

PRINCE GEORGE'S PLAZA  
METRO STATION AREA

# Pedestrian Safety and Access Study

SEPTEMBER 2019

Prepared by VHB for

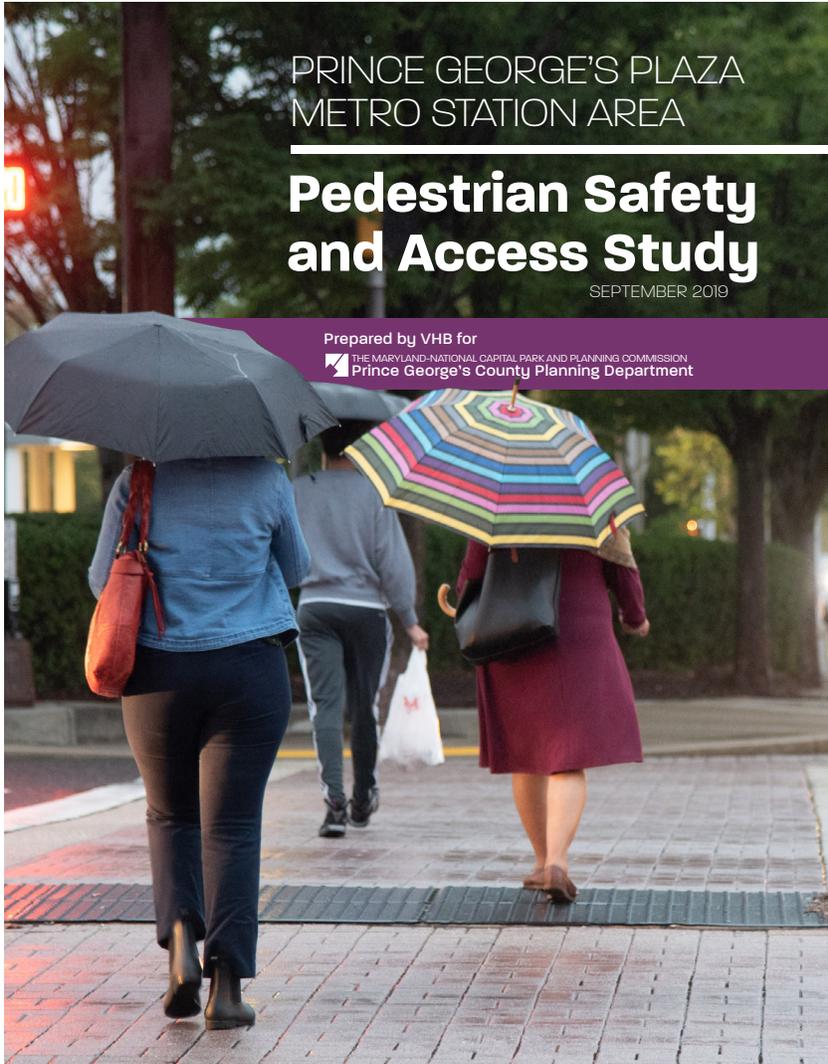
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Prince George's County Planning Department



# Abstract

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The Prince George's Plaza Metro Station Area Pedestrian Safety and Access Study report expands on the recommendations from the 2016 *Approved Prince George's Plaza Transit District Development Plan*. This report specifies improved connectivity between destinations within the Transit District, improved lighting, surveillance, and wayfinding, and improved walking infrastructure at locations surrounding the Prince George's Plaza Metro Station. Developed with stakeholder input, including a workshop, this report helps prioritize investments toward a compact, walkable, transit-oriented community around the Metro station.



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14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

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The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- 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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- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change

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# 1

## Introduction and Process

# Introduction and Process

The Washington Metropolitan Area Transit Authority's (WMATA) Prince George's Plaza Metrorail (Metro) Station is located within the City of Hyattsville in northwest Prince George's County two miles from the boundary of the District of Columbia. Development surrounding the station includes key regional commercial destinations, including the Mall at Prince Georges and University Town Center. Prince George's County defines the area surrounding the Metro station and the commercial destinations as the Prince George's Plaza Regional Transit District and approved a master plan in 2016, the *Approved Prince George's Plaza Transit District Development Plan* (TDDP), to implement the County's 2014 General Plan, *Plan Prince George's 2035 Approved General Plan* (Plan 2035), which envisions a walkable, transit-oriented community within this approximately 363-acre district.

The 2018 Hyattsville Transportation Plan also outlines strategies consistent with County plans. Figure 1 shows significant landmarks in the transit district.

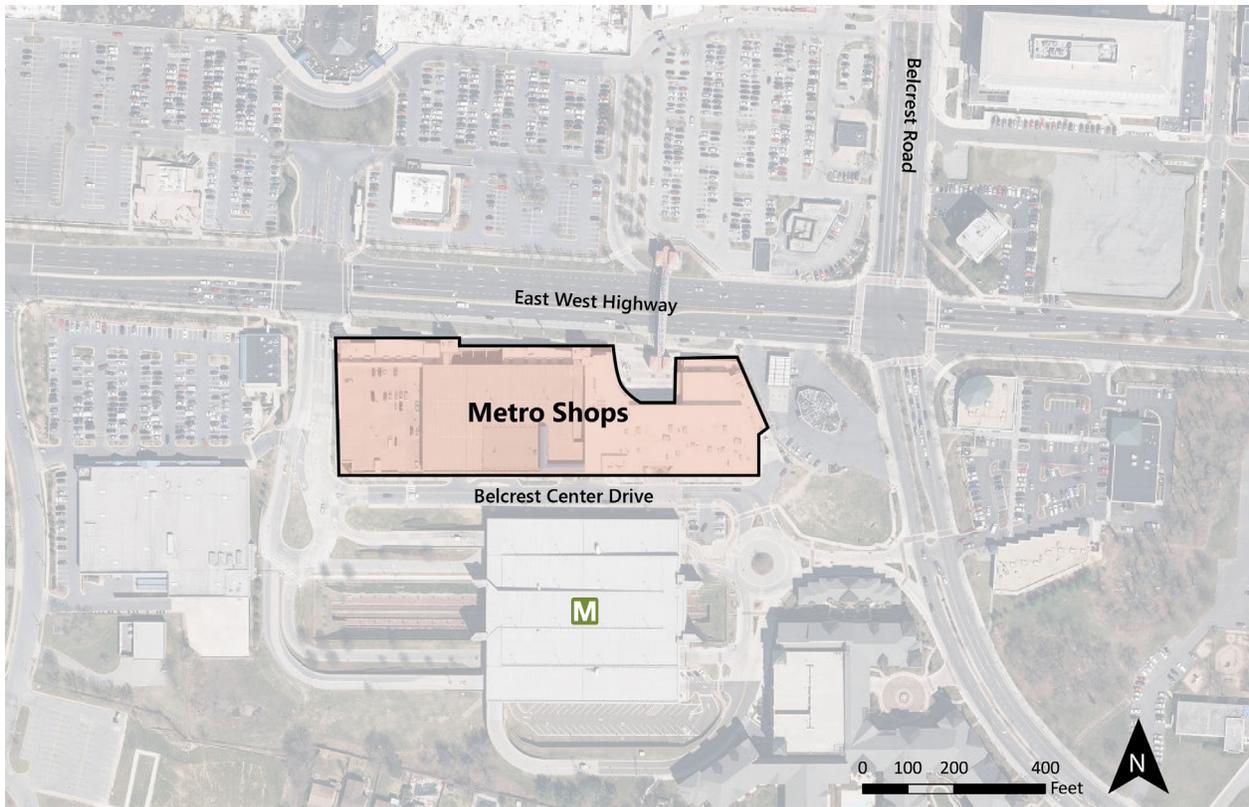
Figure 2 shows a closer view of the immediate Metro station area. The Metro station is separated from MD 410 (East West Highway) by the Metro Shops development owned by WMATA and operated by a third-party property management company. Belcrest Center Drive is the access road for the Metro station and separates the station from Metro Shops.

The 2016 TDDP identified several areas where further analyses and recommendations are needed, including:

- The pedestrian bridge over MD 410 (East West Highway).
- Access to the Prince George's Plaza Metro Station from neighborhoods south of the station.



**Figure 1.** Landmarks in the Prince George's Plaza Regional Transit District



**Figure 2.** Metro Station and Metro Shops

- Pedestrian accommodations in the vicinity of Belcrest Center Drive and other pedestrian pathways at, around, or through Metro Shops.
- Access to the Metro station from Belcrest Road.
- Increased lighting, surveillance, and wayfinding.
- Improved bicycle and pedestrian connections.

The consultant team for this project analyzed these six areas. This process included site visits to review existing pedestrian and bicycle accommodations in the area and a stakeholder meeting to solicit input from major landowners and government agencies.

The site visits and stakeholder meeting revealed key observations and themes for these six areas.

### Bicycle and Pedestrian Connections

There are gaps in the pedestrian network with missing sidewalks and circuitous routes. This includes pedestrian crossings of MD 410 (East West Highway) between Belcrest Road and Adelphi Road without the aid of signals or crosswalks. Additionally, there are few accommodations for people riding bicycles. Bicycle paths are only available on a portion of Toledo

Terrace, MD 500 (Queens Chapel Road), and a short portion of Editors Park Drive. There are no bicycle connections to the Metro station or to the Anacostia (Northwest Branch) Trail entrance next to the Home Depot at 3301 East West Highway. The consistent number of bicycles parked at the Metro station indicates a need to improve facilities for people riding bicycles to the Metro. The 2016 TDDP specified strategies to provide on-street and off-street bicycle facilities in the area, including on-street bicycle lanes, multiuse trails, and cycle tracks, which are lanes separated and protected from other transportation modes.

### Lighting, Surveillance, and Wayfinding

The study area has many examples of poor lighting conditions. Sidewalks on MD 410 (East West Highway) and much of Toledo Terrace are poorly lit or not lit at all. Security cameras are present in the mall parking lot, Metro station, Metro Shops, the bridge across MD 410 (East West Highway), and Editors Park residential properties. The City

of Hyattsville is developing a wayfinding program to guide pedestrians throughout the study area. The 2016 TDDP also specified strategies to provide improved lighting, surveillance, and wayfinding accommodations throughout the study area.

## **Pedestrian Bridge Across MD 410 (East West Highway)**

Maintenance of the bridge structure is critical in making this facility a viable crossing for pedestrians. As noted in the 2016 TDDP, and reconfirmed by the site visits and stakeholder engagement, use of the bridge is impacted by safety issues perceived by pedestrians and their willingness to navigate several flights of stairs when surface crossings are available at Belcrest Road and the main mall entrance. Fencing in the median of MD 410 (East West Highway) between Belcrest Road and the main mall entrance forces pedestrians to use the surface crossings or the bridge.

## **Southern Neighborhood Access**

Both the 2016 TDDP and 2018 Hyattsville Transportation Study recommend access improvements to the neighborhoods immediately south of the Metro station. Current access to the neighborhoods is limited to a non-ADA compliant staircase leading to Oliver Street. The most direct pedestrian route from the Metro station entrance to this staircase avoids the crosswalks crossing the parking structure access road. Pedestrian access to the neighborhoods southwest of the Metro station requires a circuitous route through the Giant supermarket parking lot and through the Nicholas Orem Middle School or Edward M. Felegy Elementary School access roads.

## **Belcrest Center Drive**

The crossing of this road between the Metro station and the Metro Shops is well used by pedestrians. However, this crossing is aligned with the bridge across MD 410 (East West Highway) that is less well-used by pedestrians. Pedestrians accessing the Metro station by crossing MD 410 at Belcrest Road or the main entrance to the shopping mall do not use the Belcrest Center Drive crosswalk in lieu of more direct alternatives. Informal pedestrian paths include directly crossing the roundabout and tear drop west of the Metro station, crossing marked bus access roads within the station, and establishing routes across vacant lots.

## **Belcrest Road Access**

A crosswalk is available for pedestrians to cross Belcrest Road at Belcrest Center Drive; however, vegetation in the median obscures the visibility of pedestrians for southbound motorists. In addition, the obstructed sightline for drivers making a left turn from Belcrest Road into The Shoppes at Metro Station is exacerbated if vehicles and buses are making the opposing left turn into the Metro station. As the primary north-south route in the study area, both the 2016 TDDP and 2018 Hyattsville Transportation Study recommend improvements to Belcrest Road that enhances access to the Metro station.

## **Recommendations**

The range of recommendations for the study area vary from inexpensive actions that require less time and fewer resources to those that require multiple years of construction and substantial funding.

### **SHORT-TERM RECOMMENDATIONS**

These recommendations have timelines for implementation that are less than three years and generally have lower costs. These include signage, lighting, and bicycle racks that can provide immediate improvements to the traveling environment for nonmotorized users.

### **MID-TERM RECOMMENDATIONS**

These recommendations have timelines for implementation between three to five years and/or have higher cost. This includes the implementation of a comprehensive bicycle path network and the installation of pedestrian infrastructure that require more complex construction, such as the staircase to the southern neighborhoods.

### **LONG-TERM RECOMMENDATIONS**

These recommendations require significant resources, several years of planning, and multiple approvals before implementation. The recommendations would take at least five years for completion. Such recommendations include reconstruction of roadways to accommodate nonmotorized users. An example is the construction of a multiuse path adjacent to MD 410 (East West Highway). This is specified in the Hyattsville Transportation Plan and is a departure from Strategy TM4.1 in the 2016 TDDP, which specified on-street bicycle lanes on MD 410.

# 2

## Pedestrian and Bicycle Access

# Pedestrian and Bicycle Access

The transportation network surrounding the Prince George's Plaza Metro Station better serves people driving than people walking, bicycling, or riding transit. Decades of vehicle-oriented development to facilitate fast-moving motor vehicle traffic has created an uninviting environment for people using other modes of transportation. Pedestrian and bicycle infrastructure construction in recent years provide better accommodation for these users; however, disconnected infrastructure and gaps in the network remain.

Table 1 shows four actions that could improve accessibility for people walking and bicycling around the Metro station. These actions represent opportunities for public and private landowners to invest in nonmotorized transportation improvements over various time frames.

## Internal Pedestrian Pathways

Pedestrian access is not limited to sidewalks adjacent to public roadways; the final steps of a pedestrian journey take place on the properties throughout the study area. The vehicle-oriented nature of the area created acres of parking lots and access roads that pedestrians must traverse to reach their destinations. Figure 3 shows the northwest parking lot of the Mall at Prince Georges at Toledo Road with no logical path to direct the pedestrian to the nearest mall entrance. People, regardless of their mode of travel, tend to take the shortest path to reach their destination. Because pedestrians are not limited to particular routes, common pedestrian routes do not necessarily use provided infrastructure — if that infrastructure even exists — resulting in pathways that reflect how people actually move throughout the environment, and

sometimes creating potential conflicts between users of other modes. Improving pedestrian pathways includes providing logical paths for pedestrians that reflect the natural travel patterns of people walking, which may require connecting to different parts of a property.

Policy TM10.1 in the 2016 TDDP encourages owners of key development opportunity sites to construct and improve pedestrian facilities. Among the improvements landowners can provide are low-cost options such as warning signs and marked pedestrian paths on existing pavement and building a new concrete sidewalk with adjacent landscaping.

### RESPONSIBLE AGENCY

The various property owners in the area are responsible for providing improved pedestrian accommodations. This includes new pathways through the Mall at Prince Georges parking lot for pedestrians approaching the mall from Northwest Drive and from Editors Park Drive.

### TIME FRAME

Short-term (1-2 years) to mid-term (3-5 years), depending on the complexity of the project.

### COST/FUNDING

The Federal Highway Administration document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements* (October 2013) lists pedestrian infrastructure improvements ranging in cost, when adjusted for inflation to today's dollars, from \$8 per square foot of painted, striped crosswalks to \$180 per linear foot of concrete sidewalk and curb. The Maryland SHA Price Index from January 2018 lists 5-inch concrete sidewalks at \$15-\$25 per square foot.

Action	Responsible Agency	Time frame	Cost/Funding
Internal Pedestrian Pathways	Various landowners	Short- to Mid-term	Low to Mid
Bicycle Infrastructure	Maryland SHA*, Prince George's County DPW&T**	Mid-term	Low to High
MD 410 (East West Highway) at America Boulevard	Maryland SHA	Mid-term	High
MD 410 (East West Highway) Road Diet and Multiuse Path	Maryland SHA	Long-term	High

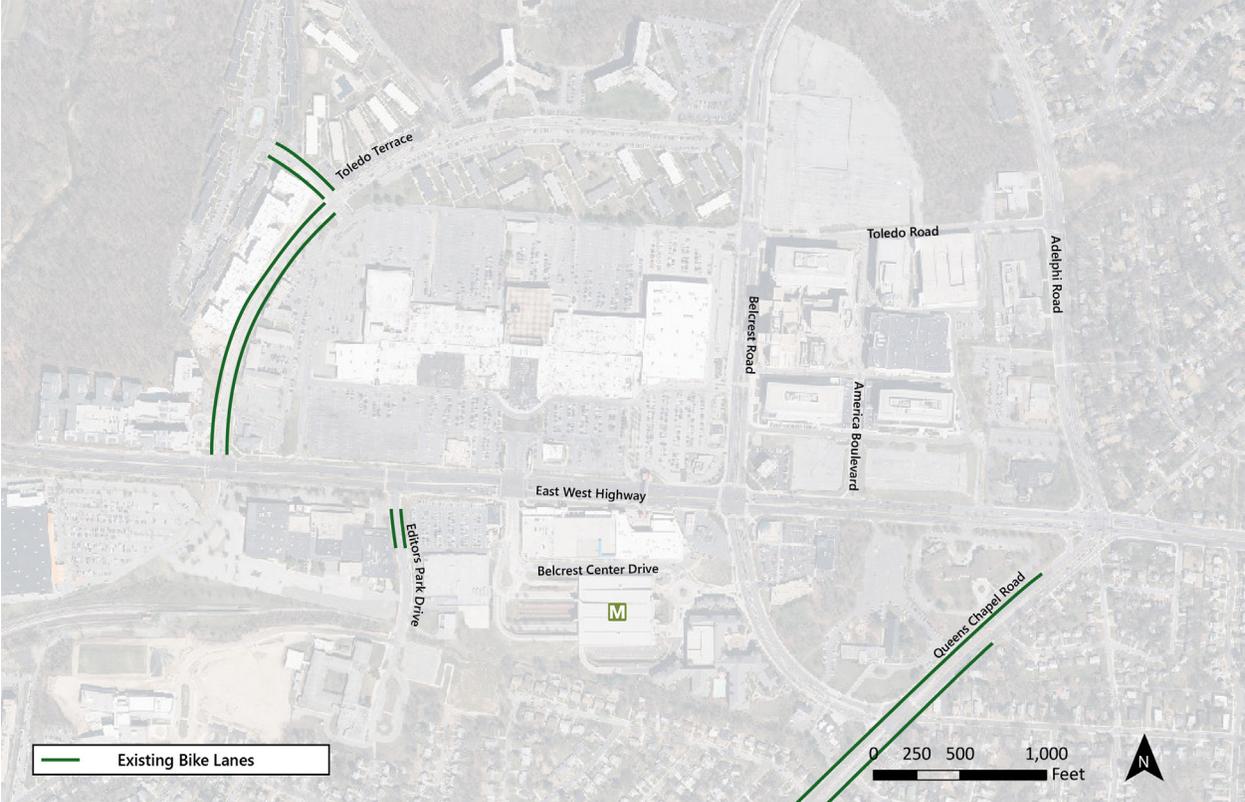
**Table 1.** Actions for Pedestrian and Bicycle Access

\*State Highway Administration    \*\*Department of Public Works and Transportation



**Figure 3.** Toledo Drive Entrance to Mall of Prince George's

PHOTO BY VHB, SEPTEMBER 2018.



**Figure 4.** Existing On-Street Bicycle Paths near the Prince George's Plaza Station

## Bicycle Infrastructure

Bicycle infrastructure in the study area is limited. Figure 4 shows that existing bicycle lanes are located on a portion of Toledo Terrace, MD 500 (Queens Chapel Road), and a short segment of Editors Park Drive. Figure 5 shows the bicycle lanes on MD 500 (Queens Chapel Road).

Despite the limited bicycle infrastructure, there is noticeable bicycle use in the area. Bike racks at the Prince George's Plaza Metro Station are full during the day. Bicycle lockers are also available for rent. According to the City of Hyattsville, there are proposals to install Capital Bikeshare stations in the area. As the area transforms into an increasingly multimodal environment, the amount of infrastructure available for people to bicycle safely needs to keep pace. Strategies TM4.3 and TM7.6 of the 2016 TDDP specified on-street and off-street bicycle facilities respectively. Figure 6 shows these facilities. The Hyattsville Transportation Study published in December 2018 calls for the installation of separated

bike lanes for the full length of Belcrest Road and Toledo Terrace and a shared multiuse path adjacent to MD 410 (East West Highway).

Users of these new bicycle facilities will also want appropriate connections and infrastructure at their destinations. Property owners will need to consider installing bicycle racks, lockers, and secure bike storage rooms to accommodate their residents, tenants, and visitors. These bicycle storage alternatives provide short-term, daily, and long-term options for bicyclists.

### RESPONSIBLE AGENCY

A proposed cycletrack on Belcrest Road would fall under the jurisdiction of Prince George's County. The shared multiuse path adjacent to MD 410 (East West Highway) as proposed in the Hyattsville Transportation Study would fall under the jurisdiction of Maryland SHA. Toledo Terrace is the responsibility of Prince George's County. Property owners are responsible for providing bicycle parking and access on their grounds.



**Figure 5.** Proposed Bicycle Paths Near the Prince George's Plaza Metro Station



**Figure 6.** On-Street Bicycle Path on MD 500 (Queens Chapel Road)

PHOTO BY VHB, SEPTEMBER 2018.

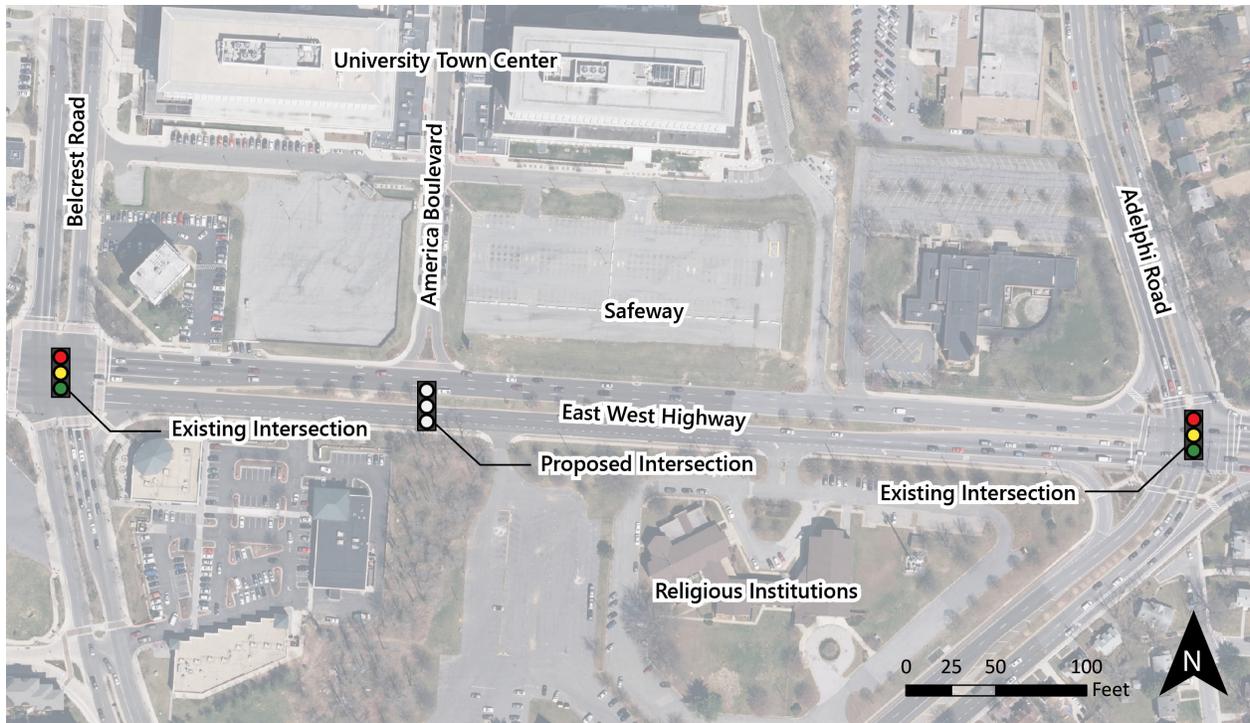
### **TIME FRAME**

Mid-term (3-5 years). This accelerates the time frame listed in the 2016 TDDP. The 2018 Hyattsville Transportation Study lists the MD 410 (East West Highway) multiuse path as a top 20 priority project. The same study also prioritizes the implementation of the Toledo Terrace separated bicycle lanes.

### **COST/FUNDING**

The funding for these improvements will depend on the ownership of the roadway and properties.

*The Pedestrian Safety Guide and Countermeasure Selection System* (Federal Highway Administration, August 2013) lists on-street bicycle lane construction can cost up to \$11,000 per mile. *The Costs for Pedestrian and Bicyclist Infrastructure Improvements* lists an estimated cost of a cycletrack at \$150,000 per mile, while multiuse trails cost upwards of \$250,000 per mile. The same publication lists bicycle racks at approximately \$700 each. The Maryland SHA Price Index from January 2018 lists bicycle lane thermoplastic pavement markings at \$30-\$40 per square foot.



**Figure 7.** Proposed Intersection Signal at MD 410 (East West Highway) at America Boulevard

## MD 410 (East West Highway) at America Boulevard

Figure 7 shows a T-intersection that limits right-in, right-out access to America Boulevard in the University Town Center development from westbound MD 410 (East West Highway). Motorists on eastbound MD 410 needing to access University Town Center, must turn at the signalized intersection with Belcrest Road 500 feet to the west of America Boulevard or at the unsignalized left turn into the Safeway driveway 550 feet to the east. As the America Boulevard intersection is on a three-tenths of a mile segment of MD 410 (East West Highway) between Belcrest Road and Adelphi Road without a traffic signal, there is noticeable jaywalking. The 2016 TDDP proposed the signalization of this intersection as Strategy TM4.5 while the 2018 Hyattsville Transportation Study proposed a feasibility study for the signalization. Signalization of the America Boulevard intersection (and/or the Safeway driveway) helps to provide safe passage for pedestrians across MD 410 (East West Highway). Depending on the configuration of the signals, the signal could provide motorists access from westbound MD 410 to the two religious institutions on the south side of MD 410 and the Shoppes at Metro Station.

## RESPONSIBLE AGENCY

Maryland SHA

## TIME FRAME

Long-term. The signalization of the MD 410 (East West Highway) and America Boulevard intersection is long-term as its construction would work better after mid-term changes to the roadway are made to lower the prevailing speed and narrow the cross-section of MD 410 (East West Highway). The current operating speed, wide cross section of MD 410 (East West Highway), and the close spacing between intersections are not ideal conditions for the installation of a signal at America Boulevard.

## COST/FUNDING

According to the Federal Highway Administration, the construction cost of a traffic signal is between \$100,000-\$200,000.



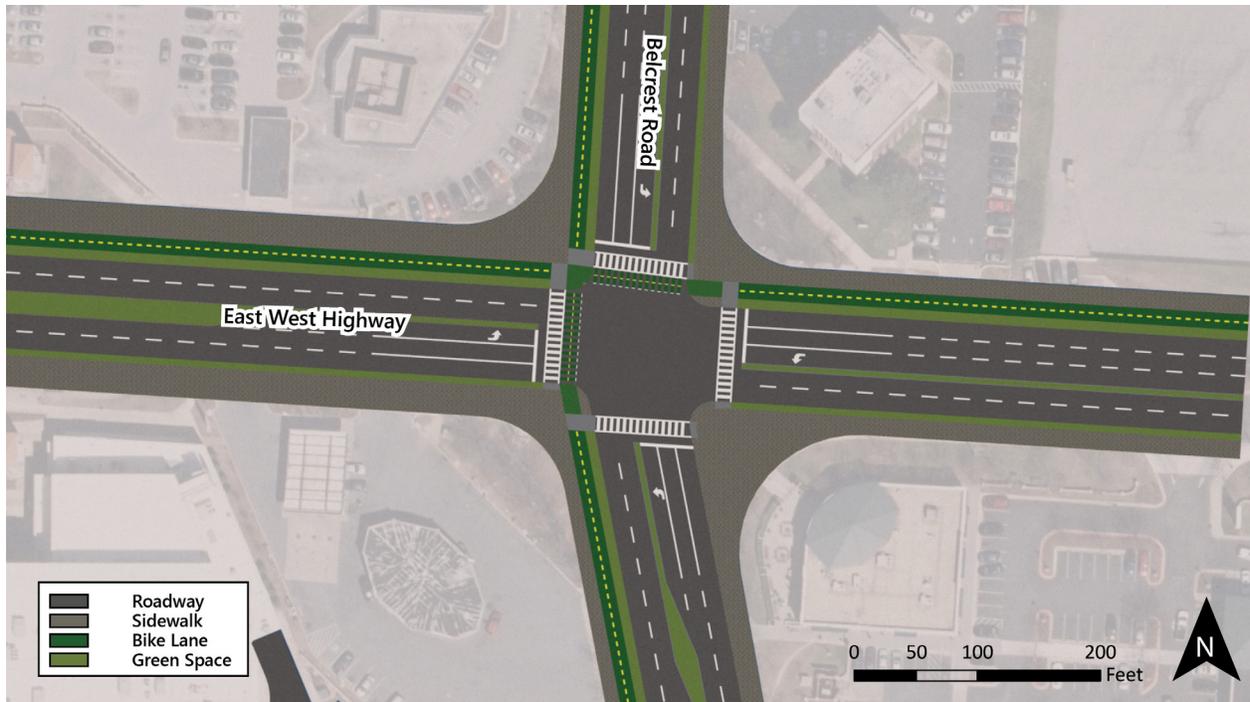
**Figure 8.** Looking West on MD 410 (East West Highway) from the Pedestrian Bridge

PHOTO BY VHB, SEPTEMBER 2018.

## MD 410 (East West Highway) Road Diet and Multiuse Path

Between Toledo Terrace and Adelphi Road, MD 410 (East West Highway) operates with three lanes in each direction and additional turn lanes at certain intersections. Figure 8 illustrates the existing cross section of MD 410 (East West Highway). Outside of this stretch, MD 410 has two lanes in each direction — this means the segment within the study area is wider

than the segments outside of the area. There is also a significant diversion of traffic from MD 410 (East West Highway) at the Adelphi Road/Queens Chapel Road intersection. This intersection funnels traffic headed to/from the Capital Beltway and White Oak via Adelphi Road and traffic headed to/from the District of Columbia via Queens Chapel Road. This results in less traffic on MD 410 (East West Highway) within the study area as compared to the stretch of roadway east of Adelphi/Queens Chapel.



**Figure 9.** Proposed Reconfiguration of the MD 410 (East West Highway) and Belcrest Road Intersection

Strategy TM4.1 of the 2016 TDDP calls for the reconstruction of MD 410 (East West Highway) as a Complete and Green street with accommodations for people walking, bicycling, riding transit, and driving. The diversion of traffic off MD 410 (East West Highway) presents an opportunity to reimagine the use of excess roadway capacity within the study area. The reduction in travel lanes, combined with an adjusted speed limit, helps to calm traffic on MD 410 (East West Highway) through the study area and improve the environment for pedestrians and bicyclists. The TDDP strategy involves the implementation of a road diet that includes the accommodation of on-road, separated bicycle lanes. As an alternative, the Hyattsville Transportation Study recommends the construction of a multiuse path on the north side of MD 410 (East West Highway) instead of providing on-street bicycle lanes. (See Figure 9)

**RESPONSIBLE AGENCY**

Maryland State Highway Administration (SHA), within SHA right-of-way; DPW&T and City of Hyattsville outside of SHA right-of-way.

**TIME FRAME**

Mid-term (3-5 years). The 2018 Hyattsville Transportation Study lists the MD 410 (East West Highway) multiuse path as a top 20 priority project.

**COST/FUNDING**

The cost of extending the sidewalks to narrow MD 410 (East West Highway) and adding a multiuse trail costs upwards of \$500,000 per mile, based on the Federal Highway Administration document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements*.

# 3

Lighting,  
Surveillance,  
and Wayfinding

# Lighting, Surveillance, and Wayfinding

The perception of safety by pedestrians is influenced by lighting, surveillance, and wayfinding accommodations. The brightness and availability of lighting of pedestrian paths, the presence of visible security, and the availability of signage to direct travelers contribute to the comfort of a person's experience when walking through an area. For the area surrounding the Prince George's Plaza Metro Station, the application of these three items is inconsistent. Stakeholders can implement the actions in Table 2 to improve the pedestrian experience.

The following actions will improve the lighting, surveillance, and wayfinding accommodations in the study area.

## Pedestrian Lighting

Lighting helps improve the perception of safety for people walking and increases their visibility to drivers. Strategies TM9.1 and TM11.1 of the TDDP call for the improvement of lighting conditions. The amount of lighting provided for pedestrians throughout the study area is inconsistent. For example, the pedestrian bridge across MD 410 (East West Highway) has bright lighting while the adjacent intersection of MD 410 (East West Highway) with Belcrest Road has minimal lighting for pedestrian crossings. Figure 10 shows the low level of lighting provided for all road users on Toledo Terrace. The recommended action is to improve lighting for pedestrians, including providing a greater density of lighting standards, dedicated pedestrian lighting, and new lighting for popular pedestrian routes where there is no existing lighting. Where possible, the scale of lighting should primarily enhance the illumination of pedestrian pathways and not the roadway. Quick fixes for lighting include the replacement of aging bulbs with newer brighter bulbs, particularly light emitting diode (LED), for compatible roadway lamps within the study area. Lighting



PHOTO BY RYAN CRAJIN/M-NOPPO

**Figure 10.** Lighting on Toledo Terrace

improvements increase in complexity and cost with the reduction of light pole spacing, the introduction of additional pedestrian-scale lighting in the study area and retrofitting existing lighting fixtures for compatibility with newer technology. Adding new lighting standards will incur capital construction and ongoing maintenance/electricity costs.

### RESPONSIBLE AGENCY

Maryland SHA, Prince George's County, City of Hyattsville

### TIME FRAME

Short-term (1-2 years). This accelerates the mid-term time frame listed in the 2016 TDDP as there are opportunities to replace existing lighting with brighter bulbs. More complex lighting projects, including new installation, will require additional planning and construction.

Action	Responsible Agency	Timeframe	Cost/Funding
Pedestrian Lighting	SHA, Prince George's County DPW&T, City of Hyattsville	Short-term	Low to High
Security Camera Location Assessment	TBD	Short-term	Low
Study Area Wayfinding	City of Hyattsville	Short-term	Low

**Table 2.** Actions for Lighting, Surveillance, and Wayfinding

## **COST/FUNDING**

According to the Federal Highway Administration document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements*, a single streetlight costs, on average, \$5,000. This cost will fluctuate depending on the type of lighting installed and the complexity of installation. Using typical costs from SHA projects, the installation of a pedestrian lighting system can cost upwards of \$1,000,000 per mile.

## **Security Camera Location Assessment**

The presence of security cameras also helps improve perception of safety for people walking within the study area. Strategies TM9.1 and TM11.1 of the TDDP also encourage the installation of security cameras. The City of Hyattsville, WMATA, and private property owners operate a series of security cameras throughout the study area. Figure 11 shows a security camera apparatus installed and operated by the management of the Mall at Prince Georges on the northwest corner of MD 410 (East West Highway) and the mall entrance. The action is to conduct a complete assessment of security camera locations throughout the study area to determine gaps in coverage.

## **RESPONSIBLE AGENCY**

TBD

## **TIME FRAME**

Short-term (1-2 years). The results of a security camera location assessment help inform the potential locations of additional cameras in the study area.

## **COST/FUNDING**

As a point of reference, the City of Hyattsville had a budget in 2009 of more than \$400,000 to install an initial CCTV system with nine cameras and emergency call boxes. The system has expanded to 20 cameras.

## **Study Area Wayfinding**

Pedestrians and bicyclists have limited wayfinding signage to guide them to destinations across the study area. Strategies TM9.1 and TM11.1 of the TDDP recommend improved wayfinding in the study area. The Hyattsville Transportation Study also calls for improved wayfinding. Unless one is familiar with the area, it is not immediately clear where the key area destinations are when exiting the Metro station. Likewise, the location of the Metro station is not clear



PHOTO BY VHB, JUNE 2019.

**Figure 11.** Security Camera Apparatus at The Mall at Prince Georges

for people walking from key area destinations. The City of Hyattsville has developed a template and style for wayfinding signage for the study area, which they have named “Hyattsville Crossing.” Figure 12 shows the template and its potential application for people bicycling, walking, or driving. The City identified bicycle routes, sign texts, and placement of the signs as part of the Hyattsville Transportation Study.

## **RESPONSIBLE AGENCY**

City of Hyattsville

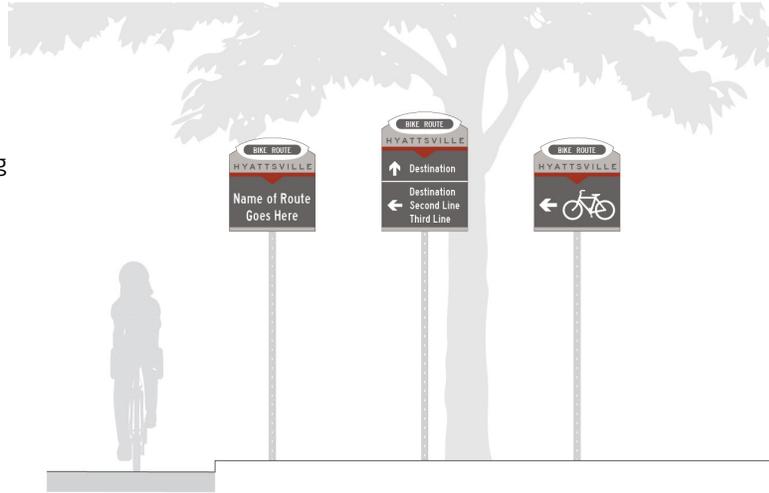
## **TIME FRAME**

Short-term (1-2 years). This accelerates the time frame of the 2016 TDDP as the City of Hyattsville has completed the preliminary concepts and design for wayfinding signage. Implementation of the new signage within a short-term time frame is realistic.

## **COST/FUNDING**

The City of Hyattsville will be the primary source of funding. The estimated costs of signs are more than \$300 each, based on estimates listed in the Federal Highway Administration document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements*.

Bicycle Wayfinding



Kiosk



Vehicular Wayfinding



**Figure 12.** Proposed City of Hyattsville Community Wayfinding Signage Examples

BY CITY OF HYATTSVILLE AND TOOLE  
DESIGN GROUP

4

Pedestrian  
Bridge



**Figure 13.** Pedestrian Bridge Across MD 410 (East West Highway)

PHOTO BY VHB, SEPTEMBER 2018

## Pedestrian Bridge

The bridge across MD 410 (East West Highway) opened to provide safe, grade-separated crossing for pedestrians between the Mall at Prince Georges and the Metro station. Figure 13 shows a view of the bridge from the west. The pedestrian bridge provides the most direct walking route between the Metro station and the main entrance to the Mall at Prince Georges. Without the bridge, pedestrians, rather than using the signalized crossings at Belcrest Road, cross mid-block across eight-lanes of traffic. To encourage use of the pedestrian bridge and to discourage mid-block crossings, SHA installed a tall fence in the median of MD 410 (East West Highway) for the 900-foot distance between Belcrest Road and the main mall entrance. Figure 14 shows the location of the bridge.

Policy TM9 of the 2016 TDDP recommends actions for the bridge that focus on maintaining a comfortable environment for pedestrian passage between the Metro station and the Mall at Prince Georges. The following are detailed descriptions of the actions to

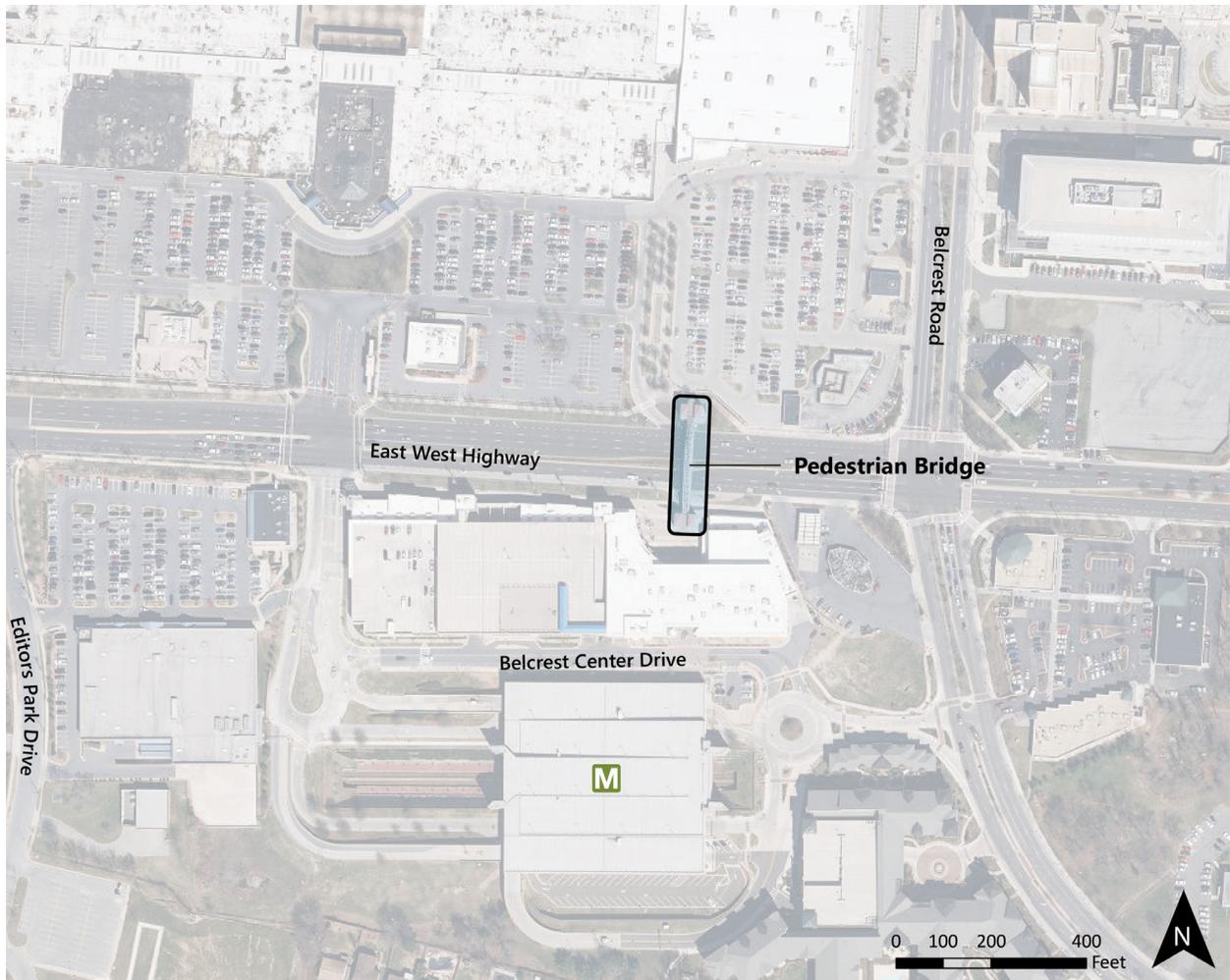
improve the pedestrian experience with the bridge across MD 410 (East West Highway).

### Maintenance

The lack of upkeep of the bridge facilities contributes to the public perception of the bridge as an unsafe, nonviable path to cross MD 410 (East West Highway). Current pedestrian experiences include encountering foul-smelling stairwells and elevators and inconsistent lighting. While WMATA updated lighting for the bridge span, the stairwells do not have adequate lighting. Figure 15 shows the stairwell at the southern end of the bridge with non-operational lights at the top of the picture. WMATA can take immediate actions such as lighting the stairwell and cleaning the entire bridge facility on a regular basis.

### RESPONSIBLE AGENCY

WMATA



**Figure 14.** Location of Pedestrian Bridge Across MD 410 (East West Highway)

Action	Responsible Agency	Time frame	Cost/Funding
Maintenance	WMATA	Short-term	Low
Mall-Side Access	Mall Management	Short-term to Mid-term	Low
Improved Bridge Amenities and Design	WMATA	Long-term	High

**Table 3.** Actions for the Pedestrian Bridge

## TIME FRAME

Short-term (immediate). While the 2016 TDDP classifies overall improvements to the pedestrian bridge for completion during a mid-term time frame, maintenance activities have low-complexity and WMATA can complete them within a short time frame. It is also critical for WMATA to maintain an ongoing maintenance schedule.

## COST/FUNDING

The funding for maintenance comes from the WMATA operating budget.

## Mall-Side Access

Improvements for the mall-side access include improving the pedestrian connection between the pedestrian bridge to the mall, as well as cut-through access through the mall outside of business hours to provide a direct route between the Metro station and residents to the north of the mall.

The existing pedestrian path connects the north end of the pedestrian bridge with an entrance to the southeastern end of the Mall at Prince Georges, adjacent to the Target. Figure 16 shows the location of the pedestrian path.

Figure 17 shows a tree-lined 300-foot path connecting the mall to the bridge that is complemented by benches and garbage receptacles. Lighting and security cameras are located along the path. Mall management needs to manage the dense tree cover to prevent the blockage of the lighting fixture and security cameras by adjacent trees. The tree canopy is also low, forcing pedestrians to duck under portions of it. A 75-foot long planter is the centerpiece of the path but is unused; however, the mall owner plans to make improvements to the path, which may include the removal of the planter.

A crosswalk is available at the north end of the path to allow pedestrians to cross the mall driveway to the mall entrance, however, signage and a stop bar are provided only in the eastbound direction; westbound drivers do not have this signage. Conversely, the crosswalk across the driveway for the Target is located 50 feet to the east and has stop signs in both directions. Mall management can provide an improved, highly-visible crosswalk to better connect the path to the mall entrance and Target.

Additionally, current and future residents living north of the mall must walk around the mall in the morning and evening to reach the Metro station, because the mall operating hours do not mirror that of Metro.

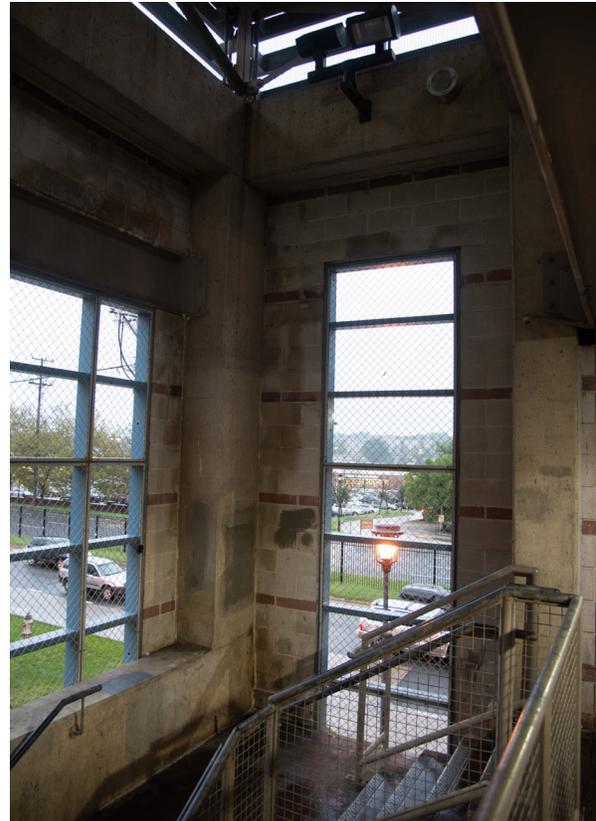


PHOTO BY RYAN CRAUN/M-NOPPO

**Figure 15.** Stairwell at the South End of the Pedestrian Bridge

Mall management can establish pedestrian access through the mall during morning and evening hours to provide residents a more convenient route to and from Metro. Figure 18 shows potential paths through the mall. The mall management already provides this late-evening access at the Springfield Town Center adjacent to the Franconia-Springfield Metro Station. Strategy TM9.2 of the TDDP encourages coordinated security patrols between the mall security force and Metro Transit Police.

## RESPONSIBLE AGENCY

Mall at Prince Georges Management

## TIME FRAME

Short-term (1-2 years) for extending mall operating hours to mid-term (3-5 years) for reconstruction of the pedestrian path between the mall and the pedestrian bridge.

## COST/FUNDING

Longer mall operating hours may require additional security detail by mall management.

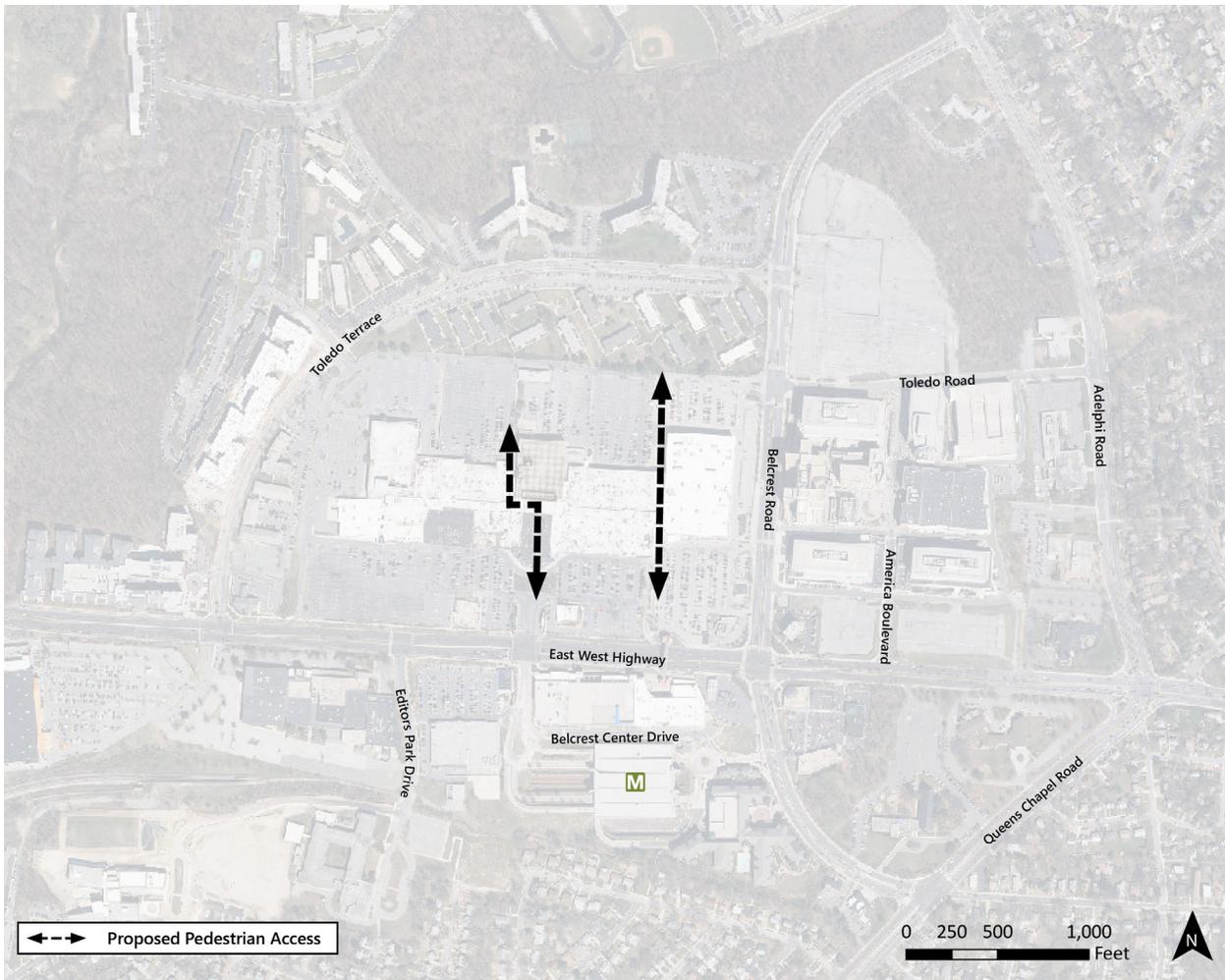


**Figure 16.** Location of Pedestrian Path Between the Pedestrian Bridge and the Mall at Prince Georges and Proposed Improved Crossing from the Path to the Mall



**Figure 17.** Pedestrian Path from Pedestrian Bridge to Mall at Prince Georges

PHOTO BY VHB, SEPTEMBER 2018



**Figure 18.** Location of Proposed Cut-Through Paths Within the Mall at Prince Georges

## Improved Bridge Amenities or Design

The next level of improvement for the bridge is improving its condition and appearance. Strategies TM9.3 and TM9.4 in the 2016 TDDP recommend improvements to the bridge include repurposing the bridge as event or art space and construction of improved and highly visible pedestrian connections to the bridge deck. The wire mesh façade for the bridge span does not provide an inviting environment. There is an opportunity to find a material or design that improves the pedestrian experience while limiting vandalism and disposal of objects onto MD 410 (East West Highway) below. The enclosed stairwells are detrimental to public perception of safety. SHA can redesign the stairwell with more transparent walls to open the view of the staircase to passersby, which provides users a greater sense of visibility and security.

## RESPONSIBLE AGENCY

Maryland SHA

## TIME FRAME

Long-term (>5 years)

## COST/FUNDING

Reconstruction of the bridge stairwells has a high cost. The cost of other cosmetic items range from medium to high depending on the materials used and the complexity of improvements. According to the Federal Highway Administration document *Costs for Pedestrian and Bicyclist Infrastructure Improvements*, pedestrian overpasses range from \$150 to \$250 per square foot, depending on site conditions. Maryland SHA costs for bridges over a highway or roadway are estimated at \$200 per square foot.

# 5

## Southern Neighborhoods

# Southern Neighborhoods

Pedestrian access to the residential neighborhood south of the Metro station is limited to a non-ADA compliant staircase leading up to Oliver Street. Strategy TM11.2 recommends increasing bicycle and pedestrian connections between the Metro station and the southern neighborhoods. Figure 19 shows pedestrian access to the neighborhoods southwest of the Metro station, which requires a circuitous route through the Giant supermarket parking lot and through the Orem Middle School or Felegy Elementary School access roads. Figure 20 shows the most direct pedestrian routes from the Metro station to this staircase. These direct routes are known as desire lines. This route avoids the existing crosswalks on the Metro parking access road. Table 4 shows the two primary actions to address pedestrian accessibility to the southern neighborhoods.

## Accessible Ramp

Strategy TM7.2 of the 2016 TDDP recommends the improvement of pedestrian access to Oliver Street, including continuous lighting and accessible ramps. The proposed ramp provides an option for those with limited physical ability to traverse a 10-foot elevation change from the Metro parking access road to Calvin

Memorial Park. Figure 21 shows the existing staircase and the associated elevation change. The ramp will require several switchbacks and landings so as not to exceed ADA running slope maximums. Figure 22 shows a plan view of the proposed ramp structure adjacent to the existing staircase connecting the access road to Oliver Street.

## RESPONSIBLE AGENCY

WMATA is proposed as the lead agency because the ramp structure is located within the Prince George's Plaza Metro Station property limits. The City of Hyattsville is anticipated to play a role as the ramp, like the existing staircase, connects to the City's Calvin Memorial Park.

## TIME FRAME

Mid-term (3-5 years). This includes project design and construction activity.

## COST/FUNDING

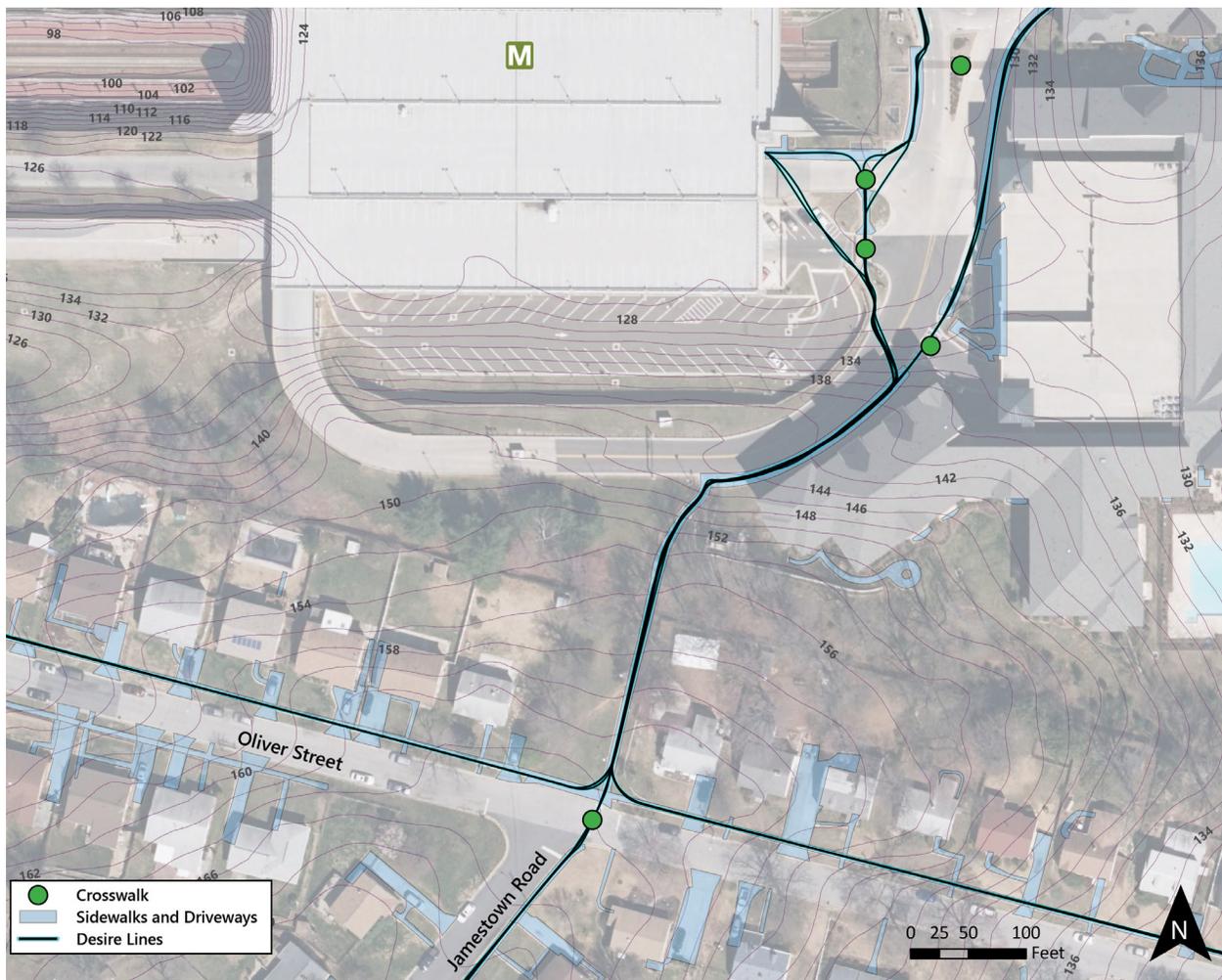
Based on the complexity of the structure, the estimated cost exceeds \$250,000. Potential funding sources include the WMATA capital fund and the City of Hyattsville Capital Improvement Program.



**Figure 19.** Pedestrian Paths Southwest of Metro

**Table 4.** Actions for Southern Neighborhoods

Action	Responsible Agency	Time frame	Cost/Funding
Accessible Ramp Leading Up to Oliver Street	WMATA	Mid-term	High
Action	Responsible Agency	Time frame	Cost/Funding
Improved Access to Staircase and Ramp	WMATA	Mid-term	Mid to High

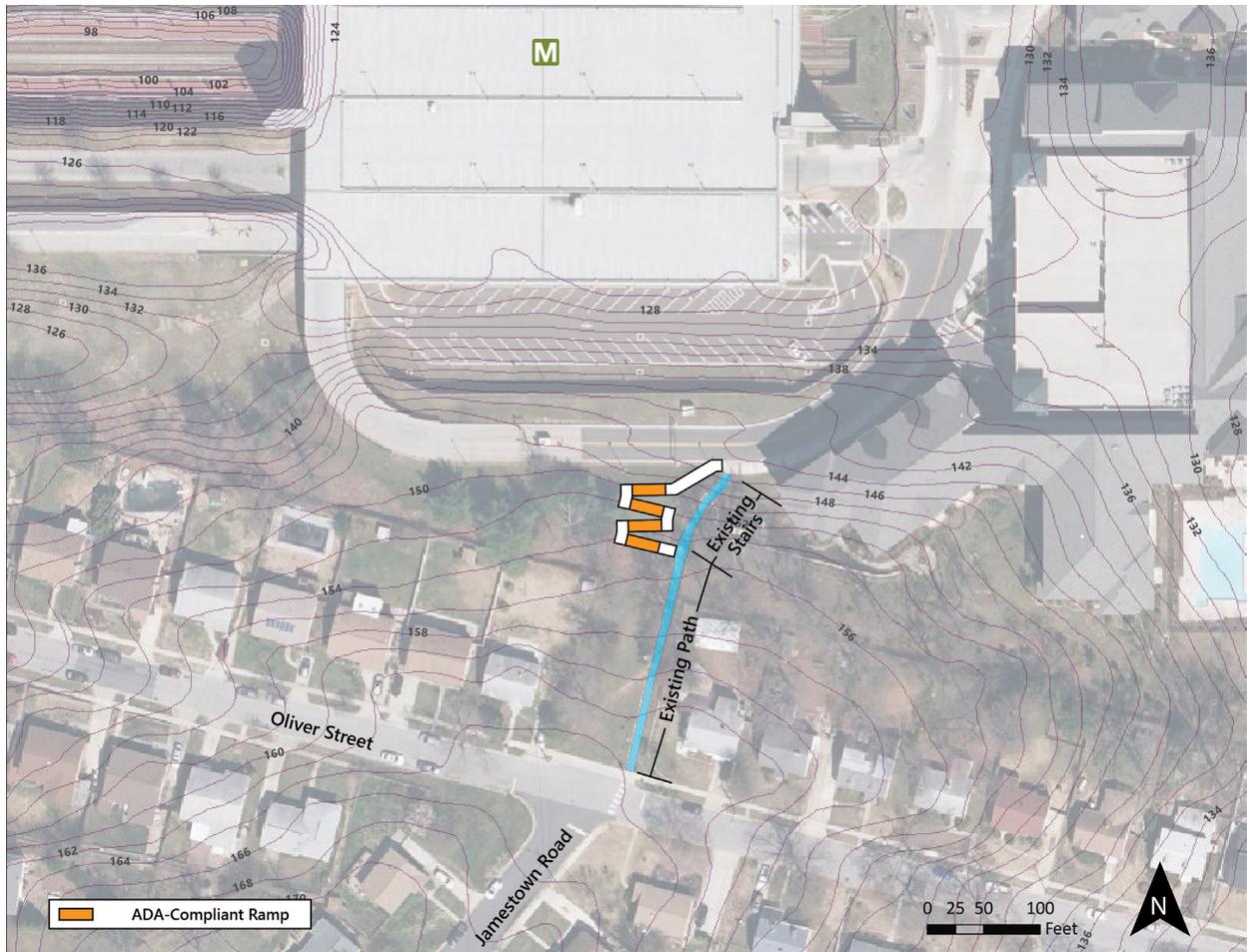


**Figure 20.** Desire Lines from Metro to Staircase



**Figure 21.** Staircase to Oliver Street

PHOTO BY VHB, SEPTEMBER 2018



**Figure 22.** Proposed Ramp



**Figure 23.** Access Road Looking South from Prince George's Plaza Metro Station

PHOTO BY VHB, JUNE 2019

**Improved Access to the Staircase and New Accessible Ramp**

The recommendation here is to provide an improved and direct connection to the staircase and provide an adjacent accessible ramp. This involves the construction of a pedestrian path that overlays the existing dirt path and installation of a crosswalk on the access road to connect with the sidewalk on the other side. The existing dirt paths pedestrians use to access the staircase is the most direct route to the staircase. The existing pedestrian facilities (crosswalks and sidewalks) do not reflect the route most used by people walking. Figure 23 shows worn grass at the corner of the south surface parking lot and the access road, indicating a pedestrian shortcut. The shortcut ends at the start of the guardrail of the access road, prompting pedestrians to cross mid-block to the other side of the access road where there is a sidewalk. This sidewalk connects to the staircase as shown at the center of Figure 22.

This recommendation continues the recommendation from Strategy TM7.2 of the 2016 TDDP.

**RESPONSIBLE AGENCY**

WMATA is proposed as the lead agency because all improvements for pedestrian access between the Metro station and the staircase are located on WMATA property.

**TIME FRAME**

Mid-term (3-5 years). This includes project design and construction activity.

**COST/FUNDING**

A potential funding source is the WMATA capital fund. According to the Federal Highway Administration document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements* a sidewalk would cost \$50 per linear foot while the high visibility crosswalk would cost approximately \$2,500. Similar facilities listed in the Maryland SHA Price Index for 2018 show 5-inch concrete sidewalks at \$15-\$25 per square foot. Costs may increase if earthwork is needed as part of relocating the existing retaining wall to accommodate a crosswalk further up the hill closer to the staircase and proposed accessible ramp. Maryland SHA excavation estimates are roughly \$25 per cubic yard.



6

Belcrest

Center Drive



**Figure 24.** Belcrest Center Drive, Existing Configuration East of Prince George's Plaza Metro Station

## Belcrest Center Drive

This road serves as the access for the Prince George's Plaza Metro Station bus bays, passenger drop off/pick up zones, Metro Shops parking and loading docks, and Giant supermarket. The road features roundabouts at each end of the Metro station. Figures 24 and 25 show these two roundabouts. Belcrest Center Drive acts as the driveway for Metro Shops, providing access to its loading docks and parking structure. The configuration of Belcrest Center Drive funnels pedestrians from the north entrance of the Metro station, through the south entrance of the Metro Shops toward the pedestrian bridge across MD 410 (East West Highway). Despite this design, there

is noticeable pedestrian activity on Belcrest Center Drive as the shortest paths to destinations northwest and northeast of the north Metro station entrance include the entire length of the roadway.

The focus of the actions in Table 5 adheres to Policy TM4 of the 2016 TDDP which is to create street networks that make walking, bicycling, and transit use more comfortable and reliable. These actions are to reimagine the streetscape of Belcrest Center Drive to make it more inviting to people walking and bicycling like other Metro station access roads, such as those at Dunn Loring-Merrifield and Rhode Island Avenue-Brentwood.

Action	Responsible Agency	Time frame	Cost/Funding
Additional Paths	WMATA	Mid-term	Low to Mid
Roadway Reconfiguration	WMATA	Long-term	High

**Table 5.** Actions for Belcrest Center Drive



**Figure 25.** Belcrest Center Drive, Existing Configuration West of Prince George's Plaza Metro Station

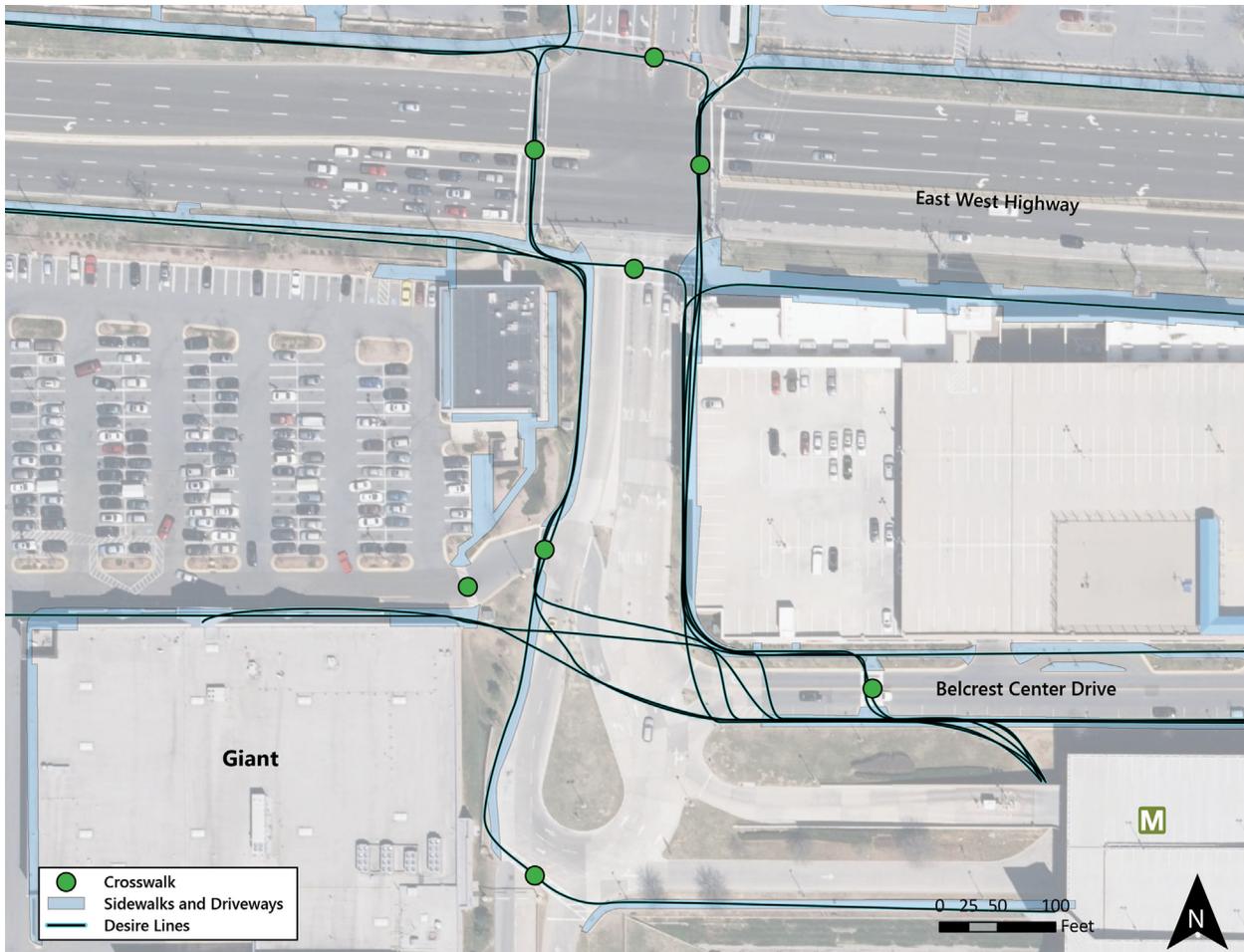
## Additional Paths

The existing pedestrian infrastructure connecting to the northern entrance of the Prince George's Plaza Metro Station, including sidewalks, crosswalks, and ramps, does not adequately match the shortest paths between the station and destinations accessible by foot. There are several observed pedestrian shortcuts near Belcrest Center Drive. Policy TM7 of the 2016 TDDP recommends improving the pedestrian connections between the various developments in the study area and surrounding communities. In addition, Strategy TM11.3 looks to evaluate and improve the Metro entrance and streets for pedestrian safety and access. Understanding the observed pedestrian patterns helps to determine the types of recommended solutions for the study area and fulfill the TDDP policies and strategies.

Figure 26 shows the provided infrastructure for pedestrians to access destinations to the west of the Metro station. This includes a sidewalk that extends the length of the bus bay access road and wraps around the south end of the teardrop roundabout connecting the access staircase and ramp to the Giant supermarket and a sidewalk north to MD 410 (East West Highway). Observed pedestrian activity shows pedestrians walk

the length of the bus bay beneath the parking structure before exiting through a diagonal dirt path under the elevated parking structure ramp to connect with Belcrest Center Drive. This is the most direct path to the main entrance of the Mall at Prince Georges. This path involves cutting across the top of the teardrop shaped roundabout to connect to destinations further west, including the Giant supermarket. Figure 26 shows the desire lines toward the west of the Metro station. Figure 27 shows the cut-through path from the bus bay to areas west of the Metro station.

Figure 28 shows the desire lines eastward from the Metro station. These desire lines show that the shortest path to destinations such as University Town Center and Prince George's Community College involves cutting through the gas station or the adjacent empty parcel to access the intersection of MD 410 (East West Highway) and Belcrest Road. To get to the intersection of MD 410 and Belcrest Road, existing infrastructure first directs pedestrians across the bus bay and pick-up/drop-off lanes. At this point, pedestrians can follow a path around the small WMATA short-term metered parking lot to access a marked crosswalk north of the roundabout, after which a circuitous sidewalk that circumscribes the vacant parcel provides access to MD 410. Rather than



**Figure 26.** Desire Lines West of the Metro Station

taking the circuitous sidewalk, many pedestrians choose to cut through the vacant parcel (Figure 29) or use the staircase (Figure 30) that connects the gas station with the loading dock adjacent to Metro Shops. Some pedestrians choose not to use the path around the small metered parking lot and the crosswalks on the approaches to the roundabout, instead choosing to walk on the bus bay exit road and into the roundabout, directly connecting to the vacant parcel or the south side of Belcrest Center Road to connect with destinations south on Belcrest Road (Figure 31).

The dirt paths under the parking structure access ramp and on the vacant parcel are the strongest indication that the existing pedestrian facilities do not meet the needs of people walking and that improved pedestrian accommodation is needed at each

end of Belcrest Center Drive. Figure 32 shows that providing direct access to these points with adequate paved sidewalks, signage, and lighting would be an appropriate response to the exhibited needs of pedestrians.

**RESPONSIBLE AGENCY**

WMATA

**TIME FRAME**

Mid-term (3-5 years).

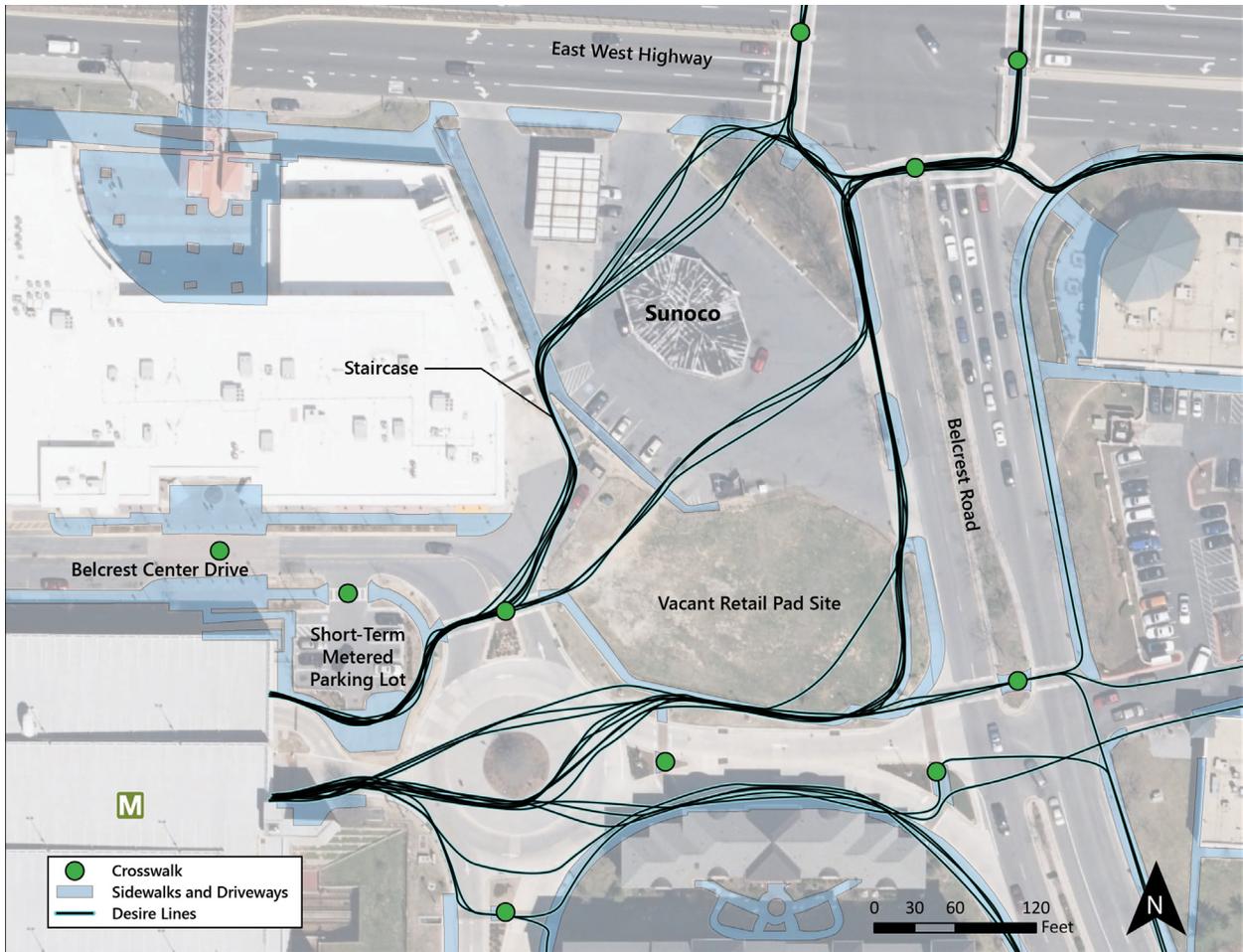
**COST/FUNDING**

According to the Maryland SHA Price Index from January 2018, the cost of a 5-inch concrete sidewalk is \$15-25 per square foot.



**Figure 27.** Cut-Through Path at Western End of Prince George's Plaza Metro Station

PHOTO BY VHB, SEPTEMBER 2018



**Figure 28.** Pedestrian Desire Lines from Metro Station to Belcrest Road



**Figure 29.** Existing Pedestrian Crossing and Path from Metro Station to Gas Station

PHOTO BY VHB, SEPTEMBER 2018



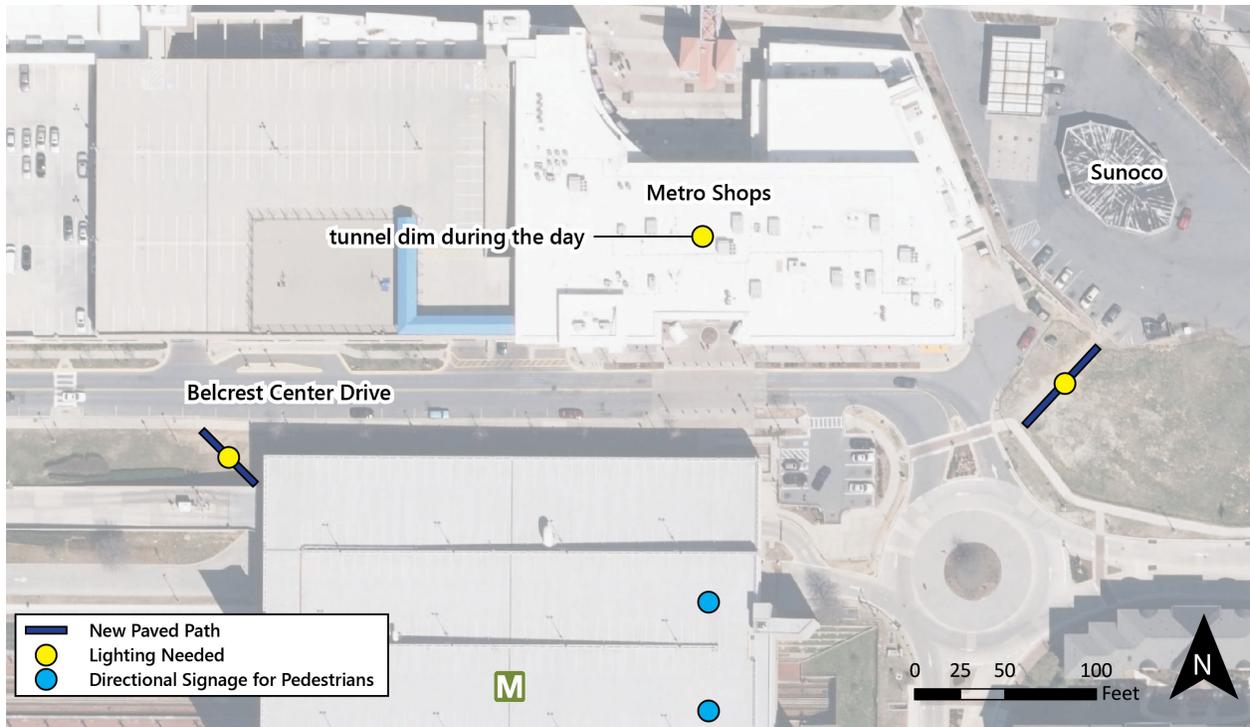
Figure 30. Staircase to Gas Station

PHOTO BY VHB, SEPTEMBER 2018



Figure 31. Pedestrian Crossing Roundabout Adjacent to Eastern Entrance of Metro Station

PHOTO BY RYAN CRAUN/M-NOPPO



**Figure 32.** Recommended Access Improvements Adjacent to Prince Georges Metro Station

## Roadway Reconfiguration

A longer-term response to improve pedestrian comfort on Belcrest Center Drive is to reconfigure Belcrest Center Drive. A reconfiguration would reduce the size or eliminate the roundabouts at each end of the roadway to help provide a more appropriate scale of development favorable for pedestrians (Figures 33 and 34). Converting the teardrop to the west of the Metro station to a conventional intersection will also require the closure of one of the ramps to the parking structure. The existing teardrop design accommodates the large number of access points to the intersection; removing the ramp allows for the reinstatement of a traditional intersection and supports potential joint development opportunities at the station. While passenger cars and Metro buses can navigate tighter geometries compared to what exists today, any reconfiguration of Belcrest Center Drive will need to account for the turning radii of large trucks that require access to the back side of Metro Shops. Another factor is preserving the right-in, right-out access to the east side of the Giant supermarket property as part of an agreement between WMATA and the landowner.

Metro stations at Dunn Loring-Merrifield and Rhode Island Avenue-Brentwood serve as examples of sites with intensified development that have maintained vehicular access. Figure 35 shows the bus loop at Dunn Loring-Merrifield with integrated retail on a pedestrian-oriented street. Parking for the Metro station is located above the bus loop and retail establishments.

### RESPONSIBLE AGENCY

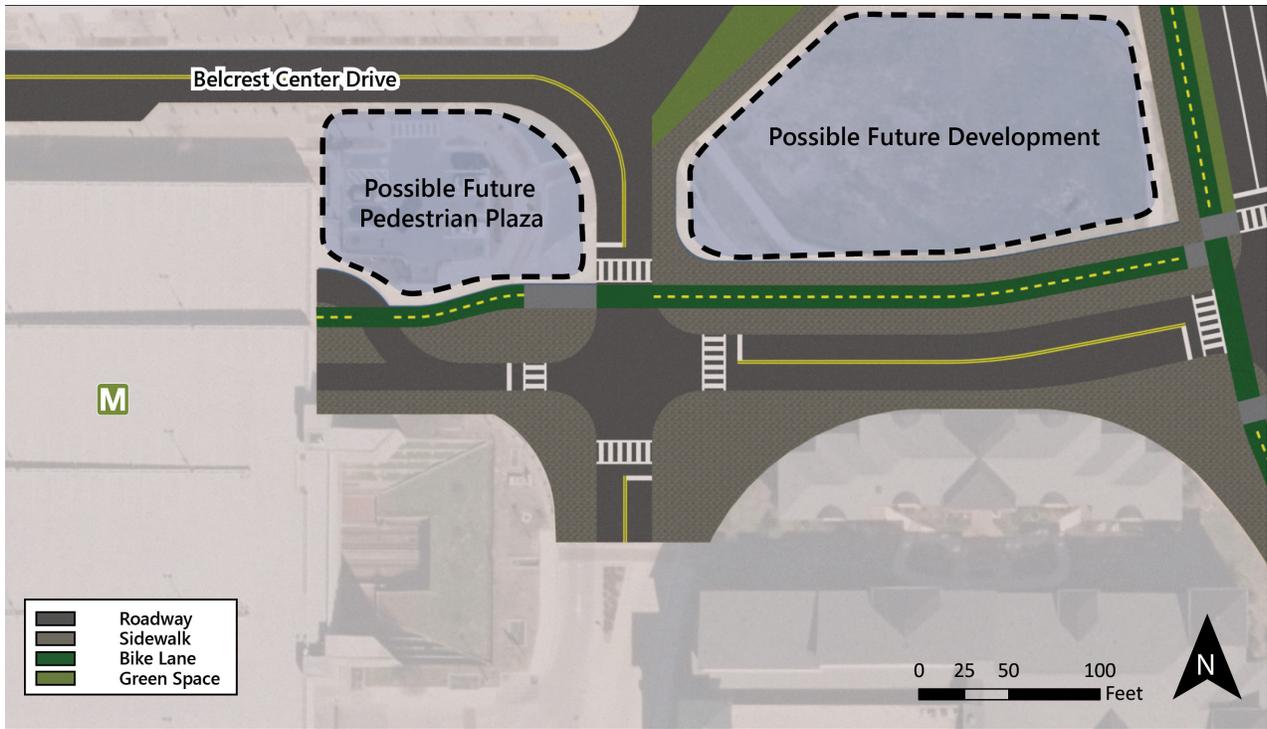
WMATA

### TIME FRAME

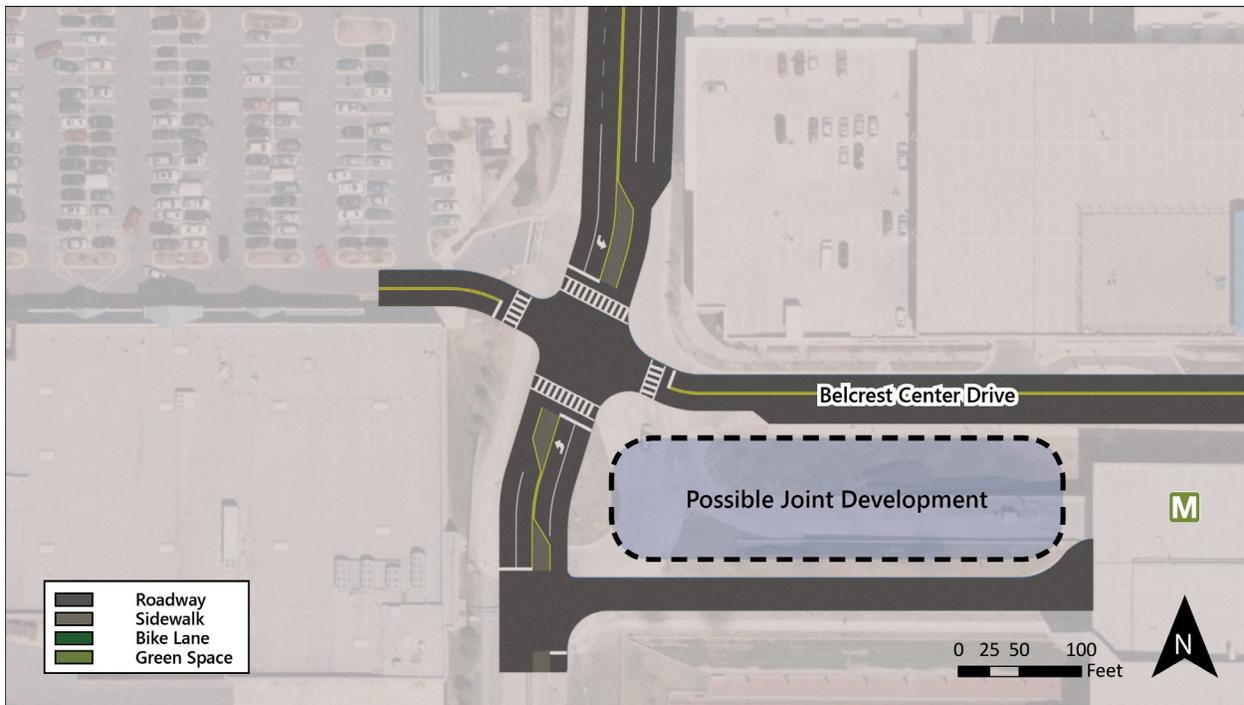
Long-term (>5 years)

### COST/FUNDING

The cost of replacing the roundabouts will be greater than \$100,000 each. This is based on the cost of installing a roundabout according to the Federal Highway Administration document *Costs for Pedestrian and Bicyclist Infrastructure Improvements*. This costs estimate does not include the demolition of the ramp leading to the garage.



**Figure 33.** Belcrest Center Drive, reconfiguration of roundabout to four-way stop



**Figure 34.** Belcrest Center Drive, reconfiguration of teardrop to four-way stop



**Figure 35.** Dunn Loring-Merrifield Metro Station Bus Loop Entrance

PHOTO BY VHB, FEBRUARY 2019

7

Belcrest Road



**Figure 36.** Belcrest Road



**Figure 37.** Belcrest Road

PHOTO BY VHB, SEPTEMBER 2018

# Belcrest Road

Figure 36 shows Belcrest Road as the primary north-south collector road within the study area connecting Adelphi Road and Queens Chapel Road with an intersection in between with MD 410 (East West Highway). The road operates with two lanes in each direction with a center median (Figure 37). Belcrest Road provides access for people coming from the north and the south to all the major destinations in the study area, including the Mall at Prince Georges, University Town Center, and Prince George’s Plaza Metro Station. As the primary north-south connection in the study area, Belcrest Road serves all modes of transportation and recommended improvements need to accommodate all users.

Strategy TM7.6 of the 2016 TDDP and the Hyattsville Transportation Study recommend the installation of

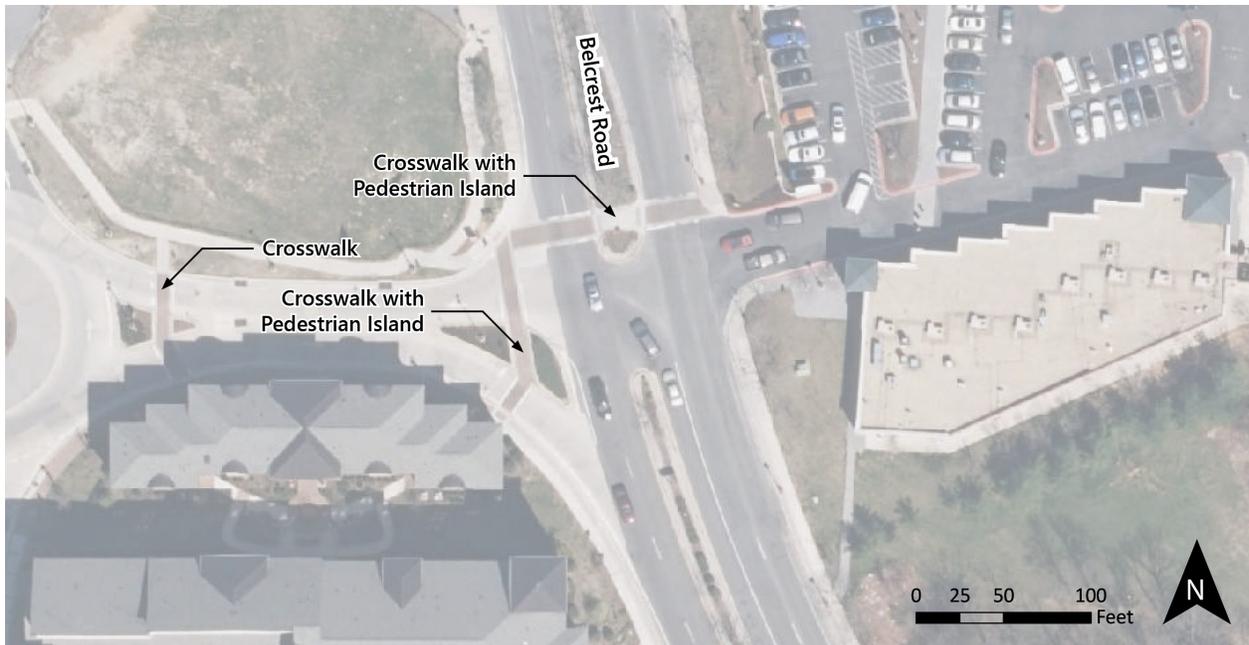
a protected bike lane on Belcrest Road that connects with the proposed multiuse path on MD 410 (East West Highway), the proposed protected bike lane on Toledo Terrace, and the proposed protected bike lane on Adelphi Road, which provides a connection to the University of Maryland and other destinations to the north. Table 6 shows improvement actions to Belcrest Road in addition to the cycletrack described in the Pedestrian and Bicycle Access section.

## Improvements at Belcrest Center Drive

Figure 38 shows the intersection of Belcrest Road with Belcrest Center Drive, which is the eastern entrance to the Prince George’s Plaza Metro Station.

Action	Responsible Agency	Time frame	Cost/Funding
Intersection Improvements at Belcrest Center Drive	Prince George’s County DPW&T	Mid- to Long-term	High
Intersection Improvements with MD 410 (East West Highway)	Maryland SHA	Mid- to Long-term	High
Intersection Improvements with MD 410 (East West Highway)	Maryland SHA	Long-term	High

**Table 6.** Actions for Belcrest Road Intersection



**Figure 38.** Existing Conditions, Belcrest Road and Belcrest Center Drive

It operates as an unsignalized intersection, with a marked crosswalk across Belcrest Road only on the north side of the intersection. Traffic exiting the Metro station is only allowed to turn right and is forced to do so with a triangular island. A marked crosswalk is provided on the west side of the intersection for pedestrians to cross Belcrest Center Drive and the triangular island.

Northbound traffic can queue in a left-turn lane prior to entering the Metro station. Conversely, southbound traffic does not have the option of a left-turn lane to make a turn into the Shoppes at Metro Station and must queue in the left through lane. The southbound left-turn traffic encounters visibility issues as viewing opposing northbound through traffic becomes difficult when there is vehicle waiting in the northbound left-turn lane. The queuing of southbound left-turn traffic also blocks the pedestrian crosswalk. Providing a southbound left-turn lane would help alleviate this concern. However, this turn lane would remove most, if not all, the island pedestrian refuge. A flashing pedestrian beacon would help warn drivers of pedestrians crossing Belcrest Road. Alternatively, the intersection may be signalized depending on spacing with MD

410 (East West Highway). Pedestrians will need to be directed to use the northern crossing of Belcrest Road as the southern leg of the intersection does not have a crosswalk to prevent conflicts between pedestrians and vehicles turning into the Metro station.

The implementation of a cycletrack on the west side of Belcrest Road presents an opportunity to redesign this intersection. Figure 39 shows how the cycle track fits at the intersection and a reduction of median width would result in Belcrest Road operating with left-turn lanes in both directions.

**RESPONSIBLE AGENCY**

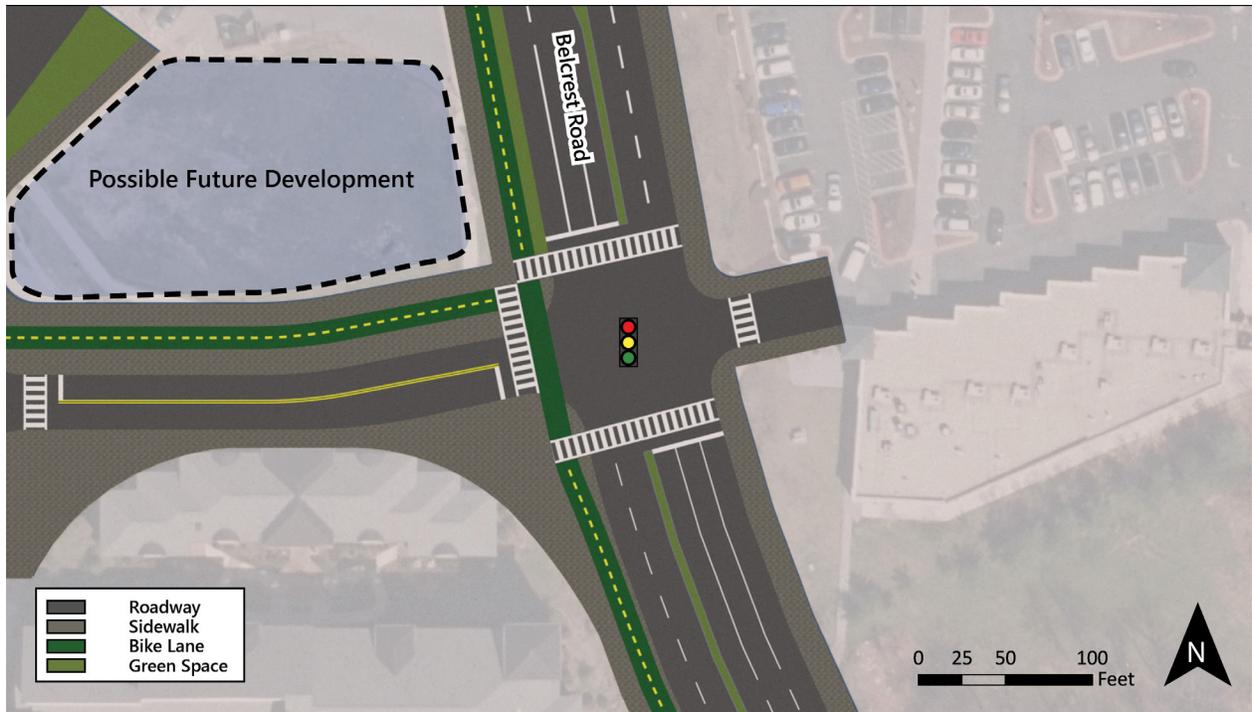
Prince George’s County DPW&T

**TIME FRAME**

Mid- to long-term (>5 years), depending on complexity of final design and construction.

**COST/FUNDING**

The reconfiguration of this intersection will cost at least \$100,000. This cost takes into account the narrowing of the median to accommodate left-turn lanes in both directions.



**Figure 39.** Proposed Reconfiguration of Belcrest Road and Belcrest Center Drive



**Figure 40.** Pedestrians Crossing MD 410 (East West Highway) at Belcrest Road

PHOTO BY RYAN CRAUN/M-NOPPO



**Figure 41.** MD 410 (East West Highway) Approaching Belcrest Road from the West

PHOTO BY VHB, SEPTEMBER 2018

## Intersection with MD 410 (East West Highway) Mid-Term

The walking environment for the MD 410 (East West Highway) and Belcrest Road intersection is not inviting. The long crossing distances, poor lighting, and inhospitable surface treatment (Figure 40) makes it treacherous for pedestrians. Policy TM4 of the 2016 TDDP recommends the retrofitting of streets to create a street network that is more comfortable for pedestrians and bicyclists. The 2018 Hyattsville Transportation Study also recommends a reconfiguration of this intersection to accommodate left turns. At this intersection, installing high-visibility crosswalks, improved lighting, and curb extensions to reduce large turning radii will help discourage drivers from speeding and help improve the pedestrian crossing environment. Signal timing improvements for this intersection are also a top 10 priority for the City of Hyattsville, as outlined in its transportation master plan.

### RESPONSIBLE AGENCY

Maryland SHA

### TIME FRAME

Mid-term (3-5 years). The Hyattsville Transportation Study recommends the reconfiguration of the intersection take place after the City completes higher priority projects.

### COST/FUNDING

The removal of the existing brickwork and converting the crosswalk to an asphalt or a concrete surface will

cost at least \$10 per square foot based on estimates from the Federal Highway Administration document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements*. The same reference lists the average construction of a curb extension as more than \$12,000 per curb and high visibility crosswalks at \$3,000 per crossing.

## Intersection with MD 410 (East West Highway) Long-Term

Compared to the mid-term improvements at the intersection with MD 410 (East West Highway), the longer-term developments at this intersection include a road diet of MD 410 and construction of the adjacent multiuse path, as well as the cycletrack on Belcrest Road. These long-term improvements will result in revisions to the geometry of the intersection that help reduce the crossing lengths for pedestrians at the intersection of MD 410 and Belcrest Road.

### RESPONSIBLE AGENCY

Maryland SHA

### TIME FRAME

Long-term (>5 years). The Hyattsville Transportation Study recommends the reconfiguration of the intersection take place after the City completes higher priority projects.

### COST/FUNDING

The cost of this improvement is dependent on the costs of the multiuse path adjacent to MD 410 (East West Highway) and the cycletrack on Belcrest Road.

# 8

## Conclusions and Next Steps

# Conclusions and Next Steps

The transformation of the Prince George's Plaza Transit District to one that is accommodating to nonmotorized users of the transportation system will take place over many years. The success of this transformation will greatly depend on continued active engagement of stakeholders. The variety of actions in this report represent different ways

that stakeholders can become involved with implementation of nonmotorized user amenities. The varied short-, mid-, and long-term actions help encourage stakeholders to consider how they need to prioritize their own efforts to accommodate nonmotorized users. Table 7 summarizes the recommendations provided in this report.

Action	Responsible Agency	Time frame	Cost/Funding
<b>Pedestrian and Bicycle Access</b>			
Internal Pedestrian Pathways	Various landowners	Short- to Mid-term	Low to Mid
Bicycle Infrastructure	Maryland SHA, Prince George's County DPW&T	Mid-term	Low to High
MD 410 (East West Highway) at America Boulevard	Maryland SHA	Mid-term	High
MD 410 (East West Highway) Road Diet and Multiuse Path	Maryland SHA	Long-term	High
<b>Lighting, Surveillance, and Wayfinding</b>			
Pedestrian Lighting	SHA, Prince George's County DPW&T, City of Hyattsville	Short-term	Low to High
Security Camera Location Assessment	M-NCPPC	Short-term	Low
Study Area Wayfinding	City of Hyattsville	Short-term	Low
<b>Pedestrian Bridge</b>			
Maintenance	WMATA	Short-term	Low
Mall-Side Access	Mall Management	Short-term to Mid-term	Low
Improved Bridge Amenities and Design	WMATA	Long-term	High
<b>Southern Neighborhoods</b>			
Accessible Ramp Leading Up to Oliver Street	WMATA	Mid-term	High
Improved Access to Staircase and Ramp	WMATA	Mid-term	Mid to High
<b>Belcrest Center Drive</b>			
Additional Paths	WMATA	Mid-term	Low to Mid
Roadway Reconfiguration	WMATA	Long-term	High
<b>Belcrest Road</b>			
Intersection Improvements at Belcrest Center Drive	Prince George's County DPW&T	Mid- to Long-term	High
Intersection Improvements with MD 410 (East West Highway)	Maryland SHA	Mid- to Long-term	High
Intersection Improvements with MD 410 (East West Highway)	Maryland SHA	Long-term	High

**Table 7.** Summary of Actions

# Acknowledgments

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VHB



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Katie Gerbes	Former planner at the City of Hyattsville
Harry Gudelsky	Harry Gudelsky Enterprises
Mark Gambill	Vice President, Development, PREIT
Henry L. Watfort	General Manager, The Mall at Prince Georges

