Preliminary Transportation Recommendations for the Wheaton Sector Plan

Presentation to Sector Plan Work Group/WRAC
October 5, 2009
Wheaton Presentation Topics

- Where we are: Opportunities for improvement, What We Have Heard
- Where do we want to be: Vision
- How do we get there: Network, Model, Policies, Street Design
Wheaton Transportation Cues
Wheaton Transportation Vision
Wheaton Connectivity

Typical Subdivision Cul-de-Sacs

Well-Connected Street Network
**Wheaton Connectivity**

163 Intersections  
214 Street Segments  

Connectivity Index = 214/163 = 1.3
Wheaton Connectivity

163 Intersections
214 Street Segments

Connectivity Index = 214/163 = 1.3

102 Intersections
143 Street Segments

Connectivity Index = 143/102 = 1.4
**Wheaton Kittelson Connectivity Concepts**

Source: Wheaton Station Area Pedestrian Safety Evaluation, Kittelson and Associates, November 2004
Wheaton Kittelson Connectivity Concepts

Source: Wheaton Station Area Pedestrian Safety Evaluation, Kittelson and Associates, November 2004
Wheaton ULI TAP Connectivity Concepts

Source: Wheaton ULI TAP, Preliminary Findings, September 2009
Wheaton ULI TAP Connectivity Concepts

Source: Wheaton ULI TAP, Preliminary Findings, September 2009
voorbeeld text
Wheaton Plan for Transit

- Plan for VM and University BRT Service
- Enhance Connections to Metrorail station
- Coordinate with Ongoing WMATA and MCDOT Studies
  - Wheaton Station Study
  - County BRT Study
- Include Local and Feeder Bus Networks
Wheaton Improve Bicycle and Pedestrian Facilities

- Designate Sector Plan Area as Bicycle/Ped. Priority Area
- Reinforce Connections to Park Trails
  - Striping
  - Wayfinding
- Include Appropriate Accommodations On State Hwys.
- Develop Bike Route Alternatives
- Shorten Block Lengths
Wheaton Enhance Mobility

- Use a combination of tools to address:
  - Access to transit/Metro
  - Walkability
  - Safety

- Reduce VMT growth via:
  - appropriate development mix
  - increase non-auto mode share
  - enhanced bicycle and pedestrian facilities

- Where Appropriate - Increase Intersection Capacity
  - Signal Improvements
  - Lane Utilization/Priority
  - Consider One Way Streets
Wheaton Model Analysis

- Completed Four Model Runs
  - Existing Network
    - Existing Density
    - Proposed High Density
  - Potential Network
    - Proposed High Density
  - Potential Network with BRT
    - Proposed High Density

<table>
<thead>
<tr>
<th>Demographics (Scenario #)</th>
<th>Network A (Existing)</th>
<th>C (Phase I+ II)</th>
<th>C1 (Phase I + II w/ BRT)</th>
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# Wheaton Model Analysis

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- **Assumption**
  - 30% Non Auto Mode Share
Wheaton Model Results

Critical Lane Volumes perform well with existing and new network

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<tr>
<th>Intersection</th>
<th>LATR Std.</th>
<th>AM</th>
<th>PM</th>
<th>V/C Ratio</th>
<th>AM</th>
<th>PM</th>
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Wheaton Model Results

Wheaton CBD
Existing Critical Lane Volumes (CLVs)
Compared to LATR Standards

Data Source: M-NCPDC Intersection Database
Wheaton Model Results

Wheaton CBD
Future Critical Lane Volumes (CLVs)
Compared to LATR Standards
High Density Scenario
Wheaton BRT Options
Wheaton BRT Options

- **Veirs Mill Route**
  - Take advantage of BRT facilities for Veirs Mill BRT
  - Longest travel through congested intersections and most of CBD

- **Amherst Route**
  - Avoid much of CBD
  - Tight turns, streets may require lane changes, Reedie is steep

- **Georgia Ave. Route**
  - Direct Link to CBD using existing arterials
  - Requires new access to Metro Station from Georgia
Wheaton Next Steps

• Finalize Network
  • Rank and prioritize proposed connections
  • Address Concerns and Observations
    • Isolation of mall
    • Safety
    • Auto-dominant design of road network
    • Accessibility to METRO – wayfinding
    • Crossing Priorities

• Continue Cross Section Analysis
  • Refine street parking locations
  • Plan for bicycle amenities
  • Accommodate BRT