Agenda

- Welcome and introductions
- Project overview and issue identification
- Planning context and strengths
- Design challenges and initial recommendations
- Next steps and discussion
- Site walk
Overview

- Conducted as part of the Transportation Planning Board’s Transportation/Land-Use Connections Program

- Partnership between:
  - Metropolitan Washington Council of Governments
  - Maryland-National Capital Park and Planning Commission
  - Prince George’s County, MD
  - City of Hyattsville, MD
  - Maryland State Highway Administration
  - Other stakeholders
Goals

- Identify short-term improvements and a long-term vision for pedestrian mobility
- Encourage “complete streets” that serve all users
- Provide better pedestrian access to transit, shopping, jobs, housing, parks and open space, etc.
- Envision connections to surrounding neighborhoods
Goals, Cont.

- Foster the relationship between:
  - Prince George’s Plaza Metro Station
  - The Mall at Prince George’s Plaza
  - University Town Center

- Develop strategies for improving the intersection of East/West Highway and Belcrest Road

- Develop design concepts and cost estimates for planning and implementation purposes
Issue Identification

- Physical Environment
  - Automobile-oriented urban design, scale and land use
  - Unused space (e.g. continuous turn lane, wide lanes)
  - Large turning radii
  - Narrow medians
  - Large crossing distances and limited crossing opportunities
  - Difficult driveways
  - Lack of buffers
  - Discontinuous sidewalk network
Pedestrian Experience

- Heavy motor vehicle traffic volumes and high speeds
- Driver behavior (e.g. cut through traffic)
- Signal timing (e.g. long wait times and short crossing intervals)
- Fast turning movements
- Limited sight lines
- Accessibility concerns
- Pedestrian access through parking lots
Planning Context
Environment Strengths
Planning Context

- Plan/Policy Support
  - Transit District Development Plan
  - Hyattsville Bike & Pedestrian Safety Committee Recommendations
- Detailed Site Plans
Strengths of TD Plan

- Proposes trail/bikeway system
  - Maps
- Recognizes walking and biking as seriously viable modes of transportation
  - To achieve, with the recommended trails and bikeway infrastructure in place, a goal that at least 5 percent of the transit district workers and/or persons accessing the Metro will use bicycles and walking as alternative transportation
- Treats pedestrian facilities as high priorities
  - Walkways through parking lots
  - Mandates pedestrian links to destinations
  - Trail planning begins with first Detailed Site Plan
Proposed Pedestrian and Bicycle Trail Network

Yellow line = proposed multimodal trail
Orange line = existing bike lane
Blue line = proposed bike lanes
Red line = NW Branch Trail
Strengths of Committee’s Recommendations

- Crossing signals need to be improved
  - Length of time to cross
- Add signage to promote drivers’ awareness of pedestrians
- Increase sidewalk width on northwest corner to allow pedestrian gathering
- Ensure connectivity through intersections
Detailed Site Plan Observations

- Ideal pedestrian connections within the sites
  - University Town Center
    - Gateway welcomes all modes of travel
    - Parking lot for most buildings are off to the side
  - In general, limited connections to other neighboring sites
    - Crosswalks across boundaries
    - Sidewalk connections
Transit Oriented Development

View of University Town Center Plaza
Neighborhood with potential connections
Metro with Transit Oriented Development

Pedestrian gateway to Prince George’s Plaza Metro station
Pedestrian Generator

The Mall at Prince George's Plaza
Housing at University Town Center

Transit Oriented Development
Context Summary

- Several opportunities for short-term retrofitting
- Pedestrian-oriented site plan design
- Vibrant streetscapes
- Surrounding area
  - Desirable neighborhoods
  - Pedestrian generators
Challenges

Observations
Design Challenges
Best Practices Examples
Lack of Crosswalk

East-West Hwy (looking east)  

Crossing East-West Hwy
Raised Crosswalk in Metro Plaza

Good design, needs more reflective striping to keep drivers alert
Signal Timing
Existing Median

Crossing East-West Highway
Well Designed Median on Belcrest

Smooth, one-level surface easy for strollers, wheelchairs, etc.
Refuge is as wide as crosswalk
Existing Radius of Belcrest and East-West Hwy
Radius Reduction

Seattle, WA
Absent Connection During Construction
Absent Connection During Construction

Mom needs to walk further into driveway to continue walk on sidewalk
(Belcrest walking west)
Curb ramps do not line up and they lack physical warning for the visual impaired.
Better design in intersection

Curb Ramp
Sidewalk Width/Connectivity

Lack of connectivity, buffer, curb ramps, and has insufficient width
Presence of buffer, good sidewalk width, connected to pedestrian systems
Bus Stop on Belcrest north of East-West Hwy

Lacks amenities and visibility for drivers
Bus Stop on Belcrest south of East-West Hwy
Lack of buffer and vegetation

Streetscape Design
Streetscape Design on East-West Highway

Buffer on both sides, well shaded, excellent width and surface treatment, well lit
This parking lot outside of target does not serve all pedestrians needs. Many fan out from the pedestrian overpass and pick a different route.
Well Designed Parking Lot
General Recommendations

- **Short Term (0-3 years)**
  - Belcrest Road and East/West Highway improvements
  - Increase enforcement
  - Eliminate barriers
  - Improve signal timing
  - Fill gaps in the sidewalk network
  - Ensure pedestrian access with ongoing new development
  - Other spot improvements
  - Implement Complete Streets Principles

- **Medium Term (3+ years)**
  - Improve access through parking lots
  - Develop greenway corridors
  - Develop key properties at pedestrian scale
  - Access management
Complete Streets Principles

- Encourage medians as pedestrian refuge islands
- Design turning radii to slow turning vehicles
- Find wasted space and better utilize
- Time signals to function for all modes
- Reduce crossing distances
- Increase crossing opportunities
- Encourage pedestrian-scaled land use and urban design
- Acknowledge that pedestrians will take the most direct route
- Ensure universal accessibility
- Pursue targeted education and enforcement efforts
Next Steps, Questions and Discussion

- **Next Steps**
  - Ongoing site analysis
  - Cost estimates
  - Complete Streets toolbox
  - Follow-up meeting (June 18, 2008)
  - Draft report

- **Questions and Discussion**

- **Site Walk**