

# ASPEN HILL

# VISION ZERO

# STUDY



Montgomery Planning Area 2

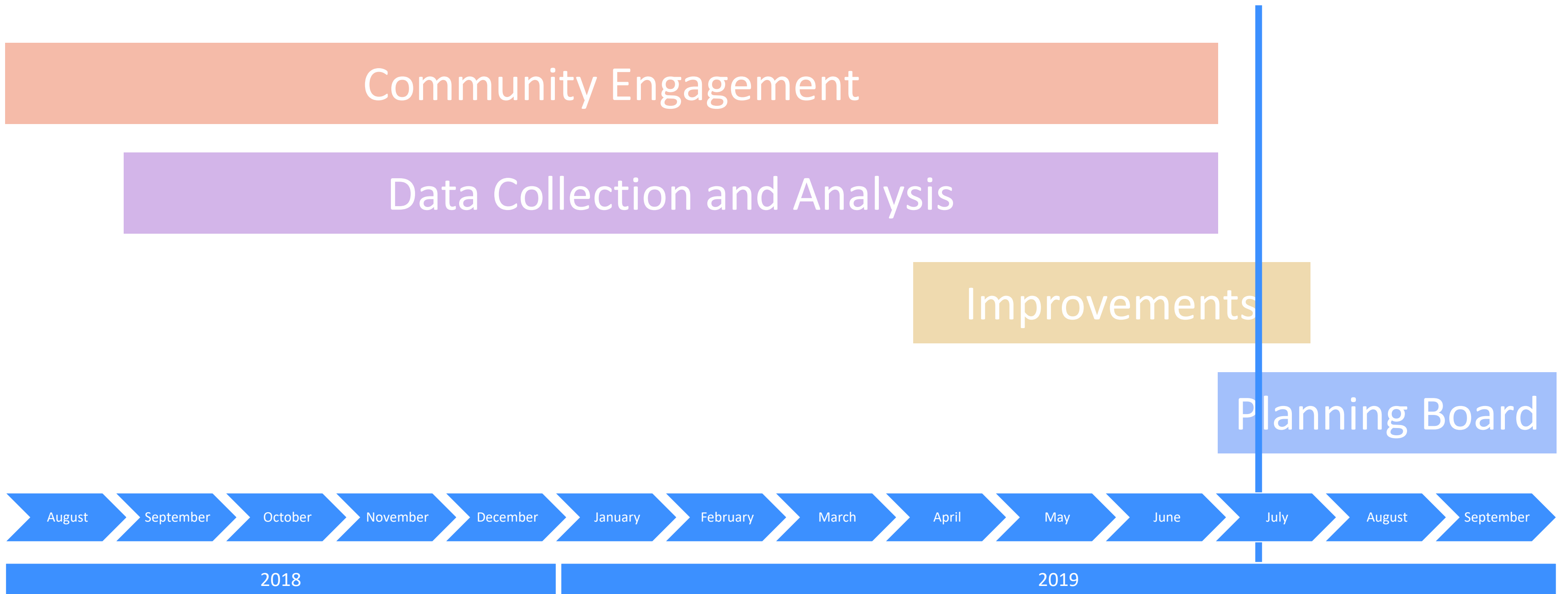
07/11/2019  
Agenda **item 00**

## Aspen Hill Vision Zero Study

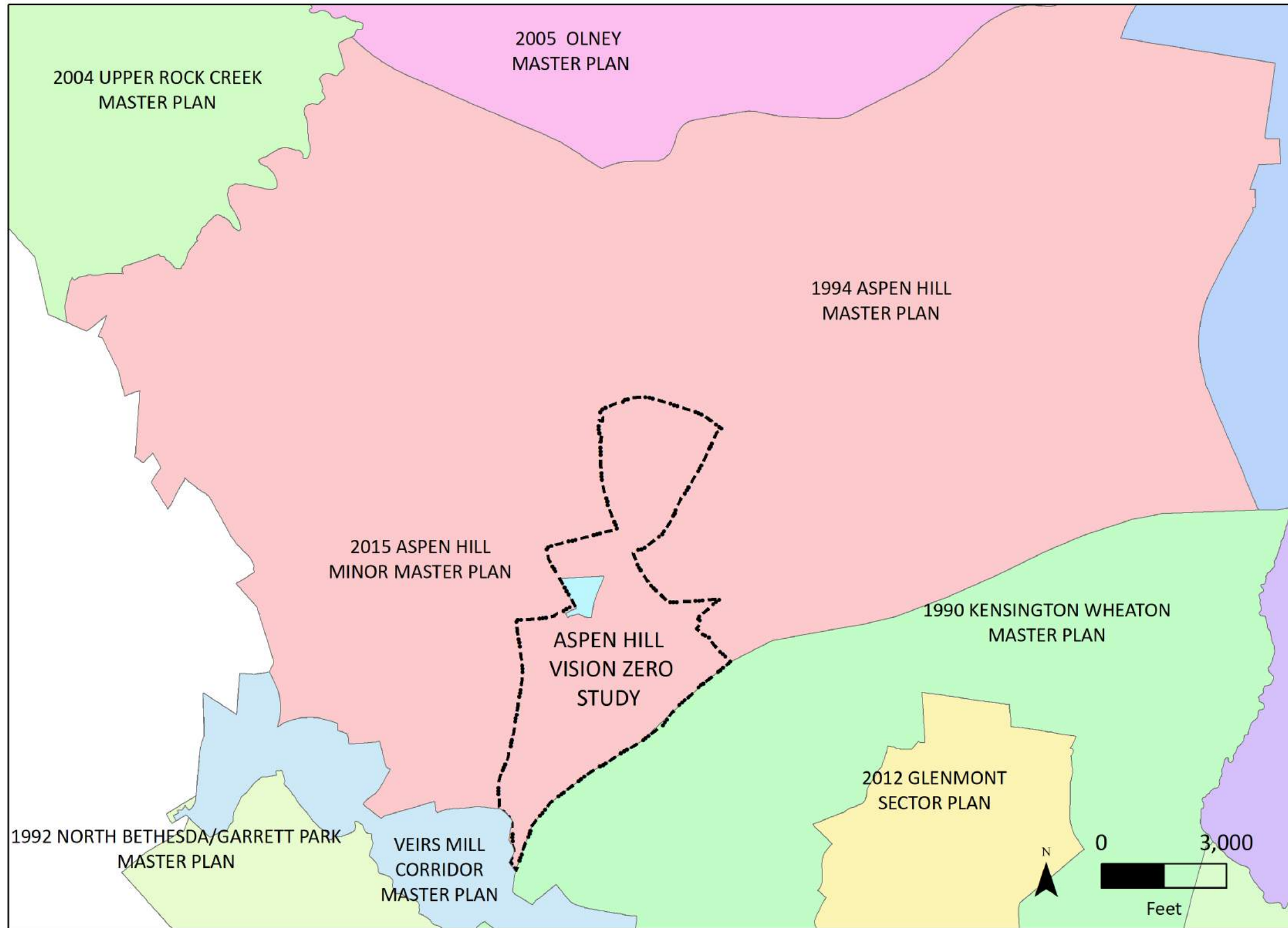
Planning Board Briefing



# Study Timeline



# Planning Context



# Purpose

Examine and set forth potential strategies to improve safety for all people walking, biking, rolling, driving, and taking transit in Aspen Hill.



ONLY

EXIT CAR WASH

45





SCHOOL BUS

17602

17602

Thomas

Maryland  
07703L  
www.maryland.gov

17602

A B C  
14906

metro

OTTEma  
GRANDE SUPERM  
ASPEN MANOR  
BEER WINE  
LOTTERY, GROCERY  
GEORGIA MARKET  
Advance Auto Parts  
ENVIOS, BARRIOS





# Planning Framework: Vision Zero



Vision Zero commitment: to eliminate severe injuries and fatalities from crashes by 2030.

- Prioritize human life over mobility. Traffic deaths are preventable.
- Account for human error in the design of the road network.
- Reduce the severity of collisions.
- Emphasize a systems approach.
- Identify equitable solutions.

# Equity Lens



# Engagement – Community Meetings



# Engagement – Walk Audit



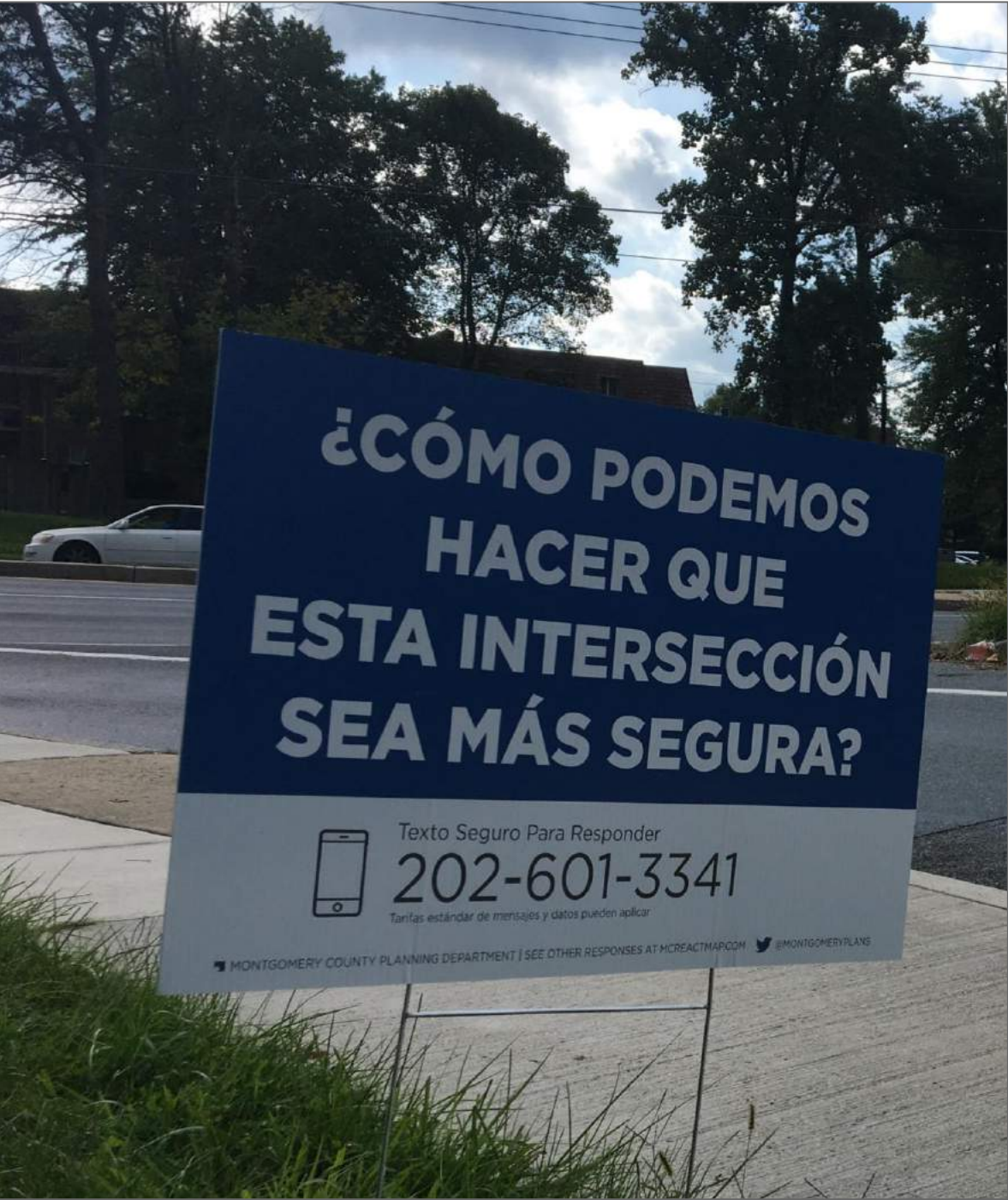
# Engagement – Pop-ups and festivals



# Engagement – Advisory Group



# Engagement – Online and on the Ground



Aspen Hill Vision Zero study

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Email

Sign Up For Our eLetter  
Stay up-to-date with the latest news and information about the Aspen Hill Vision Zero Study  
**SIGN UP**



# Vision

Aspen Hill will be a community where residents and visitors can travel to their homes and destinations safely and comfortably.





Traffic Signal



35-40 MPH Speed Limit  
Georgia Avenue



HAWK Signal

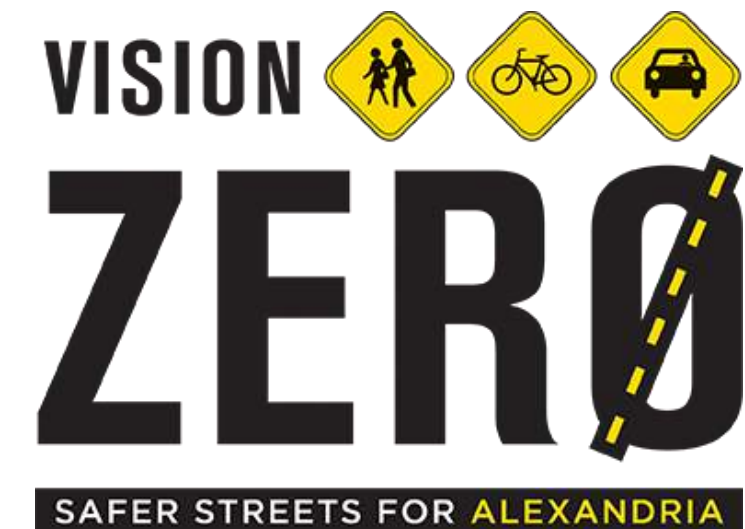
# Right Turn on Red Restrictions

- Prohibiting right turns on red lights (RTOR) reduces conflicts and improves safety for all modes and users
- Implementing RTOR restrictions is cost-effective and flexible



# Right Turn on Red Restrictions

- Washington, D.C., added RTOR restrictions at 100 intersections in 2019
- Alexandria added RTOR restrictions at 20+ intersections in 2018



# Protected Signals

- Dedicated left-turn phase reduces potential for conflict between pedestrians and turning vehicles
- Establishes dedicated crossing time for pedestrians
- Can increase vehicular delay



# Protected Left Turns

- Left turn calming reduces left-turn speed, provides greater protection, and increases pedestrian visibility
- Strategies to protect pedestrians from left-turning vehicles:
  - Leading pedestrian intervals
  - Slow turn wedges
  - Hardened centerlines



# Install Intersection Lighting

Lighting features specifically geared for pedestrians. Pedestrian lighting characteristics include: brighter or colored lighting over marked crosswalks and sidewalks as well as lighting at a lower height than street lighting (less than 25 feet).

**Objective:** Increase pedestrian visibility and safety, specifically during dark hours.

**Advantage:** Reduces nighttime crashes by increasing visibility of pedestrians.

**Challenge:** Can be challenging to meet pedestrian thresholds to install lighting.



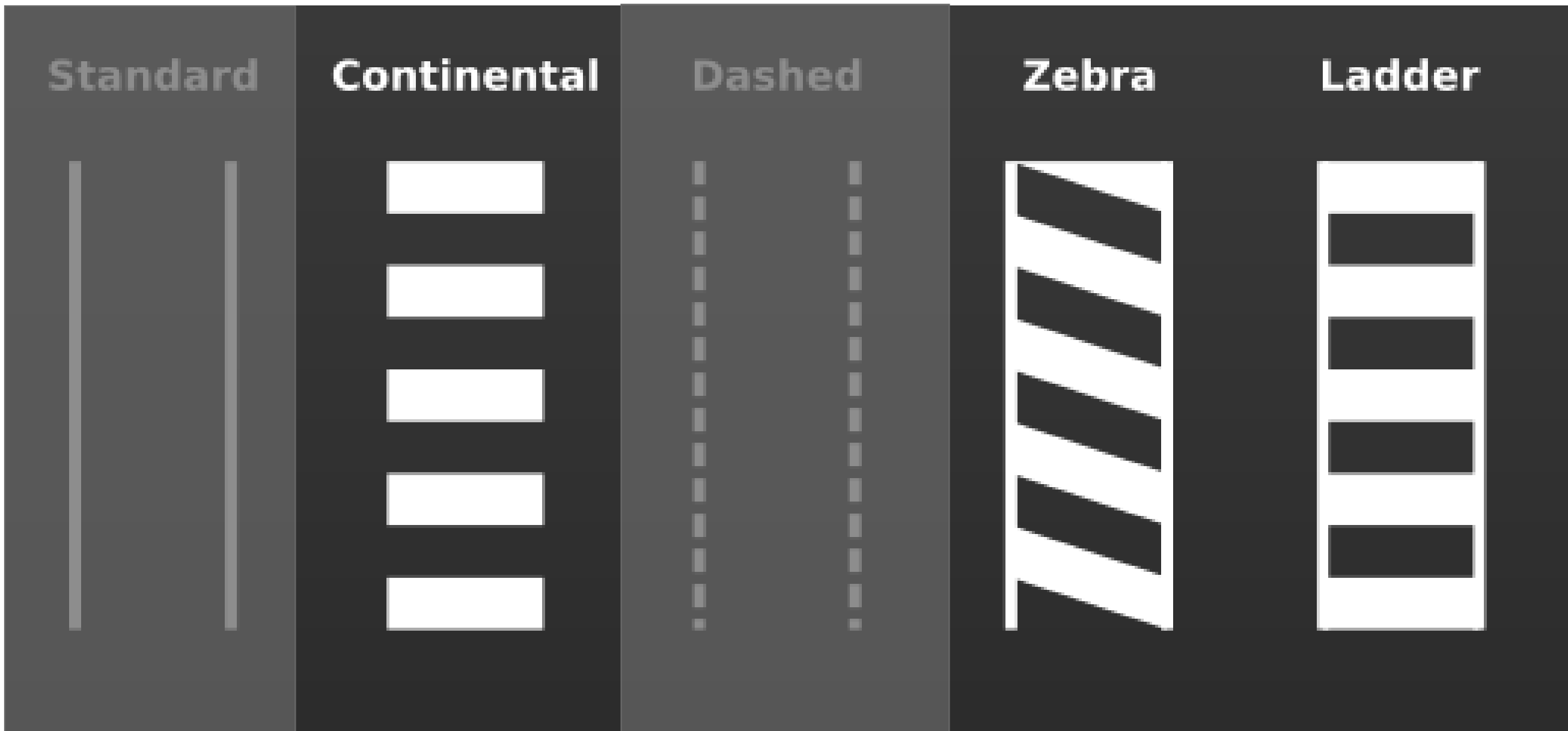
# Improve Pedestrian Crossings

## Provide high visibility crosswalks

**Objective:** Increases visibility of pedestrian crossing area. Reduces the exposure time experienced by a pedestrian in the intersection.

**Advantage:** Signal to cars that there will likely be pedestrians crossing at intersection. May increase visibility of pedestrians in intersection.

**Challenge:** Are more expensive than standard crosswalks.



# Improve Pedestrian Crossings

## Install Pedestrian Median Refuges



**Objective:** Reduces the exposure time experienced by a pedestrian in the intersection.

**Advantage:** Provides space for pedestrians to wait if they cannot cross in the time provided. Especially helpful for vulnerable, slower pedestrians.

**Challenge:** May encourage more pedestrians to wait in median.



# Improve Accessibility

## Relocate utility poles and fire hydrants

**Objective:** Maintain the full width of a shared use path or sidewalk.

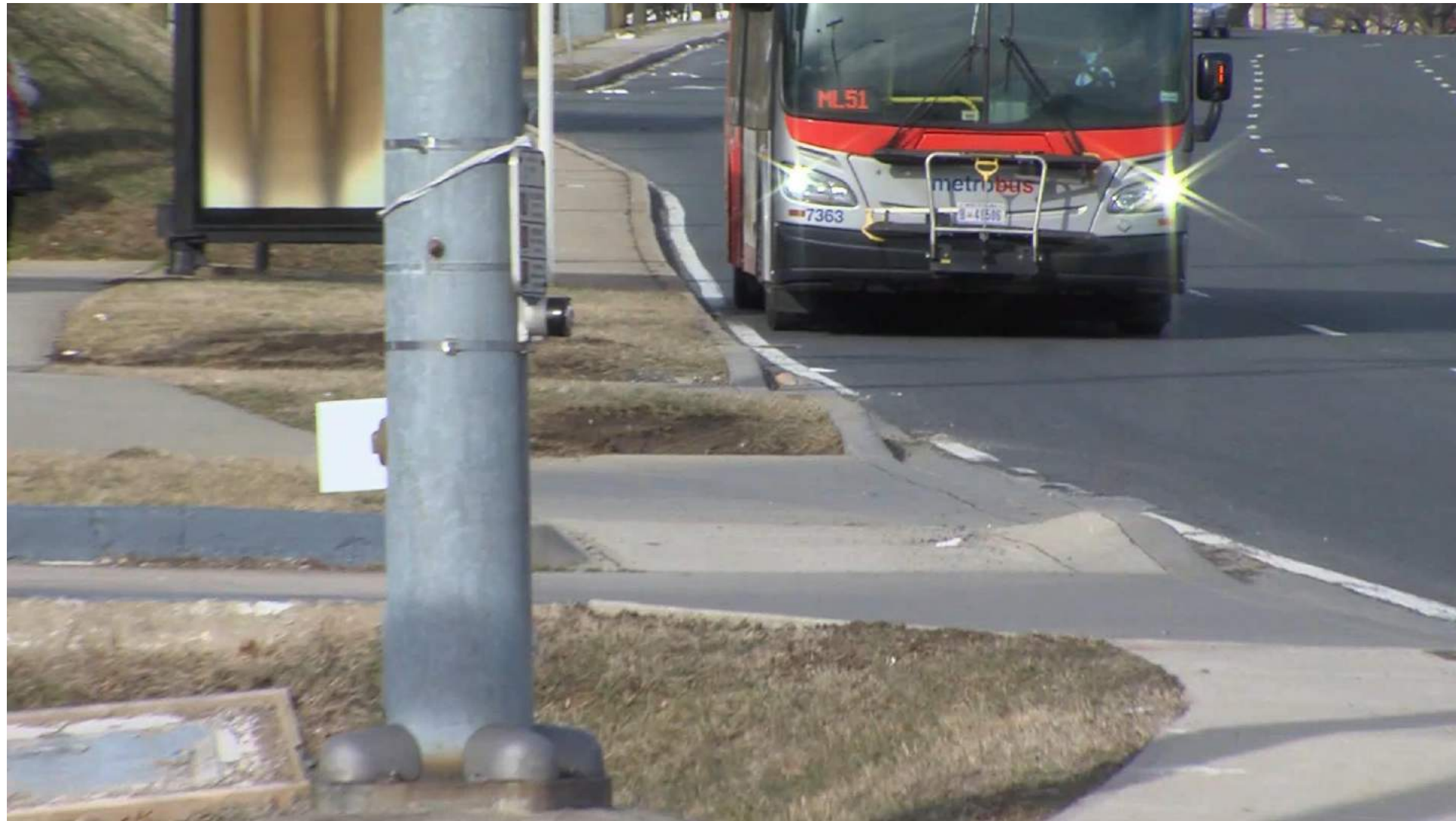
**Advantage:** Provides space for people walking, people with strollers, people in wheel chairs or on bikes.

**Challenge:** May be expensive to relocate.



# Improve Accessibility

## Install Automatic Pedestrian Signals



**Objective:** Automatically provide time for pedestrians to cross the street without requiring them to push a button.

**Advantage:** People in wheel chairs will not have to reach poorly placed push buttons. May increase safety for youth and others who are less likely to push the button. Actuated (push button) signals prioritize movement along the primary corridor and can present obstacles to cross traffic if timed to prioritize vehicle movements only.

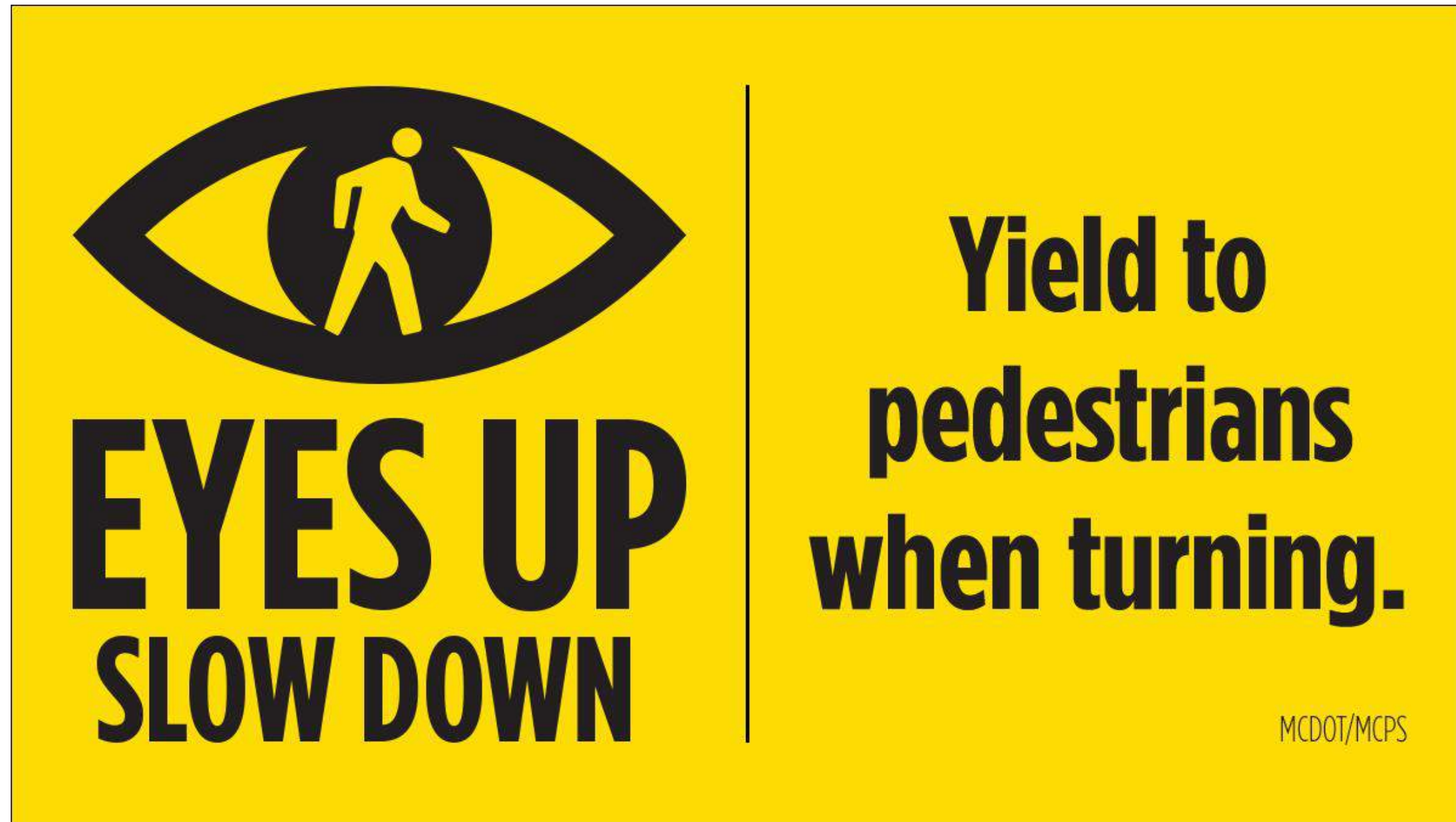
**Challenge:** May cause additional traffic delay for motorists. Longer cycles and wait times can reduce pedestrian compliance.

# School Bus Stop Safety

## Locate bus stops off Major Highways



# Education Campaigns



**Objective:** Educate and raise awareness among drivers, pedestrians, bicyclists, and transit riders.

**Advantage:** Education and awareness campaigns are inexpensive and may increase compliance with existing regulations.

**Challenge:** Campaigns without infrastructure improvements may not have a lasting impact on behavior and safety.

# Enforcement



**Objective:** To enforce speed limits without law enforcement officers present by ticketing drivers

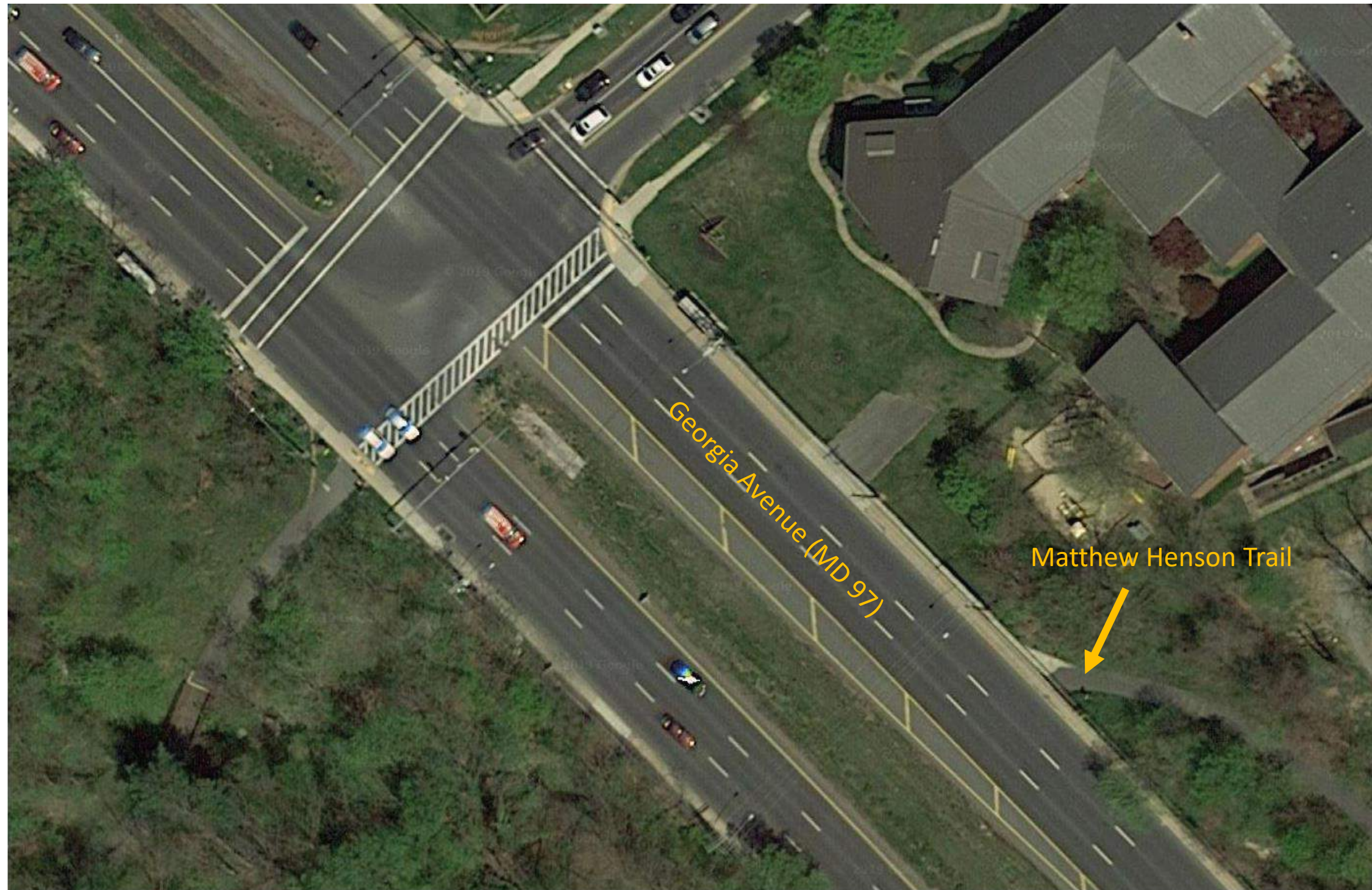
**Advantage:** Situational compliance if a driver knows a speed camera is present. May increase compliance in areas where there is no camera present due to concern that one is present.

**Challenge:** Drivers may only comply in areas where they know a camera to be present.

Relies on fixed or mobile cameras and other equipment to detect and capture images of vehicles traveling at speeds at least 11 miles per hour above the posted speed limit

# Short-term Treatments:

## Sidepath between Matthew Henson Trail and Hewitt Ave on Georgia Ave



- Existing Conditions:

- Matthew Henson Trail deposits onto Georgia Avenue
- No buffer between sidewalk and roadway
- Defunct interior lane
- Sidewalk shared with pedestrians and transit riders
- Hewitt Avenue high volume pedestrian and bicyclist crossing
- High bus use

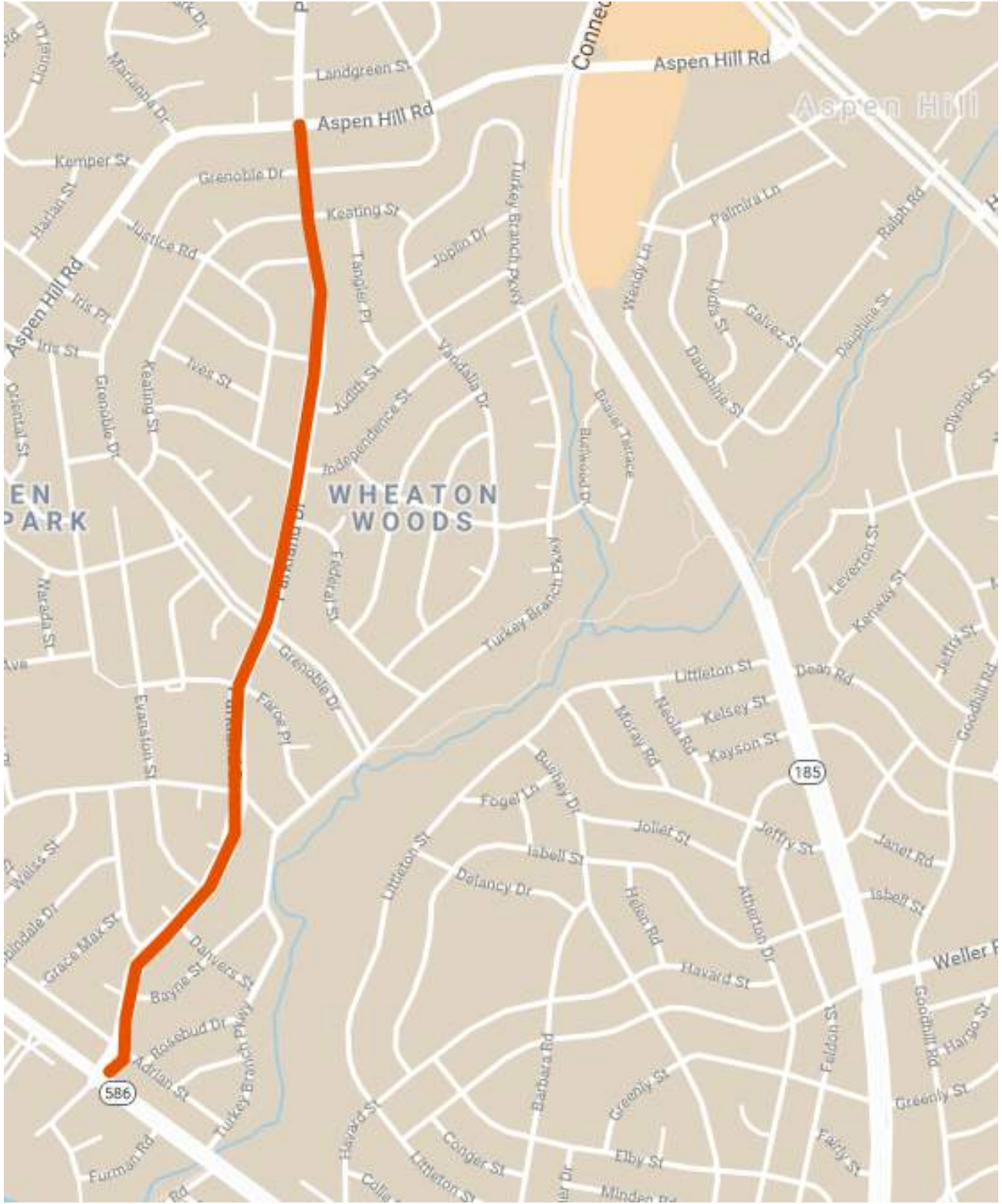
# Short-term Treatments:

## Sidepath between Matthew Henson Trail and Hewitt Ave on Georgia Ave



- Short term Treatment:
  - Narrow traffic lanes, and reclaim defunct lane
  - Install vegetated buffer
  - Create sidepath for bicyclists and pedestrians by widening sidewalk
  - Install pedestrian median refuge
- Safety benefits:
  - Separate spaces
  - Slows speeds with visual enclosures

# Long-term Treatments: Install curb extensions along Parkland Drive



- Long-term Treatment:
  - Install bulb-out or curb extensions at intersections
  - Paint crosswalks at intersections
- Safety benefits:
  - Reduces crossing distance for pedestrians
  - Increases visibility of pedestrians for motorists
  - Slows motor vehicles at intersections



# Questions | Comments | Connect

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Facebook: [Facebook.com/montgomeryplanning](https://www.facebook.com/montgomeryplanning)

Instagram: @montgomeryplanning



# Percentage of crashes by location involving

