

Langley Park
Neighborhood

BICYCLE BOULEVARDS

Existing
Conditions
Report



MARCH 2021



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

Abstract

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The overarching aim of this project is to improve bicycle and pedestrian connectivity to the proposed Riggs Road Purple Line station and other activity centers in the area. This report documents existing conditions, identifies issues and opportunities, and explains the next steps in the planning process. This project is supported by the Metropolitan Washington Council of Government's (MWCOC) Transportation Land Use Connections (TLC) Program.

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Prince George's County Planning Department

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Prepared by Kittelson and Associates, Inc., Rhodeside & Harwell, Inc., and AB Consultants Inc.
for The Maryland-National Capital Park and Planning Commission

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The Commission has three major functions:

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- 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.

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Table of Contents

8

Introduction

Project Background	8
Previous and Ongoing Studies.....	10
Takoma/Langley Crossroads Sector Plan (2009)	10
Purple Line Corridor Access Study (CAST) (2011)	10
Spaces Sidewalk & Streetscape Improvements Project (SPACES) for University Boulevard in Langley Park (2020 – Ongoing)	10
CASA Langley Park Area Neighborhood Rehabilitation Street Design Project (2020- Ongoing)	10
Planning Process.....	11



12

Existing Conditions Analysis

Existing Land Use	12
Existing and Proposed Bicycle Facilities	14
Existing Pedestrian Facilities	16
Vehicle Crash History (2015-2018)	18
Pedestrian and Bicycle Crash History (2015-2018)	20
Existing and Future Transit Network	22
Existing Roadway Characteristics	24
Posted Speeds & Traffic Calming Measures	24
Parking	24
Existing Right-of-Way	24
Curb-to-Curb Widths.....	28



36

Challenges and Opportunities

36

Next Steps



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Introduction

The Prince George's County Planning Department initiated this project to advance ongoing pedestrian and bicycle connectivity efforts in the Langley Park area. The overarching aim of this project, as well as several other related ongoing projects in the vicinity, is to improve bicycle and pedestrian connectivity to the proposed Riggs Road Purple Line station and other activity centers in the area. This report documents existing conditions, identifies issues and opportunities, and explains the next steps in the planning process

Project Background

This planning and design project is the outcome of technical assistance provided by the Metropolitan Washington Council of Governments (MWCOC) Transportation-Land Use Connections (TLC) program. Kittelson & Associates Inc. (Kittelson), in collaboration with Rhodeside Harwell Inc. (RHI) and AB Consultants Inc. (ABCI), are providing support to The Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning Department and Prince George's County Department of Public Works and Transportation (DPW&T) for this planning and design project. The project team includes members of the consultant team and staff from M-NCPPC, DPW&T, and MWCOC. The project team will evaluate bicycle facility design alternatives and will develop 30% preliminary design plans for a preferred alternative for six study segments in the Langley Park area.

The Langley Park area near the intersection of MD

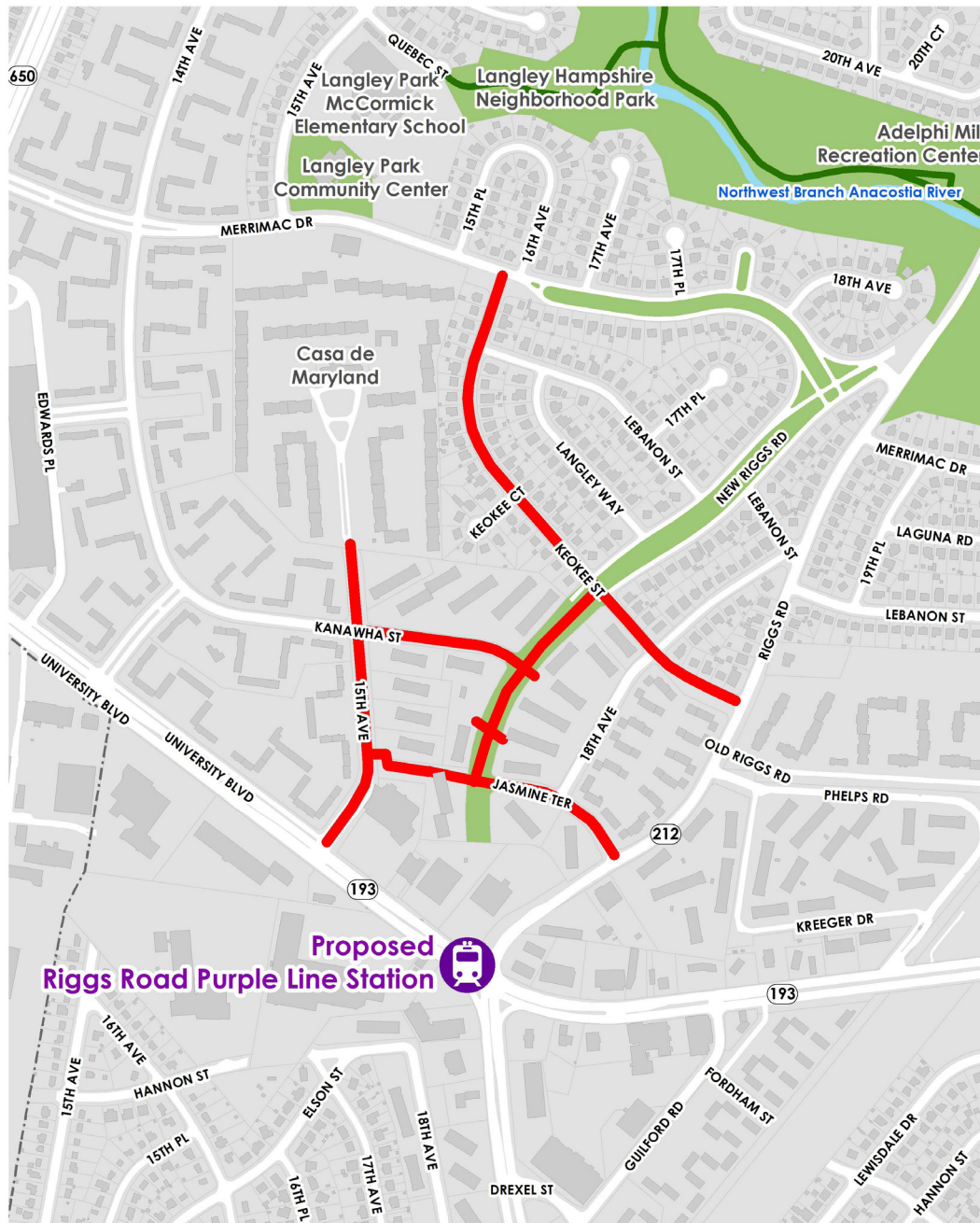
212 (Riggs Road) and MD 193 (University Boulevard) is one of the most densely populated and diverse areas in Maryland. It is designated by MWCOC as an Activity Center and is considered an Equity Emphasis Area. This project will develop a preliminary design for bicycle facilities and highlight the need for enhancing pedestrian facilities that connect the study area to the upcoming Purple Line light rail station and the surrounding mixed-use activity centers.

Several previous and ongoing studies analyzed the bicycle and pedestrian connectivity of the neighborhoods surrounding the proposed Purple Line transit stations and identified corridors for improvement. The previous studies identified street segments for enhancing bicycle infrastructure in the study area. This project will build on the previous recommendations and will develop a preliminary design for bicycle facilities along with the following study segments:

- 15th Avenue: MD 193 (University Boulevard) to Villas at Langley Apartments entrance
- Keokee Street: Merrimac Drive to MD 212 (Riggs Road)
- Kanawha Street: 15th Avenue to New Riggs Road right-of-way (ROW)
- Jasmine Terrace: 15th Avenue to MD 212 (Riggs Road)
- Jasmine Terrace Extension (parking lot): 15th Avenue to New Riggs Road right-of-way (ROW)
- New Riggs Road ROW: Jasmine Terrace to Keokee Street



Map 1. Study Segments







Study Segments

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

-  County Boundary
-  Existing Trails
-  Water Bodies
-  Study Segments
-  Buildings
-  Parks/Open Space

Source: Planning Department of Prince George's County, Maryland (2018)



Previous and Ongoing Studies



TAKOMA/LANGLEY CROSSROADS SECTOR PLAN (2009)

The purpose of this sector plan was to enhance the character and quality of life of the community and provide for transit-oriented development around the proposed Purple Line light rail transit stations. Some of the relevant recommendations are:

- Improve connectivity in the sector plan area by creating a compact network of pedestrian-friendly streets
- Expand the bicycle route network with safe, convenient, and attractive bicycle facilities such as shared-use roadways, on-road bicycle lanes, cycle tracks, sidepaths, storage and parking facilities, and safe road crossings on all streets.
- Create safe routes by identifying high-priority sidewalk and bikeway corridors that lead to schools, transit centers, parks, and other activity centers where sidewalk and bikeway construction is required to improve safety, accessibility, and mobility.



PURPLE LINE CORRIDOR ACCESS STUDY (CAST) (2011)

Building upon the Takoma/Langley Crossroads Sector Plan, Prince George's County finalized the Purple Line Corridor Access Study in June 2011. The goal of the Study was to evaluate multimodal access to the 11 proposed Purple Line stations within Prince George's County. Section III (Riggs Road) of the Plan established the priority pedestrian/bicycle access routes and the type of improvements needed for each route. The Study also recommended traffic calming and intersection improvements along study corridors.



SPACES SIDEWALK & STREETScape IMPROVEMENTS PROJECT (SPACES) FOR UNIVERSITY BOULEVARD IN LANGLEY PARK (2020 – ONGOING)

M-NCPPC Prince George's County Planning Department is currently conducting a study along University Boulevard from MD 650 (New Hampshire Avenue) to Adelphi Road. This segment of University Boulevard forms the southern boundary for this study area. The SPACES project seeks to improve biking and pedestrian safety, better connect neighborhoods to the corridor, and enhance the public realm. Recommendations from the SPACES project will tie into this project.

CASA LANGLEY PARK AREA NEIGHBORHOOD REHABILITATION STREET DESIGN PROJECT (2020- ONGOING)

Prince George's County DPW&T, in collaboration with CASA de Maryland, is currently developing streetscape plans for multiple neighborhood street segments around the study area. The designs include the installation of traffic calming devices, such as curb extensions and speed humps, along with new street trees, crosswalks, and sidewalks. Street segments being redesigned include:

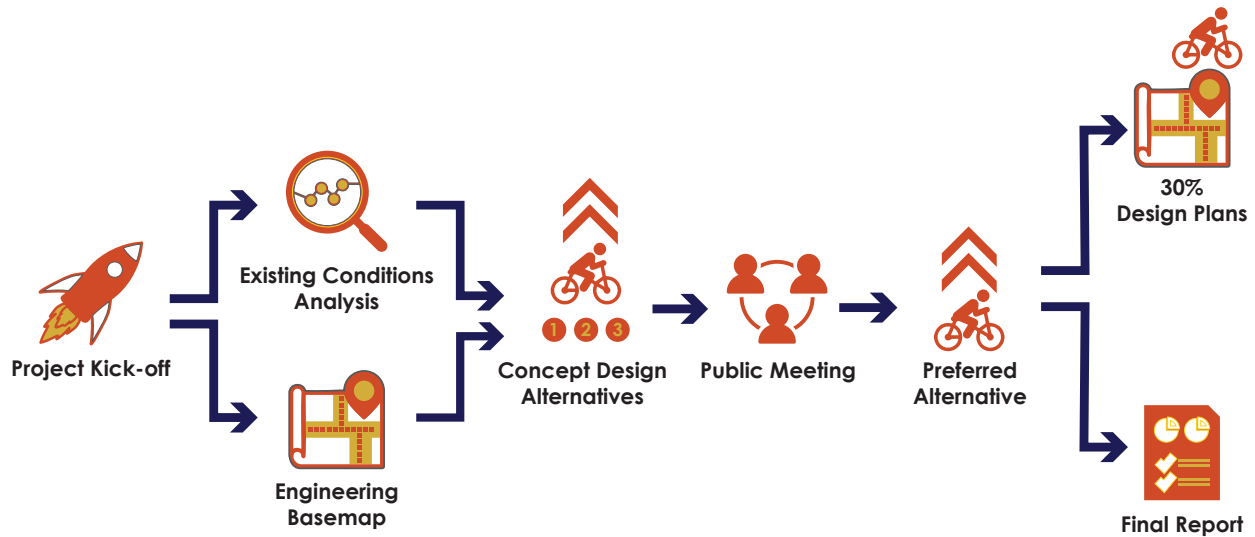
- Langley Way: Edwards Place to 14th Avenue
- 14th Avenue: Langley Way to Kanawha Street
- 14th Avenue: MD 193 (University Boulevard) to Kanawha Street
- Kanawha Street: 14th Avenue to 15th Avenue
- 15th Avenue: Kanawha Street to Villas at Langley Apartments

Recommendations from the CASA project will be considered in this project to encourage consistent street design throughout the study area.

Planning Process

The project team developed a streamlined planning process to guide the project through various tasks. The project began with a kick-off meeting on December 7, 2020. As part of the existing conditions

analysis, the team developed an engineering basemap based on readily available data. This basemap will be used for the 30% design plans.



PROJECT GOALS

The project team identified three goals to further the overarching vision of creating comfortable neighborhood bicycle connections to and from the proposed Purple Line station:

- Develop conceptual design alternatives for each study segment.
- Seek public feedback on conceptual design alternatives and choose preferred alternatives.
- Finalize preferred design alternatives and develop 30 percent design.

The outcome of this project will be the 30% preliminary design plans for bicycle facilities and traffic calming elements for the study segments. These plans will be based on a preferred alternative identified through public input and a planning-level qualitative assessment conducted through specific evaluation measures.



EVALUATION MEASURES

The preferred design alternative for each study segment will be based on public input and a qualitative assessment using the following measures:

- Bicycle Safety & Comfort
- Public & Stakeholder Input
- Estimated Cost
- Right-of-Way Impacts
- Parking & Property Access Impacts
- Drainage & Utility Impacts

Existing Conditions Analysis

This section provides a summary of the study area, focusing on existing land uses, existing and proposed pedestrian, bicycle, and transit facilities, and recent crash history. In addition, it provides a summary of the roadway characteristics of the study segments.

Existing Land Use

The study area is mostly comprised of multi-family and single-family residential uses. Commercial uses are concentrated along MD 193 (University

Boulevard) and at the intersection of University Boulevard and Riggs Road, where the future Purple Line station will be located. The residential density decreases with distance away from University Boulevard from medium-density, three-story walk-up apartments to low-density, single-family detached houses. There are some open space and institutional uses toward the northern edge of the study area, such as Langley Hampshire Neighborhood Park, Langley Park Community Center, and Langley Park-McCormick Elementary School.



Apartment buildings fronting 15th Avenue.



Single-family detached houses fronting Keokee Street.

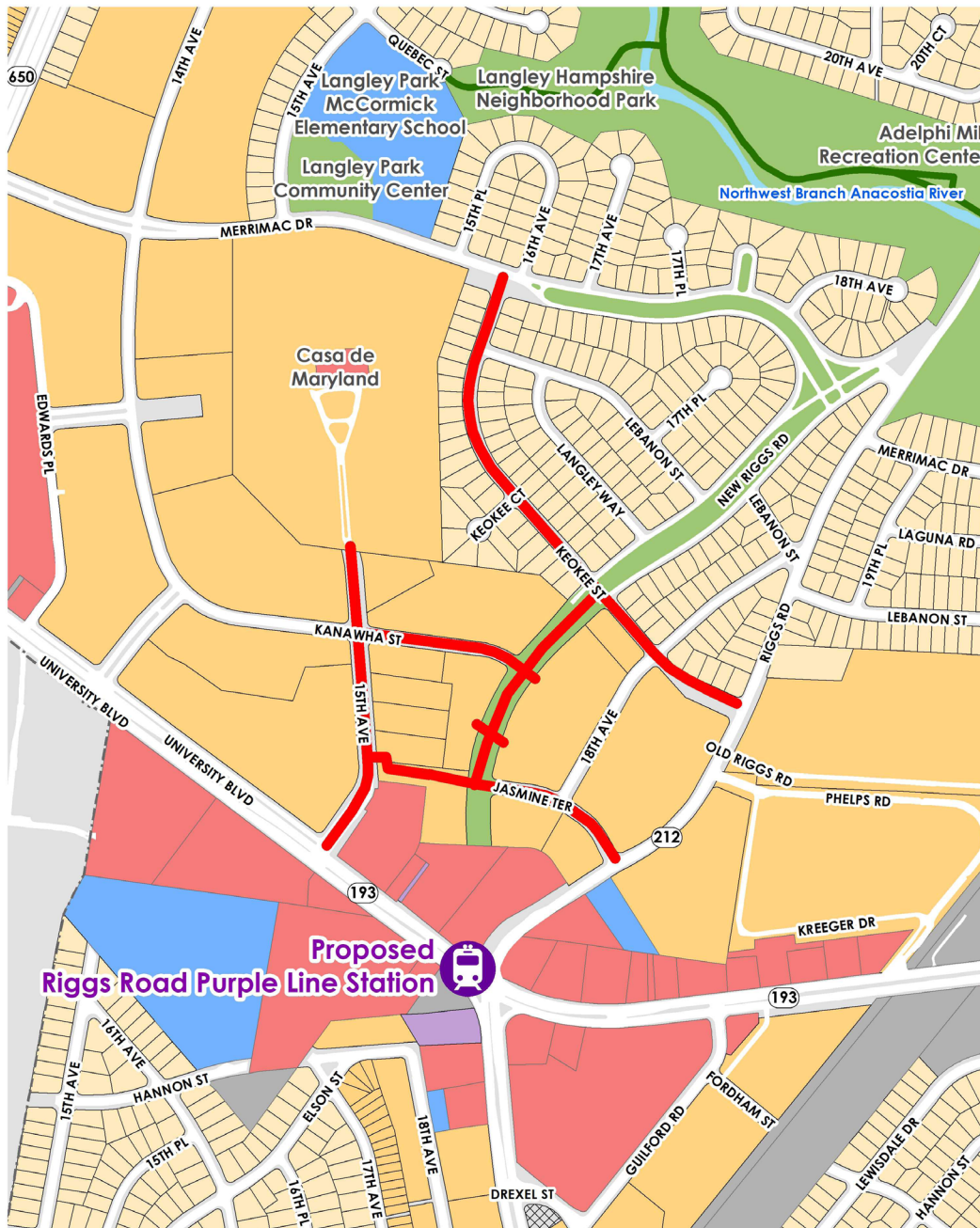


Apartment buildings fronting Kanawha Street, and Jasmine Terrace.



Commercial and retail land uses fronting University Boulevard.

Map 2. Existing Land Use



Existing Land Use

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

 County Boundary	 Commercial	 Mixed Use	 Existing Trails
 Water Bodies	 Residential - Single Family	 Transp. & Utilities	 Study Segments
 Parks/Open Space	 Residential - Mid-High Density	 Vacant	
 Institutional			

Source: Planning Department of Prince George's County, Maryland (2018)



15th Avenue has an 8-foot-wide sidewalk on the east side that can function as a shared-use path.



Trail connection to Northwest Branch Trail from Quebec Street, just north of the study area.

Existing and Proposed Bicycle Facilities

There are no dedicated on-street bicycle facilities within the study area. MD 193 (University Boulevard) is a six-lane divided roadway, which is extremely uncomfortable for bicyclists because of the lack of separated bicycle lanes and fragmented sidewalks interrupted by frequent wide commercial driveways. However, with the construction of the Purple Line currently underway along University Boulevard, there have also been plans for additional bicycle facilities along the roadway. New separated bicycle lanes and shared-use paths are planned as part of the light rail corridor and station construction. MD 212 (Riggs Road) is a two-lane undivided road with on-street parking on both sides and no bicycle facilities. Even though Riggs Road is a two-lane road, and traffic moves slower than on University Boulevard, bicyclists feel uncomfortable riding along the roadway. These two roadways, taken together, form a barrier for the study area that severely limits bicycle connectivity beyond the immediate study area.

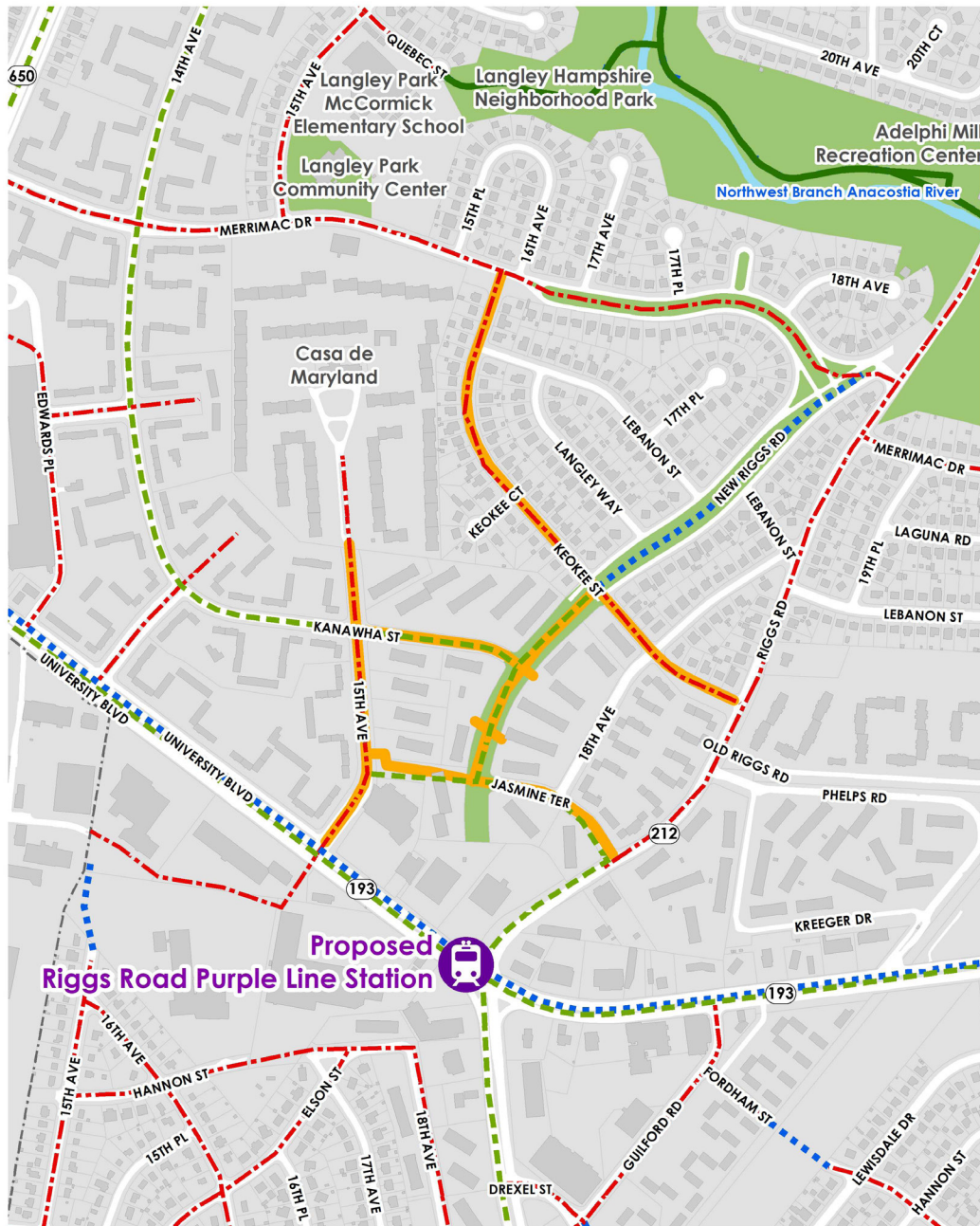
Most of the study segments including Keokee Street, Kanawha Street, and Jasmine Terrace, are narrow, low-speed, and low-traffic volume residential streets

with on-street parking on both sides. These streets can function well as shared roads. Even without dedicated on-street bicycle facilities and with additional traffic calming, bicyclists would feel safer riding with vehicular traffic on these streets. The only study segment that has a striped, double-yellow centerline is 15th Avenue. Although 15th Avenue is wider and busier than other study segments, it only has one lane in each direction with on-street parking on both sides. 15th Avenue also has an 8-foot-wide sidewalk on the east side that could function as a shared-use path. 15th Avenue could become more comfortable for bicyclists to share the roadway with additional traffic calming.

There are two regional trails near the study area. The Northwest Branch Trail is located just north of the study area and can be accessed from the Quebec Street cul-de-sac, just north of Langley Park-McCormick Elementary School. The Sligo Creek Trail is located south of the study area and can be accessed from MD 650 (New Hampshire Avenue). Both trails join the Anacostia River Trail system and connect to Washington, D.C., and several other destinations within the region. There are no comfortable bicycle connections to these trails from the study area. Improving bicycle connections to these trails will greatly enhance regional bicycle connectivity.



Map 3. Existing and Proposed Bicycle Facilities



Existing and Proposed Bike Facilities

Riggs Road - Langley Park Area Bicycle Boulevards

0 200 400 800 Feet



Legend

- County Boundary
- Water Bodies
- Buildings
- Parks/Open Space
- Existing Trails
- Study Segments

Proposed Facilities

- Bike Lane
- Trail/Side Path
- Shared Roadway

Source: Planning Department of Prince George's County, Maryland (2018)



Existing Pedestrian Facilities

Most streets within and around the study area have pedestrian facilities. MD 193 (University Boulevard) is not a comfortable road for pedestrians because fragmented sidewalks are interrupted by frequent, wide commercial driveways. However, a wide shared-use path is planned along the roadway as part of the Purple Line light rail corridor and station construction. In the study area, Riggs Road, Merrimac Drive, and Kanawha Street, west of 15th Avenue have sidewalks on both sides. There are uncontrolled marked crosswalks at the intersections of Jasmine Terrace and Riggs Road, Kanawha Street and Riggs Road, and Merrimac Drive and Keokee Street.

Within the study area, 15th Avenue has wide sidewalks on both sides, and the intersection of 15th Avenue and Kanawha Street has marked crosswalks and ADA-compliant pedestrian curb ramps. Jasmine Terrace also has sidewalks on both sides separated by a tree-lined landscape buffer. Kanawha Street study segment has a sidewalk on one side (south side). There is a sidewalk on the east side of Keokee Street, from New Riggs Road to Merrimac Drive. However, Keokee Street from MD 212 (Riggs Road) to New Riggs Road has sidewalks on both sides. New Riggs Road, south of Keokee Street, is a dedicated public right of way (ROW) for a roadway that was never built. It functions as a linear green space with several towpaths, indicating high pedestrian demand for new connections. There are three paved pathways within the New Riggs Road green space. One connects Jasmine Terrace to Jasmine Terrace



Pathway connecting Jasmine Terrace to Jasmine terrace Extension (parking lot) through New Riggs Road ROW linear green space.

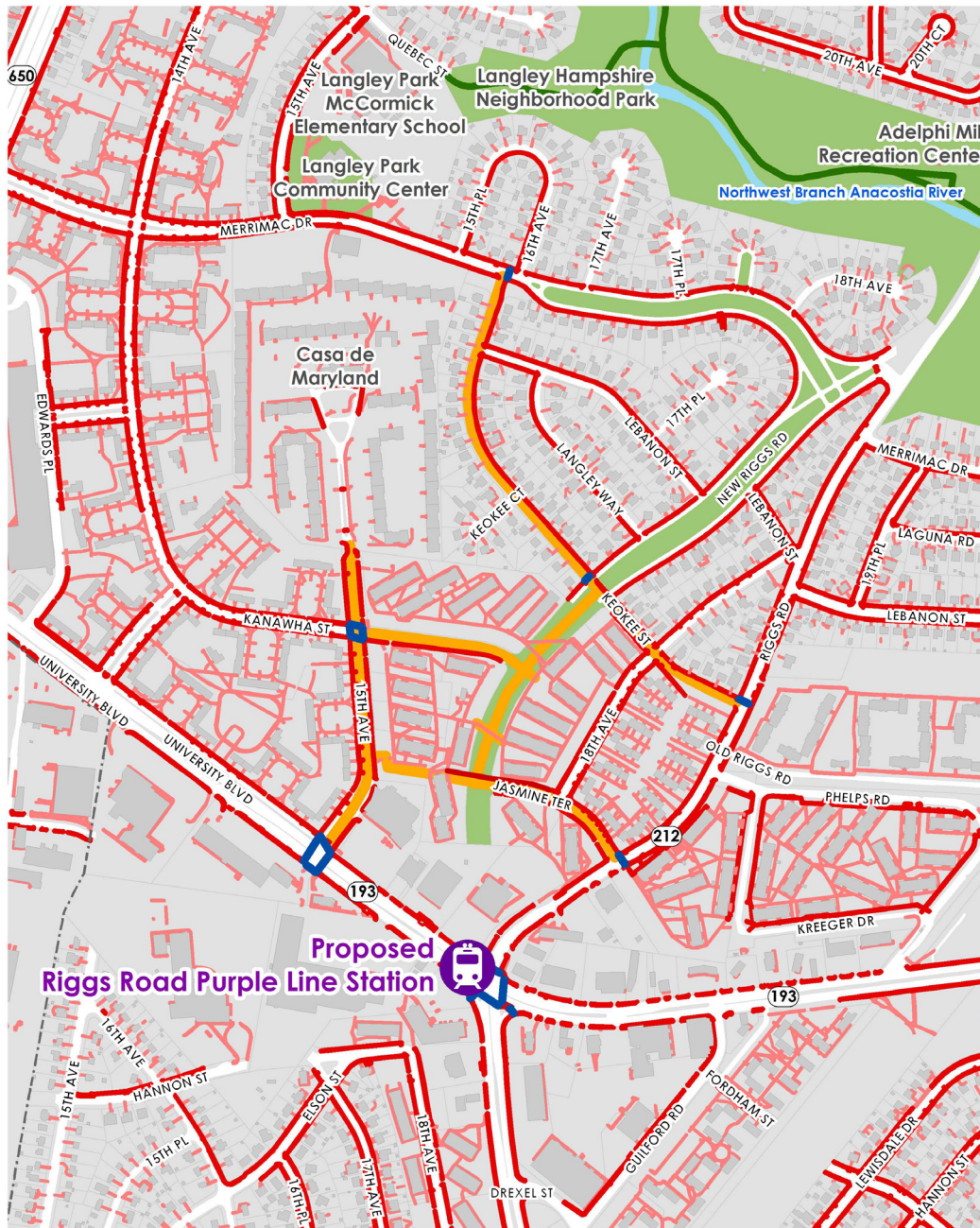
Extension (parking lot) study segment. The other two connect internal apartment complex pathways and parking lots. Several off-street pathways exist within the study area, which connect apartment buildings and off-street parking lots. This network of pathways dramatically expands the pedestrian connectivity within the study area.



15th Avenue and Kanawha Street intersection has marked crosswalks, sidewalks, and ADA-compliant curb ramps.



Map 4. Existing Pedestrian Facilities



Existing and Proposed Pedestrian Facilities

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

- | | | |
|------------------|---------------------|-------------------|
| County Boundary | Existing Trails | Existing Pathways |
| Water Bodies | Study Segments | |
| Buildings | Existing Crosswalks | |
| Parks/Open Space | Existing Sidewalks | |

Source: Planning Department of Prince George's County, Maryland (2018)



Vehicle Crash History (2015-2018)

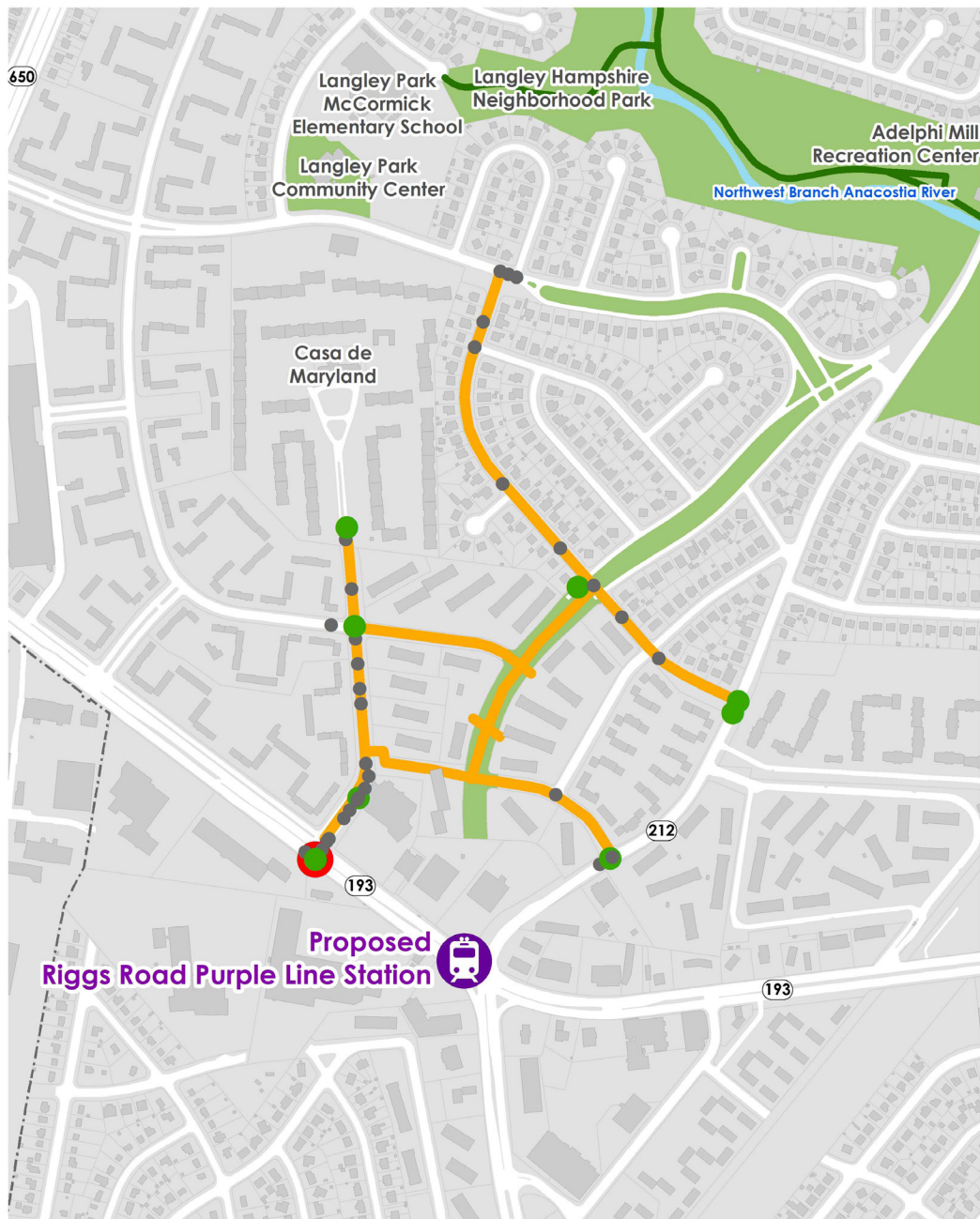
The project team summarized crash data from the County's Vision Zero program from 2015 to 2018 for the study segments. A total of 106 crashes occurred on study segments between 2015 and 2018. A total of 74 crashes occurred along 15th Avenue, 27 crashes occurred along Keokee Street, and five crashes occurred along Jasmine Terrace. Most of the crashes occurred at intersections or driveways.

As Table 1 shows, the most severe crashes involved rear-ends, angle, left turn, and single-vehicle crashes. Of the 106 crashes recorded at or near the study segments, 23 crashes resulted in injuries of varying degrees, and 83 were property-damage-only crashes.

Table 1. All Crashes by Severity Type

Crash Severity	Crash Type	Total
Property Damage Only	Head-On	10
	Left Turn	6
	Rear-End	7
	Side Swipe	21
	Angle	7
	Single Vehicle	3
	Other	14
	Total	83
Possible Injury	Head-On	1
	Left Turn	2
	Rear-End	4
	Angle	2
	Other	3
	Total	12
Injured	Rear-End	2
	Angle	3
	Left Turn	1
	Single Vehicle	1
	Other	1
	Total	8
Severe Injury	Rear-End	1
	Single Vehicle	2
	Total	3
Fatality	N/A	0
Total crashes		106

Map 5. Vehicle Crashes by Severity



Vehicle Crashes by Severity (2015 - 2018)

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

County Boundary	Existing Trails	Crash Severity
Water Bodies	Study Segments	Severe Injury
Buildings		Minor Injury
Parks/Open Space		Property Damage Only

Source: MNCCPC Vision Zero



Pedestrian and Bicycle Crash History (2015-2018)

The project team summarized crash data involving bicyclists and pedestrians from the County's Vision Zero program for the years 2015 to 2018 for the study segments. There were two pedestrian crash events reported during that period. These two pedestrian crashes occurred at the intersections of 15th Avenue with University Boulevard and 15th Avenue at the entrance to the Villas at Langley apartment complex.

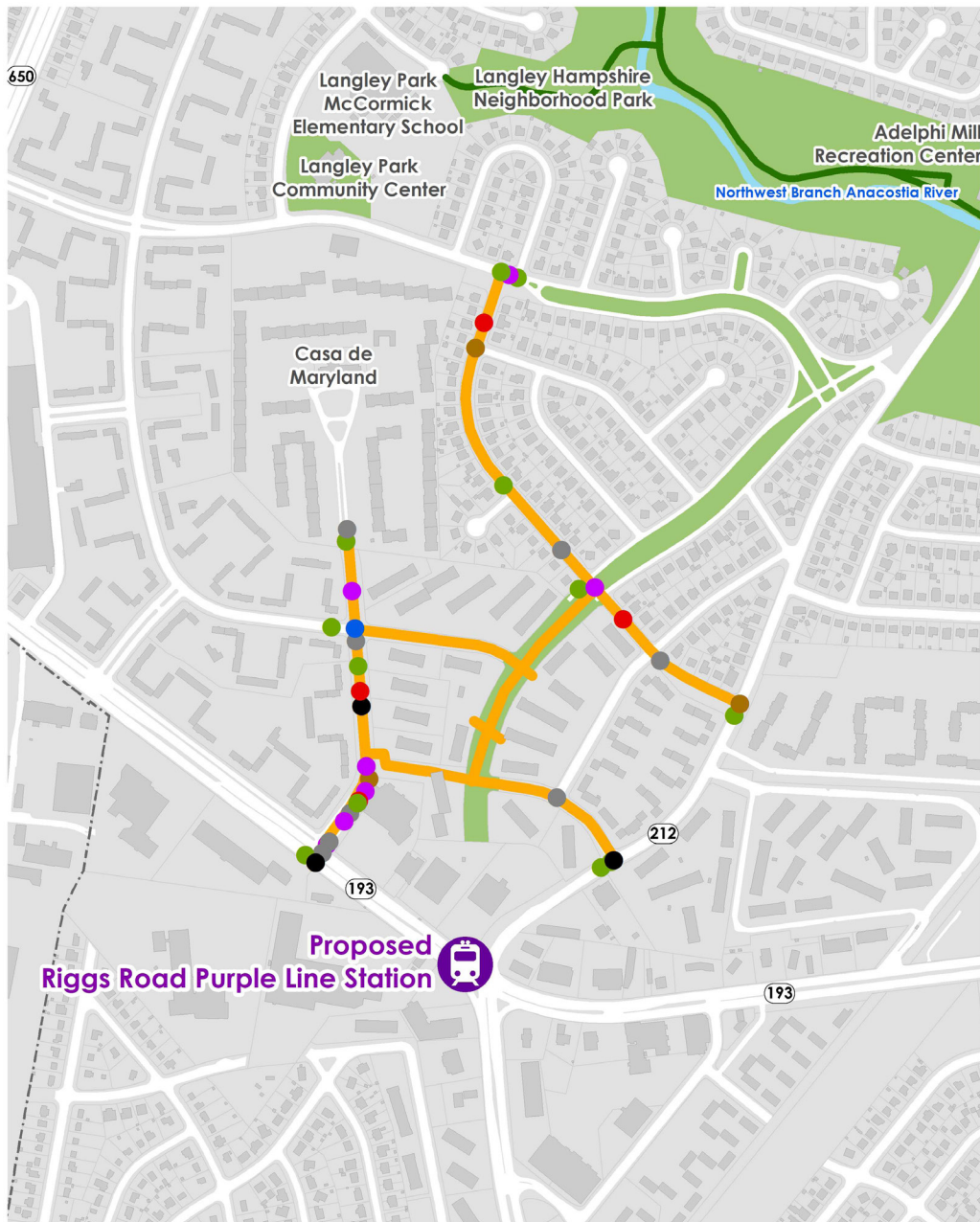
Table 2 shows that at these two locations, at least six pedestrians were involved in injury crashes. No bicyclists were involved in traffic crashes and no pedestrian fatalities occurred due to traffic crashes. During 2015 to 2018, one pedestrian was involved in a crash with property damage only, two pedestrians were involved in possible injury crashes, two pedestrians were involved in injury crashes, and two pedestrians were involved in severe injury crashes.

Table 2. All Crashes by Severity & Involvement

Crash Severity	Crash Involvement	Total
Property Damage Only	Crash Involvement	Total
	Other Vehicle	62
	Parked Vehicle	16
	Pedestrian	1
	Fixed Object	2
	Other Object	1
	Off Road	1
	Total	83
Possible Injury	Other Vehicle	7
	Parked Vehicle	1
	Pedestrian	2
	Other Conveyance	1
	Total	12
Injured	Other Vehicle	6
	Pedestrian	2
	Total	8
Severe Injury	Other Vehicle	1
	Pedestrian	2
	Total	3
Fatality	N/A	0
Total pedestrians injured		6
Total crashes		106



Map 6. Vehicle Crashes by Type



Vehicle Crashes by Type (2015 - 2018)

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

County Boundary	Existing Trails	Collision Type	Side-Swipe
Water Bodies	Study Segments	Head-On	Angle
Buildings		Left Turn	Single Vehicle
Parks/Open Space		Rear-End	Other

Source: MNCCPC Vision Zero



15th Avenue is the only study segment with bus transit. Buses make a turn at the intersection of 15th Avenue and Keokee Street.

Existing and Future Transit Network

The study area has access to bus transit service from WMATA and TheBus. There are several bus stops along University Boulevard, 15th Avenue, Kanawha Street, and Riggs Road served by bus routes 18, C2, C4, F8, R1, and R2. 15th Avenue is the only study segment with bus transit. Buses make a turn at the intersection of 15th Avenue and Keokee Street. It is critical to consider the turning bus movement geometry while developing designs for this intersection.

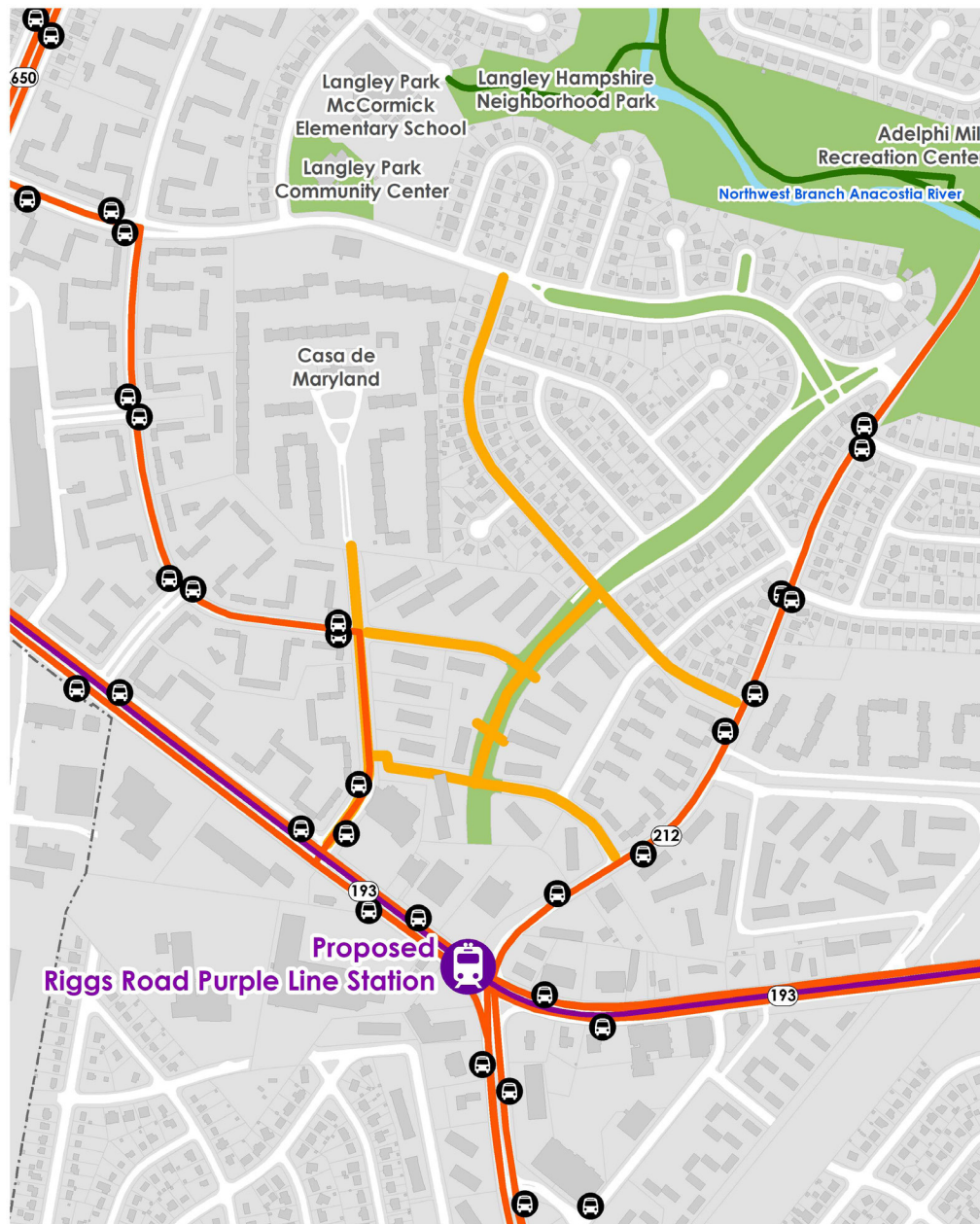
Future transit network additions include the Purple Line light rail line along University Boulevard with a station at the intersection of Riggs Road.



PHOTO VIA MDT

The future Purple Line light rail will have a stop on University Boulevard at Riggs Road.

Map 7. Existing and Future Transit Network



Existing and Future Transit Network

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

County Boundary	Existing Trails	Bus Stops
Water Bodies	Study Segments	
Buildings	Future Purple Line	
Parks/Open Space	Bus Routes	

Source: Planning Department of Prince George's County, Maryland (2020)
 Washington Metropolitan Area Transit Authority (2020)
 State of Maryland GIS Data Catalog (2020)



Existing Roadway Characteristics

POSTED SPEEDS & TRAFFIC CALMING MEASURES

Posted speeds do not exceed 25 mph along neighborhood streets, including all the study segments. Other roads around the study area have posted speeds of up to 35 mph, including University Boulevard and Riggs Road.

Some traffic calming devices have already been installed in and around the study area. These include three speed humps along Merrimac Drive from 14th Avenue to Keokee Street, as well as curb extensions along 15th Avenue, north of Kanawha Street.

PARKING

The study area has a substantial number of off-street surface parking lots that serve all the multi-family apartment complexes and commercial uses. All study segments have unmetered and unrestricted on-street parking. Based on field observations, on-street and off-street parking is well used in the study area. A prior study of parking in and around the study area identified:

- Approximately 13 percent of parking (both off-street lots and on-street spaces) are more than 85 percent occupied.
- Approximately 68 percent of parking segments are less than 75 percent occupied.
- The on-street parking is approximately 49 percent occupied, with 256 of the 519 parking spaces occupied, and seven of the 48 block faces have occupancies greater than 85 percent.

One of the study segments is an off-street parking lot that serves an apartment complex. However, this parking lot aligns with a pathway that connects to Jasmine Terrace, east of the New Riggs Road ROW linear open space. Vehicular access to this parking lot is limited to Kanawha Street. Although there is a vehicular and pedestrian gate to this parking lot from 15th Avenue, only the pedestrian gate is open to the public. The vehicular gate is locked.

Existing Right-of-Way

Approximate measurements were taken using parcel data in GIS to assess the available ROW along the study segments.

Keokee Street's approximate ROW ranges from 50 feet to 90 feet. 15th Avenue's ROW width is approximately



Recently installed curb extension on 15th Avenue.



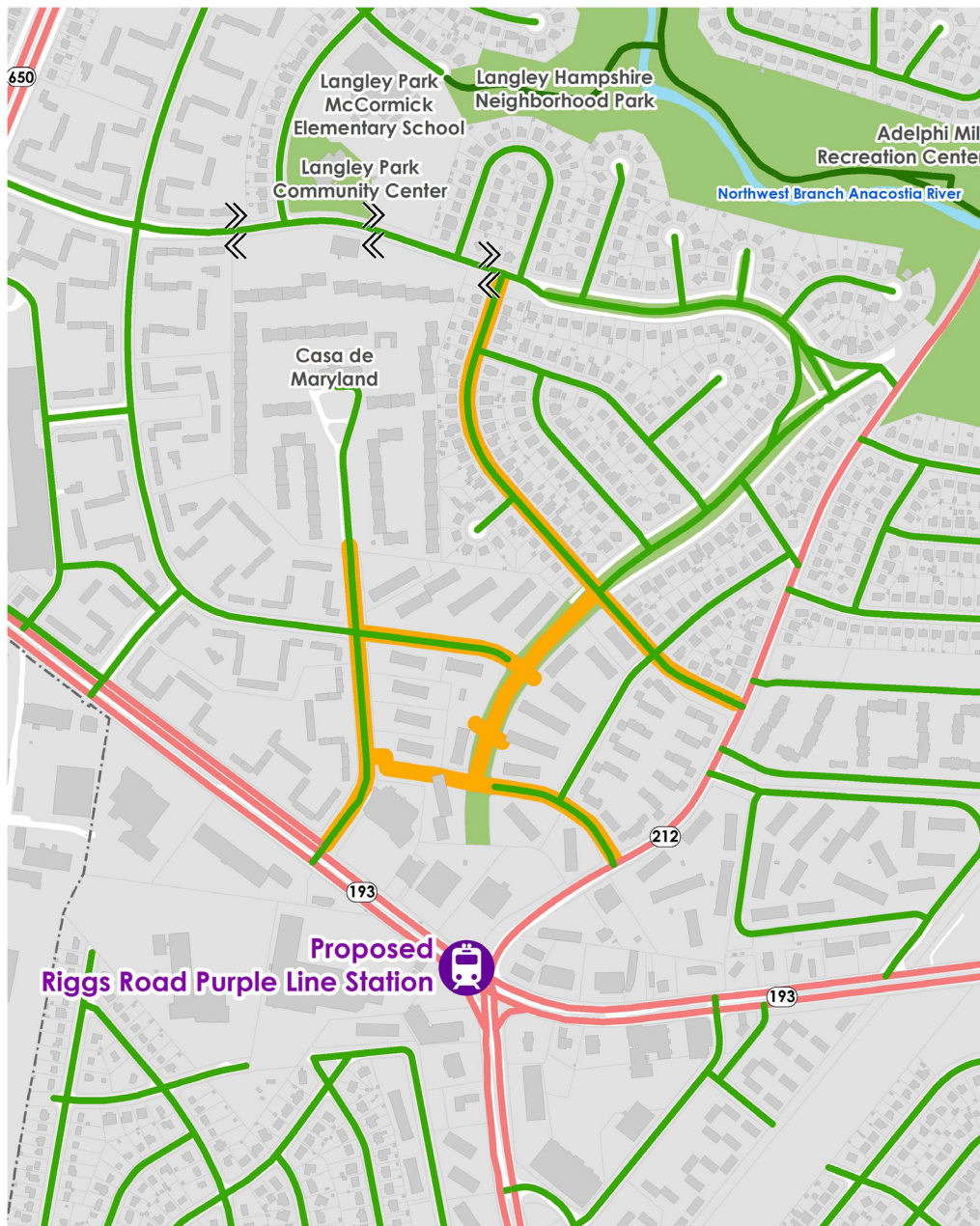
On-street parking on 15th Avenue.



New Riggs Road ROW is approximately 100 feet and functions as a linear open space within the neighborhood.

75 feet. Kanawha Street and Jasmine Terrace have an approximate ROW width of 60 feet. New Riggs Road linear open space ROW has an approximate ROW width of 100 feet. The Jasmine Terrace Extension (parking lot) transverses a private property that is approximately 80 feet wide.

Map 8. Posted Speeds & Traffic Calming Measures



Posted Speeds and Traffic Calming Measures

Riggs Road - Langley Park Area Bicycle Boulevards



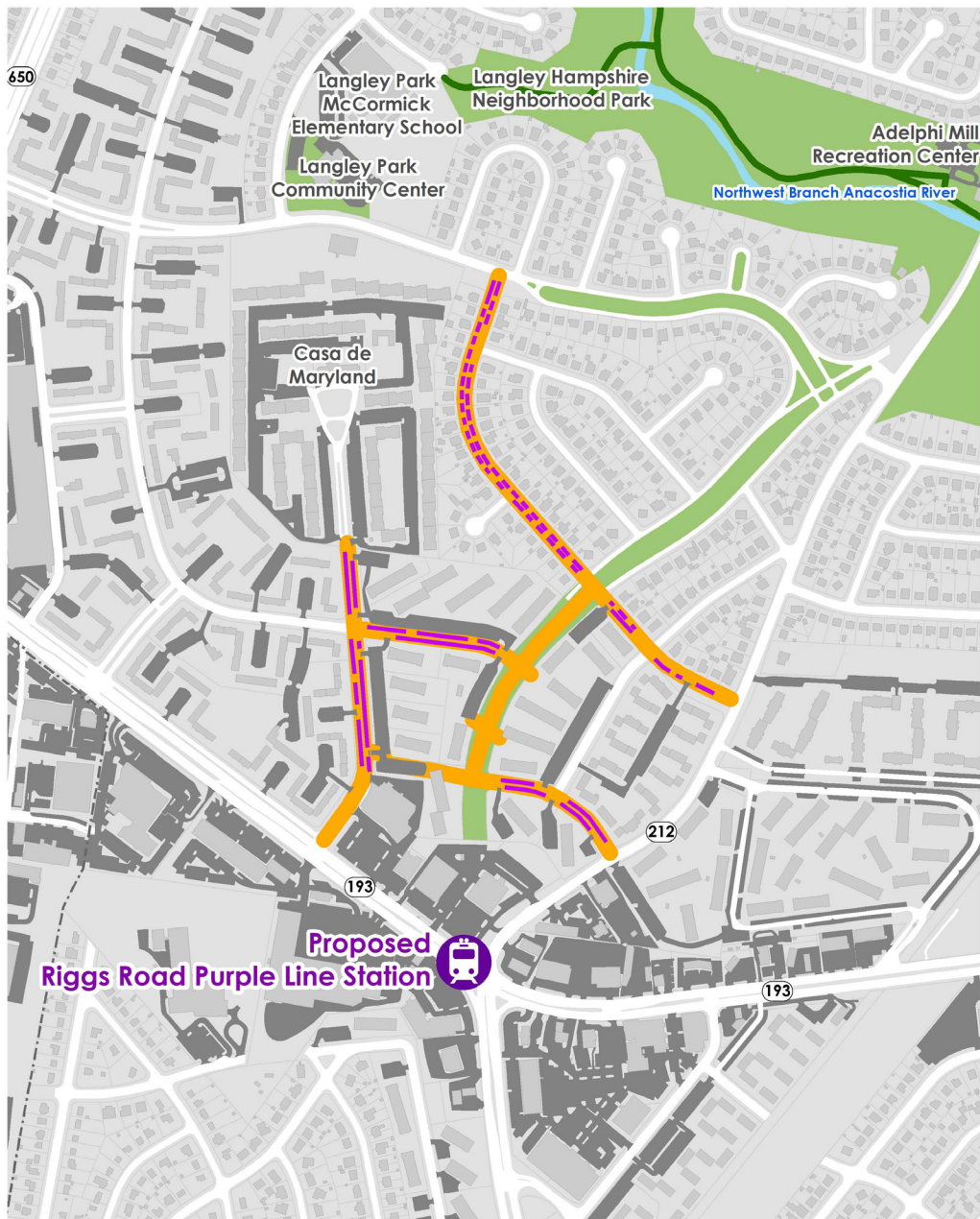
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County Boundary	Existing Trails	Speed Limit
Water Bodies	Study Segments	25
Buildings		30 - 35
Parks/Open Space		

Source: Planning Department of Prince George's County, Maryland (2018)



Map 9. Parking



Parking

Riggs Road - Langley Park Area Bicycle Boulevards



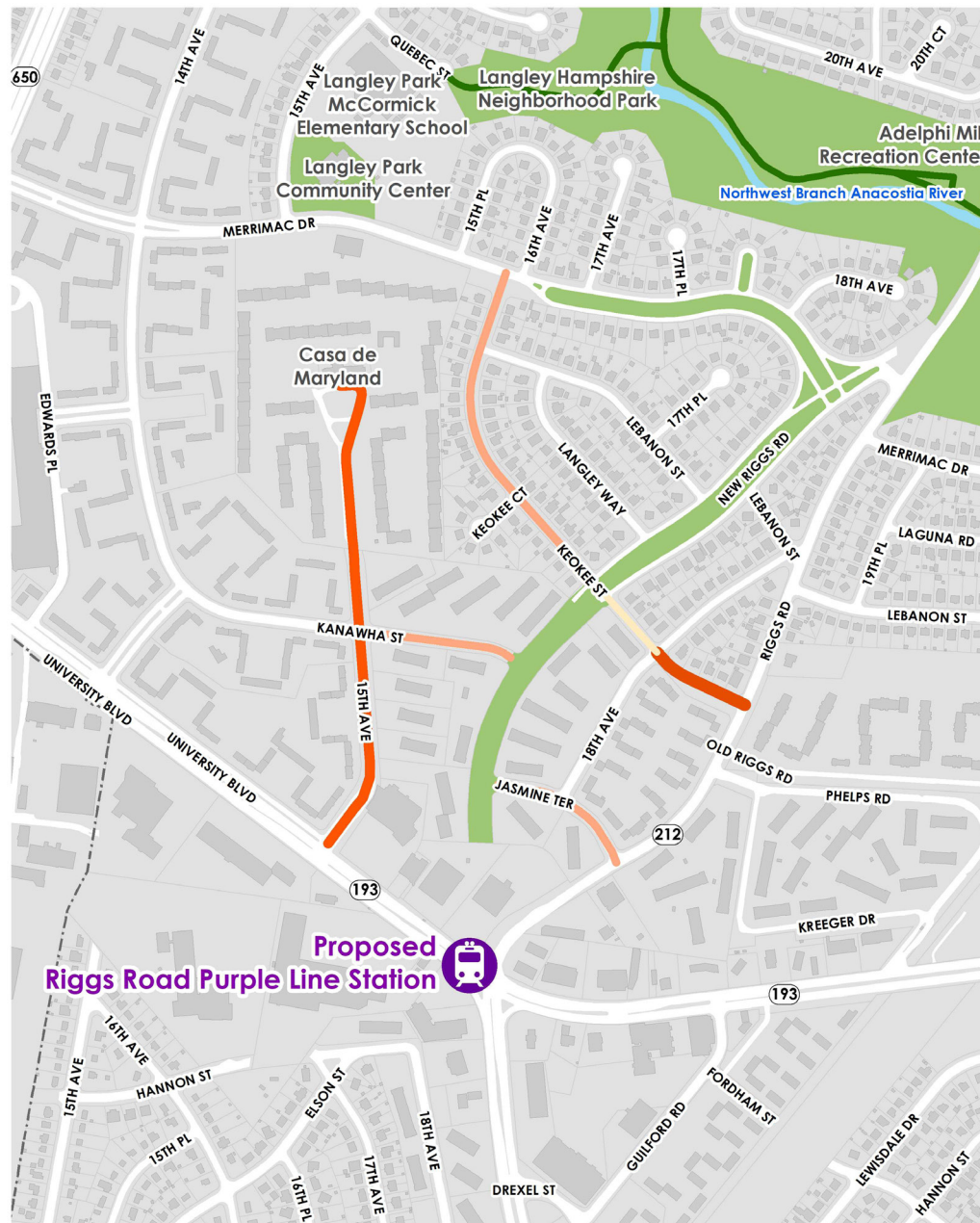
Legend

- | | |
|------------------|--------------------|
| County Boundary | Existing Trails |
| Water Bodies | Study Segments |
| Buildings | On-Street Parking |
| Parks/Open Space | Off-Street Parking |

Source: Planning Department of Prince George's County, Maryland (2018)



Map 10. Existing Right-of-Way



Existing Right-of-Way

Riggs Road - Langley Park Area Bicycle Boulevards

0 200 400 800 Feet



Legend

County Boundary	Existing Trails	Approx. Right-of-Way (feet)	75
Water Bodies		50	90
Buildings		60	
Parks/Open Space			

Source: Planning Department of Prince George's County, Maryland (2018)



Curb-to-Curb Widths

Typical mid-block curb-to-curb widths for study segment streets range from 25 feet to 35 feet. All segments, except Keokee Street, are 35 feet wide

from curb to curb. Keokee Street has a width of 25 feet. Jasmine Terrace Extension (parking lot) is approximately 58 feet wide from curb to curb.



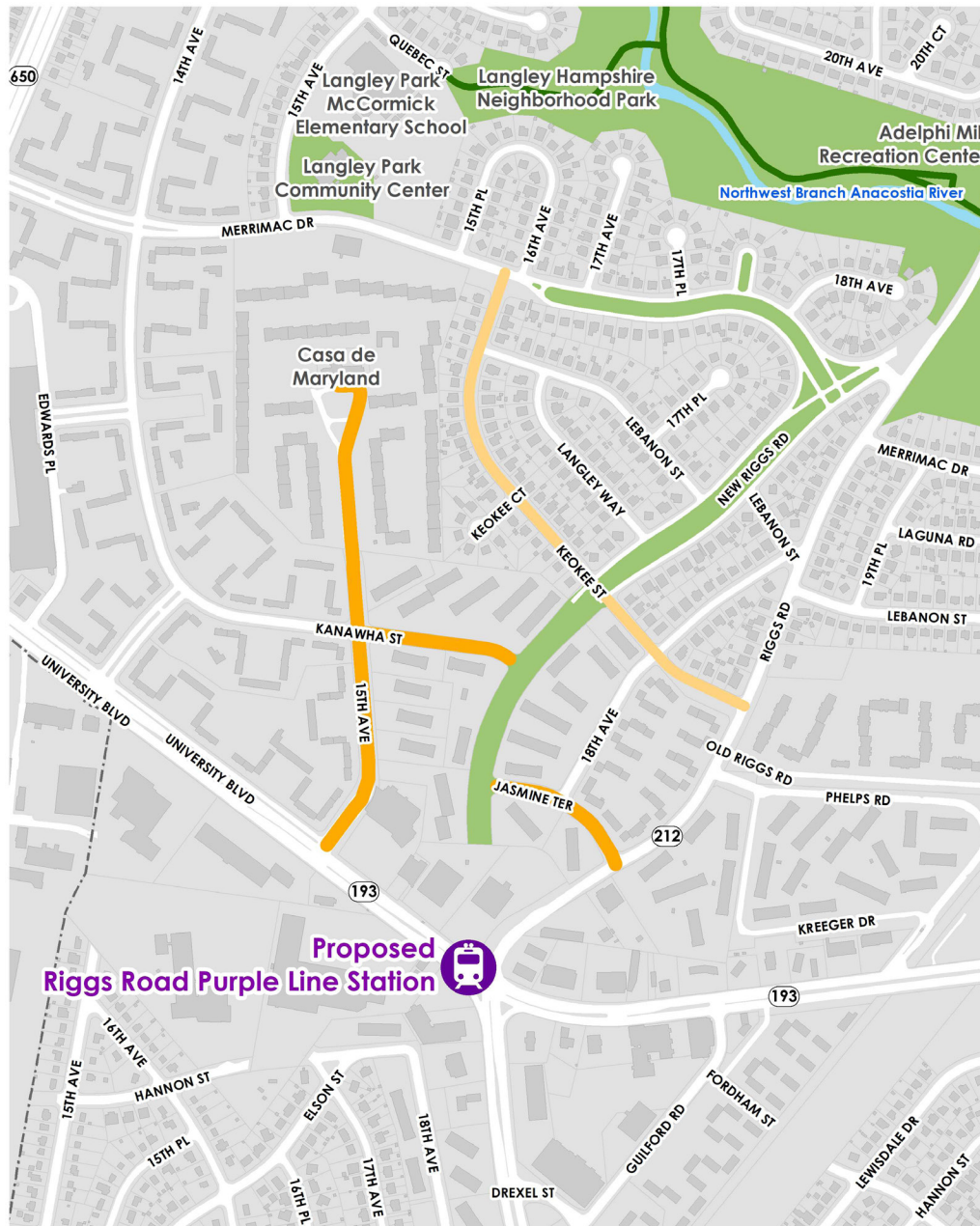
15th Avenue, Kanawha Street, and Jasmine Terrace are 35 feet wide between curbs.



Keokee Street is 25 feet wide between curbs.



Map 11. Curb to Curb Widths



Curb to Curb Widths

Riggs Road - Langley Park Area Bicycle Boulevards



Legend

County Boundary	Existing Trails
Water Bodies	Curb to Curb Width (feet)
Buildings	25
Parks/Open Space	35

Source: Planning Department of Prince George's County, Maryland (2018)

Figure 1. 15th Avenue – Existing Cross-Section (Looking North)

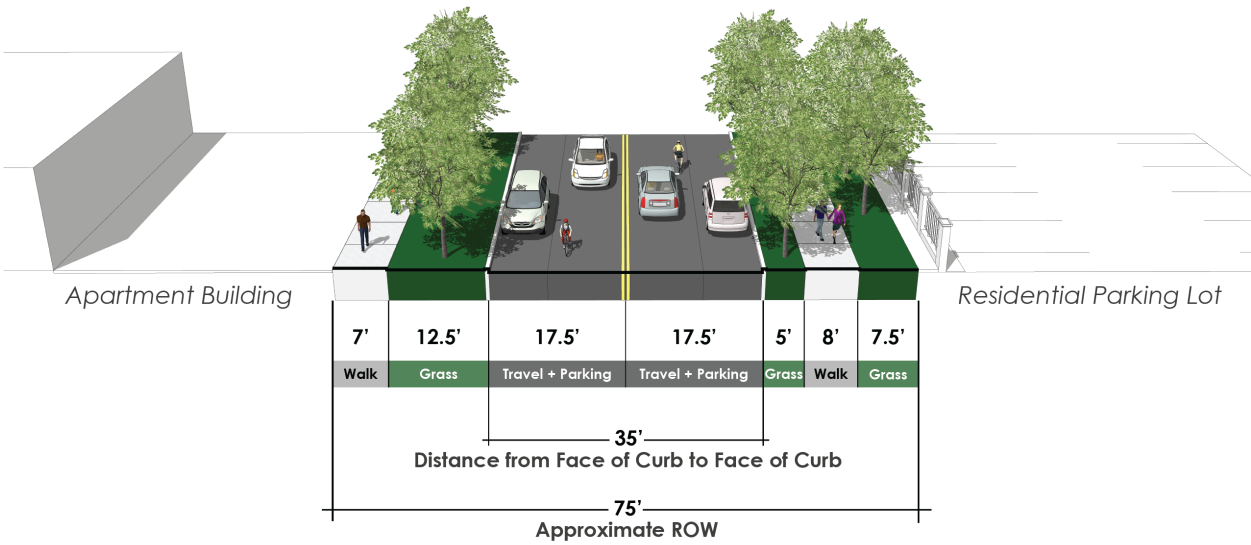


Figure 2. Jasmine Terrace (Extension) – Existing Cross-Section (Looking East)

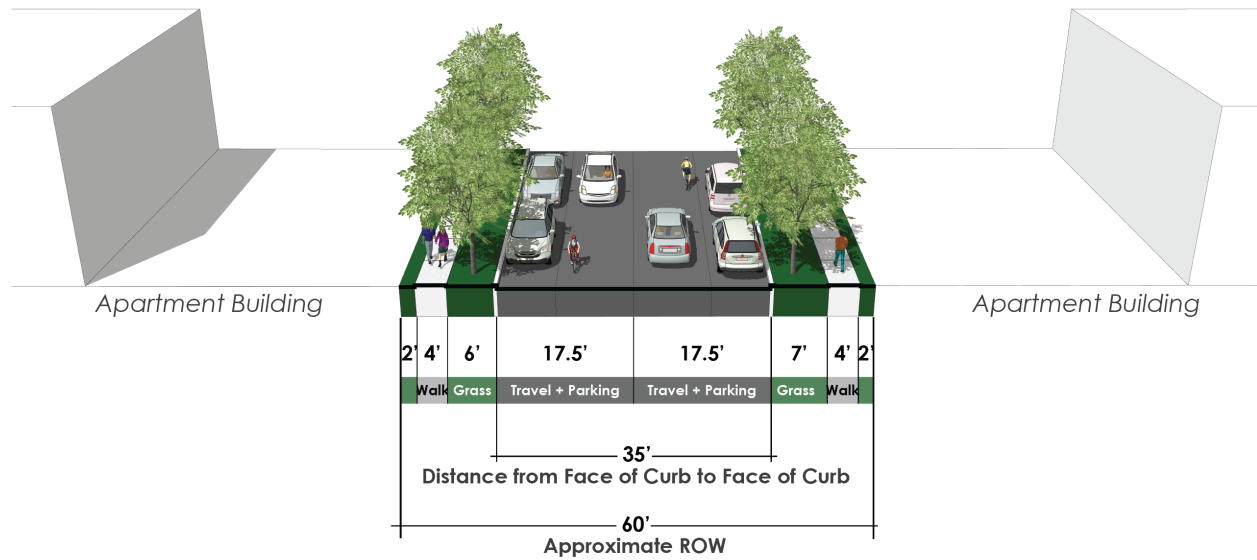


Figure 3. Kanawha Street – Existing Cross-Section (Looking East)

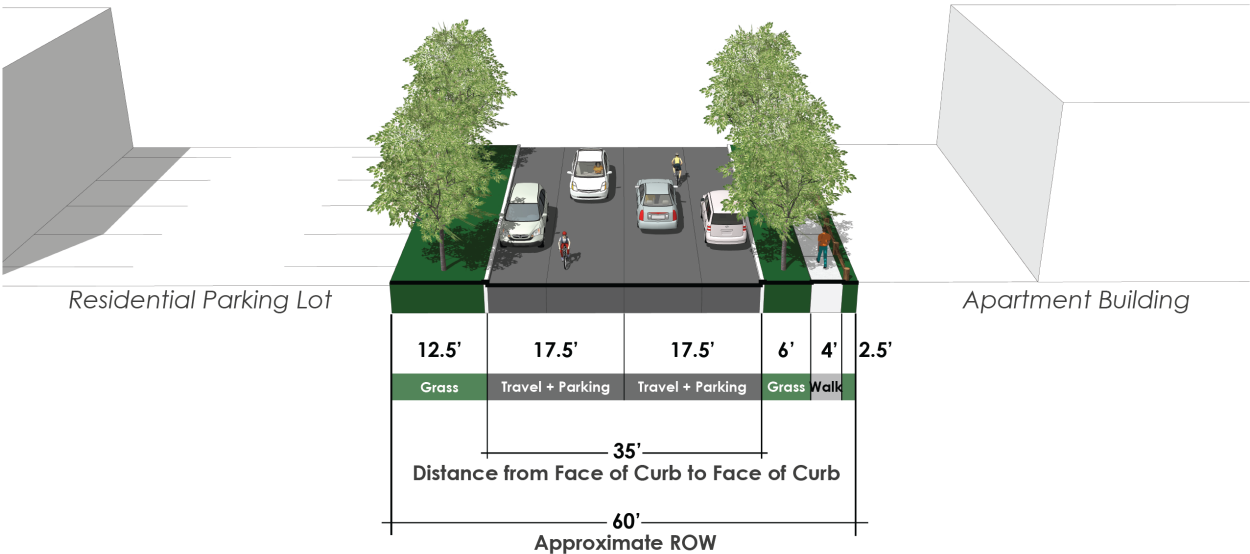


Figure 4. Keokee Street – Existing Cross-Section (Looking North)

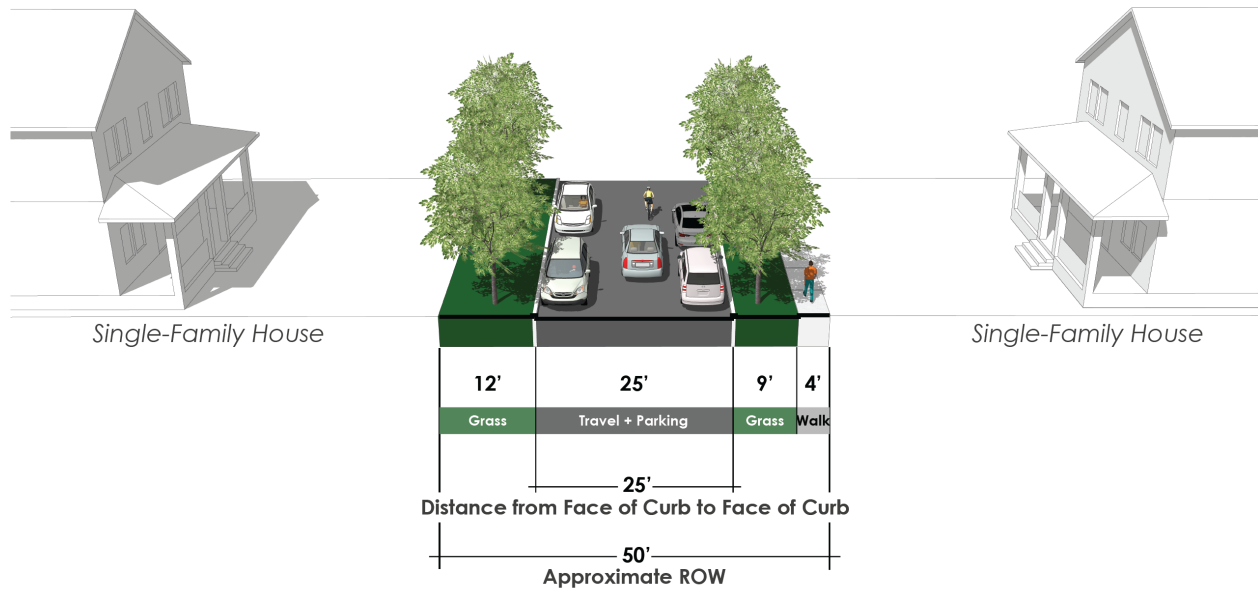


Figure 5. Jasmine Terrace Extension (Parking Lot) – Existing Cross-Section (Looking East)

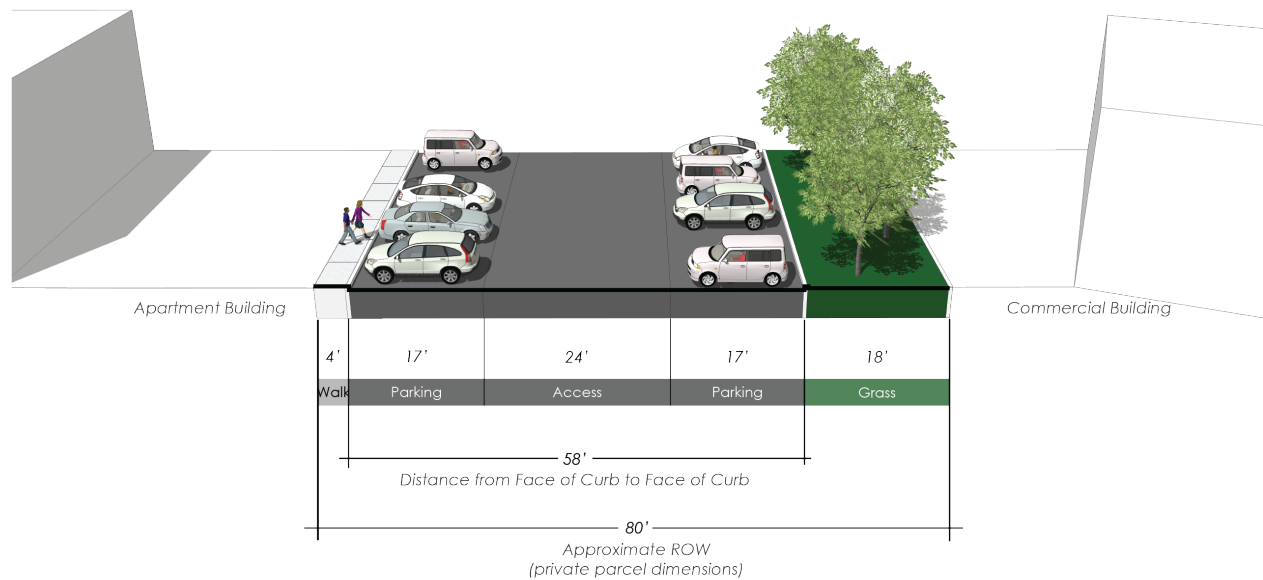
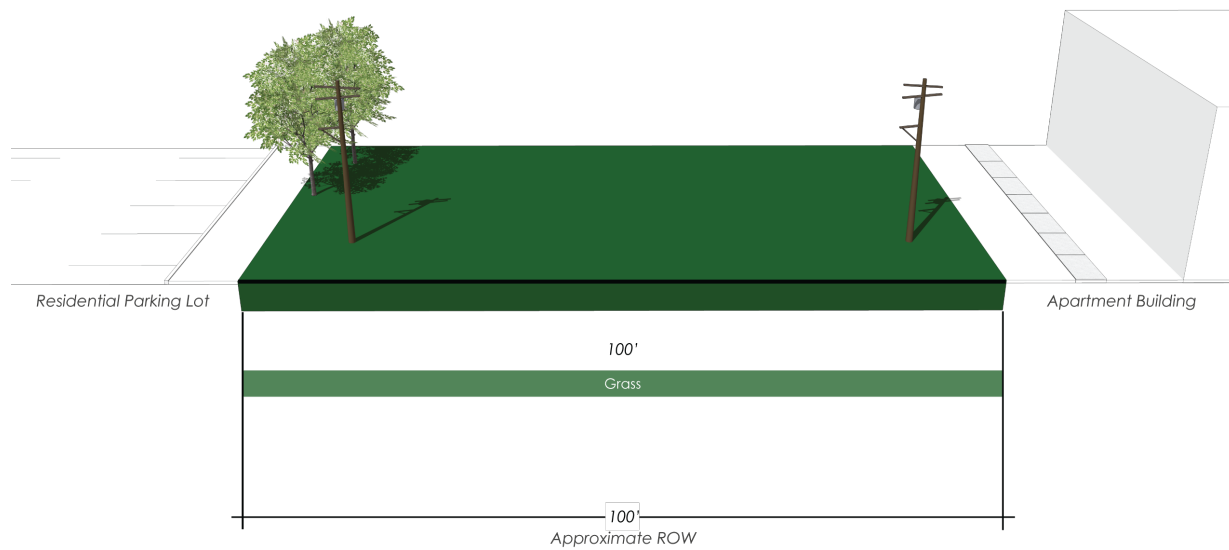


Figure 6. New Riggs Road ROW – Existing Cross-Section (Looking North)





Challenges and Opportunities

Based on the existing conditions analysis, the study segments offer an opportunity to stitch together a neighborhood bicycle network. This network would enhance connectivity to and from the future Purple Line light rail station and to the mix of commercial and retail destinations along University Boulevard. This network would be further enhanced by potential future connections to the Northwest Branch Trail and the Sligo Creek Trail.

Although all study segments have low posted speed limits and the land use is primarily residential, there are different issues and opportunities based on each of their unique characteristics and surrounding contexts.

There have been many vehicular crashes along 15th Avenue. The two recorded pedestrian crashes in the study area also occurred on 15th Avenue. Therefore, improving the safety and comfort of drivers, pedestrians, and bicyclists along 15th Avenue is a priority for this study. 15th Avenue also serves as a transit corridor, adding to the need for improved pedestrian and bicycle infrastructure along this segment.

New Riggs Road ROW provides a unique opportunity for a shared-use path to run across the neighborhood north to south within a linear green open space. This shared-use path could also connect to cross-streets

and pathways such as Keokee Street, Kanawha Street, and Jasmine Terrace.

Kanawha Street and Jasmine Terrace provide excellent opportunities to create east-west connections in the neighborhood. An extension of Jasmine Terrace through a residential parking lot would give a more direct east-west connection from Riggs Road to 15th Avenue. This extension could take the form of a shared space or a “parking lot woonerf” where paving materials, textures, and other design elements define parking spaces and drive aisles that can be shared by bicycles. Any proposed changes to this segment would need to be designed and approved in consultation with the property owner.

Keokee Street is a narrow street compared to the other study segments, is fronted by single-family detached homes, and has on-street parking on both sides for most of the segment’s length despite its narrow width. Keokee Street provides the only east-west vehicular connection between Riggs Road and Merrimac Drive within the study area. Keokee Street also recorded many crashes. There is an opportunity to develop Keokee Street as a neighborhood bicycle connector to reach destinations such as the Langley Park Boys and Girls Club, Langley Park Community Center, Langley Park-McCormick Elementary School, and the Northwest Branch Trail.

Next Steps

Using the information gathered during the existing conditions analysis, the project team will develop conceptual design alternatives for bicycle facilities for all six study segments.

The project team will present these alternatives to the community and stakeholders at a virtual public meeting in March 2021. The project team will collect input and feedback on each design alternative.

Based on the public feedback and qualitative assessment of the design alternatives, the project

team will identify a preferred alternative for each study segment.

Once a preferred alternative has been finalized, the project team will develop 30% preliminary design plans. Apart from the 30% design plans, the project team will publish a final report documenting the entire planning and design process. The project team will also communicate the final plans and study findings to key decision-makers and agency stakeholders by making a final presentation.



Acknowledgments

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