Germantown: A Corridor City (1966)
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• Twenty-five percent of the Germantown workforce lives and works in Germantown
• Create a balanced mix of autos, pedestrians and transit modes
• A transitway will connect Germantown to the Metro system
1974 Highway Traffic

- First stage – bus transit and commuter rail
- Second stage – a transitway along I-70-S will connect to Metro
- Third stage – upgrade to a rail transitway

- Red: 50% of more over capacity
- Orange: 25-50% over capacity
- Brown: Up to 25% over capacity
1989 Germantown Master Plan

• Provide a wide range of housing and employment opportunities
• Designed as a community with transit-serviceable land uses
1989 Intersection Level of Service

- Land use exceeds transportation capacity
- Two grade-separated interchanges proposed
Roadway and Access Improvements

2008 Proposals

• New streets and connections
• Partial interchange at Dorsey Mill Road

- Intersection improvements under study
- 1989 Master Plan Proposed Interchanges
Intersection Capacity – Model 1

- 1425-1600 CLV
- No additional turn lanes
- Transit assumptions
- Failing intersections
Intersection Capacity – Model 2

- 1425-1600 CLV
- Trip reduction rates using mixed use
- No additional turn lanes
Intersection Capacity – Model 3

- 1425-1600 CLV
- No trip reduction rates
- With additional turn lanes
Intersection Capacity – Model 4

- 1425-1600 CLV
- Trip reduction rates with mixed use
- With additional turn lanes
Intersection Capacity – Model 5

- All at 1600 CLV
- With trip reduction rates
- With additional turn lanes
Mobility and Accessibility

• What is the balance between mobility and accessibility in Germantown for cars, pedestrians and bikes?

• How much congestion is acceptable?

• Where?

• How many lanes can a pedestrian safely cross?

• Other ideas?