
39		No Comments.		
Improve Parklawn Local Park			4	
40		The fields and the trail flood after all rain. Any improvements that can be made to the park and the infrastructure will be greatly appreciated.		Staff concurs.
Improve Stormwater Management			2	
41		This is critical, especially as storms intensify due to climate change.		Staff concurs.
Partial Redevelopment of Existing Multifamily Properties			2	
42		No Comments.		
Improve Access to Transit			8	
43		Every bus stop should have a crosswalk for safe AM/PM pedestrian return. Too many times MoCo has bus paired stops w/ ADA cuts but ridiculously no crosswalk.		Staff concurs. The draft plan recommends improved access to existing bus stops and future BRT stations, including new signalized pedestrian crossings to reduce the distance between crossings.

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map

Attachment 2: Summary of Public Comments and Staff Response

<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
Implement Complete Streets			8	
44		Consider shorter pedestrian crossing distances and marked mid-block crossings.		Staff concurs. The draft plan recommends straightening the crossing at the Matthew Henson Trail as well and improving the intersection of Veirs Mill Road and Connecticut Avenue to reduce pedestrian crossing distances. The plan further recommends additional protected crossing opportunities to provide additional safe crossings for pedestrians, bicyclists and transit users.
45		Highly support this. Both MOCO and the State of MD have Complete Streets policies. It's time to implement them!		Staff concurs. The draft plan recommends the transformation of Veirs Mill Road to a complete street with the design and implementation of long-term redevelopment or infrastructure projects.
46		What will the impact to homeowners be? My home is on Veirs Mill Road, and as best as I can see, the street will be widened which means I will lose some amount of property. It also means that the actual traffic will be much, much closer to my physical home (which already shudders as though in an earthquake each time a large vehicle passes). What will the process be for notifying homeowners and compensating them for the reduction in property, reduction in home value, increase in noise pollution?		The draft plan maintains the existing right-of-way, but reallocates the right-of-way to provide facilities for each mode of transportation.
Extend Gridley Road			1	
47		Not stated, but absolutely need a sidewalk north of VM between Turkey Branch and Gridley to connect the communities west of Henson Trail to the ONLY commercial district... currently peds use a dirt trail so there is an obvious need.		Staff concurs. The draft plan recommends continuous sidewalks and in some locations sidepaths on both sides of Veirs Mill Road in the near term, including the length between Turkey Branch Parkway and Gridley Road.

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map
Attachment 2: Summary of Public Comments and Staff Response

<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
48		For all practical purposes, the currently community treats this as a street, why not do this now. There is other no way to enter Connecticut Avenue Park from Veirs Mill Southbound at the present time.		Staff concurs.
Extend Gannon Road			2	
49		No Comments.		
Upgrade Bus Stops			5	
50		No Comments.		
Make Community Destinations Easy to Find			6	
51		Wayfinding is okay, but what is MORE important is that drivers have situational awareness of the presence of peds & bikes. Encourage wide use of large yellow triangle signage with ped & bike silhouettes to condition drivers to presence of people.		The draft plan includes several recommendations to improve infrastructure for pedestrians and bicyclists. The draft plan also recommends improving the visual presence of existing and future community destinations to promote these valuable resources in the community.

Veirs Mill Corridor Master Plan Preliminary Recommendations Feedback Map
Attachment 2: Summary of Public Comments and Staff Response

<u>Summary of Recommendation</u>		<u>Comment</u>	<u>Likes</u>	<u>Staff Response</u>
Rebuild the Bridge			1	
52		I used to use this bridge literally every day, and was really upset when it fell over last year. I had been hoping and hoping it would eventually be rebuilt. I am THRILLED that the county has replaced it, and I'm back to using it every day! Thank you MoCo!		
Extend Halpine Place			0	
53		No Comments.		
Improve Connectivity			4	
54		This is a good plan which, when funded, will make our community safer for walking and bicycling! I support this.		

Veirs Mill Corridor Master Plan

Attachment 3: Summary of Written Testimony from the City of Rockville (Received May 7)

<u>Issue / Property</u>	<u>Page</u>	<u>Testimony or Comment</u>	<u>Staff Response</u>
Location of BRT Stations	47	The City supports a BRT station at Twinbrook Parkway, only if a station can also be provided at Atlantic Avenue. If only one stop can be provided, the City prefers the BRT stop at Atlantic Avenue due to the existing volume of bus ridership and the potential for redevelopment of the Twinbrook Shopping Center and Twinbrook Mart.	The draft plan recommends the evaluation of BRT stations to prioritize those that have proximity to higher density land uses and potential for near term development. The draft plan further states that if the Twinbrook Center is redeveloped, future planning and design studies should evaluate the relocation to Atlantic Avenue.
Land Use and Zoning	97-101	The phasing and staging of any new development must be monitored to ensure necessary transportation and improvements to infrastructure are available to serve the population.	Staff concurs.
Schools and Community Facilities	60-65	<p>School construction must be budgeted to manage growth, both from new construction and demographic change to ensure children are not attending over-crowded schools.</p> <p>Careful consideration is required to evaluate the ability of the Twinbrook Community Center and the Twinbrook Library to manage future population increases.</p>	The draft plan states that the Planning Department will evaluate development applications for school adequacy against the available capacity identified through the annual school test. The draft plan further states that staff will evaluate the need for additional capacity and potential identification of a new school site , if applicable, through the regulatory review process.
Vision Zero		The City looks forward to future collaboration to implement concepts in the city / county border area and along the portion of Veirs Mill Road within city limits to improve safety.	Staff concurs.