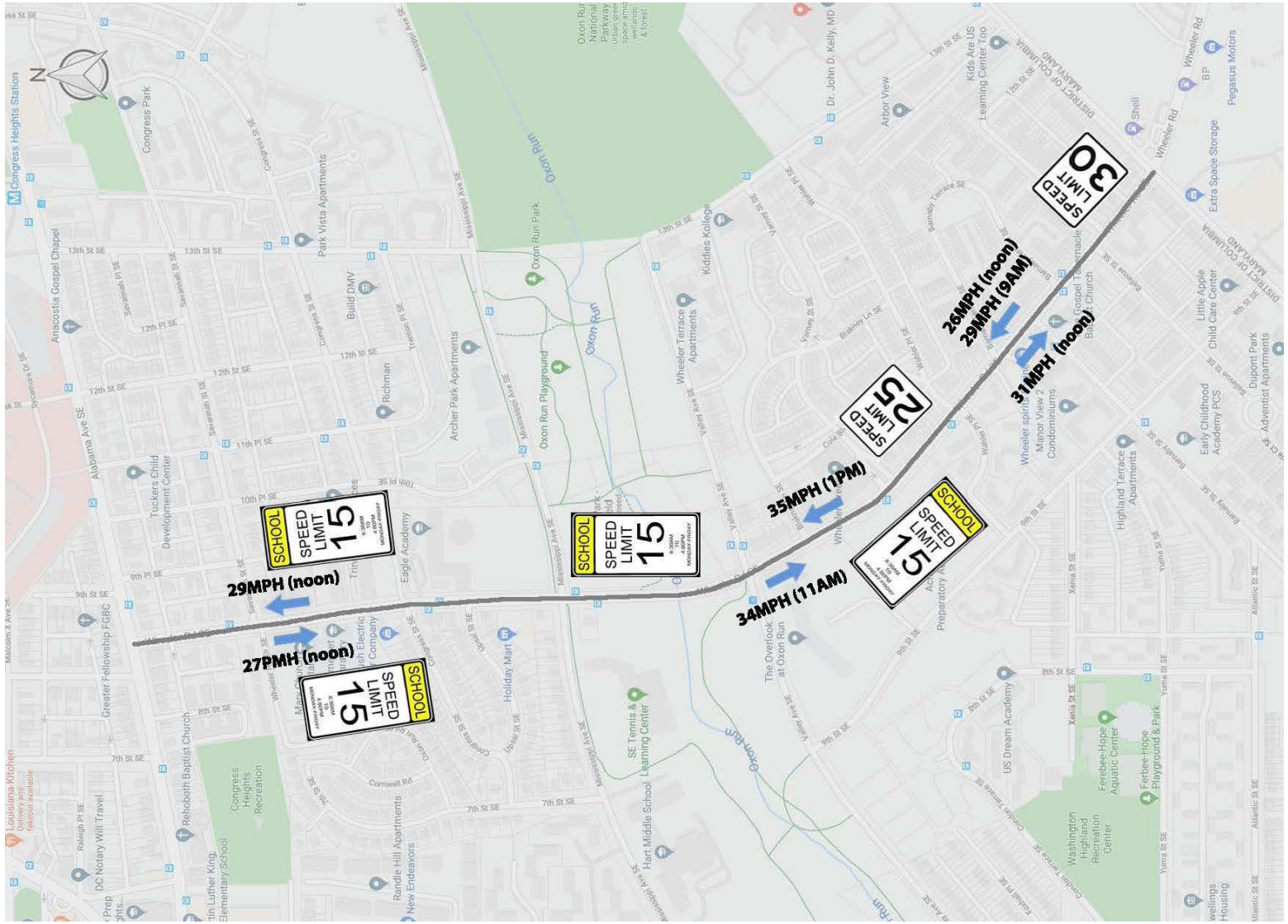
Wheeler Road
Virtual Community Meeting
Summer 2020

Station 1 – Speeding



Station 1 – Speeding Reduction Tools

Median Islands (Raised or Painted)

1. Slows traffic by narrowing the roadway
2. Speed reductions between 1 and 8 mph (FHWA)

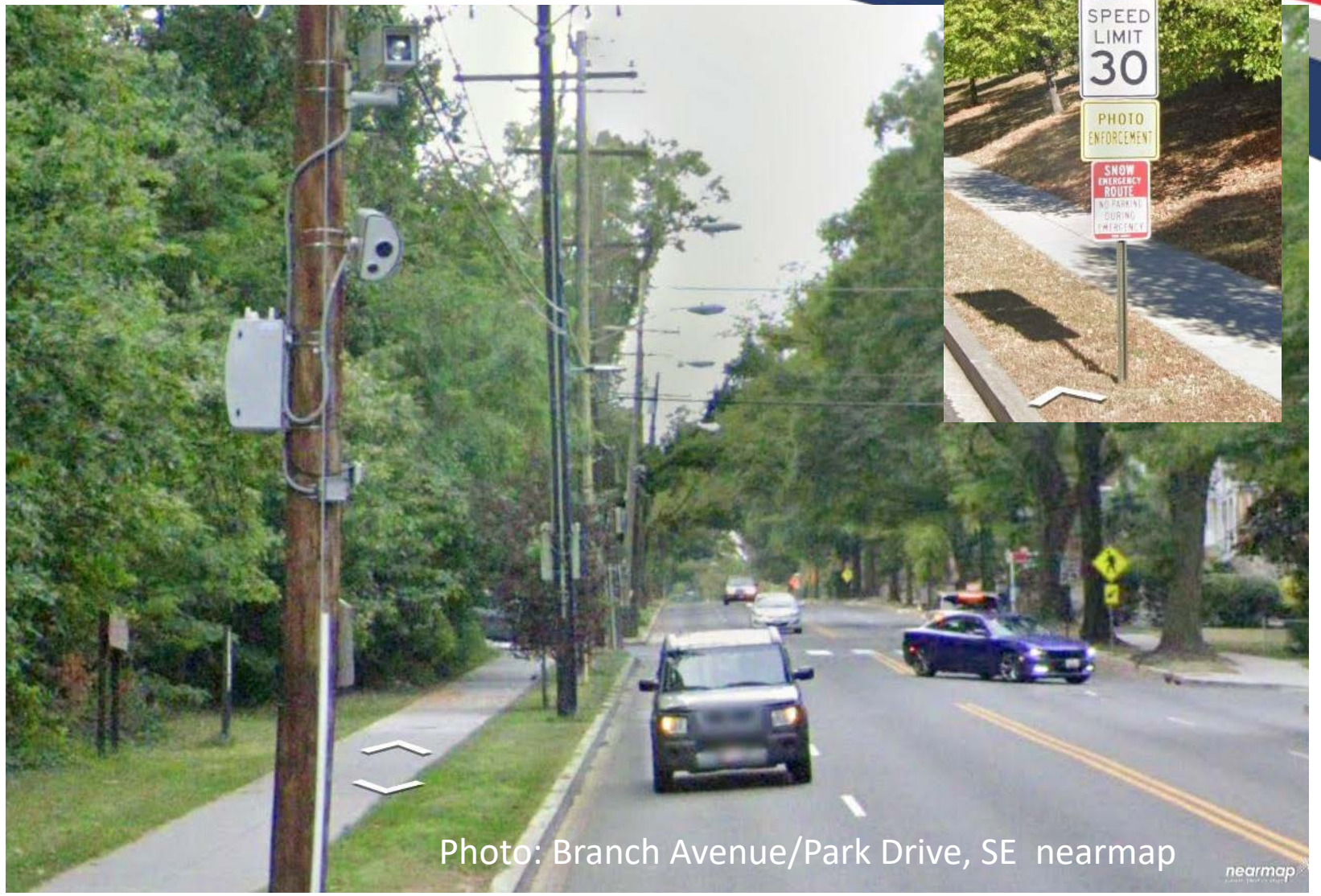
Photo: Branch Avenue/Bangor Street, SE nearmap


Photo: South Capitol Street/Atlantic St, SE nearMap

Station 1 - Speeding Reduction Tools

Automated Speed Enforcement Cameras

1. Reduces crashes by 17% (FHWA Speed Management Toolkit)
2. In DC, cameras reduced travel speeds by 14% MPH (DC Policy Center)
3. In DC, 82% reduction in the proportion of vehicles exceeding the speed limit by more than 10 MPH (DC Policy Center)



Parking Boxes + Curb Extensions

1. On-street parking can slow traffic 1-5 MPH (FHWA)
2. Curb extensions slows turning traffic

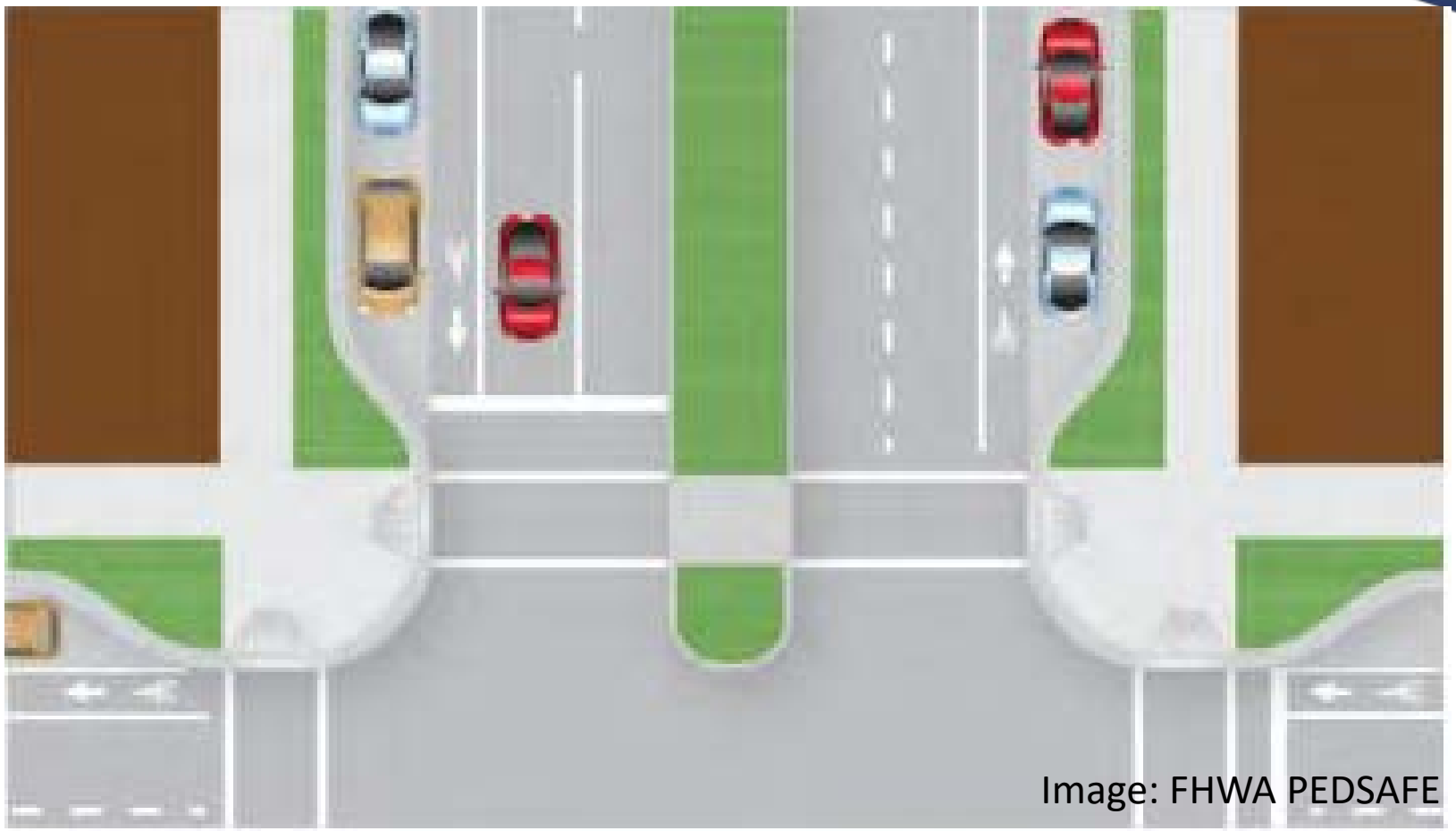


Image: FHWA PEDSAFE

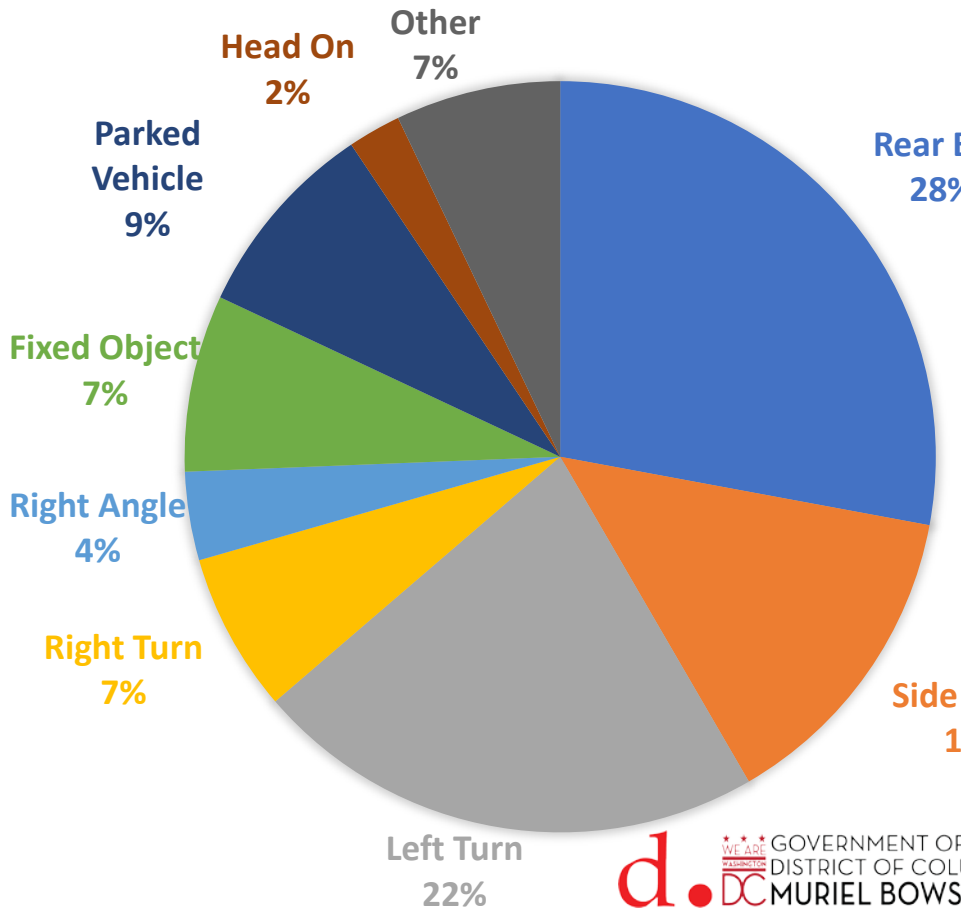
Station 2 – Crashes (2017 – 2019)

Station 2 - Crash Types (2017 – 2019)

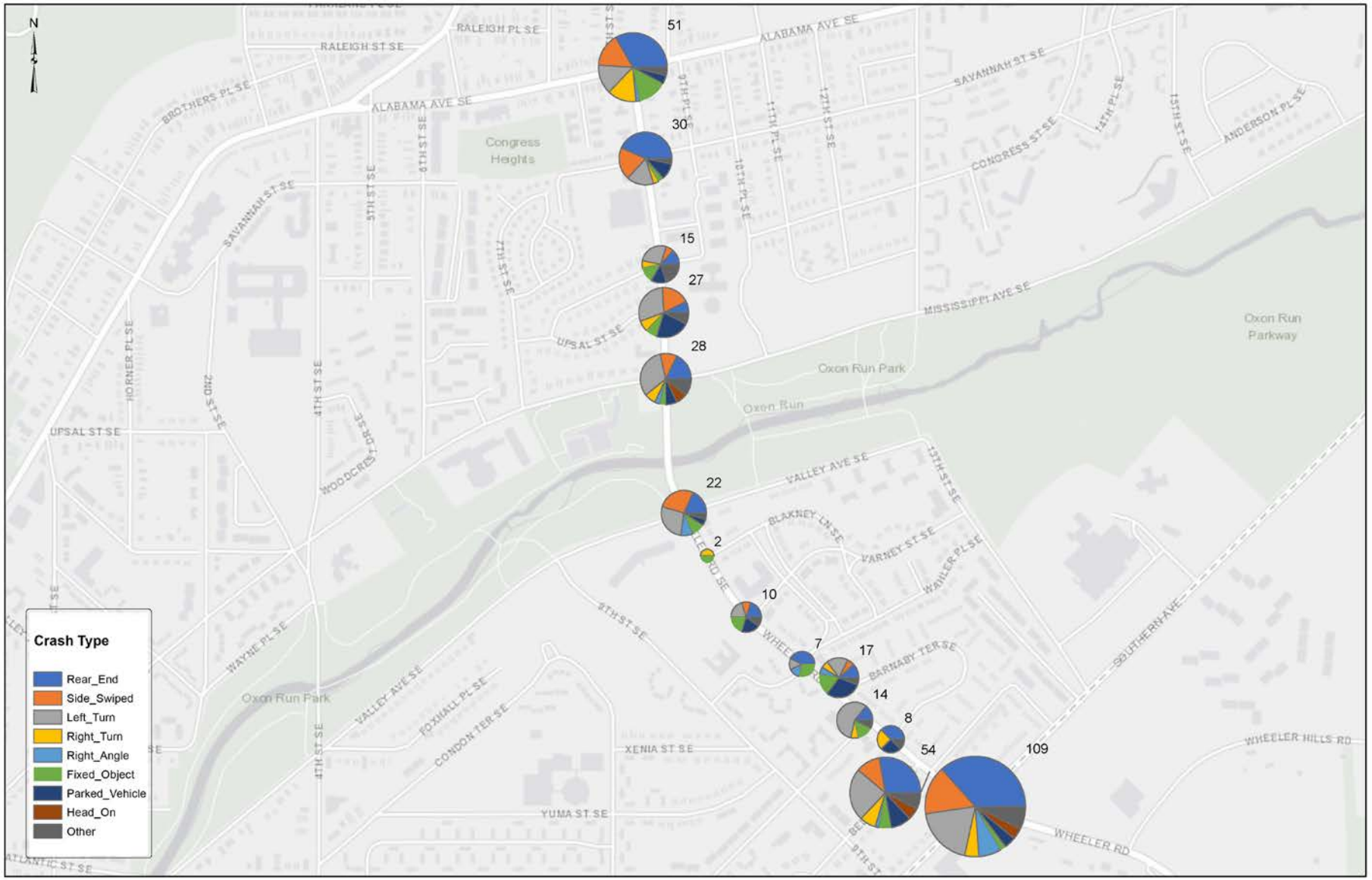
Crash Type by Intersection

Intersection	Rear End	Side Swipe	Left Turn	Right Turn	Right Angle	Fixed Object	Parked Vehicle	Head On	Other	Total Crashes
Alabama Ave/Wheeler	17	8	7	7	1	7	2	0	2	51
Savannah St/Wheeler	13	6	5	1	0	1	3	0	1	30
Congress St/Wheeler	2	1	4	1	0	2	2	0	3	15
Upsal St/Wheeler	2	5	8	2	0	2	6	0	2	27
Mississippi Ave/Wheeler	5	3	9	2	1	1	2	2	3	28
Valley Ave/Wheeler	4	6	6	0	2	2	1	0	1	22
Blakney Ln/Wheeler	0	0	0	1	0	1	0	0	0	2
Varney St/Wheeler	2	1	2	0	0	2	2	0	1	10
Wahler Pl/Wheeler	3	0	1	0	1	2	0	0	0	7
Barnaby Terr (N)/Wheeler	2	1	3	1	1	3	5	0	1	17
Barnaby St/Wheeler	2	0	8	1	0	2	0	0	1	14
Barnaby Terr (S)/Wheeler	3	0	0	2	0	0	2	0	1	8
Bellevue St/Wheeler	15	6	13	4	1	3	5	3	4	54
Southern Ave/Wheeler	40	17	21	5	8	2	4	4	8	109

Crash Type by Percentage



Station 2 – Crash Types (2017 – 2019)

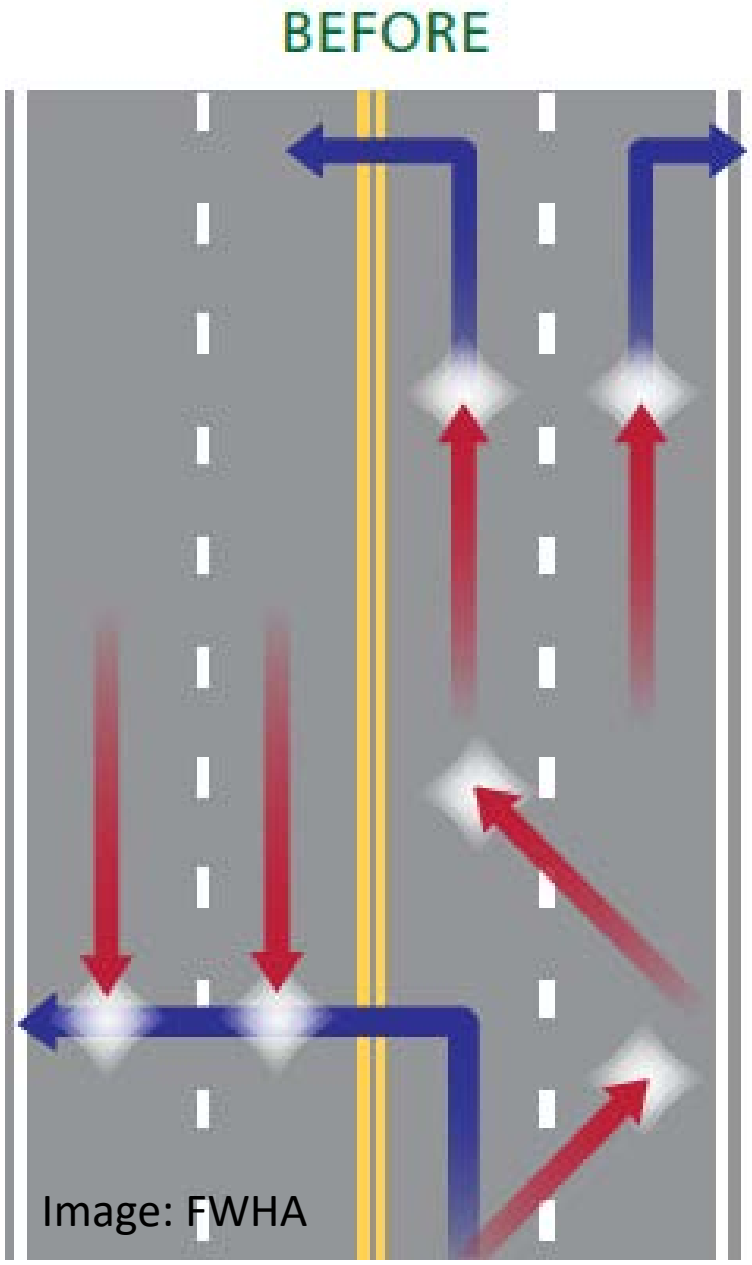


GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Station 2 - Crash Reduction Tools

Road Diet

1. 19% - 47% overall crash reduction (FHWA)
2. Reduces rear-end, left turn, and right angle crashes
3. Reduces delays by separating left turns
4. More consistent traffic flow and less “accordion style” slow-and-go operations
5. Safer for pedestrians to cross with fewer lanes and if a pedestrian island is added
6. Safer for bicyclists if extra space is converted to a bike lane



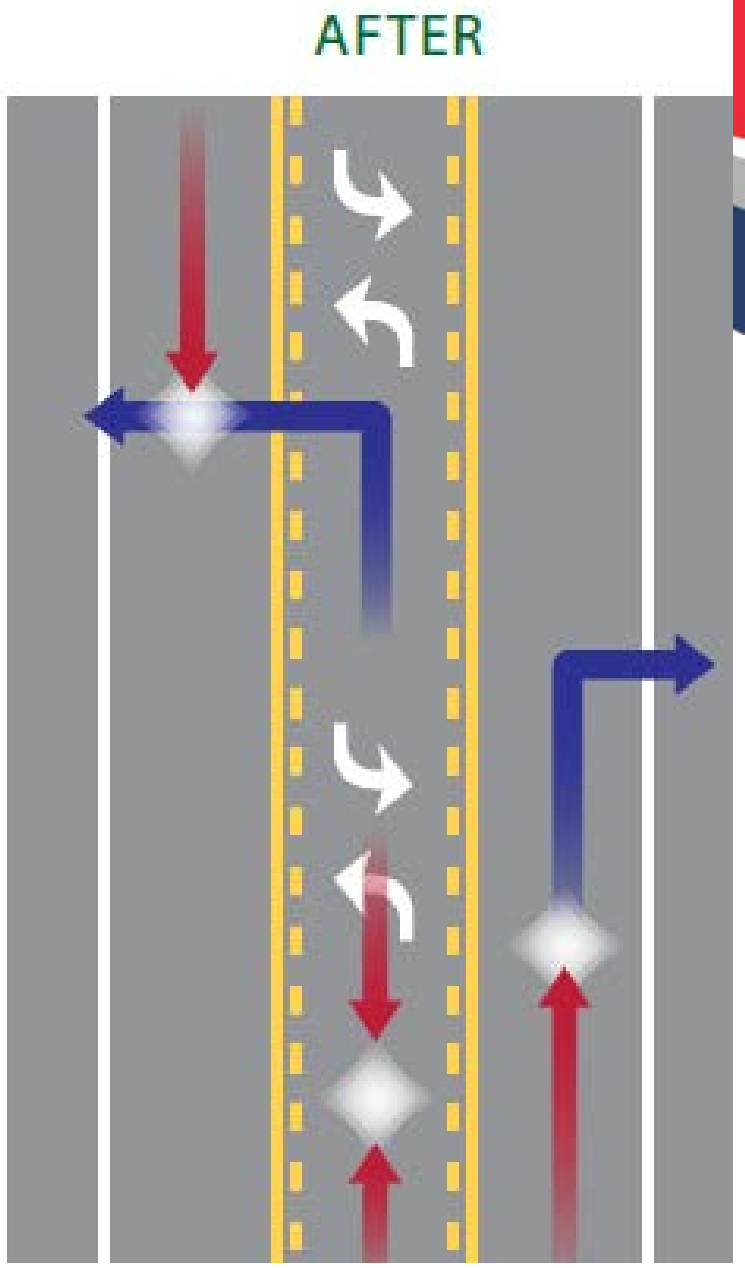


Image: FWHA

Median Island with Pedestrian Cutout

1. Shown to reduce pedestrian crashes by 56% (FHWA)
2. Improves pedestrian safety
3. Slows and calms vehicular traffic

Station 3 – Transit

Station 3 – Transit & First/Last Mile Tools

Curb Extensions (Pop-up/temporary shown here)

1. Reduces pedestrian crossing distances and exposure to traffic
2. Improves visibility for pedestrians and drivers
3. Keeps vehicles from parking too close to intersections/blocking crosswalks

Photo: Good Hope Rd/13th St., SE nearmap

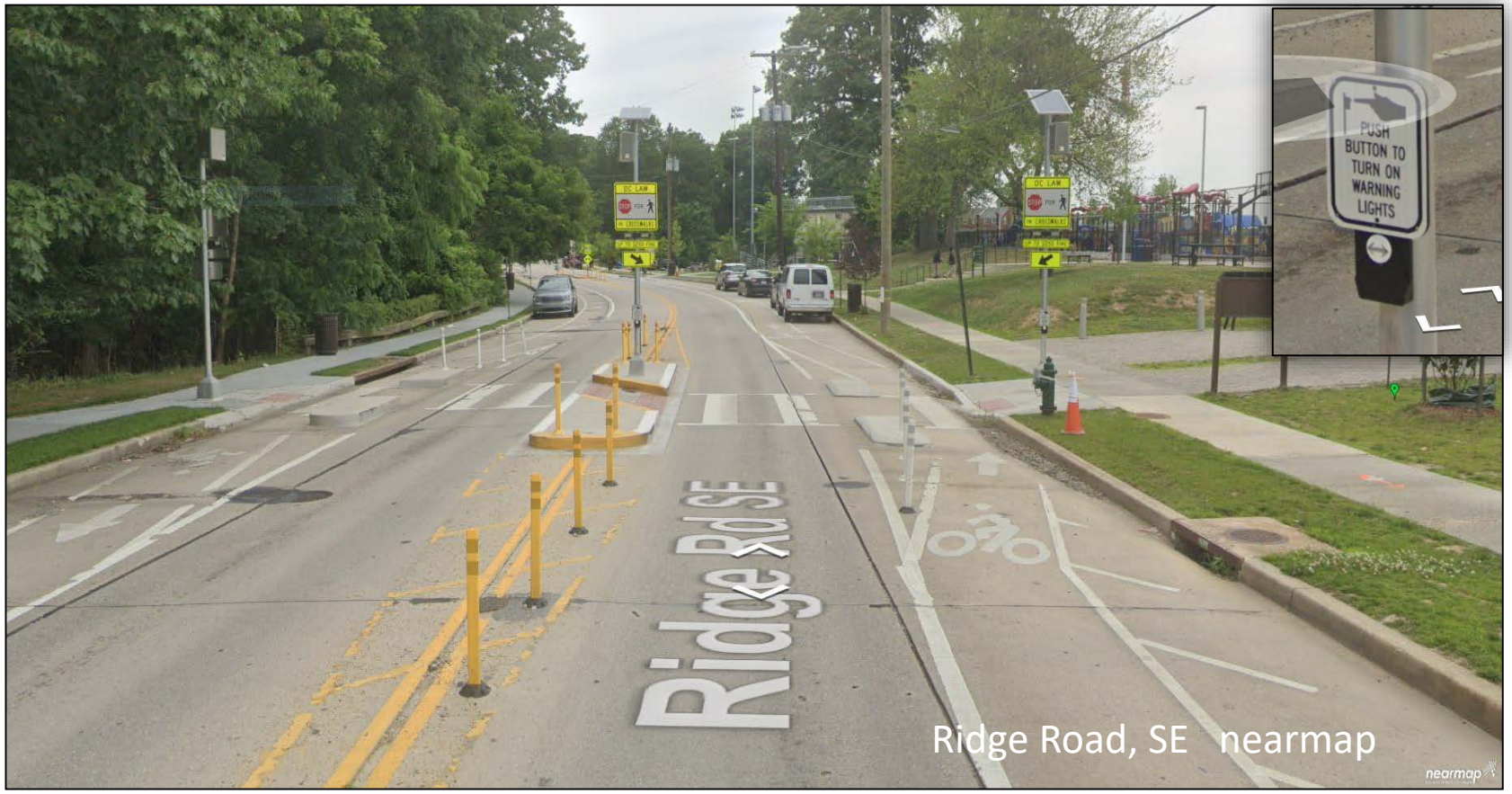
Median Island with Pedestrian Cutout

1. Shown to reduce pedestrian crashes by 56% (FHWA)
2. Provides pedestrian protection from vehicles
3. Simplifies pedestrian crossings by allowing pedestrians to cross one direction at a time

Station 3 – Transit First/Last Mile Tools

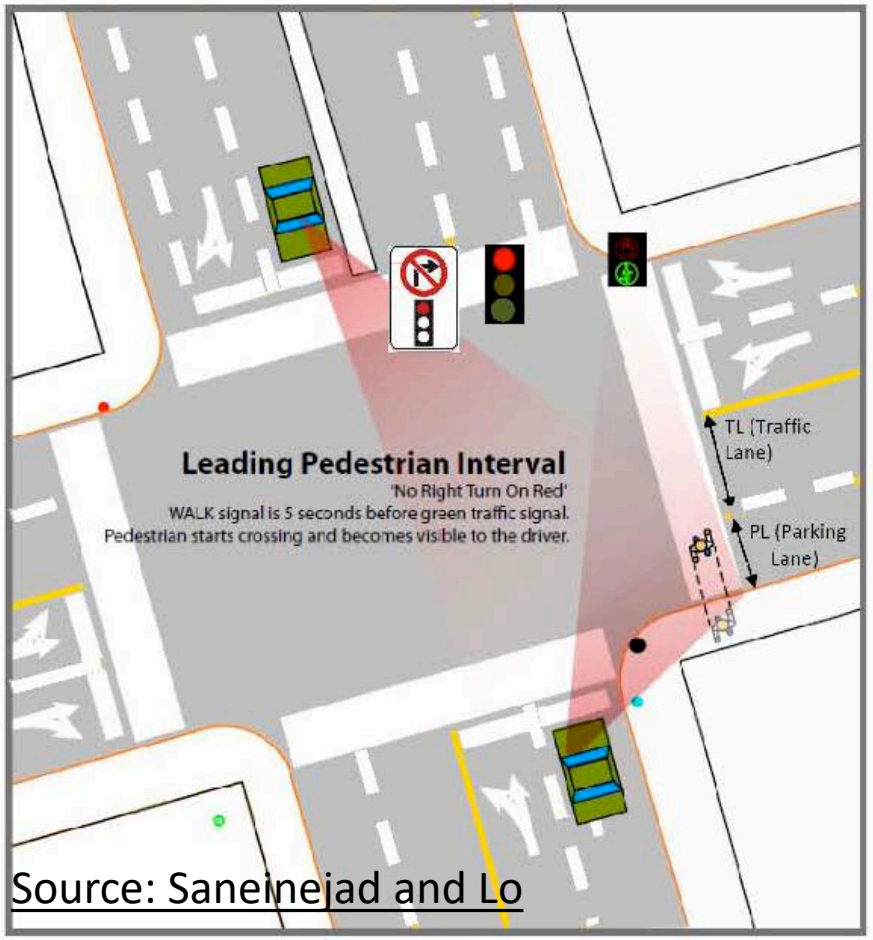
Rectangular Rapid Flashing Beacon (RRFB)

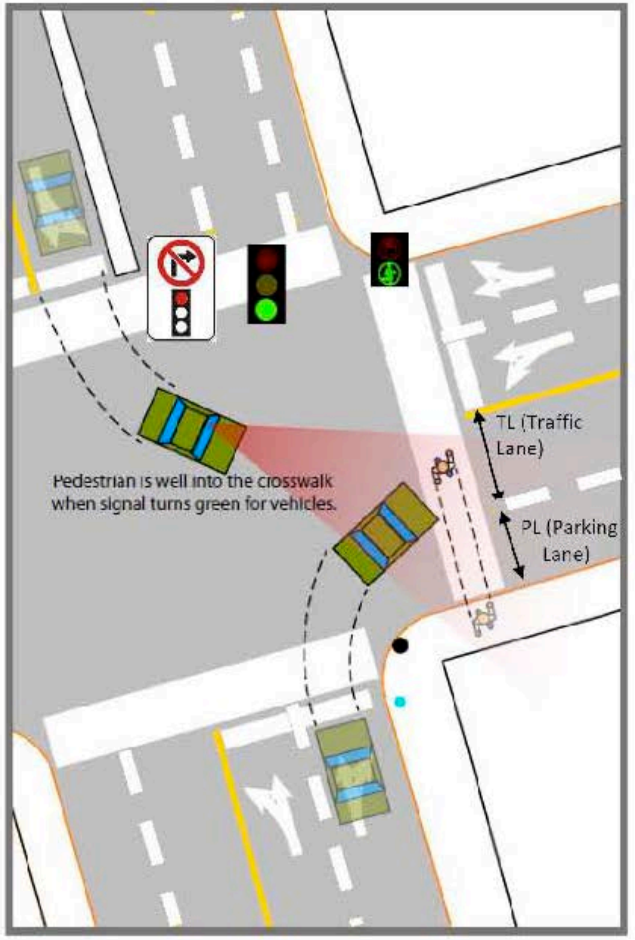
1. Reduces pedestrian crashes by 47% (NCHRP)
2. Increases driver yielding 18% - 81% (FHWA)
3. Effective at multilane crossings with speed limits less than 40 mph (PEDSAFE)



Leading Pedestrian Interval (LPI)

1. Reduces pedestrian-vehicle crashes as much as 60% (FHWA)
2. Gives pedestrians 3-7 second head start at a crosswalk
3. Enhances the visibility of pedestrians and reinforces their right of way over turning vehicles



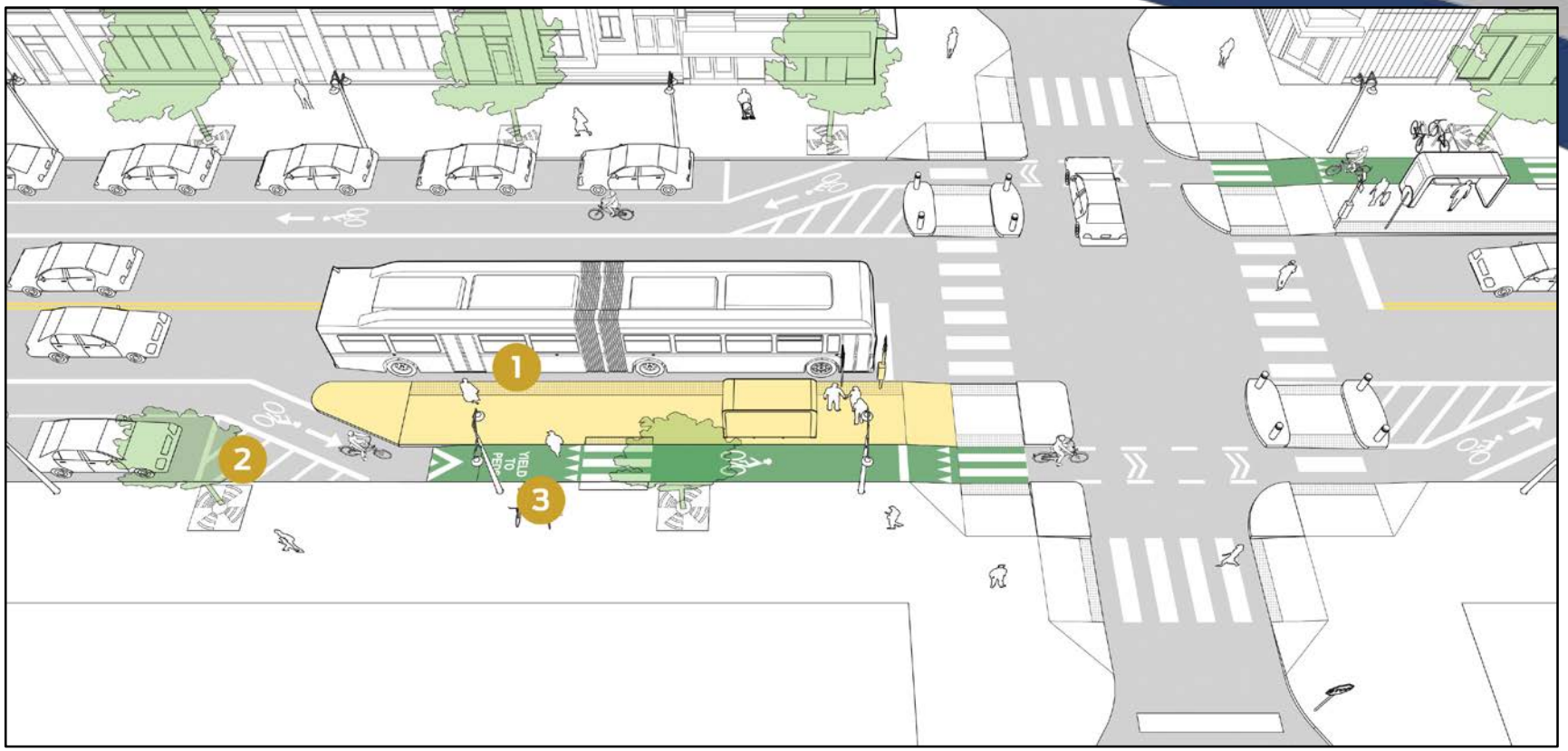


Source: Saneinejad and Lo

Station 3 – Transit & First/Last Mile Tools

Bus Islands

1. Improved transit delivery by allowing buses to pickup passengers without leaving the travel lane
2. Improves safety by eliminating conflicts between bikes and buses



Source and Image: NACTO

Station 3 – Transit First/Last Mile Tools

Bus Priority Lane

1. Improves bus travel schedules and reliability
2. Creates dedicated lane for buses, bicycles and scooters

Source: WashCycle

Station 4 –Curbside Uses

Station 4 –Curbside Tools

Structured Parking

1. Painted parking boxes and signs prevent vehicles from parking too close to crosswalks and impeding visibility
2. Short-term parking zones at schools can streamline pick-up and drop-off

Image Source: FHWA

Station 4 –Curbside Tools

Chicanes

1. Chicanes “bookend” parking and discourage speeding

2. Staggered chicanes create “curves” on a street and slow traffic

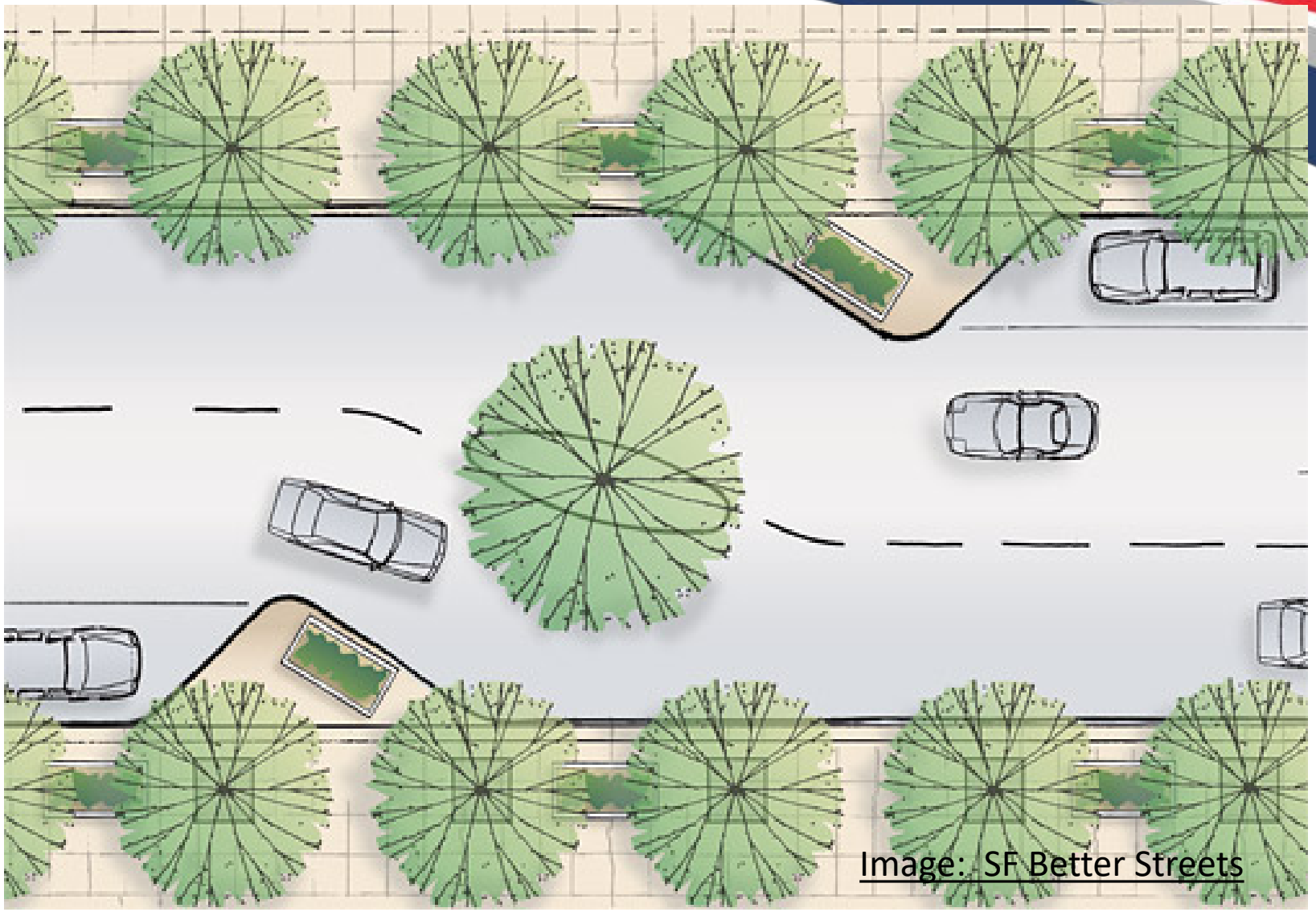


Image: SF Better Streets

Station 4 –Curbside Tools

Bicycle Lanes

1. Where parking is not needed, repurpose the space with bike lanes
2. Bike lanes buffer pedestrians from vehicles
3. Bike lanes can visually narrow the roadway and cause drivers to slow down
4. Protected bike lanes provide separated lane for people of all ages and abilities

Image: WABA

Next Steps

Please provide feedback by taking the Wheeler Road Survey

https://www.surveymonkey.com/r/RTB2WXG

d. delivers

district department of transportation

Karyn McAlister, AICP
Active Transportation, Planning and Sustainability Division
District Department of Transportation
Karyn.mcalister@dc.gov
202.741.8520