VEIRS MILL

Planning Board Work Session #4
September 20, 2018
WORK SESSION #4: OVERVIEW

• Community Feedback and Public Testimony

• Overview of Vision Zero

• Strategies to Improve Roadway Safety

• Veirs Mill Road – Functions and Characteristics

• Veirs Mill Corridor Master Plan Transportation Goals

• Street Network Recommendations to Advance Vision Zero
WORK SESSION #4: OVERVIEW

• Work Session 4:
  • Vision Zero and Street Recommendations

• Work Session 5:
  • Pedestrians, Bicycles and Transit Recommendations

• Work Session 6:
  • Transportation Modeling and Intersection Recommendations
COMMUNITY FEEDBACK AND PUBLIC TESTIMONY - TRANSPORTATION

- Improve infrastructure for pedestrians, bicyclists and transit users including:
  - Continuous sidewalks and bikeways
  - Safe crossings
  - Connections to transit and community uses
- Improve safety for all road users through application of Vision Zero
- Implement Bus Rapid Transit
WHAT IS VISION ZERO?

• 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 40,000 traffic fatalities annually.
WHAT IS VISION ZERO?

TRADITIONAL APPROACH

Traffic deaths are INEVITABLE
PERFECT human behavior
Prevent COLLISIONS
INDIVIDUAL responsibility
Saving lives is EXPENSIVE

VISION ZERO

Traffic deaths are PREVENTABLE
Integrate HUMAN FAILING in approach
Prevent FATAL AND SEVERE CRASHES
SYSTEMS approach
Saving lives is NOT EXPENSIVE
DECREASING CRASH FREQUENCY

- Decrease the number of conflicts
  - Designate space for different users
  - Provide predictability where users interact
DECREASING CRASH FREQUENCY

• Increase the ability to yield

Driver Field of Vision at Various Speeds

Image Credit: Kittelson & Associates, Inc.
DECREASING CRASH SEVERITY

Hit by a vehicle traveling at 20 MPH
9 out of 10 pedestrians survive.

Hit by a vehicle traveling at 30 MPH
5 out of 10 pedestrians survive.

Hit by a vehicle traveling at 40 MPH
only 1 out of 10 pedestrians survives.

Image Credit: World Resources Institute
VISION ZERO ACTION PLAN – HIGH INJURY NETWORK
VISION ZERO ACTION PLAN – HIGH INJURY NETWORK
VEIRS MILL ROAD AND VISION ZERO
VEIRS MILL ROAD AND VISION ZERO

Existing Signals
Numbers indicate distance between existing signals.

3,600 FEET

2,000 FEET

3,000 FEET
Percent of Severe / Fatal Crashes that are Pedestrians / Bicyclists

- Countywide: 30%
- Urban: 46%
- Major Urban Areas: 63%
- Veirs Mill Corridor: 66%
TRANSPORTATION GOALS

- Transform Veirs Mill Road from a motor vehicle-dominated corridor to a safe, efficient and comfortable complete street that serves pedestrians, bicyclists, transit users and motorists.

*Transform Veirs Mill Road to a Complete Street*
NO ACCESS ROADS - TODAY

100’ R.O.W.

Between Newport Mill Road and Pendleton Drive

View of existing conditions across Veirs Mill Road
NO ACCESS ROADS - RECOMMENDED

Public Hearing Draft, Page 30, Figure 8

All dimensions in feet | 5 | 8 | 4 | 11 | 10 | 10 | 10 | 10 | 11 | 4 | 7

Existing Residential
Buffered Sidewalks
Separated Bike Lanes
Planted Medians
Dedicated Bus Lanes
Shared Use Facilities
ACCESS ROAD ONE SIDE - TODAY

150’ R.O.W.

Between Pendleton Drive and Gail Street

View of existing conditions across Veirs Mill Road
ACCESS ROAD ONE SIDE - RECOMMENDED

Public Hearing Draft, Page 30, Figure 9

<table>
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<th>Existing Residential</th>
<th>Buffered Sidewalks</th>
<th>Separated Bike Lanes</th>
<th>Planted Medians</th>
<th>Dedicated Bus Lanes</th>
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All dimensions in feet
ACCESS ROAD ON TWO SIDES – TODAY

Between Ferrara Drive and Bushey Drive

View of existing conditions across Veirs Mill Road
ACESS ROAD ON TWO SIDES – RECOMMENDED

Public Hearing Draft, Page 31, Figure 10

| All dimensions in feet | 5 | 4 | 18 | 3 | 8 | 6 | 11 | 10 | 10 | 16 | 10 | 10 | 11 | 6 | 18 | 4 | 10 |

Existing Residential
Buffered Sidewalks
Separated Bike Lanes
Planted Medians
Dedicated Bus Lanes
Mixed Use Development
COMMERCIAL AREA - TODAY

Public Hearing Draft, Page 30, Figure 9

Veirs Mill Road west of Randolph Road

View of existing conditions across Veirs Mill Road
COMMERCIAL AREA - RECOMMENDED

Public Hearing Draft, Page 31, Figure 11

Activated Frontages
Buffered Sidewalks
Separated Bike Lanes
Planted Medians
Dedicated Bus Lanes
Mixed-Use Development

All dimensions in feet

14 15 10 6 11 10 10 21 10 11 6 10 14
STREET RECOMMENDATIONS

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• Reduce **target** speeds on Veirs Mill Road to 35 miles per hour to improve safety.

• Encourage the Montgomery County **Police Department** Department of Transportation to add Veirs Mill Road as a Speed Camera Corridor as part of the Safe Speed Enforcement program.
STREET RECOMMENDATIONS

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- STRIKE: Introduce curb extensions on Veirs Mill Road’s continuous right-turn lanes to periodically terminate the lanes while maintaining their intended purposes. Potential locations for curb extensions include the intersections of Newport Mill Road, Havard Street, Turkey Branch Parkway, Robindale Drive, Arbutus Avenue and Aspen Hill Road.

- REPLACE: Explore opportunities to improve compliance with the existing bus- and right-turn only lanes, including strategies such as enhanced or illuminated signage, striping, colored pavement demarcating bus lanes, pavement material, curb extensions and automated enforcement.
STREET RECOMMENDATIONS

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• Eliminate unsignalized left turns where possible feasible to improve safety of pedestrians and cyclists.

• Limit left turn lanes to a single lane where possible feasible at signalized intersections to improve safety of all road users.
NEXT STEPS

• October 4 - Work Session 5:
  • Pedestrians, Bicycles and Transit Recommendations

• November - Work Session 6:
  • Transportation Modeling