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
Transform Veirs Mill Road to a Complete Street
TRANSPORTATION ANALYSIS

Veirs Mill Corridor Master Plan

Intersections
Master Plan Boundary
Street Centerlines
Glenmont MSPA
Wheaton CBD Policy Area
Kensington/Wheaton Policy Area
White Flint MSPA
North Bethesda Policy Area
Aspen Hill Policy Area
Rockville City Policy Area
Rockville Town Center MSPA
TwinBrook MSPA

0 0.225 0.45 0.9 1.35 1.8 Miles
LOCAL AREA TRANSPORTATION REVIEW GUIDELINES - POLICY AREAS

Veirs Mill Corridor Master Plan Boundary
Lower Density Residential Neighborhoods
Planned Premium Transit Service
Metro Station Policy Areas
INTERSECTION CONGESTION STANDARDS

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

<table>
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<th>HCM Volume-to-Capacity Equivalent</th>
<th>Policy Area</th>
<th>HCM Average Vehicle Delay Standard (seconds / vehicle)</th>
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<tr>
<td>1.13</td>
<td>Twinbrook</td>
<td>120</td>
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</table>
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
3. Veirs Mill Road and Twinbrook Parkway
5. Veirs Mill Road and Randolph Road
6. Veirs Mill Road and Connecticut Avenue
10. Randolph Road and Connecticut Avenue
2040 NO-BUILD CONDITIONS

3. Veirs Mill Road and Twinbrook Parkway
5. Veirs Mill Road and Randolph Road
6. Veirs Mill Road and Connecticut Avenue
10. Randolph Road and Connecticut Avenue
3. Veirs Mill Road and Twinbrook Parkway
5. Veirs Mill Road and Randolph Road
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5. Veirs Mill Road and Randolph Road
6. Veirs Mill Road and Connecticut Avenue
10. Randolph Road and Connecticut Avenue
TRANSPORTATION ANALYSIS RESULTS

MORNING PEAK HOUR

- Existing Conditions (2016)
- No-Build (2040)
- Master Plan (2040) – No Mitigation
- Master Plan (2040) - Mitigation
- Proposed Delay Standard

Seconds

VEIRS MILL ROAD
TWINBROOK PARKWAY

VEIRS MILL ROAD
RANDOLPH ROAD

VEIRS MILL ROAD
CONNECTICUT AVENUE

RANDOLPH ROAD
CONNECTICUT AVENUE
TRANSPORTATION ANALYSIS RESULTS

EVENING PEAK HOUR

VEIRS MILL ROAD
TWINBROOK PARKWAY

VEIRS MILL ROAD
RANDOLPH ROAD

VEIRS MILL ROAD
CONNECTICUT AVENUE

RANDOLPH ROAD
CONNECTICUT AVENUE

Existing Conditions (2016)
No-Build (2040)
Master Plan (2040) – No Mitigation
Master Plan (2040) - Mitigation
Proposed Delay Standard
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.
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