

# Central Avenue TOD Mobility Study

Pedestrian and Bicycle Access and Circulation

A Transportation Land-Use Connection (TLC) Program Project  
Prepared for The Maryland-National Capital Park and Planning Commission

Funded by Metropolitan Washington Council of Governments



Toole Design Group  
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## CHAPTER 1: INTRODUCTION

The Central Avenue Transit-Oriented Development Corridor Pedestrian and Mobility Study was conducted as part of the National Capital Region Transportation Planning Board's (TPB) Transportation/Land-Use Connections Program.<sup>1</sup> The recommendations included here encourage the shift to a network of Complete Streets that over time improves mobility for all users and enhances existing or establishes new pedestrian and bicycle facilities. In addition to a Complete Streets approach, this study focuses on ways to increase the safety and comfort for pedestrians and bicyclists by creating safer conditions for all travelers.

### Plan Organization

This report is organized into the following sections five sections:

The **Introduction** provides a context for this study within the 2010 Subregion 4 Master Plan and Sectional Map Amendment, describes the plan development, and lists twelve complete streets principles on which the recommendations are based.

**Existing Conditions** within the study include physical attributes and operations, as well as a sense of the pedestrian and bicyclists experience when traveling along major roadways. Anticipated development adjacent to the study area that may have a significant impact is also outlined.

The report includes two types of **Recommendations**: Corridor-wide and Focus-Area (delineated geographic areas within the study area). Corridor-wide recommendations address Process and planning, Physical and Operational, and Programs and Policies needs. The recommended initial design concepts for three focus areas are based on corridor-wide recommendations. The focus areas are:

- Davey Street between Southern Avenue and East Capitol Street Extended/Central Avenue
- East Capitol Street Extended/Central Avenue at Maryland Park Avenue.
- East Capitol Street Extended/Central Avenue between Addison Road and Cabin Branch Road

The **Potential Funding Opportunities** identifies local, state and federal funding sources that may be appropriate for recommended projects.

Three **Appendices** are included, referenced throughout the report that provided more detailed information.

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<sup>1</sup> <http://www.mwcog.org/transportation/activities/tlc/program>

## Plan Context

The Transportation and Land Use Connections (TLC) Program provides support to local governments in the metropolitan Washington region as they work to improve transportation/ land use coordination. Through the program, the Transportation Planning Board provides communities with technical assistance grants to catalyze or enhance planning efforts. TLC projects are generally targeted to a fairly small area or discrete set of issues. Lessons learned from these planning studies may then be implemented around the region.

This study is part of the Subregion 4 Transit Oriented Development (TOD) Implementation Project, which has been developed to implement the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (Subregion 4 Master Plan). The Subregion 4 TOD Implementation Project encompasses two overlapping areas along Central Avenue in Prince George's County and envisions a fully integrated multimodal transportation system with a transit-oriented development (TOD) centered on the Capitol Heights and Addison-Seat Pleasant Road Metrorail stations. Once completed, current plans for redevelopment are expected to significantly increase the number of Metrorail passenger boardings (currently 5,900 per day) at the two stations, a significant whom will be pedestrians. Metro's proposed goal of tripling the number of passengers who access Metrorail stations by bicycle within the next 10 years will also generate increased demand for adequate bicycle facilities.<sup>2</sup> Realizing these visions will require overcoming several constraints, including an auto-oriented development pattern, limited right-of-way, and limited funding for multimodal improvements.

The subject area of this mobility study includes the Capitol Heights and Addison Road-Seat Pleasant stations.<sup>3</sup> The mobility study identified pedestrian and bicycle access projects and programs aimed at improving safety and comfort. Recommendations included here were guided by twelve Complete Streets principles.

The Subregion 4 TOD Implementation Project is a multi-faceted effort comprised of four main elements with an anticipated completion date of June 2012. The project elements are as follows (the mobility study is emphasized in bold text):

- **Station access, pedestrian safety and streetscape improvements around the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations.**
- Marketing and economic development strategies to support business attraction and retention efforts.
- Neighborhood conservation strategies in communities adjacent to the Metro stations and Central Avenue Corridor.
- Sector Plan and Sectional Map Amendment (SMA) to implement key zoning recommendations along the corridor to realize the TOD vision for the area and insure appropriate transitions between the station areas and surrounding neighborhoods and employment areas.

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<sup>2</sup> The WMATA Board of Directors adopted this bicycle access mode goal on February 24, 2011.

<sup>3</sup> The eastern section of the Subregion 4 Master Plan includes the Morgan Boulevard and Largo Town Center Metrorail stations.

This study is the first of two phases for the Station Access, Pedestrian Safety and Streetscape Improvements element.

## Plan Development

Plan recommendations were developed through an iterative process that included gathering and reviewing information, field work, community input, and stakeholder agency review.

**Review of planning documents.** The consultant reviewed *Subregion 4 Master Plan* and other related plans. The M-NCPPC provided a synopsis of existing plans and data, including a summary of the recommendations from the various plans such as the

- *Preliminary Addison Road-Seat Pleasant Metro Center Regulating Plan*
- *2000 Approved Addison Road-Seat Pleasant Metro Area Sector Plan and Sectional Map Amendment*
- *2002 Prince George's County Approved General Plan*
- *June 2006 Central Avenue TOD Corridor Development Strategy*
- *2008 Capitol Heights Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment*
- *2009 Approved Countywide Master Plan of Transportation (MPOT plus amendments)*

**Review of data.** The consultant also reviewed transportation network data such as the average daily trips (ADT) made by motor vehicle, roadway geometry, lane width and number, and crash and speed data.

**Field Work/Walkabout.** Walk Field work included an initial windshield survey to gain a basic understanding of the transportation system and flow of vehicles and people. A second field audit with The Maryland National Capitol Park and Planning Commission staff was used to identify issues and potential solutions. Draft recommendations were field verified prior to the February 23, 2011 community meeting.

**Community meetings.** The consultant participated in a community meeting on January 19, 2011 held for the broader Subregion 4 Transit-Oriented Development Community Forum. Nearly 80 area residents attended and provided information on pedestrian safety concerns and “hot spots” in this project’s study area.



Figure 1. Dot voting allows community members to identify projects they feel are important.

A project-specific community meeting held on February 23, 2011 provided an opportunity for community members to learn about draft recommendations and provide comments. The consultants presented corridor-wide recommendations, as well as location-specific recommendations for three focus areas, to the nearly 30 area residents in attendance. Participants used “dot voting” to identify their top three recommended improvement projects within each focus area. Dot voting results are provided in Appendix A. Common themes in their priorities are changing motorist behavior (i.e., slowing travel speeds), reducing the potential for pedestrian-motor vehicle conflicts, improving pedestrian facilities along and across the roadway (e.g., traffic and pedestrian signals at intersections, pedestrian-oriented lighting, wider sidewalks with planted buffer, and on-road bicycle lane achieved by reducing one lane of travel in each direction).

**Stakeholder Agency meeting.** Agencies affected by the recommendations reviewed the draft recommendations on February 16, 2011. In addition to staff from The Maryland National Capital Park and Planning Commission, staff from state, county, and regional agencies attended the meeting. Agencies represented at the meeting included the Maryland Department of Transportation (Planning Office), Maryland State Highway Administration (MD SHA), the Prince George’s County Public Works Department, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia Planning Office, and the District of Columbia Department of Transportation.

The stakeholder agency review of draft recommendations resulted in a greater awareness of the mobility and safety needs within the study area by these areas. Discussions at the meeting also included how some draft recommendations affected the different modes of travel, especially along East Capitol Street Extended/Central Avenue. Stakeholder agencies reviewed the final draft plan prior to its completion.



## Complete Streets Principles and the Broader Planning Context

Recommendations were developed within the context of number of Complete Streets principles. These principles emerged from various experiences in applying Complete Streets in a specific environment. The first nine principles emerged from the 2008 Transportation Land/Use Connection Project, *Recommendations for Complete Streets in the Prince George's Plaza Transit District*,<sup>4</sup> the final three emerged from the work on this project.

1. Acknowledge that pedestrians will take the most direct route. It is important that connections are made to accommodate pedestrians heading to a variety of destinations. Direct routes should be provided, instead of long circuitous routes. Similar to motorists, pedestrians will use the most direct, efficient connection or route possible. Due to the increased time and effort required to walk the extra distance, pedestrians will frequently attempt the shortest connection or road crossing available, regardless of whether it has been provided for or not. Every effort should be made to accommodate these movements during the planning and design of road improvements and development projects.
2. Ensure universal accessibility. All county residents are pedestrians at one time or another, whether they are walking to work, to school, to a park, or to a bus stop or rail station. Pedestrians include people of all ages, incomes and abilities. Pedestrian facility design should ensure pedestrian comfort and safety, and sufficient room for all pedestrians, beginning with ADA-compliant features such as sidewalk width, curb ramp placement and design, and pedestrian signal button placement.<sup>5</sup> Beyond ADA-compliance, pedestrian and bicycle facilities should have the capacity to accommodate in the public right-of-way an increasing number of travelers, including parents with strollers, children on tricycles, and workers with rolling briefcases or delivery carts.

**Complete Streets** is an approach to designing, building and operating the public right-of-way to accommodate all modes of transportation safely and comfortably. Complete Streets is a concept that is gaining support nationally and in the state of Maryland. Complete Streets principles should be incorporated into land use planning and urban design and also used during the review of development applications, road frontage improvements, and for more comprehensive multimodal capital improvements for roadways or intersections.

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<sup>4</sup> <http://www.mwcog.org/transportation/activities/tlc/program/completedFY.asp#plaza>

<sup>5</sup> The final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Development Areas can be found online at: [www.access-board.gov/adaag/html/adaag.htm](http://www.access-board.gov/adaag/html/adaag.htm)

3. Encourage pedestrian-scaled land use and urban design. Pedestrian-scaled development and amenities can be used to enhance the pedestrian and bicyclist environment. Features of pedestrian-scaled land use include attractive streetscapes with benches, trash receptacles, and lighting; parking lots behind instead of in front of buildings; pedestrian crossing facilities that address safety needs; and complete pedestrian facilities and connections. Areas with physical characteristics that are automobile-oriented may result in difficult conditions for pedestrians, poor access to transit, lack of destinations and services within walking distances to residences and other issues that make walking a less viable mode of transportation.



4. Encourage median islands as pedestrian refuge islands. A place for pedestrians to wait safely while crossing the street is often the most important improvement that can be made. In locations with crossing distances of more than two lanes and/or higher vehicle speeds, median islands have been shown to increase safety for pedestrians. Medians allow pedestrians to cross one direction of motor vehicle traffic at a time.
5. Design turning radii to slow turning vehicles. Regardless of the presence or type of traffic controls at an intersection, larger corner radii allows motorists to make right turns across the pedestrian travel way at higher speeds. Smaller curb radii at intersection corners helps slow turning vehicles, improves sight distance between pedestrians and motorists, and shortens the crossing distances for pedestrians.
6. Find wasted space and better utilize. In some cases, space can be found within rights-of-way that is unused and (thus unneeded) for through traffic or specific turning movements. This space may result in excessively wide intersections and roadways, contributing to an uncomfortable environment for pedestrians and bicyclists. This “extra space” within the public right-of-way can often be used for sidewalks connections, pedestrian refuges, traffic calming, and bike lanes.
7. Time signals to function for all modes. Traffic signals should allow pedestrians of all abilities and speeds adequate time for comfortably crossing all lanes of travel.
8. Increase crossing opportunities. Large (or long) blocks provide few opportunities for pedestrians to safely cross busy roadways. Although pedestrians may prefer to cross at signalized intersections, the total distance between intersections and signal controlled crossing may discourage pedestrians from using these locations, resulting in pedestrians crossing mid-block. In these cases, more crossing facilities for pedestrians can increase safety. Such mid-block crossings should be designated with a crosswalk, appropriate lighting, pavement markings, signage, and if needed some type of traffic control device.

9. Pursue targeted education and enforcement efforts behavior to reduce bicycle, pedestrian and motor vehicle crashes. Education and enforcement programs help support changes to sidewalks, intersections and the roadway. Enforcement programs to reduce pedestrian and bicycle and motor vehicle crashes should address behaviors by motorists, pedestrians and bicyclists. Where possible, education and enforcement efforts should be leveraged. For example, education and enforcement activities through Safe Routes to School (SRTS) programs in schools in the study area could be combined with similar programs targeting other audiences. The Metropolitan Washington Council of Government’s on-going Street Smart pedestrian safety education campaign offers another opportunity to promote safe driving and walking practices for travelers within the region. Additional information on the Street Smart campaign is available at: <http://www.bestreetsmart.net/>
10. Consider re-balancing mode choice through engineering and operational decisions, even when it reduces motor vehicle level of service (LOS). Improving walking and bicycling conditions can change mode choices, which in turn can reduce motor vehicle congestion, create a greater sense of community, and enhance the economic viability of an area undergoing redevelopment. Motor vehicle travel may be adversely affected when designing and implementing new pedestrian or bicycling facilities. Creating an incentive for travelers to choose a mode other than motor vehicle may result from this adverse impact and should be considered as a purposeful strategy.
11. Review bus stop placement policies to tap into latent riders and provide facilities and information on par with those available to Metrorail users. Bus stop placement and features can attract new riders and retain existing riders. Stops are typically placed farther apart as development density is lower. Bus stops that are far apart may serve as a disincentive to transit use. Thus, maintaining spacing along lower density roadways that is comparable to higher density roadways can serve as an incentive for new riders. These stops also need well maintained sidewalks, with adequate pedestrian-oriented lighting. Bus stop features should include adequate waiting areas with a shelter, lighting and bus service information.
12. Adjust bus routing and service elements to reflect the changed TOD land use and travel patterns. Changing land use patterns are likely to change travel patterns, especially when a TOD fuels the change. The “profile” of bus service (i.e., route type, days of service, hours of service and frequency of service) should be adjusted to reflect new patterns of travel, especially to support new retail businesses.

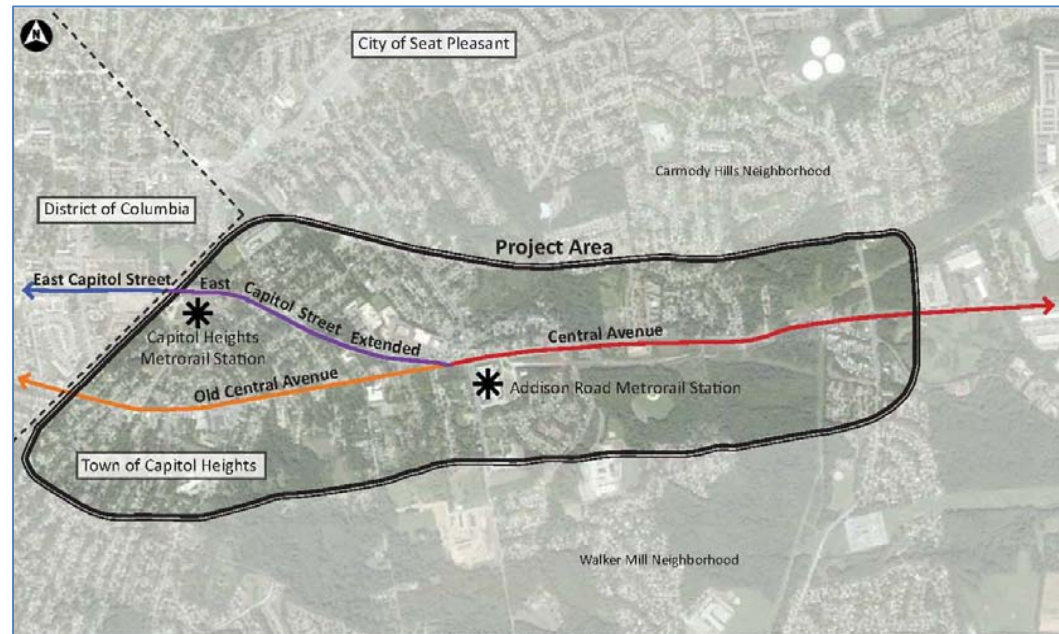
The *Approved Countywide Master Plan of Transportation and Approved Subregion 4 Master Plan and Sectional Map Amendment* include numerous recommendations for bicycle, pedestrian, and trail improvements along the East Capitol Street Extended/Central Avenue corridor. These recommendations include major stream valley trails, on-road bike lanes, sidepaths, standard and wide sidewalks, and pedestrian safety improvements. A complete list of bicycle and pedestrian improvements recommended in the Subregion 4 is in the master plan document.

## CHAPTER 2: EXISTING CONDITIONS

This section outlines existing conditions for pedestrians and bicyclists in the East Capitol Street Extended/Central Avenue (MD 214) corridor between Southern Avenue and Shady Glen Drive/Hill Road. It describes existing positive attributes, as well as problem areas for pedestrians and bicyclists traveling along the corridor and to two Metrorail stations: Capitol Heights and Addison Road-Seat Pleasant. This information was gathered through field analysis, discussion with M-NCPPC staff, and a community meeting. The existing conditions discussion addresses transportation, Metrorail station access, and land use. A brief summary of relevant planning studies and potential projects that may impact the study area are included at the end of this chapter. Map 1 shows the project area.

The East Capitol Street Extended/Central Avenue corridor and surrounding neighborhoods have many assets that can serve as a foundation for a more comfortable multimodal environment. The community resources such as libraries, schools, recreation centers and trails located throughout the study area are part of this foundation and are logical destinations for non-motorized travel. The area's stream corridors and forested lands provide a unique experience in an urban setting, and some may provide opportunities for off-road trail connections within the area and to regional destinations. The two Metrorail stations and bus service along the corridor create opportunities for travel within and outside the corridor.

Through stakeholder meetings and field analysis, critical issues and problem areas have also been identified. Portions of the physical environment and motorist behavior contribute to an uncomfortable and unsafe environment for pedestrians, due in part to the automobile-oriented urban design, roadway scale and land use patterns in the area. Large turning radii, narrow median islands, long crossing distances and limited crossing opportunities can make it relatively difficult and uncomfortable for pedestrians to travel along and across roads. Frequent driveways interrupt sidewalks, and sidewalks often lack physical buffers between the sidewalk and road. Relatively



Map 1. East Capitol Street/Central Avenue and Old Central Avenue project area.

high motor vehicle traffic volumes and speeds can be intimidating for pedestrians. Driver behavior, such as cut through traffic and relatively fast turning movements further contribute to a poor pedestrian experience. Currently, the corridor does not appear to attract bicyclists. This may be due to both the lack of bicycle facilities in the roadway and the overall speeds of motor vehicles. However, during site visits bicycles were parked at the racks available at both the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations.

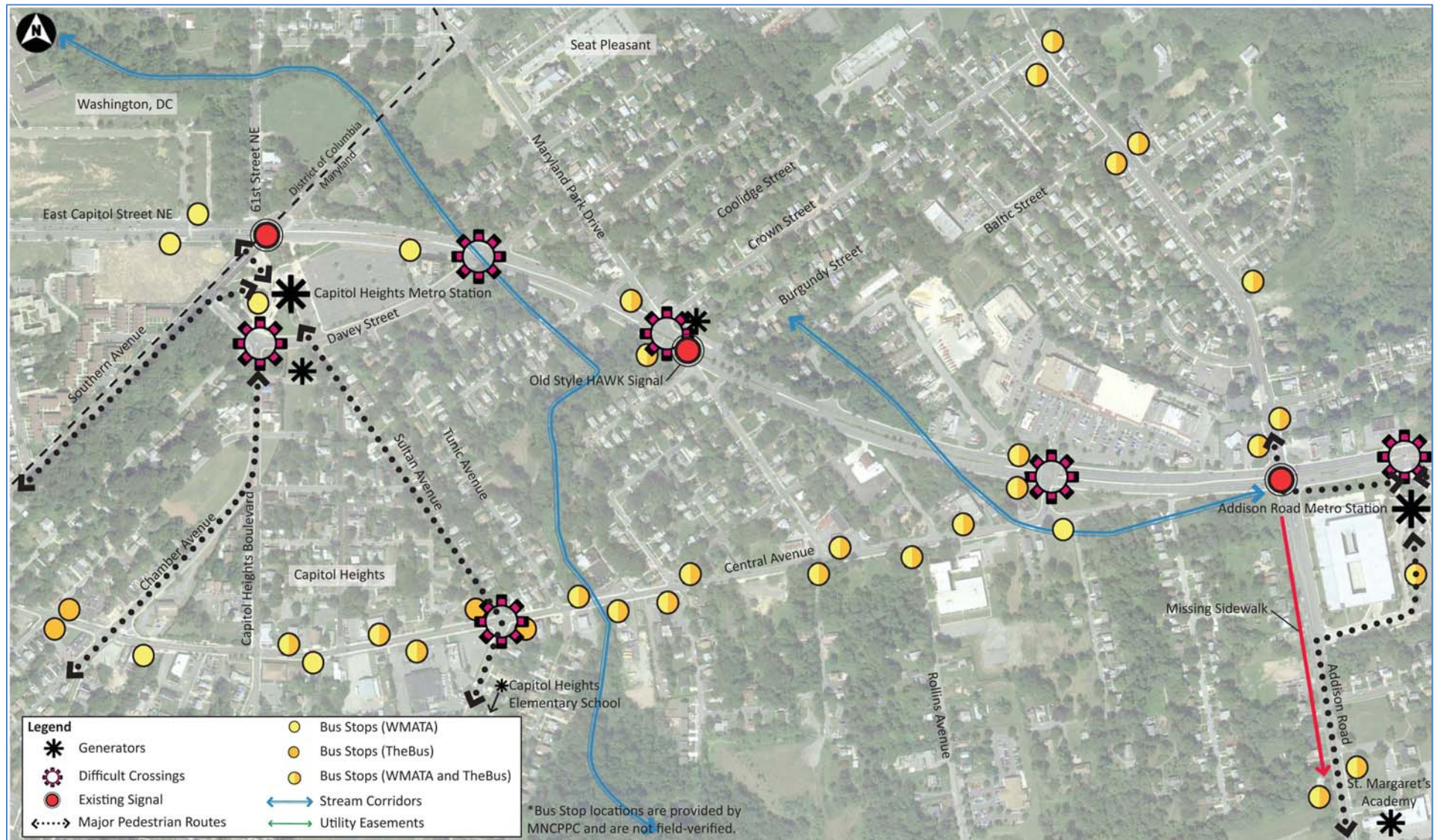
While Level of Service (LOS) information is available for motor vehicles in the study area, comparable LOS information is not available for pedestrians, bicyclists and transit riders. Because of the detailed analyses needed for determining these types of LOS, the analyses were not completed as part of this study. However, one of the corridor-wide recommendations is to conduct a multi-modal level of service analysis. See Chapter 2.



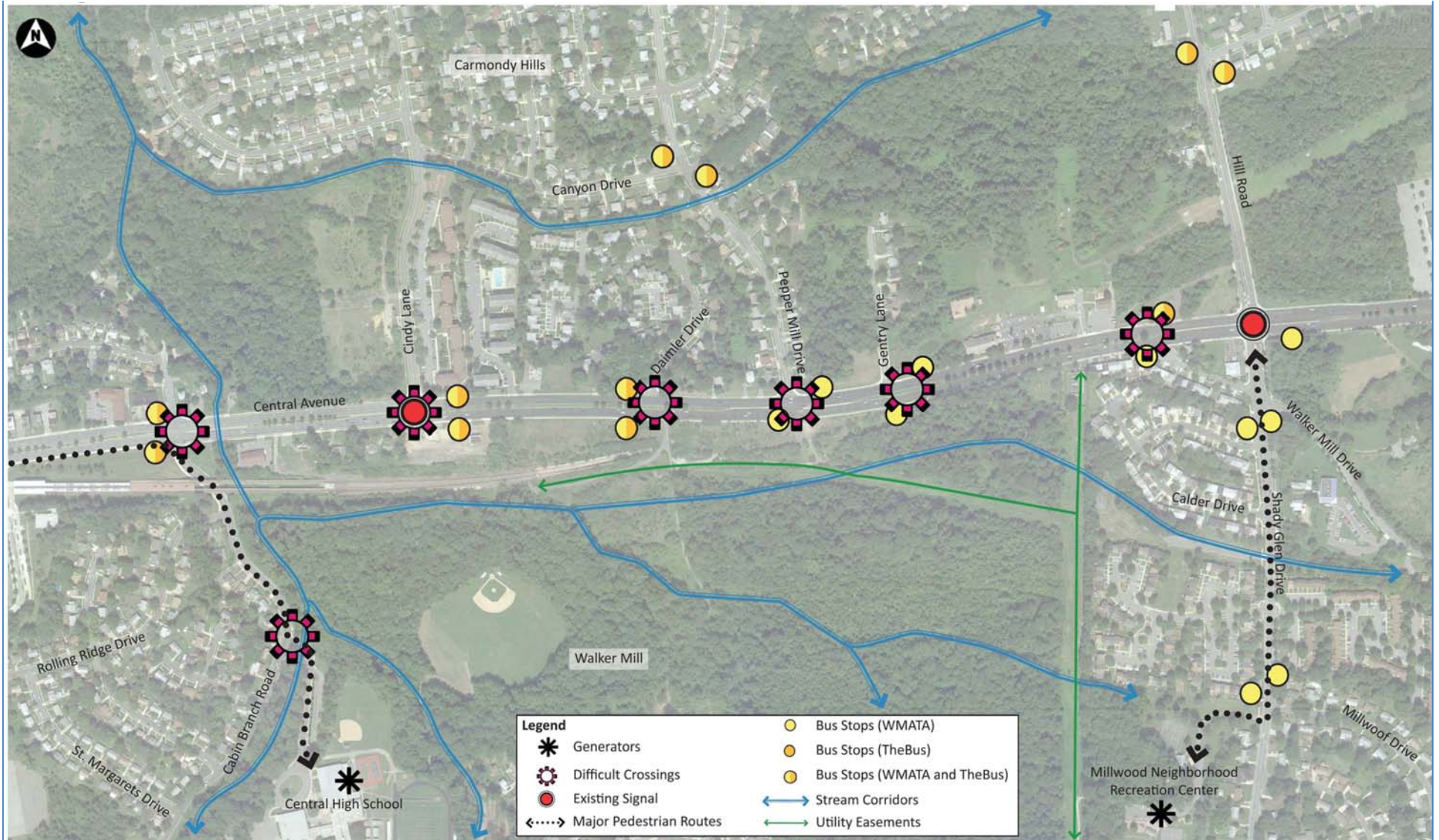
**Figure 2. Bicycles parked at the Addison Road-Seat Pleasant Metrorail station suggest that some riders access the station by bicycle.**

Map 2 and Map 3 (on the following two pages) include select existing conditions discussed in this chapter.

Map 2. Existing conditions west section of study area.



Map 3. Existing conditions east section of study area.



## TRANSPORTATION

**Roadways.** The primary roadways through the study area include East Capitol Street Extended/Central Avenue (MD 214) and Old Central Avenue (MD 332),<sup>6</sup> see Map 1. Both roads originate in Washington, DC and continue into Prince George’s County. East Capitol Street Extended and Old Central Avenue merge just west of Addison Road into Central Avenue with three travel lanes in each direction, separated by a landscaped median. Several major intersections along the East Capitol/Central Avenue corridor include dedicated left-turn lanes, which reduces the median width at the intersection. Old Central Avenue has a different character however, with a single travel lane in each direction, and wide shoulder on the north side that serves as a bus stop pull-off for Metrobus.

Currently, no designated bike facilities exist in the study area. The existing street grid pattern of the surrounding neighborhoods is often broken by undeveloped properties or park land, leaving the East Capitol Street Extended/Central Avenue corridor as one of the few continuous east-west routes for biking.<sup>7</sup>

**Motor Vehicle Volumes and Level of Service (LOS).** Average daily motor vehicle volumes along East Capitol Street Extended/Central Avenue included in the Subregion 4 Master Plan are shown in Table 1 below. Based on the current roadway width and number of lanes, the motor vehicle LOS ranges from A to D, depending on the intersection. This LOS is higher than the Subregion 4 plan’s minimum motor vehicle LOS threshold of E.

**Table 1. Motor vehicle volumes along East Capitol Street Extended/Central Avenue.**

Location	AM peak	PM peak	Off-peak	Daily total
East of Addison Road	10,940	11,570	34,840	57,350
West of Addison Road	13,935	13,032	36,645	60,660

**Select Link Analyses.** The M-NCPPC Planning Department’s Transportation Forecasting Model, TransForM, has the capability to analyze the originations and destinations of forecasted trips along a specific roadway link (segment). The statistics obtained from this analysis are presented in **Error! Reference source not found.** A review of the information contained in this table reveals the following important trends and findings:

<sup>6</sup> For ease of identification, the portion of Central Avenue in Prince George’s County that runs south of East Capitol Street is referred to as “Old Central Avenue.” East Capitol Street is referred to as East Capitol Street/Central Avenue.

<sup>7</sup> Washington, DC is developing a plan to install bike lanes on East Capitol Street NE, terminating at Southern Avenue. Under this plan, the City will remove one travel lane in each direction to install the lanes. The Subregion 4 Plan calls for continuing these bike lanes along East Capitol Street/Central Avenue to I-95/495, where they are converted to Shared Marked Lane.



- The Average number of Daily vehicle Trips (ADT) currently using the portion of Central Avenue between Ritchie Road/Morgan Boulevard and Addison Road is 25,000. The number represents two-way travel, with approximately 50 percent going eastbound and 50 percent going westbound.
- The average number of daily trips assigned by the model to this portion of Central Avenue based on plan build-out is 60,000. This number also represents two-way travel, with approximately 50 percent going eastbound and 50 percent going westbound.
- East Capitol Street Extended/Central Avenue is a true Commuter Route and local traffic represents only a small portion of overall trips. As the above table indicates, 26 percent of the current and projected trips using this link (Central Avenue between Addison Road and Ritchie Road) begin and/or end within the “Corridor,” the area which encompasses all uses within ½ mile north and south of the Central Avenue center line. Given that 25,000 vehicles currently use this roadway and 60,000 vehicles are projected to use it, the so-called “local trip” number is 6,500 and would increase to 15,600 daily trips at plan build-out.
- East Capitol Street Extended/Central Avenue is a major county roadway that provides access to and from many destinations within the county. An additional 60 percent of trips that use this link begin and/or end within the remainder of Prince George’s County. Based on the current and projected volumes of 25,000 and 60,000 vehicle trips respectively along this roadway, the so-called “through trip” number is 15,000 and would increase to 36,000 daily trips at plan build-out.
- East Capitol Street Extended/Central Avenue is a regionally significant roadway and some travelers, mainly from locations east of Prince George’s County are using it to reach destinations west of Prince George’s County. Fourteen percent of trips that use this link begin and/or end at locations outside of the county. Based on the

current and projected volumes of 25,000 and 60,000 vehicle trips are currently and projected to travel along this roadway, the so-called “regional trip” number is 3,500 and would increase to 8,400 daily trips at plan build-out.

These findings indicate that a significant portion of current and projected traffic on East Capitol Street Extended/Central Avenue

### Commuting Along the East Capitol Street Extended/Central Avenue Corridor

It is important to note that the majority of nonlocal trips along East Capitol Street Extended/Central Avenue have another commute option that is presently severely underused: the Metrorail Blue Line, which parallels Central Avenue. According to a report on average Metrorail weekday passenger boardings released by WMATA in June 2009 (available online at [http://www.wmata.com/about\\_metro/planning\\_dev.cfm](http://www.wmata.com/about_metro/planning_dev.cfm)), the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations saw a total of 5,895 average daily passenger boardings in 2009. Even Largo Town Center, the terminus Blue Line station, averaged only 5,112 passenger boardings in 2009.

Table 2. Trip interchange matrix for MD 214 between Ritchie Road and Addison Road.

From/To	Corridor	County	Region	Total “From”
Corridor	4%	13%	9%	26%
County		20%	40%	60%
Region			14%	14%
<b>Total “To”</b>	4%	33%	63%	100.00%
<b>Total vehicle trips on Link On a daily basis</b>				
Existing:	25,000	Build-out:	60,000	

(MD 214) is through/commuter travelers. These travelers could be served by the Metrorail Blue line, assuming sufficient capacity exists, without increasing their overall travel time. Because East Capitol Street Extended/Central Avenue is currently operating at very good levels of service (LOS C or better) this desired shift in mode of travel is only likely to occur when: the roadway capacity is reduced; additional commuter parking is provided mainly at selected locations outside of the Capital Beltway; and Metrobus and TheBUS service is upgraded to better serve Blue Line Metrorail stations.<sup>8</sup>

**Roadway Width.** The East Capitol Street Extended/Central Avenue roadway is 76 feet wide from face of curb to face of curb, with a right-of-way width of 100 feet. This provides approximately 12 feet of space beyond the face of curb on each side of the street which may be used for sidewalks and buffers. Generally, travel lanes are 12 feet wide, with slightly narrower left-turn lane pockets. Old Central Avenue is 48 feet from face of curb to face of curb, with a right-of-way width of approximately 72 feet and also provides approximately 12 feet of space beyond the face of curb which may be used for sidewalks and buffers.

**Motor Vehicle Speed.** Posted speed limits on East Capitol Street Extended/Central Avenue are 30 mph from Southern Avenue to Pepper Mill Drive, and 40 mph to the east. While the consultant team was not able obtain speed data for the corridor from the Maryland State Highway Administration (SHA), motorists were observed driving what appeared to be much faster than these posted speed limit. Several factors likely contribute to motor vehicle speeds, including the rolling topography, the overall corridor width, and distance between traffic controls east of Addison Road.

**Crashes.** SHA accident data from the period between January 2006 and October 2009 provided by M-NCPPC staff indicates that most traffic collisions on the East Capitol Street Extended/Central Avenue corridor are a result of motorist inattention, failure to yield the right-of-way, and excessive speeds. The percentage of fatal crashes and nighttime crashes were each significantly higher than the statewide average. Pedestrian-involved crashes were slightly higher than the statewide average.

Pedestrian perceptions of safety are often influenced by exposure to, or knowledge of, traffic collisions. The crash causes described above are likely to support community opinions that motor vehicle traffic in the corridor is particularly dangerous and that drivers are behaving dangerously.



Figure 3. Sidewalks next to the roadway with few pedestrian-friendly features limit pedestrian safety and comfort.

<sup>8</sup> WMATA's May 2010, **An Evaluation of the Metrobus Priority Corridor Network, Final Report** ([http://www.wmata.com/pdfs/planning/PCN\\_Eval\\_final\\_report.pdf](http://www.wmata.com/pdfs/planning/PCN_Eval_final_report.pdf)) identifies improvements to priority bus corridors. This study includes spot improvements for some locations within the East Capitol Street Extended/Central Avenue study area.

**Sidewalks.** The East Capitol Street Extended/Central Avenue corridor includes sidewalks on both sides of the street along the entire length of the study segment (from Southern Avenue to Shady Glen Drive/Hill Road). West of Cabin Branch Road, these sidewalks are generally 6 feet wide and are not buffered from the roadway (i.e., are adjacent to the curb and motor vehicle travel lane). Based on comments received at the Community Meeting, the lack of a buffer between the sidewalk and roadway adds to pedestrians' feelings that they are not being adequately separated from motor vehicle traffic. East of Cabin Branch Road, a grass buffer of approximately 3 feet separates the 6 foot sidewalks from the roadway. The level of pedestrian traffic along sidewalks in this section is lower than near the Metrorail stations, with most pedestrians walking to and from bus stops.

Overall, portions of the sidewalk environment around the Metrorail stations lack features which are typically associated with a pedestrian-friendly environment: pedestrian-level lighting; wide sidewalks with a grassy buffer, street trees and planting strips, benches and other street furniture. In contrast, pedestrians currently experience limited pedestrian-oriented lighting, steep topography, overgrown vegetation, and utility poles that create a barrier at the outside edge of the sidewalks at various locations along this section, adding to the perception of a narrow pedestrian corridor.



Figure 4. Typical segment of Old Central Avenue.

Sidewalks on Old Central Avenue are generally between 6 and 8 feet wide, with no buffer from the roadway. Sidewalks are located only on the south side of Old Central Avenue east of Athena Street.

Sidewalks on both corridors are generally in good condition, with minimal cracking or missing segments. However, there are two areas of need: compliance with the Americans with Disabilities Act of 1990 (ADA) and potential pedestrian-motorists conflicts. Many crossings at intersecting roadways do not include ADA-compliant curb ramps, which require detectable warning materials and should be aligned with each crosswalk. Many properties and parking lots are accessed by multiple driveways, increasing the potential for conflicts between pedestrians and motorists.

In areas where there is no buffer between the sidewalk and the roadway, the sidewalk serves as the bus landing pad. East of East Capital Street/Central Avenue Cabin Branch Road, where grass buffers do exist, there are no hard surface landing areas for bus patrons. Additionally, most bus stops do not include a waiting area separate from the sidewalk, creating conflicts between waiting bus patrons and pedestrians/bicyclists moving through the corridor on the sidewalks.

Sidewalks are non-continuous or missing along some of roads perpendicular to East Capitol Street Extended/Central Avenue, especially where pedestrian access to a Metrorail station is important. A large segment is missing along the west side of Addison Road south of East Capitol Street Extended/Central Avenue. The width, number of travel lanes, number of vehicles and posted speed limit along this road reduce

pedestrian comfort and safety when walking along the road. In contrast, the comfort and safety of pedestrians walking along smaller neighborhood streets such as Tunic Avenue may not be affected by the absence of sidewalks.

**Intersections and Other Pedestrian Crossings.** Table 3 provides information on the intersections along East Capitol Street Extended/Central Avenue with respect to their configuration and level of accommodation for pedestrians. All signalized intersections include pedestrian signals, which assist pedestrians when crossing East Capitol Street Extended/Central Avenue. However, several intersections with bus stops on each side of the roadway lack traffic and pedestrian signals.

**Bus stops.** Bus stop spacing along East Capitol Street/Central Avenue varies by segment. In general, stops are spaced farther apart between Southern Avenue and Cabin Branch Road, than between Cabin Branch Road and Shady Glen Drive/Hill Road. Generally, bus stops are found every 1,500 feet west of Cabin Branch Road, and generally less than every 1,000 feet east of Cabin Branch Road.

Generally, each bus stop in the corridor includes a pole with a sign indicating the lines serving the location, and many include a bus schedule box for the lines serving the location. No bus stops appeared to have real-time information beyond the option for accessing NextBus arrival information posted on a sign at each stop.

With the exception of a few stops with shelters and one with a bench, no bus stops in the corridor include amenities such as benches, trash cans, additional pedestrian-scale lighting, or a landing area other than the existing sidewalk. While the absence of buffers in many places where bus stops exist ensures the landing area is the paved sidewalk, the absence of the additional waiting space offered by a separate paved landing pad limits the amount of space available for alighting and boarding passengers.

**Bus Service.** The Washington Metropolitan Area Transit Authority's Metrobus and Prince George's County's TheBUS provide bus service along the corridor. Some routes travel into abutting neighborhoods with the heaviest service along East Capitol Street Extended/Central Avenue, Old Central Avenue, Addison Road, Pepper Mill Road, and Shady Glen/Hill Road. When combined, Metrobus and TheBUS service offer rush hour headways of at least 15 minutes, midday and evening headways of about 30 minutes, and weekend headways of about 45 minutes.

Table 3. Inventory of intersections.

Streets intersecting with East Capitol/Central Avenue	Type				Traffic Controls									Bus stop <i>See Maps 2 and 3</i>
	Wide (5 to 8 lanes; 85' to 113')	Asymmetrical or more than 2 intersecting streets	90 degrees	Skewed	Traffic signal	Ped Signal	4-way stop	2-way stop	1-way stop	Crosswalk	Curb ramps	Pedestrian refuge		
Southern Avenue	✓				✓	✓				High visibility all approaches	✓	✓	✓	
Davey Street				✓				✓		No markings	Some diagonal			
Coolidge Street		✓						✓		No markings	Some diagonal			
Maryland Park Dr/Crown St/Bugler St/Burgundy St		✓						✓		No markings	Some diagonal		✓	
Yacht Place			✓					✓		No markings	Some diagonal			
Yost Place		✓						✓		No markings	Some diagonal		✓	
Yolanda Avenue			✓		✓	✓				Parallel lines on all approaches	Diagonal		✓	
Addison Road	✓				✓	✓				Parallel lines on all approaches	Some diagonal	On eastern side only		
Soper Lane/ Cabin Branch Road			✓					✓		Parallel lines across Soper and Cabin Branch only	Diagonal			
Cindy Lane			✓		✓	✓				Parallel lines on all approaches	✓		✓	
Daimler Drive			✓					✓		Parallel lines across Daimler only	Diagonal, no detectable warning materials		✓	
Pepper Mill Drive			✓					✓		Parallel lines across Pepper Mill only	No detectable warning materials		✓	
Gentry Lane			✓					✓		Parallel lines across Gentry only	Diagonal, no detectable warning materials		✓	
Shady Glen Drive/ Hill Road	✓				✓	✓				Parallel lines on all approaches, some faded hatching	Diagonal, no detectable warning materials		✓	

Mid-block crossings exist at two locations, as shown in Table 4 below. The Crown Street/Bulger Street crossing has an older signal that pre-dates HAWK signals, but functions similarly. There appear to be fewer pedestrians crossing at this location than those crossing at the Addison Road-Seat Pleasant Metrorail station entrance, which does not have any type of signal.

**Table 4. Inventory of mid-block crossings.**

Mid-block pedestrian crossings across East Capitol/Central Avenue (formal mid-block)	Pedestrian Crossing Facilities					
	Crosswalk	Signs alerting motorists	HAWK or RRFB	Median	Pedestrian refuge	ADA compliant
Crown St/Bugler St	Parallel		✓	✓	✓	
Entrance to Addison Road-Seat Pleasant Metrorail station	Parallel	✓		✓	✓	

In addition to the designated mid-block crossings discussed above, several pedestrians were observed crossing East Capitol Street Extended/Central Avenue at unmarked locations- either mid-block or at unsignalized intersections. These types of crossings are primarily found east of Cabin Branch Road, where there are almost no designated crossings. In this area, most residential properties are found on the north side of the corridor, but eastbound buses must be accessed from the south side of the street, resulting in pedestrian crossings both at intersections (with or without marked crosswalks) and along the corridor near the aforementioned bus stops. Poor sight lines and tall vegetation on the medians obscure views for both the pedestrians and motorists, creating further conflicts.



**Figure 5. Pedestrian crossing distances at signalized intersections are long.**



**Figure 6. Un-signalized intersections lack pedestrian crossing facilities.**

## METRORAIL STATION ACCESS

Two WMATA Metrorail stations are located in the study area: Capitol Heights Metrorail station east of Southern Avenue, and Addison Road-Seat Pleasant Metrorail station east of Addison Road. Both stations are part of the Blue Line. While the Capitol Heights station primarily serves residents in the vicinity from the District of Columbia, the Maryland Town of Capitol Heights, and the City of Seat Pleasant, the Addison Road-Seat Pleasant station is mostly used by patrons traveling from outside of the general area (typically by bus, or personal vehicle).

**Along East Capitol Street Extended/Central Avenue.** A number of transit riders access both Metrorail stations from East Capitol Street Extended/Central Avenue. These riders are from neighborhoods on the north side of the road who travel by bus, motor vehicle (park and ride passengers and Kiss & Ride passenger), and on foot. At stations, bus and private motor vehicle station access roadways intersect East Capitol Street Extended/Central Avenue. This creates potential conflicts with pedestrians walking along the sidewalk on the station side of the corridor and those crossing East Capitol Street Extended/Central Avenue to enter the stations. This may result in less yielding to pedestrians. Map 1 shows the primary access routes to both stations.

While both Metrorail stations' main entrances are on the East Capitol Street Extended/Central Avenue corridor, they are sited uphill from the roadway, on the crest of rolling hills, making access on foot or by bicycle more challenging. The main pedestrian entrance to the Addison Road-Seat Pleasant station is an unsignalized marked crosswalk along Central Avenue traveling along the corridor at a break in the median where motor vehicles and buses turn onto the property. The combination of the topography, higher speeds for motorists in both directions, and motor vehicles turning into the station is a major safety concern for pedestrians crossing the roadway between the station and the north side of East Capitol Street Extended/Central Avenue.

In contrast to the Addison Road-Seat Pleasant station, the Capitol Heights Metrorail station entrance is less visible from East Capitol Street

Extended. The underground tracks do not provide a visual clue of the presence of a rail station, unlike the surface-to-elevated tracks at Addison Road-Seat



Figure 7. Pedestrian entrance to Addison Road-Seat Pleasant Metrorail station from East Capitol Street/Central



Figure 8. East Capitol Street/Central Avenue in front of the Addison Road-Seat Pleasant Metrorail station lacks pedestrian feature that enhance safety and comfort.

Pleasant. In addition, the station is sited at a large and busy intersection with a heavy volume of traffic traveling past the station. Metro’s iconic pylon for the Capitol Heights station is set near the pedestrian entrance on East Capitol Street Extended and does provide visibility for all users. Overall, way-finding is oriented for passengers traveling accessing by motor vehicle.

**Access from Neighborhoods South of Metrorail stations.** A large percentage of transit riders access the stations from areas south of the stations in residential neighborhoods. Davey Street rings the southern edge of the Capitol Heights Metrorail station property, with several north-south streets ending at Davey Street. There are few marked crosswalks or other pedestrian crossing facilities at the intersections. Existing curb ramps are not ADA compliant and are not oriented in a way that helps pedestrians travel in a direct path of travel across the street. Steep topography limits usable routes for some patrons, funneling station-bound pedestrians to Capitol Heights Boulevard where the terrain is relatively flat.

Addison Road-Seat Pleasant Metrorail station has fewer access points to the south, although the immediate surrounding properties are residential. Patrons traveling from the south were observed accessing the station through the motor vehicle entrance on Addison Road and walking along the bus bay area, to the station at the northern edge of the property. A sidewalk skirts the southern edge of the parking lot, with a significant vegetated buffer. The sidewalk connects with the paved area around the bus alighting area, which is significantly wider. Pedestrians walking this route do not have to cross any roadways on the Metrorail property. The sidewalk on the north side of the parking area is missing several sections, and requires pedestrians to cross several parking garage driveways to get to the station entrance. Crosswalks on the north side are difficult to see, as they are faded and blend in with the concrete paving.<sup>9</sup> This path of travel is a mix of an indirect route (passengers take the long way around to get to the station) and the shortest possible route (passengers walk through the bus bay area to get to the station entrance), neither of which is the preferred circumstance. In addition, the WMATA tracks, which are underground through the Capitol Heights station, are day-lighted directly east of the Addison Road-Seat Pleasant station, creating further barriers for pedestrians.



**Figure 9.** The intersection of Capitol Heights Blvd and Davey Street is large with few pedestrian crossing facilities.

**Access from Neighborhoods North of Metrorail stations.** In general, there are few marked or signalized crossings across East Capitol Street Extended or Central Avenue for Metrorail patrons traveling from the north. The street network north of Capitol Heights Metrorail station is a fairly dense residential grid, with several access points to East Capitol Street Extended.

<sup>9</sup> Metro is currently studying on-site pedestrian and bicycle access at all Metrorail stations. Recommended improvements to the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations will be referenced in the final report for this TLC study.



North of Addison Road-Seat Pleasant Metrorail station, access to residential areas is mostly limited to Addison Road, Soper Lane, and Cindy Lane. In addition, land use immediately north of the Addison Road-Seat Pleasant station is mostly commercial, with some undeveloped green space, further limiting direct access to residential areas.

## HOT SPOTS

Three locations needing specific pedestrian facility improvements were identified during the community meetings. Each hot spot represents a small area where pedestrian facilities are lacking or inadequate, creating a concern for the safety of pedestrians. While, none of the “hot stops” is included in the three focus areas, the “hot spots” are typical of the type of issues that may be identified through a detailed survey of existing conditions in the study area.

**Southern Avenue at the intersection of East Capitol Street.** There is no sidewalk on east side of the Southern Avenue beginning at the channelization island on the northeast side of the intersection through Unicorn Street. A social trail indicates this is a well-used path of travel for pedestrians.

**Yolanda Avenue at Old Central Avenue.** Yolanda Avenue is a narrow neighborhood street shared by all modes of travel. A bus stop at the intersection of Yolanda Avenue and Old Central Avenue is used by K-8 students using public transportation to get to school.

**Sultan Avenue/Suffolk Avenue at Old Central Avenue.** Students walk to Capitol Heights Elementary School along Sultan Avenue/Suffolk Avenue, crossing Old Central Avenue. The intersection lacks the type of crossing facilities such as needed for child pedestrians.

## LAND USE

Most residential land uses in the vicinity of the East Capitol Street/Central Avenue corridor are medium density along gridded streets. Few residential areas connect directly to Central Avenue; rather most are accessed through smaller north-south streets, even when residential properties are directly beside the roadway. Several park and forest areas, including stream corridors, divide the residential properties into separate neighborhoods. When developed, existing stream corridors such as Watts Branch and proposed trail corridors, may offer an additional option for pedestrian and bicycle mobility and connectivity within the study area not currently available.

Commercial properties are mostly concentrated along the East Capitol Street Extended/Central Avenue corridor, with some properties located on Old Central Avenue. Many of the commercial properties are small local businesses; one exception is the Addison Plaza shopping center, located at the Addison Road intersection. Motor vehicle access to all shopping areas has resulted in a number of driveways across the sidewalk to reach the parking lot serving the business, some with more than one driveway. The multiple driveways create the potential for pedestrian-motor vehicle conflicts, affecting pedestrian safety.

Industrial uses are found close to the corridor along Yost Place, and directly east of the study segment at Shady Glen Drive. Consequently, heavy truck traffic is found at the intersection of East Capitol Street Extended and Yost Place, as well as Yacht Place, which provides access to eastbound East Capitol Street Extended. While these intersections do not include pedestrian facilities, pedestrians cross East Capitol Street Extended and the side streets accessed by the trucks. The industrial land east of Shady Glen Drive does not appear to be currently in use, and is heavily vegetated.

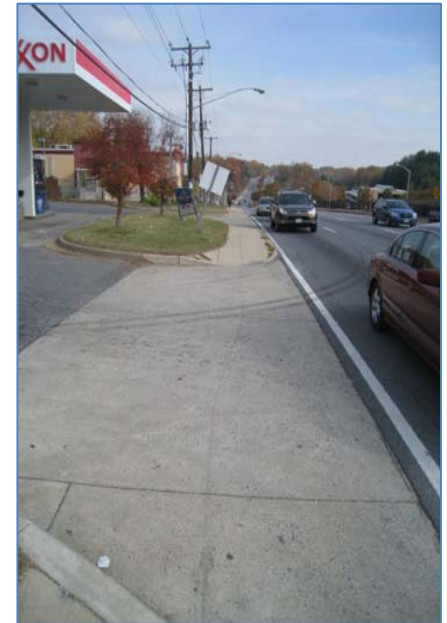


Figure 10. Commercial land uses with multiple entrances interrupt the pedestrian's path of travel along the sidewalk.

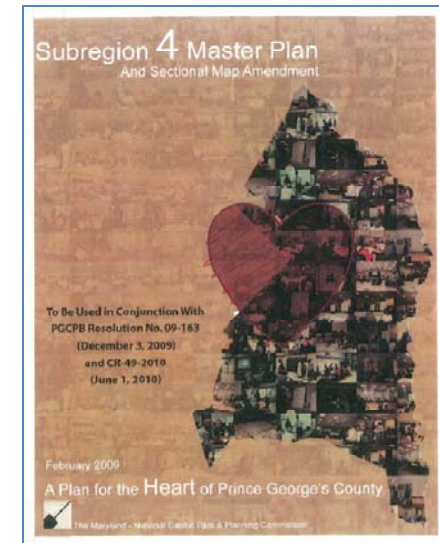
## TOD PLANNING AND ANTICIPATED DEVELOPMENT

**Previous Planning Efforts.** Three recent approved plans and one planning study for the East Capitol Street Extended/Central Avenue corridor proposed a number of changes to land use and the transportation system. These will likely increase the number of pedestrian and bicyclists. These planning studies provide the current vision for what the corridor can be once the recommended development occurs. Map 4 and Map 5 show recommended pedestrian and bicycle facilities included in these plans.

*2010 Approved Subregion 4 Master Plan and Sectional Map Amendment.* This master plan was developed to implement the goals and policy recommendations of the 2002 *Prince George's County Approved General Plan*: to improve quality of life, promote mixed-use development, encourage local economic development, and protect environmentally sensitive areas. The master plan identifies the Capitol Heights - Addison Road-Seat Pleasant corridor as a strong potential growth area with near term opportunities for transit-oriented development. The document also includes guidelines for roadway design, including streetscape proportions and necessary amenities.

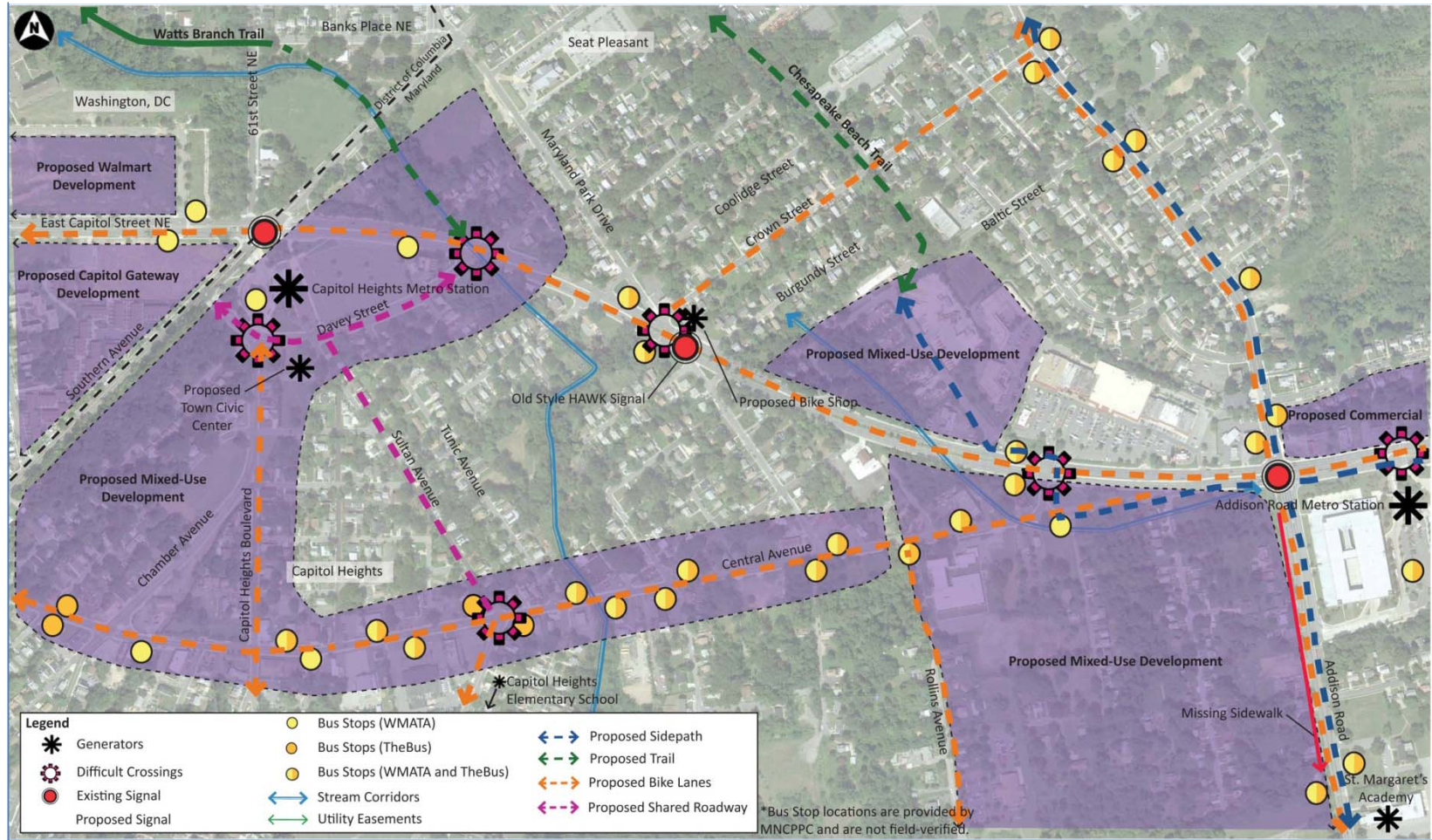
*Preliminary Addison Road-Seat Pleasant Metro Center Regulating Plan, May 2010.* This plan focuses on generating commercial redevelopment along East Capitol Street Extended and Central Avenue in the vicinity of the Addison Road-Seat Pleasant Metrorail station. This includes creating safe pedestrian access, preserving existing single-family neighborhoods while introducing new multi-use housing options, attracting office-based employment, and preserving and enhancing the Cabin Branch stream corridor. The plan proposes redevelopment in the areas north, west, and south of the Metrorail station.

*Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment, July 2008.* This plan includes a comprehensive development vision for the planning area, development review process requirements, and development standards and guidelines that regulate the use and development of land in the transit area. Recommendations focus on access and uses associated with the Metrorail station.

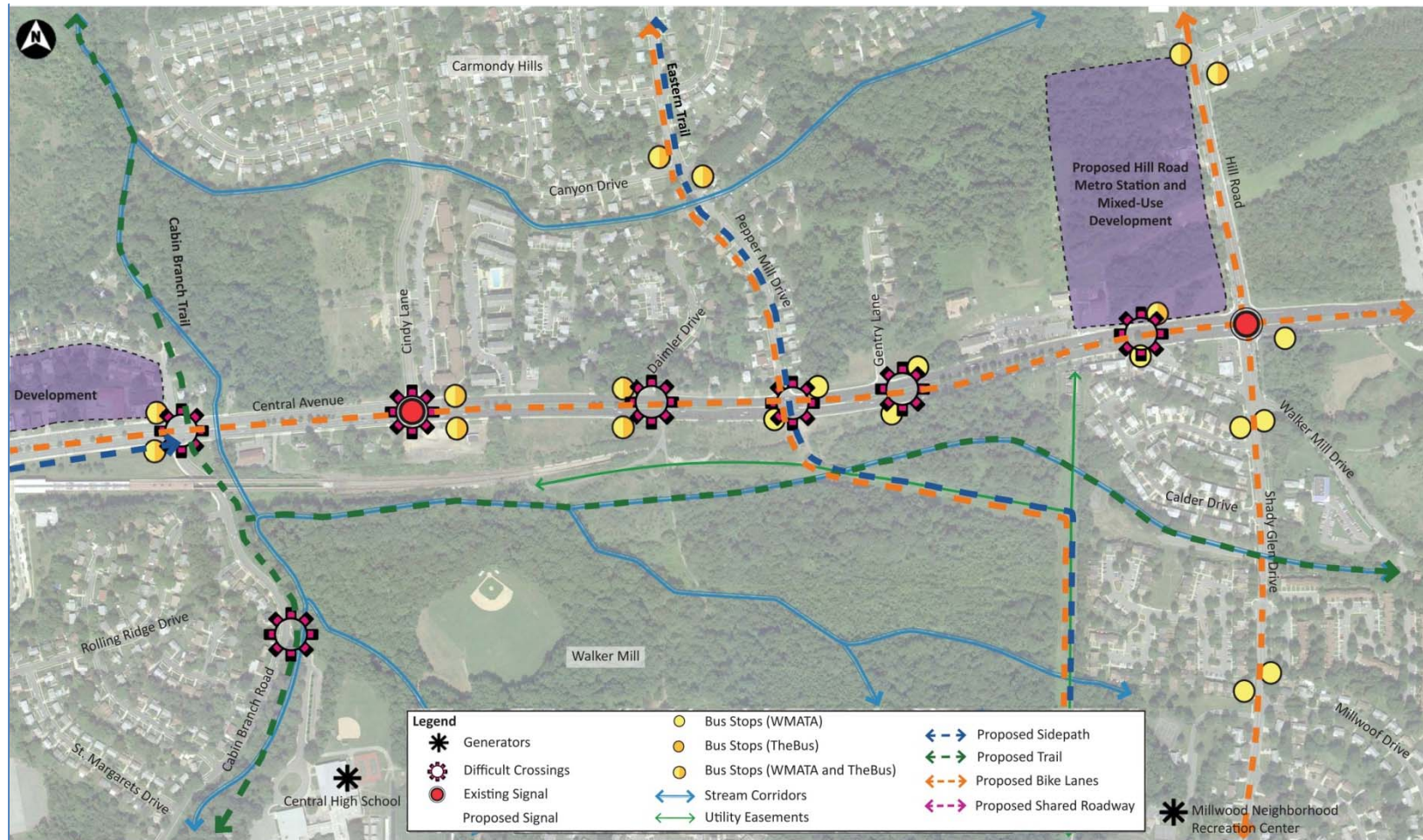


**Figure 11. Cover of Approved Subregion 4 Master Plan and Sectional Map Amendment.**

Map 4. Existing conditions and proposed projects from previous plans, west section of project study area.



Map 5. Existing conditions and proposed projects from previous plans, east section of project area.



**Planning and Development in Washington, D.C.** Two developments are planned in Washington, DC directly west of the study area, at the southwest corner of the intersection of East Capitol Street and Southern Avenue. The proximity of anticipated redevelopment of property west of Southern Avenue is a factor included in this section and in recommendations to follow.

Capitol Gateway Marketplace. In the property directly west of the East Capitol Street Extended/Southern Avenue intersection, a mixed-use residential and commercial project known as Capitol Gateway Marketplace is proposed. The development, in close proximity to the Capitol Heights Metrorail station, is planned as a mixed income, mixed-use, development that will include residential, retail, and office spaces. It is proposed to include almost 500 condominiums and 75 apartments, as well as almost 90,000 square feet of retail space.<sup>10</sup>

Walmart. The proposal for a Walmart store directly west of the Capitol Gateway Marketplace housing project will impact ridership at the Capitol Heights Metrorail station. The anticipated increase in Metrorail ridership will require pedestrian infrastructure improvements for street crossings and sidewalk capacity, as well as the capacity at the station itself. The additional jobs created by the new Walmart and retail and office uses of the Capitol Gateway Marketplace project may change typical routes of travel for residents of the study area and will commute on foot instead of by Metrorail, bus, or personal vehicle.



Figure 12. Conceptual drawing of Capitol Gateway Marketplace proposed development.

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<sup>10</sup> *Madison Retail Group, on behalf of A & R Development. "Capitol Gateway Marketplace." Web flyer. [http://www.madisonretailgroup.com/files/Capitol\\_Gateway\\_Flyer.pdf](http://www.madisonretailgroup.com/files/Capitol_Gateway_Flyer.pdf). Accessed 26 January 2011.*

## CHAPTER 3: RECOMMENDATIONS

The recommendations described here are aimed at moving the physical condition and use of the East Capitol Street Extended/Central Avenue corridor towards the vision detailed in the Subregion 4 Master Plan. The recommendations either build upon or propose a different option to transportation changes included in the Subregion 4 Master Plan. Recommendations identified for implementation in the short term address a number of safety concerns that exist along the corridor, as discussed in the Existing Conditions chapter. The hope is that addressing these safety issues will help transform the corridor into a multi-modal public space based upon complete streets and good engineering principles, creating a safe and comfortable space for pedestrians and bicyclists.

Corridor-wide recommendations and site-specific recommendations are included. The corridor-wide recommendations provide an approach to making investment decisions that will increase the likelihood that travel within the corridor will be on foot or bike. Corridor-wide recommendations are organized into three areas: Process and Planning; Physical and Operational; and Programs and Policies. Typical site-specific recommendations apply some of the corridor-wide recommendations to three locations chosen for their representative nature of issues found throughout the corridor.

**Considerations for proposed recommendations.** The TLC program has an emphasis on providing conceptual approaches that can be replicated region-wide, rather than detailed design improvements for a specific situation. Therefore it should be understood that all proposed changes would require additional detailed design and engineering analysis to develop final plans for each recommendation.

Furthermore, proposed changes may require review and approval by the Prince George's County Department of Public Works and Transportation, the Town of Capitol Heights and the City of Seat Pleasant, the Maryland State Highway Administration, and the Maryland Department of Transportation, and in certain cases private landowners. Any changes that impact transit stops would require additional coordination with the Washington Metropolitan Transit Authority (WMATA) and Prince George's County Department of Public Works and Transportation (TheBUS).

## Corridor-wide Recommendations

The corridor-wide recommendations address several aspects of pedestrian and bicycle transportation needs. The recommendations are organized in three areas: Process and Planning; Physical and Operational; and Programs and Policies.

*Process and planning recommendations* are aimed at nurturing the processes or results in scope development, project selection and project implementation process to foster both complete streets principals and the Subregion 4 Master Plan vision.

*Physical and Operational recommendations* specifically address the pedestrian and bicyclist experience while traveling within the corridor. These recommendations include geometric, signalization and operational improvements, along with connectivity needs between destinations and transit stops.

*Programs and Policies* are intended to create connections among various existing and potential programs.

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
<b>Process and Planning</b>	Continue the public participation process used to write the Subregion 4 Master Plan for implementation planning and project execution. Include several practices in this, such as: <ul style="list-style-type: none"> <li>• Approach all project decisions by reviewing them vis-à-vis the Complete Streets principles.</li> <li>• Identify short term improvements to address immediate pedestrian safety concerns.</li> <li>• Use these improvements to prepare the ROW for the next level improvements as redevelopment in the corridor takes place.</li> </ul>		Access sheds are not included in the Plan.



Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
	<p>Conduct a multi-modal level of service analysis to determine conditions for pedestrians, bicyclists and transit riders (especially bus passengers) along the corridor.<sup>11</sup></p> <p>Develop an access shed methodology for determining the best locations for pedestrian and bicycle improvements, especially on streets other than East Capitol Street Extended/Central Avenue and Old Central Avenue.<sup>12</sup></p> <p>Establish areas around the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations as Bicycle and Pedestrian Priority areas.<sup>13</sup></p>		

<sup>11</sup> See TCRP Report 616, Multi-modal Level of Service Analysis for Urban Streets, [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_616.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf) and its accompanying Users' Guide, [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w128.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w128.pdf).

<sup>12</sup> Catchment shed analysis traditionally used for feeder bus and park and ride access modes can be used for pedestrian and bicycle access modes. The analysis requires moving from a station site design focus to a station catchment area focus. Called "access sheds", the analysis identifies existing and potential routes for walking and bicycling to a Metrorail station. The 4-step methodology leads to a projection of riders accessing by bicycle or on foot, with further leads to an estimate of needed bikeway and pedestrian network improvements leading to the rail station, and to bike facilities and services at or adjacent to the rails station.

This methodology allows transportation planners to more accurately understand the potential for generating pedestrian and bicycle access trips to rail transit stations. It can be used during the planning process for a series of stations along a proposed new rail line, such as the Silver Line to Tysons Corner in Virginia, or it can be used to determine the potential for increasing bicycle access trips to existing rail stations, such as the Capitol Heights and Addison Road-Seat Pleasant Metrorail stations on the Blue Line in Prince George's County. Planning outcomes may include a prioritized list of access improvements that have the greatest yield in terms of increased numbers of bicycle and pedestrian access trips to a single station or a set of stations; the appropriate amount of "floor" space to allocate for bicycle parking equipment in the station design process (including potential demand for bicycle parking).

<sup>13</sup> See Appendix C of the Maryland State Highway Administration (SHA) Bicycle and Pedestrian Design Guidelines, <http://www.marylandroads.com/oots/Appendix%20C%20-%20PedBikeCode.pdf>.

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
<b>Physical and Operational – Infrastructure</b>	<p>Consider 4 feet as the absolute minimum for sidewalk pinch points, permitted in short segments where existing utility poles or other structures prevent further widening. The desirable minimum width is 6 feet in less heavily traveled areas and 10 feet in areas with higher pedestrian traffic.<sup>14</sup></p> <p>Look for opportunities to widen narrow sidewalks and install buffers when possible during infrastructure upgrades.</p> <p>Establish an “urbanized intersection” standard that includes as appropriate reducing curb radii, curb extensions, high visibility crosswalks, center medias and channelization islands that reduce pedestrian crossing distances, and pedestrian signals. Details of each of these features is bulleted below:</p> <ul style="list-style-type: none"> <li>• Reduce curb radii at intersections, especially where motor vehicle tracks indicate excess pavement.</li> <li>• Install or replace diagonal curb ramps (i.e., a single ramp serves crosswalks on two legs of the intersection) with two separate ramps positioned to serve a single leg.</li> </ul>	<p>West of Ritchie Road, where possible, reduce one travel lane in each direction on East Capitol Street Extended/Central Avenue to provide for pedestrian and bicyclist facilities. These facilities may include wider sidewalks, new and wider buffers, a wide side path with designated pedestrian and bicycle lanes, buffered bicycle lanes or cycle tracks.</p>	<p>Tighter curb radii at intersections are recommended by the Capitol Heights TDDP, specified at 15 feet. However, this standard may be difficult to apply throughout the corridor, as buses and some trucks will require additional turning space to avoid running up on the curb while turning.</p> <p>The Subregion 4 Master Plan designates the sidewalk width minimum as 4 feet for public sidewalks (similar to the recommended 5 feet in the Capitol Heights Transit District Development Plan and Addison Road-Seat Pleasant Metro Town Center Plan).</p> <p>The Subregion 4 Master Plan recommends developing a landscaped center-median boulevard: a multi-purpose street that carries both pedestrian/bicycle and vehicular traffic along separate paths.</p>

<sup>14</sup> Standards for sidewalks widths are included in Chapter 9 of the Maryland State Highway Administration (SHA) Bicycle and Pedestrian Design Guidelines. See: <http://www.roads.maryland.gov/OOTS/Chapter%209%20-%20Sidewalk%20Design.pdf>

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
	<ul style="list-style-type: none"> <li>Assess pedestrian desire lines and crossing distances at intersections and mid-block crossings to determine the curb ramp placement. Adjust crosswalk striping as needed.</li> <li>Install channelization islands and center medians to calm traffic and serve as pedestrian refuge. Ensure island and medians have accessibility features, such as ramps or adequate clear width.</li> </ul>		<p>The Subregion 4 Master Plan recommends bike lanes on Central Avenue from Southern Avenue to the Capital Beltway. The Capitol Heights TDDP states that all on-street bike lanes should be a minimum of 6 feet width and the ARM Town Center Plan recommends bike lanes 8 feet in width; however it is recommended that available space beyond 5 feet be utilized to create a buffer between the bike lane and vehicular traffic, opposed to a wider bike lane, which may be mistaken as a vehicular travel lane by motorists.</p>
<p><b>Physical and Operational --</b> Traffic and pedestrian signals</p>	<p>Install additional traffic signals with pedestrian signals. Intersections and mid-block crossing that provide pedestrian access to transit services (bus or Metrorail) should be priority locations. Consider Leading Pedestrian Intervals (LPI) or No Right Turn on Red (NRTOR) for motorists at locations with significant pedestrian/turning motorist conflicts.</p> <p>Install speed and red light enforcement cameras at key locations near both Metrorail stations. The revenue generated from the cameras may be dedicated to pedestrian safety improvements.</p>	<p>Install bicycle signals where needed to provide safe travel through an intersection.</p>	<p>The Subregion 4 Master Plan recommends signaling the Central Avenue/Maryland Park Drive intersection, as well as general signalization updates to improve pedestrian mobility.</p> <p>The Capitol Heights TDDP recommends new pedestrian signals at East Capitol Heights and Davey Street, as well as at the existing pedestrian-activated signal located at East Capitol Street Extended and Crown Street.</p> <p>The ARM Town Center Plan recommends countdown pedestrian signals and other improvements at the Central Avenue/Addison Road intersection.</p>

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
<p><b>Physical and Operational</b> -- Pedestrian experience, comfort and safety</p>	<p>Install pedestrian-oriented street lighting as part of a complete street-enlivenment effort that also includes street trees, street furniture, and landscaped buffers. Take advantage of the Art in Public Places Program to recognize local artists.</p> <p>Update all pedestrian signals to allow for a minimum of 3.5 seconds per foot crossing time (December 2009 Manual on Uniform Traffic Control Devices).</p> <p>Establish a program of access management to reduce the number of driveway entrances and potential points of conflict between motorists and pedestrians/bicyclists.</p>	<p>Install cycle tracks along East Capitol Street Extended/Central Avenue and perpendicular streets as part of redevelopment projects, and when access points to commercial developments are consolidated to fewer locations and create fewer bicyclist/motorist conflicts.</p>	<p>All related plans for the study area include recommendations to improve the streetscape of critical corridors, including East Capitol Street Extended/Central Avenue. Typical improvements discussed include pedestrian scale lighting, adequate buffers (with an emphasis on commercial and mixed use areas) and greening the study area with street trees, green open spaces, and improved trail connections.</p>

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
<p><b>Physical and Operational</b> -- Bus stops and bus routes</p>	<p><b>Short Term Recommendations</b></p> <p>Analyze current stop placement and frequency/spacing to identify the best location and frequency. Combine WMATA and TheBUS stops where currently separate, but relatively close together.</p> <p>Assess stop location to reduce the number of places passengers cross the roadway unprotected. At selected locations, install fully operational signals that include pedestrian signals to serve bus stop patrons. Ensure relocated bus stops adhere to location standards, such as placing bus stops in front of crosswalks to avoid blocking views for pedestrians and motorists. Consider using WMATA's standards.<sup>15</sup></p> <p>Expand the waiting capacity and customer features to include a paved landing/waiting area separate from the sidewalk, appropriate scale lighting, a shelter with bench, a trash can, real-time bus schedule information and an emergency call box.</p>	<p><b>Long Term Recommendations</b></p> <p>Review bus routing as development occurs in order to provide bus serve that supports the change in activity within the corridor. For example, increase or implement bus routes that provide circulator service to residential, employment and shopping destinations. Pedestrian and bicycle access to Metrorail stations within ¼ to ½ mile should be encouraged. Thus, employer shuttle bus service for developments within easy walking distance of Metrorail stations should be discouraged as such service may increase motor vehicle congestion around Metrorail stations.</p>	<p>The Capitol Heights TDDP recommends improved bus stops along East Capitol Street Extended/Central Avenue, with lighted shelters, route maps and real-time information on bus arrivals.</p> <p>The Subregion 4 Master Plan recommends several changes to bus operation, focused on extending routes, expanding timeframes of operation, and adding weekend services.</p>

<sup>15</sup> Guidelines: Design and Placement of Transit Stops (December 2009), <http://www.wmata.com/pdfs/planning/WMATA%20Guidelines-Design%20and%20Placement%20of%20Transit%20Stops.pdf>.

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
<b>Physical and Operational – Trails</b>	<p>Identify and improve trail connections to Metrorail stations, schools and other destinations.</p> <p>Include features to support personal safety and security needs, including lighting, emergency call boxes, etc.</p> <p>Ensure trails crossings at roadways provides adequate protection for trail uses and alert to motorists.</p>		<p>Support the construction of the Chesapeake Beach Rail Trail to create a continuous hiking/bicycling trail along the northern boundary of the Capitol Heights TDOZ next to Seat Pleasant, Maryland. Providing adequate roadway crossing facilities where needed.</p> <p>The Cabin Branch Trail is another major trail proposal in the area that will improve access to Addison Road Metrorail station. While this trail is not mentioned in the <i>Approved Subregion 4 Master Plan and Sectional Map Amendment</i>, it could offer an important pathway for pedestrian and bicycle access to the Addison Road-Seat Pleasant Metrorail station and several recreation facilities.</p>
<b>Physical and Operational -- Connectivity (between neighborhoods and Metrorail stations)</b>	<p><u>Neighborhoods south of the stations:</u> Identify opportunities to create paved trails between neighborhoods and the closest station that provide a more direct path. Install sidewalks and crosswalks where missing and ensure they connect with existing sidewalks in residential neighborhoods.</p> <p><u>Neighborhoods north of the stations:</u> Improve walking and biking routes that provide the best option for crossing roadways at locations with existing or recommended pedestrian crossing facilities and collect pedestrian and bicycle traffic from residential streets.</p>	<p><u>Neighborhoods south of the stations:</u> Install paved trails for neighborhood access to stations.</p>	<p>The Subregion 4 Master Plan recommends creating pedestrian and bicycle links through off-road trails and neighborhood connections, specifically mentioning trail connections to Metrorail stations.</p>

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
<b>Physical and Operational --</b> Connectivity (between neighborhoods and schools)	<p>Identify key corridors that cross East Capitol Street Extended/Central Avenue for students walking and biking to school. Improve crossing conditions at determined intersections, including high visibility crosswalk striping, expanded queuing areas and school crossing signs where warranted.</p> <p>Identify opportunities for off-road trails to replace on-street routes for students. Prioritize these trail projects for implementation.</p>		<p>The Subregion 4 Master Plan includes strategies to identify priority sidewalk corridors to parks and schools, in addition to Metrorail stations and other activity centers.</p>
<b>Programs and Policies</b>	<p>Develop a <i>safe routes to transit</i> program that helps prioritize projects. Model program on those in other areas, such as:</p> <ul style="list-style-type: none"> <li>• New York City, which improves transit access under 3 programs designed to reduce congestion/increase safety near rail stations, create complete and accessible pathways to bus stops. <a href="http://www.nyc.gov/html/dot/html/sidewalks/safertstransit.shtml">http://www.nyc.gov/html/dot/html/sidewalks/safertstransit.shtml</a></li> <li>• The Metropolitan Transportation Commission of the San Francisco Bay Area, which uses a \$20m grant program to improve transit access,</li> </ul>		<p>Such programs are not specifically mentioned in the Subregion 4 Master Plan, but similar ideas are discussed in all plans in the context of connection to transit in transit development zones. For example, the plan encourages the provision of bike racks and lockers throughout the community, especially at activity centers and major destinations such as Metrorail stations.</p>

Type	Recommendation SHORT TERM	Recommendations LONG TERM	Relation to Subregion 4 Plan
	<p data-bbox="464 269 863 370"><a href="http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#saferoutes">http://www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#saferoutes</a></p> <p data-bbox="369 412 831 548">Coordinate any Safe Routes to Schools programs in the corridor with other physical improvements, and education and enforcement programs.</p> <p data-bbox="369 591 863 1040">Foster a Pedestrian Safety Committee that will serve as the voice for pedestrian and bicycle needs in the corridor. An example of such a committee is Connecticut Avenue Pedestrian Action, which focuses on improving pedestrian safety and comfort along Connecticut Avenue in Washington, DC. See <a href="http://www.capa-dc.org">www.capa-dc.org</a>. Develop a Pedestrian Safety Action Plan guided by the FHWA publication found at: <a href="http://www.walkinginfo.org/library/details.cfm?id=229">http://www.walkinginfo.org/library/details.cfm?id=229</a></p>		



**NOTE: Anticipated travel need in 2030.** The 2030 multi-modal traffic analysis completed during this project suggests that the LOS of service will drop to F with three travel lanes in each direction. Thus, a lane reduction would further degrade motor vehicle LOS. Given the 20-year horizon for the analysis, the uncertain future of both fuel prices and supply, and the impact of TOD on the corridor, it is difficult to predict what traffic conditions will be in 2030. Thus, the lane reduction alternative should remain as an something to be re-evaluated as development starts to happen and travel patterns change.

Bike lanes and parking can be accommodated on East Capitol Street Extended/Central Avenue during off-peak times using an off-peak lane reduction method. Shown in the photo below, parking spaces are striped in such as way as to serve as the right side of a bike lane. Striping for the next lane closer to the center establishes the left side of the bike lane. During peak hours of traffic operations, the parking and bike lane convert to a motor vehicle travel lane. Public education, awareness, and enforcement are needed to establish this off-peak lane reduction safely and comfortably for all travelers.



Figure 13. Off peak bike lane is created by lane striping and edge of line delineating parking space.

## Site Specific Recommendations

Recommendations for three sites apply corridor-wide recommendations to create a set of design concepts. The three locations were chosen for their representative nature of issues found throughout the corridor, because they offer a strong potential for increasing pedestrian and bicycle travel and transit access, and in response to expressed citizen concerns.

**Site Selection.** The three corridors and rationale for their selection are provided below. Maps for each of the three areas follow.

### *Davey Street.*

- Citizen concerns about safety when crossing Davey Street to access the Capitol Heights Metrorail station and East Capitol Street Extended/Central Avenue.
- Current uses of the existing right-of-way offers opportunities for additional and improved pedestrian access to the Capitol Heights Metrorail station from neighborhoods to the south.
- Proposed relocation of bus access to the Capitol Heights Metrorail and marked shared lanes in the Subregion 4 Master Plan create the need to address bus-bike interaction.
- Anticipated redevelopment of property in the District of Columbia that may result in additional ridership at Capitol Heights.

### *Maryland Park Drive.*

- Roadway configuration with several streets intersection East Capitol Street Extended/Central Avenue, limited traffic controls, and Metrobus and TheBUS stops.
- Utility and placement of the current pedestrian-activated signal.
- Roadway configuration presents opportunities and challenges.

### *East Capitol Street Extended/Central Avenue between Addison Road and Cabin Branch Road*

- Limited pedestrian crossing facilities at Addison Road.
- Pedestrian safety concerns at the un-signalized mid-block crossing to Addison Road-Seat Pleasant Metrorail station.
- Opportunities to improve pedestrian safety at several crossing locations, including Cabin Branch Road.
- Missing sidewalks along Addison Road and Cabin Branch Road that result in uncomfortable and unsafe pedestrian traveling along the roadway.
- Potential for a lane reduction potential along East Capitol Street Extended/Central Avenue to accommodate a bikeway.
- Potential for improving the pedestrian environment along East Capitol Street Extended/Central Avenue.

**Summary of Recommendations.** Short and long term recommendations are provided for each site. Short term recommendations address immediate pedestrian needs, especially safety issues when walking to a bus stop or Metrorail station. Long term recommendations build on those for the short term and are based upon the anticipated redevelopment of the corridor. Recommendations for each site are summarized below. A table with a bulleted list of the recommendations follows.

*Davey Street.* The recommendations here transform this wide street into a walkable street with comfortable and safe access to the Capitol Heights Metrorail station. Both short and long term recommendations are predicated on a different solution to bus bays than in the Subregion 4 Master Plan. Instead of the bays being located along Davey Street, the recommendation here is to establish bus bays under buildings constructed through redevelopment, allowing Davey Street to reflect a livelier street environment. Map 6 shows a mix of short and long term recommendations.

- Short term recommendations add on street motor vehicle parking to buffer pedestrians walking along the sidewalk and a bike lane. Intersections are improved with geometric changes to shorten the pedestrian crossing distance and signals to provide space for pedestrians to cross.
- Long term recommendations improve the streetscape, add a center median, and convert the bike lanes to shared marked lane.

*Maryland Park Drive.* The recommendations define an intersection to handle motor vehicle and pedestrian traffic from East Capitol Street Extended/Central Avenue, Maryland Park Drive and other perpendicular streets. Most of the improvements occur in the short term, including the creation of a bike boulevard on Maryland Park Drive and Crown Street. The bike boulevard would be removed once the Watts Branch Trail is completed. Map 7 shows a mix of short and long term recommendations.

*East Capitol Street Extended/Central Avenue between Addison Road and Cabin Branch Road.* Short- and long-term recommendations will convert the auto-oriented roadway to one that can more comfortably and safely accommodate pedestrians and bicyclists traveling along the roadway and accessing public transportation. Map 8 shows a mix of short and long term recommendations.

- Short term recommendations include intersection improvements at Addison Road and Cabin Branch, sidewalks where missing along Addison Road, a pedestrian-activated signal at the Addison Road-Seat Pleasant Metrorail station entrance, and install pedestrian-level lighting. Speed enforcement cameras and a modest amount of access management are other short-term recommendations aimed at pedestrian comfort and safety.
- Long term recommendations re-allocate the right-of-way to improve the streetscape for pedestrian travel, a buffered bike lane in each direction, two motor vehicle travel lanes in each direction, and an enhanced center median.

Davey Street SHORT TERM	Davey Street LONG TERM	Davey Street Subregion 4 Master Plan
<b>Length of Davey Street between Southern Avenue and East Capitol Street Extended/Central Avenue</b>		
<ul style="list-style-type: none"> <li>• Establish motor vehicle parking (parallel)</li> <li>• Add bike lanes.</li> <li>• Develop way-finding system that direct pedestrians and bicyclists to the preferred path of travel. Coordinate with Metrorail station signs.</li> <li>• Assess potential sites for the construction of community identity signs similar to the welcome sign for the Town of Capitol Heights at the intersection of Capitol Heights Boulevard and Davey Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking remains</li> <li>• Install landscaped center median, with left turn lanes at intersections.</li> <li>• Add buffer and widen sidewalk to 8 feet.</li> <li>• Create bus bays under redevelopment at the station, using the model at Friendship Heights, Bethesda, and the new Silver Spring transit center.</li> </ul>	<ul style="list-style-type: none"> <li>• On-street parking allowed during non-rush hours.</li> <li>• Street trees with redevelopment.</li> <li>• Relocate bus bays to north side of Davey Street with access from Davey Street.</li> <li>• Extend Capitol Heights Boulevard to East Capitol Street Extended to help create a focal-point pedestrian plaza.</li> </ul>
<b>Intersection with Sultan Avenue, and Tunic Avenue</b>		
<ul style="list-style-type: none"> <li>• Improve pedestrian crossings with curb extensions.</li> <li>• Install high visibility crosswalk with option for raised crosswalk.</li> <li>• Coordinate with comparable improvements on Metrorail station side.</li> </ul>	<ul style="list-style-type: none"> <li>• All these remain, with improved streetscape elements.</li> <li>• Make needed geometric changes to accommodate anticipated Civic Center at Davey Street and Capitol Heights Boulevard.</li> <li>• Remove bike lanes to add median and left turn lanes as appropriate.</li> </ul>	

Davey Street SHORT TERM	Davey Street LONG TERM	Davey Street Subregion 4 Master Plan
<b>Intersection with Capitol Heights Boulevard</b>		
<ul style="list-style-type: none"> <li>• Install a modern traffic circle or a traffic diverter with appropriate pedestrian and bicycle accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>• Modern traffic circle remains with additional streetscape elements.</li> </ul>	<ul style="list-style-type: none"> <li>• Changes needed to establish gateway features.</li> </ul>
<b>Intersections with East Capitol Street Extended*</b>		
<ul style="list-style-type: none"> <li>• Install crosswalks along all legs, such as curb extensions and raised crosswalk/intersection.</li> <li>• At East Capitol Street Extended: Reconfigure Davey Street to resolve blind spot for left-turning vehicles; establish 3 travel lanes (one southbound; two northbound).</li> <li>• Install fully operational signal with pedestrian head with LPI or exclusive pedestrian phase.</li> </ul> <p><i>*Note: Comparable intersection improvements are needed at Southern Avenue. While pedestrians using the Capitol Heights Metrorail stations from both Prince George’s County and the District of Columbia use this intersection, any improvements that benefit pedestrian safety are within the purview of the District of Columbia.</i></p>	<ul style="list-style-type: none"> <li>• All these remain.</li> <li>• Improved streetscape.</li> <li>• Consider bicycle signal for cycle tracks/bike lanes and trail connection.</li> <li>• Install new Metrorail station entrance on west side of Southern Avenue, with access from north and south sides of East Capitol Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Install signalized pedestrian crossing.</li> </ul>

Maryland Park Drive and East Capitol Street Extended SHORT TERM	Maryland Park and East Capitol Street Extended LONG TERM	Maryland Park and East Capitol Street Extended Subregion 4 Master Plan
<b>Maryland Park, north side, Crown Street, and Burgundy Street</b>		
<ul style="list-style-type: none"> <li>• Establish fully operational traffic signal at intersection of Crown Street and East Capitol Street Extended. Remove existing median to allow motor vehicle movement in the intersection. Establish a left turn lane into Crown Street. Install/widen existing median northwest of the intersection beyond Coolidge (this will eliminate left turns out of Coolidge). Establish emergency vehicle access.</li> <li>• Convert to section of Maryland Park between Crown Street and Coolidge Street to pedestrian and bicycle only.</li> <li>• Create Bike Boulevard along Maryland Park Drive and Crown Street to connect with Watts Branch Trail.</li> <li>• Install sidewalks on both sides of Crown Street, where missing, and other traffic calming features.</li> <li>• Close access between Burgundy Street and East Capitol Street Extended, redirecting motorists to Crown Street.</li> <li>• Shift existing bus stop for Metrobus and TheBUS west/far side, converting area gained from closing Crown Street for pedestrian and bicycle access to the stop. Install lighting, shelter, real-time information, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Remove Bike Boulevard when development occurs. Developer should build trail connection at Southern Avenue to Capitol Heights Metrorail station (west of Maryland Park intersection).</li> </ul>	<ul style="list-style-type: none"> <li>• Install signalized pedestrian crossing.</li> </ul>

Davey Street SHORT TERM	Davey Street LONG TERM	Davey Street Subregion 4 Master Plan
<b>Maryland Park, south side, and Bulger Street</b>		
<ul style="list-style-type: none"> <li>• Close access to East Capitol Street Extended from Bulger Street, redirecting traffic to extension of Maryland Park Drive onto East Capitol Street Extended/Central Avenue. Right turn only (in and out) remains. Establish emergency vehicle access.</li> <li>• Improve intersection of Maryland Park Drive and East Capitol Street Extended to accommodate right-in/right-out only motor vehicle movement.</li> <li>• Shift existing bus stop for Metrobus and TheBUS east/far side (in relation to the traffic signal), converting area gained from closing Bulger Street for pedestrian and bicycle access to the stop. Install lighting, shelter, real-time information, etc.</li> </ul>		

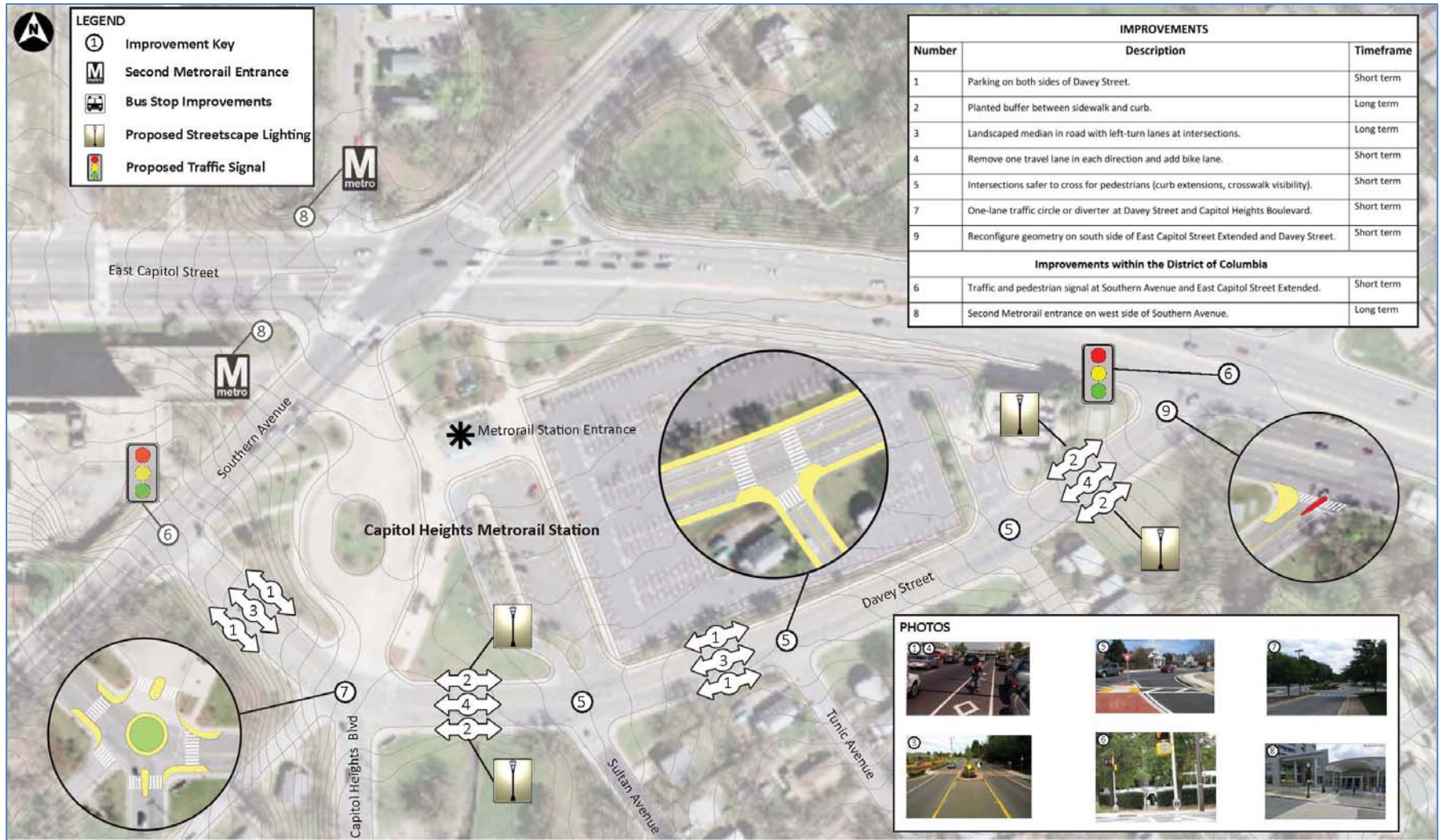
Central Avenue between Addison Road and Cabin Branch Road SHORT TERM	Central Avenue between Addison Road and Cabin Branch Road LONG TERM	Central Avenue between Addison Road and Cabin Branch Road Subregion 4 Master Plan
<b>Length of East Capitol Street Extended/Central Avenue between Addison Road and Cabin Branch Road</b>		
<ul style="list-style-type: none"> <li>• Install pedestrian-oriented street lighting, modeled after the single pole used on Colesville Road in Silver Spring.</li> <li>• Develop way-finding system for pedestrians and bicyclists that are coordinated with Metrorail station signs.</li> <li>• Close driveway two driveway entrances on north side of street just east of Addison Road.</li> <li>• Establish a block-length access management plan (subject to SHA approval) with a goal of reducing the number of curb cuts.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce one travel lane in each direction for a bike lane (preferably buffered).</li> <li>• Shift sidewalks away from roadway and create 3' buffer.</li> <li>• Enhance streetscape elements.</li> <li>• Consider on-street parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced streetscape elements.</li> <li>• Install bike lanes.</li> </ul>
<b>Metrorail station access</b>		
<ul style="list-style-type: none"> <li>• Install a pedestrian-activated signal at the unsignalized pedestrian crossing into the Addison Road-Seat Pleasant Metrorail station.</li> <li>• Consider one-way in/out pattern for buses.</li> <li>• Assess the feasibility of a paved trail between Cabin Branch Road and the station, following pedestrian desire lines.</li> <li>• Install speed and crosswalk enforcement cameras</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian-activated signal remains or is upgraded to a fully operational signal.</li> <li>• Establish new station entrance on east end of platform at the Addison Road-Seat Pleasant Metrorail station.</li> <li>• Build a paved trail between Cabin Branch Road and the station, if determined to be feasible.</li> <li>• Improve and expand paved trail for new entrance serving pedestrian and bicycle access east and south of station entrance.</li> </ul>	



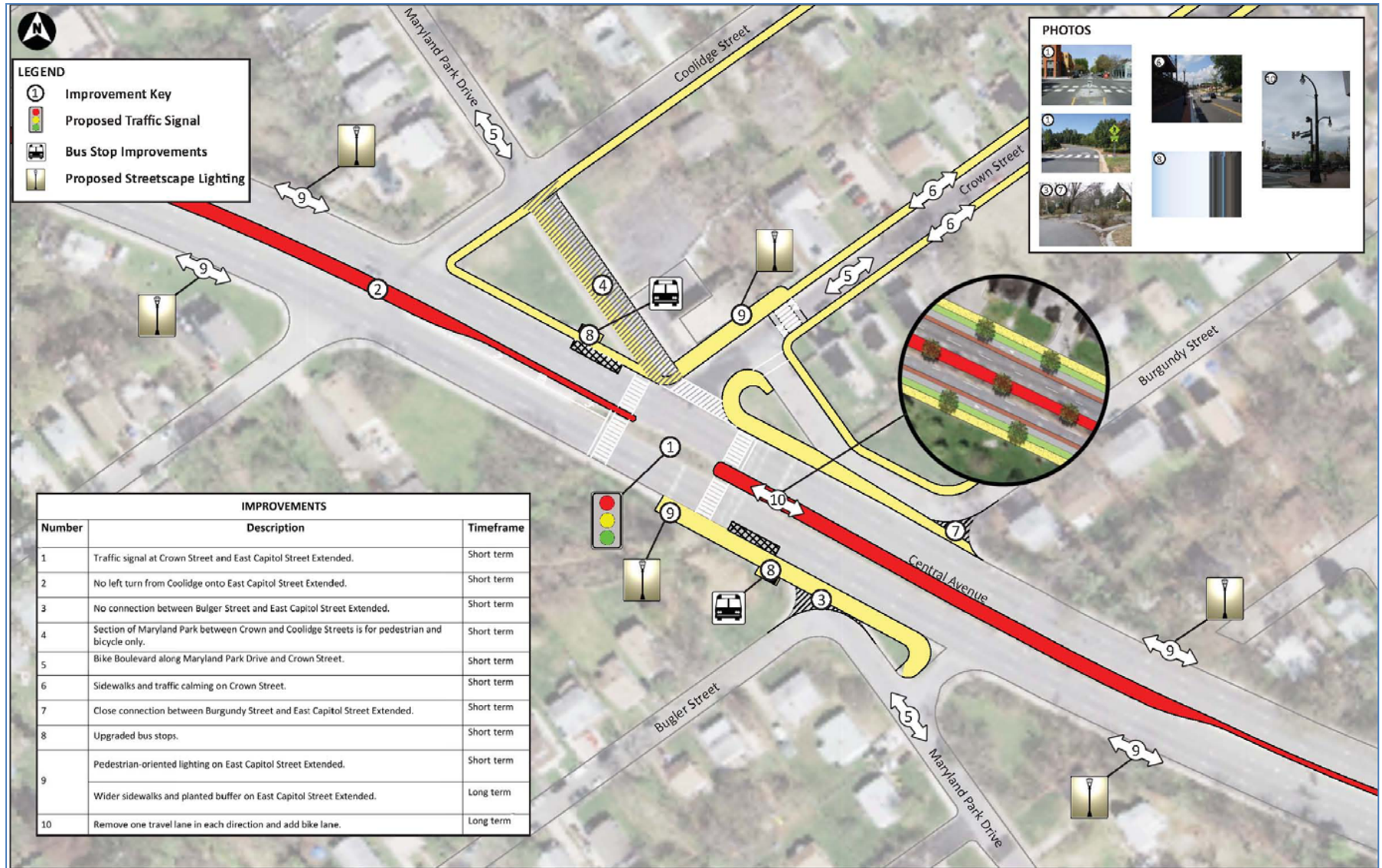
Central Avenue between Addison Road and Cabin Branch Road SHORT TERM	Central Avenue between Addison Road and Cabin Branch Road LONG TERM	Central Avenue between Addison Road and Cabin Branch Road Subregion 4 Master Plan
<b>Intersection with Addison Road</b>		
<ul style="list-style-type: none"> <li>Adjust signal timing to reflect changes in mode split, i.e., consider LPI or exclusive pedestrian phase and bicycle signal.</li> </ul>	<ul style="list-style-type: none"> <li>Upgrade pedestrian crossing facilities such as curb extensions, median refuges, and crossing times.</li> </ul>	
<b>Addison Road south to Walker Mill townhouses</b>		
<ul style="list-style-type: none"> <li>Install sidewalks where missing along west side of Addison Road.</li> <li>Improve bus stops serving this development to provide adequate waiting space, lighting, shelter, and real-time information.</li> <li>Stripe a crosswalk across Addison Road for access to bus stop. Install signs to alert motorists to the presence of pedestrians.</li> <li>Reduce corner radii at northeast corner of Addison Road and Rolling Ridge Drive.</li> </ul>		
<b>Intersection with Cabin Branch Road</b>		
<ul style="list-style-type: none"> <li>Install fully operational signal at East Capitol Street Extended/Central Avenue.</li> </ul>		

Central Avenue between Addison Road and Cabin Branch Road SHORT TERM	Central Avenue between Addison Road and Cabin Branch Road LONG TERM	Central Avenue between Addison Road and Cabin Branch Road Subregion 4 Master Plan
<b>Cabin Branch Road South to high school</b>		
<ul style="list-style-type: none"> <li>• Install sidewalks where missing on both sides of street.</li> <li>• Stripe high visibility crosswalk at school entrance across school driveway and Cabin Branch Road (north side of school driveway).</li> <li>• Install a rectangular rapid flash beacon (RRFB) at the high school entrance to provide space for student pedestrians and alert motorists.</li> <li>• Once side of Cabin Branch Road may include a sidepath/trail in place of a standard sidewalk. This will serve as the stream valley trail along the length of the road and provide multimodal access to the high school.</li> </ul>		

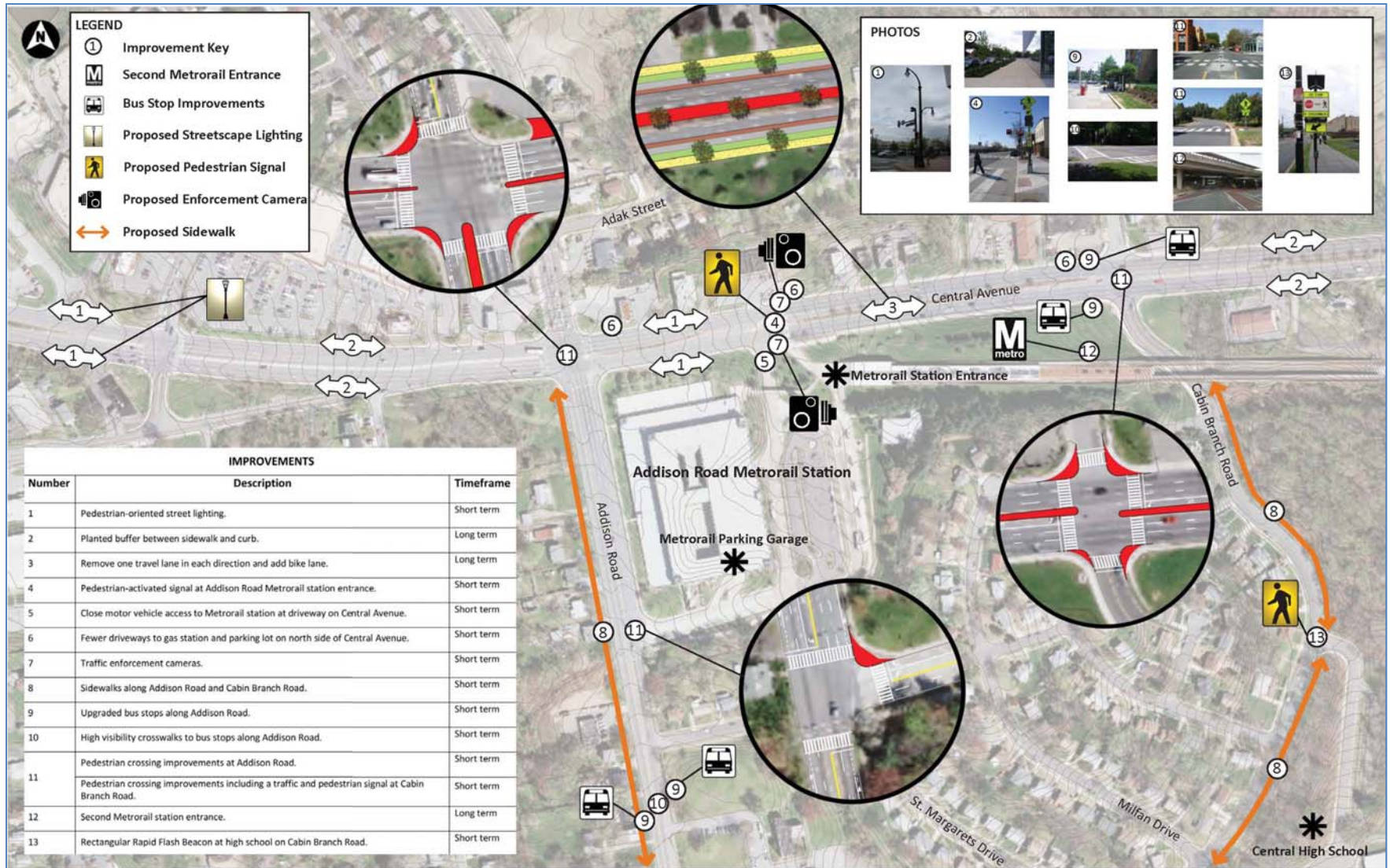
Map 6. Davey Street Recommendations



Map 7. Maryland Park Drive Recommendations



Map 8. Addison Road Recommendations



## CHAPTER 4: PROJECT FUNDING OPPORTUNITIES

Funding for pedestrian and bicycle improvements can come from a broad variety of sources. One of the best opportunities for funding may come from establishing Transit-Oriented Development (TOD) designation for the Capitol Heights Metro Transit District Overlay Zone (TDOZ) and Addison Road-Seat Pleasant Metro Develop District Overlay Zone (DDOZ).<sup>16</sup> This designation, established by the Maryland Department of Transportation (MDOT), creates opportunities for funding and other state support. MDOT released a document that answers many questions about TOD designation, including financial resources. Excerpts from this document are included in Appendix B. Designation as a Bicycle and Pedestrian Priority Area will also create an advantage for funding projects from the Maryland State Highway Administration (SHA).

Several other sources of funding from state agencies exist in addition to MDOT, which is the conduit for all federal and state transportation funds. Other state agencies which may provide funding for pedestrian and bicycle improvements include the Department of Community and Economic Development and the Department of Conservation and Natural Resources. A newer source of funds has opened up in recent years due to the health community's concern for active living. The US Department of Health and Human Services has funded pedestrian and bicycle projects in several states and cities.

Another funding opportunity exists through WMATA's capital improvement program for pedestrian and bicycle improvements around Metrorail stations. Eligible projects are those within ½ mile of a station that improve pedestrian access, and projects within 3 miles of a station that improve bicycle access. Recommended projects included in this report that may be eligible for funding from this WMATA program are identified in the Table 5.

Funding the physical improvements will mostly come from traditional transportation sources, through SAFETEA-LU (the federal surface transportation program), from MDOT/SHA and Prince George's County capital programs. Certain designated programs that are part of the federal transportation program may be particularly important for implementing pedestrian and bicycle plan recommendations. These include the Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Congestion Mitigation and Air Quality Improvement (CMAQ) programs. Appendix C provides a local example of how SRTS funds improved walking conditions in one Prince George's County community.

Funding for the two additional Metrorail station entrances may come from different sources. The additional entrance to the Capitol Heights Metrorail station in Washington, DC, would be within that jurisdiction's purview to fund. A likely source of funding is through the anticipated development of land on the northwest corner of East Capitol Street and Southern Avenue by Walmart. The recommended second entrance for

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<sup>16</sup> [http://www.mdot.maryland.gov/Planning/TOD/TOD\\_Designation.html](http://www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html)

the Addison Road-Seat Pleasant Metrorail station may come from a mix of County sources, developers, and a financing mechanism such as a Tax Increment Financing (TIF).

The current transportation authorization, SAFETEA-LU, has expired, and federal funding programs may change when a new authorization is passed by Congress.<sup>17</sup> This may open up new opportunities for funding pedestrian and bicycle improvements. The Federal Transit Administration provides funding for transit projects, which may include off-site pedestrian and bicycle access improvements. The National Highway Transportation Safety Administration is another source of federal funds, typically used for safety education and enforcement programs.

Although County capital funds are limited, the capital program does include funding for pedestrian and bicycle network improvements. The County's 2011 capital program also includes street and sidewalk improvement projects.

### **Recommended Projects, Timeframe, and Potential Funding Sources**

Projects included in the table below are a mix of those included in short and long term recommendations for each focus area. They were the subject of dot-voting at the February 23, 2011 Community Meeting. Based on the discussion above, the table includes one or more funding opportunities for each of the recommended project.<sup>18</sup>

Several projects among those identified for implementation in the short term are of particular importance because they address urgent pedestrian safety and accessibility needs or may be completed relatively quickly due to the availability of funding. The low-cost, high-impact short-term projects recommended as top priorities for funding and support by local/county/state elected and appointed officials are:

- Modification of traffic signal timing at the Central Avenue/Addison Road intersection to give pedestrians additional time to cross either street.
- Pedestrian and bicycle access improvements at the Capitol Heights and Addison Road Metrorail stations within the purview of WMATA's pedestrian and bicycle access capital projects fund.
- Traffic enforcement cameras in both directions on East Capitol Street Extended/Central Avenue at the mid-block pedestrian crosswalk serving the Addison Road Metrorail station.
- Installing missing sidewalks along Addison Road and Cabin Branch Road.
- Improving bus stops with no or poor waiting areas.

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<sup>17</sup> On March 2, the US House of Representatives voted to extend until September 30, 2011 federal highway and transit programs that were slated to expire Friday, March 4.

<sup>18</sup> The following projects discussed in this report that would benefit transit riders using the Capitol Heights station, but are in the District of Columbia, are not included in the funding opportunities table.

Table 5. Potential funding sources for recommended projects.

Number	Description	Timeframe	Potential Funding Opportunity
<b>Davey Street between Southern Avenue and East Capitol Street Extended</b>			
1	Parking on both sides of Davey Street.	Short term	County operating budget.
2	Planted buffer between sidewalk and curb.	Long term	Funding opportunities through TOD designation.
3	Landscaped median in road with left-turn lanes at intersections.	Long term	Funding opportunities through TOD designation.
4	Remove one travel lane in each direction and add bike lane.	Short term	County operating budget. WMATA capital improvement program for pedestrian and bicycle access. Federal Transportation Enhancements.
5	Intersections safer to cross for pedestrians (curb extensions, crosswalk visibility)	Short term	County capital budget. WMATA capital improvement program for pedestrian and bicycle access. Federal Transportation Enhancements. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.
6	Traffic and pedestrian signal at East Capitol Street Extended.	Short term	WMATA capital improvement program for pedestrian and bicycle access. Maryland SHA/DC Department of Transportation.
7	One-lane traffic circle at Davey Street and Capitol Heights Boulevard.	Short term	County capital budget. WMATA capital improvement program for pedestrian and bicycle access. Federal Transportation Enhancements. Funding opportunities through TOD designation.
9	Reconfigure geometry on south side of East Capitol Street Extended and Davey Street.	Short term	Federal Transportation Enhancements. WMATA capital improvement program for pedestrian and bicycle access. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.



Number	Description	Timeframe	Potential Funding Opportunity
<b>Maryland Park Avenue and East Capitol Street Extended</b>			
1	Traffic signal at Crown Street and East Capitol Street Extended.	Short term	Maryland SHA.
2	No left turn from Coolidge onto East Capitol Street Extended.	Short term	Maryland SHA.
3	No connection between Bulger Street and East Capitol Street Extended.	Short term	County capital budget. Federal Transportation Enhancements.
4	Section of Maryland Park between Crown and Coolidge Streets is for pedestrian and bicycle only.	Short term	County capital budget. Federal Transportation Enhancements.
5	Bike Boulevard along Maryland Park Drive and Crown Street.	Short term	County capital budget. Federal Transportation Enhancements.
6	Sidewalks and traffic calming on Crown Street.	Short term	County capital budget. Federal Transportation Enhancements.
7	Close connection between Burgundy Street and East Capitol Street Extended.	Short term	County capital budget. Federal Transportation Enhancements.
8	Upgraded bus stops.	Short term	County capital budget. Federal Transportation Enhancements.
9	Pedestrian-oriented lighting on East Capitol Street Extended.	Short term	Federal Transportation Enhancements. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.
	Wider sidewalks and planted buffer on East Capitol Street Extended.	Long term	Federal Transportation Enhancements. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.
10	Remove one travel lane in each direction and add bike lane.	Long term	Federal Transportation Enhancements. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.


Number	Description	Timeframe	Potential Funding Opportunity
<b>Central Avenue between Addison Road and Cabin Branch Road</b>			
1	Pedestrian-oriented street lighting.	Short term	Federal Transportation Enhancements. WMATA capital improvement program for pedestrian and bicycle access. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.
2	Planted buffer between sidewalk and curb.	Long term	Federal Transportation Enhancements. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.
3	Remove one travel lane in each direction and add bike lane.	Long term	Federal Transportation Enhancements. Maryland SHA. Funding opportunities through TOD designation and as a Bicycle and Pedestrian Priority Area.
4	Pedestrian-activated signal at Addison Road-Seat Pleasant Metrorail station entrance.	Short term	WMATA capital improvement program for pedestrian and bicycle access. Maryland SHA.
5	Close motor vehicle access to Metrorail station at driveway on Central Avenue.	Short term	County and Maryland SHA coordination with WMATA. WMATA capital improvement program for pedestrian and bicycle access.
6	Fewer driveways to gas station and parking lot on north side of Central Avenue.	Short term	County coordination with property owners.
7	Traffic enforcement cameras.	Short term	County capital budget. Maryland SHA.
8	Sidewalks along Addison Road and Cabin Branch Road.	Short term	County capital budget. Federal Transportation Enhancements.
9	Upgraded bus stops along Addison Road.	Short term	County capital budget. WMATA capital improvement program for pedestrian and bicycle access. Federal Transportation Enhancements.
10	High visibility crosswalks to bus stops along Addison Road.	Short term	County capital budget. WMATA capital improvement program for pedestrian and bicycle access. Federal Transportation Enhancements.
11	Pedestrian crossing improvements at Addison Road.	Short term	County capital budget. Maryland SHA.

Number	Description	Timeframe	Potential Funding Opportunity
	Pedestrian crossing improvements including a traffic and pedestrian signal at Cabin Branch Road.	Short term	County capital budget. Maryland SHA. Safe Routes to School.
12	Second Metrorail station entrance.	Long term	Federal Transportation Enhancements. Maryland Transit Administration. Funding opportunities through TOD designation.
13	Rectangular Rapid Flash Beacon at high school on Cabin Branch Road.	Short term	Safe Routes to School.

# Appendices

## APPENDIX A: RESULTS OF DOT VOTING AT FEBRUARY 23, 2011 COMMUNITY MEETING


Participants at the February 23, 2011 Community Meeting provided an initial sense of community priorities the draft recommendations in the three focus areas. Common themes in their priorities are changing motorist behavior (i.e., slowing travel speeds), reducing the potential for pedestrian-motor vehicle conflicts, improving pedestrian facilities along and across the roadway (e.g., traffic and pedestrian signals at intersections, pedestrian-oriented lighting, wider sidewalks with planted buffer, and on-road bicycle lane achieved by reducing one lane of travel in each direction).

Davey Street/Capitol Heights Study Area Voting Chart		
Recommendation number and summary		Dot Voting Results
<b>1</b>	Parking on both sides of Davey Street.	<b>8</b> Total Dot Votes: 2
<b>2</b>	Planted buffer between sidewalk and curb.	<b>6</b> (tie with #7) Total Dot Votes: 3
<b>3</b>	Landscaped median in road with left-turn lanes at intersections.	<b>4</b> (tie with #5) Total Dot Votes: 4
<b>4</b>	Remove one travel lane in each direction and add bike lane.	 <b>1</b> Total Dot Votes: 9
<b>5</b>	Intersections safer to cross for pedestrians.	<b>4</b> (tie with #3) Total Dot Votes: 4
<b>6</b>	Traffic and pedestrian signal at East Capitol Street Extended.	<b>3</b> Total Dot Votes: 5
<b>7</b>	One-lane traffic circle at Davey Street and Capitol Heights Boulevard.	<b>6</b> (tie with #2) Total Dot Votes: 3
<b>Improvements within the District of Columbia</b>		
<b>6</b>	Traffic and pedestrian signal at Southern Avenue.	<b>3</b> Total Dot Votes: 5
<b>8</b>	Second Metrorail entrance on west side of Southern Avenue.	<b>2</b> Total Dot Votes: 7

## Maryland Park Drive Study Area Voting Chart

Recommendation number and summary		Dot Voting Results
<b>1</b>	Traffic signal at Crown Street and East Capitol Street Extended.	<b>6</b> (tie with #s 3,7,8) Total Dot Votes: 1
<b>2</b>	No left turn from Coolidge onto East Capitol Street Extended.	<b>10</b> Total Dot Votes: 0
<b>3</b>	No connection between Bulger Street and East Capitol Street Extended.	<b>6</b> (tie with #1,7,8) Total Dot Votes: 1
<b>4</b>	Section of Maryland Park between Crown and Coolidge Streets is for pedestrian and bicycle only.	<b>5</b> Total Dot Votes: 2
<b>5</b>	Bike Boulevard along Maryland Park Drive and Crown street that connects to Watts Branch Trail.	<b>3</b> Total Dot Votes: 4
<b>6</b>	Sidewalks and traffic calming on Crown Street.	<b>4</b> Total Dot Votes: 3
<b>7</b>	No connection between Burgundy Street and East Capitol Street Extended.	<b>6</b> (tie with #s 1, 3,8) Total Dot Votes: 1
<b>8</b>	Upgraded bus stops.	<b>6</b> (tie with #s1, 3,7) Total Dot Votes: 1
<b>9</b>	Wider sidewalks, planted buffer and pedestrian-oriented lighting on East Capitol Street Extended.	<b>2</b> Total Dot Votes: 5
<b>10</b>	Remove one travel lane in each direction and add bike lane.	<b>1</b> Total Dot Votes: 6

## Addison Road Study Area Voting Chart

Recommendation number and summary		Dot Voting Results
<b>1</b>	Pedestrian-oriented street lighting.	<b>2</b> Total Dot Votes: 6
<b>2</b>	Planted buffer between sidewalk and curb.	<b>7</b> Total Dot Votes: 2
<b>3</b>	Remove one travel lane in each direction and add bike lane.	<b>5</b> Total Dot Votes: 5
<b>4</b>	Pedestrian-activated signal at Addison Road-Seat Pleasant Metrorail station entrance.	<b>2</b> Total Dot Votes: 6
<b>5</b>	Close motor vehicle access to Metrorail station at driveway on Central Avenue.	<b>9</b> Total Dot Votes: 1
<b>6</b>	Fewer driveways to gas station and parking lot on north side of Central Avenue.	<b>12</b> Total Dot Votes: 0
<b>7</b>	Traffic enforcement cameras.	 <b>1</b> Total Dot Votes: 7
<b>8</b>	Sidewalks along Addison Road and Cabin Branch Road.	<b>2</b> Total Dot Votes: 6
<b>9</b>	Upgraded bus stops.	<b>12</b> Total Dot Votes: 0
<b>10</b>	High visibility crosswalks to bus stop.	<b>9</b> Total Dot Votes: 1
<b>11</b>	Intersections safer to cross for pedestrians.	<b>6</b> Total Dot Votes: 3
<b>12</b>	Second Metrorail station entrance.	<b>7</b> Total Dot Votes: 2
<b>13</b>	Rectangular Rapid Flash Beacon at high school on Cabin Branch Road.	<b>9</b> Total Dot Votes: 1

## APPENDIX B: EXCERPTS FROM THE DESIGNATION OF TRANSIT ORIENTED DEVELOPMENT PROJECTS FREQUENTLY ASKED QUESTIONS

February 23, 2011

Prepared by the Maryland Department of Transportation<sup>19</sup>

### What are the benefits that designation brings to a TOD project?

Designated projects could benefit from several potential tools, depending on the needs of the particular project at the particular stage of development. Among the benefits are prioritization for funds and resources, financing assistance, prioritization for tax credits, prioritization for the location of State offices and support from the State agencies to address station access and related infrastructure needs. A more detailed description of the toolbox follows:

- **Prioritization** - The designation represents a clear statement of support from the State and the local governments for the project. It means that the State and local governments will commit staff, resources and political will toward achievement of the development. The project is vetted and branded as a good example of TOD and sustainable development.
- **Funding/resources** – MDOT may provide funding for predevelopment costs, including planning, environmental studies, appraisals, financial analysis, and legal support. MDOT land near the station for the development may also be made available. MDOT will also prioritize capital projects that support designated TODs, identified by local governments during MDOT’s Annual Transportation Tour.
- **Financing** – MDOT will partner with the Maryland Economic Development Corporation (MEDCO), to support TOD projects. MEDCO works with MDOT to create advantageous ownership and financial structures for infrastructure projects, using non-recourse conduit financing. This provides opportunities for public financing without impacting local governments’ direct debt capacity. Pursuant to legislation sponsored by the O’Malley administration during the 2009 session, the designation also provides local governments with greater flexibility to use tax increment financing and special taxing districts together in a way that supports the construction, operations and maintenance of public infrastructure at the project.
- **State office sites** - Designated TODs are given priority for the location of new State facilities in accordance with Executive Order 01.01.2009.12 signed by Governor O’Malley in September 2009. More specifically, when the State issues a request for proposals for

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<sup>19</sup> The complete document is available at [http://www.mdot.maryland.gov/Planning/TOD/Update\\_9\\_1\\_2010/Documents/Revised\\_TOD\\_FAQ\\_022311.pdf](http://www.mdot.maryland.gov/Planning/TOD/Update_9_1_2010/Documents/Revised_TOD_FAQ_022311.pdf)



office or laboratory space for State occupation, the scoring system used to rate and select proposals will include a weight in favor of: (1) any location within one-half mile of a transit station; and (2) even greater weight if the location is part of a designated TOD.

• **Access issues** - Utilizing urban and context-sensitive design, the State Highway Administration (SHA) will work with developers and local governments on pedestrian, bicycle and vehicular access issues from State roads that provide direct access to transit stations. While the SHA does not give any greater weight to TODs for the following programs, the SHA will evaluate Designated TODs for potential bicycle/pedestrian improvements, for these resources:

#### FUND 78 (Pedestrian Access to Transit Program)

- Primary focus: to provide pedestrian access to transit stops through the construction of sidewalks (ADA Compliant)
- Will also evaluate opportunities to improve pedestrian access to Transit Oriented Development sites that are located along State roadway facilities
- Criteria for eligibility: 1) Bus stop within 500 feet of intersection on state roadway 2) State roadway within 1/4 (maybe 1/2) mile of a train station
- Initial efforts have been focused on transit stops in Montgomery, Prince George's, Baltimore, Anne Arundel, Charles, Frederick and Howard Counties
- Over \$13 Million has been allocated for this program in FY 2011-FY 2016

#### FUND 33 (ADA Compliance Program)

- Goal is to provide accommodations for persons with disabilities through a commitment to remove barriers that impede free movement for all pedestrians along State roadways
- May be used for 1) Awareness and Technical Training sessions, 2) support of ADA asset management database, and 3) reconstruction of existing sidewalks to meet ADA Compliance
- Over \$56 Million has been allocated for this program in FY 2011-FY 2016

For more information please contact Lisa Choplin, SHA Office of Highway Design, at 410-545-8824 or [LChoplin@sha.state.md.us](mailto:LChoplin@sha.state.md.us)

• **Sustainable Communities Tax Credit Program** - Under the *Sustainable Communities Act of 2010*, non-historic commercial and non-historic, income producing residential projects will be eligible to compete. Beginning July 1, 2012 existing non-historic structures within the State's designated Transit Oriented Development (TOD's)

may be eligible for a 10% state tax credit for qualified commercial rehabilitation projects. Eligible historic structures across the State may receive a 20% State tax credit for commercial and residential rehabilitation projects. This would include eligible historic structures within Transit Oriented Developments (TODs).

For more information please contact Colin Ingraham, Program Administrator for Maryland Department of Planning at 410-514-7671 or by email: [cingraham@mdp.state.md.us](mailto:cingraham@mdp.state.md.us)

- **Low Income Housing Tax Credit Program** - DHCD's Low Income Housing Tax Credits are awarded based on a competitive, point-based scoring process. A minimum score is required for consideration, and projects above the threshold score are rated based on total score. Projects in TOD designations receive additional points in this scoring system. TOD proposals that fit one or more of the following criteria may be awarded up to five (5) points in the Sustainable Development category: projects that exceed 25 units per acre, involve mixed use or are part of a larger mixed use undertaking, involve good non-motorized transport design (walkability), and a) are located within 0.5 miles of a mass or public transit or rail station, or b) are located within a quarter-mile of a bus depot or bus stop with scheduled service at intervals at most 30 minutes between the hours of 6:30 am and 7:00 pm. For more information, please contact Pat Sylvester, Director of Multifamily Housing at the Maryland Department of Housing and Community Development, at 410-514-7481 or [Sylvester@mdhousing.org](mailto:Sylvester@mdhousing.org).
- **Smart Growth programs** – A TOD designation will also prioritize a project for support and coordination from other State agencies. Projects will be reviewed by the Smart Growth Subcabinet. Examples from the State toolbox include flexible funding for revitalization projects and gap financing for eligible small businesses through the Maryland Department of Housing and Community Development (DHCD). **For more information** on DHCD resources for TOD designations, please contact Kevin Baynes at (410) 209-5823 or [Baynes@mdhousing.org](mailto:Baynes@mdhousing.org) or John Papagni at (410) 209-5807 or [Papagni@mdhousing.org](mailto:Papagni@mdhousing.org)
- **Positioning projects for federal support** – Under the Obama Administration, new policies and funding programs are being developed to support sustainable development, recognizing the link between transportation, the environment and housing. A TOD designation demonstrates the alignment of projects with those goals, positioning projects to compete for federal assistance.

**What new financial tools did the 2009 TOD legislation grant to local governments for use solely at designated TODs?**

The 2009 legislation expanded local governments' authority to use tax increment financing (TIF) and special taxing districts (other than Baltimore City which requires amendments to its charter to activate the new authority). Local governments already have enabling authority to use TIFs to finance public infrastructure and special taxing districts to provide security for repayment of TIFs and the provision of certain services within such a district. However, the new law enhanced these powers at designated TODs.

The new law in 2009 expanded a local government's TIF authority at designated TODs in the following ways:

- (1) The local government can use the Maryland Economic Development Corporation (MEDCO) to issue the TIF bonds (in other locations, the local government needs to be the bond issuer). Therefore, counties do not need to bear the cost or have the expertise required to issue TIF bonds at designated TODs; and
- (2) The local government can dedicate any local tax to the TIF and not just the local property tax (e.g. the local hotel, amusement, and income tax) to support the TIF bond thus increasing the potential size of the financing and the security for its repayment.

The new law in 2009 expanded a local government's Special Taxing District authority at designated TODs in the following ways:

- (1) The Special Taxing District can be used as security for repayment of a TIF bond that is used to finance public infrastructure that is not owned by the county/city. This enables TIF to be used to finance construction of a road, garage or other infrastructure that is owned by the State (including owned by MEDCO). In some cases, the local government does not want to own the infrastructure and this new authority allows this option;
- (2) The Special Taxing District funds can be paid directly into a fund to support: (a) the creation of public infrastructure rather than solely be used as security or funding for a bond; and (b) the operations and maintenance of public infrastructure in the Special Taxing District. In these ways, designation gives the local government additional flexibility and authority to finance, operate, and maintain infrastructure at designated TODs.

## APPENDIX C: LEVERAGE OTHER FUNDING SOURCES

### **Walk This Way\***

*by Michael Fickes*

*A federal program called Safe Routes To School funds programs that encourage kids to walk to school.*

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The City of District Heights in Prince George’s County, MD, recently repaved an intersection in front of an elementary school. They raised the intersection a couple of feet above the roads leading to the intersection. “They made a big speed bump in the intersection,” chuckles Joseph Pelaia, who coordinates the Maryland State Highway Administration’s (SHA) efforts in connection with a federal program called Safe Routes To School (SRTS). “The speed bump will slow traffic down around the school. Plans also call for striping and signage that will signal traffic to slow down.”

The police are running classes about how to safely cross streets and walk safely to school.

When the project is complete, the police will study traffic in the intersection to see if the changes have had slowed drivers down, compared to studies done before the project.

SRTS is a state-administered federal program designed to make it safe for kids to walk and ride bicycles to school. States and schools across the country are participating. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005 to disperse federal highway funds, created SRTS and funded it with \$612M over five years from 2005 to 2009. By the end of fiscal 2008, SRTS will have distributed \$7.13M throughout Maryland for projects in K-8 schools.

### **Why SRTS?**

As traffic volumes have increased over the years, parents have felt less and less comfortable letting their children walk or bike to school. There are too many vehicles traveling too fast along the routes the kids would take.

According to the Center for Disease Control (CDC), 85 percent of the trips made by children to school are made by car or school bus. Kids walk or bicycle to school just 13 percent of the time.

The Federal Highway Administration, which manages SRTS, says the purpose of the program is three-fold:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school.
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS funds are distributed according to a formula that calculates a state's percentage of the national total of school-aged children in grades K-8. Every state receives a minimum allocation of at least \$1M, no matter how small the K-8 population.

Funds cover two kinds of projects: infrastructure and non-infrastructure. Infrastructure projects include road improvements and construction like the intersection improvement in District Heights. Non-infrastructure projects cover informational efforts, such as the classes run by the District Heights police to teach children safe practices for walking and biking to school.

\*Source: [http://www.gazette.net/stories/05062010/lanhnew180019\\_32563.php](http://www.gazette.net/stories/05062010/lanhnew180019_32563.php)