IV. TRANSPORTATION

Transportation serves as an integral component of the overall revitalization efforts for Marlboro Pike. The transportation system in this area is intended to complement the area in support of the plan—by better serving residents and businesses and encouraging revitalization along the corridor.

TRANSPORTATION GOAL: Create a safe, efficient, convenient, reliable, and attractive multi-modal network of roads, bus and transit facilities, sidewalks, and bike trails.

Below are specific elements included in the overall transportation network to promote the overall transportation goal discussed above.

A. Transit

Transit service currently exists along a portion of the Marlboro Pike Corridor in the form of Metrobus, which services the Washington Metropolitan area and is run by the Washington Metropolitan Area Transit Authority (WMATA), and TheBus, which is a countywide system run by the Prince George's County Department of Public Works and Transportation (DPW&T). Some bus stops are poorly marked, not connected to sidewalks, or inadequate. Two park and ride facilities exist within the sector plan boundary at Donnell Drive and Marlboro Pike, behind the Penn-Mar Shopping Center and adjacent to the Great Eastern Plaza. The Metrobus and TheBus both service the park and ride facility behind the Penn-Mar Shopping Center. ***Figures IV-1a and IV-1b*** on pages 50–51 show the existing transportation network in the sector plan area.

Metro stations offering regional, rapid transit do not exist within the sector plan boundary. Marlboro Pike is situated halfway between two Metro stations, Addison Road to the north, approximately two miles distant, and Suitland to the south, approximately 1.6 miles away. ***Figure IV-2*** (on page 52) shows the proximity of Marlboro Pike to the nearest Metro stations.

Metrobus transit service within the Marlboro Pike Corridor does not directly connect to either of these Metro stations. Additionally, community members have noted that the existing bus service is inconvenient and unreliable. Increasing accessibility to the regional, rapid transit system, reliability of the Metrobus service, and quality bus waiting areas would greatly improve transit convenience and ridership for the Marlboro Pike Corridor.

GOAL: Provide a local network of transit services that is convenient, reliable and accessible throughout the corridor.

POLICY 1: Provide better connectivity to the Metro's regional rapid transit network.

STRATEGIES:

- Coordinate with WMATA and the DPW&T to provide direct routes to the surrounding Metro Stations, including the Addison Road and Suitland Stations.
- Coordinate with WMATA and the DPW&T to initiate shuttle services along Marlboro Pike connecting the local community with large shopping centers along the corridor and major bus stops with direct links to the surrounding metro stations.
- Explore moving or relocating the park and ride from the Penn Mar Shopping Center to the Silver Hill Plaza area to better service a transit connector between the Addison Road and Suitland Metro Stations

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POLICY 2: Improve the function and aesthetics of transit infrastructure.

STRATEGIES:

- Coordinate with WMATA and the DPW&T to determine if additional transit stops are needed and if existing stops should be relocated to better service the corridor.
- Coordinate with WMATA and the DPW&T to provide benches, trash cans, shelters, and attractive informational kiosks at bus stops and major bus transfer stations connecting the Suitland and Addison Road metro stations.

B. Roads

Marlboro Pike is located close to two major highways, the Capital Beltway (I-95/495) and Pennsylvania Avenue (MD 4). These highways carry a significant volume of daily traffic, including commuter, regional travel, and freight-related trips. The proximity of these roads helps make Marlboro Pike accessible, while also helping to keep traffic volumes down along the corridor.

Highways are classified into systems of routes having similar geometric, right-of-way, and service characteristics. Classification of highways by

Figure IV-1a: Existing Bus Network

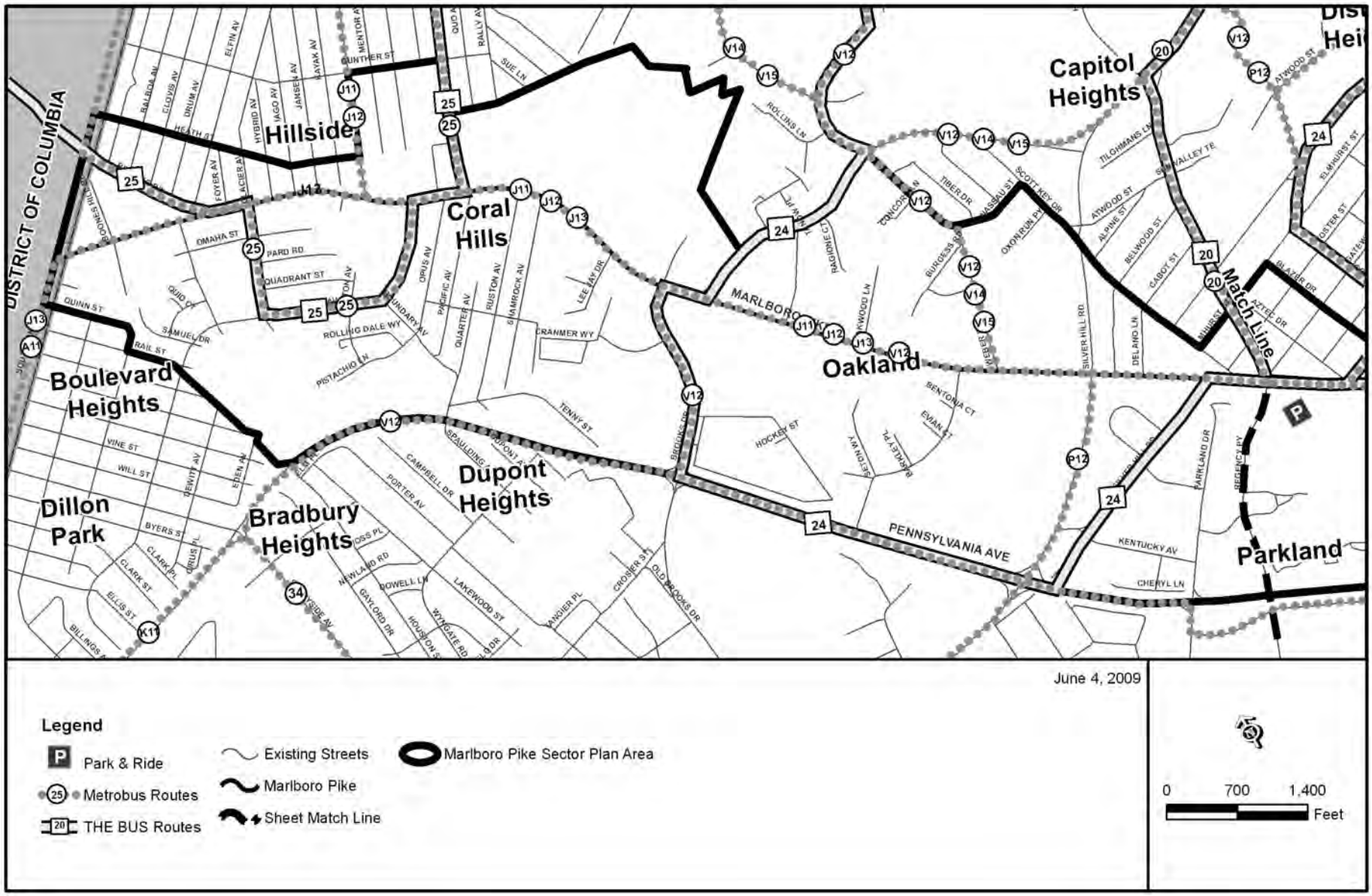


Figure IV-1b: Existing Bus Network (continued)

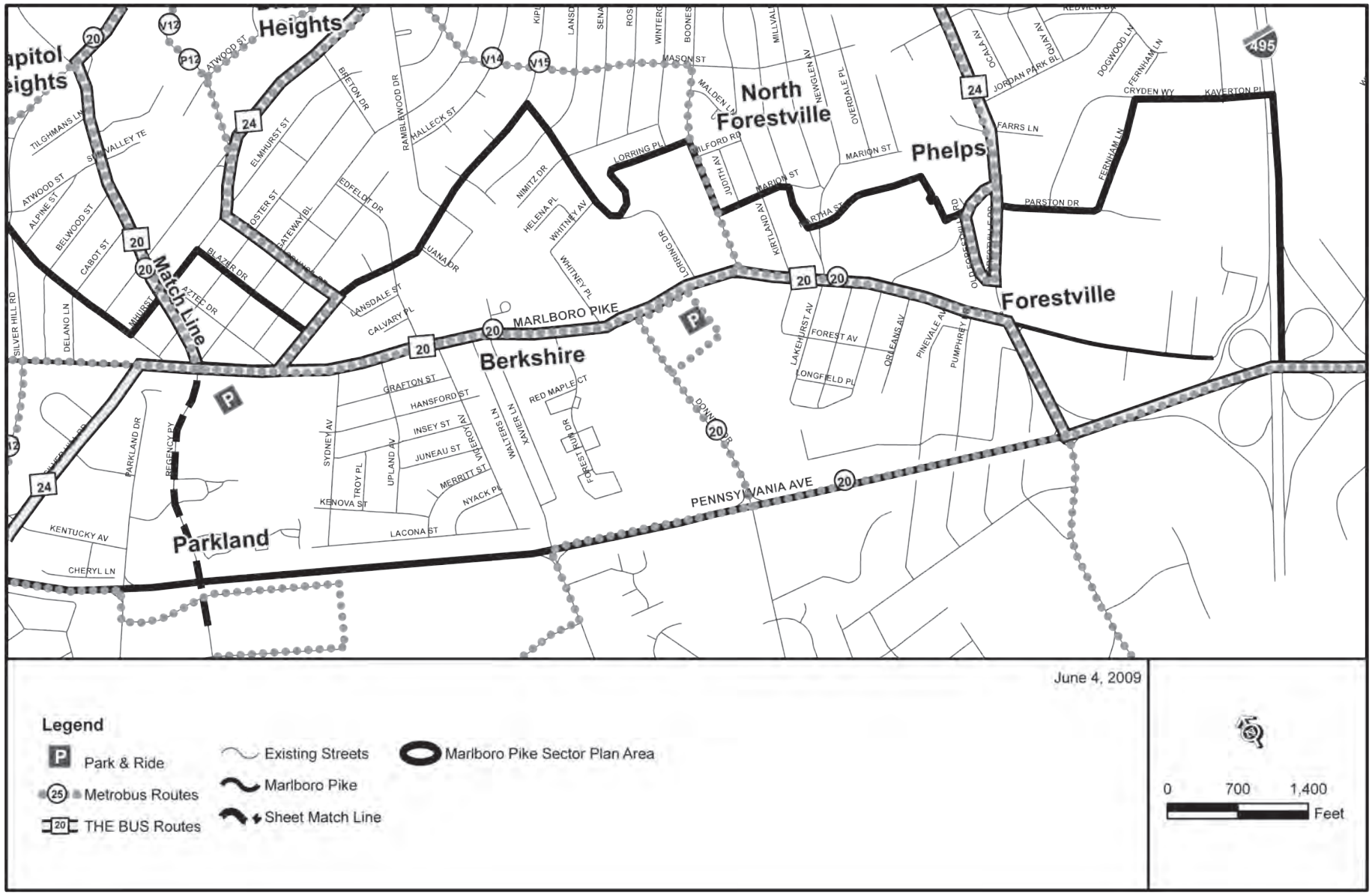
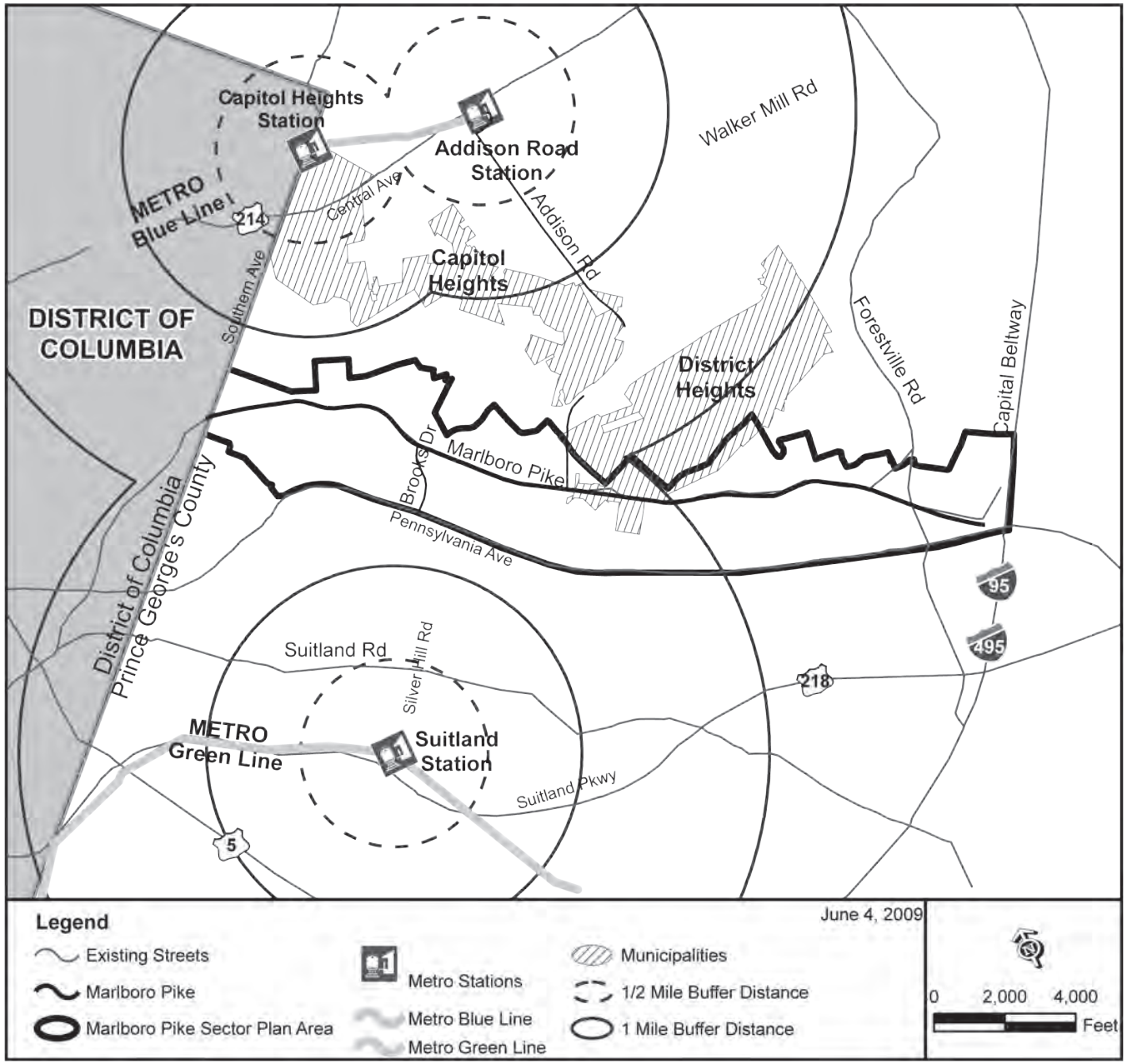


Figure IV-2: Metro Stations



function is effective for both planning and design purposes. The five major highway classifications are:

Freeway: A divided highway for through traffic with full control of access and grade-separated interchanges at selected roads.

Expressway: A divided highway for through traffic with full or partial control of access and interchanges at selected public roads with some at at-grade intersections at 1,500-2,000 foot intervals.

Arterial: A highway for through and local traffic, divided, with controlled access to abutting properties and at-grade intersections.

Collector: A two- or four-lane roadway, with minimal control of access, providing movement between developed areas and the arterial system.

Other: Residential (subdivision), industrial, and commercial roads providing access to and through developed areas which are selectively shown on area master plans.

Table IV-1 below lists additional highways and their corresponding classification that service the sector plan area.

Pennsylvania Avenue runs parallel to Marlboro Pike, and provides an alternative route to keep through traffic away from Marlboro Pike. Pennsylvania Avenue is a four-lane, controlled access, divided highway with direct access to the Capital Beltway and employment centers in Washington D.C. Currently, most commuter trips remain on Pennsylvania Avenue, with Marlboro Pike serving as a back-up route in times of congestion. In order to control through-traffic volumes along Marlboro Pike, commuter traffic that is not stopping at destinations along the pike

Table IV-1: Existing Highways in Whole or Partly within the Sector Plan Area

ID Number	Name	Route Number	Limits	Average Right-of-Way	Lanes
Freeways					
F-5	Capital Beltway	I-95	Montgomery County to Virginia	300'	8
Expressways					
E-3	Pennsylvania Ave. Extended	Maryland Route 4	District of Columbia Line to Capital Beltway	200'	4 or 6
Arterials					
A-34	Brooks Drive	County Road	Maryland Route 4 to Addison Road	120'	4 or 6
A-35	Walker Mill Road and Walker Mill Road Extended	County Road	Maryland Route 458 extended to Beltway	120'	4 or 6
A-40	Silver Hill Road	Maryland Route 458	Maryland Route 5 to Walker Mill Road	120'	4 or 6
Collectors					
C-410	Marlboro Pike	County Road	District of Columbia to Forestville Road	80'-100'	2 or 4
C-422	Brooks Drive	County Road	Silver Hill Road to Maryland Route 4	80'	2 or 4
C-423	Regency Parkway	County Road	Marlboro Pike to Suitland Parkway	80'-100'	2 or 4
C-425	Donnell Drive	County Road	Maryland Route 4 to Marlboro Pike	100'	4
C-426	Forestville Rd. / Ritchie Rd.	County Road	Allentown Road to Walker Mill Road	80'	2 or 4
C-427	Walker Mill Road	County Road	Marlboro Pike to Silver Hill Road Extended	80'	2 or 4

should be encouraged to use Pennsylvania Avenue. Trips along Marlboro Pike should be locally generated, and contribute to making Marlboro Pike a community-oriented main street. Reducing congestion on Pennsylvania Avenue would also reduce through traffic on Marlboro Pike.

Marlboro Pike is a four lane east-west county-maintained collector road. The roadway is nearing Level of Service (LOS) E, meaning that the number of cars traveling it daily is close to capacity. The six levels of service are given in letter designations, from A to F, with LOS A representing the best operating condition. For this Plan, LOS E represents the minimally acceptable condition, and LOS F the worst. Table IV-2 below provides the traffic count estimates conducted in 2004 and 2008.

Table IV-2: Traffic Counts—2004 and 2008

Marlboro Pike	Traffic Count for 2004	Existing LOS	Projected traffic count for 2030	Projected LOS
Between Southern Ave. and Larchmont Ave.	29,000	E	31,300	E
Between Larchmont Ave. & Silver Hill Rd. (MD 458)	28,000	D	36,800	F
Between Silver Hill Rd. (MD 458) & Donnell Dr.	28,200	D	32,800	D
Between Donnell Dr. and Forestville Rd.	31,300	F	31,100	E

Source: M-NCPPC

Community members have noted that motorists speed along the roadway, pedestrian crossings are difficult, and overall safety is a concern. Two intersections within the corridor have significantly higher accident rates than other intersections—Brooks Drive and Silver Hill Road (MD 458). These two roadways connect to Pennsylvania Avenue. Traffic studies are warranted to determine if signal timing or other safety improvements can reduce the number of accidents at these locations. Additionally, traffic calming measures and circulation enhancements, especially at intersections with higher accident rates, can improve safety conditions corridorwide.

GOAL: Provide a local network of transit, and related services that are accessible, attractive, convenient, reliable, and help to reduce dependency on the automobile.

POLICY 1: Improve safety at intersections and throughout the corridor.

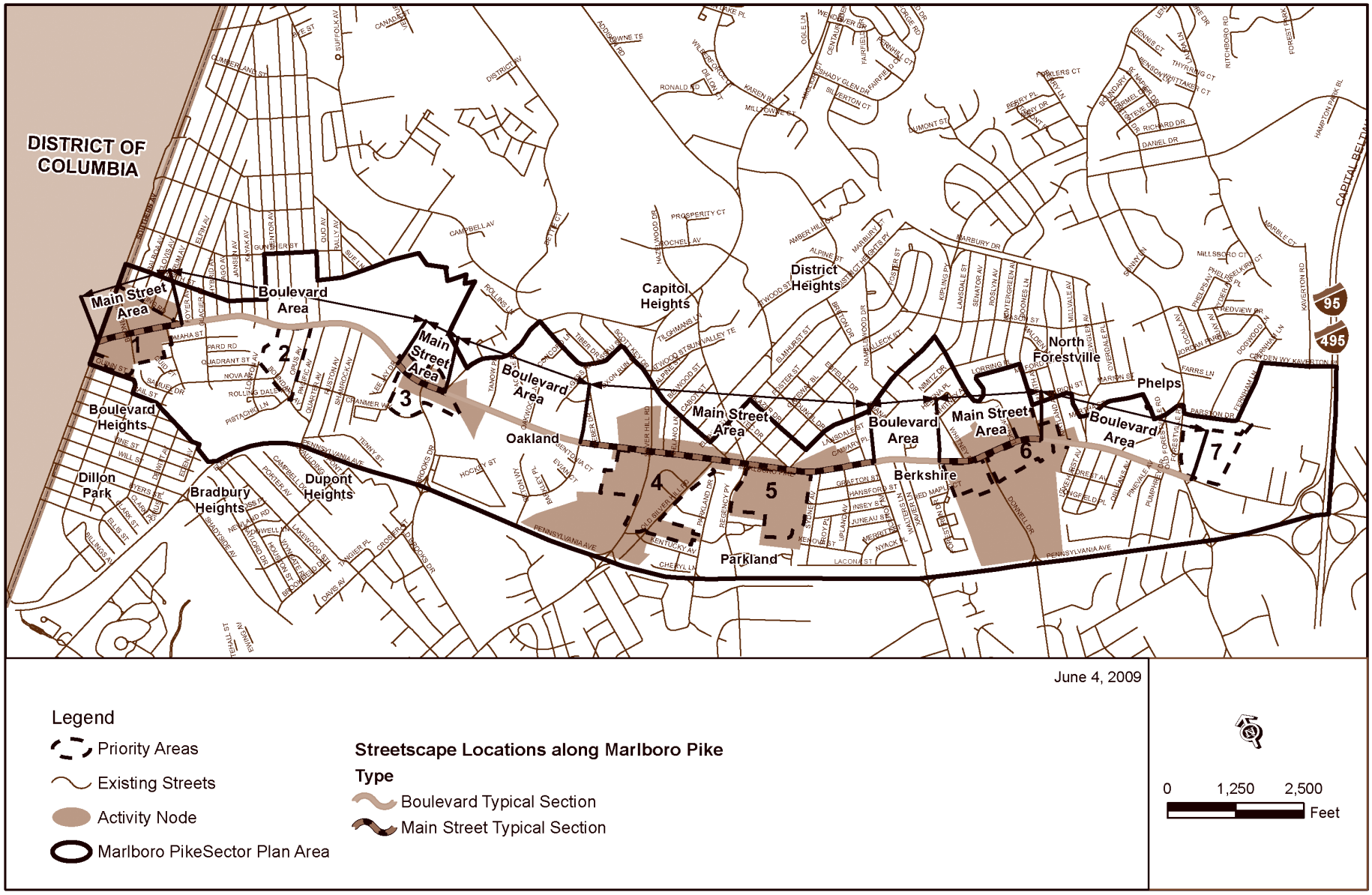
STRATEGIES:

- Conduct traffic and engineering studies to pinpoint factors that will improve safety for motorists and pedestrians, particularly at the high accident intersections, including Brooks Drive and Silver Hill Road.
- Promote Pennsylvania Avenue as the main regional commuter thoroughfare in the area to de-emphasize Marlboro Pike's role for through traffic.
- Incorporate traffic calming and traffic control measures along Marlboro Pike to help reduce travel speeds/and encourage pedestrian circulation. Potential traffic calming measures include: reduced lane widths, on-street parking (in targeted areas), medians (where adequate width can be accommodated), increased visibility for pedestrian crossings, and situating vertical elements, such as buildings or street trees, closer to the roadway edge. Vertical elements help to enclose the view shed and serve as a visual cue for motorists to slow down.
- Conduct an engineering analysis to determine the feasibility of reconfiguring the signalized intersection of Marlboro Pike and Benning Road to a roundabout with a raised and landscaped center island. From an operational and safety perspective, the roundabout intersection may prove superior in performance to the existing skewed angle signalized intersection. The roundabout will address adequate speed reduction objectives and car crashes. It can also accommodate u-turn maneuvers which provide access to properties located in the immediate vicinity.
- Pursue, where feasible, the use of alternative routes to commercial or industrial sites to lessen the impact of commercial vehicles using residential streets as the primary means of ingress and egress."

The following specific recommendations are made to implement the concepts and achieve the goals and objectives for circulation and transportation. These recommendations are included in the 2009 *Approved Countywide Master Plan of Transportation*.

1. Construct Brooks Drive to arterial standards, extending from Pennsylvania Avenue to Addison Road. This addition will provide

Figure IV-3: Streetscape Locations



direct access from the south to the Addison Road Metro Station and its surrounding area. Brooks Drive would be a 120-foot right-of-way with four to six lanes.

2. Construct a new industrial road, Cryden Way/Parston Drive from Marlboro Pike to Kaverton Boulevard, to provide access to existing and planned employment areas. The industrial road would be a 70-foot right-of-way with two to four lanes.

C. Pedestrian Amenities and Streetscape Enhancements

Enhancing streetscape conditions to encourage pedestrian activity will help Marlboro Pike evolve into a thriving, community-oriented main street. The corridor will be broken up into two main identity types; Main street areas and boulevard areas. These areas are mapped in ***Figure IV-3*** on page 55.

The main street areas would be characterized by denser development and streetscaping oriented for a more urban, populated environment. Boulevard areas would be more suburban in nature, with streetscaping designed to accommodate users moving through the area. Because the corridor is over four miles long, the main street atmosphere will be targeted for areas where it has the best chance for success. Areas in between will also include streetscape enhancements characteristic of an attractive boulevard connecting main street areas. Both streetscapes will implement a unified look throughout the corridor. The main street and boulevard typical sections are illustrated in Figures IV-4, IV-5, IV-6, and IV-7 (pages 57–60).

GOAL: Develop an attractive, safe, and pedestrian-friendly streetscape environment.

POLICY 1: Implement a main street streetscape at select locations throughout the corridor to encourage residents to walk, shop and recreate along Marlboro Pike.

STRATEGIES:

- Incorporate a main street typical section at specific locations along the corridor that includes two through lanes in each direction, bike lanes, on-street parking, a landscaped median (where feasible), wide sidewalks with decorative pavement (using scoring patterns or unit pavers), and buildings fronting the sidewalks without significant setbacks. Figures IV-4 and IV-5, on pages 57 and 58, illustrate the typical section for main street areas with and without a median.
- Implement the main street streetscape at the following locations along the corridor including:
  - Southern Avenue to Benning Road, which includes Priority Area 1: Western Gateway.
  - Lee Jay Drive to Walker Mill Road, which includes Priority Area 3: Brooks Drive Main Street Gateway.
  - Penn Crossing Drive to Viceroy Avenue, which includes Priority Area 4: Silver Hill Cultural Center, and Priority Area 5: Health and Wellness Center.
  - Forest Run Drive to Boones Lane, which includes Priority Area 6: Donnell Drive Retail and Restaurant Hub.
- Provide amenities along the main street areas such as street trees, street furniture, bike racks, and pedestrian-scale street lighting.
- Include pedestrian crossings constructed with unit pavers that tie into the design elements of sidewalks.

POLICY 2: Implement a boulevard streetscape between main street areas throughout the corridor to improve the overall look and function of the corridor.

STRATEGIES:

- Develop boulevard typical sections that include two lanes in each direction, bike lanes, a landscaped median, and sidewalks. These areas will include thematic and attractive streetscaping to tie together the main street areas corridor-wide. ***Figures IV-6 and IV-7*****, on pages 59 and 60**, illustrate the typical section for boulevard areas with and without a median.
- Include sidewalks at least five feet in width and that are set back at least five feet to allow for roadside landscaping to serve as a buffer between the pedestrian environment and the roadway.
- Where buildings are set back from the roadway with large parking lots in front, incorporate a shrub hedge row between the sidewalk and parking lot to serve as a buffer between the pedestrian environment and parked cars.

***Figure IV-4: Typical Main Street Cross Section with Median**—A feasibility study is necessary to evaluate options for on-street parking and bike lanes for each recommended cross section.*

Figure IV-5: Typical Main Street Cross Section without Median *– A feasibility study is necessary to evaluate options for on-street parking and bike lanes for each recommended cross section.*

Figure IV-6: Boulevard Area without Median— *A feasibility study is necessary to evaluate options for on-street parking and bike lanes for each recommended cross section.*

***Figure IV-7: Boulevard Area with Median**—A feasibility study is necessary to evaluate options for on-street parking and bike lanes for each recommended cross section.*

POLICY 3: Enhance and provide pedestrian-friendly amenities throughout the corridor that assist in transforming the corridor into a safe and comfortable environment.

STRATEGIES:

- Include continuous sidewalks along the entire length of Marlboro Pike and Pennsylvania Avenue. Priority sidewalk installation sites include: the front of District Heights commercial center and Parkland Shopping Center, along the parcel of land to the west of Regency Parkway, and throughout the Forestville Community.
- Improve pedestrian crossings by using reflective paint to ensure better visibility.
- Buffer pedestrians from vehicular areas where possible with on-street parking or landscaped verges.
- Minimize driveway entrances by channeling multiple entrances together into one shared driveway entrance, or move them to side streets, where feasible, to improve safety and levels of service.
- Enhance or provide pedestrian streetscape treatments to be included with property development and redevelopment projects through a private and public partnership or development proffer.
- Incorporate pedestrian accessibility from the school into the Marlboro Pike roadway improvements.

POLICY 4: Establish a theme that creates an identifiable look that visually unifies the corridor.

STRATEGIES:

- Install a 10-foot median, where feasible, based on available right-of-way. Areas include:
  - Southern Avenue to Benning Road
  - Walker Mill to Penn Crossing Drive
  - Viceroy Avenue to Forestville Road
- Install decorative community banners and gateway signs along the corridor identifying it as a community main street.
- Include continuous sidewalks, bike paths, and landscaping.
- Incorporate thematic landscaping along sidewalks and the median.
- Install attractive bus shelters or waiting areas at all corridor bus stops.

D. Parking

Ample and accessible parking is important for the success of any business district; however, expansive and underutilized parking lots are unattractive, unsafe, and inefficient. Large surface parking lots—with their large amounts of impervious pavement and limited usable space—can be an overly consumptive use of land. Furthermore, crime has been more prevalent at large parking lots along the corridor.

GOAL: Provide ample parking areas along the corridor that are more accessible, safer, and environmentally-sensitive.

POLICY 1: Limit the need for large expansive parking lots throughout the corridor.

STRATEGIES:

- Conduct a study to determine if on-street parking during off peak hours along main street areas and side streets is feasible.
- Utilize existing expansive and underutilized parking lots as opportunities for "infill" development in priority areas and nodes to provide a better use for the land and help build an improved streetscape environment. By using existing parking lots for redevelopment, new buildings can be built to front the sidewalk and create a pedestrian-friendly main street environment along Marlboro Pike.
- Plant a shrub hedge row to add a buffer between pedestrians and parked cars in cases where parking lots will remain adjacent to sidewalks.
- Locate off-street parking lots behind buildings in small, well lit, observable locations. Smaller lots help to better manage stormwater runoff at a microscale level, and are more safe and comfortable for pedestrians.
- Incorporate structured parking in commercial developments to maximize developable land. Structured parking will include ground floor retail or office space to occupy the streetscape environment. Figure IV-8 (see page page 63) alongside shows examples of structured parking above retail establishments.

E. Pedestrian and Bicycle Access

There are a number of opportunities to increase greenway and trail networks in the corridor. Bicycling is an alternative mode of transportation that is becoming increasingly popular due to increased

corridor. This trail will link Forestville and the Marlboro Pike Corridor with Walker Mill Regional Park.

POLICY 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

STRATEGIES:

- Provide designated bike lanes along Marlboro Pike as shown on main street and boulevard road cross sections.
- Provide bicycle-compatible road improvements and striping when road improvements are undertaken.

POLICY 4: Provide standard sidewalks along both sides of all new road construction within the developed and developing tiers.

STRATEGIES:

- Work with the Department of Public Works and Transportation to retrofit sidewalk facilities along the following roads as road improvements are made or sidewalk construction funds become available:
  - **Parkland Drive:** Improve access between Marlboro Pike and the MD 4 sidepath.
  - **Capitol Heights Boulevard:** These sidewalks will improve access through Capitol Heights to the Oakcrest Community Park School Center and to Capitol Heights Elementary School.
  - **Glacier Avenue:** Improve access to Bradbury Heights Elementary School.
  - **Nova Avenue:** Improve access to Bradbury Heights Elementary School, John E. Howard Elementary School, and John E. Howard Community Center.
  - **Kentucky Avenue:** Improve access to several shopping centers and the Spauldings Branch Library.
  - **Boones Lane:** Provide safe pedestrian access to an existing bus stop.
- Provide sidewalks along Maygreen Avenue from Marlboro Pike to Longfield Place to improve pedestrian access to Longfields Elementary School.
- Complete the sidewalks along both sides of Old Silver Hill Road to improve access to the Spaulding Library.
- Complete the sidewalk along the west side of Viceroy Avenue to improve access to the Marlboro Pike corridor.

POLICY 5: All road frontage improvements and road capital improvement projects within the developed and developing tiers shall be designed to accommodate all modes of transportation.

STRATEGIES:

- Provide continuous sidewalks and on-road bicycle facilities to the extent feasible and practical.

F. Wayfinding and Signage

Signage serves as a means to provide direction or attract attention. Signage can be used as a means to unify aesthetics, establish a visual theme, and to locate destinations for travelers. Presently, commercial signage along the corridor is indiscriminately placed, not cohesive, and in some areas increases the visual clutter.

GOALS: To help travelers locate destinations, provide attractive informational signage with a unified theme throughout the sector plan area.

POLICY 1: Improve street signage to be uniform, thematic, and visible along the corridor, ensuring that traffic signage is free from obstructions.

STRATEGIES:

- Establish a logo or graphic design that represents the corridor and can be used on gateway signage.
- Provide decorative and thematic community banners along the corridor. (See Figures IV-10a and IV-10b on page 66.)
- Locate street signs at all intersections and match in shape, color, and font.
- Provide larger street signs at major intersections, while smaller, non-signalized intersections, may have smaller signs.
- Ensure that street signs are visible at night and free from obstructions such as overgrown landscaping.

traffic congestion and the rising costs of operating automobiles. Bicycling is also a common mode of travel for the area's youth and allows them better accessibility to destinations corridorwide. Bicycling is a healthier mode, providing opportunities to exercise while traveling, thus helping to improve the overall health and wellness of community members.

Figure IV-8:
Structured Parking Above Retail Establishments

Example of a retail center with parking on the second level.

Figures IV-9a and IV-9b (pages 64–65) map the location of the proposed bicycle trail network.

GOAL: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by foot or by bicycling, particularly to mass transit, schools, employment centers, and other activity centers. Bicycle opportunities will be safe and convenient for all users, including experienced and avid bicyclists, recreational users, and the area's youth.

POLICY 1: Incorporate appropriate pedestrian-oriented and transit-oriented development features in all new development within the study area.

STRATEGIES:

- Provide bicycle lanes and sidewalks along Marlboro Pike to provide better multi-modal accessibility along the corridor's spine.
- Provide standard or wide sidewalks along the entire length of Marlboro Pike, per the main street and boulevard road cross sections. In conjunction with designated bike lanes, the standard and wide sidewalks will provide multi-modal access along Marlboro Pike.
- Incorporate high visibility and contrasting crosswalk treatment at all intersections and curb cuts. These crosswalks should be well marked with reflective paint at a minimum. Explore using high visibility and contrasting surface materials at higher volume locations.
- Incorporate appropriate pedestrian safety features and amenities as new development or road improvement projects occur. These can include raised crosswalks, curb bumpouts, pedestrian refuges, improved signage and lighting, and reduced turning radii where necessary.
- Provide safe and convenient bicycle storage, or bike racks, in areas where bicycle parking is needed, including activity nodes and major community areas. A lack of bicycle storage is a significant hindrance to promoting bicycle use. Providing accessible and convenient bicycle parking, or bike racks, in areas where they are likely to be used may encourage bicycling.

POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

STRATEGIES:

- Complete the trail along the north side of Pennsylvania Avenue (MD 4) along the entire length of MD 4 within the Capital Beltway. Link communities with adjacent commercial areas and provide safe pedestrian access to bus stops along the corridor.
- Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park.
- Provide a stream valley trail along Ritchie Branch. Acquisition of land will be necessary to accommodate the trail through a largely industrial

Figure IV-9a: Greenways and Trails

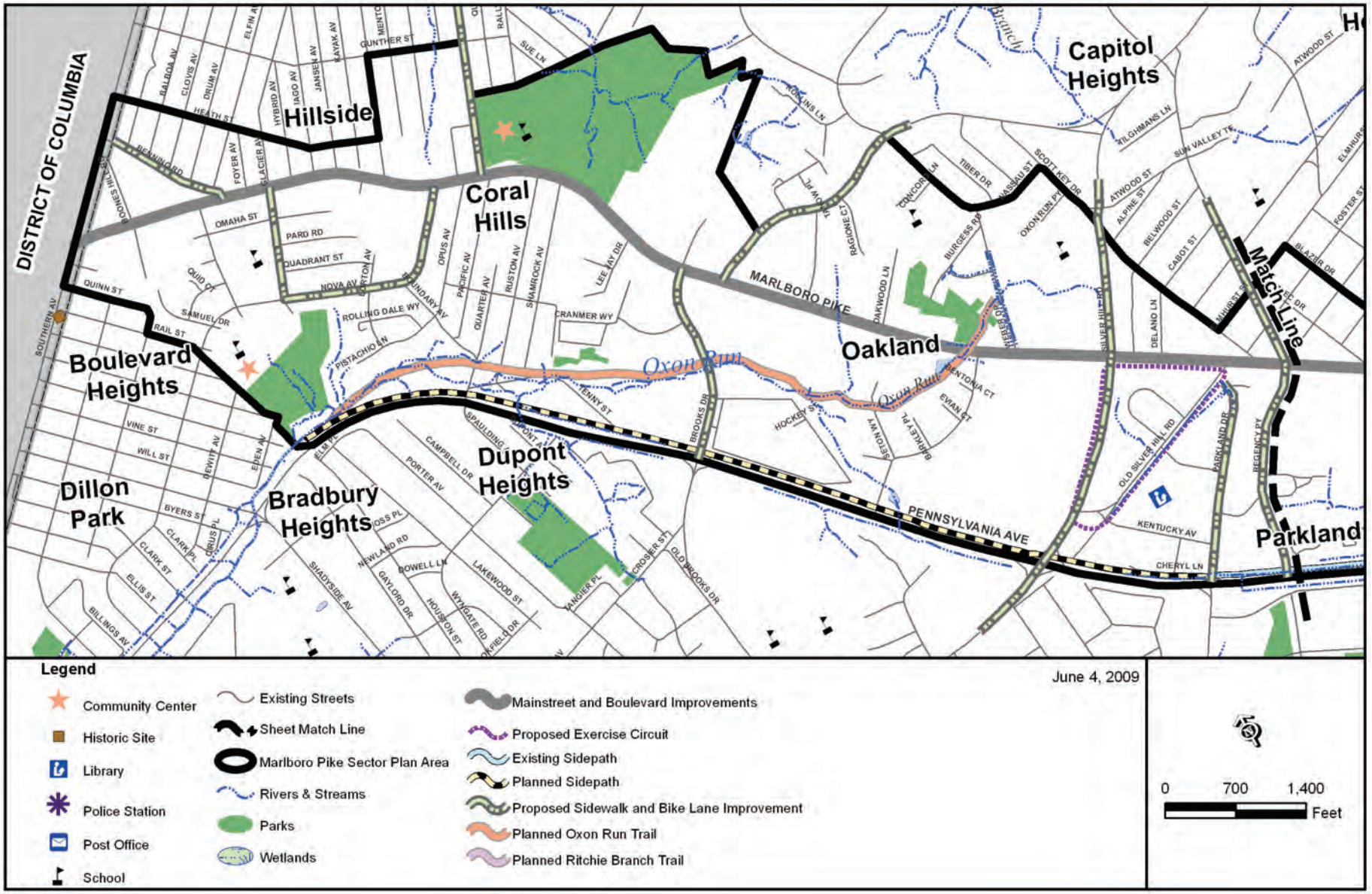


Figure IV-9b: Greenways and Trails (continued)

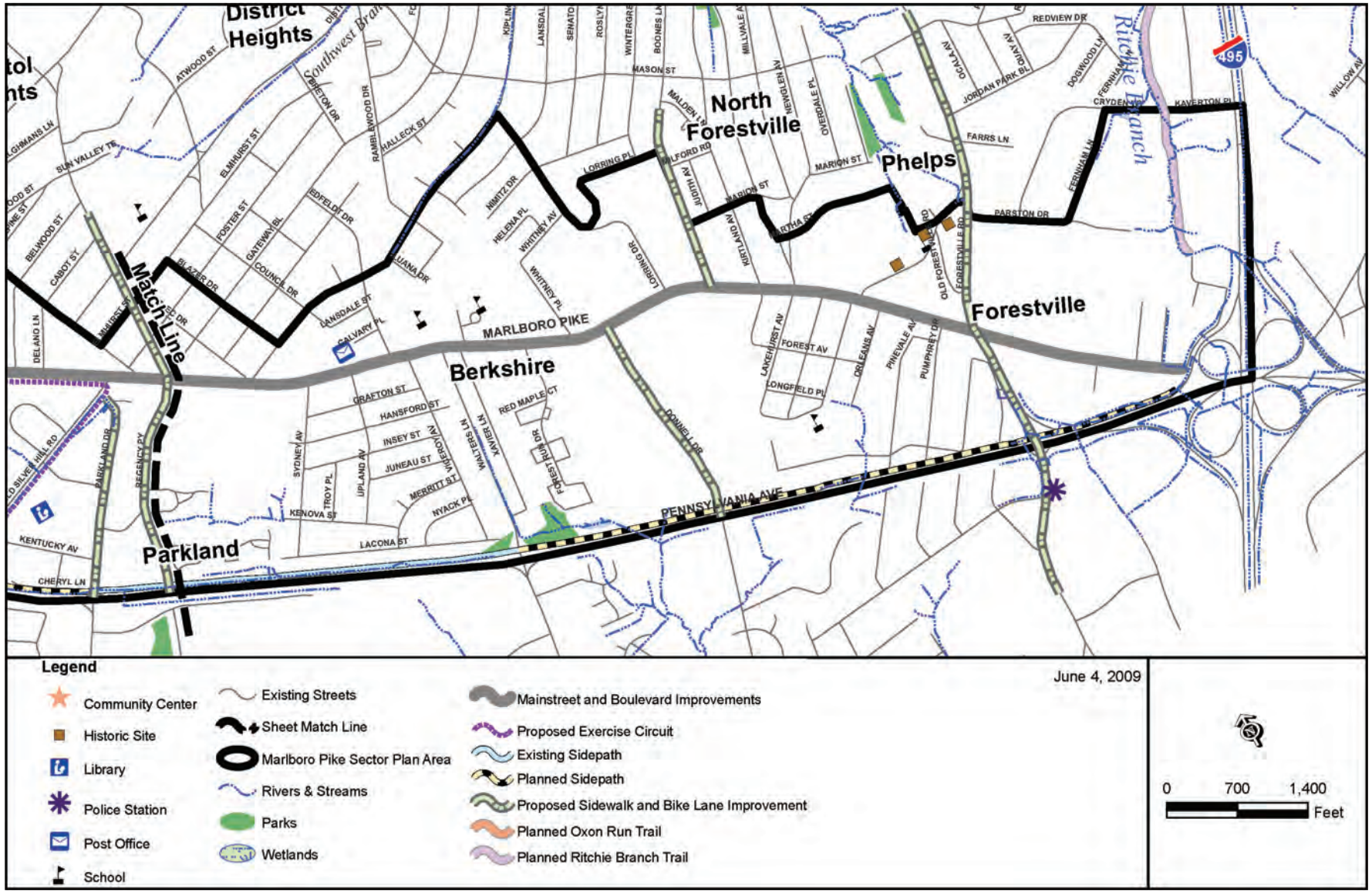


Figure IV-10a and IV-10b: Banner Examples

Examples of community banners along a streetscape.

POLICY 2: Install community gateway and wayfinding signs that are decorative, establish community boundaries, and welcome people into the corridor.

STRATEGIES:

- Install Gateway signage at the main corridor gateways, including the intersections of Marlboro Pike with Southern Avenue, Brooks Drive, Silver Hill Road, and Forestville Road, as well as at the intersection of Pennsylvania Avenue with Forestville Road. (See Figure IV-11.)
- Enhance community wayfinding with directional signage guiding people to popular or significant destinations such as the Spauldings Branch Library, Oakcrest Community Center, and the John Eager Howard Community Center. (See Figure IV-12.)

POLICY 3: Limit commercial signs throughout the corridor to reduce the overall visual clutter.

Figure IV-11: Existing Gateway Signage

Existing gateway sign at the corner of Marlboro Pike and Southern Avenue.

Figure IV-12: Wayfinding Sign Example

STRATEGIES:

- Reduce the number of free-standing commercial signs and require commercial signage to be mounted on buildings, especially in the main street designated areas.
- Eliminate billboards in the corridor as they detract from the visual atmosphere and are not at a scale conducive to a pedestrian-oriented environment.

Example of directional signage to help visitors locate community destinations.

- Use code enforcement to ensure the timely removal of signs when a business closes.

POLICY 4: Improve transit signage so that transit stops are visible and apparent to all corridor users.

STRATEGIES:

- Provide clear and thematic signage at transit stops to indicate bus stops so that they are recognizable to all corridor users.
- Provide signage at bus stops to provide schedules, fare information and bus route illustrations.
- Provide informational kiosks at popular transit stops or transfer areas that describe the overall transit service, bus schedules, and their relation to the community. Coordinate provision of this service with the Washington Metropolitan Area Transit Authority (WMATA) and the county.