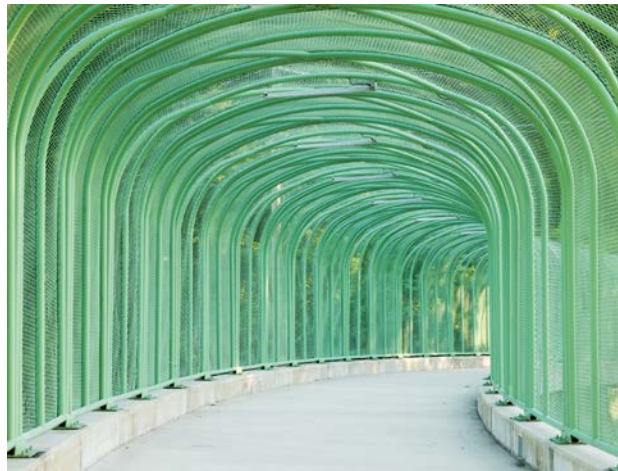




# VEIRS MILL

*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



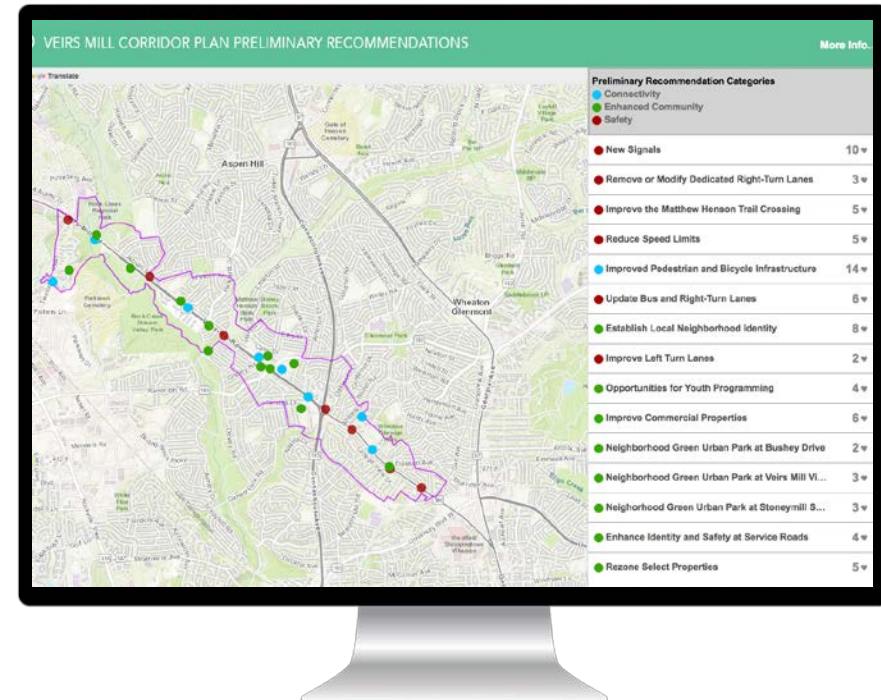
## **WORK SESSION #4: OVERVIEW**

- 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

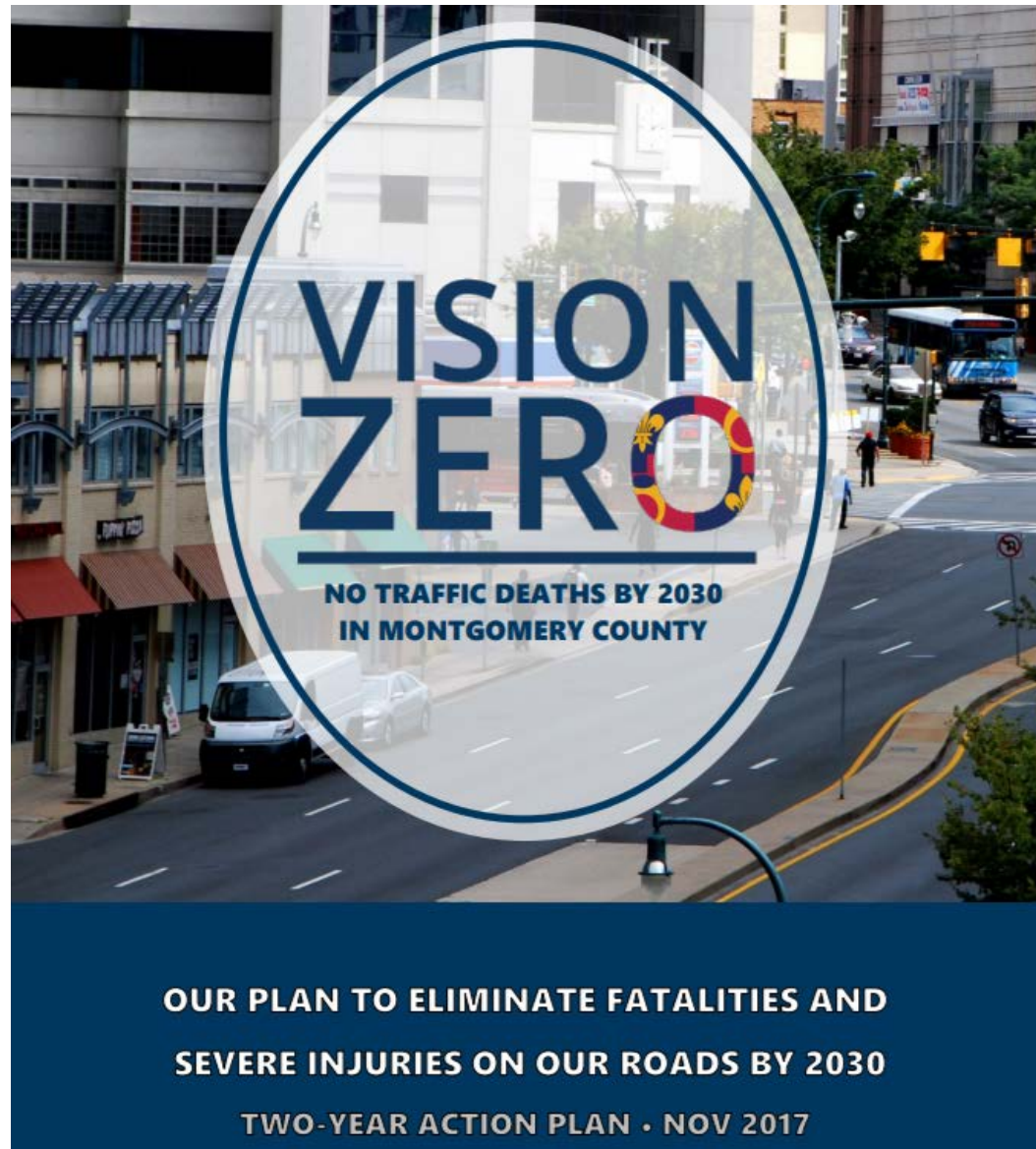
- Improve infrastructure for pedestrians, bicyclists and transit users including:
  - Continuous sidewalks and bikeways
  - Safe crossings
  - Connections to transit and community uses
- Improve safety for all road users through application of Vision Zero
- Implement Bus Rapid Transit





## 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**

**VS**

### **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



Image Credit: Alta Planning and Design



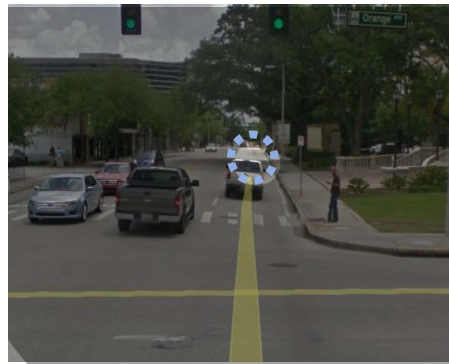
Image Credit: Cooper Hewitt



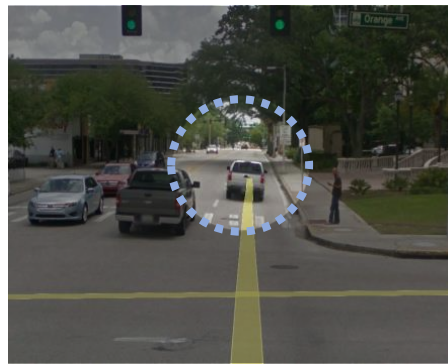
## DECREASING CRASH FREQUENCY

- Increase the ability to yield

Driver Field of Vision at Various Speeds



40 MPH



30 MPH



20 MPH



15 MPH

*Image Credit: Kittelson & Associates, Inc.*





## DECREASING CRASH SEVERITY

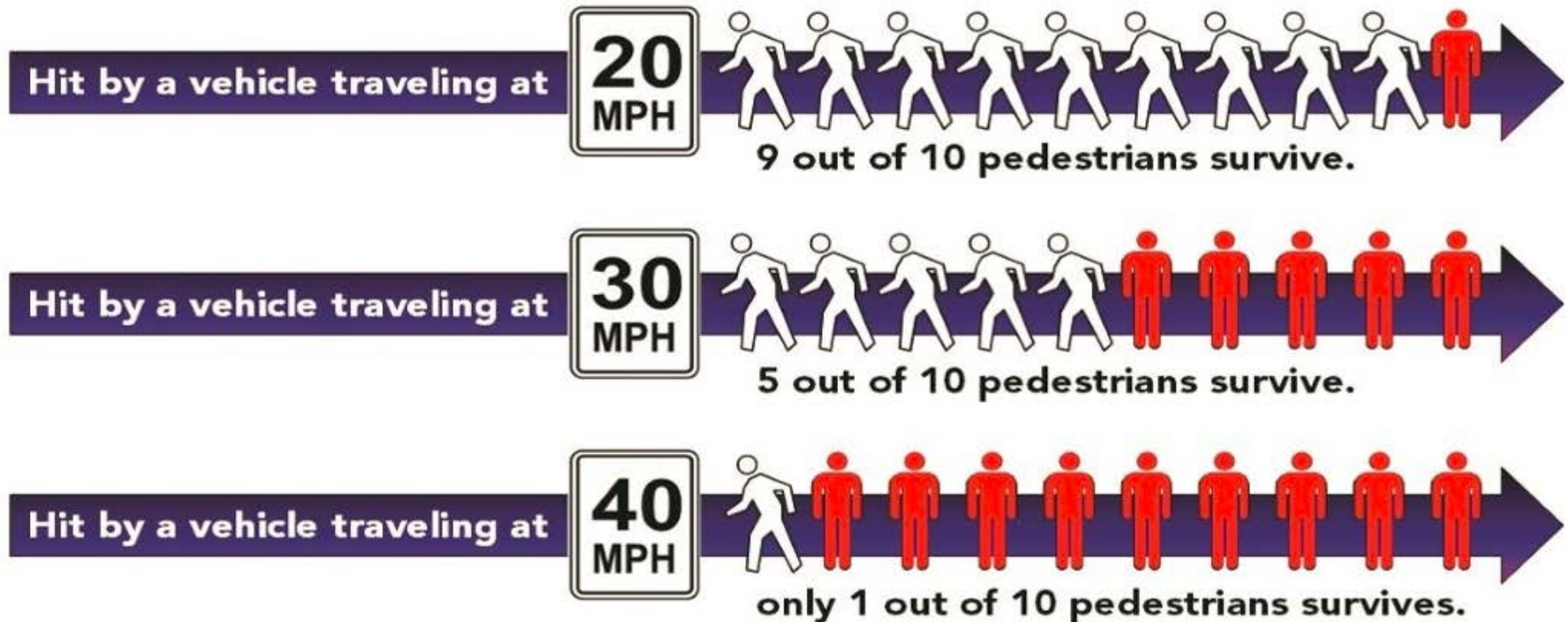
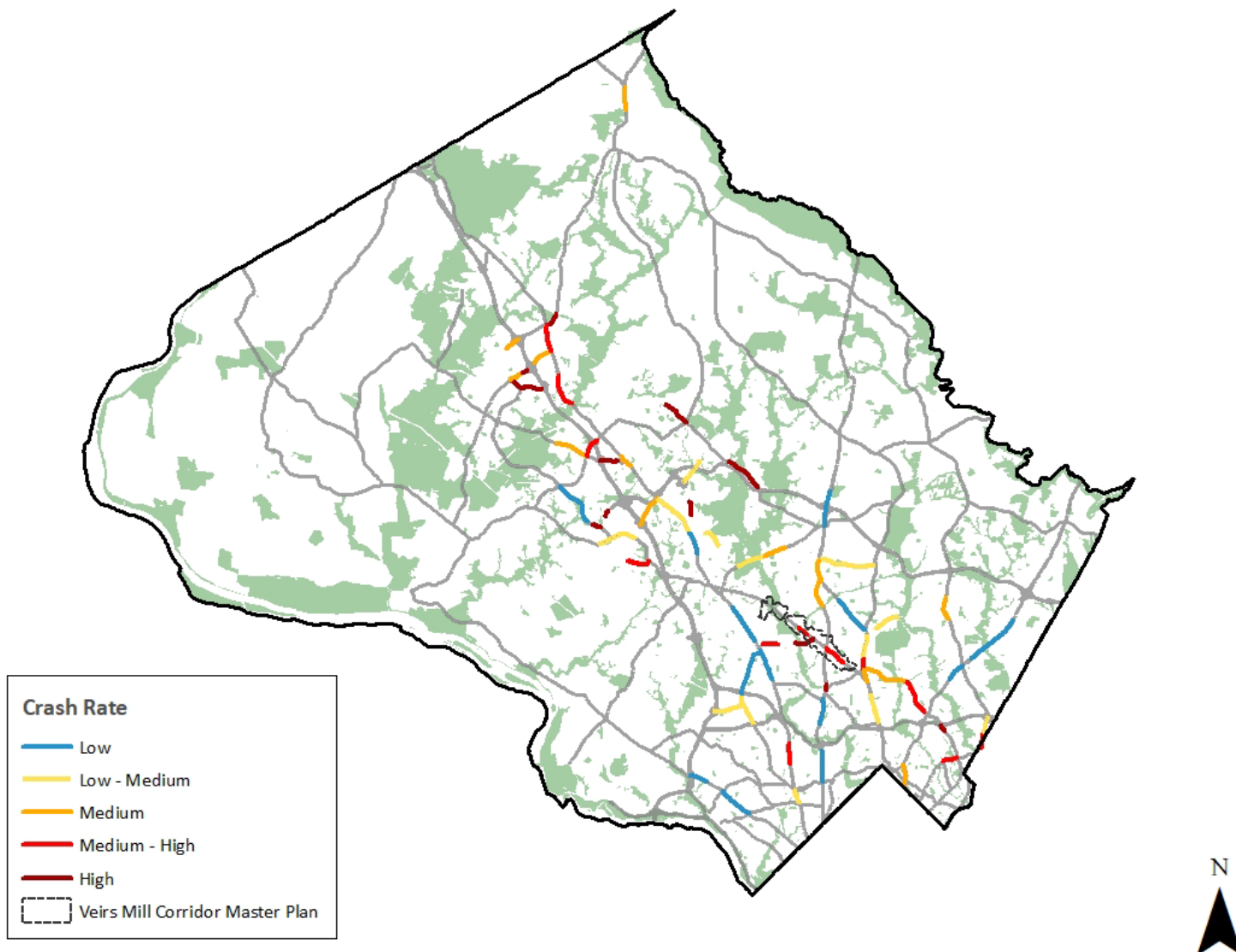


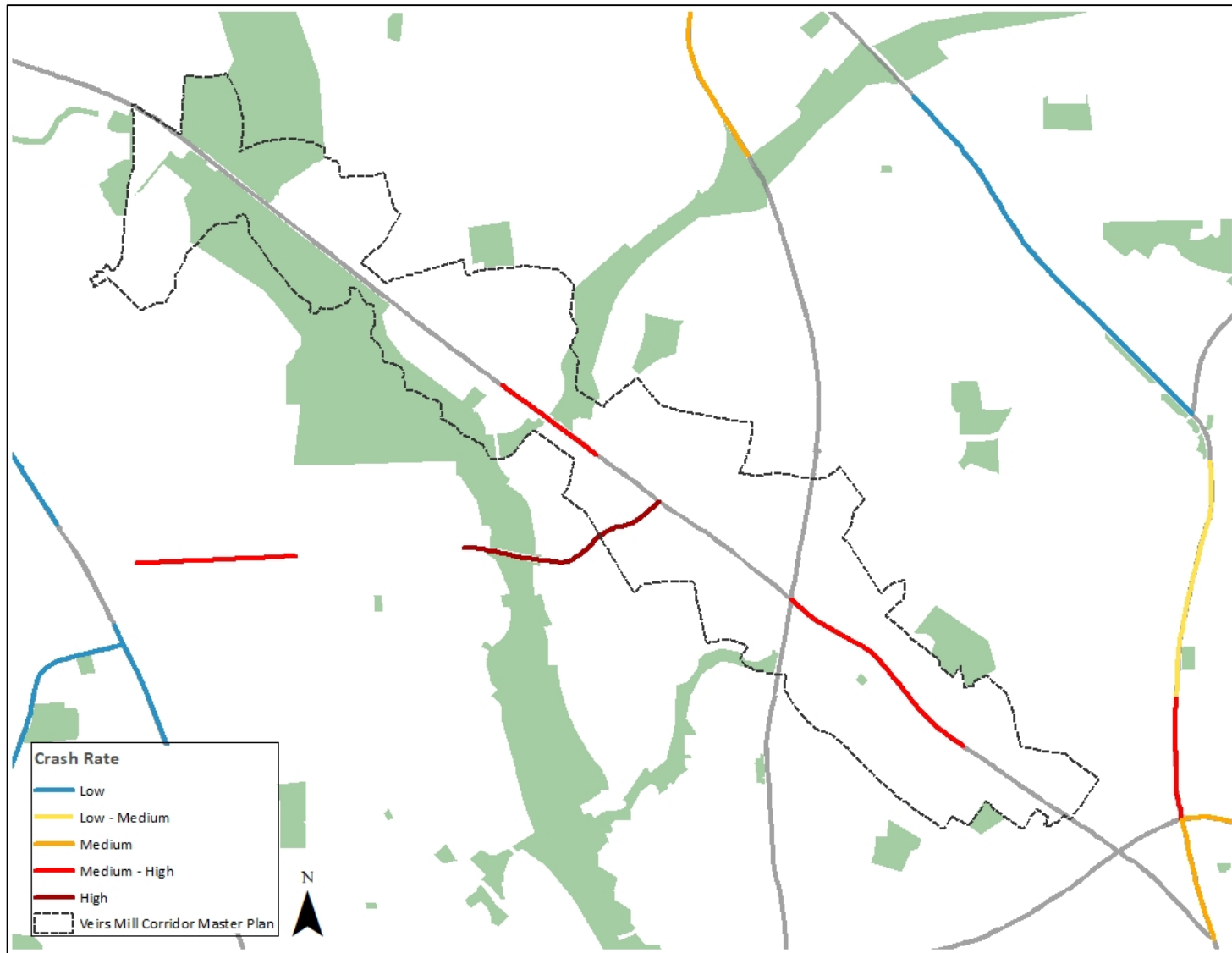
Image Credit: World Resources Institute

## VISION ZERO ACTION PLAN – HIGH INJURY NETWORK





## VISION ZERO ACTION PLAN – HIGH INJURY NETWORK







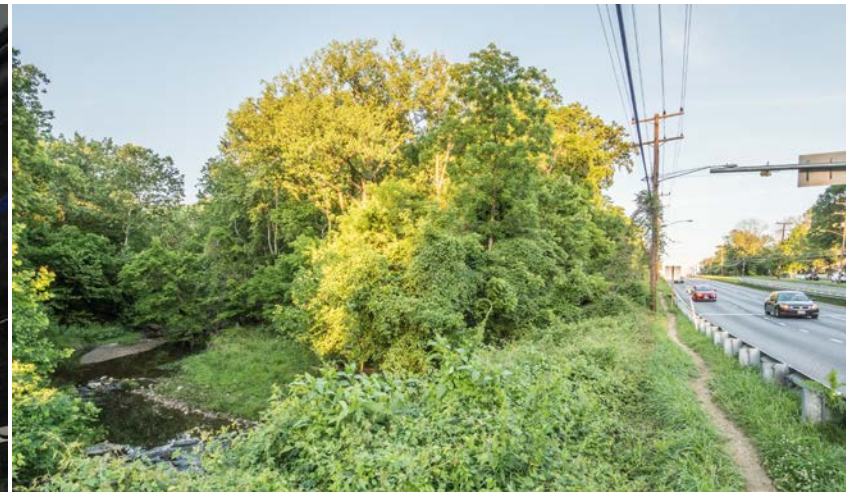
# VEIRS MILL CORRIDOR MASTER PLAN







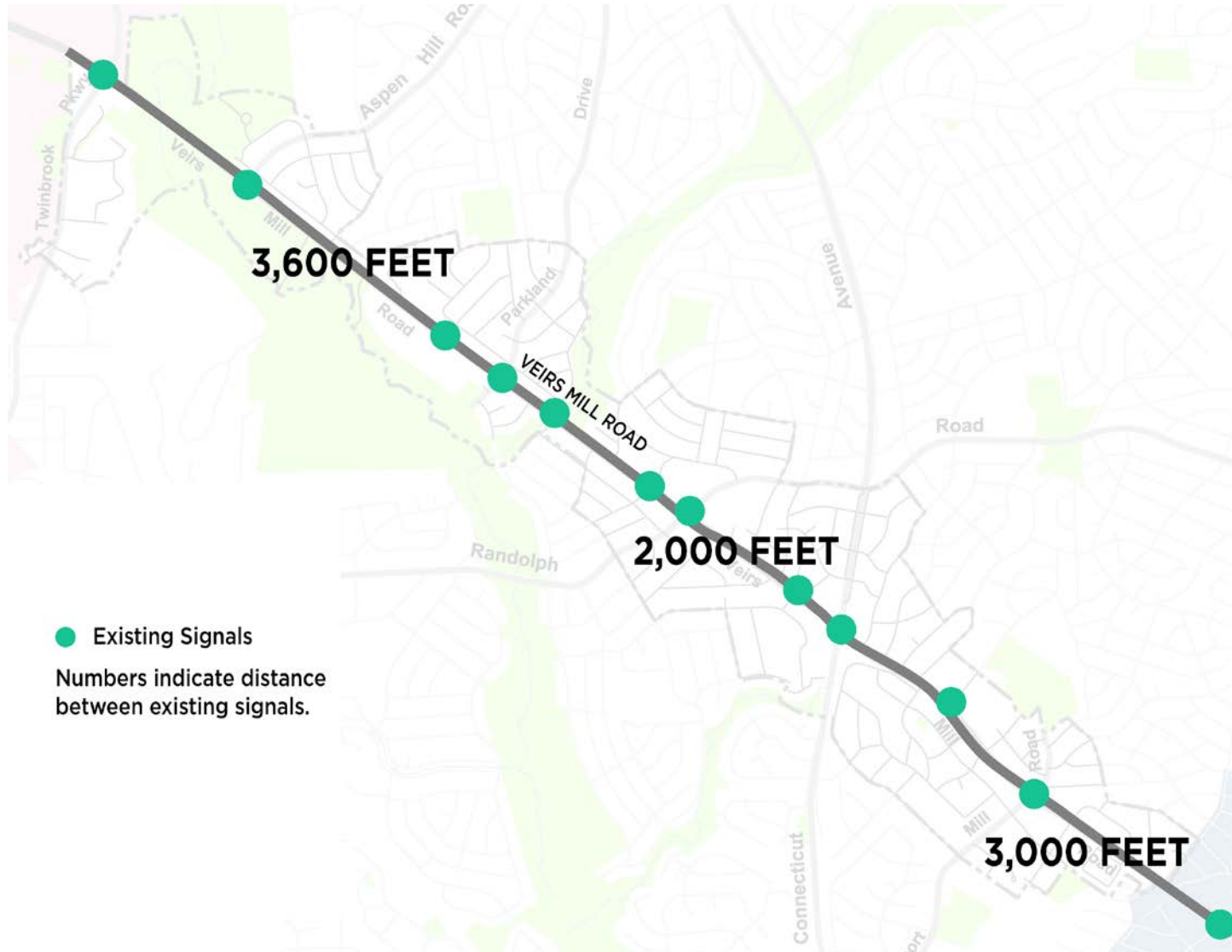
## VEIRS MILL ROAD AND VISION ZERO







## VEIRS MILL ROAD AND VISION ZERO

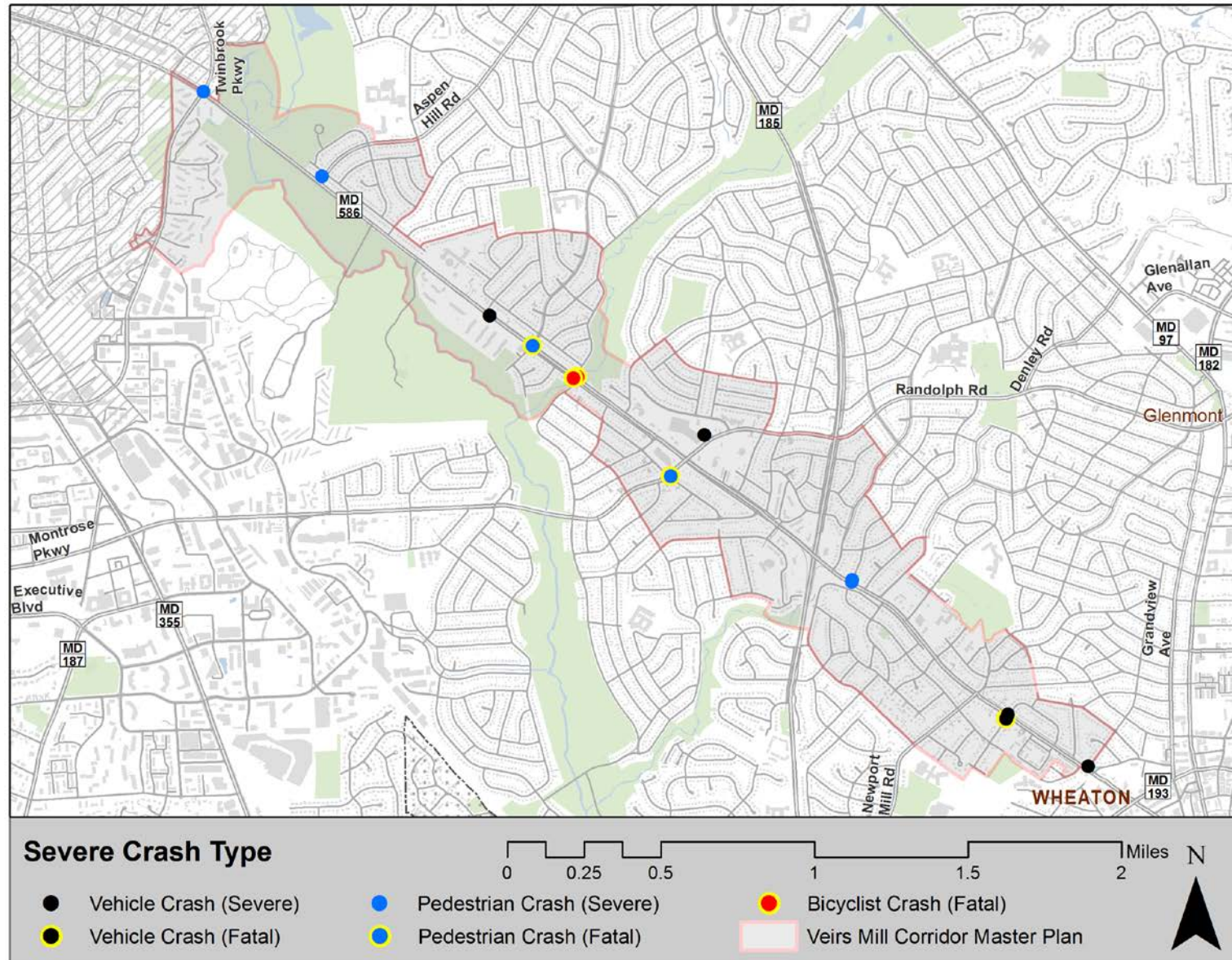




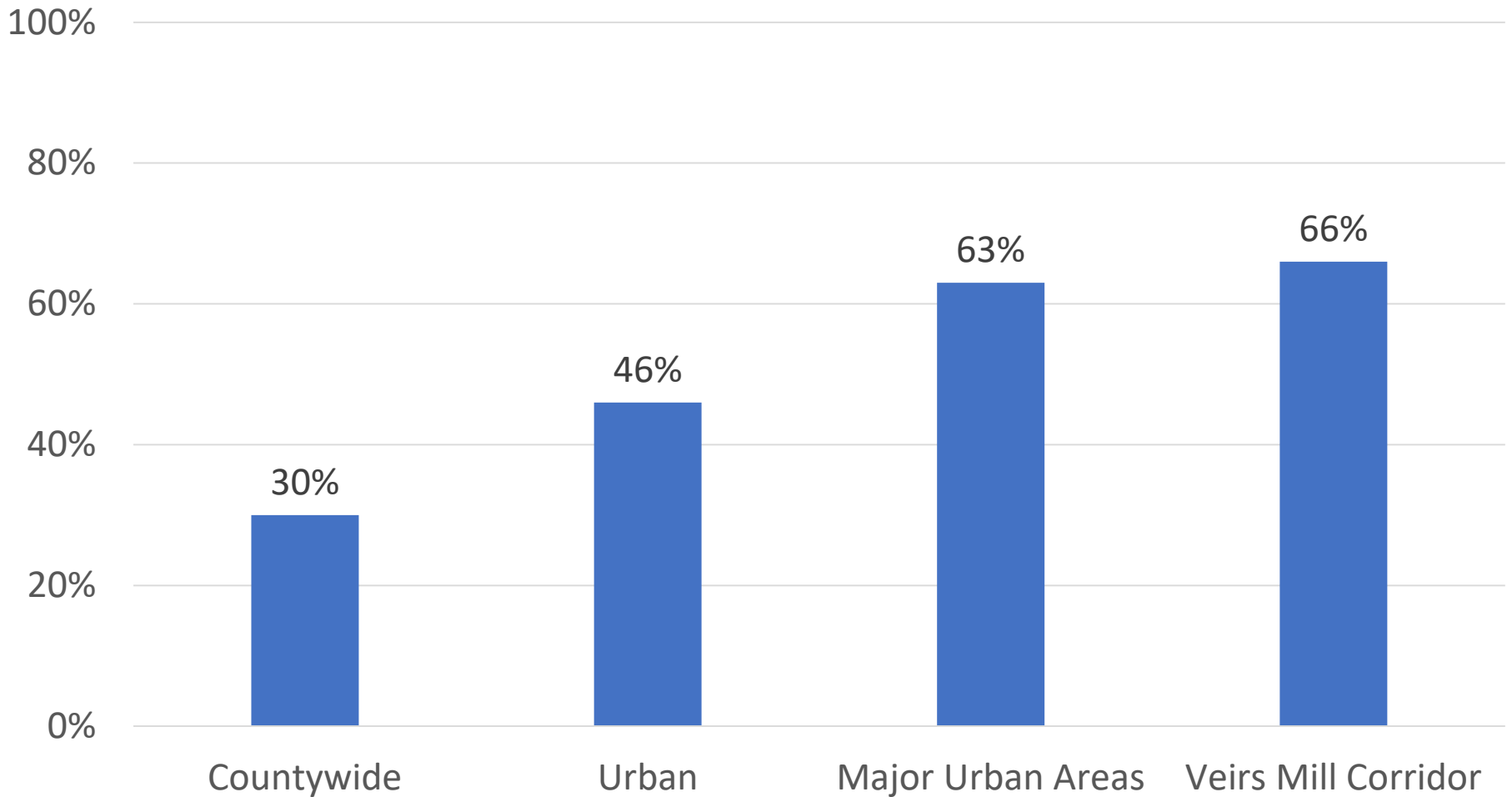




# VEIRS MILL CORRIDOR MASTER PLAN

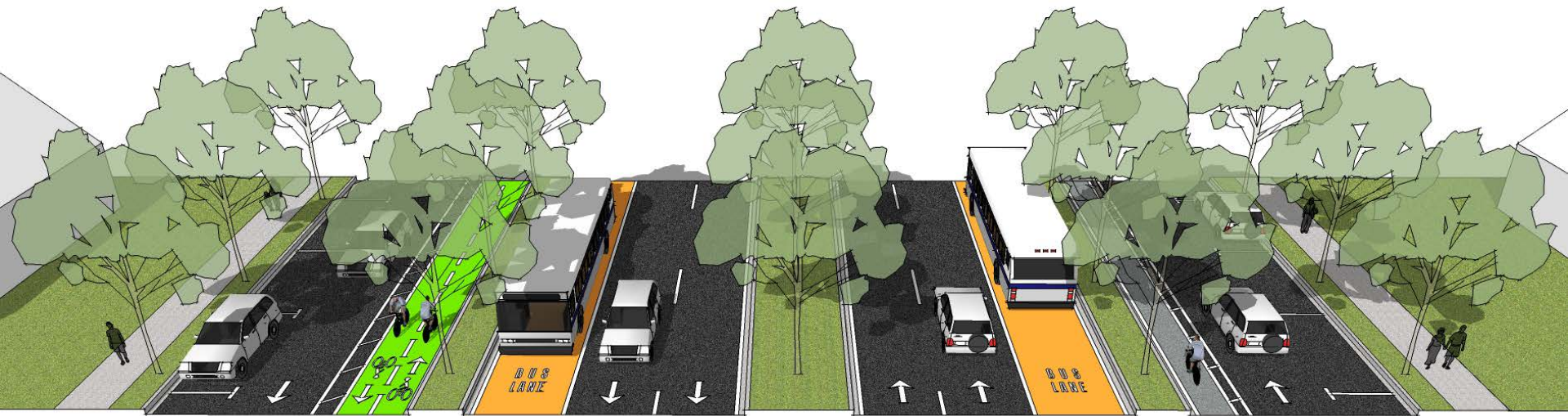


### Percent of Severe / Fatal Crashes that are Pedestrians / Bicyclists



## 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.



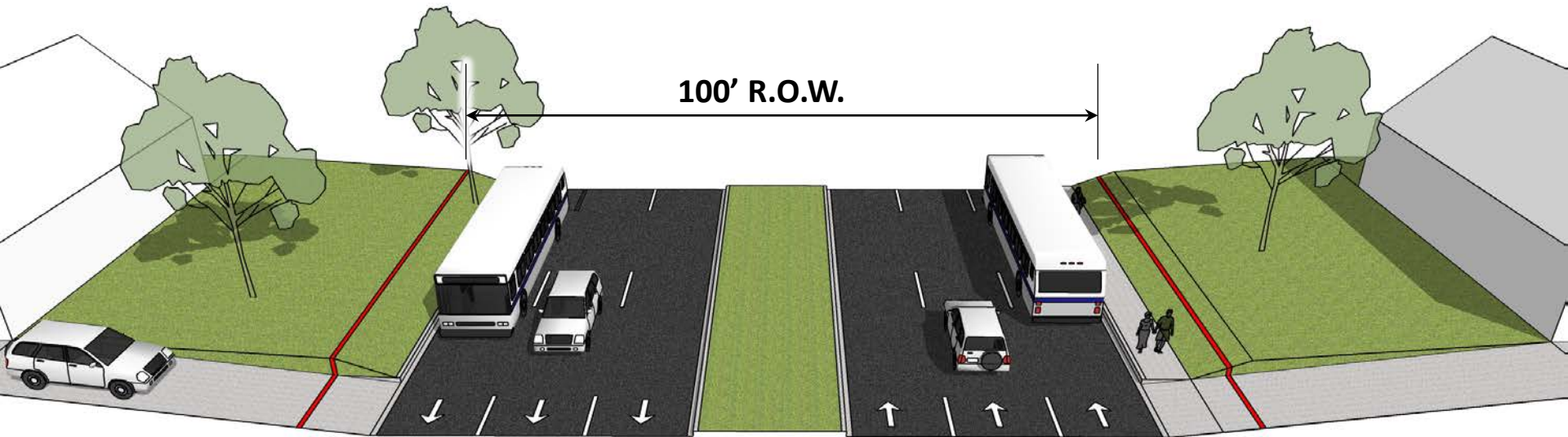
*Transform Veirs Mill Road to a Complete Street*







## NO ACCESS ROADS - TODAY



*Between Newport Mill Road and Pendleton Drive*



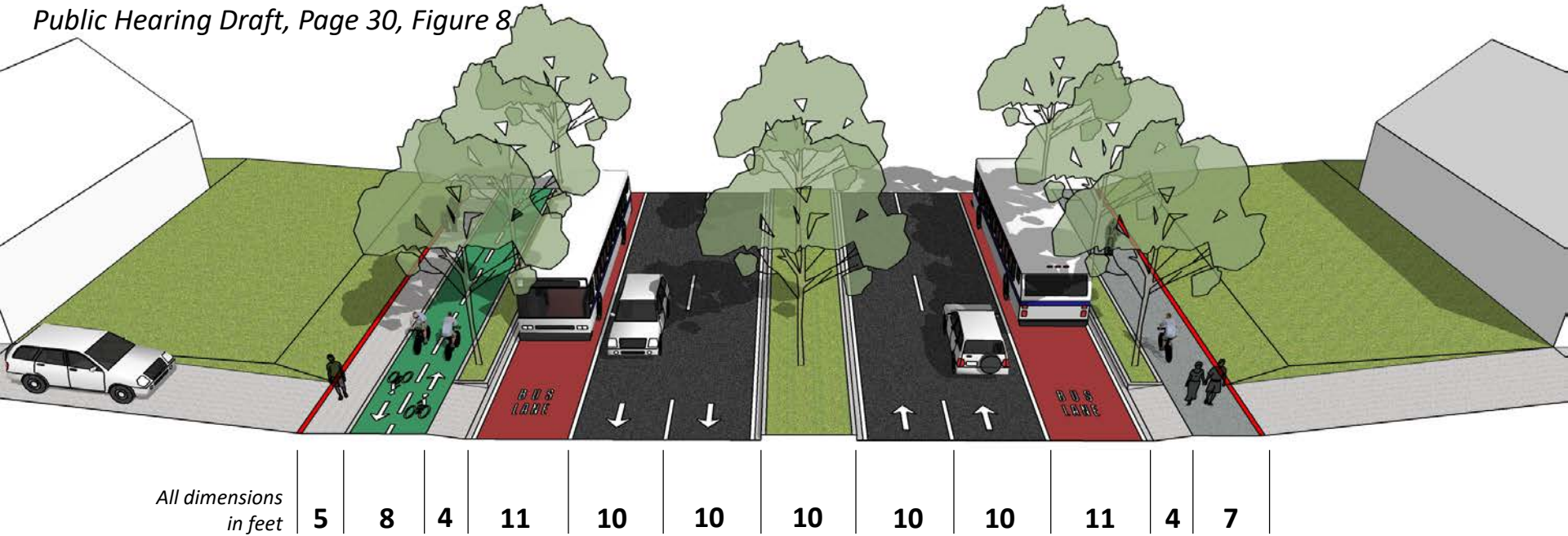
View of existing conditions across Veirs Mill Road





## NO ACCESS ROADS - RECOMMENDED

Public Hearing Draft, Page 30, Figure 8



Existing  
Residential



Buffered  
Sidewalks



Separated Bike  
Lanes



Planted  
Medians



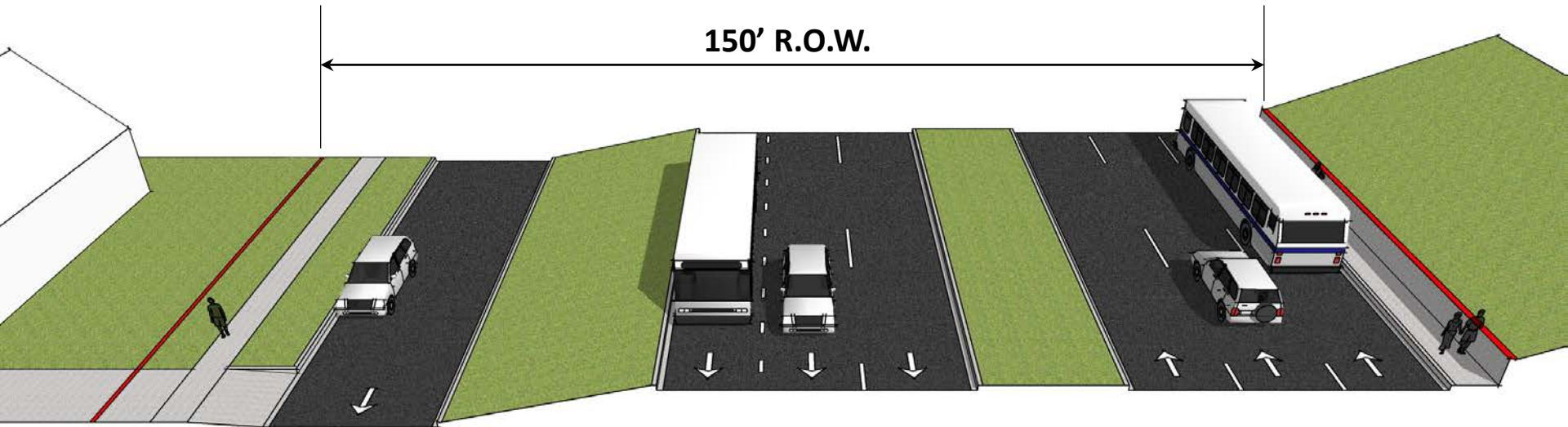
Dedicated  
Bus Lanes



Shared Use  
Facilities



## ACCESS ROAD ONE SIDE - TODAY



*Between Pendleton Drive and Gail Street*



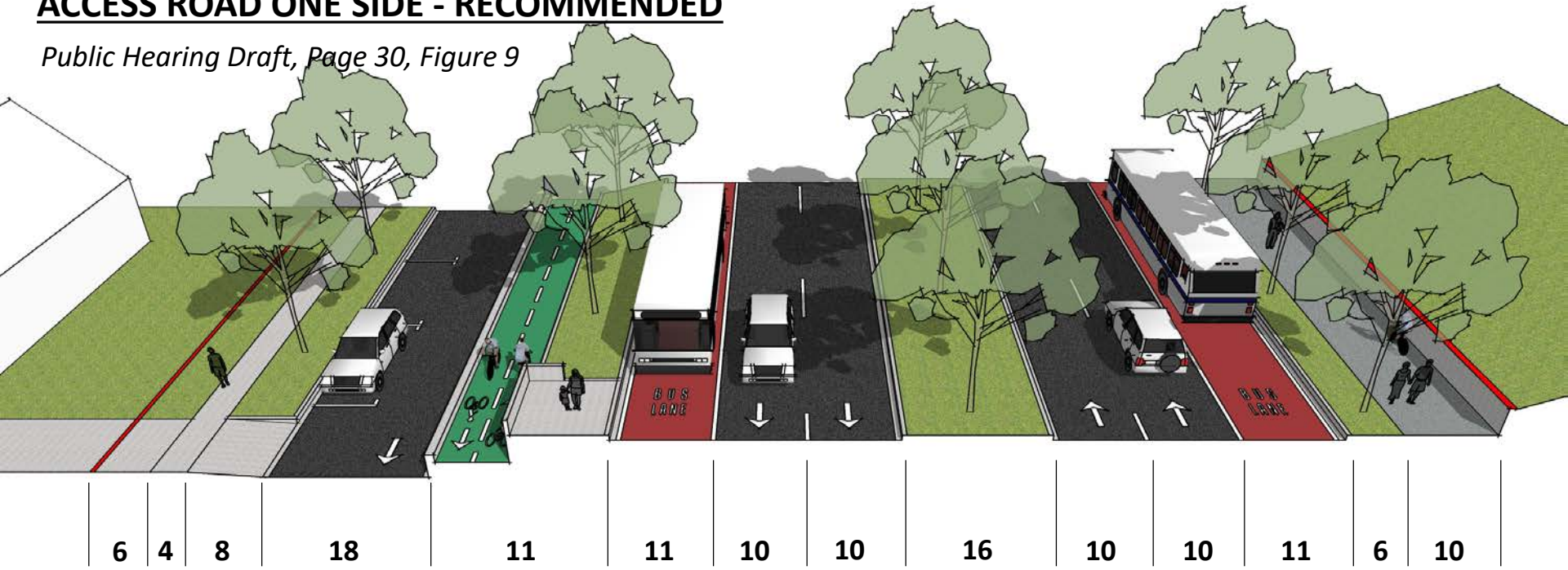
View of existing conditions across Veirs Mill Road





## ACCESS ROAD ONE SIDE - RECOMMENDED

Public Hearing Draft, Page 30, Figure 9



All dimensions in feet



Existing Residential



Buffered Sidewalks



Separated Bike Lanes



Planted Medians

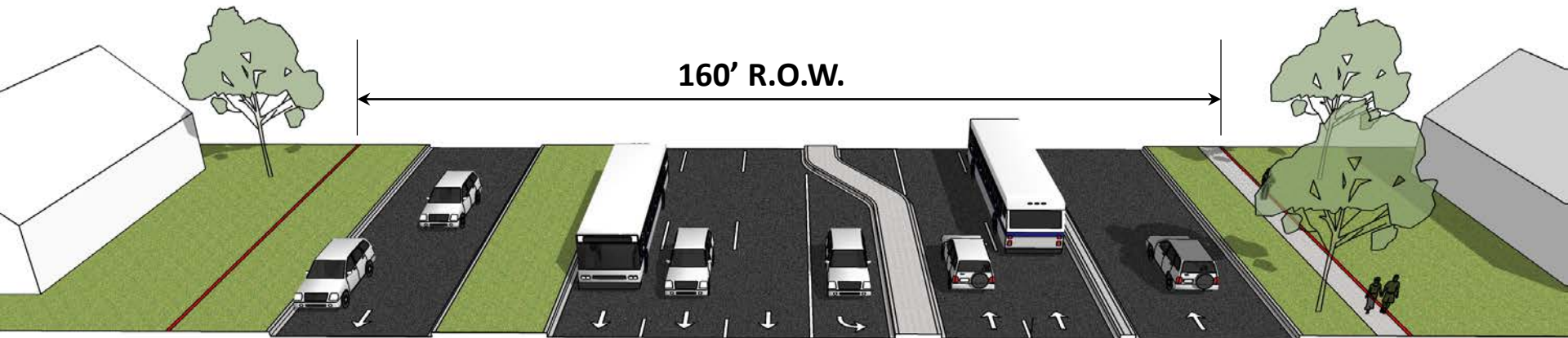


Dedicated Bus Lanes



Shared Use Facilities

## ACCESS ROAD ON TWO SIDES – TODAY



*Between Ferrara Drive and Bushey Drive*



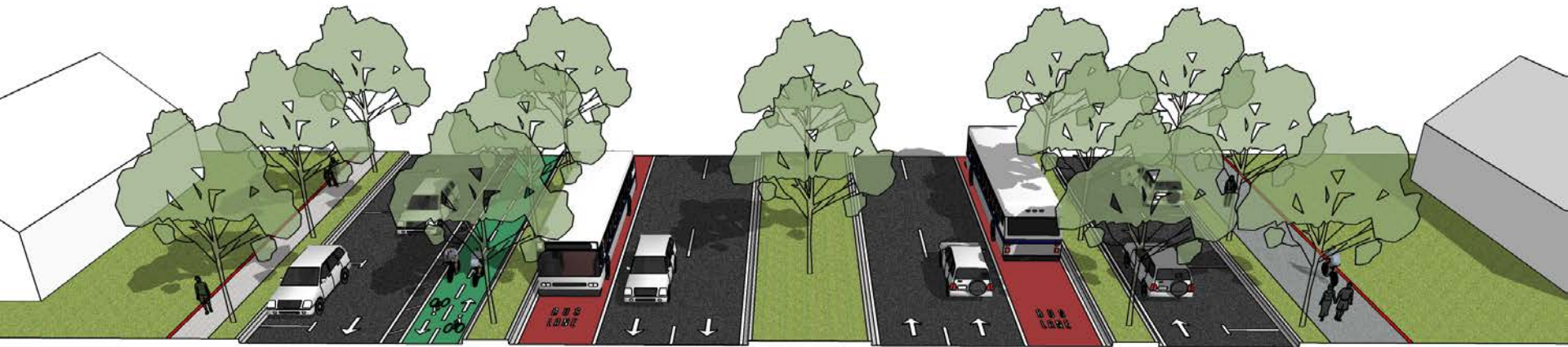
View of existing conditions across Veirs Mill Road





## ACCESS 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
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Existing  
Residential



Buffered  
Sidewalks



Separated Bike  
Lanes



Planted  
Medians



Dedicated  
Bus Lanes

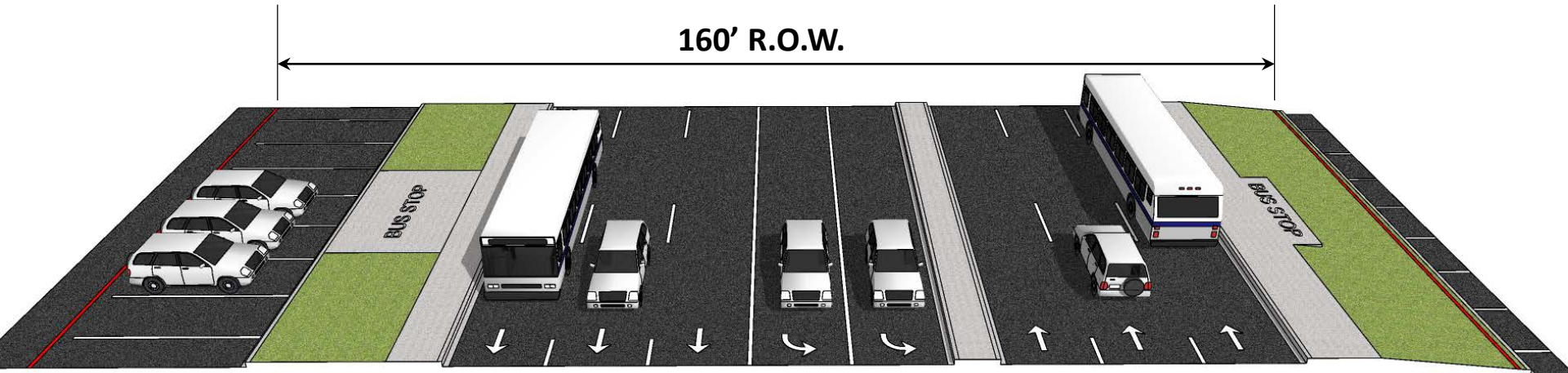


Mixed Use  
Development



## COMMERCIAL AREA - TODAY

*Public Hearing Draft, Page 30, Figure 9*



160' R.O.W.

BUS STOP

BUS STOP

*Veirs Mill Road west of Randolph Road*



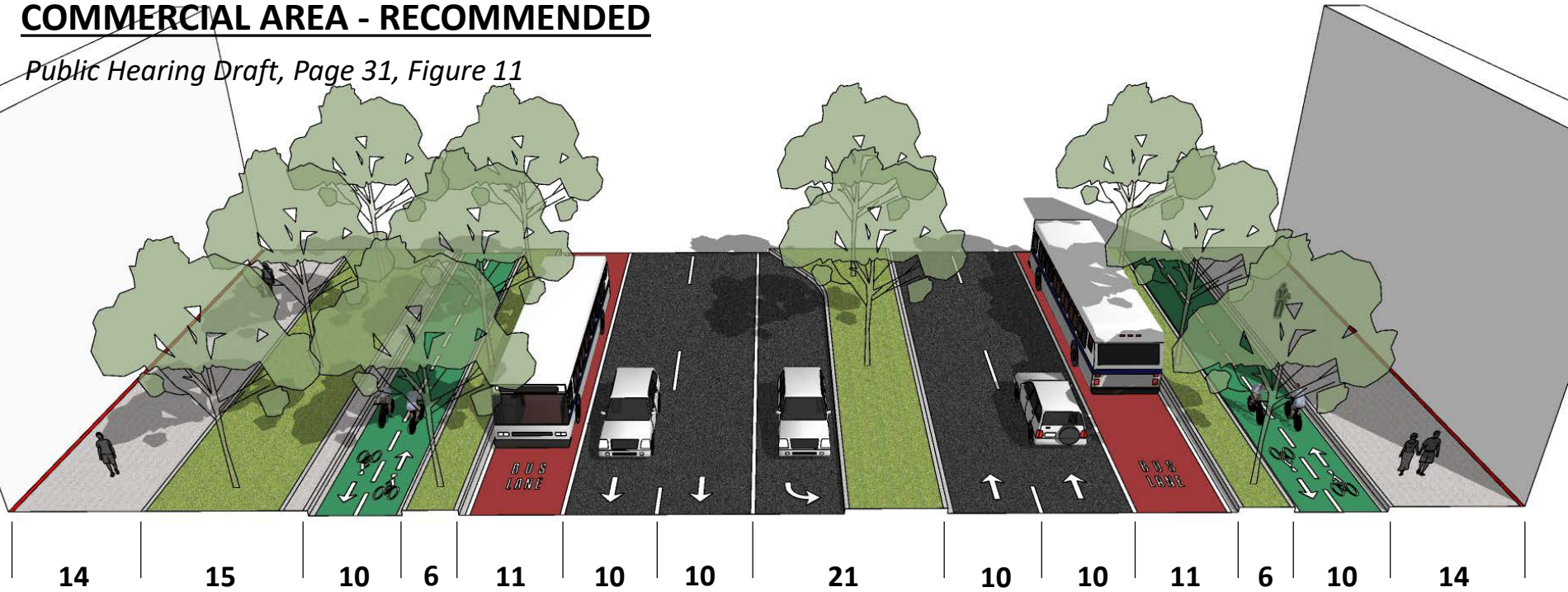
*View of existing conditions across Veirs Mill Road*





## COMMERCIAL AREA - RECOMMENDED

Public Hearing Draft, Page 31, Figure 11



All dimensions in feet



Activated Frontages



Buffered Sidewalks



Separated Bike Lanes



Planted Medians



Dedicated Bus Lanes



Mixed-Use Development

## **STREET RECOMMENDATIONS**

Public Hearing Draft, Page 35

- 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

Public Hearing Draft, Page 35

- ~~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**

Public Hearing Draft, Page 35

- 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

