SUITLAND METRO STATION AND SILVER HILL TNI PEDESTRIAN ACCESSIBILITY STUDY (EXISTING CONDITIONS)

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PREPARED FOR:
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SILVER HILL, MD
May 2019
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A. Morton Thomas and Associates, Inc. (AMT) provided traffic engineering services to assess the pedestrian infrastructure within the Suitland Metro Station and Silver Hill Transforming Neighborhoods Initiative (TNI) area to improve pedestrian mobility and safety at key locations. The existing pedestrian infrastructure was assessed along the major county and state roadways, as well as the minor residential streets. The Suitland Metro Station and Silver Hill TNI location map is shown in Figure 1.

**Figure 1: Site Location Map**

AMT investigated various locations within the TNI area as identified by M-NCPPC staff and the community. This evaluation was made through various methods including site visits, field surveys, and interactions with the community and stakeholder groups. The field survey effort included walking and driving within the TNI area along major roadways with M-NCPPC staff in July 2018 to identify potential hot spots and discuss issues. Additional community and stakeholder meetings were held throughout the process to gather information and feedback. As presented in this report, AMT identified key areas and evaluated their existing conditions.
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 the locations were safe for pedestrian activity. Table 1 shows four fatal pedestrian collisions in the TNI area in the past five years:

<table>
<thead>
<tr>
<th>DATE</th>
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<th>LOCATION</th>
<th>DISTRICT</th>
<th>AGE OF VICTIM</th>
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<td>08/05/13</td>
<td>0056</td>
<td>Suitland Road and Suitland Parkway</td>
<td>3</td>
<td>45</td>
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<tr>
<td>12/06/14</td>
<td>0018</td>
<td>4500 Silver Hill Road</td>
<td>3</td>
<td>75</td>
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<tr>
<td>03/15/16</td>
<td>1836</td>
<td>Branch Avenue and Silver Hill Road</td>
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<td>21</td>
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<tr>
<td>08/31/17</td>
<td>2012</td>
<td>4500 Suitland Road</td>
<td>3</td>
<td>30</td>
</tr>
</tbody>
</table>

Source: Collision Analysis Reconstruction Unit

Table 1: Fatal Pedestrian Collisions in Past 5 Years
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 – also 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 are under construction as part of the Swann Road Green/Complete Streets Improvements project. The project includes tree planting, stormwater management, and bike lane installation 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-quarter 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 by AMT for this project.

A study location map is included in Appendix A.
William Beanes Elementary School and Community Center is at 5108 Dianna Drive, Suitland, Maryland. 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 are being constructed on both sides of Dianna Drive from the school to Swann Road. Sidewalks are also being built along both sides of Swann Road. The crosswalk in front of the school does not have ADA-compliant ramps.

The crosswalks in the community center driveway are missing ADA-compliant ramps. The sidewalks along both sides of Swann Road, which are under construction, are expected to be connected to the sidewalks along the community center driveway.
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 speed limit of 25 mph. Temple Hill Road is approximately 825 feet from the driveway entrance. There are two bus stops close to the intersection of Rickey Avenue and Temple Hill Road, which is a two-lane road with a speed limit of 30 mph.

Pedestrians walking from Temple Hill Road to the apartment community have to walk along Rickey Road because there are no sidewalks on either side of the road, which is detrimental to pedestrian safety. There are bus stops on Temple Hill Road at the Rickey Road intersection, however there is no sidewalk connectivity from the bus stops to the apartment community. There is no crosswalk across Rickey Road at the intersection of Temple Hill Road.
Several bus stops were assessed along Temple Hill Road including one at the Temple Hills Church of God driveway, intersecting with Carlton Avenue, and the northbound and southbound bus stops at Rickey Road. There are no sidewalks on either side of Temple Hill Road where the speed limit is 30 mph in the residential area. Except for the bus stop on the northbound approach at Rickey Road, all the bus stops are along the side of the road and not on a curbed concrete pad, which makes it unsafe for people to wait at the bus stops. There is no sidewalk connectivity from the bus stops to the neighboring roads and are no crosswalks across Temple Hill Road at the bus stops, making it unsafe to walk.
The bus stop on Temple Hill Road at the Hagan Road intersection is in close proximity to the intersection. There are no crosswalks at the intersection, making it unsafe for pedestrians.
EXISTING CONDITIONS

At Eastern Lane and Romain Court

Several locations along Suitland Road were assessed such as its intersections with Eastern lane and Romain Court. Even though there are sidewalks, crosswalks are missing at certain intersections and/or there is no sidewalk connectivity from the bus stops to the neighboring streets.

5897 Suitland Road

The bus stop is opposite a townhome complex, which would encourage residents to use public transportation; however, there is no sidewalk connectivity or crosswalks across Suitland Road.

5600 Suitland Road

There is no sidewalk connectivity to the bus stop. There is a sidewalk behind the bus stop at this location, but it does not connect to the stop. To access the stop, people must walk on, and wait in, the grass.

At Belgreen Street

This bus stop is located near the Suitland Road/Belgreen Street intersection. 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.
Several bus stop locations 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 on the grass next to the road. There are no sidewalks on either side along Old Branch Avenue. There are no crosswalks across Old Branch Avenue. The lack of sidewalks and the lack of pedestrian crosswalks near bus stops are detrimental to safe pedestrian mobility.
AMT assessed the sidewalks and crosswalks at the Suitland Metro Station and surrounding roads, primarily Swann Road, Navy Day Drive, Navy Day Place, and Parkway Terrace Drive. There are ADA-compliant sidewalks along both sides of Silver Hill Road.
School children wait at the side of the road near the intersection of Navy Day Place and Navy Day Drive, where there is no designated bus stop, no crosswalks, and no sidewalks. To access the bus stops on Silver Hill Road or the Suitland Metro Station, residents must walk along the sides of Navy Day Drive, Navy Day Place, or Glen Drive because there are no sidewalks. This is detrimental to pedestrian safety, especially for school children.
A community meeting was conducted on Thursday, November 1, 2018, at the William Beanes Elementary School and Community Center at 5108 Dianna Drive in Suitland. This meeting was held in coordination with TNI officials from M-NCPPC and members of the community. At this meeting, AMT provided an introduction to the project, shared the project’s findings that identified various locations within the TNI area that lack pedestrian amenities, and shared draft preliminary concepts for transportation improvements for the area. At the meeting, AMT and M-NCPPC also received input and feedback regarding the community’s desires, opportunities, and potential recommendations.

The community meeting minutes are provided in Appendix B.

The feedback from this meeting includes the following:

- Navy Day Drive and Navy Day Place: The request is to construct a 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 existing conditions at the above-mentioned location were included in the Existing Conditions section.
APPENDIX A
STUDY LOCATION MAP
LEGEND:

1. William Beanes Elementary School & Community Center
2. The Manor at Victoria Park
3. Bus stops along Temple Hill Road (Carlton Ave, Rickey Ave, Leslie Ave, Hagan Road)
4. Along Suitland Road (Eastern Lane, Romain Ct)
5a. Along Suitland Road (Belgreen St, Kingwood Dr., James St.)
5b. Along Suitland Road (Belgreen St, Kingwood Dr., James St.)
6. Along Old Branch Avenue (Hartford Hills Drive, Oxford Drive, Ourisman Drive)
7. Suitland Metro Station/Silver Hill Road (Navy Day Drive, Swann Road, Parkview Terrace)
8. Navy Day Drive, Navy Day Place & Glen Drive
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