

# Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA Transportation Survey

## 21 Total Responses, summarized below

With your help during our first four workshops and in smaller group settings with municipal stakeholders and agency staff, we have identified a number of transportation-related issues within the sector plan area. As we turn toward realistic and implementable solutions to address the problems of connectivity, safety, transit, and traffic, we need to stay focused on priorities as a major factor of future improvement.

Now that you have heard a summary of major concerns and a report of existing transportation conditions, please help us identify these priorities and identify the transportation-related elements that are **MOST** important to **YOU** and the future of your community.

### Demographic and Baseline Questions

In which community do you reside or own property?

- 14 Greenbelt
- 1 Berwyn Heights
- 5 College Park

Do you drive a car?

- 19 Yes
- 1 No

If yes, do you ever avoid driving?

- 12 Yes
- 7 No

Why?

- 6 Poor weather
- 7 Traffic
- 3 Nighttime
- 6 Other \_\_\_\_\_

Other: Want to take the bus instead, or, if the destination is close (Old Greenbelt), I'll walk; heading into D.C.; reduce air pollution and greenhouse gases; decide to take transit; use Zipcar as needed 2-3 times/month; distances to places and non-walkability; business contingencies and requirements, including passengers; preference to walk/bike; long distances

If you cannot drive in the future, how do you think you will usually get where you need to go?

- 11 Walk
- 9 Bike
- 15 Transit
- 8 Catch a ride with family or friends
- 4 Taxi
- 6 Senior or shuttle van
- 1 Other: Car share/Zipcar

What do you think is the most important issue facing transportation in and around Greenbelt today?

Please rank the following, where 1 is most important and 10 and least important (Weighted Average)

- 8 Gas prices
- 1 Public transit service
- 5 Road conditions (pot holes, bumps, etc.)
- 2 Congestion/traffic
- 3 Safety along roads (speeding, careless driving, etc.)
- 4 Safety crossing roads or walking along roadways
- 6 Environmental impacts
- 7 Cannot get where I want to go
- 9 Don't know
- 10 Other: Gas should be \$8/gallon; limited evening hours—if you're at an event in DC, you can't get back to Greenbelt; more signs for Metro from Greenbelt Road

## Transportation Priorities

If you had to pick **one** road-related improvement in the sector plan area, what would it be?

- Rotary for Greenbelt Metro Station
- Road diet—median for MD 193
- Lessen confusion regarding right-of-way on Greenbelt Road going over Kenilworth Avenue (the whole intersection area)
- Better lighting in certain areas, such as around Edmonston Road, Greenbelt Middle School
- A network of pedestrian and bike paths separated from auto traffic
- Beltway interchange to Greenbelt Metro station
- Transit signal priority of MD 193 from Rhode Island Avenue to Hanover Parkway
- Designated bike lanes
- Cherrywood Lane toward the Metro station
- Intersection of Metro Access Drive and Cherrywood Lane, but not a rotary, circle, or roundabout
- Keep roads at LOS level D or better. E is too congested. No more capacity added.

If you had to pick **one** bicycle-related improvement in the sector-plan area, what would it be?

- MD 193 bike lanes and crossings
- Getting from Old Greenbelt
- There is no curb cut from road to sidewalk inside of Greenbelt Metro Station Drive
- Connecting Berwyn Heights to Greenbelt Metro Area
- Designated bike lanes along major roads
- Safely separate bike paths
- Complete/linked bike lanes throughout
- Bike trails on MD 193
- Extend Indian Creek Trail from north terminus to Greenbelt Metro station and Capital Office Park
- Bike lanes designated
- Additional bike lanes
- Greenbelt Road
- Bike lanes on MD 193 and MD 201
- Marked lanes throughout city

If you had to pick **one** pedestrian-related improvement in the sector plan area, what would it be?

- Pedestrian crossings of MD 193
- MD 193 between Southway and Hanover Parkway
- Hanover Parkway at MD 193
- Safer access crossing Greenbelt Road from Berwyn Heights to Beltway Plaza/Branchville
- More places to cross major roads
- A network of pedestrian and bike paths separated from auto traffic
- Adequate and complete/linked sidewalks on both sides of Greenbelt Road
- Connections between North College Park and Greenbelt Station
- Bike/pedestrian bridge over Kenilworth Avenue at Crescent Road
- Cherrywood Lane/road going to the Metro
- Crossing Greenbelt Road at numerous intersections
- Bridge from Greenbelt over railroad to College Park
- Wider sidewalks on MD 193/Greenbelt Road

If you had to pick **one** transit-related improvement in the sector plan area, what would it be?

- Increase bus service
- Greater frequency at time ranges for those without choices
- Sunday service
- Sunday bus service
- Bus stops/safe location for pedestrians along Greenbelt Road
- Improved service for early morning and late evening/night
- Sunday service
- Timing of bus schedule to stores
- More frequent bus service to old town Greenbelt from Greenbelt Metro station
- We need Sunday bus service
- Higher gas tax
- Service/frequency
- Development of all weather bus/hub/transfer station
- Increase frequency of buses serving Greenbelt,

especially during non-peak times Sunday

- More frequent service on weekends

Do you support the widening of the Baltimore-Washington Parkway through the sector plan area up to Baltimore?

- Yes
- No!
- No, except possibly at ingress and egress to exits off and on to Baltimore-Washington Parkway
- Maybe adding a lane in the median but not making it “wider”
- No
- No—we should fund more reliable transit service and expand the Green Line instead
- No
- No
- No
- Absolutely not
- No
- No
- Yes
- Yes
- Yes
- No
- No
- No

Do you support new **vehicle** overpasses or bridges to link portions of Greenbelt and vicinity that may be difficult to access? Where?

- Yes—Southway and shopping centers
- MD 193 between Southway and Hanover Parkway
- Bridges
- Maybe-over Kenilworth between Crescent Road and Ivy Lane
- Yes—from the Metro station to the Beltway going southbound
- No
- No
- No
- Possibly pedestrian only, otherwise no.
- Yes

What other types of improvements, besides widening, may be appropriate for the Baltimore-Washington Parkway?

- HOV lanes/Tolls
- Better engineering on ramps
- More transit (rapid bus) service
- More space to enter/exit parkway
- Transit, bike and pedestrian use
- Improvements to access points/exits
- More transit
- Add a bike path along the greensward
- Higher gas tax; increase public transit opportunities
- More police patrols
- Dedicated bus lanes
- Extending Green Line north to allow BRAC traffic; increasing MARC Camden Line service

Do you support new **pedestrian/bicycle** bridges to link portions of Greenbelt and vicinity that may be difficult to access? Where?

- MD 193—Greenbelt to shops
- MD 193 between Southway and Hanover Parkway
- Yes—between Kenilworth and Ivy Lane to Crescent Road
- Yes—over Greenbelt Road at the middle school
- This seems expensive; only after other options are explored and found impossible
- Yes—for students by Greenbelt Middle School crossing Greenbelt Road
- OK
- Yes—Greenbelt Station to North College Park
- Across Kenilworth Avenue at Crescent Road

- No
- No

- Yes—uncertain location; Franklin Park to Capital Office Park
- Yes—MD 193 and Hanover Parkway; Kenilworth Avenue
- Yes
- Yes
- Yes
- Potential to link communities with Greenbelt but not outside vicinity
- Across Kenilworth Avenue and Greenbelt Road

How important is it to you to see pedestrian and bicycle linkages to regional networks such as the Northeast Branch stream valley park trail system?

9	Very important
9	Important
1	No opinion
2	Not important

Would you support the widening of Cherrywood Lane to four vehicle lanes if necessary to support revitalization and redevelopment? Why or why not?

- Yes—Volume at rush hour
- Possibly
- No—probably not necessary for volume, especially with traffic circle coming
- No—adds congestion onto Greenbelt Road and Kenilworth Avenue
- Yes—if sidewalks and bike lanes can be included and consideration is made toward improving entrances into strip malls near intersection with Greenbelt Road.
- Only if the additional lanes are dedicated to transit and bike lanes
- No—not needed; otherwise, becomes a speedway
- Yes
- No—Impact on Indian Creek
- No—we can redevelop without widening it
- No—focus needs to be as much as possible on reducing auto usage, particularly within 1.2 miles of sector plan boundaries
- No
- No—sufficiently wide at present
- No—not needed
- If South Core is built, yes to facilitate new influx of vehicular traffic, but not to support additional residential development at Beltway Plaza
- No

When considering the potential for a pedestrian bridge linking the Greenbelt Metro Station site and North College Park, do you have a preference as to where it should be placed?

- No
- No
- Near MD 193
- No—but I would be interested in one
- Is this needed?
- No preference, but it is needed
- Around the public works building (College Park)
- No
- At South Core (proposed) and north of Metro station, south of I-495
- No
- No
- About halfway between MD 193 and Metro station, approximately at Huron Street
- Not at all—a tunnel exists
- Any decision should be made by North College Park

What is the most important transportation-related improvement that should be pursued within the next 5-10 years around the Greenway Shopping Center?

- Pedestrian access
- Environmental concerns (runoff, trees, pavement)
- Bus access
- Redesign—move closer to street
- Pedestrian and bike safety
- Better ingress/egress and traffic flow throughout
- Improve bus stop and build pedestrian connection from bus stop to shopping center
- Traffic—ingress/egress were measured, more constant, breaks in movement for pedestrians
- All weather bus facility
- Increased bicycle accessibility
- Bike and buss from north side to Greenbelt Central

If pedestrian/bicycle connections were provided through the state preservation land/Indian Creek stream valley, would you use them? Why or why not?

- No—not in my walking area
- Yes—often
- Yes
- Yes—if they were well-lit and worked safely
- Yes—if they connected to the pedestrian/bike paths to the south and included connections to Old Greenbelt
- I wish—too out of shape
- Yes—for recreation and sometimes to get to Greenbelt
- Yes—to avoid hills on Cherrywood Lane
- Yes
- Yes
- No
- No—not interested
- Yes—I like to bike and walk
- No—would destroy preservation; trails can be placed on developer's lands
- No—live too far away

What is the most important transportation-related improvement that should be pursued within the next 5-10 years around Beltway Plaza?

- Public transportation
- Closer to the street
- Limit access points
- Reducing parking and considering a demolition of the parking garage, which blocks visibility to the mall and is an eyesore
- Pedestrian and bike safety
- Better transit service early/late hours and a decent place to wait for buses
- Improve entrance traffic
- Beltway interchange to Metro
- Construct pedestrian connections to all surrounding roads
- Uncertain—better bus stop/pedestrian access
- Revitalizing Franklin Park
- Safety to the Metro station
- Four vehicular and pedestrian/bicycle crossings

from rear of Beltway Plaza across Breezewood Drive into Franklin Park at Greenbelt Station

- All weather bus facility
- Reduction of congestion/increased safety
- Greenbelt Road overpass

What is the most important transportation-related improvement that should be pursued within the next 5-10 years around the Greenbelt Metro Station?

- Car/bike exit flow from station onto Cherrywood Lane
- Bike access/public transportation/mixed-use
- South Core mixed-use development—commercial/residential
- Intersection with I-95/I-495
- Access to Beltway going southbound
- Better transit service
- Roundabout by Metro Access Drive
- Beltway interchange
- Build a canopy for passengers waiting on the bus
- Construction of parking facilities on the east side, near Indian Creek
- Need to think of North Core and South Core separately since development most likely will not occur concurrently
- Less of a backup on exit

The three most dangerous or uncomfortable crossing areas (of any roadway in the plan area) for pedestrians and bicyclists are (please be specific):

1. MD 193 (Greenbelt Road)  
MD 193 (Baltimore-Washington Parkway)  
Hanover Parkway/Greenbelt Road  
Greenbelt Road at 62<sup>nd</sup> Avenue  
Greenbelt Road at Cherrywood Lane  
MD 193 at Southway  
Southway at Greenbelt Road  
Rhode Island Avenue and Greenbelt Road  
Crescent Road at Kenilworth Avenue  
MD 193 and Hanover Parkway  
MD 193 at Rhode Island Avenue (turning right onto RI Ave)

What is the most important transportation-related improvement that should be pursued within the next 5-10 years for the Town of Berwyn Heights?

- Improve Branchville Road, access to (future) South Core of Greenbelt Metro
- Not sure
- Removal of the speed cameras on Edmonston Road or increase speed to 30/35 mph

Any new development at the Greenbelt Metro Station should incorporate the following automobile, transit, pedestrian, and/or bicycle improvements:

1. Lighting/open landscaping  
Much better access needed to area for pedestrians and bikes  
Better transit service (earlier and later service; Monday through Saturday and add Sunday)  
Bike lane along interior road  
Bike paths through development  
Pedestrian/bike connection to Indian Creek Trail  
Increase bus service  
All  
Shuttle/transit to Metro (from South Core)

Hanover Parkway crossing Greenbelt Road

2. Beltway Plaza  
Greenbelt Road intersection with MD 201  
Greenbelt Road at 58<sup>th</sup> Avenue (I have seen people cross here without sidewalk)  
MD 201 at Crescent Road  
Rhode Island Avenue and University Boulevard  
Southway at Greenbelt Road  
MD 193 at exit from Beltway

3. Greenway Center (inside)  
MD 201 at Cherrywood Lane  
Cherrywood Lane and MD 193  
Greenbelt Road at Kenilworth Avenue

Any new development at Beltway Plaza and/or Franklin Park at Greenbelt Station Apartments should incorporate the following automobile, transit, pedestrian, and/or bicycle improvements:

1. Infill of some parking space with residential or retail development  
Pedestrian safety and connections  
Improve entrance and exit lanes  
Bike path to Metro  
Reduce parking  
Pedestrian  
Four crossings over Breezewood Drive  
All  
Pedestrian/bicycle  
Sidewalks
2. Better transit service  
Improve pedestrian and bike connectivity between  
All  
Auto  
Marked crosswalks
3. Bike safety and connections  
Transit

Sidewalks

2. Clearer paths for pedestrians when existing east entrance of station with signs for bus loop, kiss and ride, etc.  
Better pedestrian connections  
Better bike connections  
Pedestrian overpass to North College Park  
Street connections to south end of Springhill Lake/Beltway Plaza (with bike lanes)  
Retool pedestrian access  
Marked Crossing  
Pedestrian/bicycle access to Greenbelt
3. Bus link to North College Park  
Bike lanes on Metro Access Drive  
More than one point of ingress/egress  
Upper level crossings

Any new development at Greenway Center/Maryland Trade Center/Hanover Parkway offices should incorporate the following automobile, transit, pedestrian, and/or bicycle improvements:

1. Pedestrian connections and safety  
Bus stop and plaza with shelter, lighting  
Mixed-use  
Pedestrian  
All  
Transit  
Sidewalks
2. Bike safety  
Bike lanes on Hanover Parkway from Mandan Road to Good Luck Road  
Improve pedestrian connectivity between all  
Regular buses
3. Better transit service  
Four-quadrant crossings at all signals  
Improve bike connectivity

Any new development at the Capital Office Park should incorporate the following automobile, transit, pedestrian, and/or bicycle improvements:

1. Pedestrian safety and connections  
Allow left turns from eastbound Ivy Lane to northbound Kenilworth Avenue (allow the 87 and 89 buses through Capital Office Park on way to Laurel)  
Reduce [?—unknown]  
Transit  
Sidewalks
2. Better transit service  
Bike/pedestrian connection across Kenilworth Avenue at Ivy Lane; connection to Lakeside North  
Improve pedestrian connectivity  
Regular buses
3. Bike safety and connections

The following automobile, transit, pedestrian, and/or bicycle improvements should be considered for Belle Point, Charlestown, and University Square:

1. Not sure  
All  
More frequent mid-day and evening bus service
- 2.
- 3.

Any new development at the Golden Triangle Office Park should incorporate the following automobile, transit, pedestrian, and/or bicycle improvements:

1. Sidewalks, safe passage for people walking to Beltway Plaza  
Pedestrian safety and connections  
Improve pedestrian access  
All  
Sidewalks
2. Better transit service  
Frequent, regular buses
3. Bike safety and connections

THANK YOU!