



SUITLAND
METRO
STATION
AND
SILVER HILL
TNI AREA

PEDESTRIAN ACCESSIBILITY STUDY

JANUARY 2020



Abstract

Date January 2020

Title Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study

Author A. Morton Thomas and Associates, Inc. for The Maryland-National Capital Park and Planning Commission

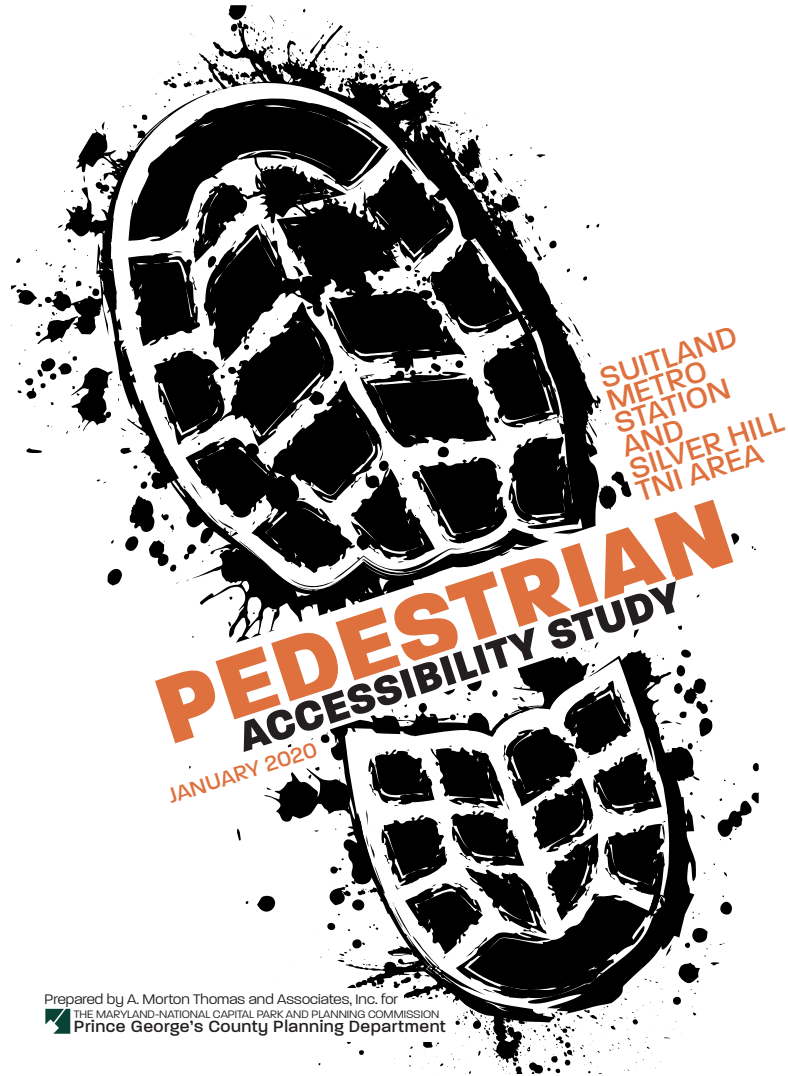
Subject Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study

Source of copies The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Series number 444202306

Number of pages 68

The Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study report provides an assessment of the pedestrian infrastructure within the Suitland Metro Station and Silver Hill TNI area and expands on the pedestrian improvement recommendations of the 2014 *Approved Southern Green Line Area Sector Plan and Sectional Map Amendment*. The report reflects a collaborative effort between community stakeholders' input and governmental entities that focuses on the implementation of complete streets policies where possible and recommendations to improve pedestrian mobility/connectivity and safety throughout the study area.



Prepared by A. Morton Thomas and Associates, Inc. for
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

January 2020

Prepared by A. Morton Thomas and Associates, Inc. **AMT**

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

The Maryland-National Capital Park and Planning Commission

Elizabeth M. Hewlett, Chairman
Casey Anderson, Vice Chairman

Officers

Asuntha Chiang-Smith, Executive Director
Joseph Zimmerman, Secretary-Treasurer
Adrian R. Gardner, General Counsel

The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change

PRINCE GEORGE'S COUNTY PLANNING BOARD



Elizabeth M. Hewlett, Esq., chairman



Dorothy F. Bailey, vice chair



Manuel R. Geraldo



William Doerner



A. Shuanise Washington

MONTGOMERY COUNTY PLANNING BOARD



Casey Anderson, chairman



Natali Fani-Gonzalez, vice chair



Gerald R. Cichy



Tina Patterson



Partap Verma

Prince George's County



Angela Alsobrooks,
County Executive

County Council

The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

COUNCIL MEMBERS

Thomas E. Dernoga, 1st District

Deni Taveras, 2nd District

Dannielle Glaros, 3rd District

Todd M. Turner, 4th District, Council Chair

Jolene Ivey, 5th District

Derrick L. Davis, 6th District

Rodney Streeter, 7th District

Monique Anderson-Walker, 8th District

Sydney J. Harrison, 9th District

Mel Franklin, At-large

Calvin Hawkins, At-large, Council Vice Chair

Clerk of the Council: Donna J. Brown

Table of Contents

03

Executive Summary

05

Existing Conditions Analysis

- 6 Crash History
- 6 Road Safety Audit
- 7 William Beanes Elementary School and Community Center
- 9 The Manor at Victoria Park
- 9 Bus Stops on Temple Hill Road near Hagan
- 10 Temple Hill Road near Rickey Avenue
- 11 Bus Stops Along Suitland Road
- 13 Bus Stops Along Old Branch Avenue
- 14 Silver Hill Road at Terrace Drive and Silver Park Drive
- 15 Navy Day Dr./Navy Day Place/Glenn Dr.

17

Community & Stakeholder Meetings

- 18 Community Meeting NOV 1, 2018
- 18 Stakeholder Meeting DEC 6, 2018
- 19 Stakeholder Meeting with DPW&T MAY 29, 2019
- 19 Community Meeting JUNE 11, 2019

21

Design Concept Development

- 23 William Beanes Elementary School and Community Center
- 25 The Manor at Victoria Park
- 27 Bus Stops on Temple Hill Road near Hagan
- 29 Temple Hill Road near Rickey Avenue
- 31 Bus Stops Along Suitland Road (Eastern and Romaine)
- 32 Bus Stops Along Suitland Road (5897 and 5685)
- 34 Bus Stops Along Suitland Road (Belgreen)
- 35 Bus Stops Along Old Branch Avenue
- 37 Silver Hill Road at Terrace Drive and Silver Park Drive
- 38 Navy Day Dr./Navy Day Place/Glenn Dr.

4 |

Implementation Plan

42 Implementation Strategy Matrix

43 Gap Analysis

A- |

Appendix A Community/ Stakeholder Meeting Minutes

B- |

Appendix B Detailed Concept Preliminary Cost Estimates

B-2 Table 3. William Beanes Elementary School & Community Center Concept Estimate

B-2 Table 4. The Manor at Victoria Park Concept Estimate

B-3 Table 5. Bus Stops Along Temple Hill Road (Near Hagan Road) Concept Estimate

B-3 Table 6. Bus Stops Along Temple Hill Road (Near Rickey Avenue) Concept Estimate

B-4 Table 7. Locations Along Suitland Road (Eastern Lane and Romaine Ct) Concept Estimate

B-5 Table 8. Locations Along Suitland Hill (5897 Suitland Road & 5685 Suitland Road) Concept Estimate

B-5 Table 9. Locations Along Suitland Road (Belgreen Street) Concept Estimate

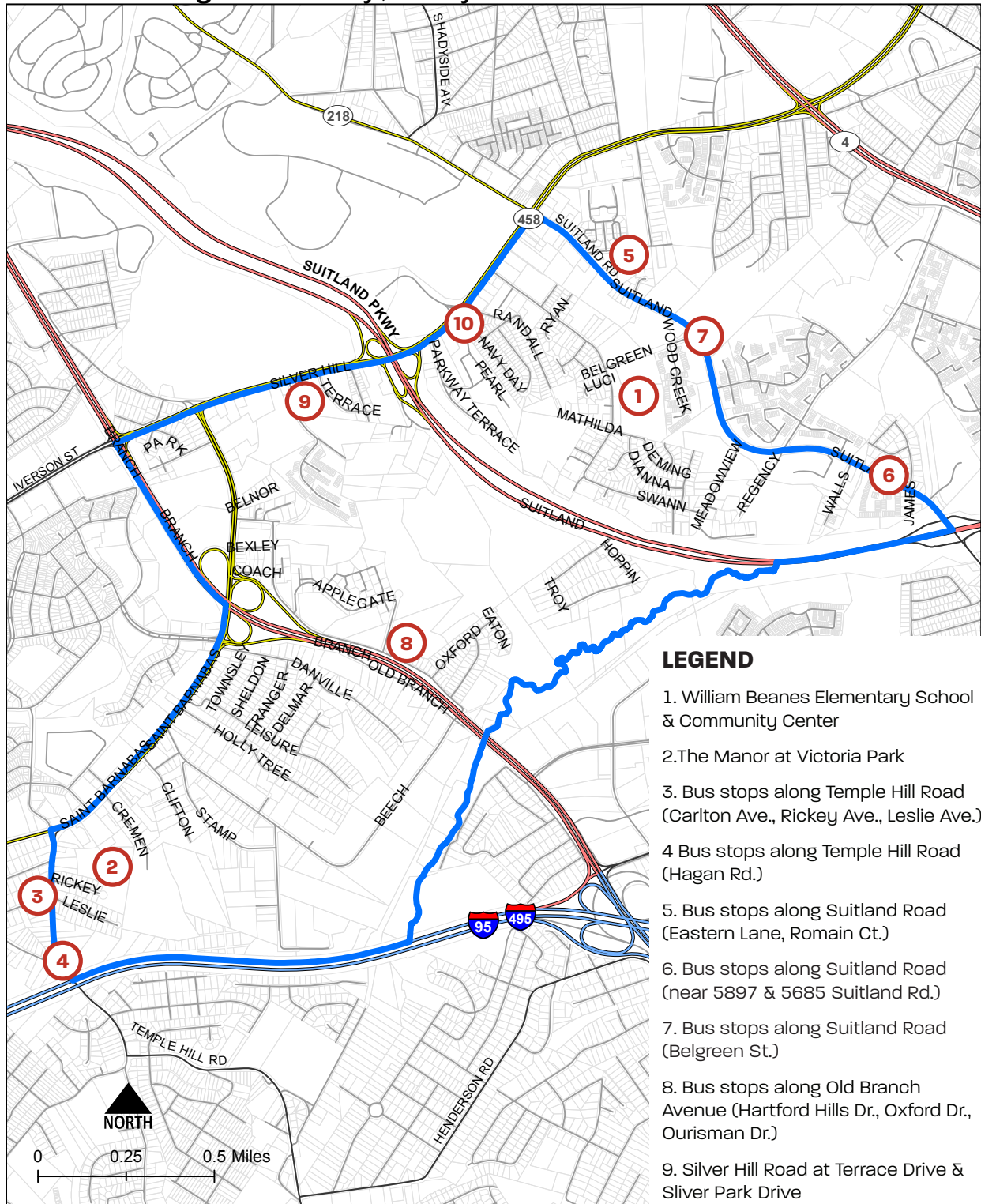
B-5 Table 10. Locations Along Old Branch Avenue Concept Estimate

B-6 Table 11. Silver Hill Road at Terrace Drive & Silver Park Drive Concept Estimate

B-6 Table 12. Navy Day Drive/Navy Day Place/Glenn Drive Concept Estimate

Silver Hill TNI

Prince George's County, Maryland



Map 1. Site Locations

Executive Summary

A. Morton Thomas and Associates, Inc. (AMT) provided traffic engineering services to assess the pedestrian infrastructure and recommend improvements to pedestrian mobility and safety at key locations within the Suitland Metro Station and Silver Hill Transforming Neighborhoods Initiative (TNI) area. AMT assessed the existing pedestrian infrastructure along the major county and state roadways, as well as the minor residential streets.

AMT evaluated locations within the TNI area identified by the community and staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning Department. This evaluation was made through site visits, field surveys, and interactions with the community and stakeholder groups. Community meetings were held throughout the process to gather information and feedback. Additional locations were suggested at community meetings in October 2018 and June 2019 and were incorporated in the study.

AMT hosted additional stakeholder meetings with the Department of Public Works & Transportation (DPW&T) and Maryland Department of Transportation State Highway Administration (MDOT SHA) District 3 in December 2018 and May 2019 to gather input on the study locations and potential design recommendations. Based on feedback from the community and stakeholders, 10 study locations were identified in the Silver Hill TNI area, shown on Map 1.

Recommendations for improving safety include restriping crosswalks, installing pedestrian crossing signals, and improving visibility near crosswalks by providing additional intersection lighting where existing utility poles are available.

Prior to preparing construction documents and implementing construction, rights-of-way, utility relocations, stormwater management, existing curb and gutter, and other geometric constraints will need to be evaluated.

Existing Conditions Analysis

Crash History

The Fatal Collision Report, provided by M-NCPPC, detailed pedestrian fatalities during a five-year period (2013-2017) in the Suitland Metro Station and Silver Hill TNI area. The information helped determine if locations were safe for pedestrian activity. Table 1 shows there were four pedestrian collisions in the TNI area in the past five years.

Table 1. Fatal Pedestrian Collisions in Past Five Years

DATE	TIME	LOCATION	DISTRICT	AGE OF VICTIM
08/05/13	0056	Suitland Road and Suitland Parkway	3	45
12/06/14	0018	4500 Silver Hill Road	3	75
03/15/16	1836	Branch Avenue and Silver Hill Road	4	21
08/31/17	2012	4500 Suitland Road	3	30

SOURCE: COLLISION ANALYSIS RECONSTRUCTION UNIT

Road Safety Audit

AMT appraised the pedestrian accessibility to and from William Beanes Elementary School and the Community Center. The road safety audit of major roads — Temple Hill Road and Suitland Road — included the pedestrian infrastructure along minor roads connecting to Swann Road.

Swann Road is a two-lane, two-way residential street that ends at its intersection with MD 458 (Silver Hill Road) at the entrance to the Suitland Federal Center. Improvements along Swann Road were completed as part of the Swann Road Green/Complete Street Improvements project. The project included tree planting, stormwater management, new sidewalks,

and installation of bike lanes to improve the appearance, safety, and functionality of Swann Road.

Suitland Metro Station is at the northeastern corner of the intersection of Suitland Parkway and Silver Hill Road. The residents of several multifamily housing complexes within three quarters of a mile of the Metro station are likely to rely on Metro for primary transportation. The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* identified the pedestrian environment around the Suitland Metro Station as unpleasant. Pedestrian accessibility to and from the Metro station to the housing complexes were studied for potential improvement for this project.

William Beanes Elementary School and Community Center



IMAGE SOURCE: PGATLAS

Figure 1. Conditions at William Beanes Elementary School and Community Center

Figure 1 shows a map of the William Beanes Elementary School and Community Center at 5108 Dianna Drive in Suitland. Dianna Drive is a two-lane, two-way undivided road with a posted speed limit of 25 mph.

The school is approximately 250 feet from the stop-controlled intersection of Dianna Drive and Swann Road. Dianna Drive is the minor road.

New sidewalks along both sides of Swann Road and Dianna Drive were recently constructed.

The crosswalks in front of the school and where the parking lot and the community center driveway meet do not have ADA-compliant ramps.

The photo in Figure 1 of William Beanes Elementary School and Community Center was taken during a site visit. It shows a crosswalk connected to sidewalks on both sides of the driveway at the school near the entrance to the parking lot. However, there are no ADA-compliant ramps on either sidewalk connecting to the crosswalk.



PHOTOS BY AMT ENGINEERING

At the driveway near parking lot

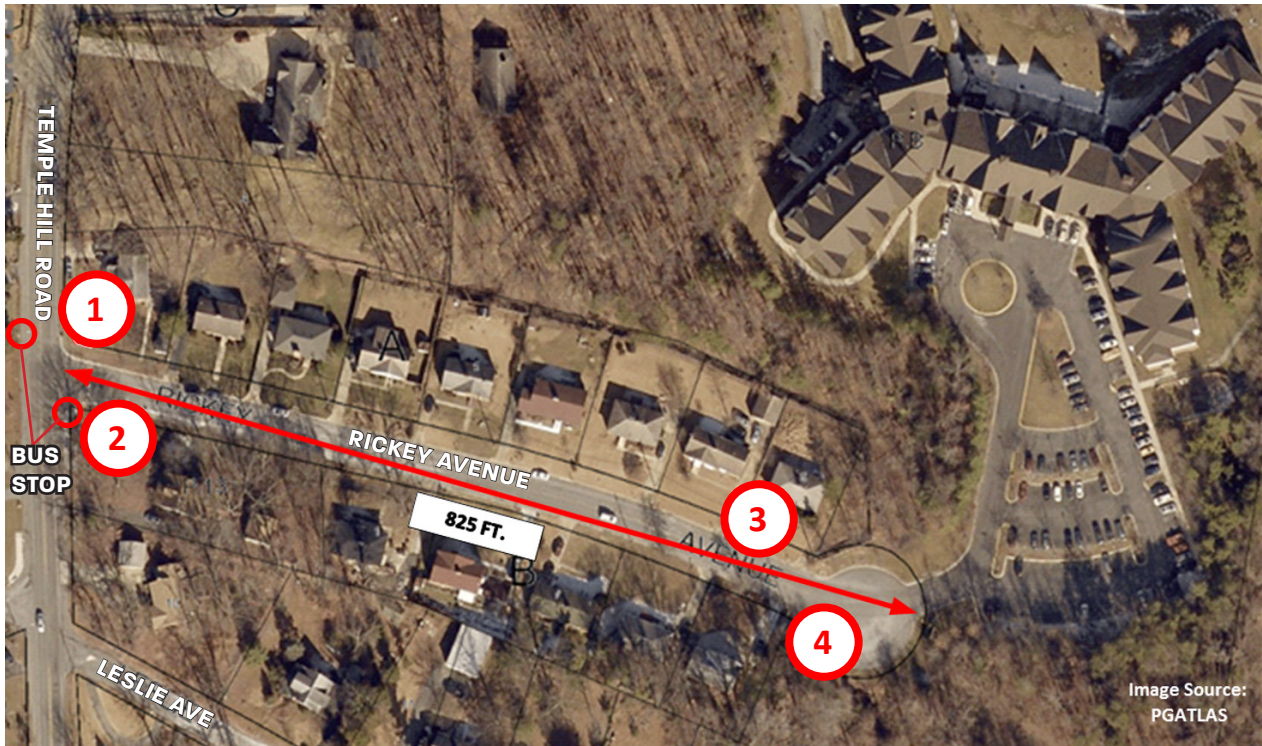


IMAGE SOURCE: PGATLAS

Figure 2. Conditions at The Manor at Victoria Park



Temple Hill Rd/Rickey Ave Intersection



Temple Hill Rd/Rickey Ave intersection



Along Rickey Avenue



Entrance to parking lot

PHOTOS BY AMT ENGINEERING

The Manor at Victoria Park

The Manor at Victoria Park, at 3420 Rickey Avenue, is a senior apartment community for residents aged 62 and older. Rickey Avenue is a two-lane, two-way road with a posted speed limit of 25 mph. Temple Hill Road is approximately 825 feet from the driveway entrance, as shown in Figure 2.

There are two bus stops close to the intersection of Rickey Avenue and Temple Hill Road, which is a two-lane road with a posted speed limit of 30 mph. However, there is no sidewalk connectivity from the bus stops to the apartment community. Residents accessing the bus stops must walk along Rickey Avenue, which is detrimental to their safety, because there are no sidewalks on either side of the road.

There are no crosswalks across Rickey Avenue at its intersection with Temple Hill Road, as shown in Photo 1 at the intersection looking southbound. At

the northeast corner of the intersection, there are also no ADA-compliant ramps, which is detrimental to pedestrian safety.

Photo 2 shows the intersection of Temple Hill Road and Rickey Avenue looking northbound. The 50-foot section of sidewalk along northbound Temple Hill Road connects to the bus stop; however, it abruptly stops at Rickey Avenue. There is an ADA-compliant ramp, but there are no crosswalks across Rickey Avenue.

Photo 3 shows Rickey Avenue looking eastbound toward the cul-de-sac. There are no sidewalks to Temple Hill Road or the community center driveway.

Photo 4 shows the cul-de-sac and the entrance to the parking lot of the senior community center. There are no sidewalks on either side to the entrance of the community, nor are there crosswalks across the parking lot entrance.

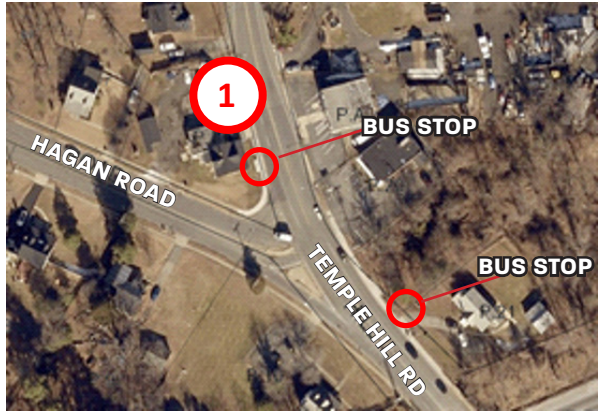


Figure 3. Bus Stops near Hagan Road



Bus Stop Along Southbound Temple Hill Road near Hagan Road

Bus Stops on Temple Hill Road near Hagan

Several bus stops were assessed along Temple Hill Road. Photo 1 in Figure 3 shows a bus stop along southbound Temple Hill Road near its intersection with Hagan Road. There are no crosswalks in the vicinity of the bus stop for pedestrians to safely cross Temple Hill Road.

There is another bus stop along northbound Temple Hill Road south of its intersection with Hagan Road. There is a sidewalk along northbound Temple Hill Road. However, there are no crosswalks in the vicinity of that bus stop.

The lack of these crosswalks is detrimental to pedestrian safety for those who have to cross Temple Hill Road to access the bus stops.

Temple Hill Road near Rickey Avenue



Figure 4. Bus Stops Along Temple Hill Road between St. Barnabas Road and Rickey Avenue

Several bus stops were assessed along Temple Hill Road including the ones at Carlton Avenue and Rickey Avenue.

There is 50 feet of sidewalk along northbound Temple Hill Road just south of Rickey Avenue. The posted speed limit is 30 mph along Temple Hill Road.

Except for the bus stop on the northbound approach at Rickey Avenue (Photo 4), the bus stops are not on a curbed concrete pad, which makes it unsafe for people to wait. There is also no sidewalk connectivity from the bus stops to the neighboring roads and there are no crosswalks across Temple Hill Road at the bus stops, making it unsafe to walk along or cross the street.

The bus stop shown in Photo 1 is on the sidewalk that continues from St. Barnabas Road but ends on Temple Hill Road at the bus stop. There are no proximate crosswalks across Temple Hill Road.

Photo 2 shows the bus stop on Temple Hill Road across from Carlton Avenue. The bus stop has a concrete pad at the same level as the road, making it unsafe for people to wait.



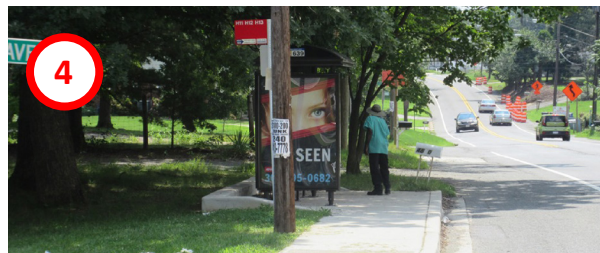
Bus stop on Temple Hill Road south of St. Barnabas Road



Bus stop across Carlton Avenue



Southbound bus stop at Rickey Avenue



Northbound bus stop at Rickey Avenue

Photo 3 shows the bus stop at Rickey Avenue along southbound Temple Hill Road. This bus stop has an unraised concrete pad and has no sidewalk connectivity or proximate crosswalks for pedestrians to safely cross Temple Hill Road.

Photo 4 shows the northbound bus stop at Rickey Avenue. This bus stop is located near the sidewalk along Temple Hill Road, however this sidewalk ends at Rickey Avenue.

PHOTOS BY AMT ENGINEERING

Bus Stops Along Suitland Road

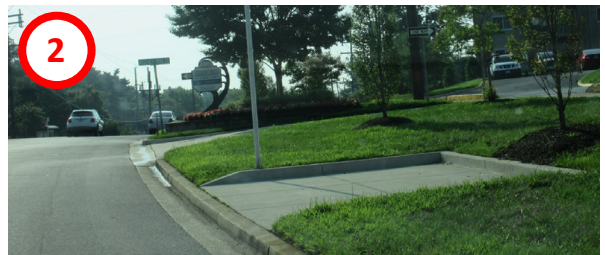


Figure 5. Bus stop locations along Suitland Road



AT SUTLAND ROAD AND ROMAINE COURT

Photo 1a shows the bus stop along northbound Suitland Road at its intersection with Romaine Court. Photo 1b shows the same sidewalk ending along Romaine Court, just east of Suitland Road. There is no sidewalk connectivity from this sidewalk to the residences along Romaine Court.



5685 SUTLAND ROAD

Photo 2 shows a concrete pad that serves as a bus stop at this location. There is no sidewalk connectivity to the bus stop, even though there is an unconnected sidewalk 20 feet away. To access the stop, people must walk on the grass.



5897 SUTLAND ROAD

Photo 3 shows a bus stop with no sidewalk connectivity. The bus stop is across from a townhome complex, which would encourage residents to use public transportation. However, there is no sidewalk connectivity or crosswalk across Suitland Road.



AT BELGREEN STREET

Photo 4 shows a bus stop located opposite of the Suitland Road/Belgreen Street intersection. The bus stop has no existing bus pad. There is no sidewalk connectivity with the bus stop and there are no crosswalks across Suitland Road for people to cross and access the bus stop from Belgreen Street.

IMAGE SOURCE: PGATLAS

PHOTOS BY AMT ENGINEERING



IMAGE SOURCE: PGATLAS

Figure 6. Bus Stops Along Old Branch Avenue



Westbound, between Hartford Hills Dr and Oxford Dr



Eastbound on Old Branch Avenue at Oxford Drive



Westbound on Old Branch Avenue at Ourisman Drive



Westbound on Old Branch Avenue at Ourisman Drive



Old Branch Avenue opposite Chevy car dealership

PHOTOS BY AMT ENGINEERING

Bus Stops Along Old Branch Avenue

Several bus stop locations, shown in Figure 6, were assessed along Old Branch Avenue including 4604 Old Branch Avenue, Oxford Drive, Ourisman Drive, and at Ourisman Chevrolet of Marlow Heights.

The bus stops are either on the shoulder or in the grass next to the road. There are no sidewalks on either side of Old Branch Avenue. There are no crosswalks across Old Branch Avenue. The lack of sidewalks and pedestrian crosswalks near the bus stops are detrimental to safe pedestrian mobility.

The bus stop along westbound Old Branch Avenue between Hartford Hills Drive and Oxford Drive, shown in Photo 1 of Figure 6, is next to a residential driveway. There are no sidewalks along Old Branch Avenue connecting to the bus stop.

The bus stop along eastbound Old Branch Avenue at its intersection with Oxford Drive, in Photo 2, is also on the grass median at the side of the street and lacks a raised concrete pad. There are no sidewalks connecting the bus stop or crosswalks across Old Branch Avenue.

Photos 3 and 4 show the bus stops along westbound and eastbound Old Branch Avenue at its intersection with Ourisman Drive, respectively. These bus stops have no sidewalk connectivity.

Photo 5 shows the bus stop along westbound Old Branch Avenue opposite the Chevrolet dealership. The bus stop is located on the raised median at the side of the road, which makes it unsafe for people wait at the bus stop. There are no connecting sidewalks or crosswalks in the vicinity of the bus stop.

Silver Hill Road at Terrace Drive and Silver Park Drive

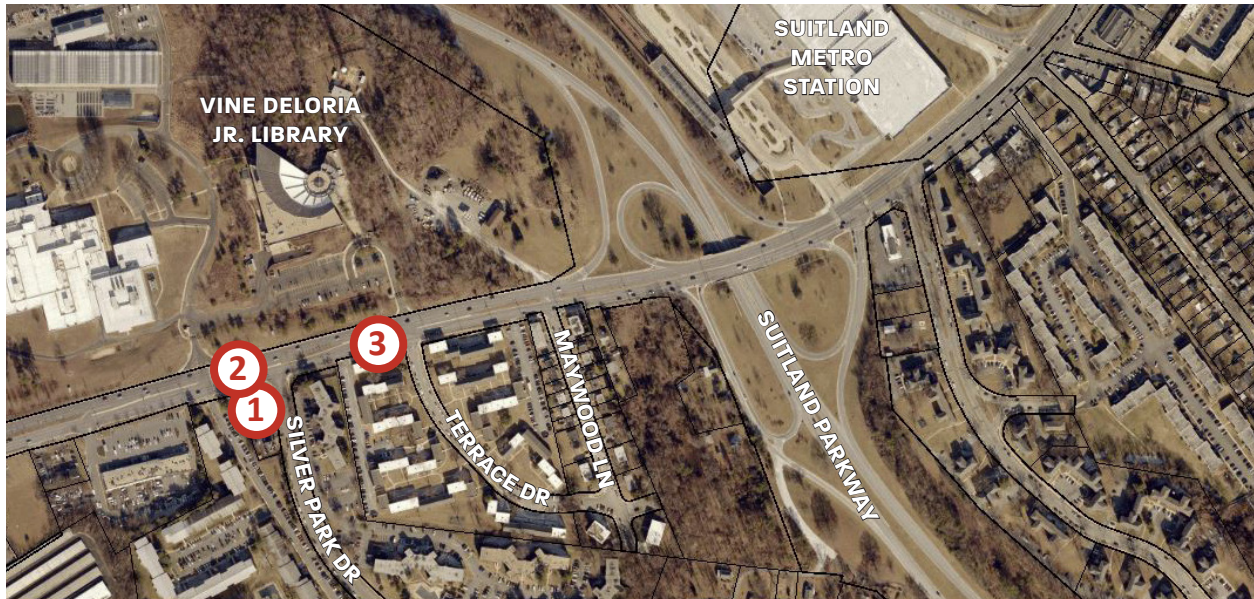


IMAGE SOURCE: PGATLAS

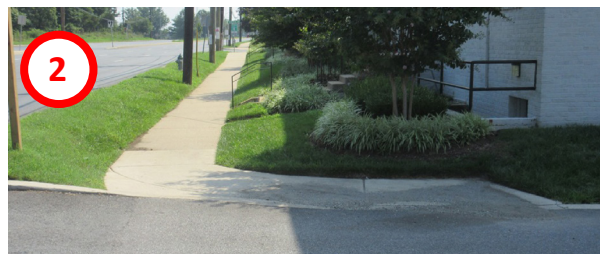
Figure 7. Silver Hill Road at Terrace Drive and Silver Park Drive

Photos 1 and 2 of Figure 7 show the driveways to the Residences at Silver Hill near Suitland Metro Station along Silver Hill Road. Because this community is in close proximity to the Metro station, it is expected that many residents walk to it.

The sidewalks along Silver Hill Road, shown in Photo 3, allow residents to walk from the residential community to the Metro station. There are several bus stops along Silver Hill Road that are accessible from the sidewalks.



Residences at Silver Hill parking lot



Residences at Silver Hill parking lot entrance



Looking westbound along Silver Hill Road

PHOTOS BY AMT ENGINEERING, INC.

Navy Day Dr./Navy Day Place/Glenn Dr.

To access the bus stops on Silver Hill Road or at the Suitland Metro Station, residents must walk along the side of Navy Day Drive, Navy Day Place, or Glenn Drive, because there are no sidewalks. This is detrimental to pedestrian safety, especially for school children.

School children wait for the bus at the intersection of Navy Day Place and Navy Day Drive, shown in Photo 1 of Figure 8. There is no designated bus stop and students stand at the side of the road, which residents feel is unsafe. There are also no sidewalks or crosswalks along Navy Day Place or Navy Day Drive and students must walk along the side of the road.

There are no sidewalks at the intersection of Navy Day Place and Glenn Drive, shown in Photo 2, and residents have to walk along the sides of the roads.

The residential community, shown in Photos 3 and 5, lacks sidewalks on either side of Navy Day Drive.

Photos 4 and 6 of Glenn Drive looking southbound show there are no sidewalks on either side of the road.



IMAGE SOURCE: PGATLAS

Figure 8. Conditions at Navy Day Drive/Navy Day Place/Glenn Drive



Navy Day Drive at Navy Day Place intersection



Navy Day Place at Glenn Drive intersection



Navy Day Drive looking northbound



Glenn Drive looking southbound



Navy Day Drive looking northbound



Glenn Drive looking southbound

PHOTOS BY AMT ENGINEERING, INC.

Community & Stakeholder Meetings

Community Meeting **NOV 1, 2018**

A community meeting on Thursday, November 1, 2018, at the William Beanes Elementary School and Community Center at 5108 Dianna Drive in Suitland was held in coordination with Planning Department staff and members of the community. At this meeting, AMT introduced the project, shared findings that identified locations within the TNI area that lack pedestrian amenities, and shared draft preliminary concepts for transportation improvements. At the meeting, AMT and M-NCPPC also received input

and feedback regarding the community's desires, opportunities, and potential recommendations.

The feedback from this meeting included a request to construct sidewalk from Silver Hill Road to Navy Day Place and wrap along Navy Day Drive.

Based on the feedback received from the community meeting, the study locations were finalized.

The meeting minutes from the community meeting are provided in Appendix A.

Stakeholder Meeting **DEC 6, 2018**

An agency stakeholder meeting was conducted Thursday, December 6, 2018, at the Prince George's County DPW&T Marburger Building at 8400 D'Arcy Road in Forestville in coordination with Planning Department staff, and representatives from DPW&T and MDOT SHA District 3. At this meeting, AMT provided an overview of the project which included the existing conditions of the study locations as well as design concept renderings based on the feedback from the previous meeting.

The feedback from this meeting included:

- Discuss with DPW&T – Transit Planning regarding bus pads versus bus shelters. Bus shelters require funding.
- Sidewalks and bus pads/shelters can trigger right-of-way and utility issues.

- Construction along Dianna Drive and Swann Road near William Beanes Elementary School is complete.
- The Sidewalk Retrofit Program may be a funding source for communities in need, provided the site is in the Priority Funding Area.
- MDOT SHA District 3 and MDOT SHA Office of Highway Development should be included on all sidewalk requests along state roadways.
- A Right of Entry agreement is needed to install a sidewalk on someone's property. MDOT SHA prefers to buy the needed right-of-way.

Based on the feedback, AMT held a conference call with the Transit Planning staff to discuss bus pads and bus shelters. The meeting minutes from this agency stakeholder meeting as well as with the staff are provided in Appendix A.

Stakeholder Meeting with DPW&T **MAY 29, 2019**

A second agency stakeholder meeting was conducted Wednesday, May 29, 2019, at the Prince George's County DPW&T building at 9400 Peppercorn Place, Suite 300 in Largo. This meeting was held in coordination with staff from the Planning Department and DPW&T. At this meeting, AMT provided a final overview of the project that included the existing conditions of the study locations as well as design concept renderings based on the feedback from the previous meeting.

The feedback from this meeting included:

- Discuss the impact of right-of-way and utility costs, as well as constructability. Some locations cannot be made ADA compliant or fully accessible even after DPW&T's reasonable attempts at compliance.
- Sidewalks and bus pads/shelters can trigger right-of-way and utility issues.

- Street lighting is always a good recommendation along sections of roadway where there are pedestrian crossings and bus stops. It is feasible to install a street light to an existing utility pole.
- For bus stops along open section roadways with or without a bus pad, install a 10-inch white line in front of the bus stop to bring more attention to the motorist, as well as reduce speed with a slightly reduced travel lane.
- Vertical pavement marking improvements fall under "Review and Correction" and typically have a 90-120 day schedule. DPW&T prioritizes high incident locations.
- Install crosswalks close to the intersection. Avoid mid-block crossings. Flashing pedestrian warning signs are recommended.

The meeting minutes from this agency stakeholder meeting are provided in Appendix A.

Community Meeting **JUNE 11, 2019**

A second community meeting was conducted Tuesday, June 11, 2019, at the William Beanes Elementary School and Community Center at 5108 Dianna Drive in Suitland. This meeting was held in coordination with Planning Department staff and members of the community. AMT provided a final overview of the project, which included the existing conditions of the study locations as well as design concepts and renderings based on the feedback from the previous community and stakeholder meetings.

The feedback from this meeting included:

- The community would like to see additional street lighting along Swann Road from Silver Hill Road to Meadowview Drive.

- Explore new street lighting around the parking lot at the corner of Silver Hill Road and Swann Road. This property will be redeveloped and there is current sidewalk alignment. The new lighting would need to be reviewed by the Revenue Authority.
- Review school bus stop improvements at the intersection of Navy Day Drive and Navy Day Place.
- It was emphasized at the meeting that in order to report safety concerns and issues, residents should call the Prince George's County's 311 number.

The meeting minutes from the community meeting are provided in Appendix A.

Design Concept Development

Design Concept Development

Based on the existing conditions analysis, assessment of the study locations, community input, and agency stakeholder feedback, AMT developed a design concept plan view for each study location and a design concept rendering for select study locations along with preliminary construction cost estimates. The select study locations were based upon AMT's desire to visually enhance the recommended improvements.

Select study locations include a Recommendation and Discussion section. The Recommendation section consists of improvements to be constructed that would enhance pedestrian safety. This section is comprised of AMT's initial recommendations, along with feedback from DPW&T and MDOT SHA - District 3. The Discussion section consists of valued information to consider when recommending improvements and developing construction costs.

Each preliminary construction cost estimate included

the materials and quantities needed to construct the recommended design concept. Because these design improvements are in the concept stage, contingency items were included as part of the cost estimate that are normally addressed during the entire design process. The contingency items included maintenance of traffic, utilities, right-of-way, and stormwater management. Depending upon the type of recommended improvement (i.e., crosswalks, sidewalks), a contingency of 50 percent was applied to select cost estimates to account for unknown contingency items during the design concept stage. For study locations in which only crosswalks are being recommended for installation, a contingency of 10 percent was applied to the cost estimate to account for maintenance of traffic. Detailed concept cost estimates are provided in Appendix B. The study locations were categorized as short-term (less than 2 years), mid-term (2 to 6 years) and long-term (more than 6 years) improvements.

William Beanes Elementary School and Community Center

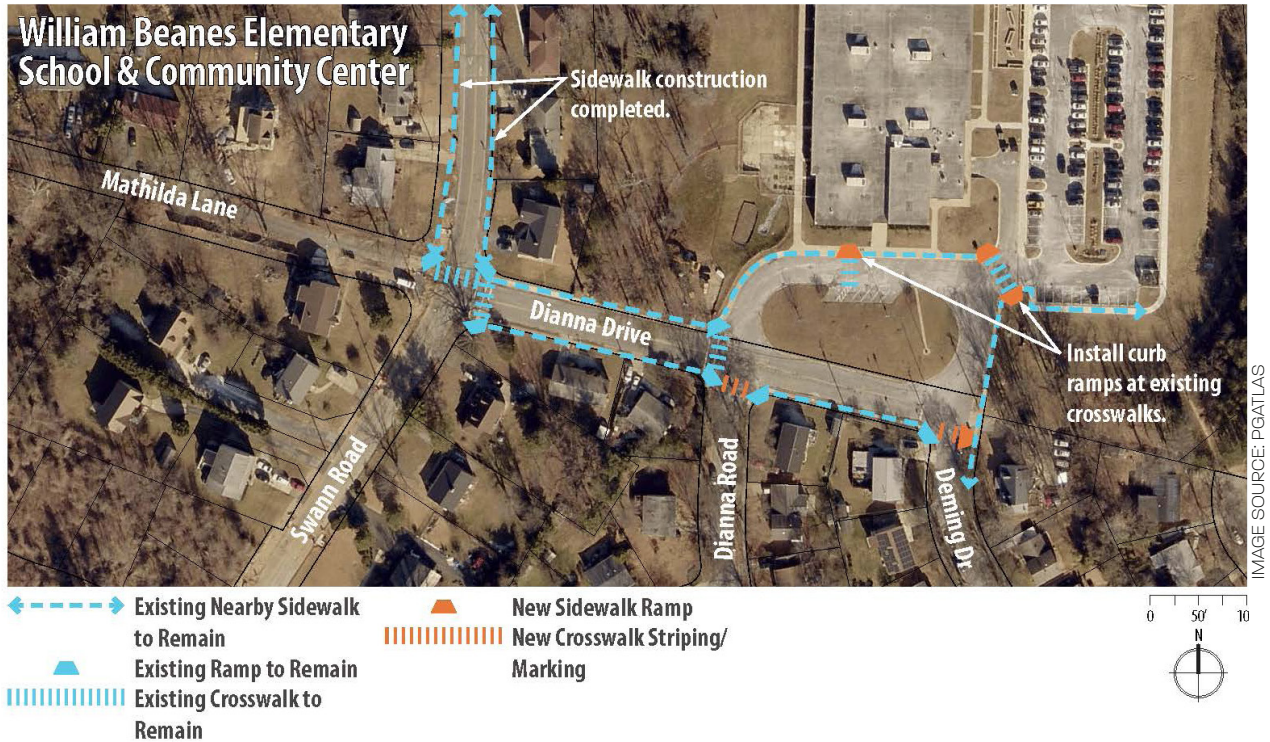


Figure 9. William Beanes Elementary School and Community Center Design Concept Plan View

Design Concept Plan View

Based on the existing conditions analysis, a design concept plan view (Figure 9) was prepared, which shows the improvements at Dianna Drive and Deming Drive.

RECOMMENDATION

- Construct crosswalks with ADA-compliant ramps across Dianna Road and Deming Drive that connect to the existing sidewalks.
- Install new ADA-compliant curb ramps at existing crosswalks.
- Install pedestrian warning signs at crosswalks.

These improvements will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$10,000 with a short-term implementation time frame once the project is approved and funded.

DISCUSSION

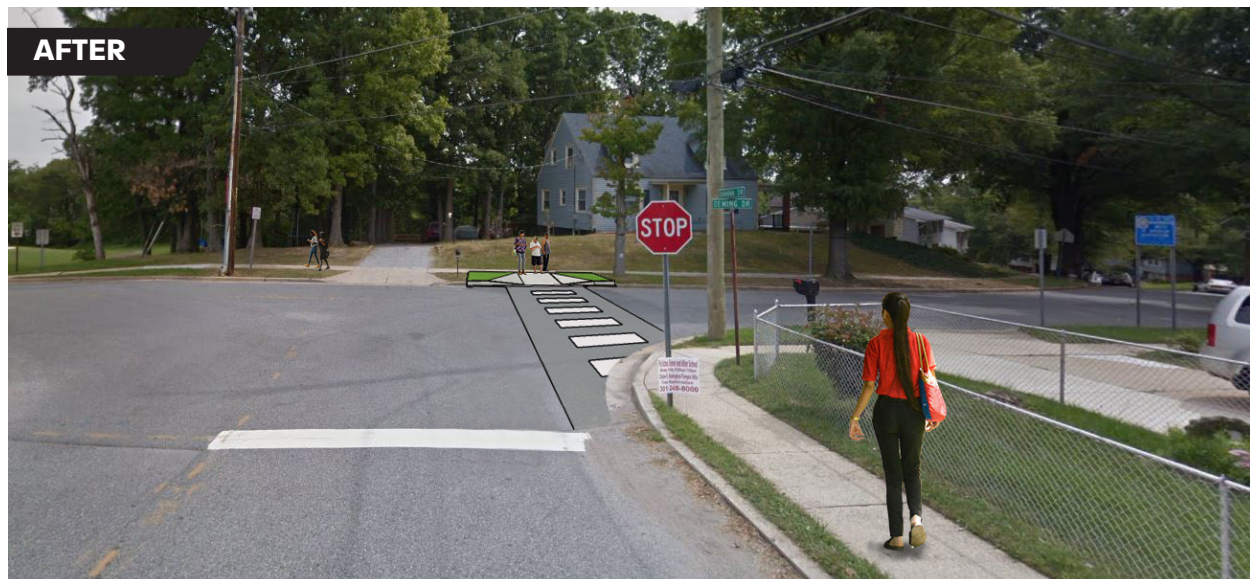
- The sidewalk construction on both sides of Swann Road near Dianna Drive is now complete.
- The installation of curb ramps at the school driveway/parking lot is to be discussed and provided by the school as it falls within the school property.

Estimated cost
\$10,000
 Time Frame
SHORT TERM

William Beanes Elementary School and Community Center



PHOTOS BY GOOGLE MAPS



PHOTOS BY GOOGLE MAPS

Figure 10. William Beanes ES and Community Center Design Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 10 show the existing conditions and the recommended design concept rendering depicting Dianna Drive after the improvements are constructed.

The concept rendering shows a crosswalk across Deming Drive that would provide pedestrians a safe crossing to the elementary school and community center.

The Manor at Victoria Park



Figure 11. The Manor at Victoria Park Design Concept Plan View

Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view (Figure 11) was prepared to identify the improvements at the Manor at Victoria Park.

RECOMMENDATION

- Construct new sidewalks along both sides of Rickey Avenue.
- Install new ADA-compliant curb ramps and crosswalk at the Rickey Avenue and apartment community driveway.
- Install crosswalk across north leg of Temple Hill Road and across Rickey Avenue
- Install pedestrian crossing signs at the crosswalk.

These improvements will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$230,000 with a mid-term implementation time frame after the project is approved and funded.

DISCUSSION

- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost

\$300,000

Time Frame

MID TERM

The Manor at Victoria Park



Figure 12. The Manor at Victoria Park Design Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 12 show the existing conditions and the recommended design concept rendering depicting how the Manor at Victoria Park would look after the improvements are constructed.

The concept rendering shows the entrance of the parking lot to the residential community. Sidewalk improvements on both sides of Rickey Avenue would allow pedestrians to safely walk to the bus stops on Temple Hill Road. In addition, at the entrance to the parking lot, a crosswalk with ADA-compliant ramps has been recommended for pedestrians to safely cross.

Bus Stops on Temple Hill Road near Hagan

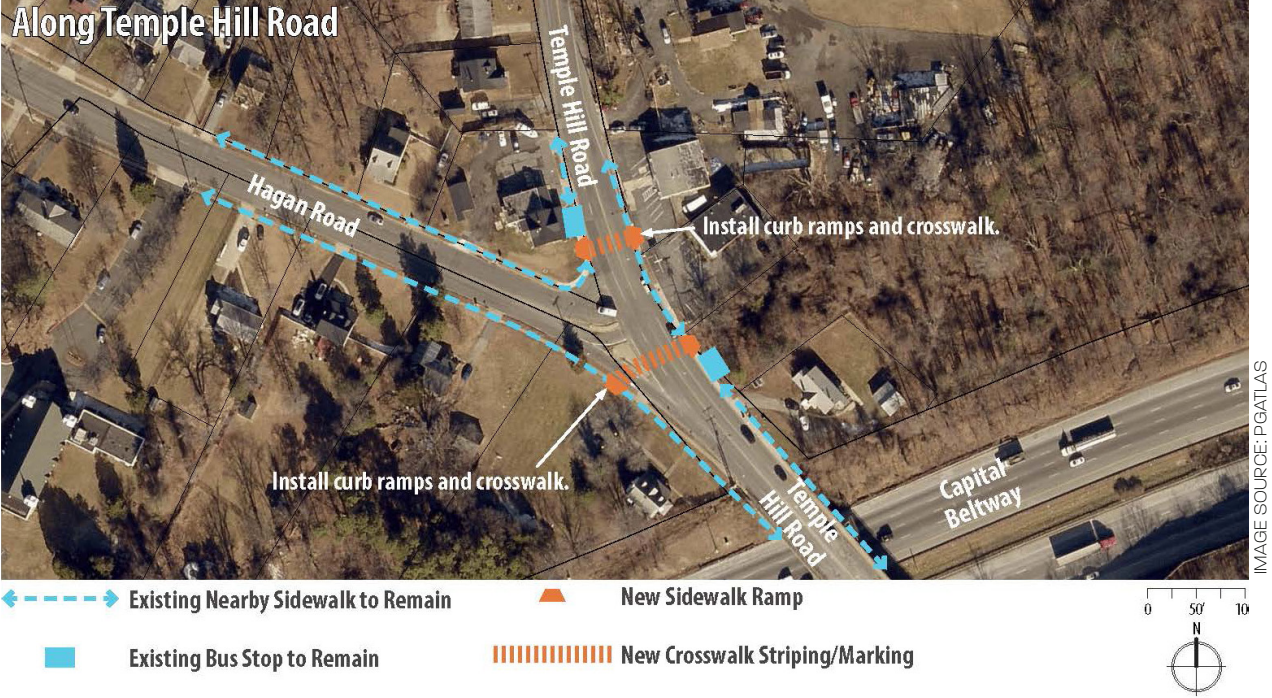


Figure 13. Bus Stops Along Temple Hill Road (near Hagan Road) Design Concept Plan View

Design Concept Plan View

Based on the existing conditions analysis, a design concept plan view (Figure 13) was prepared that shows the improvements at the Temple Hill Road and Hagan Road intersection.

RECOMMENDATION

- Construct new ADA-compliant curb ramps and crosswalks along Temple Hill Road near its intersection with Hagan Road in proximity to the bus stops.
- Install pedestrian crossing signs at the crosswalks.
- Review intersection lighting and install lighting to utility pole.

These improvements will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$30,000, with a short-term implementation time frame after the project is approved and funded.

DISCUSSION

- Construction of ramps will be dependent on right-of-way, utility costs, and geometric constraints.

Estimated cost
\$30,000
 Time Frame
SHORT TERM

Bus Stops on Temple Hill Road near Hagan



PHOTOS BY GOOGLE MAPS



PHOTOS BY GOOGLE MAPS

Figure 14. Bus Stops Along Temple Hill Road (near Hagan Road) Design Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 14 show the existing conditions and the recommended design concept rendering for the Temple Hill Road at Hagan Road intersection.

The concept rendering shows an example of the recommended improvements including a new crosswalk across Temple Hill Road connected with ADA-compliant ramps. This allows pedestrians to safely cross the road while accessing the bus stops along Temple Hill Road.

Temple Hill Road near Rickey Avenue

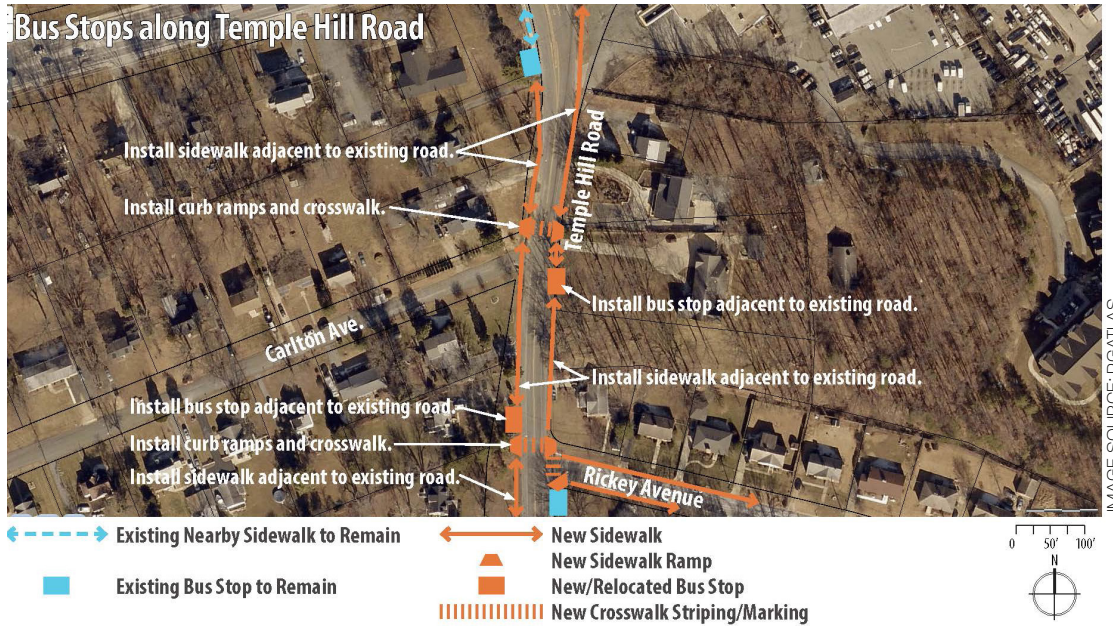


Figure 15. Bus Stops Along Temple Hill Road (near Rickey Avenue) Design Concept Plan View

Design Concept Plan View

Based on the existing conditions analysis, a design concept plan view (Figure 15) was prepared that shows the improvements along Temple Hill Road.

RECOMMENDATION

- Construct new sidewalks on both sides of Temple Hill Road.
- Construct new crosswalks and ADA-compliant ramps in proximity to the bus stops.
- Install 10-inch thick white line in front of bus stops 50 feet in both directions to help improve visibility and safety.
- Install pedestrian crossing signs at the crosswalks across Temple Hill Road.
- Provide street lighting near crosswalks if existing utility pole is present.

The improvements will enhance sidewalk connectivity and pedestrian safety.

Based on the design concept plan, the preliminary construction cost is estimated to be \$220,000, with a long-term implementation time frame after the project is approved and funded.

DISCUSSION

- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost

\$220,000

Time Frame

**LONG
TERM**

Temple Hill Road near Rickey Avenue



PHOTOS BY GOOGLE MAPS



PHOTOS BY GOOGLE MAPS

Figure 16. Bus Stops Along Temple Hill Road (near Rickey Avenue) Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 16 depict the existing conditions and the recommended design concept rendering for the bus stops along Temple Hill Road.

Improvements such as new sidewalks along both sides of Temple Hill Road are reflected in the concept rendering. The bus stop is located behind the sidewalk at the new crosswalk location.

Bus Stops Along Suitland Road

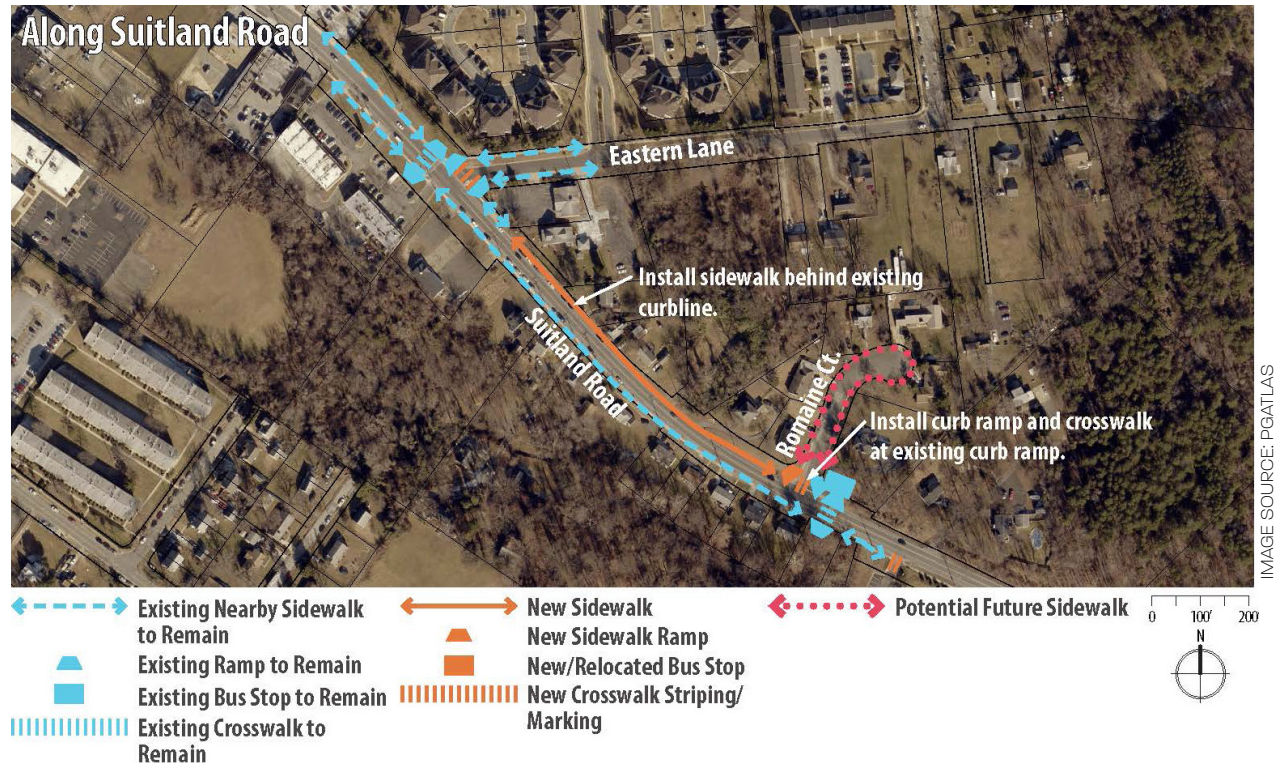


IMAGE SOURCE: PGATLAS

Figure 17. At Eastern Lane and Romaine Court Design Concept Plan View

Design Concept Plan View 1: At Eastern Lane And Romaine Court

Based on the existing conditions analysis, a design concept plan view (Figure 17) was prepared that shows the improvements at locations along Suitland Road at Romaine Court and Eastern Lane intersections.

RECOMMENDATION

- Construct new sidewalk to connect between Eastern Lane and Romaine Court.
- Install ADA-compliant ramp in the northwest corner of the Suitland Road and Romaine Court intersection.
- Install pedestrian crossing signs at the crosswalks across Suitland Road.
- Provide street lighting near crosswalks if existing utility pole is present.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$160,000, with a mid-term implementation time frame after the project is approved and funded.

DISCUSSION

- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost
\$160,000
 Time Frame
MID TERM

Bus Stops Along Suitland Road

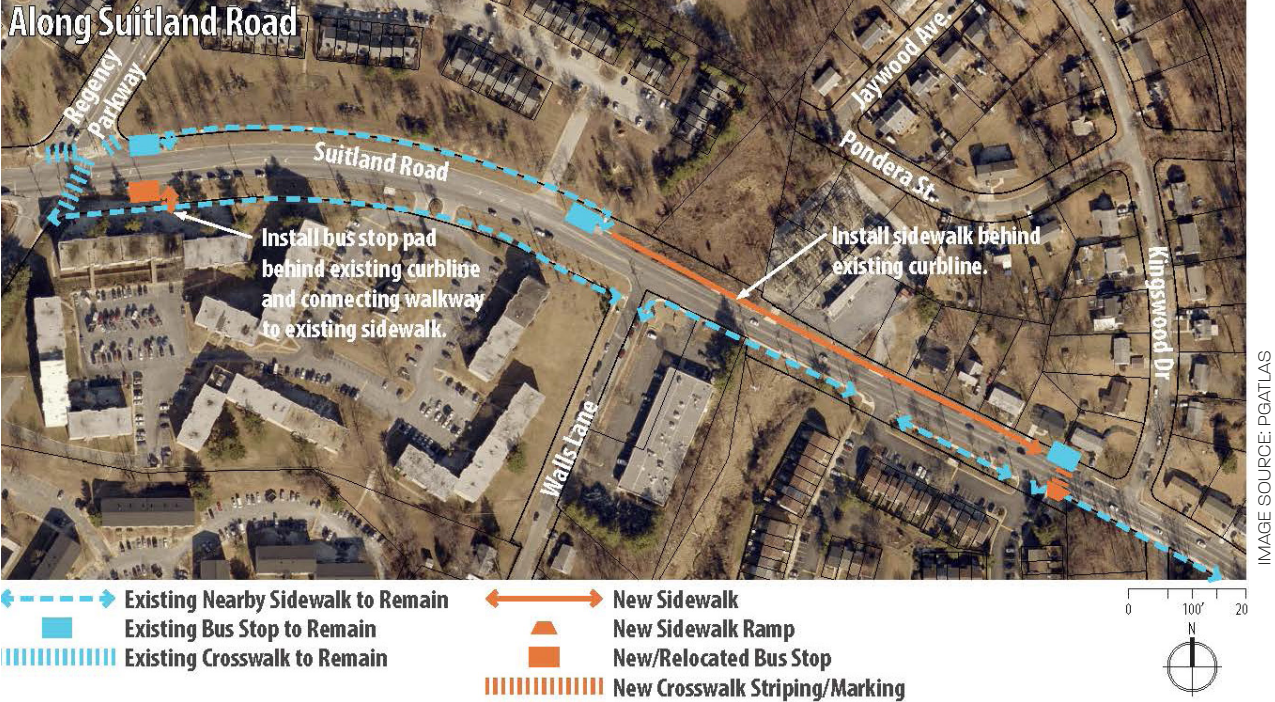


Figure 18. 5897 Suitland Road and 5685 Suitland Road Design Concept Plan View

Design Concept Plan View 2: 5897 Suitland Road and 5685 Suitland Road

Based on the existing conditions analysis, a design concept plan view (Figure 18) was prepared that shows the improvements at the following locations 5897 Suitland Road and 5685 Suitland Road.

RECOMMENDATION

- Construct new sidewalks along Suitland Road that connect the existing sidewalks at 5897 Suitland Road and 5685 Suitland Road.
- Install new ADA-compliant ramp and crosswalk in proximity to the bus stop west of Kingswood Drive.
- Install the bus stop behind the existing curb line with a connecting walkway to the existing sidewalk, east of the Suitland Road and Regency Parkway intersection.
- Install pedestrian crossing signs at the crosswalks across Suitland Road.

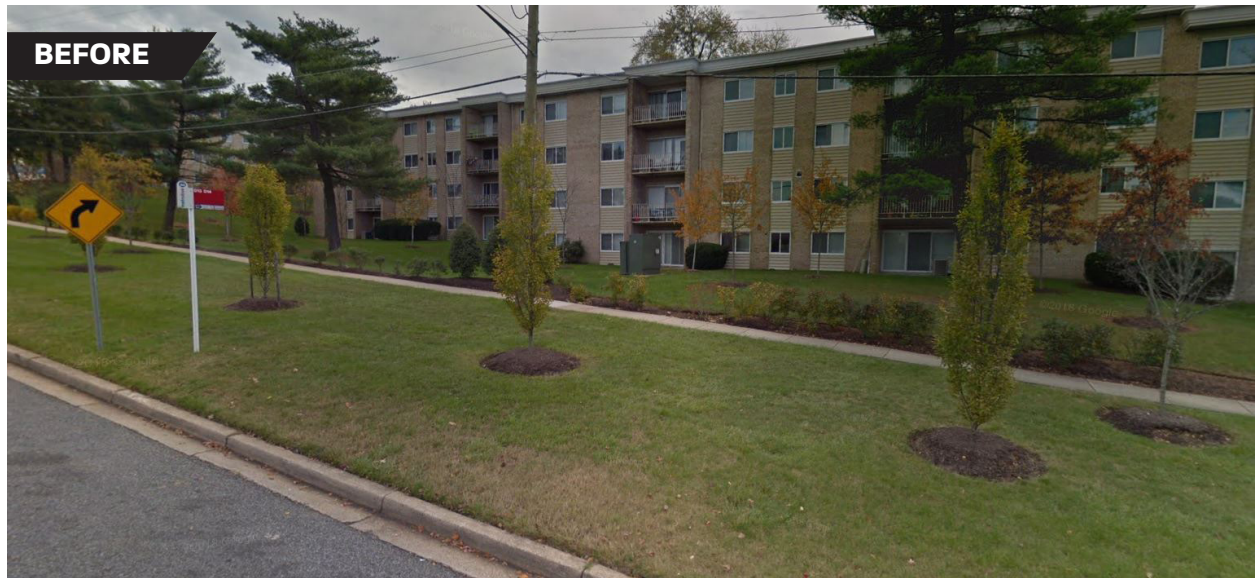
These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$160,000, with a mid-term implementation time frame after the project is approved and funded.

DISCUSSION

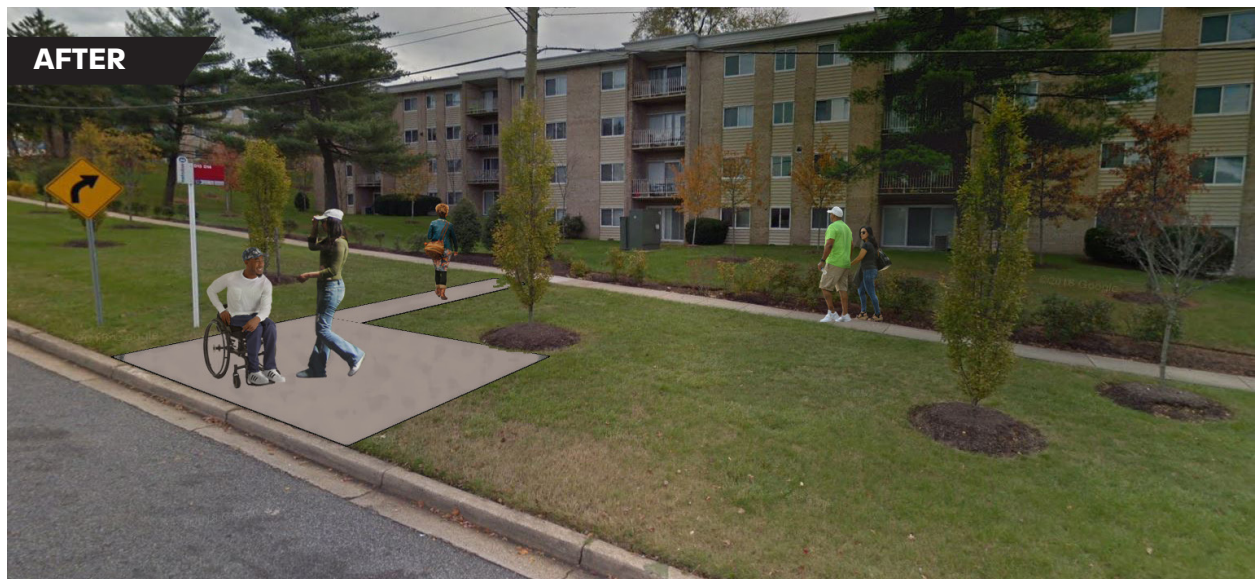
- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost
\$160,000
 Time Frame
MID TERM

Bus Stops Along Suitland Road



PHOTOS BY GOOGLE MAPS



PHOTOS BY GOOGLE MAPS

Figure 19. Bus Stops Along Suitland Road Design Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 19 show the existing conditions and the recommended design concept rendering for a bus stop along eastbound Suitland Road, approximately 100 feet east of Regency Parkway.

The concept rendering shows the improvements, such as a new concrete pad at the bus stop so pedestrians will not have to wait on the grass. The bus stop pad is connected with the sidewalk behind the bus stop.

Bus Stops Along Suitland Road

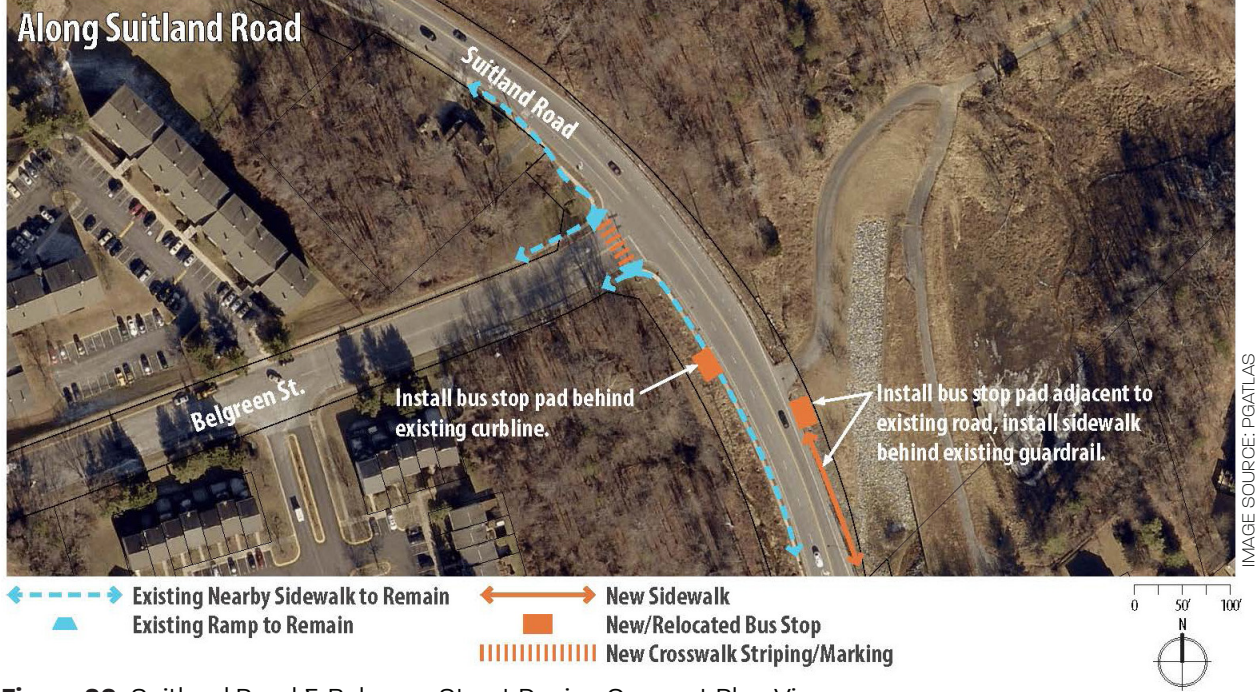


Figure 20. Suitland Road & Belgreen Street Design Concept Plan View

Design Concept Plan View

Based on the existing conditions analysis, a design concept plan view (Figure 20) was prepared that shows the improvements at Belgreen Street.

Recommendation

- Install bus stops adjacent to the existing road and behind the existing curb line.
- Construct new sidewalk that will connect to the northbound bus stop behind the existing guard rail.
- Construct new crosswalk across Belgreen Street that will connect to the existing ADA-compliant ramps.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$65,000, with a mid-term implementation time frame after the project is approved and funded.

DISCUSSION:

- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost
\$65,000
 Time Frame
MID TERM

Bus Stops Along Old Branch Avenue



Figure 21. Bus Stops Along Old Branch Avenue Design Concept Plan View

Design Concept Plan View

Based on the existing conditions analysis, a design concept plan view (Figure 21) was prepared that shows the improvements at bus stops along Old Branch Avenue.

Recommendation

- Construct new sidewalks along Old Branch Avenue.
- Install concrete pads at the bus stops.
- Construct crosswalks across Old Branch Avenue in proximity to the bus stops.
- Install sidewalk along the west side of Ourisman Drive that connects to a new sidewalk along Old Branch Avenue.
- For bus stops without any elevation, install 10-inch thick white line in front of bus stops 50 feet in both directions to help improve visibility and safety.
- Install pedestrian crossing signs at the crosswalks across Old Branch Avenue.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$415,000, with a long-term implementation time frame after the project is approved and funded.

Discussion

- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost
\$415,000
 Time Frame
LONG TERM

Bus Stops Along Old Branch Avenue



PHOTOS BY GOOGLE MAPS



PHOTOS BY GOOGLE MAPS

Figure 22. Bus Stops Along Old Branch Avenue Design Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 22 show the existing conditions and the recommended design concept rendering for the bus stops along Old Branch Avenue.

The images show the improvements recommended near the intersection of Old Branch Avenue and Ourisman Drive.

The improvements show a concrete pad at the bus stop and a new crosswalk across Old Branch Avenue, which will allow pedestrians to safely cross as they walk to the bus stop. New ADA-compliant ramps connect the crosswalks and a new sidewalk at Old Branch Avenue connects to the crosswalk on Ourisman Drive. This improves sidewalk connectivity and pedestrian safety from the side streets to the bus stops.

Silver Hill Road at Terrace Drive and Silver Park Drive

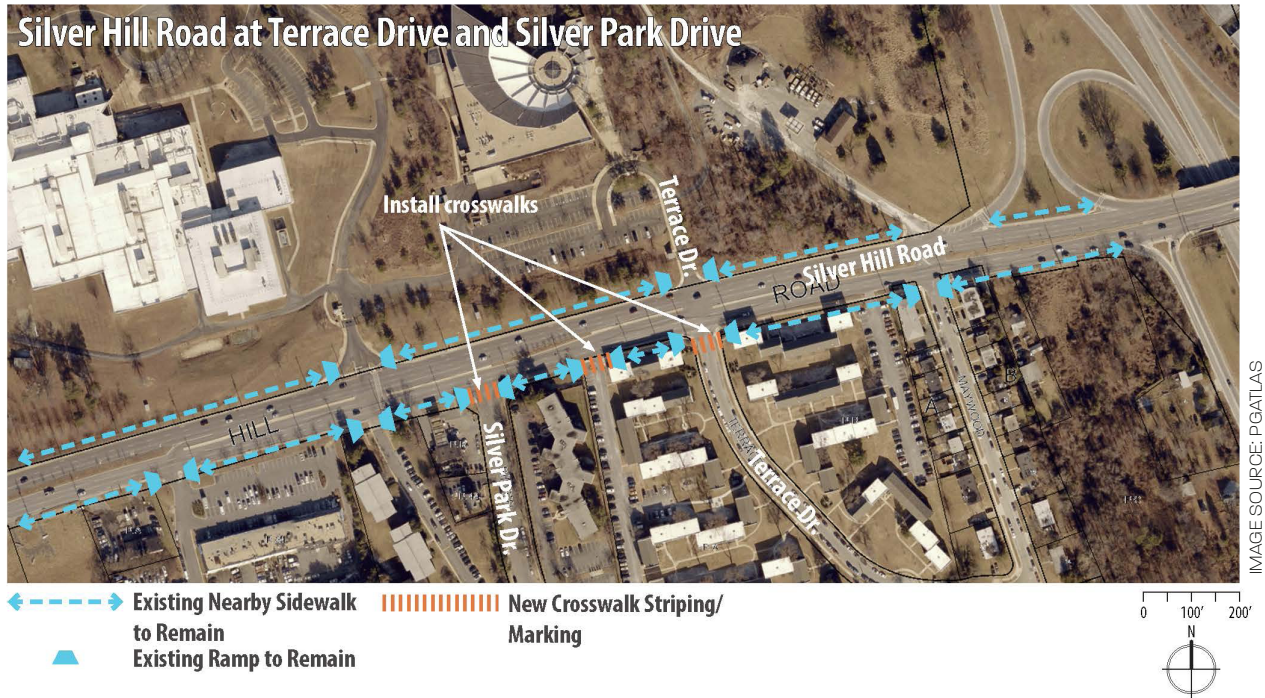


Figure 23. Silver Hill Road at Terrace Drive & Silver Park Drive Design Concept Plan View

Design Concept Plan View

A design concept plan view (Figure 23) was prepared which shows the improvements at Terrace Drive, driveway entrance to apartment complex, and Silver Park Drive.

RECOMMENDATION

- Install new crosswalks across Silver Park Drive, driveway entrance to apartment complex, and Terrace Drive.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$1,500, with a short-term implementation time frame after the project is approved and funded.

Estimated cost

\$1,500

Time Frame

SHORT TERM

Navy Day Dr./Navy Day Place/Glenn Dr.



Figure 24. Navy Day Drive/Navy Day Place/Glenn Drive Design Concept Plan View

Design Concept Plan View

Based on the existing conditions analysis, a design concept plan view (Figure 24) was prepared that shows improvements at the Navy Day Drive, Navy Day Place, and Glenn Drive location.

RECOMMENDATION

- Construct new sidewalks along Navy Day Drive, Navy Day Place and Glenn Drive to connect with the existing sidewalks along Silver Hill Road.
- Construct new ADA-compliant ramps and crosswalks across the minor legs at Navy Day Place/Navy Day Drive intersection as well as at the Glenn Drive/Navy Day Place intersection.
- Install concrete bus pad near the Navy Day Drive/Navy Day Place intersection.
- Provide street lighting near crosswalks if existing utility pole is present.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be \$555,000, with a mid-term implementation time frame after the project is approved and funded.

DISCUSSION

- While MDOT SHA District 3 stated that installing sidewalks along Navy Day Place between Navy Day Drive and Glenn Drive is not feasible due to geometric constraints, AMT feels that the recommendation is still valid pending a shift in future DPW&T and MDOT SHA District 3 project priorities.

Estimated cost
\$555,000
 Time Frame
MID TERM

Navy Day Dr/Navy Day Place/Glenn Dr



Figure 25. Navy Day Drive/Navy Day Place/Glenn Drive Design Concept Rendering

Design Concept Rendering

The before and after pictures in Figure 25 show the existing conditions and the recommended design concept rendering for the location at Navy Day Drive and Navy Day Place.

The improvements show new sidewalks along Navy Day Drive and Navy Day Place to improve safety for pedestrians walking along these roads. A new

crosswalk is also constructed across Navy Day Place connected with ADA-compliant ramps to allow pedestrians to safely cross the road while walking along Navy Day Drive. These improvements enhance sidewalk connectivity and pedestrian safety from Silver Hill Road to the residential streets of Navy Day Drive, Navy Day Place, and Glenn Drive.

Implementation Plan

Implementation Strategy Matrix

Based on M-NCPPC, stakeholders, and community feedback, 10 locations were identified within the TNI area for proposed improvements to pedestrian safety. The improvements ranged from restriping existing crosswalks to installing new sidewalks with ADA-compliant ramps and crosswalk pavement markings. Table 2 provides a matrix of the 10 locations and their corresponding implementation time frame, agency responsibility, additional potential funding sources, and preliminary construction costs estimate. The potential funding sources category is for additional money needed above and beyond an agency's allocated budget.

Table 2. Implementation Strategy Matrix

LOCATION	TIME FRAME	RESPONSIBLE PARTIES	LEAD REVIEW AGENCIES	POTENTIAL FUNDING SOURCES	* COST ESTIMATE
William Beanes ES & Community Center	Short term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning	BUILD, SRTS, FAST ACT, CDBG	\$10,000
The Manor at Victoria Park	Mid term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST ACT, CDBG	\$300,000
Bus stops along Temple Hill Road (near Hagan Rd)	Short term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning	BUILD, FAST ACT, CDBG	\$30,000
Bus stops along Temple Hill Road (near Rickey Ave)	Long term	M-NCPPC, WMATA, DPW&T	DPIE, M-NCPPC Planning, PEPCO, WMATA	BUILD, FAST ACT, CDBG	\$220,000
Locations along Suitland Road (Eastern Lane/ Romaine Ct)	Mid term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST ACT, CDBG	\$160,000
Locations along Suitland Road (near 5897 & 5685 Suitland Road)	Mid term	M-NCPPC, WMATA, DPW&T	DPIE, M-NCPPC Planning, PEPCO, WMATA	BUILD, FAST ACT, CDBG	\$160,000
Locations along Suitland Road (at Belgreen St)	Mid term	M-NCPPC, WMATA, DPW&T	DPIE, M-NCPPC Planning, PEPCO, WMATA	BUILD, FAST ACT, CDBG	\$65,000
Bus stops along Old Branch Avenue	Long term	MDOT SHA, M-NCPPC, WMATA, DPW&T	SHA, DPIE, M-NCPPC Planning, PEPCO, WMATA	Sidewalk Retrofit Program, BUILD, FAST ACT, CDBG	\$415,000
Silver Hill Road at Terrace Drive & Silver Park Drive	Short term	MDOT SHA, M-NCPPC, DPW&T, WMATA	SHA, DPIE, M-NCPPC Planning, PEPCO	Sidewalk Retrofit Program, BUILD, FAST ACT, CDBG, WMATA Station Access	\$1,500
Navy Day Drive/Navy Day Place/Glenn Drive	Mid term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST ACT, CDBG	\$555,000
				TOTAL	\$1,916,500

Time frame: Short term is less than 2 years; Mid term is 2 to 6 years; Long term is more than 6 years.

* Cost estimates: See Appendix C for detailed preliminary construction cost estimates

Note: M-NCPPC does not construct sidewalks or crosswalks. However, M-NCPPC can help identify funding sources and apply for a grant with the support of DPW&T or MDOT SHA depending upon agency road ownership.

Gap Analysis

A gap analysis was performed for the Suitland Metro Station and Silver Hill TNI Pedestrian Accessibility Study to identify potential funding sources that could aid in the design and construction costs of transportation-related projects. Potential federal and state funding sources allocate funding for on- and off-road pedestrian facilities and roadway projects to improve pedestrian safety and access to public transportation.

BUILD (Better Utilizing Investments to Leverage Development) Transportation Grant (formerly known as Transportation Investment Generating Economic Recovery) is a federal program through the U.S. Department of Transportation that supports roadway infrastructure projects with \$1.5 billion in funding. Application Process: obtain a Data Universal Numbering System number, register with the System for Award Management (SAM), and create a Grants.gov username and password. This process takes 2-4 weeks to complete before submitting final application. For more information, visit www.transportation.gov/BUILDgrants.

FAST (Fixing America's Surface Transportation) Act is a federal program through the U.S. Department of Transportation/Federal Highway Administration that supports funding for surface transportation infrastructure planning for highways, highway and motor vehicle safety, and public transportation. For more information, visit www.fhwa.dot.gov/fastact.

SRTS (Safe Routes to School) is a federally funded reimbursement program administered by MDOT SHA that supports infrastructure and non-infrastructure activities and encourages children in grades K-8 to walk or bike to school. Application process: visit MDOT SHA's Grant Program Application System at https://marylandsha.secure.force.com/rofas/ROFAS_Main_Entry and submit a plan, cost estimate, and timeline for implementation of improvements. The school must submit a School Participation Letter stating that it supports the project.

CDBG (Community Development Block Grant) is a program headed by Prince George's County Department of Housing and Community Development that receives \$4.5 million annually from the federal Department of Housing and Urban Development to benefit low- to moderate-income persons. Application package is due in October. Proposals are reviewed by an advisory group and the County Executive makes recommendations to the County Council. The County Council holds public hearings in April and adopts the Annual Action Plan in May. Projects are implemented July 1. For more information, visit princegeorgescountymd.gov/1106/Community-Development-Block-Grant.

Sidewalk Retrofit Program targets pedestrian and bicycle improvements along state roadway facilities. Fund 33 focuses on upgrading existing pedestrian facilities to meet current ADA (American with Disabilities Act) guidelines. Improvements are normally funded 100 percent by MDOT SHA. Fund 79 focuses on the construction of new sidewalk where none currently exists. Requests are made in writing by local government and then a preliminary assessment and feasibility study are developed. A Letter of Intent is submitted to MDOT SHA including willingness to secure funding, necessary right-of-way, and maintain in the future. For more information, visit <https://tinyurl.com/y6f2zjoh>

WMATA Station Access is a program that looks to improve access to Metro stations by fixing pedestrian barriers and building paths and sidewalks. The program looks to increase the safety of its riders through the expansion of non-motorized access. For more information, visit <https://planitmetro.com/wp-content/uploads/2016/06/APTA-Rail-2016.pdf>.

Appendix A

Community/Stakeholder
Meeting Minutes



SILVER HILL TNI COMMUNITY MEETING MINUTES

Date: November 1, 2018 (6:30pm-7:30pm)
Location: William Beanes Recreation Center
Attendees: Taylor Brown (Silver Hill TNI Program Manager)
Anirban Das (AMT)
Jack Goode (AMT)
Chidy Umeozulu (MNCPPC)
Approximately Eight (8) Residents

Taylor introduced AMT and Jack and Anirban presented their powerpoint presentation. Below are comments provided by the attending residents.

- At the intersection of Navy Day Drive and Navy Day Place, school children have to stand out in the roadway to wait on their bus due to no sidewalks in the area. Sidewalks are needed along **Navy Day Drive from Silver Hill Road (MD 458) to and along Glen Drive**. Also, sidewalk is needed along **Navy Day Place between Navy Day Drive and Glen Drive**. AMT noted that these locations will be included as part of the draft report. Also, crosswalks will be provided at Navy Day Drive and Navy Day Place for the school children.
- Look at the possibility of a signal controlled midblock pedestrian crossing similar to the one on Pennsylvania Avenue (MD 4) between Donnell Drive and Walters Lane at different locations for pedestrian safety.
- A lot of motorists do not stop at crosswalks when pedestrians are crossing even where there are pedestrian crossing warning signs located. AMT noted some countermeasures are oversized signs, flags installed on the signs, flashing lights on the signs, and police enforcement.
- AMT noted that there are a variety of traffic calming measures to slow vehicles down. One measure with a low cost is to provide wide, white edge lines (10 inch) along both sides of the roadway – particularly in residential areas.
- Chidy noted that there are various grant opportunities to obtain funding for the sidewalk improvements and other pedestrian safety enhancements.

Sincerely,

Jack A. Goode, II, P.E., PTOE
Associate



FORESTVILLE AND SUITLAND METRO STATION-SILVER HILL TNI STAKEHOLDER MEETING MINUTES

Date: December 6, 2018 (1:30pm-3:00pm)
Location: Prince George's County DPW&T / 8400 D'Arcy Road / Marburger Building
Attendees: Bryan Barnett-Woods (MNCPPC)
Taylor Brown (Silver Hill TNI Program Manager)
Peter Campanides (MDOT SHA District 3)
Anirban Das (AMT)
Jack Goode (AMT)
Semia Hackett (Prince George's County DPW&T)
Nicole Jackson-Young (Forestville TNI Program Manager)
Karyn McAlister (Prince George's County DPW&T)
Erica Rigby (MDOT SHA District 3)
Vernon L. Stinnett, Jr. (Prince George's County DPW&T)
Chidy Umeozulu (MNCPPC)
John Wooden (MNCPPC)

Jack and Anirban presented their powerpoint presentations for both the Forestville and Suitland Metro Station-Silver Hill TNI areas. Below are comments provided by the attendees.

Forestville TNI Presentation

- Need additional coordination with WMATA and The Bus to relocate bus stops.
- The Bus contact – Anthony Foster (Chief of Planning – Prince George's DPW&T). His phone number is 301-883-5656. Also, Dwight Joseph is a contact person. Anthony has a contact person for WMATA. Anthony is currently working with the Office of Engineering to look at midblock crossing relocations. He can assist with locating funds for possible mid-block locations on County roads.
- Check out the CIP schedule for Marlboro Pike. Currently, there is a 2 phase sidewalk upgrades project: Phase 1 – Marlboro Pike from Silver Hill Road to Brooks Drive and Phase 2 – Marlboro Pike from Brooks Drive to DC Line. A separate sidewalk project could be Phase 3.
- MDOT SHA does not prefer midblock crossings. Prefer pedestrian crossings closer or at intersections.
- Sometimes midblock crossings are necessary if signalized intersections have a greater spacing than normal. Advanced signage is important with midblock crossings. Bulbouts and chokers are important to slow traffic down.

- Fencing down the median is a possibility to deter unsafe midblock crossings. Communities do not like the fencing. MD 214 near the Addison Road Metro Station and MD 202 in front of Largo HS have fencing down the median.
- Narrowing lane widths depending on the amount of truck traffic is a form of traffic calming.
- North Forestville ES/Community Center: Has a Safe Routes to School grant that might include the sidewalk from Ritchie Road to the building (500 feet). Sherif Elkabbani (Prince George's County DPW&T) agrees with the sidewalk along the driveway and the crosswalk across the driveway. The school will have to be consulted for crosswalks not on County property.
- Staff at MNCPPC will research the status of a development application on Marlboro Pike for a Lidl grocery store, to the west of Boones Lane, whereby the developer will be asked to add sidewalks along Marlboro Pike, Boones Lane, and at key intersections near their grocery store.
- Consider extending sidewalk along Ritchie Road from Napier Drive to Laura Lane. Currently, there is existing sidewalk (~ 135 feet) that extends from Laura Lane to the west along Ritchie Road.

Suitland Metro Station-Silver Hill TNI Presentation

- Discuss with Anthony Foster about bus pads versus bus shelters. Bus shelters require funding. People start to ask for bus shelters but they do provide sight distance issues if not located properly.
- Sidewalks and bus pads/shelters can trigger right-of-way and utility issues. Topography/grading and SWM will have to be considered once the design phase begins. SWM is a bigger issue now due to the new watershed regulations at the state level.
- Construction along Dianna Drive and Swann Road near William Beanes Elementary School is complete.
- The Sidewalk Retrofit Program may be a funding source for communities in need providing the site is in the Priority Funding Area, the jurisdiction covers 25% of the cost and agrees to secure the R-O-W and maintain.
- Erica Rigby and Claudine Myers (MDOT SHA District 3), as well as, Jared Paper-Evers (MDOT SHA Office of Highway Development) should be included on all sidewalk requests along state roadways.
- At a minimum, a Right of Entry agreement is needed to install a sidewalk on someone's property. It is a quicker and cheaper but it can be voided easily. MDOT SHA prefers to buy the needed right-of-way.
- Portions of sidewalk cannot be built on Navy Day Place due to drainage concerns from previous efforts.

Sincerely,

Jack A. Goode, II, P.E., PTOE
Associate



FORESTVILLE AND SILVER HILL TNI BUS STOP LOCATIONS
CONFERENCE CALL MINUTES

Date: January 28, 2019
Location: Conference Call
Attendees: Anirban Das (AMT)
Anthony Foster and Staff Members (PG DPW&T – Transit Planning)
Jack Goode (AMT)

General:

- Coordinate with the Maintenance office on other bus stop projects (Vernon Stinnett).
- For the installation of benches at a bus stop, the threshold of riders is 10 per day or if the bus stop location is near a senior citizen facility or elementary/middle school.
- For the installation of bus shelters at a bus stop, the threshold of riders is 25 per day or if the bus stop location is near a senior citizen facility or elementary/middle school. The shelters cost roughly \$12,000 each. They are ordered from the west coast so they are likely to be ordered in bulk (i.e., 10 at a time).
- There is a Bus Stop Improvement Program. Phase 2 looked at bus stops in Greenbelt and Hyattsville. Phase 3 will look at other county roadways.

Forestville:

- Bus stops were looked at the intersection of D’Arcy Road and Overton Drive but then were taken off of the table.

Suitland/Silver Hill:

- There are bus shelters ready to be installed along Silver Hill Road. No major improvements are needed for those bus stop location prior to installation. Anthony will send a list of proposed bus stop locations in this area.

Sincerely,

Jack A. Goode, II, P.E., PTOE
Associate



FORESTVILLE AND SUITLAND METRO STATION-SILVER HILL TNI STAKEHOLDER MEETING MINUTES

Date: May 29, 2019 (1:30pm-3:00pm)
Location: Prince George's County DPW&T / 9400 Peppercorn Place Suite 300
Attendees: Vanessa Akins (via phone) (MNCPPC)
Erv Beckert (Prince George's County DPW&T)
Gwen Clerkley (Prince George's County DPW&T)
Anirban Das (AMT)
Jack Goode (AMT)
Anwar Karim (Prince George's County DPW&T)
Kate Mazzara (Prince George's County DPW&T)
Hadi Quaiyum (Prince George's County DPW&T)
Chidy Umezulu (MNCPPC)

Jack and Anirban presented their powerpoint presentations for both the Forestville and Suitland Metro Station-Silver Hill TNI areas. Below are comments provided by the attendees.

General Comments

- Gwen Clerkley is establishing a Transportation Improvement Working Group within DPW&T.
- Discuss the impact of right of way and utility costs, as well as, constructability in the Executive Summary. Current construction costs need to be increased by a factor of four (4). AMT will provide DPW&T with the current cost estimates for review and comment.
- DPW&T will provide language from the Department of Justice (DOJ) to include in the final reports to discuss the reason(s) why some locations cannot be made ADA compliant or fully accessible and DPW&T's reasonable attempts for compliance.
- Street lighting is always a good recommendation along sections of roadway where there are pedestrian crossings and bus stops. With the typical 200-foot street light spacing, it is feasible to install a street light within the line or a lighting arm to an existing utility pole if in close proximity to a pedestrian crossing or bus stop.
- For bus stops along open section roadways with or without a bus pad, installing a 10-inch white line in front of the bus stop can help in bringing it more attention to the motorist, as well as, reduce their speed with a slightly reduced travel lane.
- Long term projects are considered 6 years or more to coincide with the CIP schedule.

- Vertical pavement marking improvements fall under “Review and Correction” and typically have a 90-120 day schedule.
- DPW&T prioritizes High Incident Locations first.
- Signal improvements should be included at all signalized intersections particularly with sidewalk and ramp improvements.
- Install crosswalks as close to intersections as possible. Avoid mid-block crossings. Flashing pedestrian warning signs are recommended as at McCormick Drive and Basil Court.
- The entire intersection should be considered for pedestrian improvements and not just a portion of it. Everything should be improved to ADA compliance.
- The price per bus shelter is approximately \$15,000.

Forestville TNI Presentation

- On Slide 7, do not mention Phase 2 bus stop improvements in Greenbelt and Hyattsville at the community meeting. They are outside of the Forestville TNI area.
- Traffic signal upgrades are planned at Boones Lane and Marlboro Pike.
- North Forestville ES improvements – keep the existing crosswalk where it is now. Look to extend the existing sidewalk along Ritchie Road to the existing bus stop.
- Marlboro Pike will have ongoing restriping during the month of June 2019.
- On Slide 28, remove note about removing the guardrail that is blocking the sidewalk. The guardrail is protecting the pedestrian signal pole that has been hit previously, as well as, keeping vehicles from entering the resident’s front yard.
- On Slide 30, yellow reflectors will be installed on the guardrail leading up to the bus stop pad along Ritchie Road near Napier Drive.
- On Slide 37, the Asheville Road at Ritchie Road bus stop area will remain as is due to the steep grade. Unless a right of entry agreement is obtained from the property owner, no improvements can be made.
- On Slide 39, the water ponding issue at the corner of Asheville Road and Bonnie Drive will be called in to the 311 system. The current resident states that the water flows back onto their property during a rainstorm. The top of the sidewalk is flush with the top of the roadway from numerous pavement overlays over the years.

Suitland Metro Station-Silver Hill TNI Presentation

- William Beanes ES improvements are completed.
- On Slide 23, relocate the proposed crosswalk to the channelized island and create two (2) crossings from both sides of the channelized island. It is too dangerous to have a mid-block crosswalk where traffic has to merge onto the mainline.

- On Slide 35, Phase 1 – Swann Road is completed.
- On Slide 38, improvements along Navy Day Drive could include adding pavement marking edge lines to create a small shoulder that is connectable between intersections along the roadway. This will depend on the existing width of the roadway which may only be 22 feet. MDOT SHA is modifying the traffic signal at the intersection of Silver Hill Road and Navy Day Drive in which construction is tentatively slated to begin in Fall 2019. DPW&T states that this would help with pedestrian safety along Navy Day Drive with alleviating traffic queues from the Silver Hill Road/Navy Day Drive intersection. The community is mainly concerned with school children not having a safe place to stand while waiting for the school bus at the intersection of Navy Day Drive and Navy Day Place.

Sincerely,

Jack A. Goode, II, P.E., PTOE
Associate



SILVER HILL TNI COMMUNITY MEETING MINUTES

Date: June 11, 2019 (6:30pm-8:00pm)
Location: William Beanes Recreation Center
Attendees: Taylor Brown (Silver Hill TNI Program Manager)
Anirban Das (AMT)
Jack Goode (AMT)
Chidy Umeozulu (MNCPPC)
Approximately Six (6) Residents

Taylor introduced AMT and Jack and Anirban presented their powerpoint presentation. Below are comments provided by the attending residents.

- Taylor explained that the TNI will be discontinued but similar projects under the current TNI will continue as part of a countywide program.
- Would like to see additional street lighting along Swann Road from Silver Hill Road to Meadowview Drive.
- There is an existing parking lot at the corner of Silver Hill Road and Swann Road. The property will be redeveloped. There is a current sidewalk alignment. Look to explore new street lighting around the parking lot. Taylor discussed that new lighting would need to be reviewed by the Revenue Authority.
- Perform follow up review of school bus stop improvements at the intersection of Navy Day Drive and Navy Day Place.
- Taylor, Anirban, and Jack mentioned to the residents that they need to report their safety concerns/issues and general questions to Prince George's County's 311.

Sincerely,

Jack A. Goode, II, P.E., PTOE
Associate

Appendix B

Detailed Concept Preliminary Cost Estimates

The preliminary construction estimates consist of the quantities and materials needed to construct the recommended design concept. Further detailed study and analysis must be conducted to determine a more precise project budget, as well as other improvements that may be needed before executing the design concept. For locations where more construction activity (such as new sidewalks) was involved, a 50 percent contingency was used to include possible items such as right-of-way acquisition, maintenance of traffic, utility relocation, and stormwater management that may be associated with implementing the design concept. A 10 percent contingency was used at locations with less construction activity (such as crosswalks and ramps) and only involved maintenance of traffic in order to implement the design concept. Therefore, the final construction cost of each design concept could be plus or minus the represented total.

Table 3. William Beanes Elementary School & Community Center Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	10	\$50.00	\$500.00
Curb, Gutter, Sidewalk					
2	Furnish and install ADA compliant ramps	SF	50	\$8.50	\$425.00
3	Furnish and install detectable warning surface at curb ramps	SF	24	\$48.00	\$1,152.00
Signage and striping					
4	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	200	\$8.00	\$1,600.00
5	Wood sign support 4" x 4"	LF	64	\$28.00	\$1,792.00
6	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	44	\$25.00	\$1,100.00
Subtotal					\$6,569.00
Contingent items					
7	Maintenance of traffic				
8	Utilities				
9	Right-of-way				
10	Storm water management				
Contingency (50%)					\$3,284.50
TOTAL					\$9,853.50

Table 4. The Manor at Victoria Park Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	325	\$50.00	\$16,250.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	8,750	\$8.50	\$74,375.00
3	Furnish and install standard concrete curb and gutter	LF	1,750	\$60.00	\$105,000.00
4	Furnish and install detectable warning surface at curb ramps	SF	12	\$45.00	\$540.00
Signage and striping					
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	100	\$8.00	\$800.00
6	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00
7	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	22	\$25.00	\$550.00
Subtotal					\$198,411.00
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
Contingency (50%)					\$99,205.50
TOTAL					\$297,616.50

Table 5. Bus Stops Along Temple Hill Road (Near Hagan Road) Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified Excavation	CY	45	\$50.00	\$2,250.00
Curb, Gutter, Sidewalk					
2	Furnish and install ADA compliant ramps	SF	200	\$8.50	\$1,700.00
3	Furnish and install detectable warning surface at curb ramps	SF	24	\$45.00	\$1,080.00
Signage and striping					
4	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	100	\$8.00	\$800.00
5	Wood sign support 4" x 4"	LF	80	\$28.00	\$2,240.00
6	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	55	\$25.00	\$1,375.00
Street Lights					
10	Furnish and install street lights	EA	1	\$10,000.00	\$10,000.00
Subtotal					\$19,445.00
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
10	Storm water management				
Contingency (50%)					\$9,722.50
TOTAL					\$29,167.50

Table 6. Bus Stops Along Temple Hill Road (Near Rickey Avenue) Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	45	\$50.00	\$2,250.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	6,500	\$8.50	\$55,250.00
3	Furnish and install standard concrete curb and gutter	LF	1,190	\$60.00	\$71,400.00
4	Furnish and install detectable warning surface at curb ramps	SF	30	\$45.00	\$1,350.00
5	Furnish and install 10' x 5' concrete bus pad	SF	100	\$8.50	\$850.00
Signage and striping					
6	Furnish and install 10" white preformed thermoplastic pavement marking lines	LF	200	\$8.00	\$1,600.00
7	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	135	\$8.00	\$1,080.00
8	Wood sign support 4" x 4"	LF	64	\$28.00	\$1,792.00
9	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	44	\$25.00	\$1,100.00
Street Lights					
10	Furnish and install street lights	EA	1	\$10,000.00	\$10,000.00
Subtotal					\$146,672.00
Contingent items					
11	Maintenance of traffic				
12	Utilities				
13	Right-of-way				
14	Storm water management				
Contingency (50%)					\$73,336.00
TOTAL					\$220,008.00

Table 7. Locations Along Suitland Road (Eastern Lane and Romaine Ct) Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	151	\$50.00	\$7,550.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	4,075	\$8.50	\$34,637.50
3	Furnish and install standard concrete curb and gutter	LF	815	\$60.00	\$48,900.00
4	Furnish and install detectable warning surface at curb ramps	SF	6	\$45.00	\$270.00
Signage and striping					
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	50	\$8.00	\$400.00
6	Wood sign support 4" x 4"	LF	96	\$28.00	\$2,688.00
7	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	66	\$25.00	\$1,650.00
Street Lights					
8	Furnish and install street lights	EA	1	\$10,000.00	\$10,000.00
Subtotal					\$106,095.50
Contingent items					
9	Maintenance of traffic				
10	Utilities				
11	Right-of-way				
12	Storm water management				
Contingency (50%)					\$53,047.75
TOTAL					\$159,143.25

Table 8. Locations Along Suitland Road (5897 Suitland Road & 5685 Suitland Road) Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	170	\$50.00	\$8,500.00
Curb, Gutter, Sidewalk					
2	Furnish and install ADA compliant ramp	SF	13	\$8.50	\$110.50
3	Furnish and install 10'x5' concrete bus pad	SF	50	\$8.50	\$425.00
4	Furnish and install concrete sidewalk	SF	4,500	\$8.50	\$38,250.00
5	Furnish and install standard concrete curb and gutter	LF	900	\$60.00	\$54,000.00
6	Furnish and install detectable warning surface at curb ramps	SF	30	\$45.00	\$1,350.00
Signage and striping					
7	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	100	\$8.00	\$800.00
8	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00
9	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	22	\$25.00	\$550.00
Subtotal					\$104,881.50
Contingent items					
10	Maintenance of traffic				
11	Utilities				
12	Right-of-way				
13	Storm water management				
Contingency (50%)					\$52,440.75
TOTAL					\$157,322.25

Table 9. Locations Along Suitland Road (Belgreen Street) Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price	
Grading						
1	Unclassified excavation	CY	65	\$50.00	\$3,250.00	
Curb, Gutter, Sidewalk						
2	Furnish and install concrete sidewalk	SF	1,750	\$8.50	\$14,875.00	
3	Furnish and install standard concrete curb and gutter	LF	350	\$60.00	\$21,000.00	
4	Furnish and install 10' x 5' concrete bus pads	SF	100	\$8.50	\$850.00	
Signage and striping						
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	124	\$8.00	\$992.00	
					Subtotal	\$40,967.00
Contingent items						
6	Maintenance of traffic					
7	Utilities					
8	Right-of-way					
9	Storm water management					
					Contingency (50%)	\$20,483.00
					TOTAL	\$61,450.50

Table 10. Locations Along Old Branch Avenue Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price	
Grading						
1	Unclassified excavation	CY	430	\$50.00	\$21,500.00	
Curb, Gutter, Sidewalk						
2	Furnish and install concrete sidewalk	SF	11,500	\$8.50	\$97,750.00	
3	Furnish and install standard concrete curb and gutter	LF	2,300	\$60.00	\$138,000.00	
4	Furnish and install detectable warning surface at curb ramps	SF	42	\$45.00	\$1,890.00	
5	Furnish and install 10' x 5' concrete bus pad	SF	300	\$8.50	\$2,550.00	
Signage and striping						
6	Furnish and install 10" white preformed thermoplastic pavement marking lines	LF	500	\$8.00	\$4,000.00	
7	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	646	\$8.00	\$5,168.00	
8	Wood sign support 4" x 4"	LF	96	\$28.00	\$2,688.00	
9	Furnish and install W11-2 pedestrian sign with W16-7p diagonal arrow	SF	66	\$25.00	\$1,650.00	
					Subtotal	\$275,196.00
Contingent items						
10	Maintenance of traffic					
11	Utilities					
12	Right-of-way					
13	Storm water management					
					Contingency (50%)	\$137,598.00
					TOTAL	\$412,794.00

Table 11. Silver Hill Road at Terrace Drive & Silver Park Drive Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Signage and striping					
1	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	150	\$8.00	\$1,200.00
				Subtotal	\$1,200.00
Contingent items					
2	Maintenance of Traffic				
				Contingency (10%)	\$120.00
				TOTAL	\$1,320.00

Table 12. Navy Day Drive/Navy Day Place/Glenn Drive Concept Estimate

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	552	\$50.00	\$27,600.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	14,900	\$8.50	\$126,650.00
3	Furnish and install standard concrete curb and gutter	LF	2,980	\$60.00	\$178,800.00
4	Furnish and install detectable warning surface at curb ramps	SF	60	\$45.00	\$2,700.00
5	Furnish and install 10' x 5' concrete bus pad	SF	50	\$8.50	\$425.00
Signage and striping					
6	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	210	\$8.00	\$1,680.00
Street Lights					
7	Furnish and install street lights	EA	3	\$10,000.00	\$30,000.00
				Subtotal	\$367,855.00
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
				Contingency (50%)	\$183,927.50
				TOTAL	\$551,782.50

Acknowledgments

Andree Green Checkley, Esq.	Planning Director
Derick Berlage	Deputy Director
Kipling Reynolds	Division Chief, Community Planning Division

Project Team Core Members

Vanessa C. Akins	Special Projects Coordinator, Community Planning
Chidy E. Umeozulu	Planner Coordinator, Community Planning

Project Team Resource Members

Bryan Barnett-Woods	Planning Supervisor, Countywide Planning Division
---------------------	---

Technical and Administrative Assistance

Carly Brockinton	Publications Specialist, Planning Director's Office
------------------	---

Department of Public Works & Transportation

Semia Hackett	Vernon L. Stinnett
Erv Beckert	Anwar Karim
Karyn McAlister	Anthony Foster
Gwen Clerkley	Kate Mazzara
Hadi Quaiyum	



TNI Team

Taylor Brown	Silver Hill TNI Program Manager
Nicole Jackson-Young	Forestville TNI Program Manager

Maryland State Highway Administration

Peter Campanides	Erica Rigby
------------------	-------------



Consultant Team (A. Morton Thomas & Associates, Inc.)

Jack A. Goode, II	Associate, P.E., P.T.O.E.
Anirban Das	Senior Project Engineer



Councilmembers

The Honorable Jolene Ivey	District Five
The Honorable Rodney C. Streeeter	District Seven

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

www.pgplanning.org

