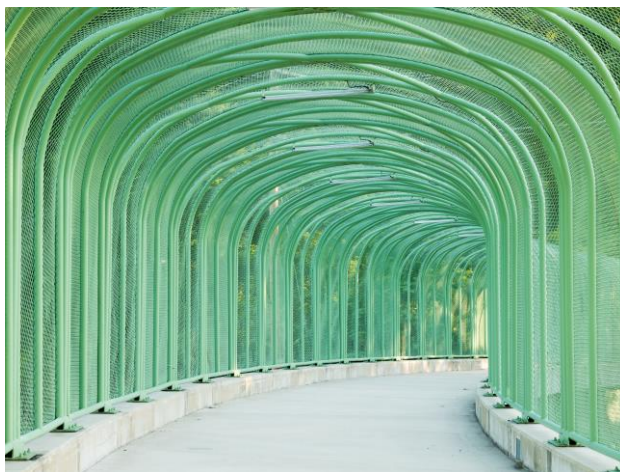




# VEIRS MILL

*Planning Board Work Session #7*  
*November 29, 2018*



## **WORK SESSION #7: OVERVIEW**

- Transportation analysis completed in support of the plan
  - Intersection analysis
  - Mitigation strategies to address vehicular delay
- Planned interchange at Veirs Mill Road and Randolph Road
- Refinements to transportation recommendations
- Receive final guidance from Planning Board on transportation recommendations





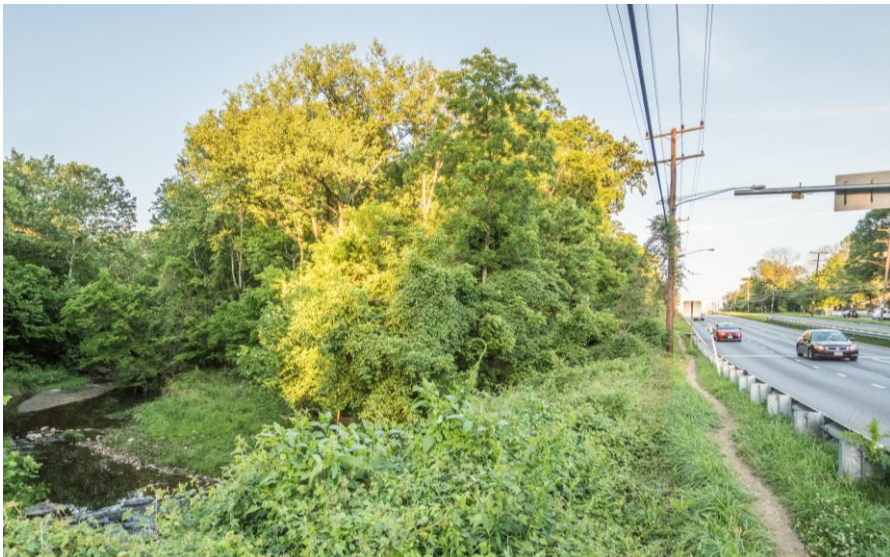
# VEIRS MILL CORRIDOR MASTER PLAN







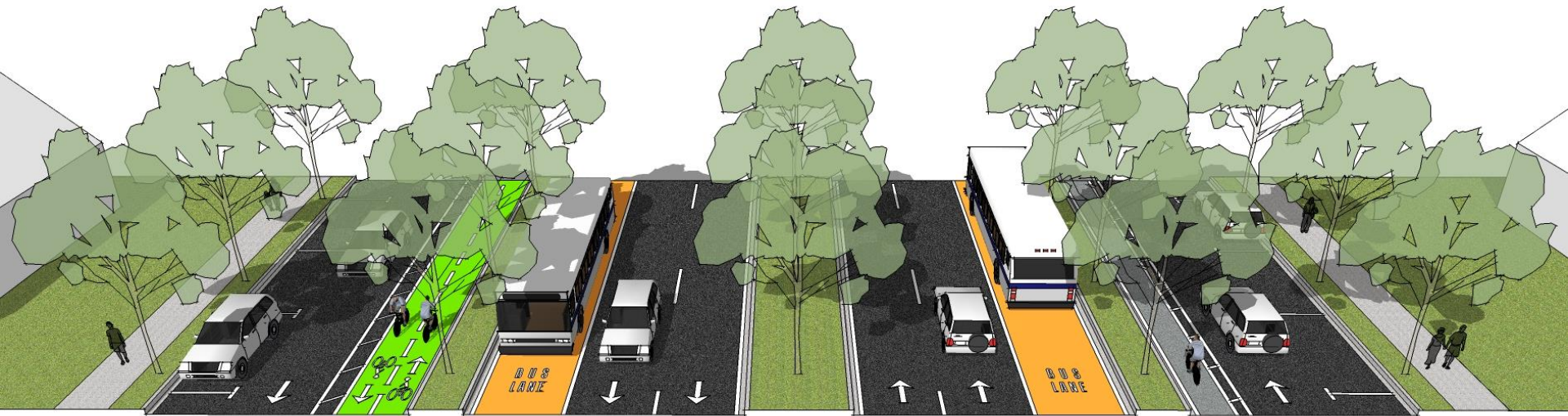
# VEIRS MILL CORRIDOR MASTER PLAN







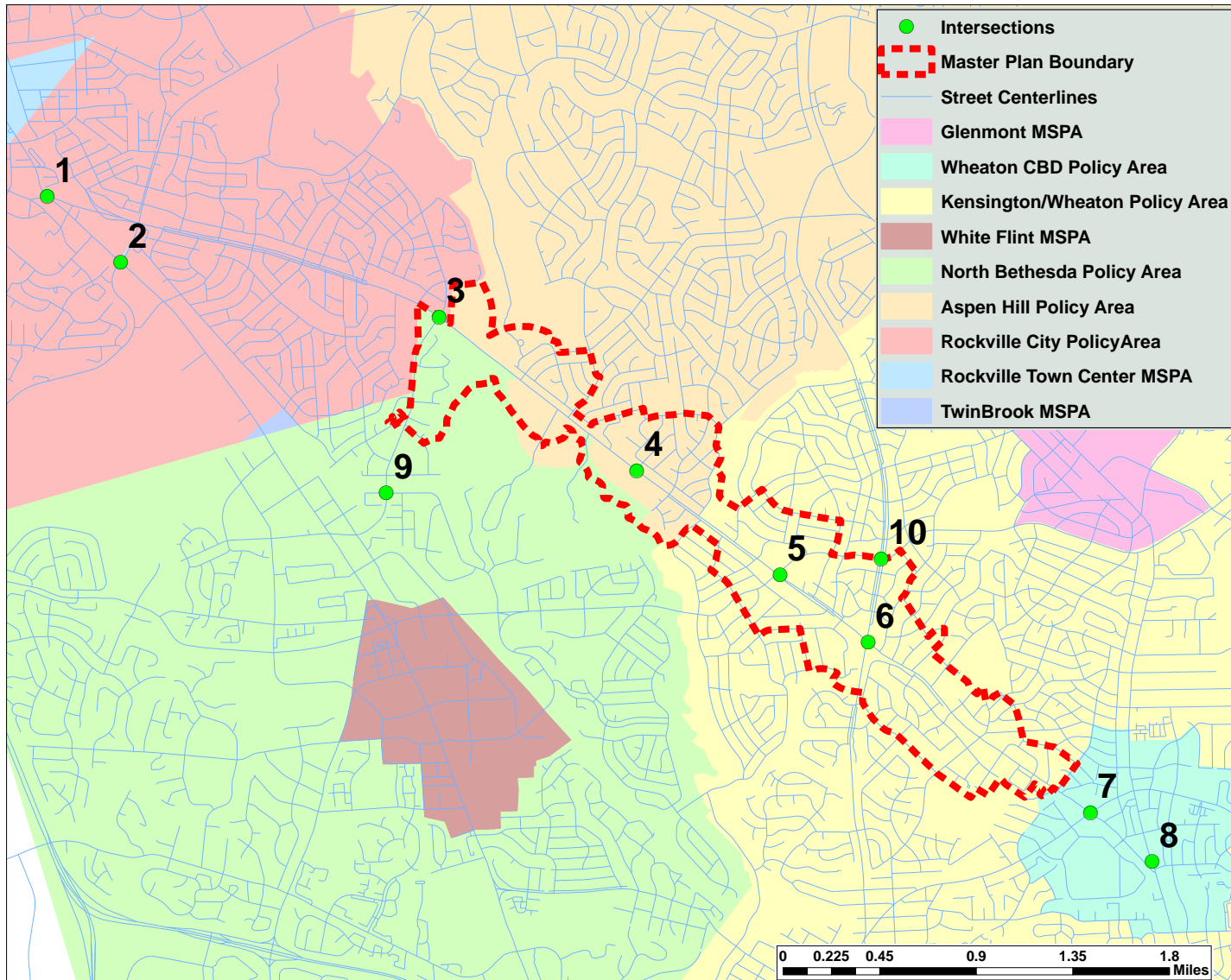
## VEIRS MILL CORRIDOR MASTER PLAN - VISION



*Transform Veirs Mill Road to a Complete Street*



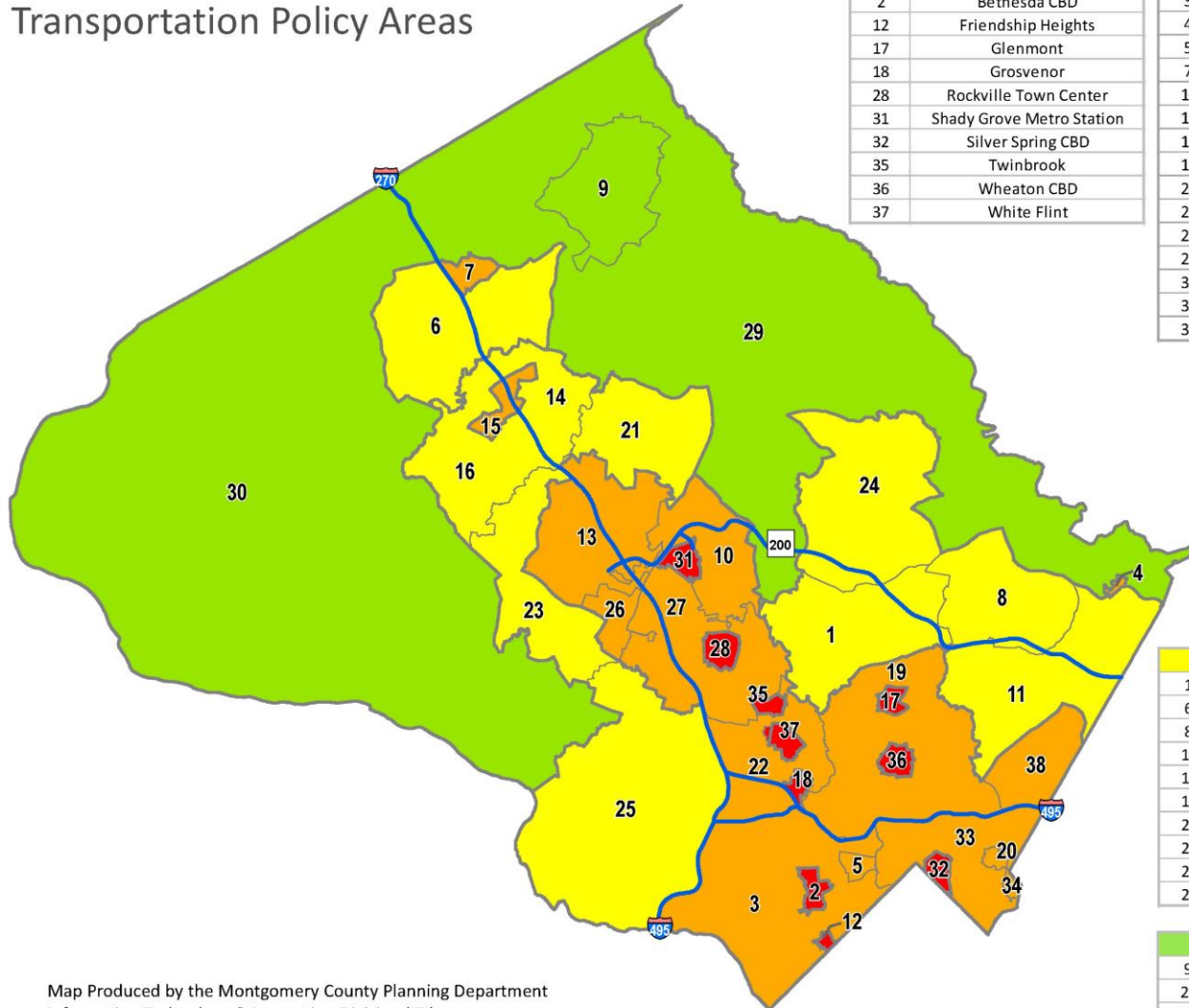
## TRANSPORTATION ANALYSIS





# VEIRS MILL CORRIDOR MASTER PLAN

## Montgomery County Transportation Policy Areas



Red (MSPAs)	
2	Bethesda CBD
12	Friendship Heights
17	Glenmont
18	Grosvenor
28	Rockville Town Center
31	Shady Grove Metro Station
32	Silver Spring CBD
35	Twinbrook
36	Wheaton CBD
37	White Flint

Orange	
3	Bethesda/Chevy Chase
4	Burtonsville Town Center
5	Chevy Chase Lake Master Plan
7	Clarksburg Town Center
10	Derwood
13	Gaithersburg City
15	Germantown Town Center
19	Kensington/Wheaton
20	Long Branch Sector Plan
22	North Bethesda
26	R&D Village
27	Rockville City
33	Silver Spring/Takoma Park
34	Takoma/Langley
38	White Oak

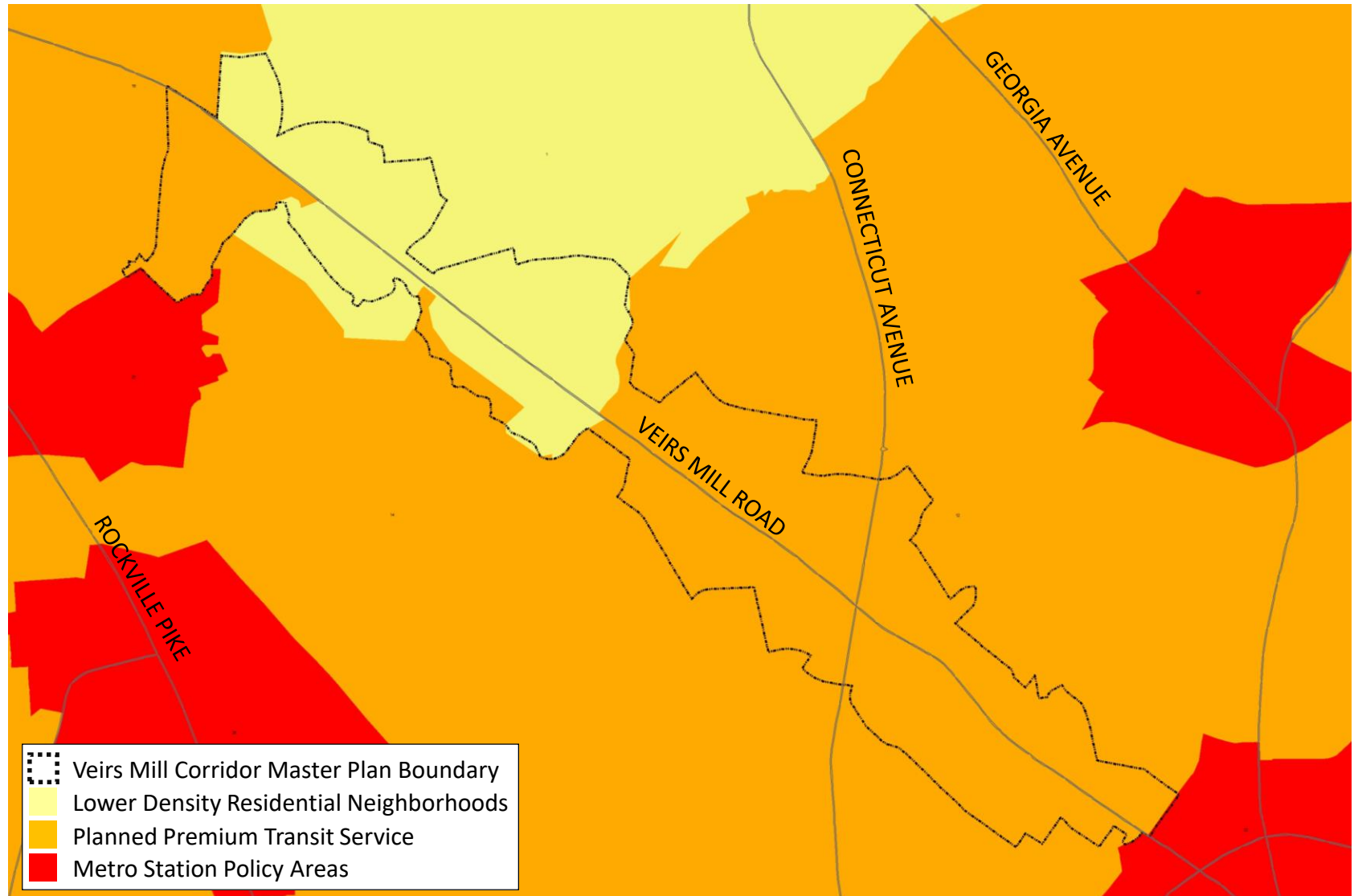
Yellow	
1	Aspen Hill
6	Clarksburg
8	Cloverly
11	Fairland/Colesville
14	Germantown East
16	Germantown West
21	Montgomery Village/Airpark
23	North Potomac
24	Olney
25	Potomac

Green	
9	Damascus
29	Rural East
30	Rural West

Map Produced by the Montgomery County Planning Department  
Information Technology & Innovation Division (ITI)  
August 2, 2018



## LOCAL AREA TRANSPORTATION REVIEW GUIDELINES - POLICY AREAS







## INTERSECTION CONGESTION STANDARDS

- 2016-2020 Subdivision Standing Policy Intersection Congestion Standards
- Applies delay-based Highway Capacity Manual (HCM) methodology to intersections

HCM Volume-to-Capacity Equivalent	Policy Area	HCM Average Vehicle Delay Standard (seconds / vehicle)
0.92	Aspen Hill	59
0.94	Rockville City	63
0.97	North Bethesda	71
1.0	Kensington/Wheaton	80
1.13	Rockville Town Center	120
1.13	Wheaton CBD	120
1.13	Twinbrook	120

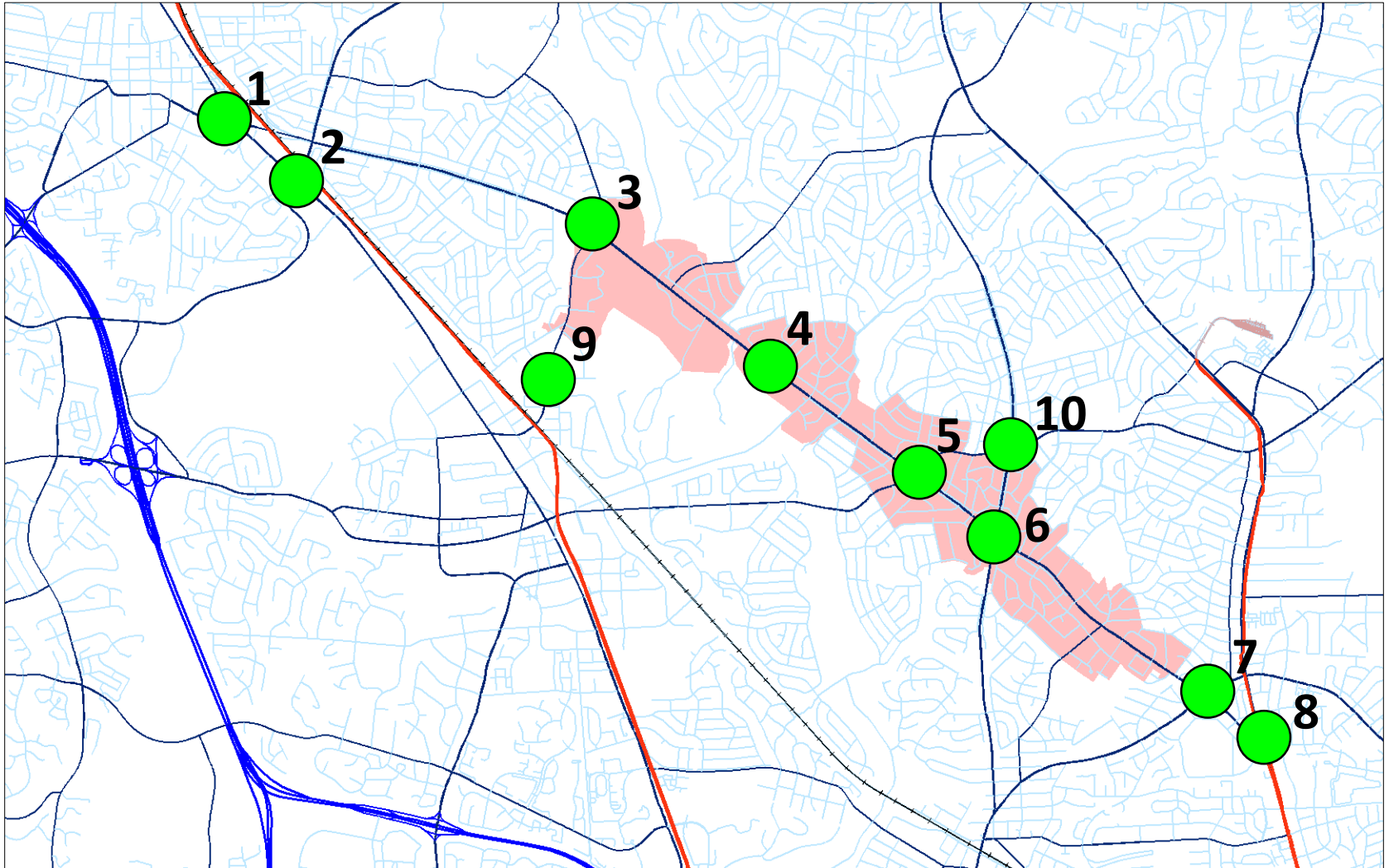


## **TRANSPORTATION ANALYSIS - ASSUMPTIONS**

- 2040 Veirs Mill Corridor Master Plan Scenario
  - Existing development, pipeline development and development anticipated based on zoning recommendations
  - Incorporates expanded BRT lines based on Constrained Long Range Plan
  - Transportation recommendations including:
    - Bus Rapid Transit in dedicated, curb-running lanes;
    - Two travel-lanes in each direction;
    - 35 miles per hour target speed;
    - Reducing left-turn lanes to a single lane, where feasible; and
    - Eliminating channelized right-turn lanes

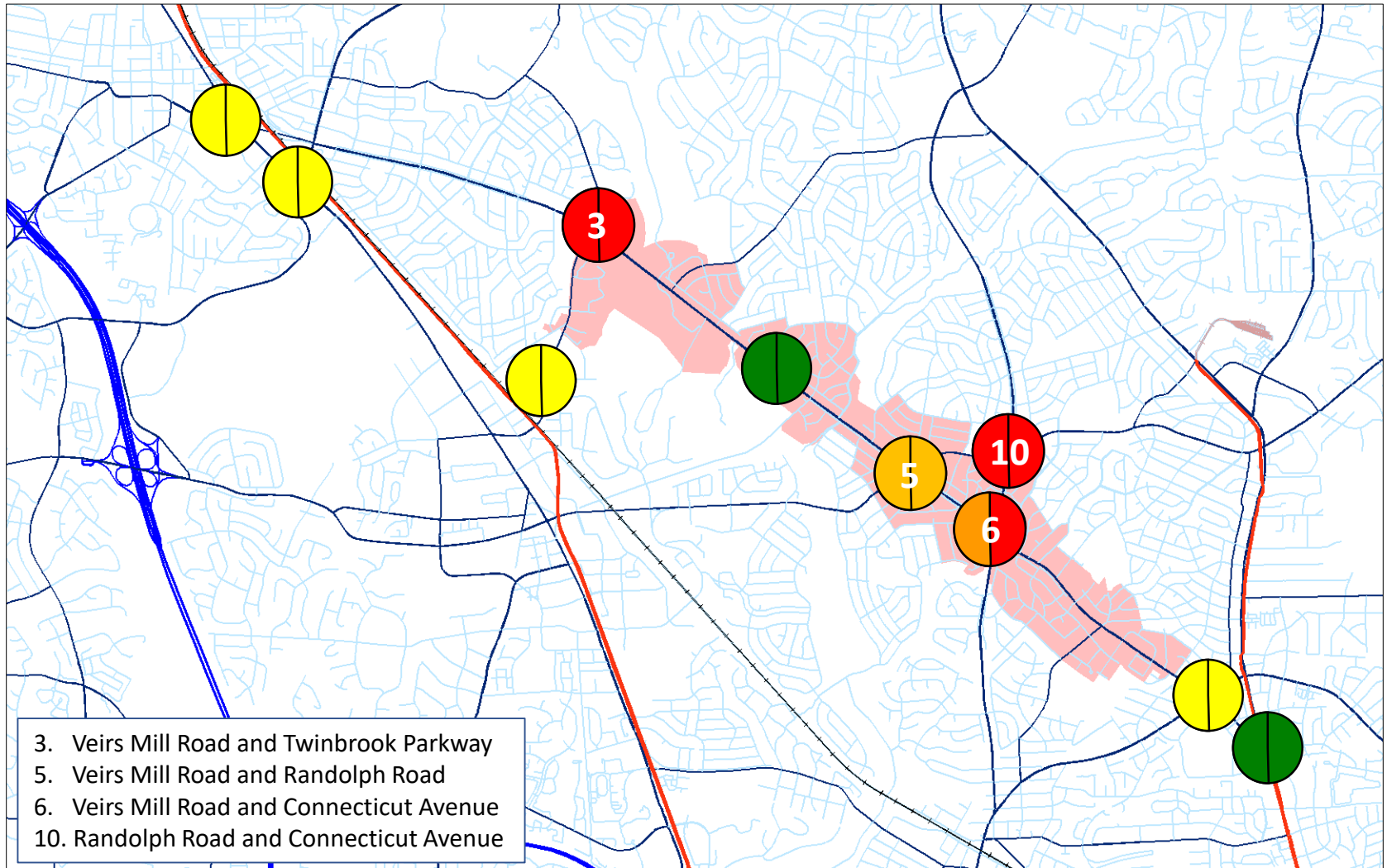


## VEIRS MILL CORRIDOR MASTER PLAN - INTERSECTIONS





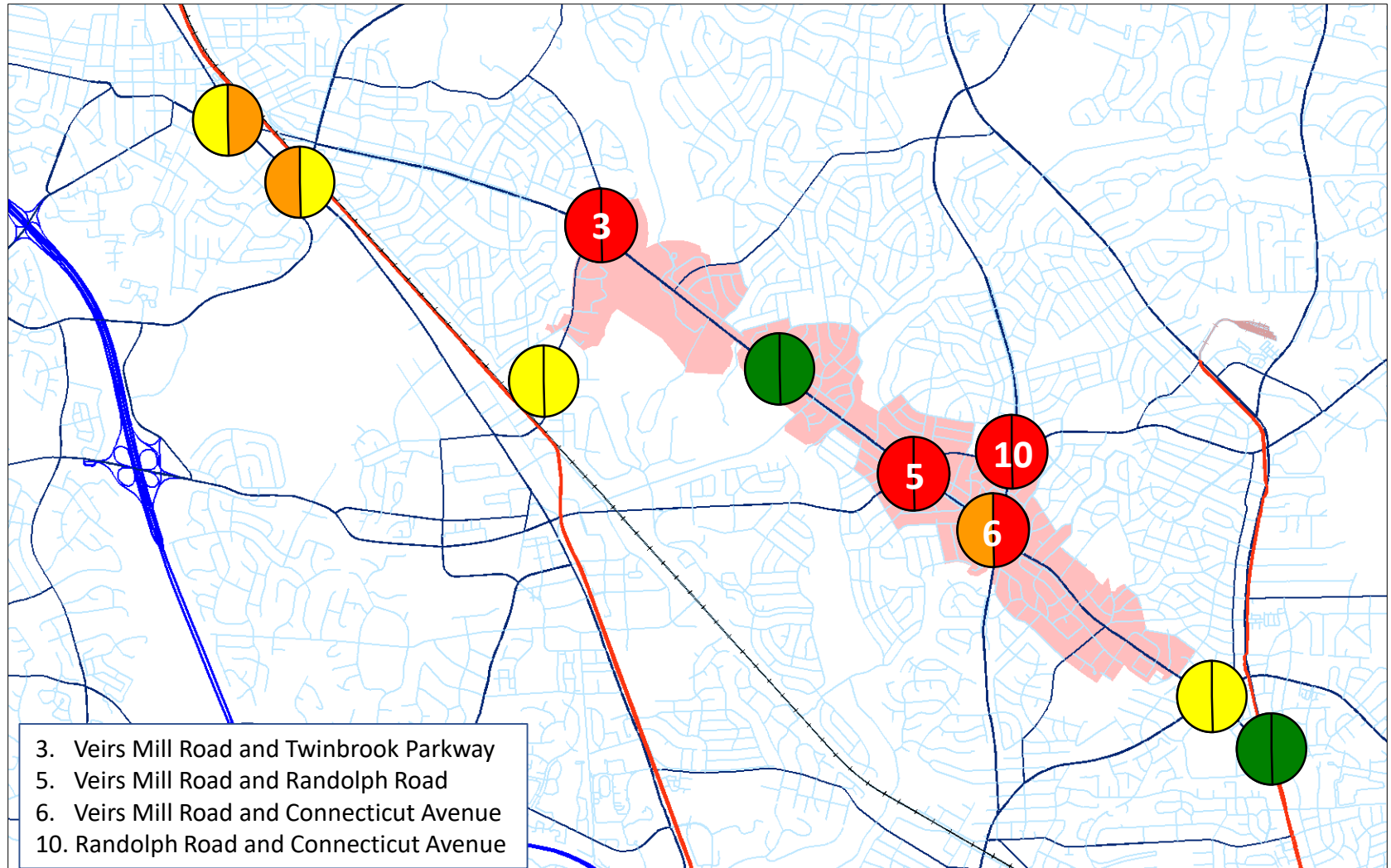
## VEIRS MILL CORRIDOR MASTER PLAN – 2016 EXISTING CONDITIONS



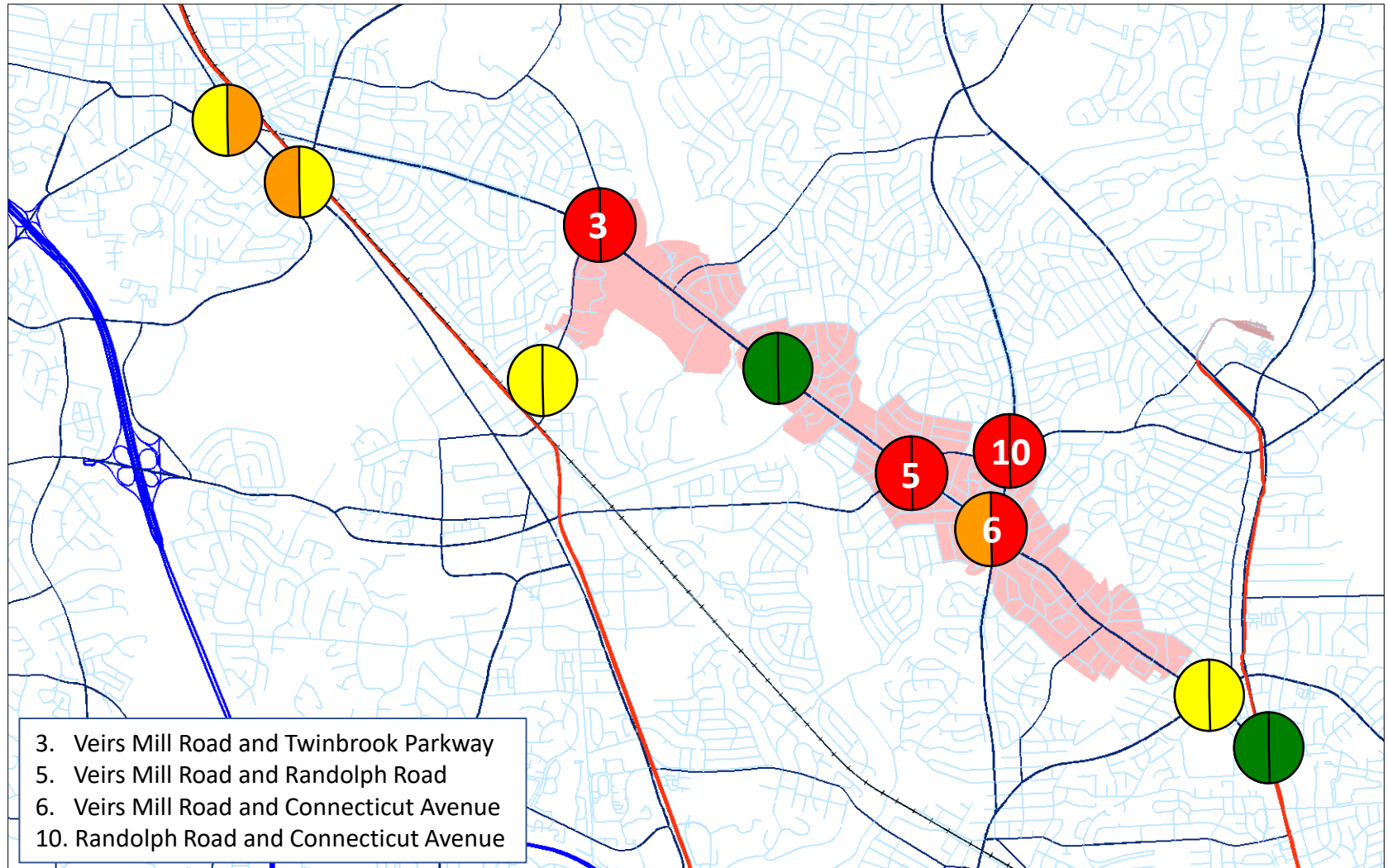




## 2040 NO-BUILD CONDITIONS



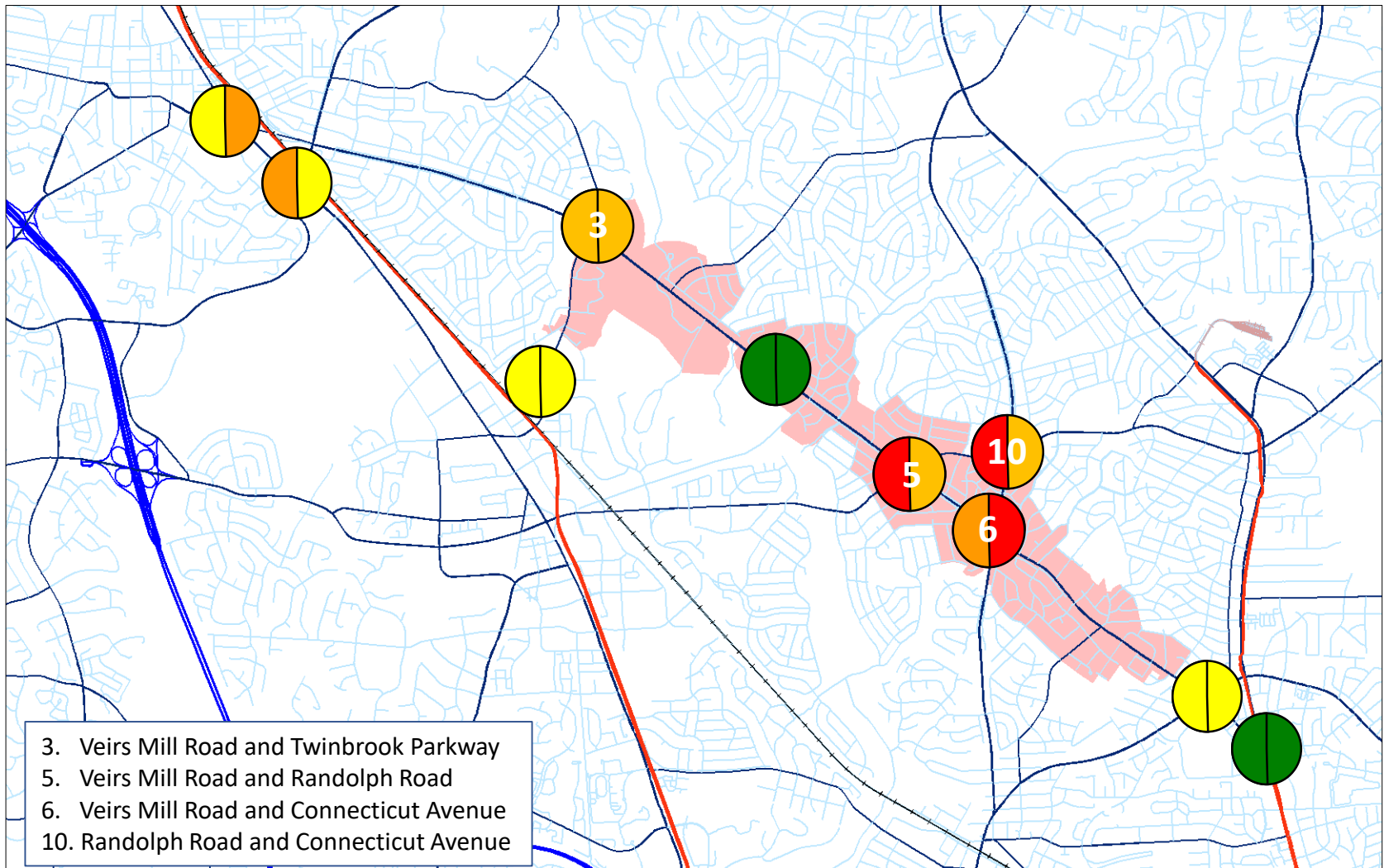
## VEIRS MILL CORRIDOR MASTER PLAN – 2040 NO MITIGATION





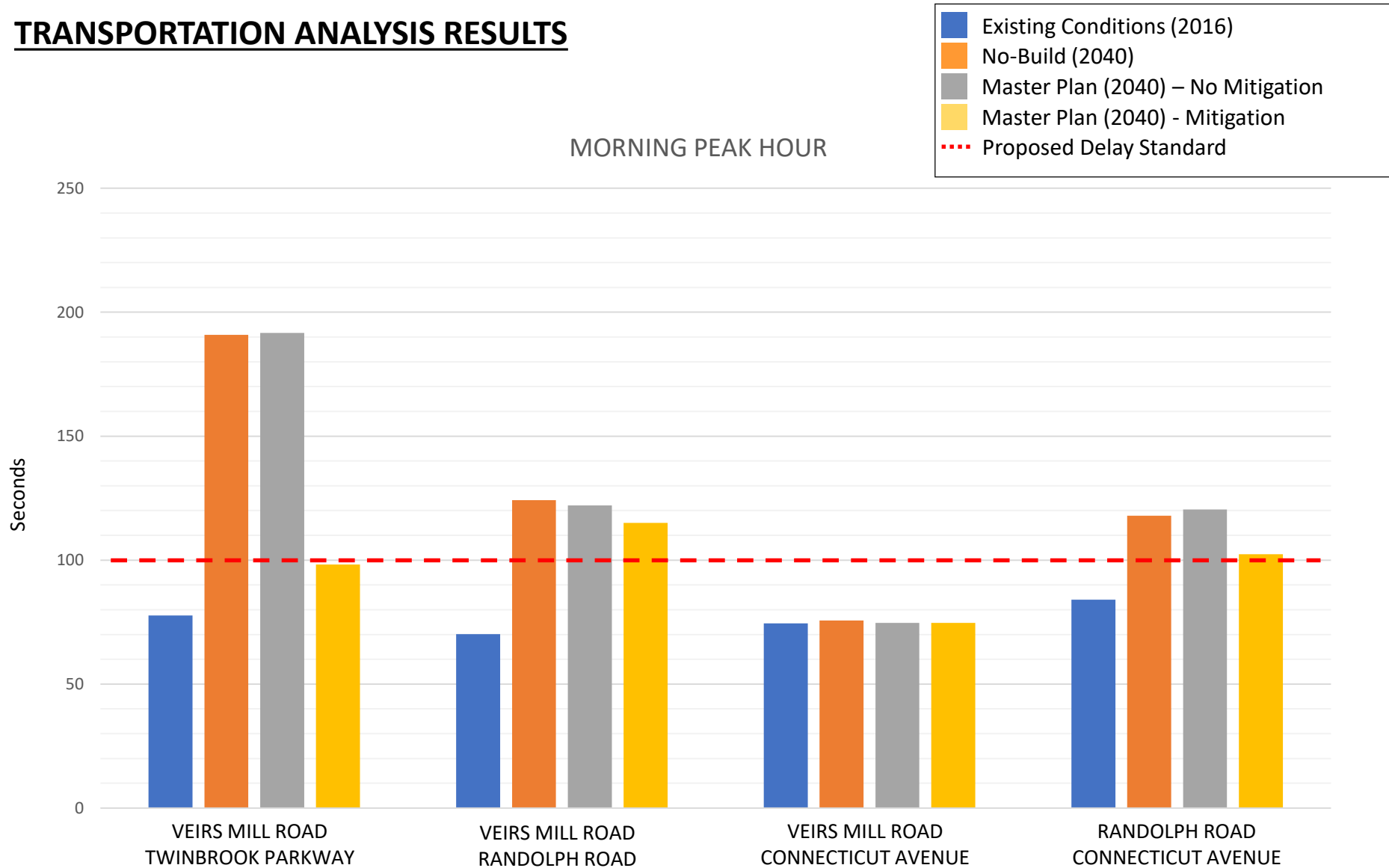


## VEIRS MILL CORRIDOR MASTER PLAN – 2040 MITIGATION (100 SECOND)



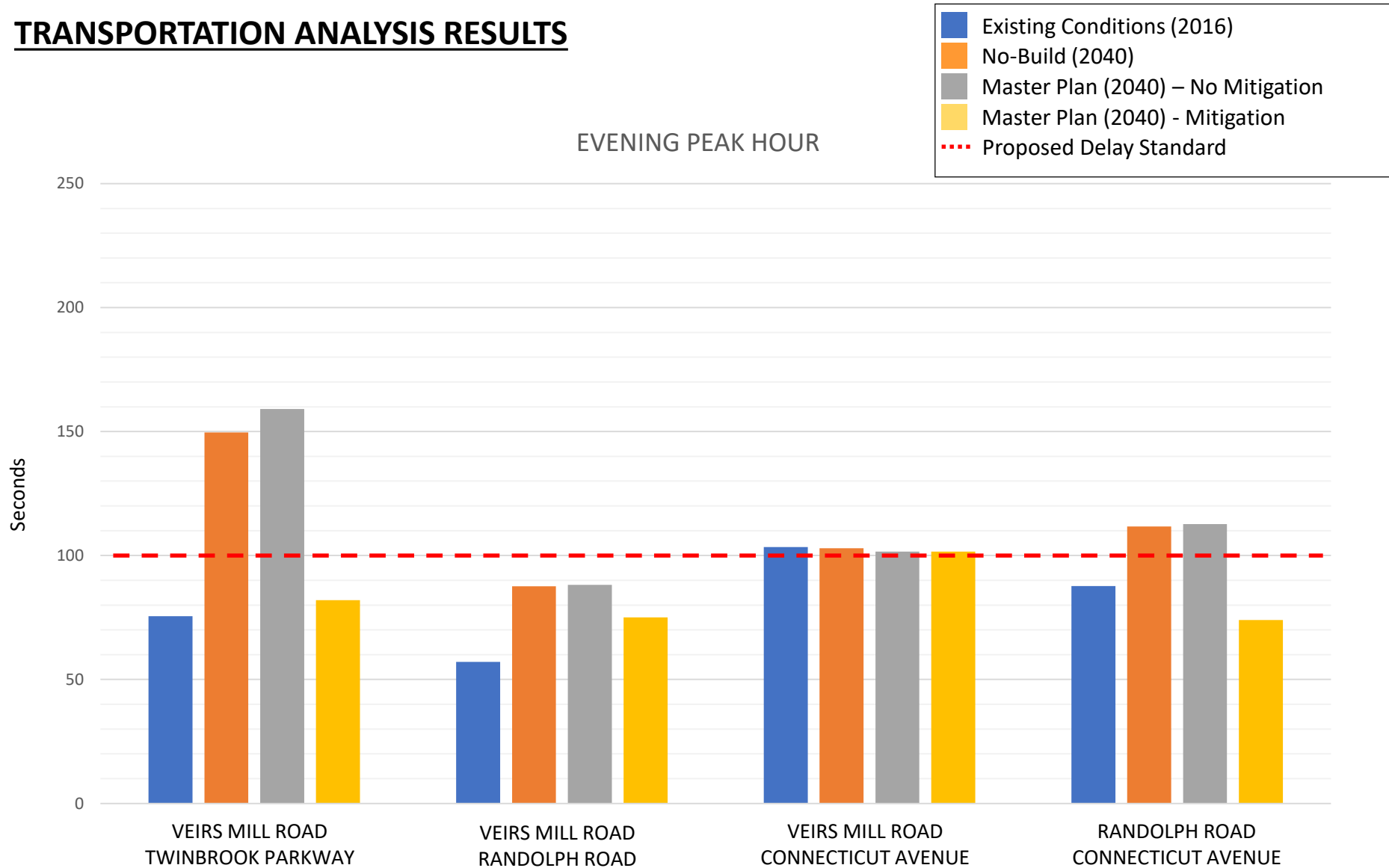


## TRANSPORTATION ANALYSIS RESULTS





## TRANSPORTATION ANALYSIS RESULTS





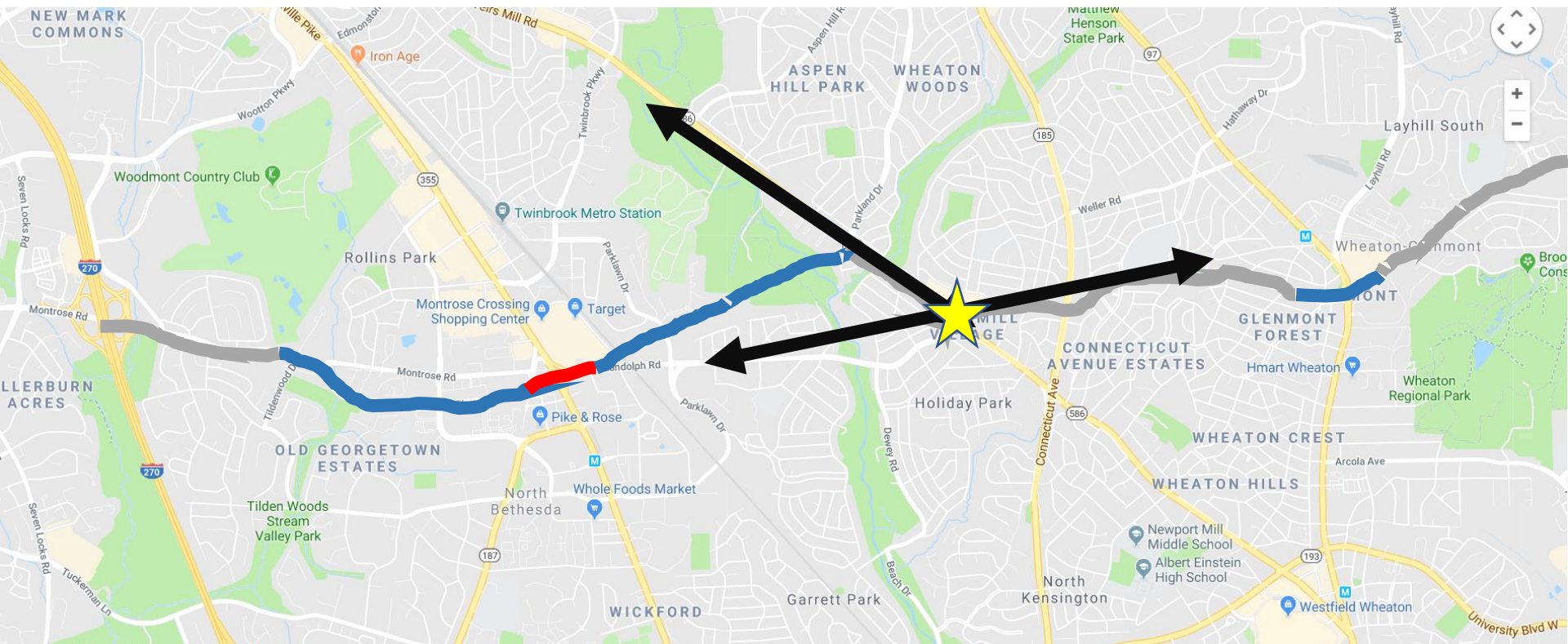
## **VEIRS MILL ROAD AND RANDOLPH ROAD – PLANNED INTERCHANGE**

- Public Hearing Draft Recommendation (Page 52):
  - Eliminate the proposed interchange at Veirs Mill and Randolph Roads from the Master Plan of Highways and Transitways. This proposed interchange would inhibit pedestrian, bicycle and transit accessibility.
- Public Testimony
  - Requested that the proposed interchange remain.



## VEIRS MILL ROAD AND RANDOLPH ROAD – PLANNED INTERCHANGE

- Inconsistent with walkable, transit-oriented environment and Vision Zero at this location.
- Potential impacts to private property, including commercial centers.
- Not required to meet 100 second congestion standard.



## **RECOMMENDATIONS TO IMPROVE CONNECTIVITY**

- Suggested revisions to Pedestrian Network Recommendations:
  - NEW RECOMMENDATION: Provide adequate landscape buffers between the sidewalk and the curb with the installation of all new sidewalks on Veirs Mill Road and intersecting streets. For example, improved landscape buffers are needed on Veirs Mill Road, Connecticut Avenue, Randolph Road and Twinbrook Parkway.



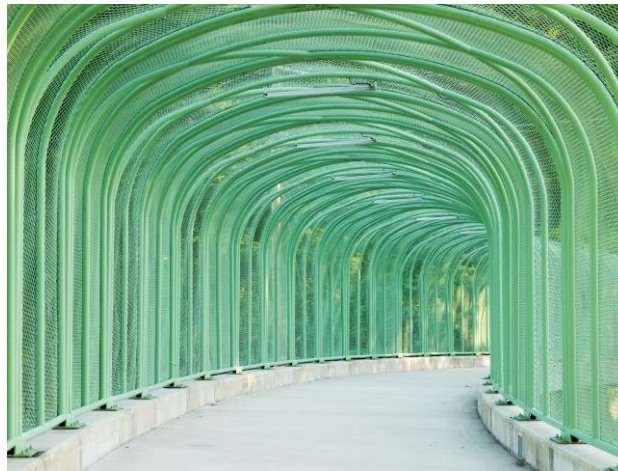


## **RECOMMENDATIONS TO IMPROVE CONNECTIVITY**

- REVISED RECOMMENDATION: Introduce additional protected crossings at the following locations that eliminate conflicts and have high rates of compliance. The first recommended step is a traffic control device, including a full traffic signal, hybrid pedestrian beacon or similar device, but other changes such as red-light enforcement may be needed. These locations are listed in order of priority, following the Matthew Henson Trail Crossing:
  - Veirs Mill Road and Andrew Street
  - Veirs Mill Road and Norris Drive
  - Veirs Mill Road and Arbutus Avenue
  - Veirs Mill Road and Galt Avenue
  - Veirs Mill Road and Bushey Drive
  - Veirs Mill Road and Pendleton Drive
  - Twinbrook Parkway and Halpine Road
  - Twinbrook Parkway and Vandegrift Avenue
  - Veirs Mill Road and Havard Street

## **NEXT STEPS**

- Work Session #8 – December 13
- Work Session #9 – December 20 - Planning Board Draft





**VEIRS MILL**