

June 18, 2025



SAFETY CORRIDOR NEEDS ASSESSMENT VIRGINIA AVENUE

Public Meeting



PROJECT TEAM



Michael Baker
INTERNATIONAL

FEHR & PEERS



MATT MULLENAX

HEPMPO
Executive
Director



MICHAELA
MCDONOUGH

HEPMPO
Transportation
Planner



JIM FRAZIER

Consultant
Project
Manager



REBECCA CHRISTMAN

Consultant
Transportation
Engineer



BROOKS KEHLER

Consultant
Data Analysis



REBECCA BANKARD

Consultant
Transportation
Planner



TORY GIBLER

Consultant
Transportation
Planner

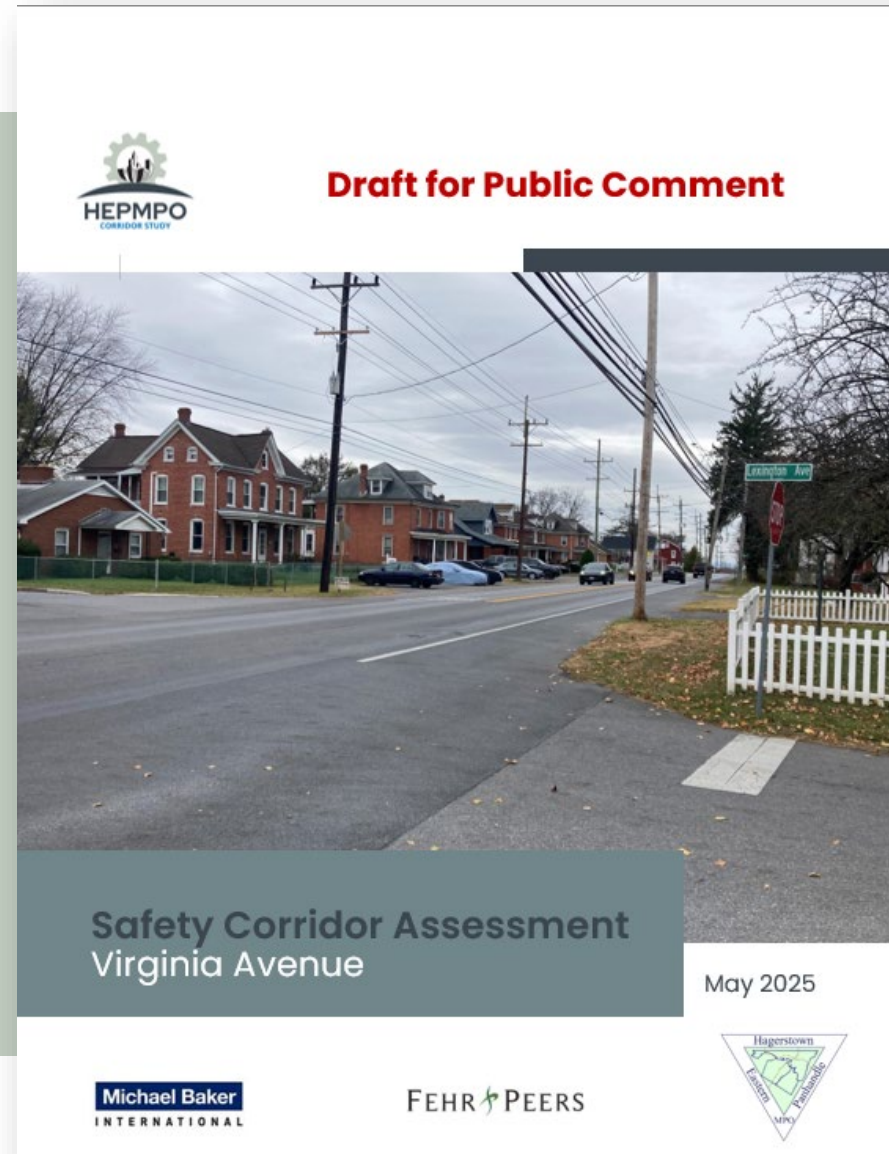


NICOLE WALDHEIM

Consultant
Safety
Expert

TODAY'S OBJECTIVES

1. Review and provide feedback on draft Safety Corridor Assessment for Virginia Avenue
2. Outline next steps for public comment period, and SS4A funding opportunity



PRESENTATION OVERVIEW

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Corridor
Assessment
Overview

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Stakeholder
Engagement

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Safe Streets
for all (SS4A)
Update

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Conceptual
Design

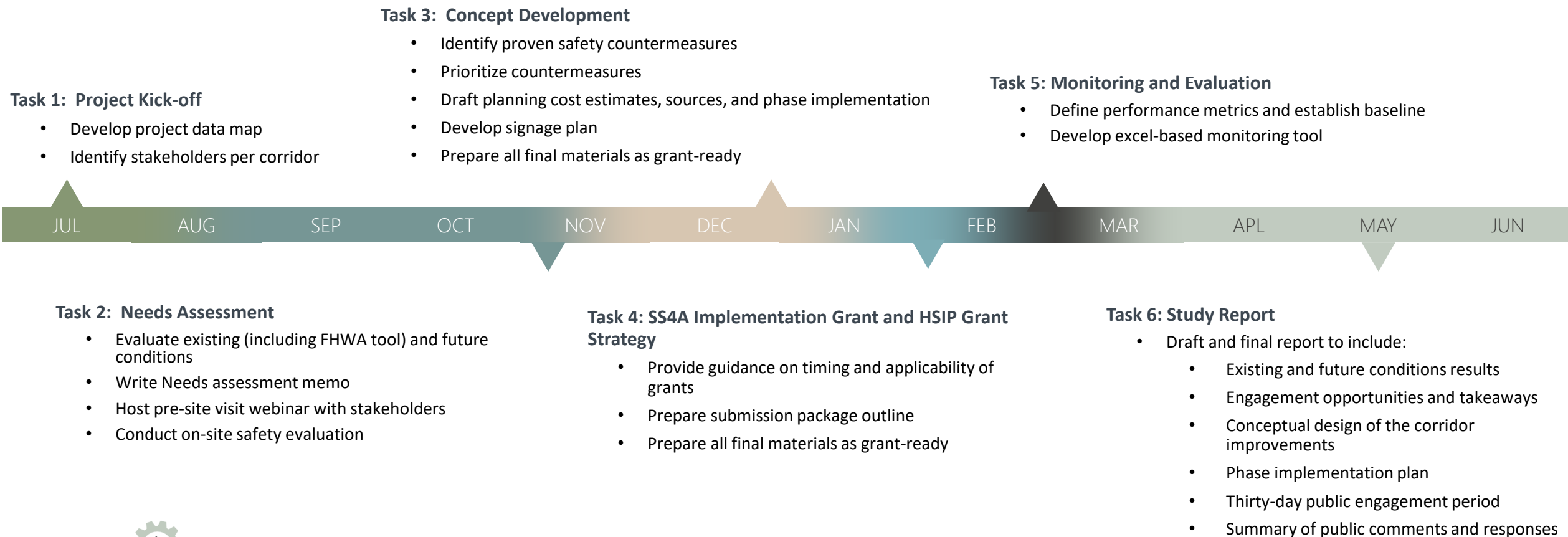
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PROJECT TIMELINE



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PURPOSE OF THE CORRIDOR ASSESSMENT



Three safety corridors were selected from the HEPMPO Regional Safety Action Plan for **detailed analysis**, including Virginia Avenue in Washington County, MD.



The assessment summarizes **existing conditions, proposed safety countermeasures, and potential funding strategies** for the corridor.



The main outcomes is to **reduce fatal and serious (KSI) crashes**, especially for vulnerable road users.

VIRGINIA AVENUE – EXISTING CONDITIONS



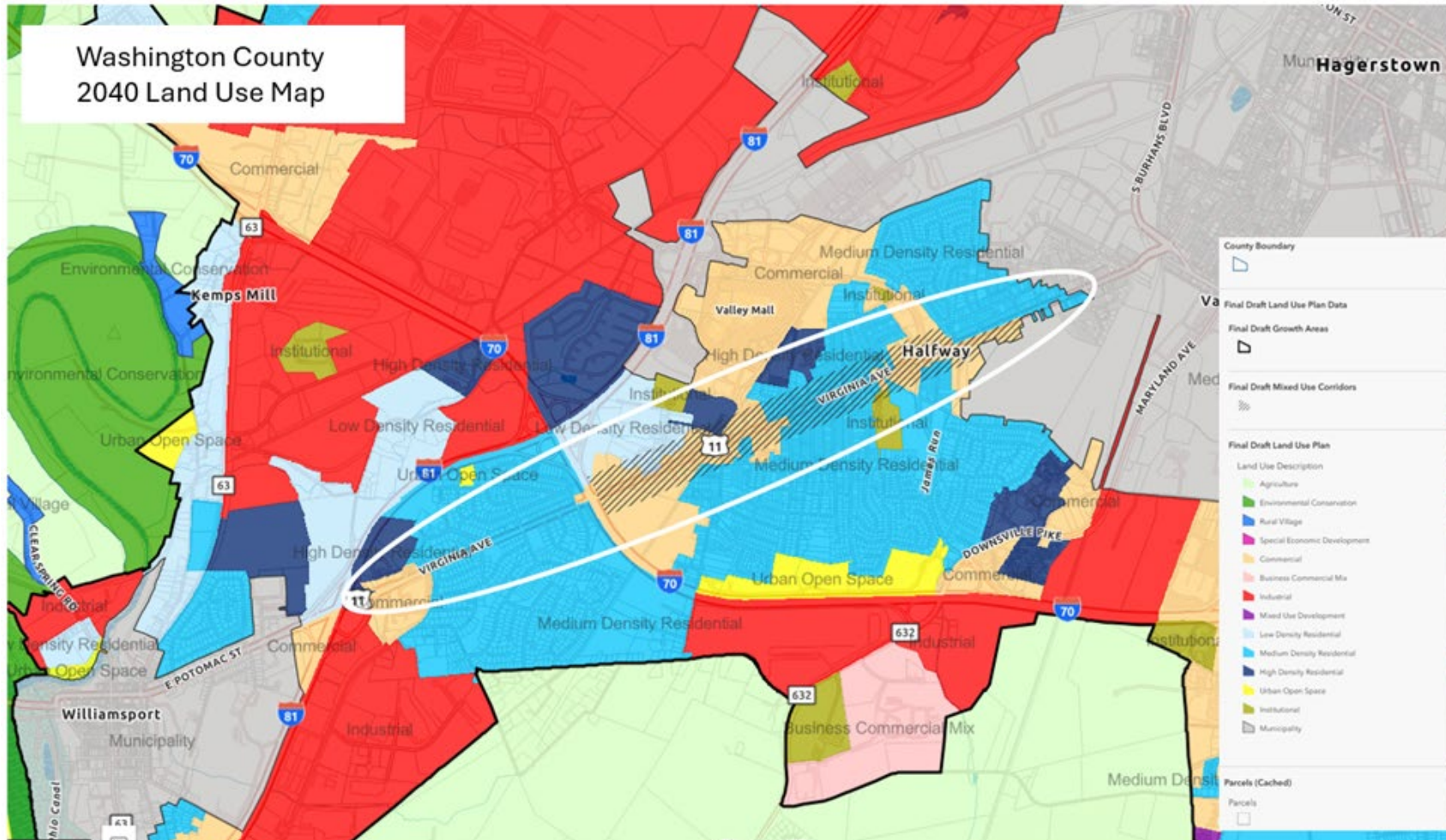
Traffic Conditions

- 3-Mile Corridor from I-81 Ramps to Armstrong Ave.
- 4-Lanes near I-81 and reduced to 2-lanes with portions having a center turn lane and carrying ~11,000 AADT
- Corridor lacks dedicated bike facilities and has limited, non-continuous sidewalks
- WCT has 5 fixed bus routes that operate on portions of the corridor with only on-demand flag stops

Safety Issues

- The entire corridor is designated as a Vulnerable Road User (VRU) priority corridor for the State
- MD Strategic Highway Safety Plan identifies portion of the corridor between I-70 and Wilson Blvd as high-risk
- Safety Concerns include incomplete sidewalks, high traffic volumes and elevated speeds, insufficient lighting, driveways, and obstructed sight distance
- High commercial truck volumes near Governor Lane Blvd
- Halfway Blvd intersection lacks facilities for VRUs

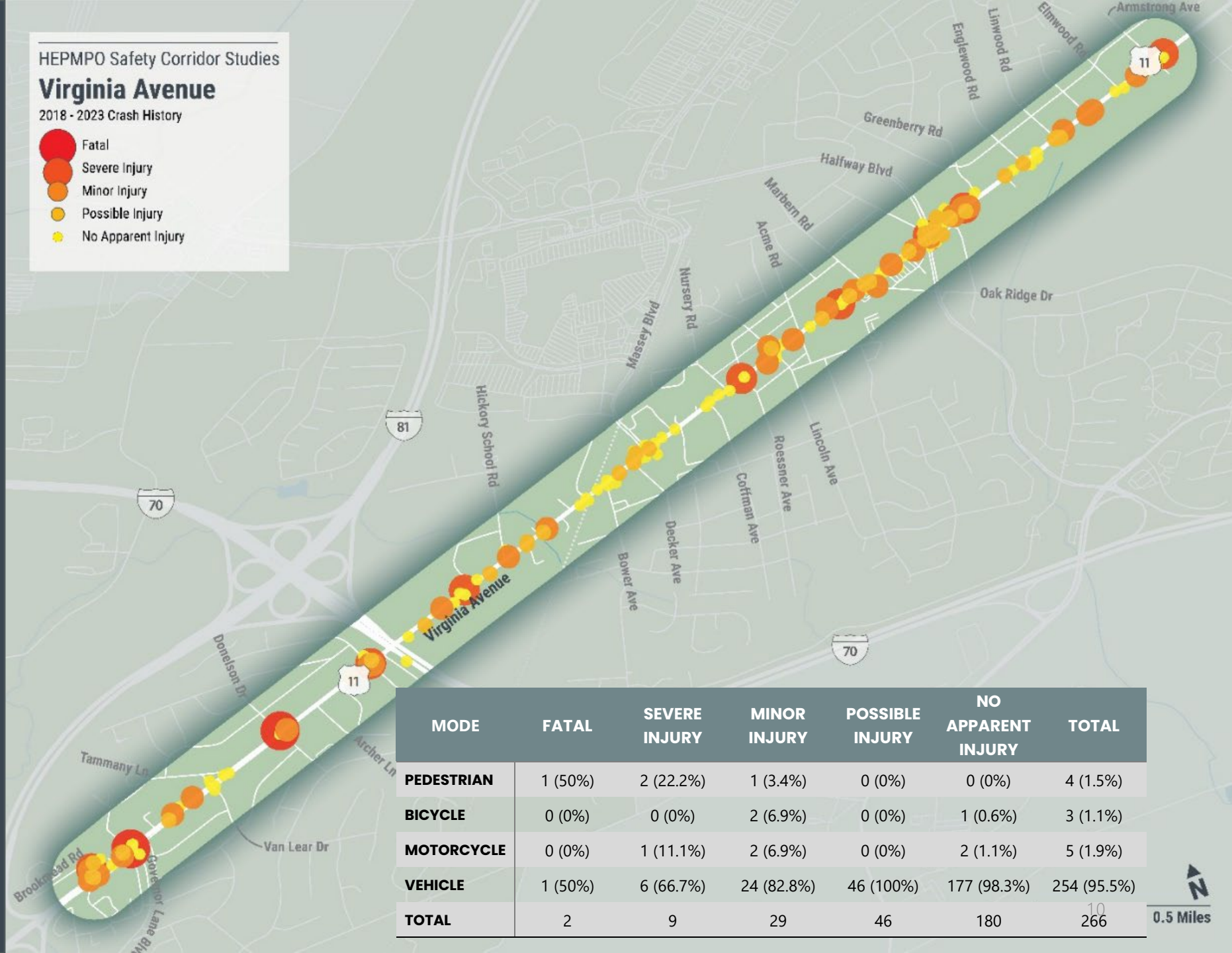
VIRGINIA AVENUE – FUTURE CONDITIONS



Future Enhancements

- Situated within the designated growth area boundary and priority funding area, encouraging economic development and infrastructure investment
- Increased medium-density residential redevelopment and mixed-use
- Virginia Commons development with new connecting street to Virginia Ave.
- Potential improvements include:
 - HEPMPO LRTP – Widen to four lanes
 - HEPMPO TIP I-70 and bridge improvements
 - Wash. Co. Comp Plan calls for densification of housing and mixed-uses

From 2018 to 2023, the Virginia Avenue corridor had a total of 266 crashes and **11 resulted in a person being killed or severely injured (KSI).**



SAFETY CORRIDOR ASSESSMENT DOCUMENT

Table of Contents

- 1. Acknowledgments**
- 2. Study Purpose**
- 3. Existing and Future Conditions**
- 4. Engagement Opportunities and Takeaways**
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- 7. Appendix**

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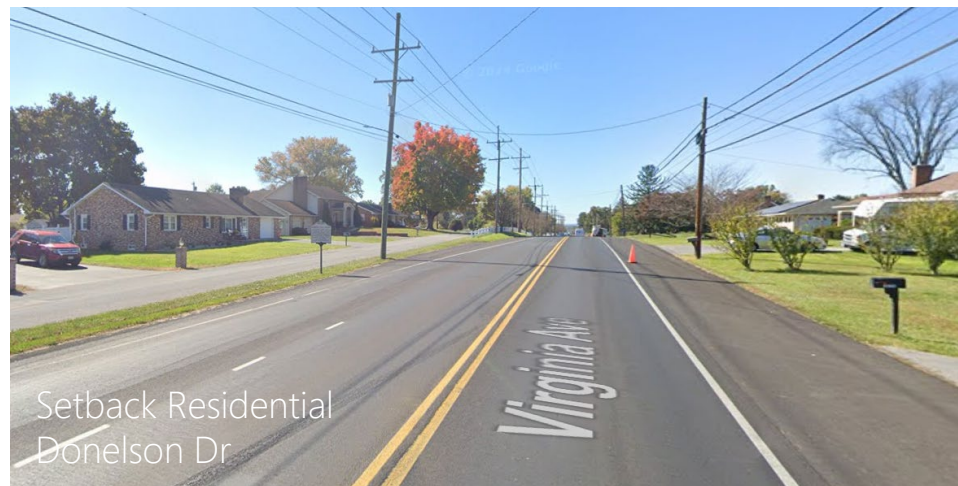
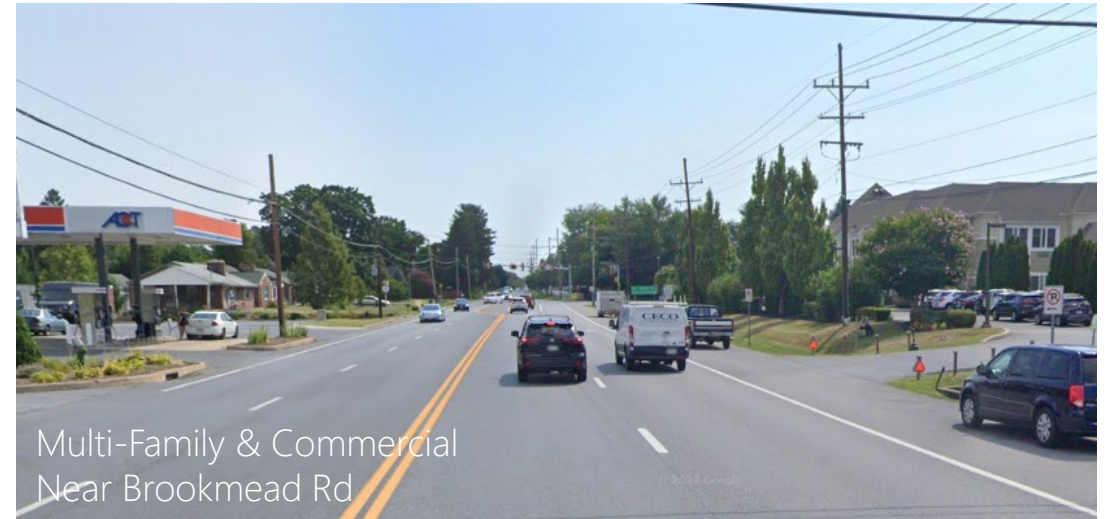
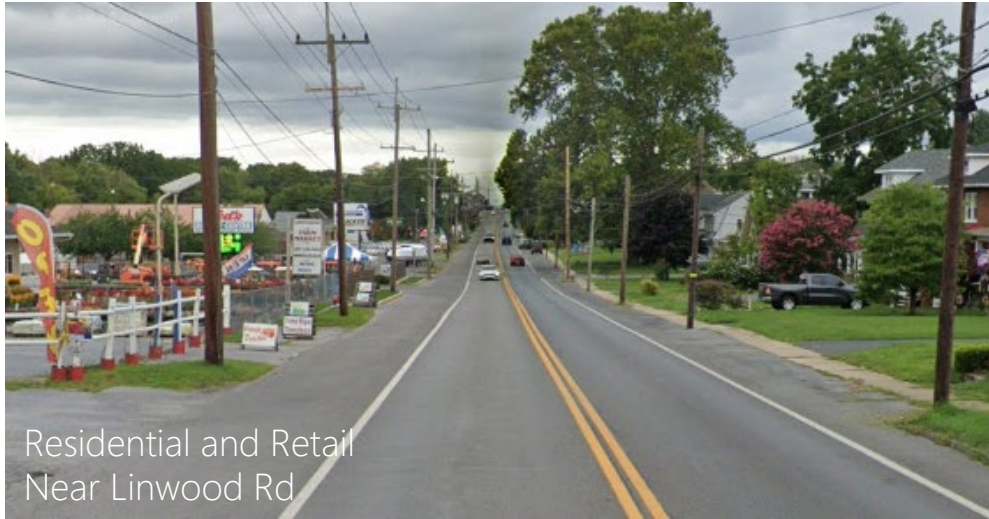
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STAKEHOLDER ENGAGEMENT – SITE VISIT



On November 14, 2024, the project team held a stakeholder presentation and site visit, making strategic stops at key intersections and walking portions of the corridor to assess existing conditions and validate risk factors in the field.

STAKEHOLDER ENGAGEMENT – TOOL WORKSHOP

The meeting Included a training on the FHWA Safe System Project-Based Alignment Framework

Project-Based Alignment Framework Factors

Safe Speeds, Safe Roadways *(Quantitative)*

- Crash Exposure
- Crash Likelihood
- Crash Severity

Safe Users, Safe Vehicles, Post-Crash Care *(Qualitative)*

- Prompts and Questionnaires

CORRIDOR SUMMARY ASSESSMENT

Name	Existing Risk Score	Implementation Risk Score	% Improvement	Any Countermeasures Implemented
Segments				
1: Hoffman Drive/Governor Lane Boulevard	8,820	7,200	18%	
2: Donelson Drive	9,480	6,480	32%	
3: Cavalry Drive /Anderson Drive	9,360	6,792	27%	
4: Bower Avenue	7,770	4,860	37%	
5: Decker Avenue	6,468	3,996	38%	
6: Massey Boulevard	7,704	4,896	36%	
7: Lexington Avenue /Roessner Avenue	6,486	5,112	21%	
8: Lincoln Avenue	5,628	3,996	29%	
9: Marbern Road /Oak Ridge Drive	5,304	3,996	25%	
10: Halfway Boulevard	9,480	7,200	24%	
11: Glenside Avenue	8,796	4,446	49%	
12: Linwood Road	6,432	5,328	17%	
13: Armstrong Avenue	5,541	5,112	8%	
Total Segments	85,296	58,974	31%	
Intersections				
A: Hoffman Drive /Governor Lane Boulevard - Donelson Road	6,030	6,840	-13%	Yes
B: Donelson Road - Anderson Drive	6,750	6,240	8%	Yes
C: Anderson Drive - Bower Avenue	6,750	5,592	17%	Yes
D: Bower Drive - Decker Avenue	4,344	3,096	29%	Yes
E: Decker Ave - Massey Boulevard	5,760	2,880	50%	Yes
F: Massey Blvd - Roessner Avenue	5,058	3,546	30%	Yes
G: Roessner Avenue - Lincoln Avenue	2,715	2,340	14%	Yes
H: Lincoln Avenue - Marbern Road/Oak Ridge Drive	3,615	3,096	14%	Yes
I: Marbern Road/Oak Ridge Drive - Halfway Boulevard	5,220	3,600	31%	Yes
J: Halfway Boulevard - Glenside Avenue	3,024	1,656	45%	Yes
K: Glenside Avenue - Greenberry Road	5,760	2,880	50%	Yes
L: Greenberry Road - Linwood Road	3,858	3,096	20%	Yes
M: Linwood Road - Armstrong Avenue	3,858	3,546	8%	Yes
Total intersections	58,884	44,862	24%	-
Total Corridor	144,180	103,836	28%	-

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SS4A NOTICE OF FUNDING OPPORTUNITY (NOFO)

- Adopted HEPMPO SAP enables local agencies to apply for a SS4A grant (<https://www.transportation.gov/grants/SS4A>)
 - Additional planning work
 - **Demonstration activity**
 - **Implementation**
- NOFO Released March 28, 2025
- Grant Application deadline – June 26, 2025
- Funding Priorities Include:
 - Applying Technology to improve roadways safety for all users
 - Emphasizing the safety of children, including access to schools
 - Preserving access for emergency and delivery vehicles
 - Careful evaluation of road diets
- **State Funding Opportunities:**
 - HSIP
 - Complete Street Initiative

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VIRGINIA AVENUE

Between Brookmead Road and Armstrong Avenue

General Countermeasures

- Restripe Virginia Avenue to include a two-way center left turn lane (TWLTL)
- Implement 5 ft bike lane and associated features on both sides of Virginia Avenue
- Construct green painted bike crossings at all public street intersections and major driveways
- Install bike lane painted buffer pavement markings between bike lanes and travel lanes along corridor



VIRGINIA AVENUE

I-81 Interchange to Brookmead Drive



VIRGINIA AVENUE

Brookmead Drive to Van Lear Drive



VIRGINIA AVENUE

Van Lear Drive to East of Wilcox Drive



VIRGINIA AVENUE

East of Wilcox Drive to West of Coffman Drive



VIRGINIA AVENUE

West of Coffman Avenue to East of Lincoln Avenue



VIRGINIA AVENUE

East of Lincoln Avenue to West of Halfway Boulevard



VIRGINIA AVENUE

West of Halfway Boulevard to Englewood Road



VIRGINIA AVENUE

Englewood Road to East of Harwood Road



VIRGINIA AVENUE

East of Harwood Rd to Armstrong Avenue



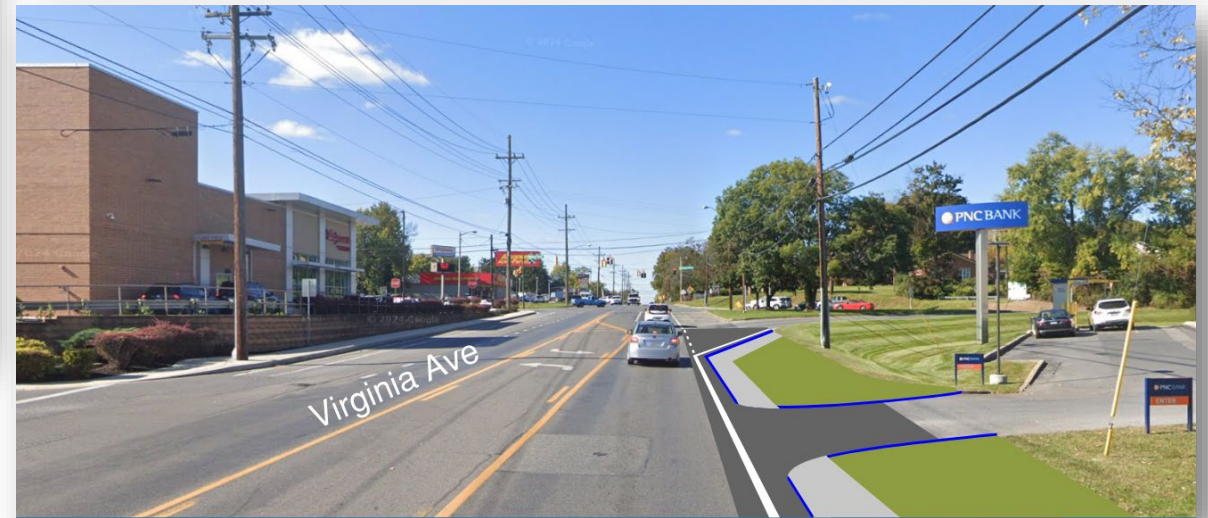
VIRGINIA AVENUE

Halfway Boulevard Intersection

Alternative 1



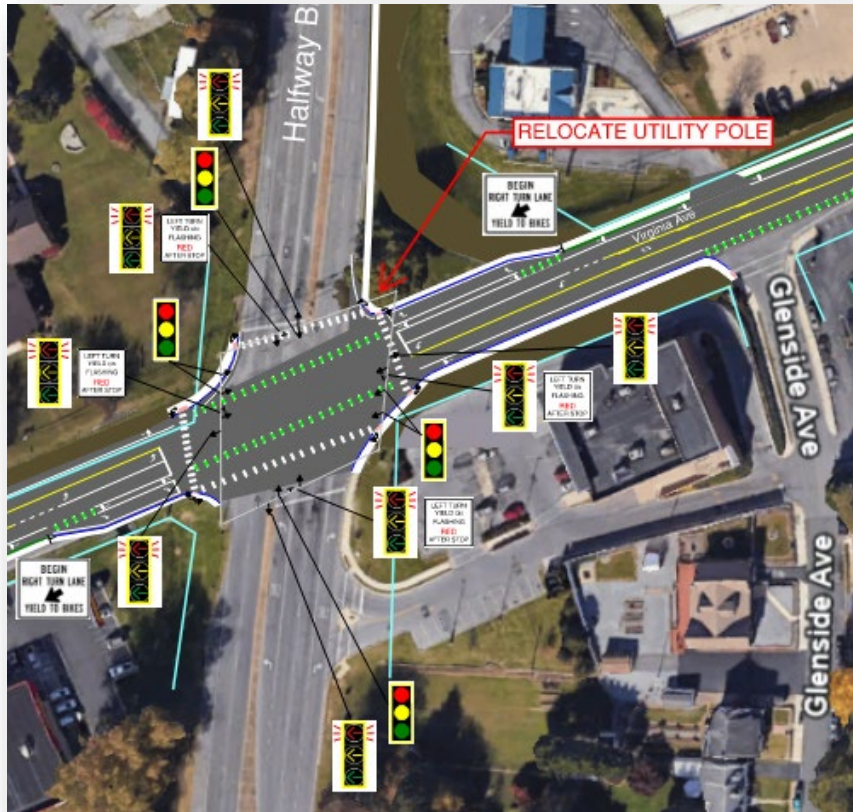
Virginia Avenue and Halfway
Boulevard – Alternative 1 Quick Fix
Proposed Countermeasures



VIRGINIA AVENUE

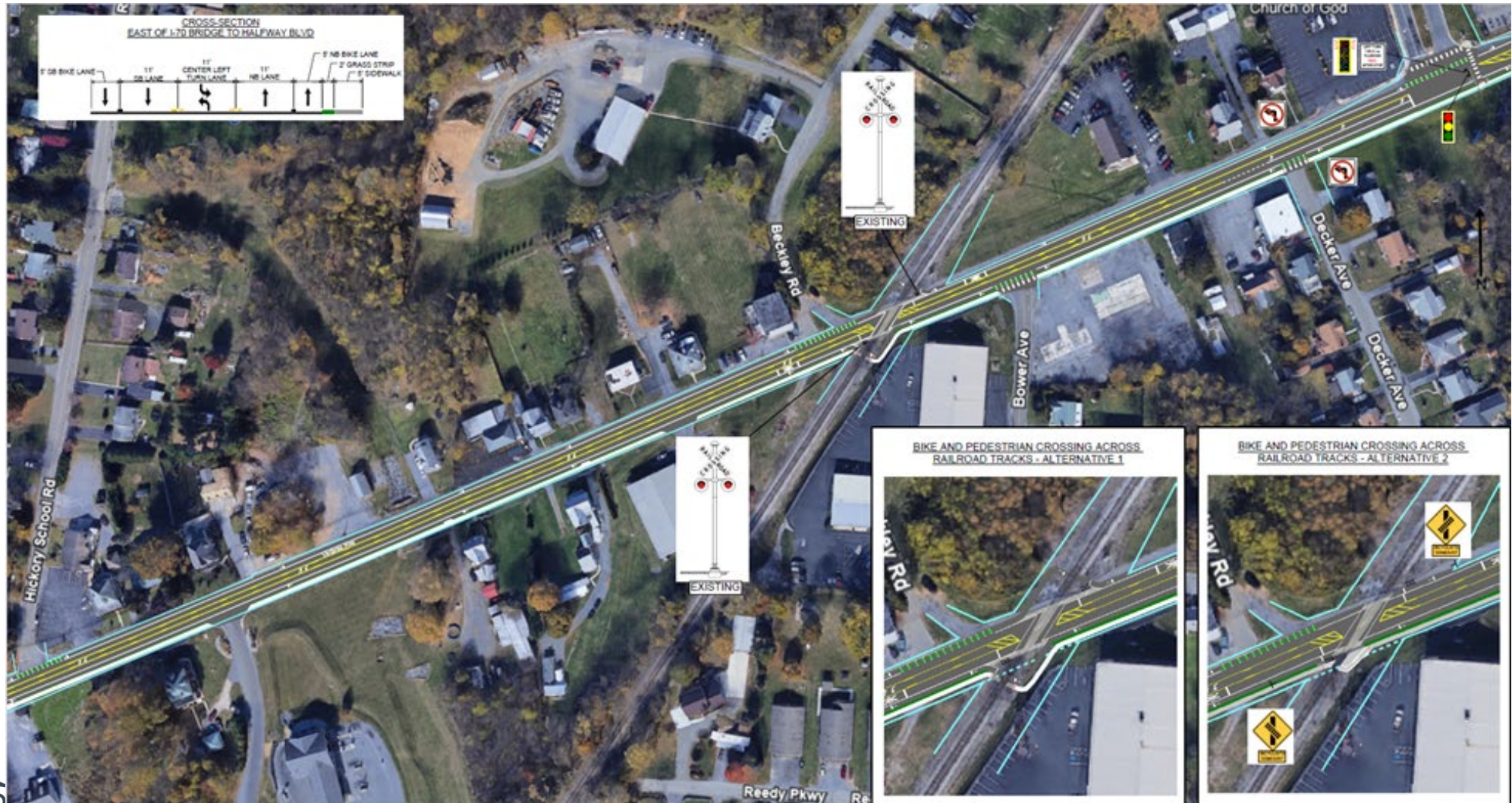
Halfway Boulevard Intersection

Alternative 2



Virginia Avenue and
Halfway Boulevard –
Alternative 2 Full
Intersection Proposed
Countermeasures

BICYCLE AND PEDESTRIAN RAIL CROSSING



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MONITORING AND EVALUATION TOOL

- Monitoring tool tracks crash trends by mode and severity, emphasizing KSI and vulnerable road users
- Enables ongoing corridor-level safety monitoring using existing data accessible sources

Base Year: 2019–2023 Crashes

		KSI Crashes							
Mode		Fatal		Severe Injury		Non-KSI		All Crashes	
VRU	Pedestrian	1	50%	2	22%	1	0%	4	2%
	Bicycle	0	0%	0	0%	3	1%	3	1%
	Motorcycle	0	0%	1	11%	4	2%	5	2%
Vehicle		1	50%	6	67%	247	97%	254	95%
Total		2		9		255		266	

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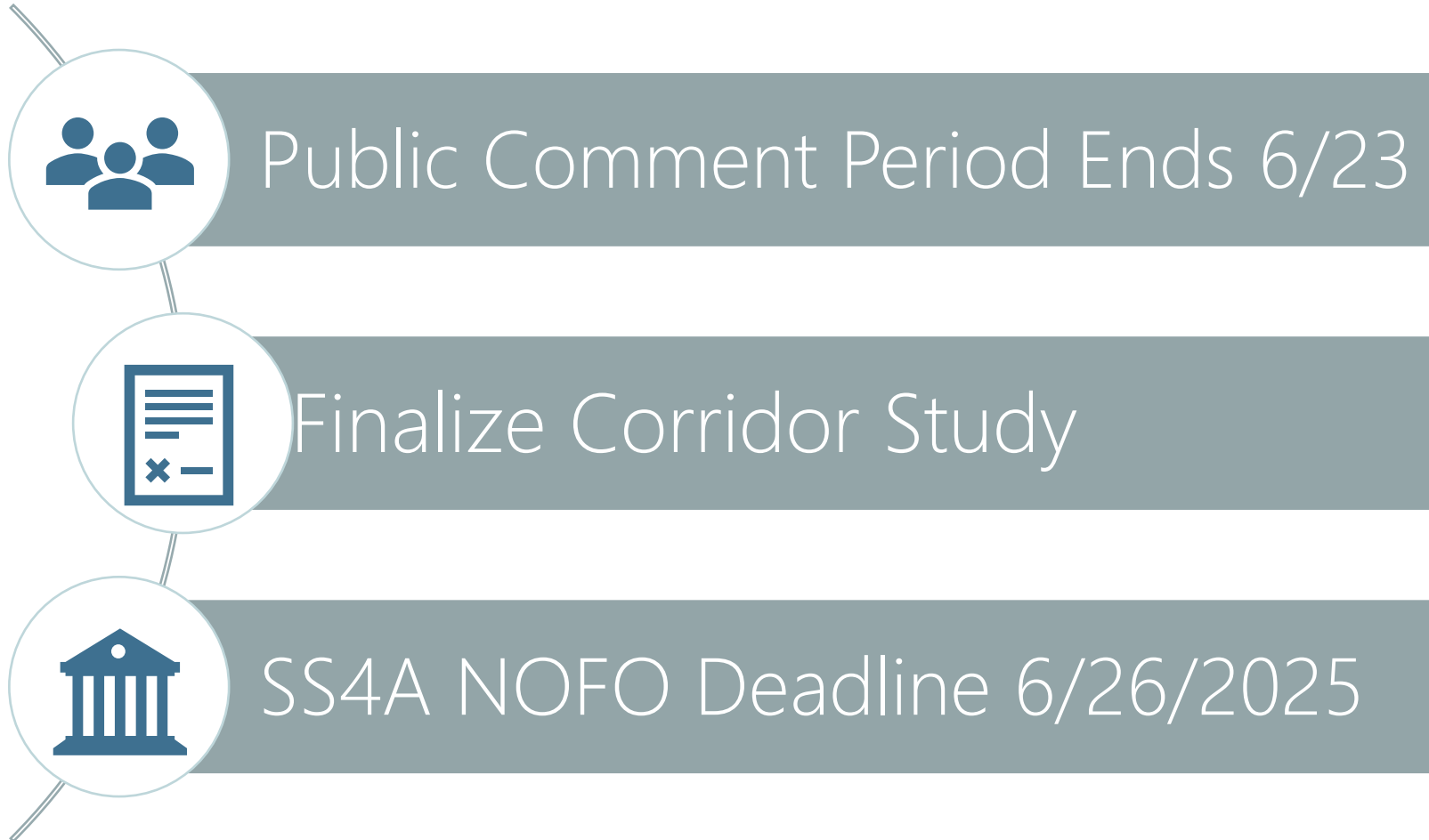
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NEXT STEPS



OPEN DISCUSSION / QUESTIONS