



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

NEW CARROLLTON DOWNTOWN ACCESS & CONNECTIVITY STRATEGY

November 2024



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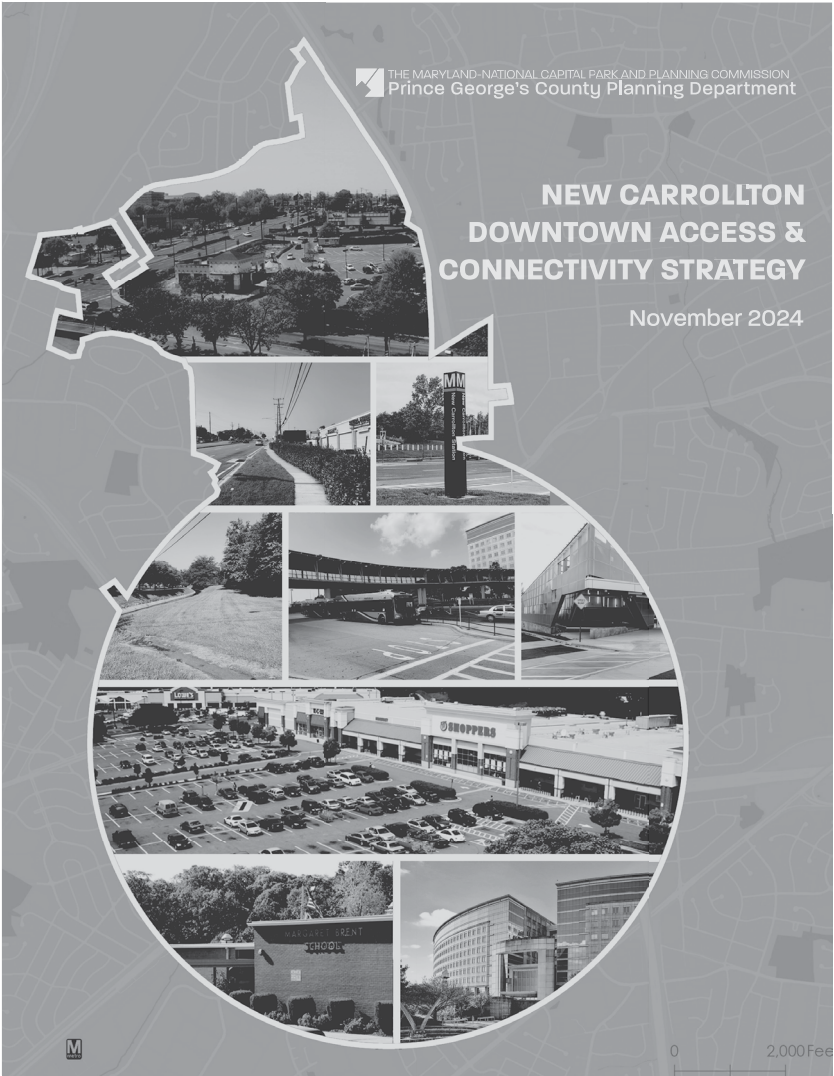
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Abstract
New Carrollton Metro is a Regional Transit District in Prince George's County that is experiencing rapid growth in transit-oriented development. Approximately 1,500 residential units, over 1 million square feet of office space, and around 150,000 square feet of retail are either planned, under construction, or recently built within a quarter mile of the New Carrollton Metro Station. The station is also serviced by the Metrorail, Marc commuter train, Amtrak, and local bus services, making it a hub for multimodal transit and a gateway to economic centers in the region.

Despite the surge in transit-oriented development, the transit district and surrounding area remain hard to navigate due to disconnected streets, the absence of bicycle facilities, inhospitable pedestrian environments, and wide, auto-oriented roadways. The *New Carrollton Downtown Access and Connectivity Strategy* aims to support the area's transformation into a walkable and connected downtown by advancing recommendations from previous studies and offering new ideas for pedestrian and bicycle connections, crosswalk enhancements, placemaking interventions, potential redevelopment, and street connections.



November 2024

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

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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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New Carrollton Station
Source: Ben Schumin via Flickr; <https://bit.ly/BenSchuminviaFlickr>

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CHAPTER 1: INTRODUCTION & BACKGROUND

Source: M-NCPPC

ABOUT THE STRATEGY

As a transportation hub and Prince George’s County’s largest employment cluster, New Carrollton transit district (New Carrollton) is an important destination within the County. It is a gateway to the region via Metrorail, local and intercity bus services, MARC commuter rail, and Amtrak. The area is positioned to grow into a more significant focal point in the future as new transit options and development plans are implemented.

The *Plan Prince George’s 2035 Approved General Plan* (Plan 2035)—Prince George’s County General Plan—designates New Carrollton as one of three downtown areas in the County—defined as “areas best positioned to develop into vibrant, walkable, regional-serving centers, each having a robust economic and employment base, a distinct sense of place and identity, a varied housing stock, a multi-modal transportation network, and diverse, mixed-income community.” In recent years, the New Carrollton area has taken steps toward fulfilling this vision, with new development occurring near New Carrollton Metro Station, a new garage for the station, and ongoing construction of two Purple Line stations serving the New Carrollton area. In addition, the County received in 2022 a \$20.5 million federal grant to construct a multi-modal transportation hub and implement associated infrastructure improvements.

Yet, despite its momentum, disconnected development patterns and transportation networks hinder the greater New Carrollton area. Auto-oriented development, wide roadways, a limited number of connecting streets, inhospitable pedestrian environments, and the absence of bicycle facilities make the area difficult to navigate. As a result, New Carrollton’s employment centers, residential neighborhoods, commercial destinations, parks, and civic facilities are fragmented, which prevent New Carrollton from being a cohesive community in terms of physical form and identity.

The *New Carrollton Downtown Access and Connectivity Strategy* (Strategy) aims to address challenges and, in turn, support New Carrollton’s transformation into a distinctive downtown and transportation hub.

DEFINING NEW CARROLLTON

According to the *2010 Approved New Carrollton Transit District Development Plan* (TDDP), the “New Carrollton Transit District” is the area bounded by the I-95/I-495 (Capital Beltway), US 50 (John Hanson Highway), MD 410 (Veterans Parkway), and the commercial properties on both sides of MD 450 (Annapolis Road). The 2014 *Plan 2035* distinguishes this area as “New Carrollton Metro” and designates it as a “Regional Transit District” and a

“downtown”. The transit district is centered on the New Carrollton Metro Station and includes only a few properties that lie within the City of New Carrollton municipal limits. Most of the residential and civic properties in the City are not within the transit district. This strategy, however, includes the transit district and all of the City of New Carrollton. References to “New Carrollton” refer to the entire study area, unless specifically identified as the City, transit district, or downtown.

PURPOSE OF THE STRATEGY

The strategy outlines a framework to better connect New Carrollton’s neighborhoods with public spaces, parks, transit facilities, schools, libraries, and other key destinations in the area. The strategy advances key recommendations from previous planning efforts, including the 2010 TDDP, while offering new ideas for enhancing access and connectivity. The framework gives guidance on inter-agency coordination, implementation time frames for recommended improvements, and the cost of these improvements.

GOALS OF THE STRATEGY

The core goals of this strategy are to:

- Identify key pedestrian, bicycle, and micro-mobility facilities that will improve connectivity and access to transit options, parks, open spaces, and key civic and commercial areas.
- Improve connections between transit options, employment areas, residential neighborhoods, and natural spaces.
- Implement *Plan 2035* goals related to healthy communities and sustainable transportation.
- Provide an implementation strategy for construction of proposed infrastructure and related facilities.
- Identify any critical missing street network connections.
- Support cooperation between the County and state agencies that will be tasked with implementing these projects and provide a framework for a multi-agency programmatic agreement.

Guiding Principles

To achieve the above goals, the recommendations of this strategy advance four broad guiding principles, elaborated further in Chapter 3 (“Recommendations Framework”), which reflect the broad and multifaceted benefits of improving access and connectivity. These principles are:

1. **Connected:** Create a more cohesive, connected, and convenient New Carrollton by linking neighborhoods, jobs, commercial amenities, community facilities, and public spaces through the transportation network.
2. **Seamless and Integrated:** Expand the number and variety of connections through the New Carrollton area by creating new routes and supporting a range of travel options.
3. **Open/Green:** Leverage New Carrollton’s natural assets and open spaces as amenities and key connectors between neighborhoods and destinations.
4. **Distinctive:** Support New Carrollton’s transformation into a multi-modal transportation hub and easily accessible downtown through redevelopment and placemaking.

STUDY AREA

The area of focus for this strategy (see Figure 1) encompasses the boundaries of the *New Carrollton TDDP*, which comprises a one-half-mile radius around the New Carrollton Metro station and the boundaries of the City of New Carrollton. The study area consists of multiple sub-areas with varied contexts, including:

- **Metro** – Offices with new infill high-density residential apartments;
- **Garden City** – Automobile-oriented office park and a portion of the Beaverdam Creek stream corridor;
- **City of New Carrollton, West Lanham Hills, and Hanson Oaks** – Post-war, single-family detached residential community;
- **Annapolis Rd and North Hillside** – Automobile-oriented commercial corridor with some garden-style apartment complexes; and
- **Ardwick Ardmore Industrial Area** – Industrial land uses.



Existing conditions at various locations within the New Carrollton study area in Summer 2021
Source (all images): RHI

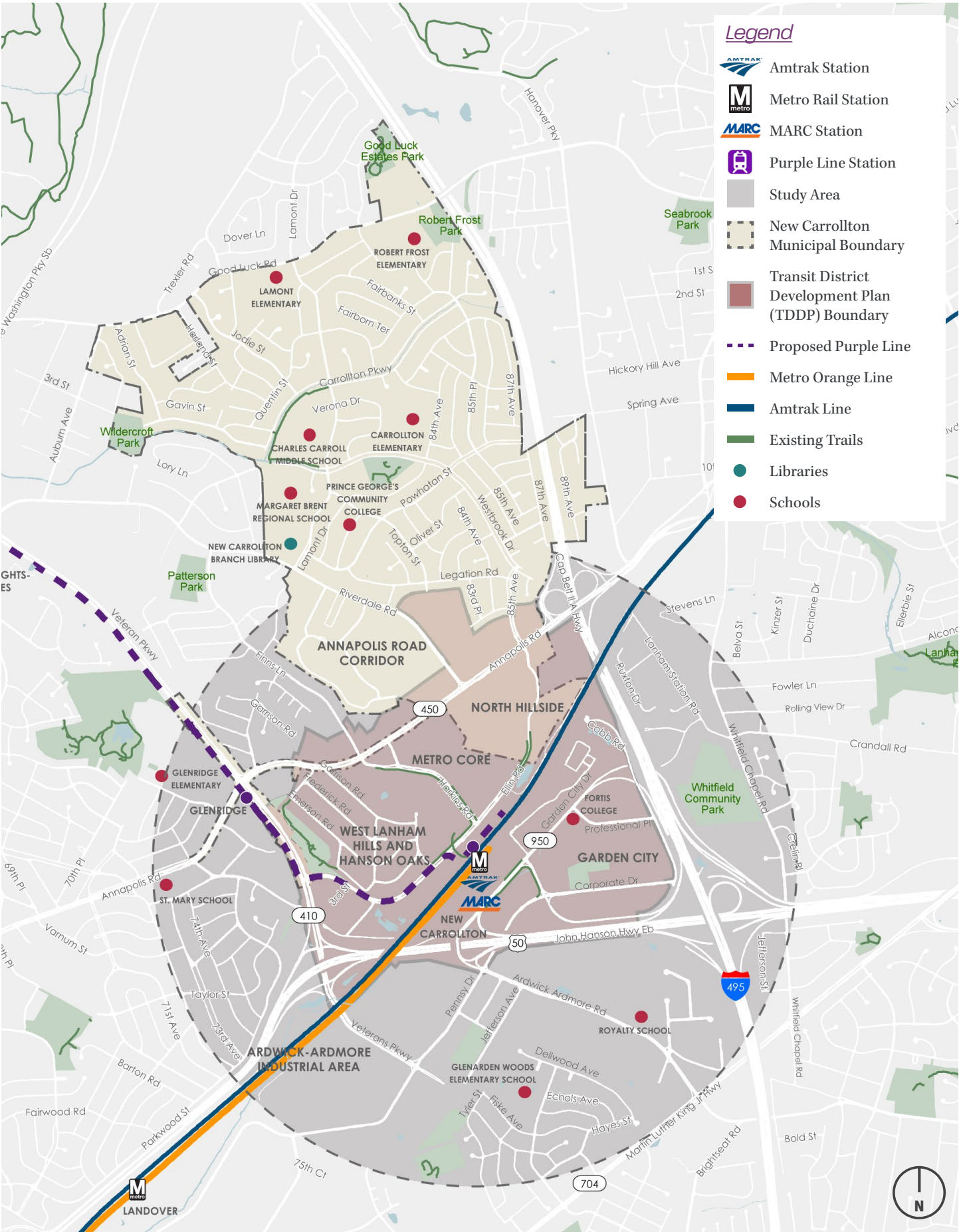


Fig. 1. Study area and surrounding context
Source: Planning Department of Prince George's County, Maryland; C. Mildner








Amtrak Northeast Regional train arriving at New Carrollton train station
Source: Flickr user, Adam Fagen; <https://bit.ly/AdamFagenviaFlickr>

HOW TO USE THIS DOCUMENT

The Strategy includes the following components:

- Chapter 2 – Existing Conditions.** This chapter highlights key findings from the existing conditions assessment. An expanded and more-detailed summary of existing conditions findings is included as an appendix to this document.
- Chapter 3 – Recommendations Framework.** This chapter sets the stage for the strategy recommendations by highlighting the “big ideas” and overarching themes that emerged during the study process.
- Chapter 4 – Recommendations.** This chapter compiles the range of access and connectivity improvements that resulted from this study. Three sets of recommendations are provided, including:

4A: Overall Recommendations. This includes maps and tables listing all recommended access and connectivity improvements. The recommendations are organized according to the following categories:

-  Pedestrian and Bicycle Connection Improvements
-  Intersection and Crosswalk Improvements
-  Placemaking Improvements
-  Potential Redevelopment
-  Street Connection Improvements

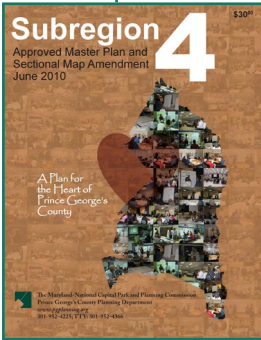
4B: Toolbox Recommendations. These recommendations, organized according to the categories noted above, include access and connectivity tools and strategies that can be applied throughout the New Carrollton study area. For each tool or strategy, the document provides information on how and where these tools and strategies could be applied, example images, and specific design considerations for implementing these actions.

4C: Location-Specific Recommendations. For specific locations in the New Carrollton area that were identified as priority areas for improvements, the document provides more-detailed recommendations for improvements, such as design concepts, typical cross-sections, and other specifications.

Chapter 5 - Implementation Framework: Through an implementation matrix and associated implementation policies, this section provides a road map for implementation of the recommended improvements. The implementation framework identifies the roles and responsibilities of implementing agencies for each recommended action as well as time frames and cost levels for implementing the recommendations.

PLANNING CONTEXT

The recommendations for connectivity in and around New Carrollton draw from past plans and design guidelines that have been adopted by the County. The following graphic illustrates the sequence of previous plans and studies with significant policy recommendations for the area.

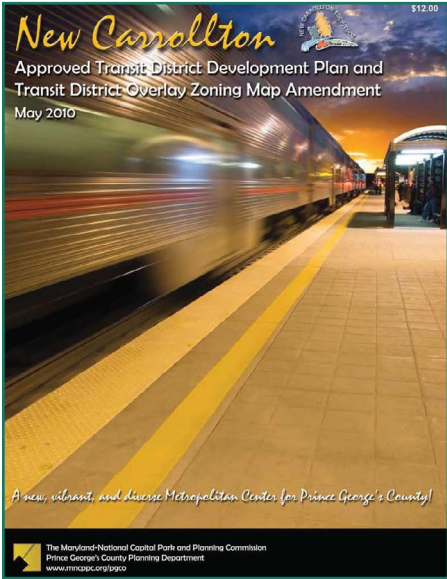


Subregion 4 Master Plan and SMA

Other Plans and Funding
1994 - Bladensburg - New Carrollton and Vicinity Master Plan
2022 - RAISE Grant, New Carrollton Station (USDOT)

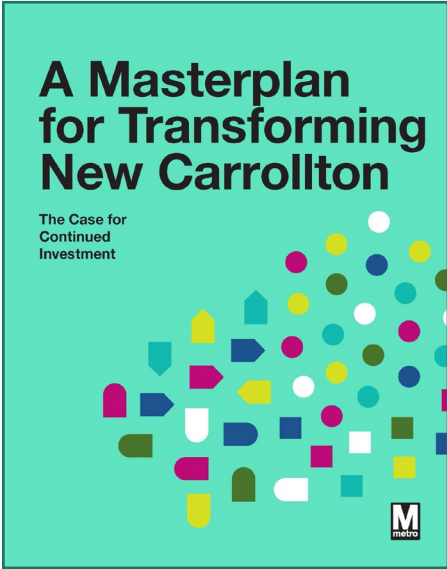


Previous Plans & Studies



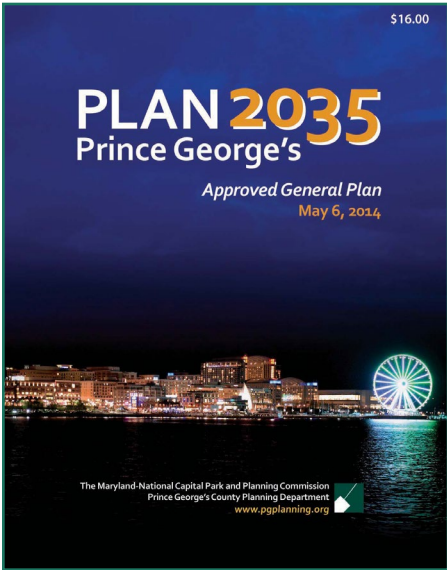
New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment (2010)

The plan envisions the New Carrollton Metro Station and its vicinity serving as Prince George’s County urban center by 2030. The vision includes transit and enhanced pedestrian connections augmented by the completion of the Purple Line; establishing New Carrollton as a regional gateway to the Northeast Corridor; an extensive system of civic, park, and open spaces; concentrated and viable commercial activity serving as an economic driver and income generator in the County. The plan envisions five vibrant and diverse neighborhoods with distinct characters, ranging from a dense mixed-used core to preserved residential neighborhoods as well as parks, environmentally sensitive design, and mixed-income housing.



A Masterplan for Transforming New Carrollton (2020)

As part of efforts to secure funding for future improvements around the New Carrollton Metro Station, WMATA’s Masterplan for Transforming New Carrollton identifies strategic actions to transform New Carrollton into the region’s pre-eminent transit-oriented development and multi-modal transportation hub—acting as an engine for economic growth while creating a destination and unique sense of place within Prince George’s County. The Masterplan proposed 18 strategic investments in multi-modal connectivity, urban amenities, new crossings, and Metro station improvements to transform New Carrollton into a livable, business-friendly, and development-ready environment. They include a mix of hard and soft measures meant to catalyze private investment, attract tenants, and accelerate the achievement of this vision.



Plan 2035 Prince George’s Approved General Plan (2014)

The plan highlights the importance of directing new development to existing transit-oriented centers. New Carrollton is one of eight regional transit districts identified in the plan. The plan also designates New Carrollton as one of three downtown areas best positioned to develop into vibrant, walkable, regional-serving centers. These locations have a robust economic and employment base, a distinct sense of place and identity, varied housing stock, multi-modal transportation network, and diverse, mixed-income communities.

Approved Countywide Master Plan of Transportation (2009)

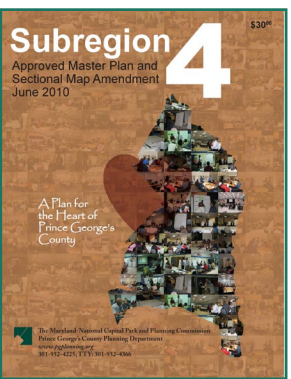
* Updated as of July 2024

The 2035 *Countywide Master Plan of Transportation* (MPOT 2035) for Prince George’s County is the functional master plan that addresses strategic transportation in Prince George’s County. The plan aims to improve the transportation network to reduce congestion and vehicle miles travelled, incorporate and reconcile the transportation recommendations from previous master plans, and provide strategic transportation guidance. The plan includes numerous sidewalk, trail, and bicycle recommendations for the New Carrollton area.



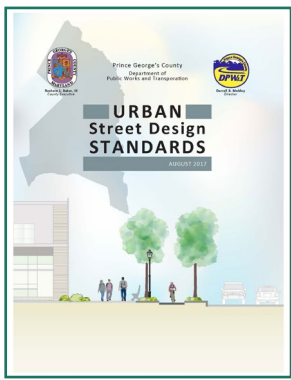
Subregion 4 Approved Master Plan and Sectional Map Amendment (2010)

The *Subregion 4 Master Plan* establishes goals, policies, and strategies to guide future growth in the plan area for the municipalities of Capitol Heights, Cheverly, District Heights, Fairmount Heights, Glenarden, and Seat Pleasant. Subregion 4 includes seven Metro stations and covers a significant portion of the New Carrollton area’s industrial and employment areas.



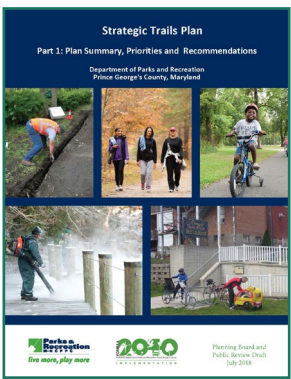
Urban Street Design Standards (2017)

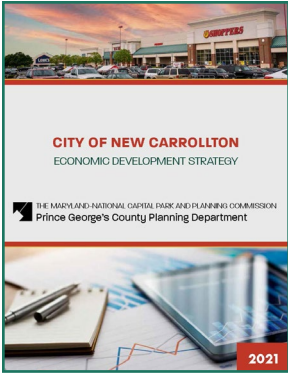
As designated Transit Districts and Local Centers in Prince George’s County transform from suburban-style development with automobile-focused roadways to urban centers focused on increased transit, walking, and bicycling, well-balanced street design will be more important than ever. The urban street design standards presented in this document aim to ensure that all public streets, including privately-constructed streets approved by the County, as well as publicly funded projects, are Complete Streets that are safe, comfortable, and inviting to all users. The document establishes new urban street typologies for the county and provides design standards for each, including typical cross-sections and dimensions.



Strategic Trails Plan (2018)

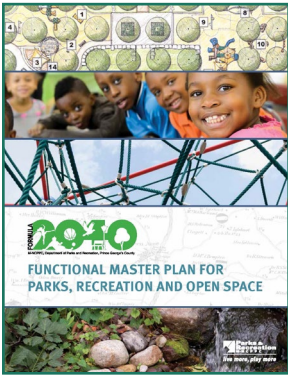
The plan provides specific project priorities and recommended actions in trail planning, design, policy, management, maintenance and programming. It sets a specific course for achieving the trail-related goals established by the *Formula 2040 Functional Master Plan for Parks, Recreation and Open Spaces*.





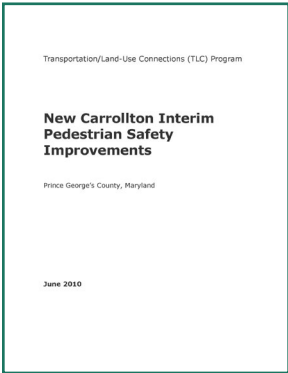
City of New Carrollton Economic Development Strategy (2021)

The *New Carrollton Economic Development Strategy* addresses many issues including commercial tenant retention and attraction; assistance to enhance retailers’ ability to compete; assistance to retailers as they recover from the COVID-19 shutdown; ways to better link New Carrollton businesses and sites to the enhanced activity and investment at the New Carrollton Metro Station; potential redevelopment sites in and adjacent to the city; tools to support existing businesses and attract additional businesses and property owners; and recommended short- and long-term actions.



Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2013)

Formula 2040 establishes a long-term plan for parks, recreation, and open space planning in Prince George’s County. This plan expands on the County’s 2008 needs assessment, *Parks & Recreation: 2010 and Beyond*. The document presents a plan for building the County’s trail network and focuses on environmental sustainability, embracing diversity, improving access, and fostering public participation. The plan’s vision is to complete the County’s park and recreation system in 2040. The plan’s goals include connectivity, health and wellness, and economic development.



New Carrollton Interim Pedestrian Safety Improvements (2010)

This plan proposes safety enhancements in the half mile radius surrounding the New Carrollton Metro Station. The plan provides recommendations for improving the pedestrian environment around the metro station with an emphasis on low-cost, near-term improvements.

Study Process

The recommendations that comprise this strategy were informed by the following:

- Review of previous plans and studies;
- Assessment of existing conditions;
- Community and stakeholder feedback;
- Project team analysis and recommendations; and
- Coordination with implementing agencies.

After site visits and interviews with key stakeholders (including representatives of local, state, and regional agencies), the project team assessed existing conditions based on analysis and mapping of available data and in-person site visits. The project team then developed draft recommendations and shared them with implementing agencies for comment. Finally, the project team developed this strategy document based on agency feedback.

The project team engaged key stakeholders and the broader New Carrollton community in various ways, including virtual focus groups and stakeholder interviews, an online interactive map, an in-person community open house, and meetings with key agencies and partners.

Kickoff Site Visit with County Staff and Councilmembers

The project team toured the area with County staff and elected officials and discussed issues and opportunities related to access and connectivity in the New Carrollton study area. (Summer 2021)



The project team, County staff, and elected officials touring the New Carrollton study area in summer 2021
Source (all images): RHI

Agency and Stakeholder Meetings

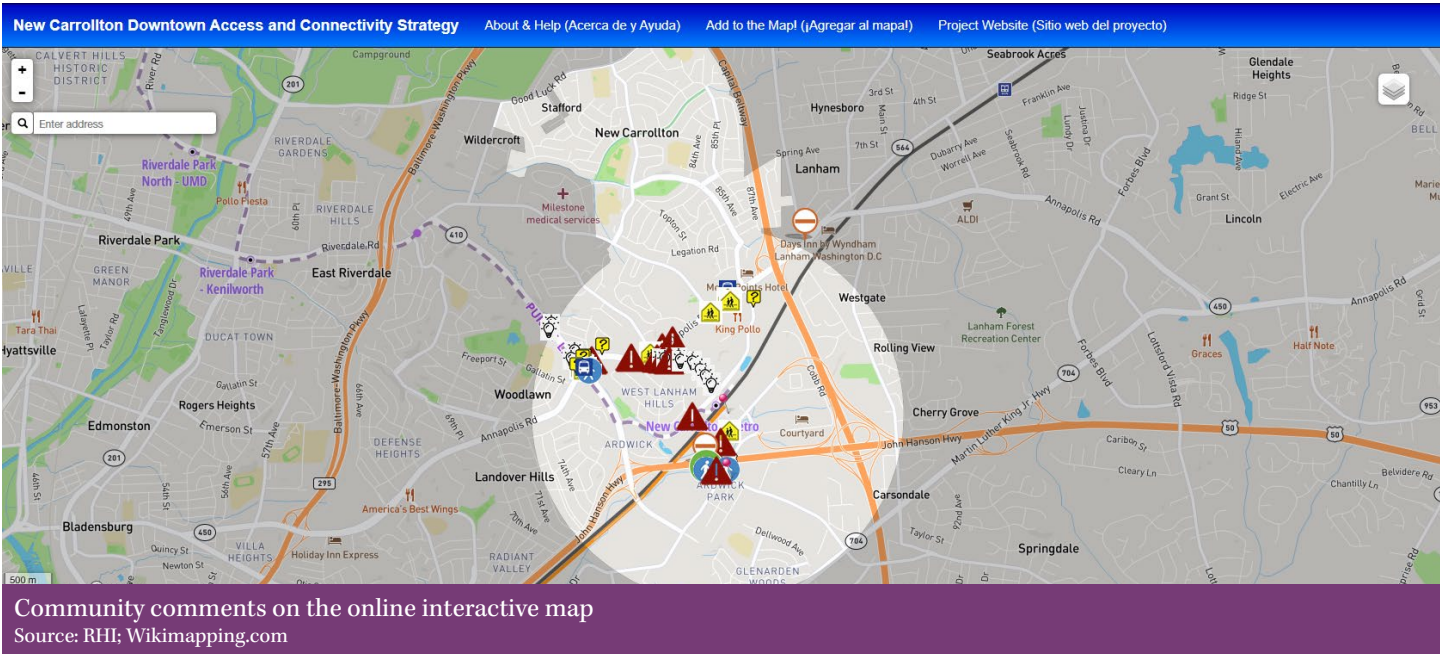
The project team conducted a series of meetings with key County, state, and regional agencies, including representatives of the Prince George’s County Department of Public Works & Transportation (DPW&T), Maryland State Highway Administration (SHA), the Maryland Department of Transportation (MDOT) Purple Line Team, Prince George’s County Office of the County Executive, the City of New Carrollton, Washington Metropolitan Area Transit Administration (WMATA), Prince George’s County Department of the Environment (DOE), and the Maryland-National Capital Park and Planning Commission (M-NCPPC). (Fall/Winter 2021)

Online Interactive Map

In early 2022, the project team launched an online interactive map for collecting community feedback on access and connectivity. The public and stakeholders were invited to take a short survey and post comments on the map related to identifying frequented destinations and issues such as missing pedestrian and bicycle facilities, difficult or dangerous street crossings, transit access or route/schedule issues, safety concerns, and other considerations. (Winter/Summer 2022)

Business and Employment Focus Group

New Carrollton area employers and employees participated in a focus group to inform the project team of the access and connectivity needs of New Carrollton businesses. (May 19, 2022)



Community Open House

The project team hosted a Community Open House at the New Carrollton Branch Library to share information about the study, the existing conditions assessment findings, and initial ideas regarding the types of access and connectivity improvements that can be implemented in New Carrollton. Participants provided feedback on access and connectivity issues and opportunities for improvements in the future. (June 11, 2022)

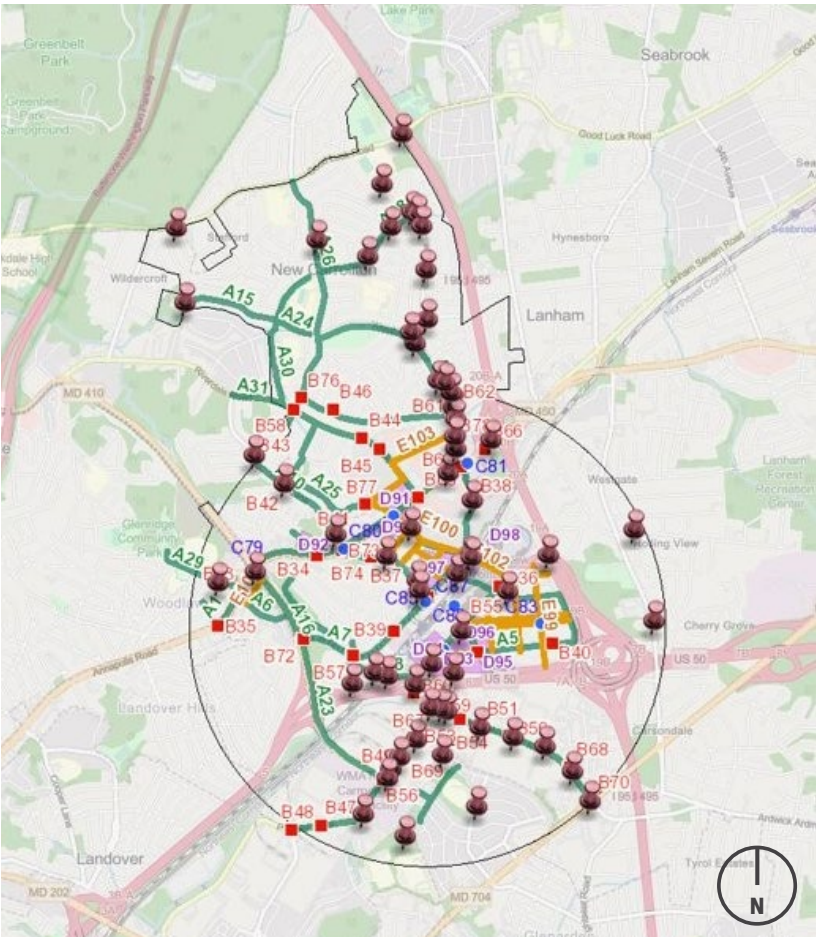


Community Open House event
Source (all images): RHI

Agency and Partners Meeting

In late 2022, the project team hosted a meeting with key agencies to receive feedback on draft recommendations prior to finalizing the strategy. Participants included representatives of DPW&T, SHA, the MDOT Purple Line Team, WMATA, Prince George’s County Department of Permitting, Inspections, and Enforcement (DPIE), M-NCPPC, and the U.S. General Services Administration (GSA).

(November 30, 2022)



Agency feedback on draft recommendations using interactive map
Source: M-NCPPC; RHI

CHAPTER 2: EXISTING CONDITIONS

This chapter provides highlights of the existing conditions assessment, which mapped and analyzed a range of factors influencing access and connectivity, including land use and multi-modal transportation infrastructure, roadway characteristics, and crash history. This analysis informed the recommendations made later in the study process.

New Carrollton Station from parking garage station
Source: Ben Schumin via Flickr; <https://bit.ly/BenSchuminviaFlickr>

EXISTING LAND USE

Transportation infrastructure creates barriers between land uses and neighborhoods.

The study area consists of a mix of commercial, office, residential, and industrial land uses. The central portion of the study area comprises a mix of commercial and industrial land uses, including primarily strip commercial uses along Annapolis Road, office land uses in Garden City, a mix of office and multifamily residential uses near the New Carrollton Metro Station, with rail infrastructure lining Ellin Road.

To the north, land uses consist primarily of residential, with some institutional land uses (schools, the New Carrollton Branch Library, and City of New Carrollton facilities) interspersed throughout. South of the Metro station and Garden City, land uses transition to primarily industrial and commercial uses in the Ardwick-Ardmore industrial area. There is also a small area of residential uses south of Delafield Avenue. Predominant land uses include the following:

- North:

 - Residential land uses
 - Institutional land uses (schools, government, and community facilities) interspersed throughout
- Central:

 - Commercial land uses along Annapolis Road
 - Office land uses in Garden City
 - Industrial land uses along Ellin Road
- South:

 - Industrial land uses
 - Some residential land uses south of Delwood Avenue
- East/West:

 - Residential land uses east of the Capital Beltway
 - Residential land uses west of Veterans Parkway



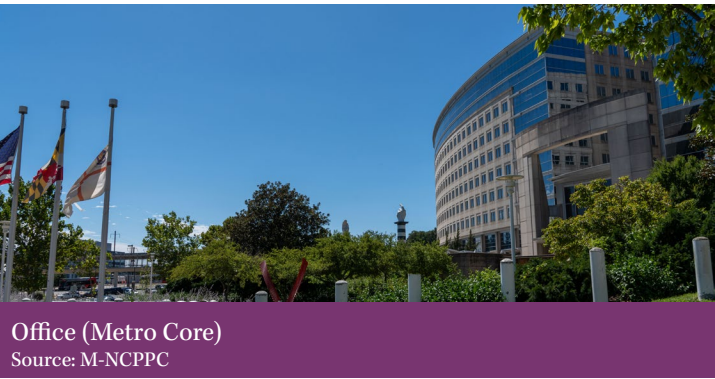
Residential (Hanson Oaks, New Carrollton)
Source: M-NCPPC



Commercial (Annapolis Road)
Source: M-NCPPC



Industrial (Pennsy Drive)
Source: M-NCPPC



Office (Metro Core)
Source: M-NCPPC



Industrial (Ardwick-Ardmore)
Source: RHI

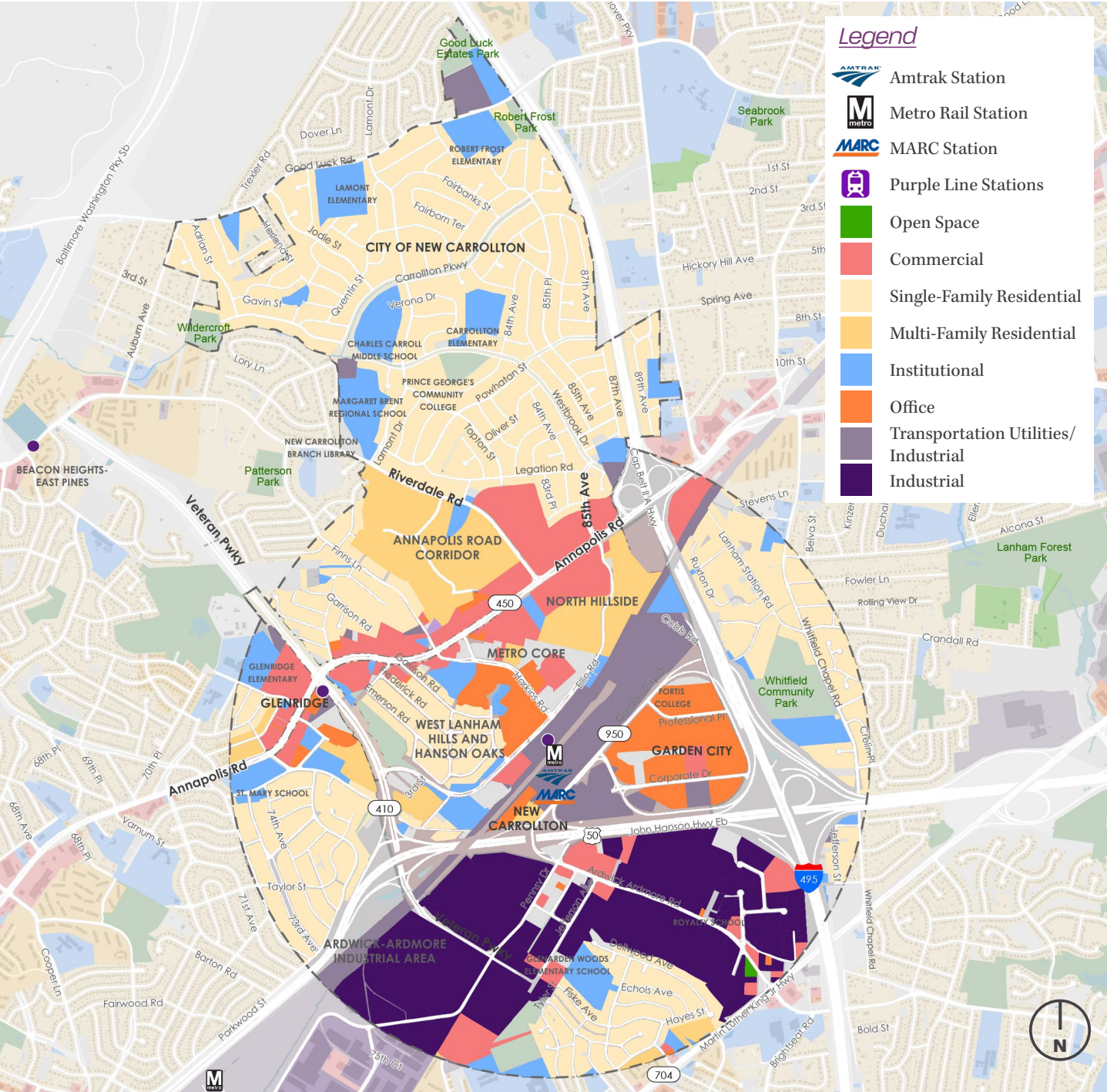


Fig. 2. Existing Land Uses within and surrounding the study area
Source: Planning Department of Prince George's County, Maryland; C. Mildner

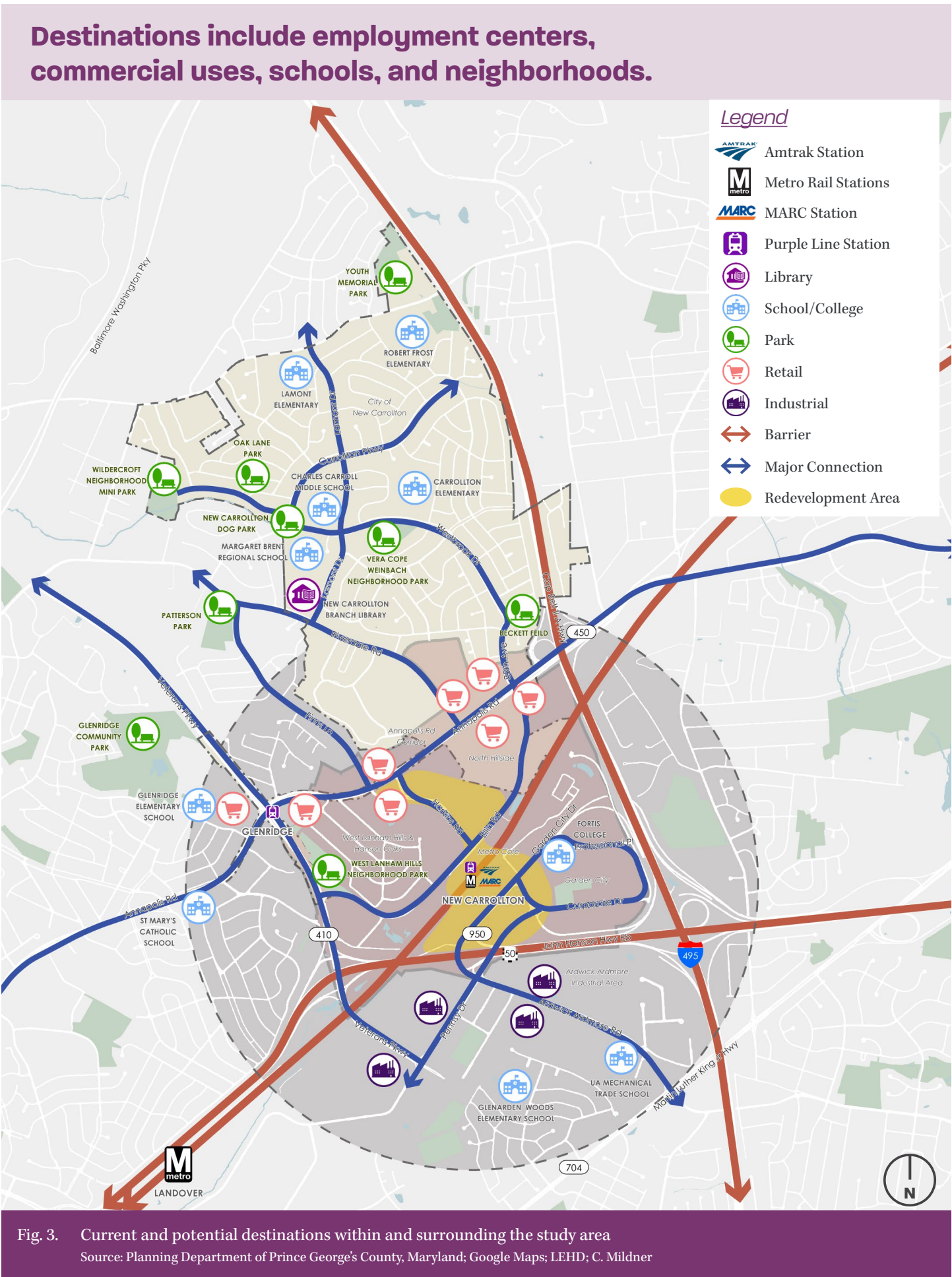
MAJOR DESTINATIONS

The New Carrollton transportation network serves a range of destinations, including employment centers, commercial uses (including grocery stores), schools, and neighborhoods.

Major destinations include the following employment centers that provide more than 800 jobs:

- New Carrollton IRS Center
- Fortis College
- Courtyard by Marriott New Carrollton Landover
- Maryland-National Capital Park Police Headquarters
- Industrial Park (Laparkan, Central Truck Center, Interstate Moving & Storage, Nina International)
- Denco International Foods, Inc.
- Carmen E. Turner Maintenance and Training Facility

Grocery stores and commercial areas are clustered along Annapolis Road, while most schools and the New Carrollton Branch Library are located in the northern portion of the study area.



STREET NETWORK

Total Street Network

New Carrollton has an extensive street network (see map below). However, of the streets that comprise this “total street network,” only a small number provide connections between neighborhoods and destinations.

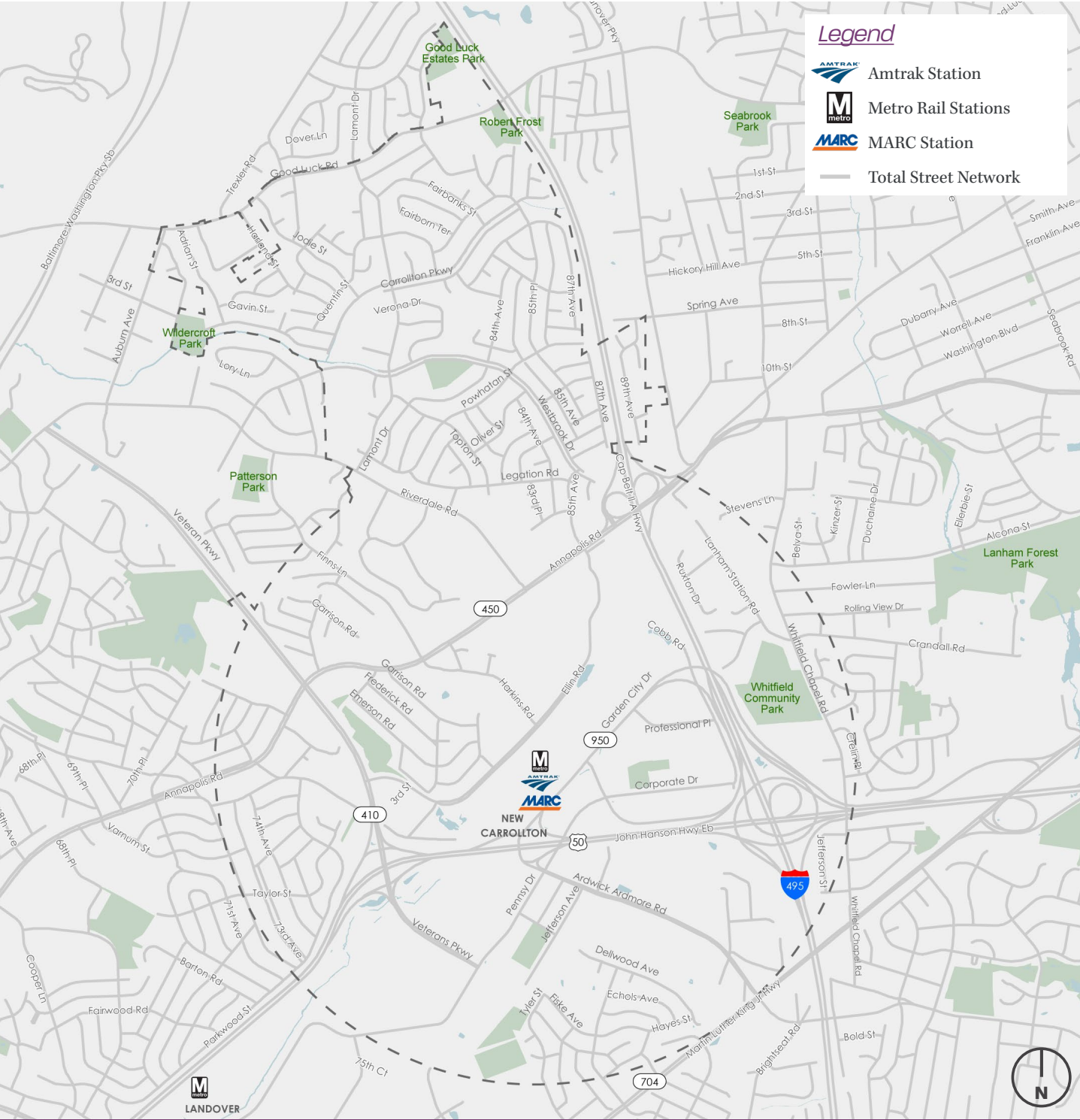


Fig. 4. Total Street Network
Source: Planning Department of Prince George’s County, Maryland; C. Mildner

Effective Street Network

The map below illustrates the New Carrollton area’s “effective street network” — that is, the street network that results when disconnected streets are removed from the map, and only connecting streets are highlighted.

This map illustrates how the New Carrollton area relies on just a few streets to provide access to destinations.

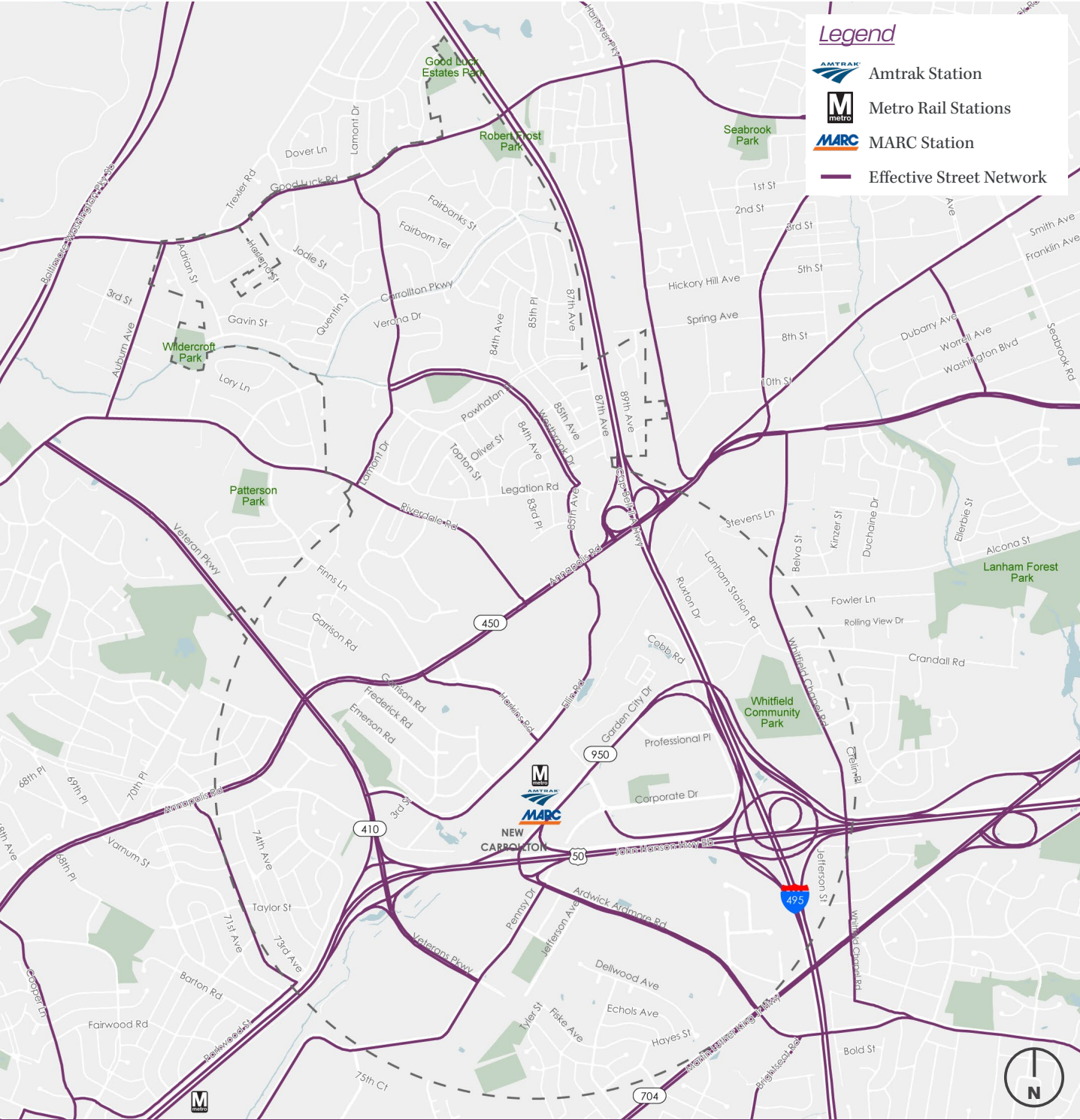


Fig. 5. Effective Street Network
Source: Planning Department of Prince George’s County, Maryland; C. Mildner

PEDESTRIAN & BICYCLE FACILITIES

While most streets in the study area have sidewalks, especially in residential and commercial areas, some are substandard, and gaps in the sidewalk network exist throughout the study area. The lack of sidewalks is most pronounced in the Ardwick Ardmore industrial area. Pedestrian crossings across wide roadways, such as Annapolis Road, pose additional barriers to pedestrian travel that discourage walking.

There are limited existing bicycle facilities in the study area, but existing trails serve the area.



Narrow or missing sidewalks exist in some locations
Source: RHI

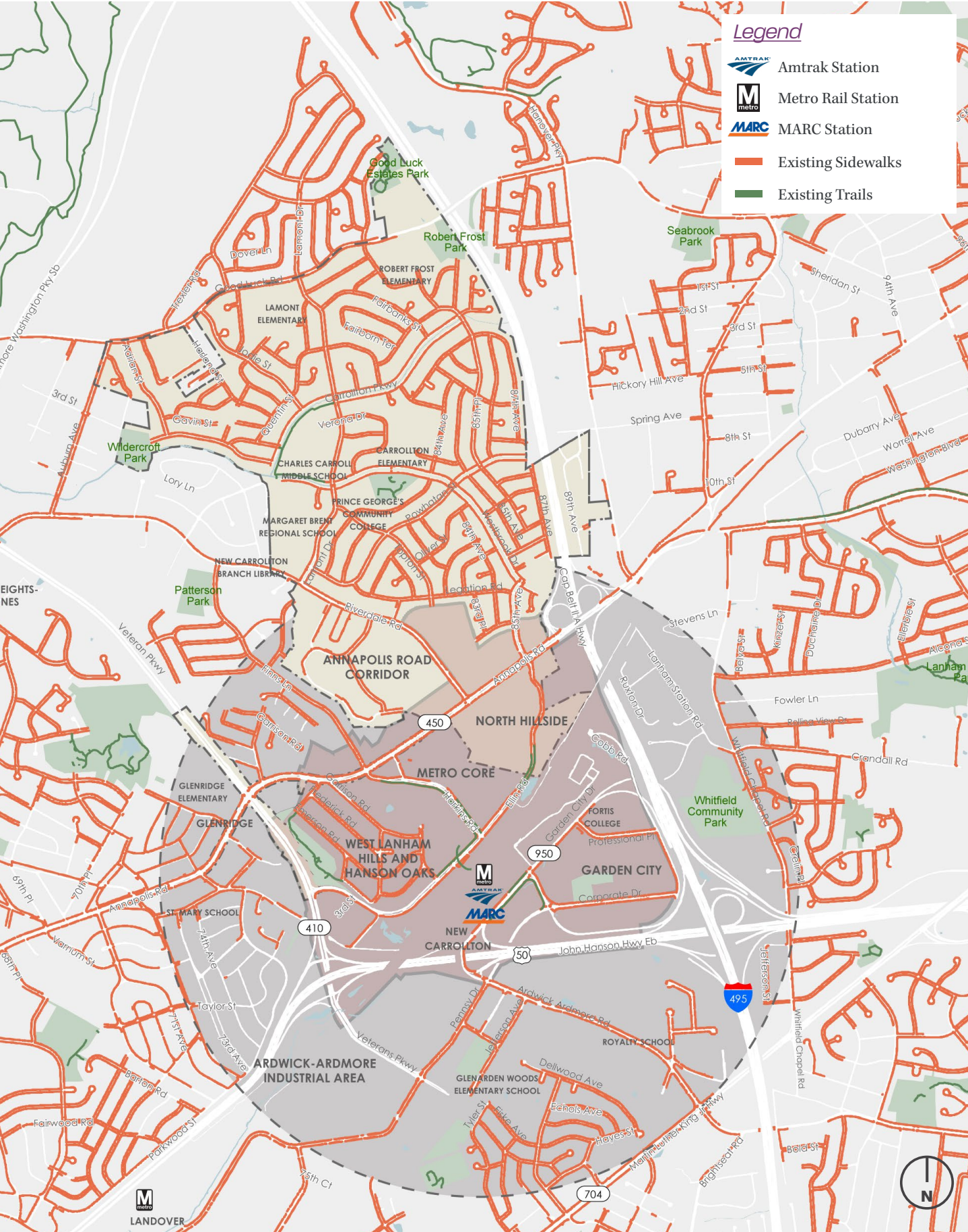


Fig. 6. Existing pedestrian and bicycle facilities
Source: Planning Department of Prince George's County, Maryland; C. Mildner

TRANSIT FACILITIES & BUS RIDERSHIP

Transit facilities in the area include the New Carrollton Metro Station (Orange Line), 17 Metrobus routes, and seven bus routes, as well as two bus routes connecting the New Carrollton Metro Station with Prince George’s Community College and Annapolis, respectively. The New Carrollton Metro Station is also served by Amtrak and by Greyhound Bus. Two Purple Line stations at New Carrollton and Glenridge are currently under construction.

High ridership bus stops include those near the Metro Station and Garden City, along Annapolis Road, while most bus stops in the area average less than one boarding and/or alighting. Numerous bus stops in the area do not comply with Americans with Disabilities Act accessibility requirements.

New Carrollton Transit Facilities & Services

- Metro Bus Routes: 87, A12, B21, B22, B24, B27, B29, C28, F4, F6, F12, F13, F14, G12, G14, T14, T18
- TheBus Routes: 11, 14, 15X, 16, 21, 21X, 27
- Greyhound bus at New Carrollton Metro Station
- Bus 921 - Young Transportation Service Bus (Annapolis to New Carrollton Station)
- Bus Rapid Transit
- Amtrak
- MARC



Transit Oriented Development, New Carrollton
Source: M-NCPPC

New Carrollton offers a variety of rail and bus transit options.

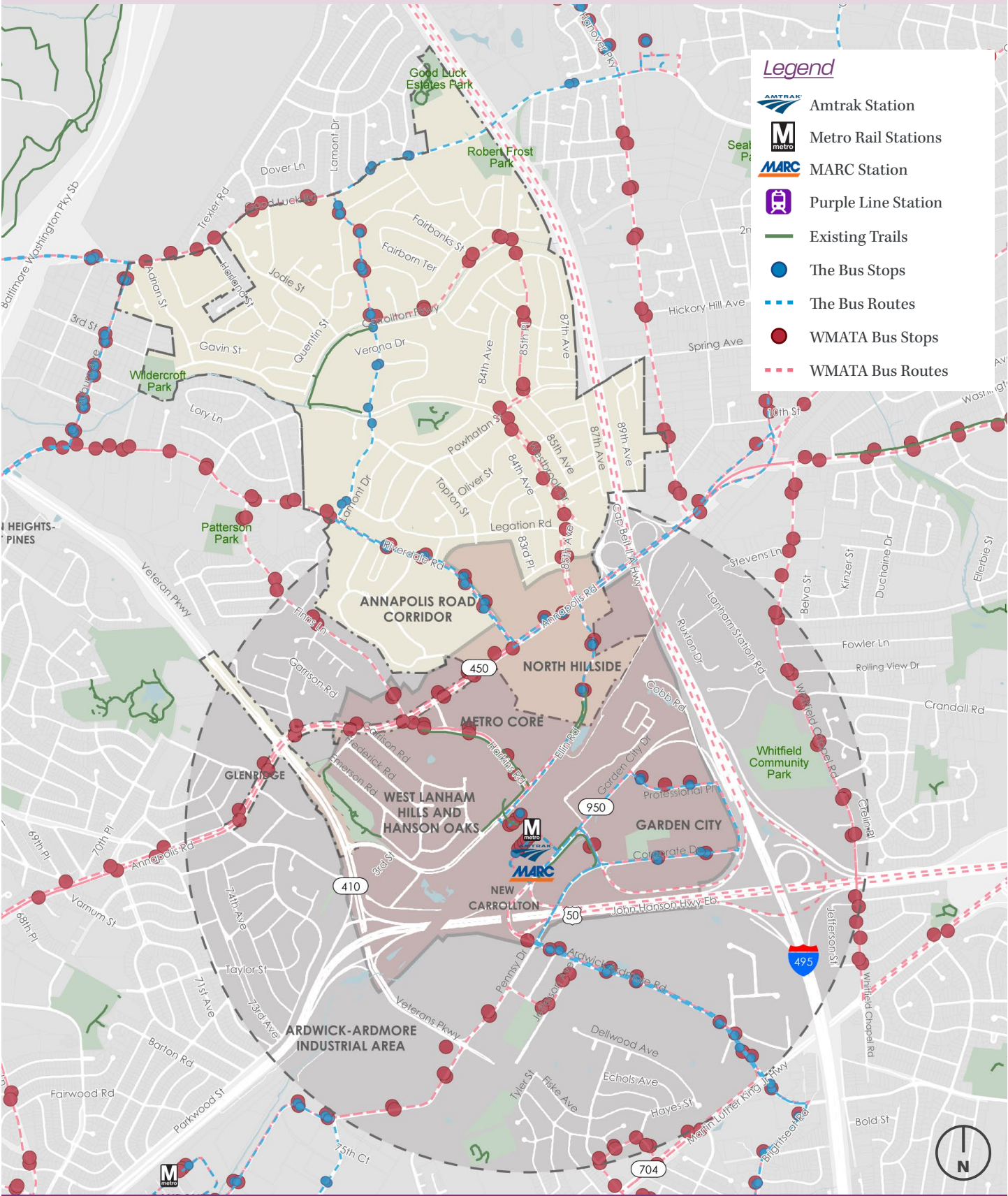
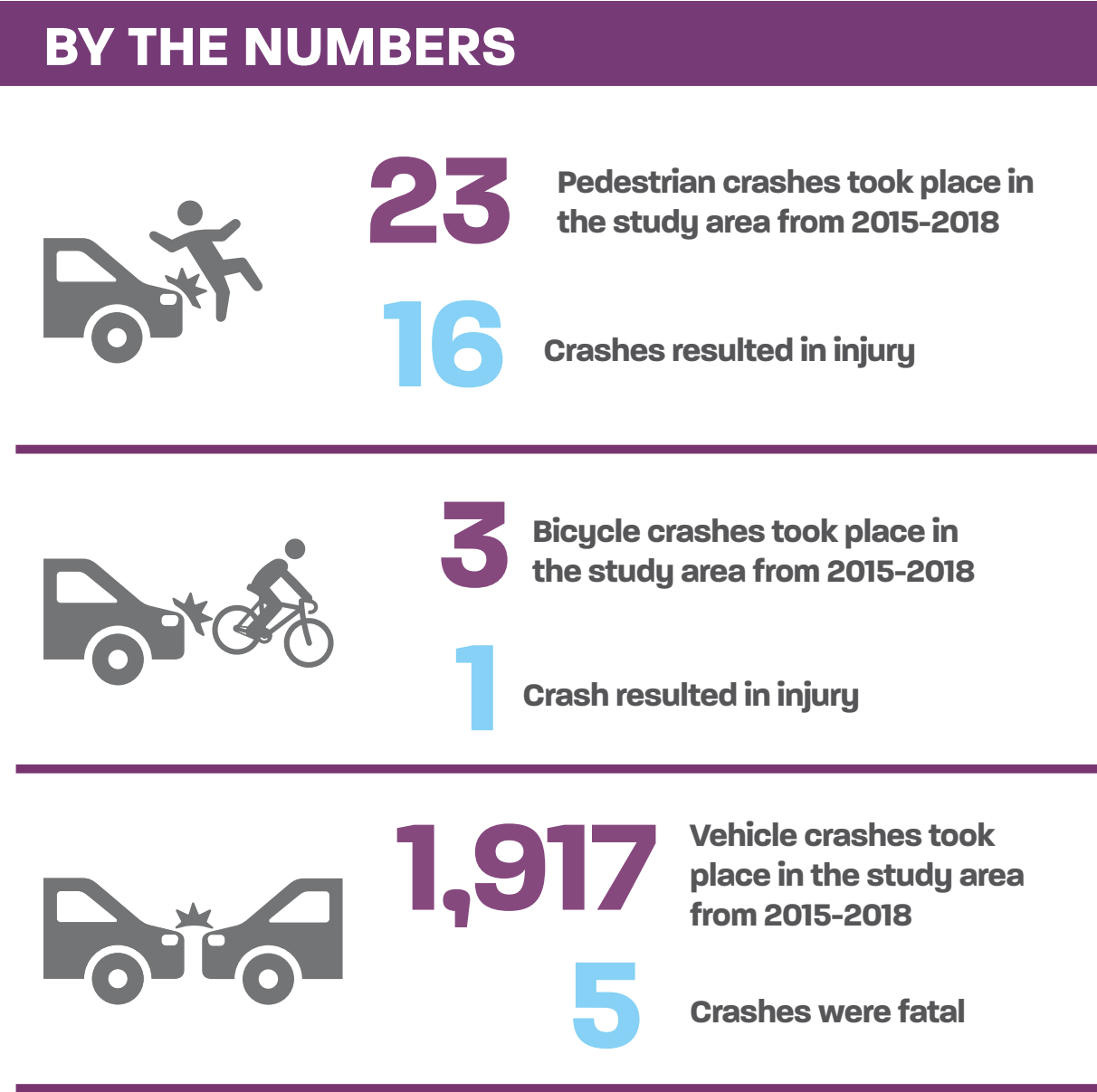


Fig. 7. Transit facilities and WMATA bus ridership
Source: Planning Department of Prince George’s County, Maryland; C. Mildner

SAFETY

Pedestrian, bicycle, and vehicular crashes are a recurring issue along major streets in the study area. Between 2015 and 2018, documented crashes included the following:



There are safety challenges on major connector streets.

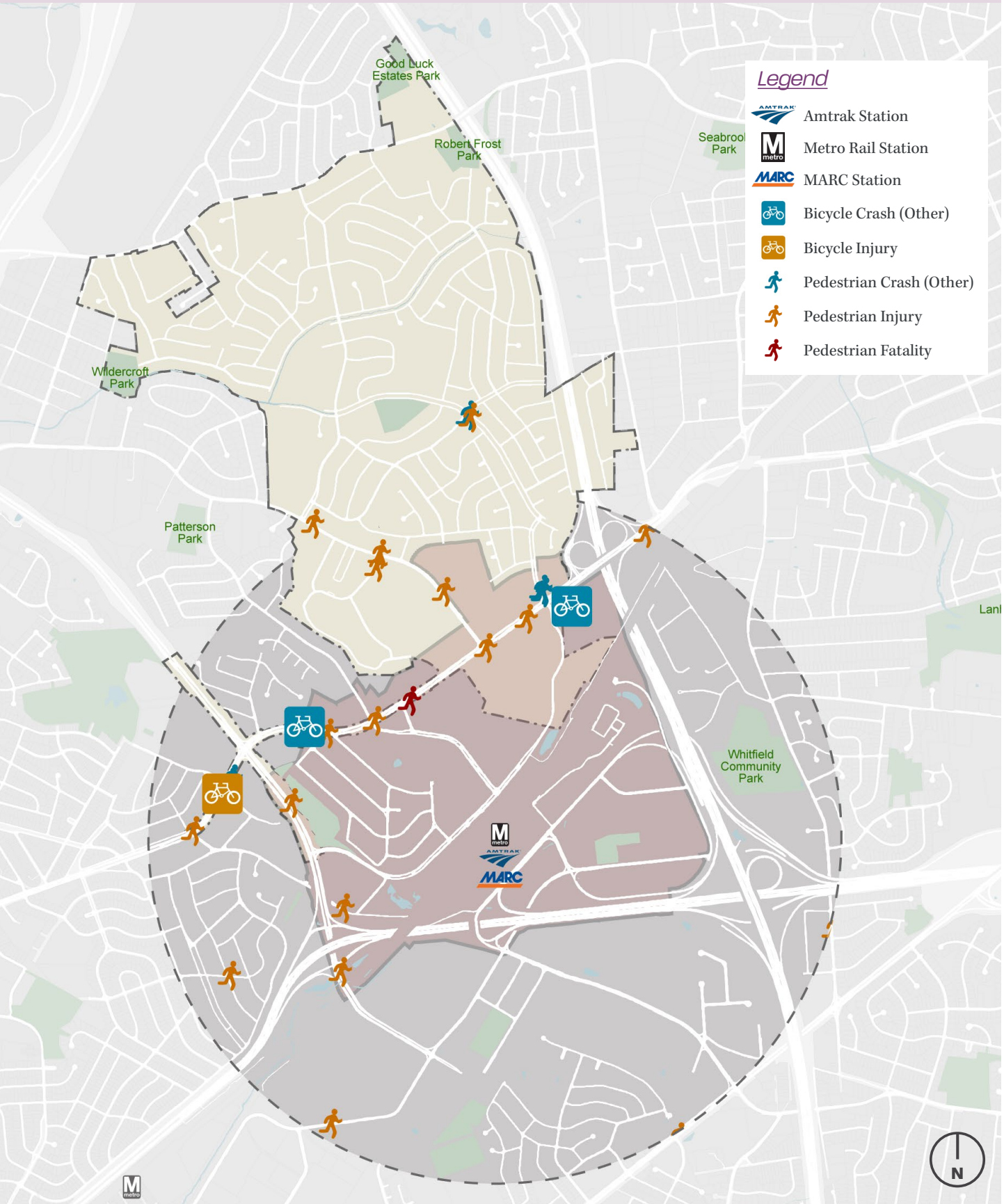
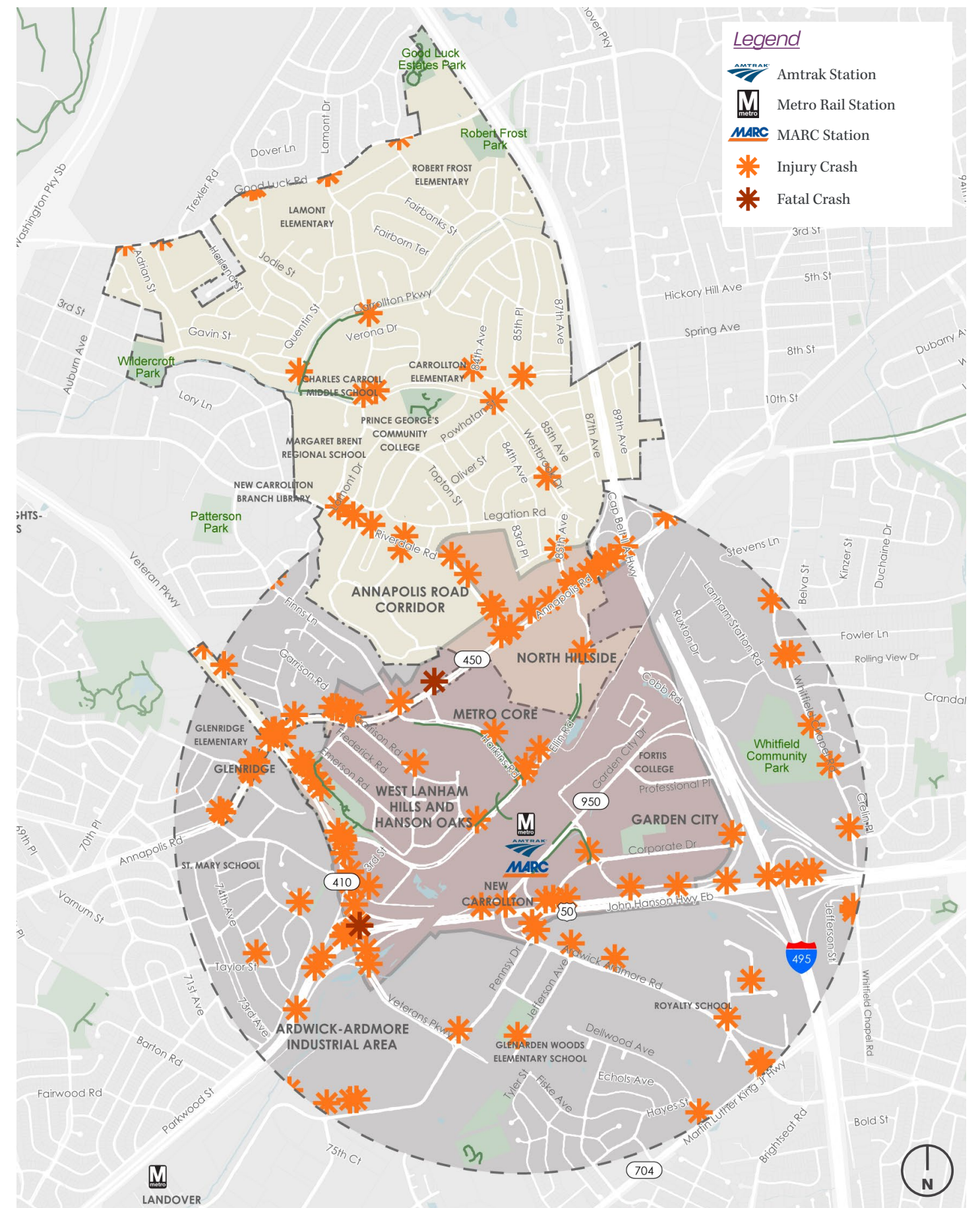


Fig. 8. Bicycle & pedestrian crashes (2015-2018)
Source: State Highway Administration; MD Department of Transportation; C. Mildner



ENVIRONMENTAL CONSIDERATIONS

The New Carrollton study area contains a wealth of natural resources and green infrastructure. However, connectivity in the study area is limited by environmental conditions, including easements, floodplains, and topography.

Environmental easements extend through Garden City and surrounding areas along existing floodplains.

Floodplains are present along Beaverdam Creek and the existing rail line, along Brier Ditch in the City of New Carrollton (Carrollton Parkway and Westbrook Drive), and in the Garden City area. These resources impact the ability to construct transportation connections in these locations yet also offer opportunities for off-road connections, such as trails.

Topography: Steep elevations in some locations make walking or biking difficult and make new connections and access more challenging. Steep elevations are most notable along Beaverdam Creek, south of John Hanson Highway. Additional elevation changes are found in West Lanham Hills, through the Metro Core, and in North Hillside.



Connectivity in the study area is limited by environmental easements, floodplains, and topography.

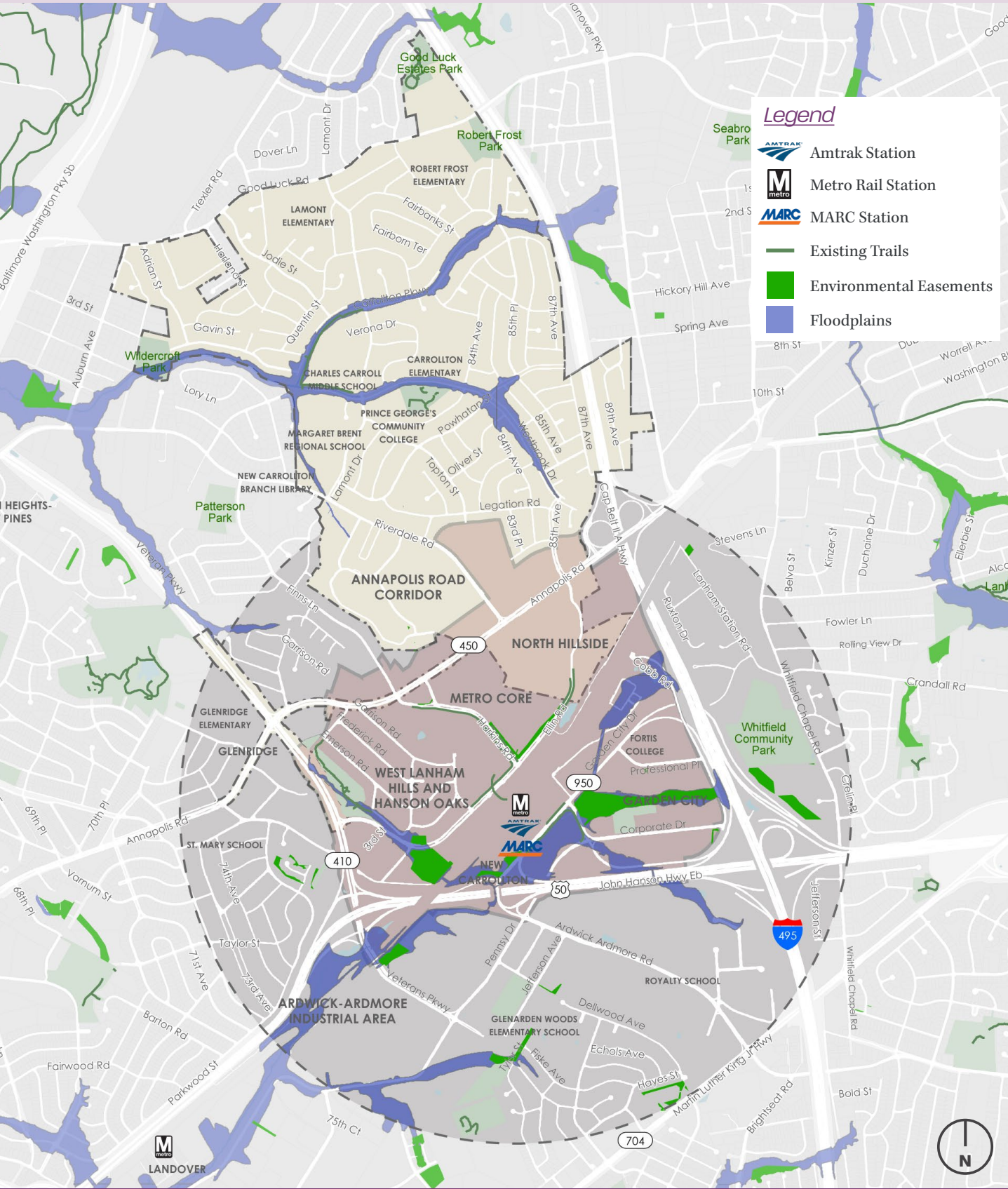


Fig. 10. Environmental easements and floodplains
Source: Planning Department of Prince George's County, Maryland; C. Mildner

DEVELOPMENT ACTIVITY

At the time of publication, numerous development projects near the New Carrollton Metro Station had been recently constructed or were under construction. These projects include the New Carrollton and Glenridge Purple Line stations (under construction); construction of a new WMATA headquarters building (recently opened); construction of a new garage at the New Carrollton Metro Station; and other recently-completed projects, such as the Stella multifamily residential building and the Kaiser Permanente office building. Additional residential and mixed-use projects were set to begin construction or are in the future development pipeline. Finally, in late 2022, the County received a \$20.5 million grant from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to support the construction of a transit hub and improvements near the New Carrollton Metro Station.

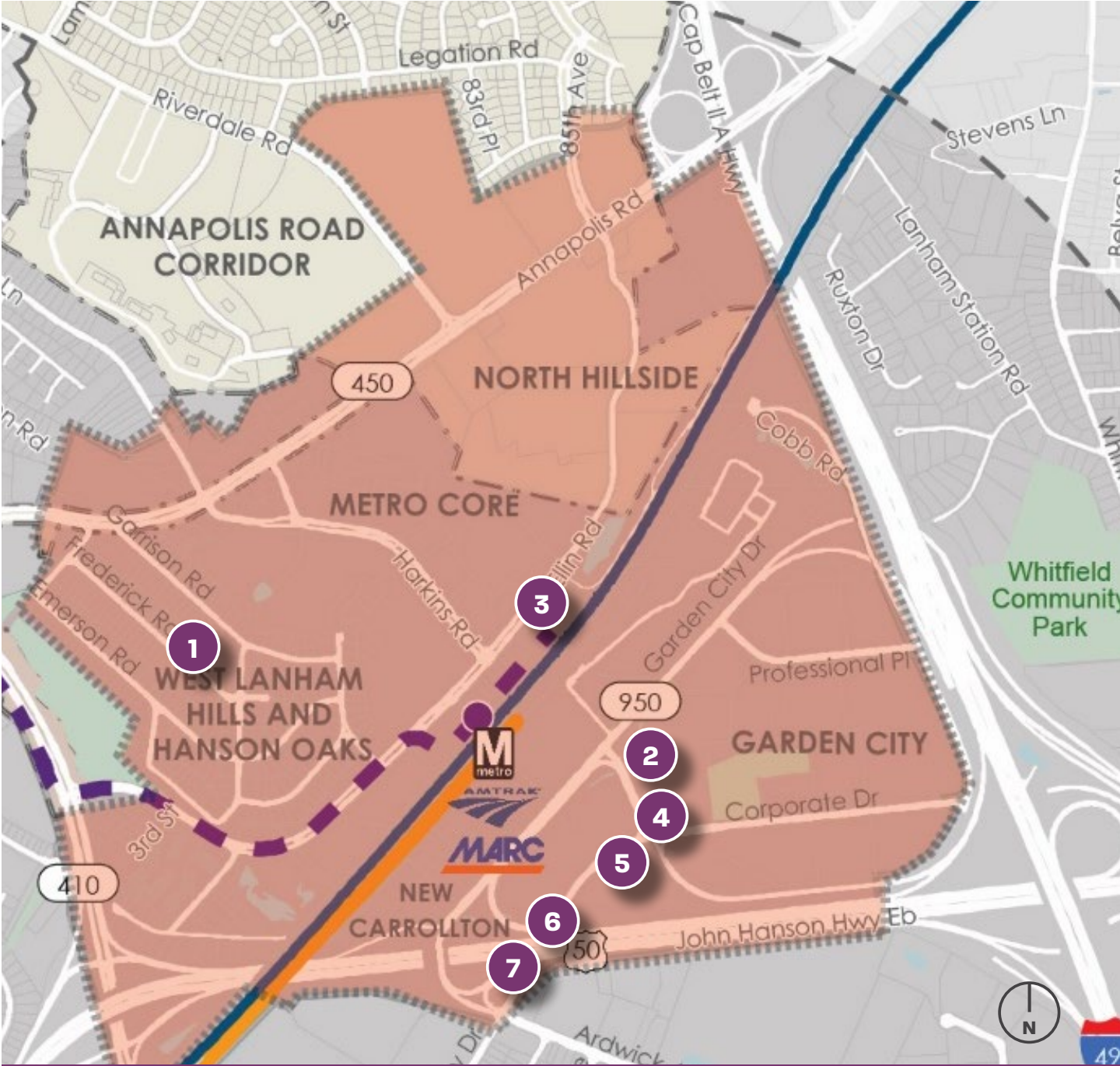
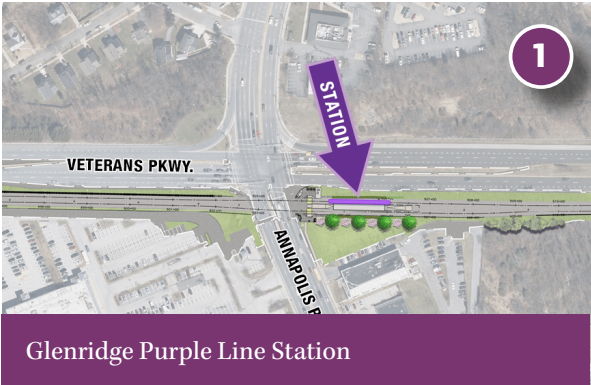


Fig. 11. New projects and projects in the pipeline within and surrounding the TDDP area
Source: WMATA; The Bus; C. Mildner

The New Carrollton area is changing with new redevelopment projects and construction of the Purple Line.



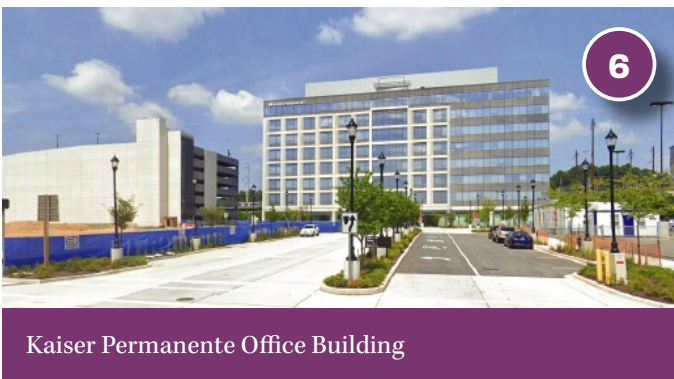
Glenridge Purple Line Station



WMATA Office Building (during construction)



New Carrollton Purple Line Station



Kaiser Permanente Office Building



Carrollton Station Development



The Stella Multi-family Building



WMATA Garage and Plaza

CHAPTER 3:

RECOMMENDATIONS FRAMEWORK

The recommendations that follow in the remainder of this document build on the four guiding principles of **CONNECTED**, **SEAMLESS & INTEGRATED**, **OPEN/GREEN**, and **DISTINCTIVE**. Collectively, these recommendations acknowledge the broad and multifaceted impact of improving access and connectivity that not only benefits the area's transportation network and the local economy, but also enhances overall quality of life and sense of place. As such, the recommended access and connectivity improvements will support the area's transformation into a downtown and multi-modal hub for Prince George's County near the New Carrollton Metro Station and Purple Line stations, while also fostering more connected, people-oriented communities and destinations in the broader New Carrollton area.

CONNECTED

Neighborhoods & Destinations

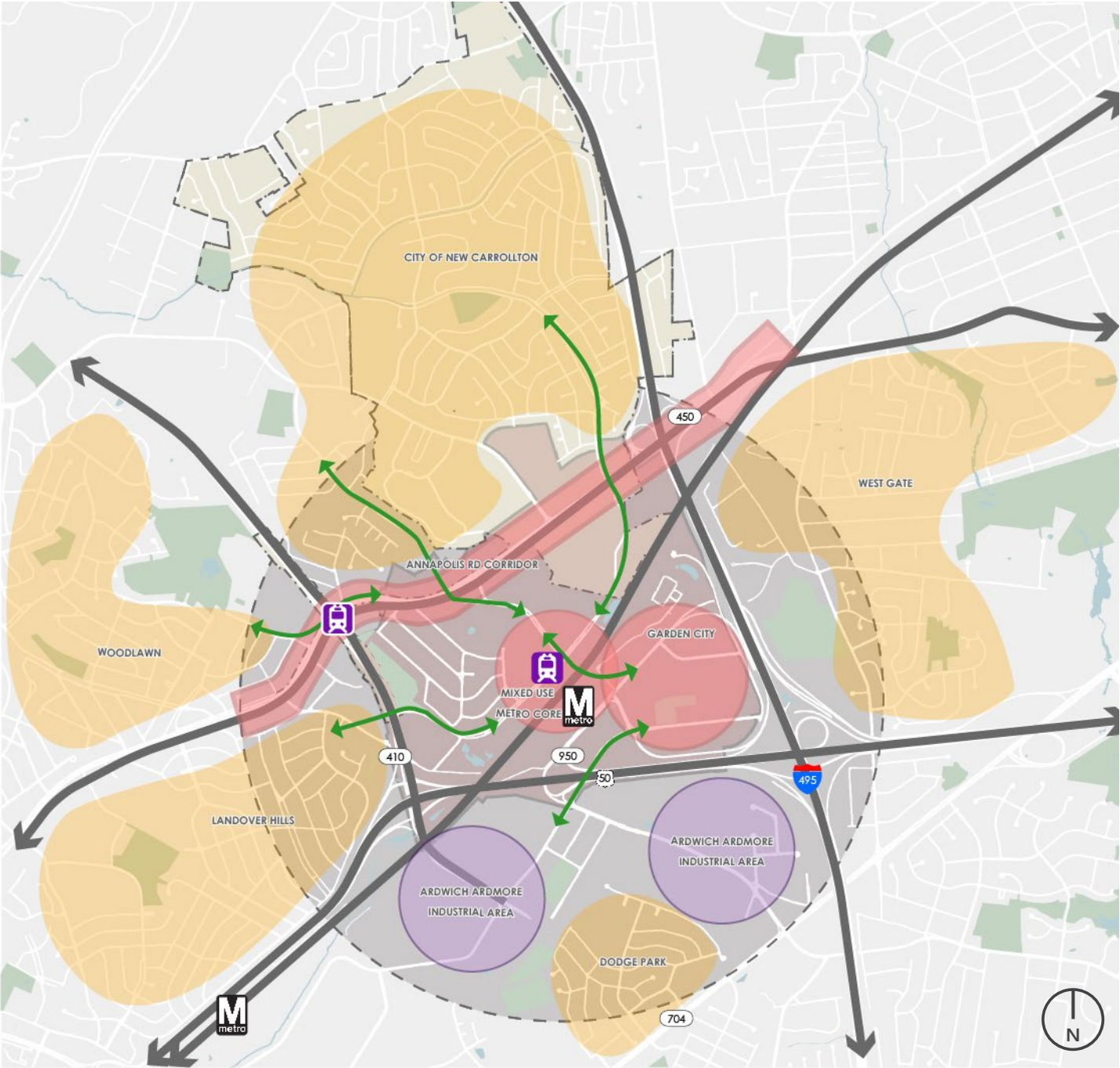
Create a more cohesive, connected, and convenient New Carrollton by linking neighborhoods, jobs, commercial amenities, community facilities, and public spaces through the transportation network.

- **Address barriers** that fragment land uses and neighborhoods, including major roadways and railroad tracks.
- **Link destinations** such as residential neighborhoods, transit facilities, jobs, public spaces, schools, and libraries.
- **Address safety challenges** by improving intersections, crossings, and the overall network of pedestrian and bicycle facilities.



Annapolis Road corridor, New Carrollton, MD
Source: Wikimedia Commons, https://bit.ly/WikimediaCommons_NewCarrolltonMD

Connected



- Metro Rail Station
- Purple Line Station
- Employment Center / Destination
- Industrial
- Residential Neighborhood
- Barrier
- Proposed Connections

Fig. 12. Connected (framework concept)
Source: RHI

SEAMLESS & INTEGRATED

New Routes & Transportation Options

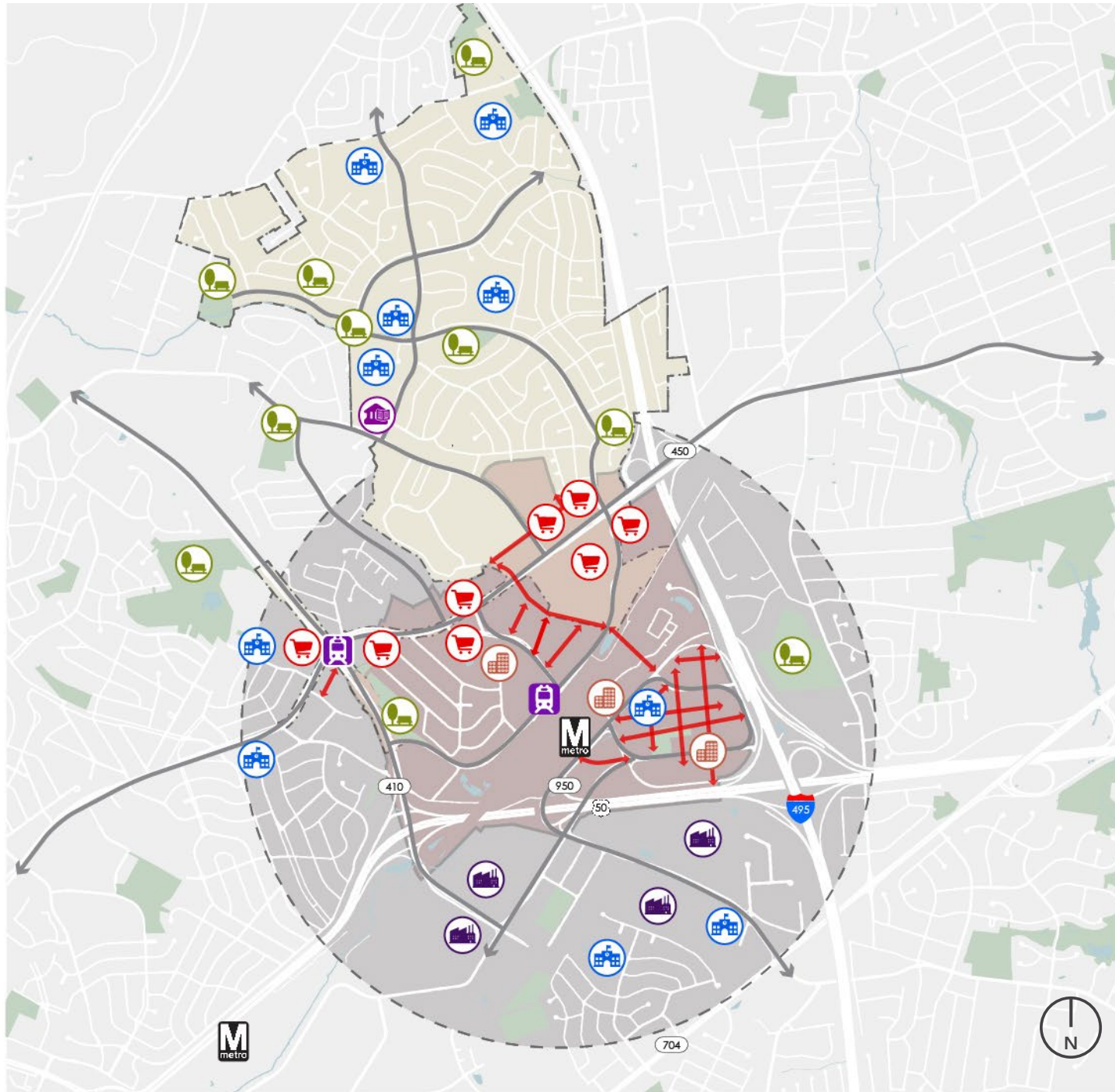
Expand the number and variety of connections through the New Carrollton area by creating new routes and supporting a range of travel options.

- **Expand and connect the street grid** to provide more direct routes through the area and between destinations and transit connections.
- **Create new pedestrian and bicycle connections**, including trails, to provide alternatives to vehicular travel between destinations.
- **Improve access to transit**, including the New Carrollton Metro Station, Purple Line stations, and bus stops.



Multi-modal transportation through New Carrollton
Source: M-NCPCC

Seamless and Integrated



- | | |
|---------------------|-------------------|
| Metro Rail Station | Industrial |
| Purple Line Station | Employment Center |
| Library | Major Connection |
| School/College | Street Connection |
| Park | |
| Retail | |

Fig. 13. Seamless and Integrated (framework concept)
Source: RHI

OPEN/GREEN

Spaces & Linkages

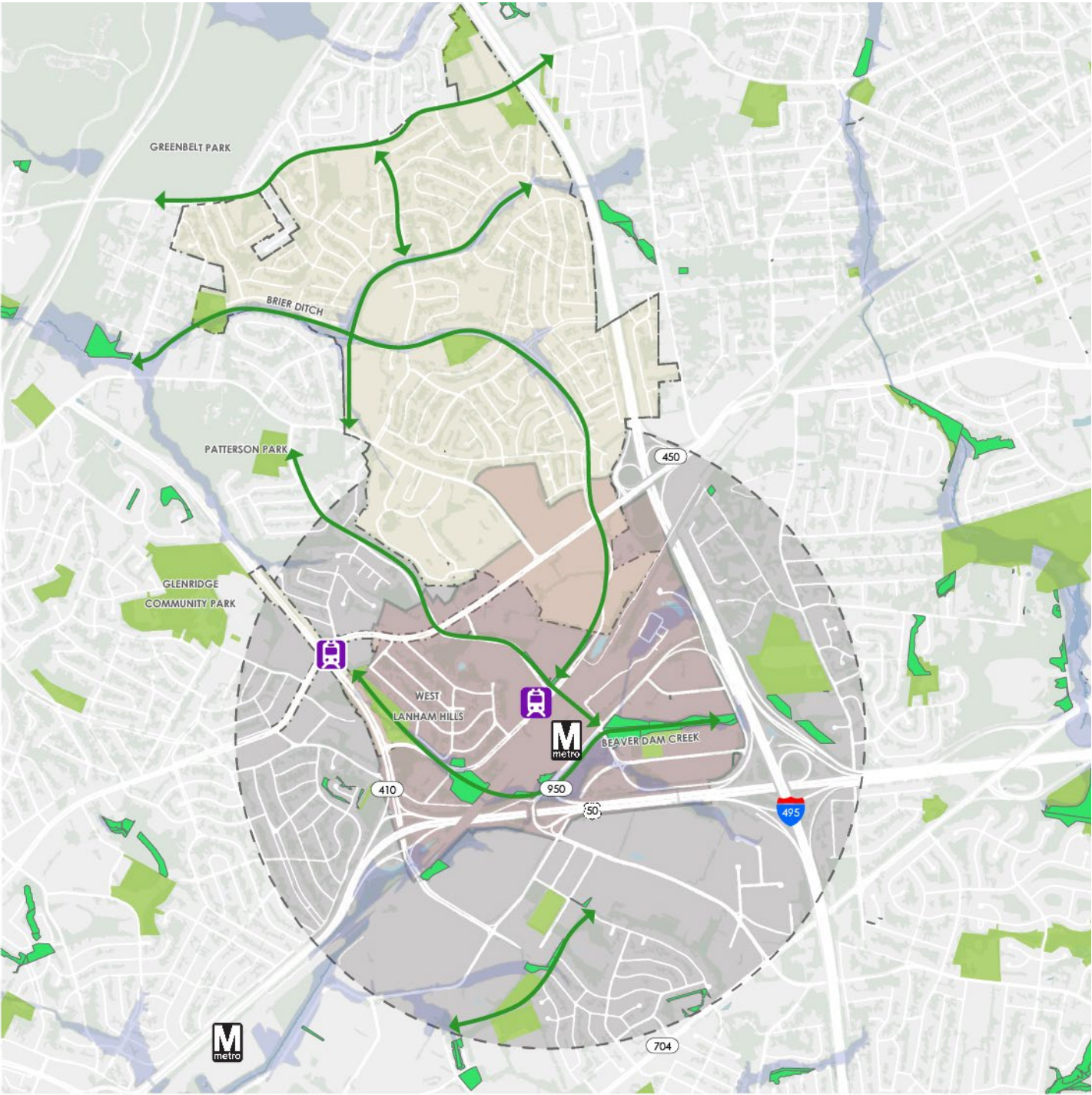
Leverage New Carrollton’s natural assets and open spaces as amenities and key connectors between neighborhoods and destinations.

- **Preserve and provide connections to the area’s natural resources and amenities,** including stream corridors, wetlands, wooded areas, and open spaces.
- **Celebrate New Carrollton’s green infrastructure** as assets, public amenities and potential attractions.
- **Utilize natural resource areas and open spaces as opportunities to establish new pedestrian and bicycle connections,** such as trails and pathways, linking green spaces, neighborhoods, and destinations.



Natural Resource - Brier Ditch
Source: RHI

Open/Green



- M Metro Rail Station
- P Purple Line Station
- Canopy Cover
- Natural Easement
- Floodplain
- Park
- Natural Amenity Connections

Fig. 14. Open/Green (framework concept)
Source: RHI

DISTINCTIVE Places & Spaces

Support New Carrollton's transformation into a multi-modal transportation hub and easily accessible downtown through redevelopment and placemaking.

- **Promote greater access and connectivity** through redevelopment that integrates new street connections and pedestrian and bicycle amenities while attracting new residents and economic activities to New Carrollton.
- **Establish a distinct sense of place** through design elements and activities that enhance travel through the New Carrollton area while fostering dynamic, people-oriented spaces and places.



Placemaking elements along a street
Source: Kittelson & Associates



Distinctive public space, Rockville Town Square, Rockville, MD
Source: Dan Reed via Flickr; <https://bit.ly/DanReedviaFlickr>



Rendering of proposed transit plaza at New Carrollton Metro Station
Source: WMATA



CHAPTER 4: RECOMMENDATIONS

New Carrollton Station
Source: M-NCPPC



Construction on Ellin Road at Hanson Oaks Drive (#25 in Fig. 16)
Source: M-NCPPC

Introduction to Recommendations

This chapter provides five broad categories of access and connectivity improvements:

- A** Bicycle/Pedestrian Connection Improvements
- B** Intersection and Crosswalk Improvements
- C** Placemaking Improvements
- D** Potential Redevelopment
- E** Street Connection Improvements

The following plans and studies informed the recommendations:

- 2021-2022 Masterplan for Transforming New Carrollton (WMATA)
- 2010 New Carrollton Transit District Development Plan (M-NCPPC)
- 2010 New Carrollton Interim Pedestrian Safety Improvements (TLC Program) (M-NCPPC)
- 2009 Countywide Master Plan of Transportation Bicycleways and Trails (M-NCPPC)
- 2009 Master Plan of Transportation (M-NCPPC)

In **Overall Recommendations**, the suggested improvements are summarized in maps and tables by category and type of recommendation. These recommendations were developed after reviewing relevant plans, studies, and existing conditions and receiving feedback from the community and stakeholders. Some recommendations advance suggestions made in previous plans and studies, while others were newly developed by the project team.

The second part of this chapter, **Toolbox Recommendations**, provides guidelines for each improvement category, highlighting tools and strategies that can be applied to locations throughout the New Carrollton study area. This section also provides image examples and specific design considerations for implementing the recommendations.

A third set of recommendations, **Location-Specific Recommendations**, offers further details on the recommendations and conceptual designs for specific locations or corridors identified as priorities for access and connectivity improvements.

Implementation considerations for all recommended improvements are summarized in Chapter 5 (Implementation Framework).

Note: All recommendations were developed based on a planning-level assessment and stakeholder engagement. Additional studies will be required to test the feasibility of these recommendations in future phases of project development.

**CHAPTER 4A:
OVERALL RECOMMENDATIONS**



Source: M-NCPPC

A. PEDESTRIAN & BICYCLE IMPROVEMENTS

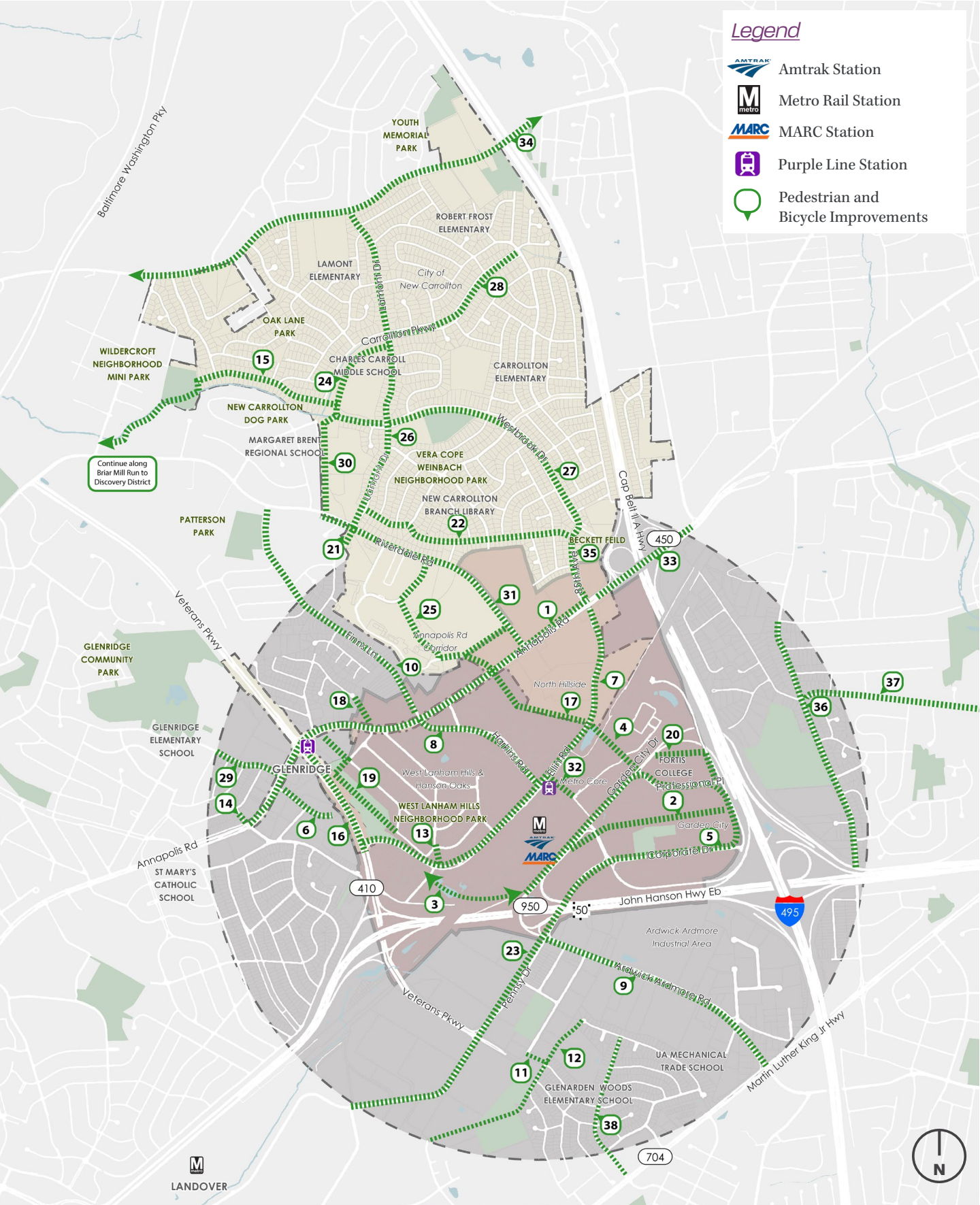


Fig. 15. Recommended pedestrian & bicycle improvements
Source: Kittelson & Associates

Table 1. Recommended pedestrian & bicycle improvements

ID #	Description	Location	Category	Time frame
A1	Provide bicycle facilities on Annapolis Road. Provide a shared use path or protected bicycle facility. Pedestrian/ Bicycle sidepath is recommended in the TDDP.	Annapolis Road from Ardwick Ardmore Road to 85th Avenue	Shared Use Path	Medium
A2	Provide a pedestrian/ bicycle sidepath; New Wetlands Park	Between Corporate Drive and Professional Place	Shared Use Path	Long
A3	Provide a potential bridge connection	Ellin Road to Garden City Drive	Shared Use Path	Long
A4	Provide a pedestrian and bicycle bridge	From Ellin Road to Garden City Drive, across rail line	Bridge	Long
A5	Green connection; Bicycle Lanes and Pedestrianized Streetscape; Implement a road diet to reallocate space for people biking and walking	Corporate Drive, Professional Place, and Garden City Drive	Bicycle Boulevard	Medium
A6	Improve sidewalks along Chesapeake Road	Chesapeake Road to Annapolis Road	Sidewalks	Short
A7	Provide green connection; Provide consistent sidewalks on both sides of Ellin Road	Ellin Road from Veterans Parkway to Annapolis Road	Bicycle Boulevard	Medium
A8	Provide green connection	Harkins Road from Ellin Road to Annapolis Road	Bicycle Boulevard	Short
A9	Provide green connection; Bicycle lanes and pedestrianized streetscape; Implement road diet to reallocate space for people biking and walking; Widen sidewalk. Ensure bus stops are compliant.	Ardwick Ardmore Road from Pennsy Drive to southeast study limits	Bicycle Boulevard	Medium

ID #	Description	Location	Category	Time frame
A10	Continue green connection from Annapolis Road to Patterson Park, as similarly identified in the TDDP (Harkins Road to Annapolis Road)	Finns Lane from Annapolis Road to northern study limits	Bicycle Boulevard	Medium
A11	Provide a bicycle/ pedestrian connection	From Tyler Street/Fiske Avenue to Jefferson Avenue	Shared Use Path	Short
A12	Provide a bicycle boulevard for people walking and biking to school (Glenarden Woods Elementary, Judge Sylvania W. Woods Elementary, Dodge Park Elementary)	From Delwood Avenue to Tyler/Fiske to Dodge Park Elementary School	Bicycle Boulevard	Medium
A13	Provide a bicycle/ pedestrian connection between West Lanham Hills and Ellin Road	West Lanham Drive to Ellin Road	Shared Use Path	Short
A14	Provide a bicycle/ pedestrian connection to Annapolis Road	From Surrey Lane to Annapolis Road	Shared Use Path	Short
A15	Provide a shared use path connection on Longbranch Drive	Longbranch Drive from Carrollton Parkway/New Carrollton Dog Park to Wildercroft Neighborhood Mini Park	Shared Use Path	Short
A16	Provide a shared use path on Veterans Parkway south of Glenridge Purple Line	Veterans Parkway from Annapolis Road to Ellin Road; Both sides of Veterans Parkway	Shared Use Path	Short
A17	Provide a bicycle/ pedestrian connection	Northeast of Harkins Road, from Ellin Road/85th Avenue to Annapolis Road, continuing to Heritage Square Apartments	Shared Use Path	Medium
A18	Provide a bicycle/ pedestrian connection	From Garrison Lane to Annapolis Road; potential to extend to 77th Avenue	Shared Use Path	Medium
A19	Provide a bicycle/ pedestrian connection in greenspace right of way	West Lanham Hills Neighborhood Park to Emerson Road to Annapolis Road	Bicycle Boulevard	Medium
A20	Provide a bicycle/ pedestrian connection	From Garden City Drive to Cobb Road	Bicycle Boulevard	Short

ID #	Description	Location	Category	Time frame
A21	Provide a bicycle/ pedestrian connection	From 75th Avenue to Riverdale Road	Shared Use Path	Medium
A22	Provide a bicycle connection (neighborhood Bicycle Boulevard, bicycle boulevard, etc.) to connect to New Carrollton Branch Library	Legation Road from 85th Avenue to Powhatan, Powhatan Street from Legation Road to Lamont Drive	Bicycle Boulevard	Medium
A23	Provide buffered or protected bicycle facilities	Pennsy Drive from southwest study limit to John Hanson Highway - connect with recommendation #16	On-Street Bicycle Facility	Medium
A24	Provide shared use path, bicycle/pedestrian connection	From Westbrook Drive to Carrollton Parkway, through the New Carrollton Dog Park	Shared Use Path	Short
A25	Continue bicycle/ pedestrian connections north and south of Annapolis Road to proposed street network. This would provide a low stress facility for people biking (neighborhood Bicycle Boulevard/ bicycle boulevard)	North of Annapolis Road - new connection to Arehart Drive to Karen Elaine Drive, right on Foutainebleau Drive to Riverdale Road	Bicycle Boulevard	Short
A26	Remove parking and installing protected bicycle facilities	Lamont Drive from Riverdale Road to northern study limits	On-Street Bicycle Facility	Short
A27	Provide buffered bicycle lanes	Westbrook Street from 85th Avenue to Lamont Drive	On-Street Bicycle Facility	Short
A28	Provide buffered bicycle lanes	Carrollton Parkway from Lamont Drive to 85th Place	On-Street Bicycle Facility	Short
A29	Provide shared use path or combination path and protected bicycle facility & sidewalk bicycle lanes to connect to Glenridge Purple Line Station	Gallatin Street from west study limits to Annapolis Road	On-Street Bicycle Facility	Medium

ID #	Description	Location	Category	Time frame
A30	Provide a bicycle/ pedestrian connection near Margaret Brent Regional School and New Carrollton Branch Library	From Westbrook Drive to Riverdale Road	Bicycle Boulevard	Medium
A31	Provide a shared use path	Riverdale Road from Annapolis Road to western study limits	Shared Use Path	Medium
A32	Station and Vehicular Bridge (North South Crossing)	From Ellin Road to New Wetlands Park/ Fortis College	Bridge	Long
A33	Improve bicycle and pedestrian access under the Beltway along MD 450	From 85th Avenue/Ellin Road to eastern study limits	Shared Use Path	Medium
A34	Add a shared use path and on road bicycle facility	Good Luck Road from west to east study limits	Shared Use Path / On-Street Bicycle Facility	Medium
A35	Add shared lanes	85th Avenue from Westbrook Drive to Annapolis Road	On-Street Bicycle Facility	Short
A36	Add bicycle lanes	Whitfield Chapel Road Road from US 50 to Alcona Street	On-Street Bicycle Facility	Short
A37	Add shared lane	Kinmont Crandall Road from Whitfield Chapel Road Road Road until it ends	On-Street Bicycle Facility	Short
A38	Add a bicycle facility	Glenarden Parkway, connecting to Glenarden Woods Elementary School.	On-Street Bicycle Facility	Short

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B. INTERSECTIONS & CROSSINGS

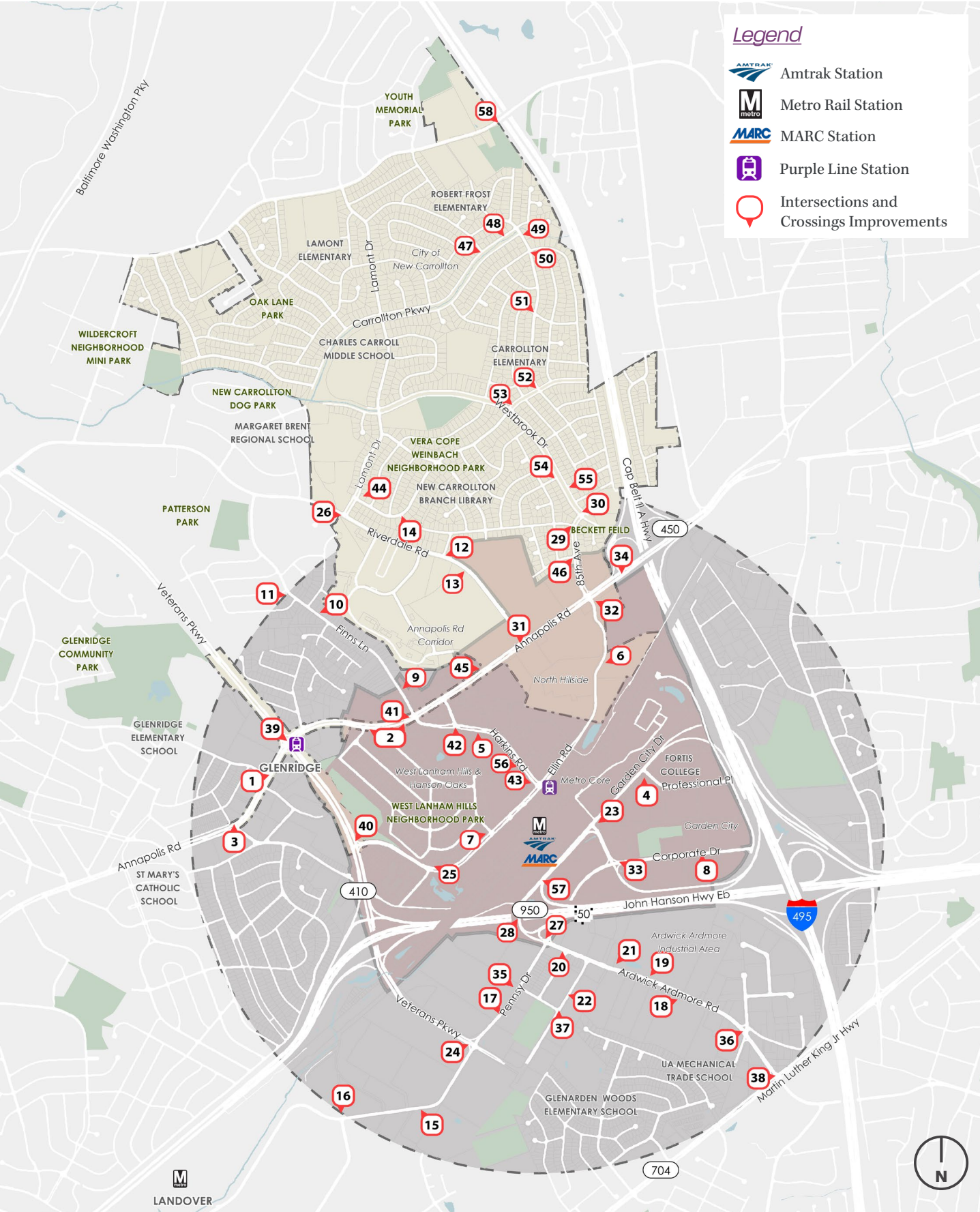


Fig. 16. Recommended intersections & crossings improvements
Source: Kittelson & Associates

Table 2. Recommended intersections & crossings improvements

ID #	Description	Location	Category	Time frame
B1	Add crosswalk on the eastbound leg across Annapolis Road at Gallatin Street	Annapolis Road and Gallatin Street	Crosswalk	Short
B2	Add crosswalk across Annapolis Road - distance between crosswalks at Veterans Parkway and Finns Lane/Harkins Road is approximately 2,000 ft. There are many destinations and bus stops along Annapolis Road, creating crossing demand - add a crosswalk at 77th Avenue	Annapolis Road between Veterans Parkway and Finns Lane/Harkins Road	Crosswalk	Short
B3	Add crosswalk on the eastbound leg across Annapolis Road at Ardwick Ardmore Road	Annapolis Road and Ardwick Ardmore Road	Crosswalk	Short
B4	Add crosswalks	Garden City Drive and Professional Place	Crosswalk	Short
B5	Provide a crossing across Harkins Road at bus stop locations. Ensure bus stops are compliant.	Harkins Road and Sherwood Street	Crosswalk	Short
B6	Provide a mid-block crossing on Ellin Road/85th Avenue near bus stops	85th Avenue/Ellin Road between Harkins Road and Annapolis Road	Crosswalk	Short
B7	Add crosswalks and pedestrian refuge islands across Ellin Road. Ensure bus stops are compliant.	Ellin Road and Emerson Place	Crosswalk, Pedestrian Refuge Island	Short
B8	Provide mid-block crosswalk near bus stops	Corporate Drive near IRS	Crosswalk	Short
B9	Provide a mid-block crossing on Finns Lane near bus stops. Ensure bus stops are compliant.	Finns Lane near U-Haul, where bus stops are located	Crosswalk	Short

ID #	Description	Location	Category	Time frame
B10	Provide a mid-block crossing on Finns Lane near bus stops. Ensure bus stops are compliant.	Finns Lane east of Fury Lane, where bus stops are located	Crosswalk	Short
B11	Provide a mid-block crossing on Finns Lane near bus stops.	Finns Lane between Powhatan Street and Kidmore Lane, where bus stops are located	Crosswalk	Short
B12	Add crosswalks on all legs of the intersection	Mahoney Drive and Riverdale Road	Crosswalk	Short
B13	Provide a mid-block crossing on Riverdale Road near bus stops	Riverdale Road between Mahoney Drive and Annapolis Road	Crosswalk	Short
B14	Add crosswalks across Powhatan Street	Legation Road and Powhatan Street	Crosswalk	Short
B15	Provide a mid-block crossing across Pennsy Drive near bus stops	Pennsy Drive between 75th Avenue and Veterans Parkway	Crosswalk	Short
B16	Provide crosswalks on all legs	Pennsy Drive and 75th Avenue	Crosswalk	Short
B17	Provide a mid-block crossing across Pennsy Drive near bus stops and ensure ADA compliance.	Pennsy Drive between Veterans Parkway and Polk Street	Crosswalk	Short
B18	Provide a mid-block crossing across Ardwick Ardmore Road near bus stops.	Ardwick Ardmore Road near Harrison Lane	Crosswalk	Short
B19	Provide a mid-block crossing across Ardwick Ardmore Road near bus stops.	Ardwick Ardmore Road near Whitetire Road	Crosswalk	Short
B20	Provide crossings on all intersection legs. Ensure bus stops are compliant.	Ardwick Ardmore Road and Ardwick Place	Crosswalk	Short
B21	Provide crossings on all intersection legs	Ardwick Ardmore Road and Jefferson Avenue	Crosswalk	Short
B22	Provide a mid-block crossing across Jefferson Avenue near bus stops	Jefferson Avenue between Ardwick Ardmore Road and Polk Street	Crosswalk	Short
B23	Remove right turn slip lane onto Corporate Drive; add crosswalks on all legs of intersection.	Corporate Drive and Garden City Drive	Crosswalk, Lane Elimination	Short

ID #	Description	Location	Category	Time frame
B24	Provide crosswalks on all legs; close slip lanes on/off Veterans Parkway	Pennsy Drive and Veterans Parkway	Crosswalk, Lane Elimination	Medium
B25	Provide a pedestrian crossing across Ellin Street	Ellin Street and Hanson Oaks Drive	Crosswalk	Short
B26	Add crosswalk to westbound leg across Riverdale Road, provide pedestrian refuge islands	Riverdale Road and Lamont Drive	Crosswalk, Pedestrian Refuge Island	Short
B27	Provide crosswalks on all legs of the intersection and provide pedestrian refuge islands across Ardwick Ardmore Road. Ensure bus stops are compliant.	Ardwick Ardmore Road and Pennsy Drive	Crosswalk, Pedestrian Refuge Island	Short
B28	Widen sidewalk and clear obstructions along pedestrian walkway under Route 50, along Ardwick Ardmore Road.	Ardwick Ardmore Road underpass at Route 50	Crosswalk	Medium
B29	Add crosswalks and pedestrian refuge islands across 85th Avenue. Ensure bus stops are compliant.	85th Avenue and Legation Road	Crosswalk, Pedestrian Refuge Island	Short
B30	Add crosswalks on all legs of the intersection and provide pedestrian refuge islands. Ensure bus stops are compliant.	85th Avenue and Westbrook Drive	Crosswalk, Pedestrian Refuge Island	Short
B31	Provide crosswalks on all legs. Add crosswalk on westbound leg across Annapolis Road and across northbound driveway leg. Provide pedestrian refuge islands across Annapolis Road. Close right turn slip lanes onto Riverdale Road.	Annapolis Road and Riverdale Road	Crosswalk, Pedestrian Refuge Island, Lane Elimination	Medium

ID #	Description	Location	Category	Time frame
B32	Provide crosswalks on all legs. Add crosswalk on westbound leg across Annapolis Road. Provide pedestrian refuge islands across Annapolis Road and southbound 85th Avenue leg. Close right turn slip lanes heading northbound onto 85th Avenue.	Annapolis Road and 85th Avenue	Crosswalk, Pedestrian Refuge Island, Lane Elimination	Medium
B33	Remove slip lanes, add pedestrian refuge islands, and add crosswalks on all intersection legs	Corporate Drive and Pennsy Drive	Crosswalk, Pedestrian Refuge Island, Lane Elimination	Medium
B34	Provide crosswalks on all legs. Add crosswalk on westbound leg across Annapolis Road. Provide pedestrian refuge islands across Annapolis Road. Add high-visibility crosswalks along Annapolis Road, across I-95 ramps.	Annapolis Road and Capital Beltway Ramp (I-95)	Crosswalks, Pedestrian Refuge Island	Short
B35	Tighten turning radii and add crosswalk across Polk Street	Pennsy Drive and Polk Street	Geometric Improvement, Crosswalk	Short
B36	Realign intersection, improve safety for people biking and walking, provide crosswalks on all legs. Ensure bus stops are compliant.	Ardwick Ardmore Road and Preston Drive/West Street	Geometric Improvement, Crosswalk	Medium
B37	Tighten turning radii and add crosswalk across Polk Street and Jefferson Avenue	Jefferson Avenue and Polk Street	Geometric Improvement, Crosswalk	Short
B38	Tighten intersection geometry, close slip lanes, provide pedestrian refuge islands. Minimize impact to southbound and westbound right bus turning movements.	Martin Luther King Jr. Highway and Ardwick Ardmore Road	Geometric Improvement, Lane Elimination, Pedestrian Refuge Island	Medium

ID #	Description	Location	Category	Time frame
B39	Close right turn slip lanes to reduce intersection size; Add pedestrian refuge islands on all legs	Annapolis Road and Veterans Parkway	Lane Elimination, Pedestrian Refuge Island	Medium
B40	Remove slip lanes and add pedestrian refuge island across Ellin Road	Ellin Road and Veterans Parkway	Lane Elimination, Pedestrian Refuge Island	Short
B41	Provide pedestrian refuge islands across Annapolis Road at Finns Lane/Harkins Road	Annapolis Road and Finns Lane	Pedestrian Refuge Island	Short
B42	Provide pedestrian refuge islands across Harkins Road	Harkins Road and W Lanham Drive	Pedestrian Refuge Island	Short
B43	Provide pedestrian refuge islands across Harkins Road and Ellin Road. Ensure bus stops are compliant.	Harkins Road and Ellin Road	Pedestrian Refuge Island	Short
B44	Provide pedestrian refuge islands across Lamont Drive	Lamont Drive and Powhatan Street at the New Carrollton Branch Library	Pedestrian Refuge Island	Short
B45	Signalize intersection	Arehart Drive and Annapolis Road	Signalization	Medium
B46	Add crosswalks and pedestrian refuge islands across 85th Avenue. Ensure bus stops are compliant.	85th Avenue and Longfellow Street	Crosswalk, Pedestrian Refuge Island	Short
B47	Ensure bus stop ADA compliance	Fairbanks Street and Carrollton Parkway	ADA	Short
B48	Ensure bus stop ADA compliance for eastbound bus stop	New Carrollton Parkway and 85th Place	ADA	Short
B49	Ensure bus stop ADA compliance at northbound bus stop	85th Place and Carrollton Parkway	ADA	Short
B50	Ensure bus stop ADA compliance for southbound bus stop	85th Place and Ravenswood Road	ADA	Short
B51	Ensure bus stop ADA compliance	85th Place and Fremont Street	ADA	Short
B52	Ensure bus stop ADA compliance	85th Place and Powhatan Street	ADA	Short

ID #	Description	Location	Category	Time frame
B53	Ensure bus stop ADA compliance	Westbrook Drive and Powhatan Street	ADA	Short
B54	Ensure bus stop ADA compliance	Westbrook Drive and Nicholson Street	ADA	Short
B55	Ensure bus stop ADA compliance	Westbrook Drive and Madison Street	ADA	Short
B56	Ensure bus stop ADA compliance	Harkins Road at 7900 Harkins Road	ADA	Short
B57	Modify slip ramp to protect bicyclists and pedestrians	US50 and Garden City Drive	Lane Elimination, Pedestrian Refuge Island	Medium
B58	Add bicycle/pedestrian lighting at underpass	Good Hope Road and I-495 Underpass	Lighting	Short

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C. PLACEMAKING

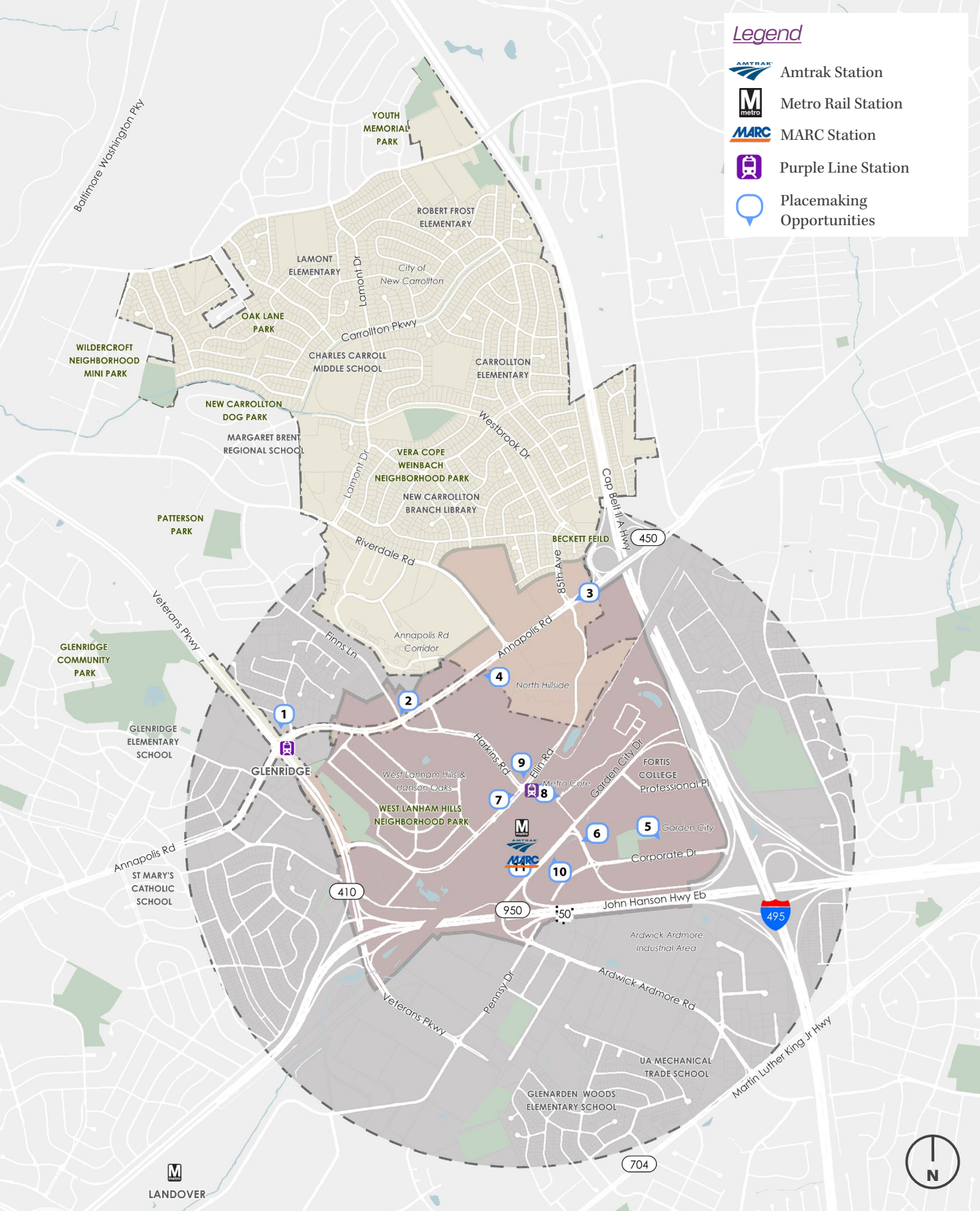


Fig. 17. Recommended placemaking improvements
Source: Kittelson & Associates

Table 3. Recommended placemaking improvements

ID #	Description	Location	Category	Time frame
C1	Incorporate gateway treatments with public art	Annapolis Road and Veterans Parkway	Gateway, Art	Short
C2	Incorporate gateway treatments with public art	Annapolis Road and Finns Lane/ Harkins Road	Gateway, Art	Short
C3	Incorporate gateway treatments with public art	Annapolis Road and 85th Avenue	Gateway, Art	Short
C4	New north side park	South of Annapolis Road, near Arehart Drive	Park	Medium
C5	Garden side park	North of Corporate Drive, west of Cobb Road	Park	Medium
C6	Nature pavilion	Southeast corner of Corporate Drive and Garden City Drive	Park	Medium
C7	Add public art and create public realm connection to the Purple Line Station	Harkins Road near Ellin Road	Art, Park	Medium
C8	Add public art; enhanced transit plaza and public space	Near Metro Station, north of Garden City Drive	Gateway, Art	Short
C9	Add placemaking plaza	Northeast corner of Harkins Road and Ellin Road	Gateway, Art	Short
C10	Plaza and placemaking with intersection/ crosswalk paint	Garden City Drive at new station entrances (existing bus loop location)	Gateway, Art	Short
C11	Plaza and placemaking with intersection/ crosswalk paint	Garden City Drive at new station entrances (existing WMATA garage location)	Gateway, Art	Short

D. REDEVELOPMENT & E. STREET CONNECTIVITY

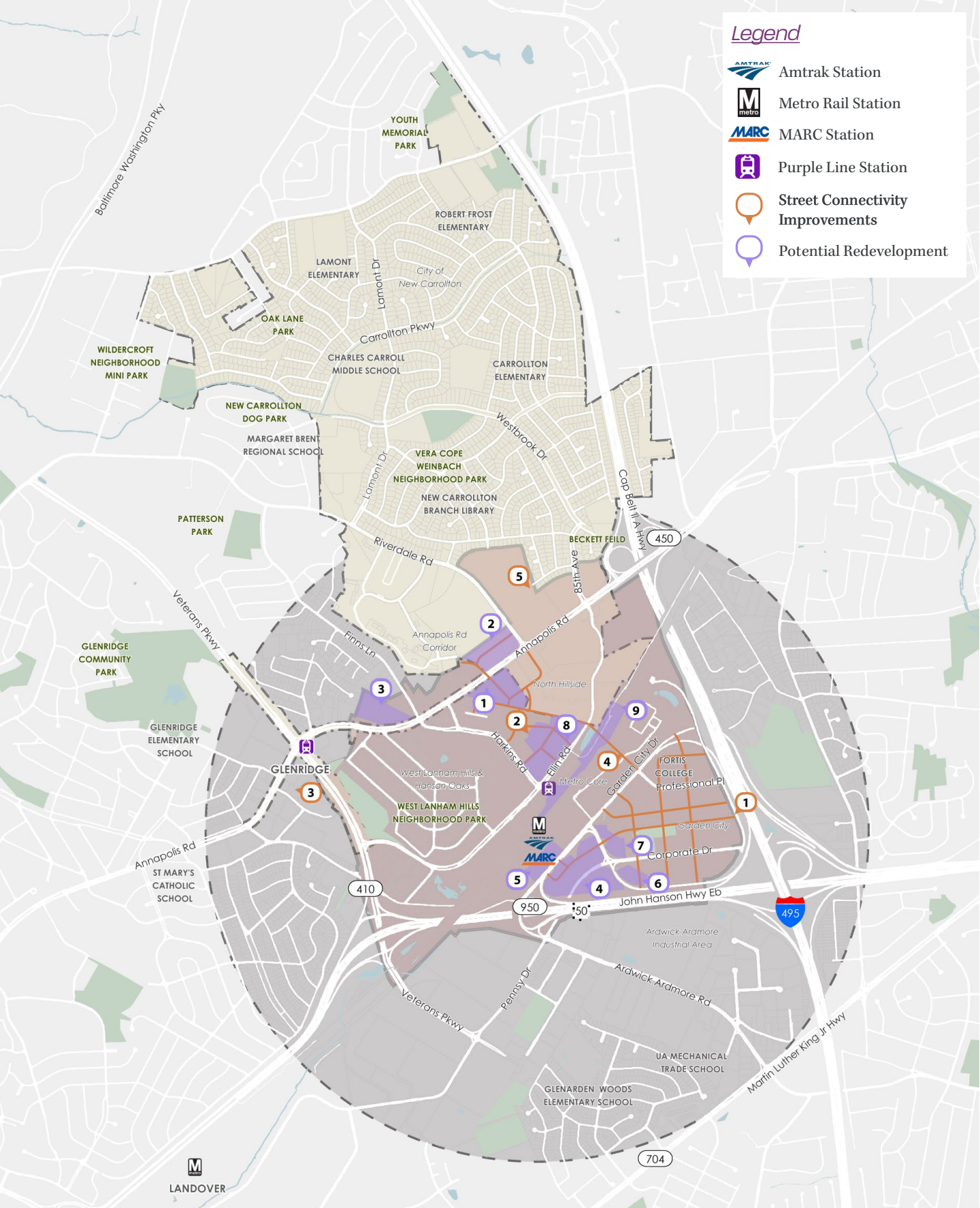


Fig. 18. Recommended street connectivity & redevelopment
Source: Kittelson & Associates

Table 4. Recommended street connectivity & redevelopment

Potential Redevelopment

ID #	Description	Location	Category	Time frame
D1	Potential redevelopment of Defense Shopping Center	South of Annapolis Road at the Defense Shopping Center	Potential Redevelopment	Medium
D2	Potential redevelopment	North of Annapolis Road at the DARCARS Chrysler	Potential Redevelopment	Medium
D3	Potential redevelopment of the Enterprise	Northwest corner of Annapolis Road and Finns Lane	Potential Redevelopment	Medium
D4	Potential redevelopment	Southeast corner of Corporate Drive and Garden City Drive	Potential Redevelopment	Medium
D5	Potential redevelopment	Existing New Carrollton Station and Bus Bay T2	Potential Redevelopment	Medium
D6	Potential redevelopment	Southeast corner of Corporate Drive and Pennsy Drive	Potential Redevelopment	Medium
D7	Potential redevelopment at the Existing National Automatic Sprinkler Industry	Northeast corner of Corporate Drive and Pennsy Drive	Potential Redevelopment	Medium
D8	Potential redevelopment	Northeast corner of Harkins Road and Ellin Road	Potential Redevelopment	Medium
D9	Potential redevelopment of the WMATA New Carrollton Rail Yard	South of Ellin Road, north of Garden City Drive	Potential Redevelopment	Medium

Street Connectivity

ID #	Description	Location	Category	Time frame
E1	Add new local streets to enhance connectivity	Garden City, between Garden City Drive and Corporate Drive	New Connection	Long
E2	Add new local streets to enhance connectivity	East of Harkins Road, between Annapolis Road and Ellin Road	New Connection	Long
E3	Add street connection	From Chesapeake Road to Veterans Parkway to improve connectivity to Glenridge station	New Connection	Medium
E4	New Purple Line Extension and Station + Vehicular Bridge (North South Crossing)	From Ellin Road to New Wetlands Park/ Fortis College	Bridge	Long
E5	Add street connection with future redevelopment	From Arehart Drive south to Annapolis Road and east to Riverdale Road and 85th Avenue	New Connection	Long

CHAPTER 4B: TOOLBOX RECOMMENDATIONS

This section provides tools and strategies that can be applied to locations throughout the New Carrollton study area. These tools and strategies are organized according to the categories of recommendations highlighted in the previous section:

- A. Pedestrian and Bicycle Improvements
- B. Intersections and Crossings
- C. Placemaking
- D. Redevelopment
- E. Street Connectivity

For each tool or strategy, the toolbox identifies the following:

- Purpose
- Typical application
- Design considerations for implementation
- Cost (on a spectrum from low to high)
- Time frame for implementation:
 - Short Term (0-5 years)
 - Medium Term (5-10 years)
 - Long Term (10-20 years)

While the list of recommendations is not exhaustive, the tools and strategies included in the toolbox were selected because they most directly correspond with the improvements suggested as part of the Overall Recommendations.





Source: Kittelson & Associates

A. PEDESTRIAN & BICYCLE IMPROVEMENTS

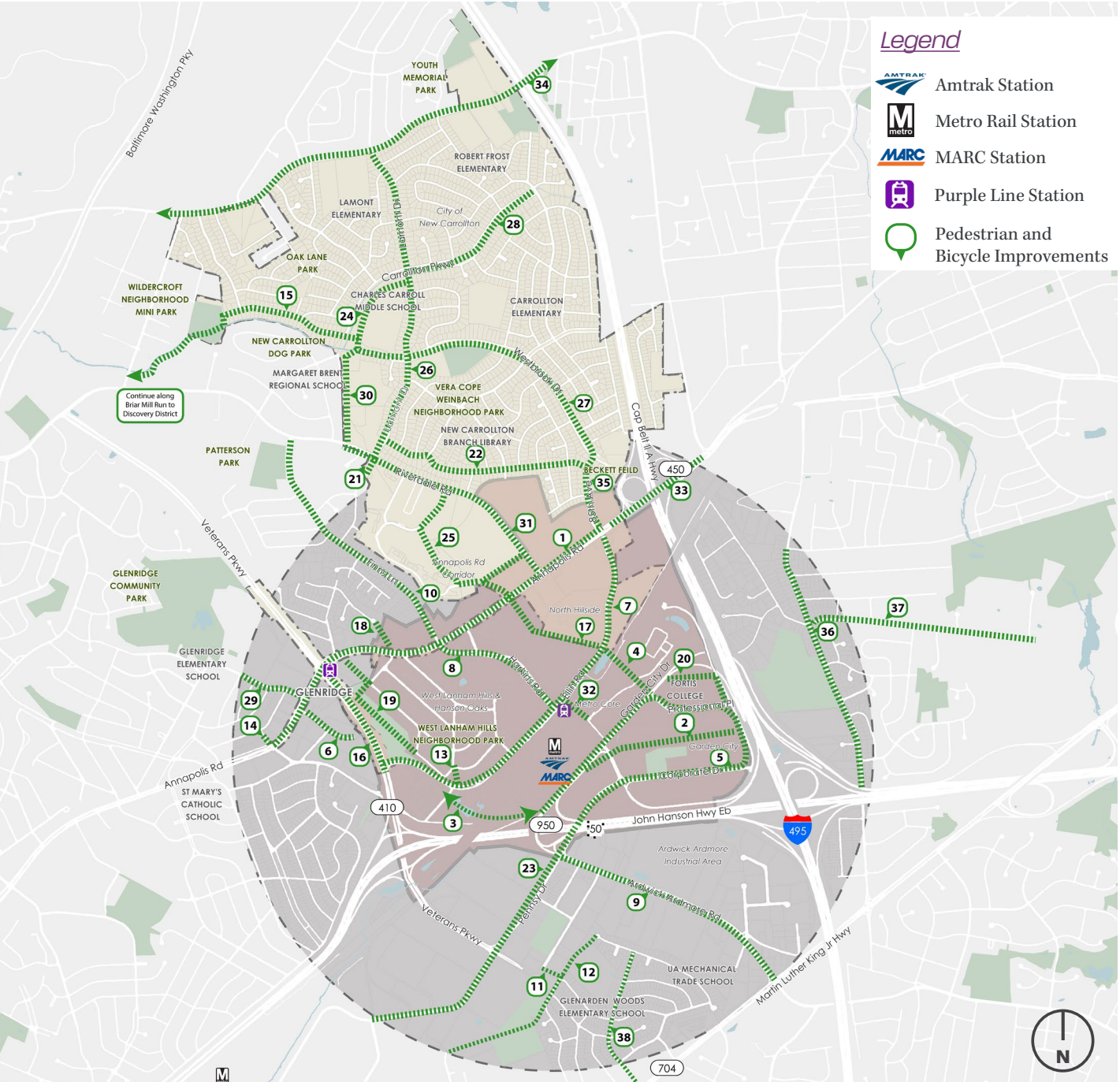
- SIDEWALKS
- SHARED USE PATHS
- ACCESSIBLE BUS STOPS
- BICYCLE BOULEVARDS
- CONVENTIONAL BICYCLE LANE
- BUFFERED BICYCLE LANE
- SEPARATED BICYCLE LANE
- CYCLE TRACK

PEDESTRIAN & BICYCLE IMPROVEMENTS

Introduction

This section focuses on bicycle and pedestrian improvements to facilitate safety at crossings, provide enhanced facilities and facilitate activity within the study area. The treatments include pedestrian facilities like sidewalks, shared-use paths and trails, and accessible bus stops. The bicycle improvements include a range of facility type, such as bicycle boulevards, conventional bicycle lanes, buffered bicycle lanes, separated bicycle lanes, and one-way and two-way separated bicycle facilities. The map below summarizes the locations for recommended improvements in New Carrollton.

Recommended Improvements



Source: Kittelson & Associates
See beginning of Chapter 4: Recommendations for full map and Table of Recommendations.

SIDEWALKS

Intent

A sidewalk is a dedicated pedestrian facility adjacent to the roadway and separated from traffic by a curb. Sidewalks may be wider on urban retail/commercial streets and include some frontage uses. The frontage zone is the extension of a building adjacent to the sidewalk fronting the street. The pedestrian through zone is the primary walkway. There may also be opportunities for street furniture and landscape between the curb and pedestrian zone. On residential frontages, a landscape buffer typically replaces the frontage zones, and there are fewer active building frontages.

Typical Application

Sidewalks are typically provided on urban and suburban streets. Streets like Corporate Drive, Professional Place, and Annapolis Road present opportunities for an improved sidewalk network and active street frontage zones.



Sidewalk in urban/commercial setting
Source: Kittelson & Associates



Residential sidewalk
Source: Kittelson & Associates

Design Considerations

- In urban/commercial settings, sidewalks are typically 6 to 18 feet wide, including all sidewalk zones.
- Sidewalks should be constructed at least 5 feet wide, with a minimum of 3 feet of clear width, excluding a shy distance of one foot from the curb and any adjacent obstructions.
- A 4- to 6-feet-wide (or wider) building frontage zone adjacent to buildings is preferable when sidewalk-fronting retail or commercial uses are present.
- In residential areas, sidewalk widths vary from 5 to 7 feet wide. A minimum 7-foot vertical clearance is required.
- A 6-feet wide (or wider) furniture zone is preferred where amenities such as benches, trash cans, lighting, and landscape can be provided.
- A landscaped buffer is preferable in residential areas and locations with higher traffic speeds and volumes.
- Sidewalk grades should not exceed 5 percent unless accessible ramps are provided.

SHARED USE PATHS

Intent

Shared use paths, sometimes called sidepaths, are physically separated from vehicular traffic and shared between non-motorized travel modes such as bicycling, walking, or horseback riding. These facilities can be found in a variety of settings, including urban, rural, and suburban. Shared use paths can be used for commuting or recreational purposes. Shared use paths may be designed directly adjacent to streets and provide a facility wider than a sidewalk that non-motorized users can share.

Typical Application

Shared use paths, greenways, and trails offer network connectivity outside of the roadway network. They may be designed along roadways, active or abandoned rail corridors, promenades, waterfront areas, in parks, along rivers, beaches, greenbelts, or utility corridors.



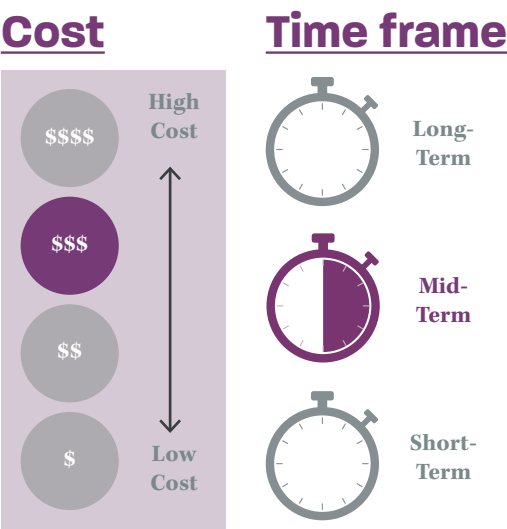
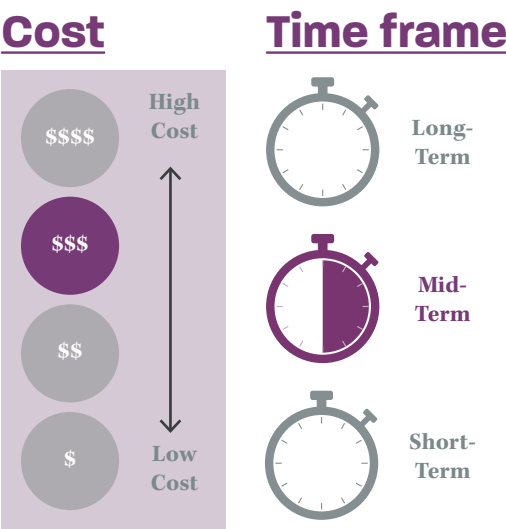
Shared use path along multi-lane roadway
Source: Kittelson & Associates



Shared use path in residential neighborhood
Source: Kittelson & Associates

Design Considerations

- Shared use paths are often segments along roadways of larger trails and greenways typically located in off-road settings and are wide enough to accommodate bidirectional travel.
- ADA accessibility is critical to safe, accessible, and comfortable facilities for multi-modal users.
- Shared use path design necessitates high-visibility treatments at crossings.
- A minimum width of 10 feet is recommended for areas with low pedestrian/bicycle traffic; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic.
- Design speeds of 18 mph are recommended for paths with longitudinal grades of less than or equal to 4 percent and 30 mph for paths with longitudinal grades of more than 4 percent.
- Shared use paths facilities should connect to other bicycle and pedestrian facilities and major destinations such as schools, parks, transit stations, employment centers, and commercial districts.



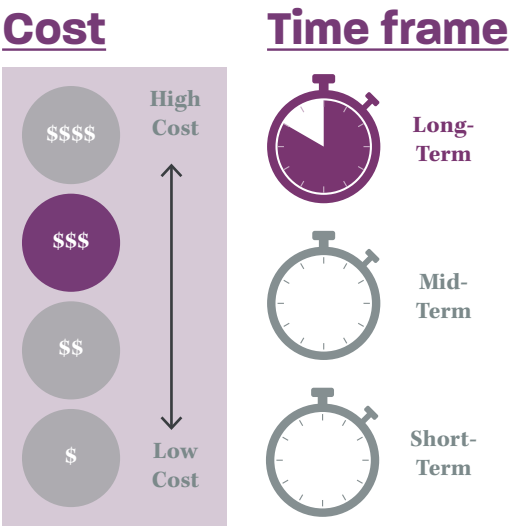
ACCESSIBLE BUS STOP

Intent

Many bus stops in the New Carrollton area do not meet ADA accessibility standards. High concentrations of inaccessible bus stops are along 85th Avenue, Westbrook Drive, and Ardwick-Ardmore Road. In addition, bus stops require coordination with on-street bicycle lanes to ensure accessibility.

Typical Application

ADA accessibility should be applied to all streets in New Carrollton where bus stops are located. Existing bus stops should be retrofitted to meet minimum ADA requirements. Bus stops should be safely and conveniently located near sidewalk and crosswalk facilities.



Accessible bus stop in urban setting
Source: Kittelson & Associates



Accessible bus stop with adjacent bicycle facility
Source: Kittelson & Associates

Design Considerations

- Ensure that all bus stops meet the minimum requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Provide access to the bus stop via a curb ramp and pedestrian crossing.
- Ensure that sidewalks provide sufficient space for pedestrian passage and are unobstructed by vertical elements.
- Ensure that furniture and other vertical elements do not block wheelchair pathways.
- Provide a stable, level, and slip-resistant landing pad.
- Avoid changes in grade levels to access the bus stop.
- Provide clear space within and around the shelter per existing guidelines (at least 4 feet).
- Minimize sidewalk slopes near the bus stop.
- Provide paved access to information displays.
- Coordinate bus stop and adjacent bicycle facility designs to avoid conflicts between buses, bus passengers, and bicyclists.

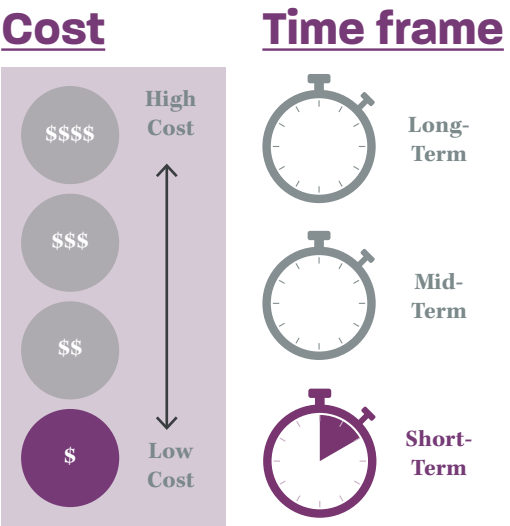
BICYCLE BOULEVARDS

Intent

Bicycle boulevards refer to residential streets with low vehicle volumes and low speeds where motor vehicles and bicycles share the road space. Bicycle boulevards, also called neighborhood greenways, are designated by the use of pavement markings, signs, and traffic calming elements to enhance safety and comfort for people on bicycles.

Typical Application

Bicycle boulevards are installed on local streets with on-street parking and street trees to optimize through travel for bicyclists. These facilities are optimized when connected to a network of bicycle routes. Streets like Westbrook Drive and New Carrollton Parkway present opportunities for bicycle boulevards.



Bicycle boulevard on residential street
Source: NACTO



Bicycle boulevard with shared lane markings
Source: Kittelson & Associates

Design Considerations

- Use a variety of traffic calming elements, including speed humps, traffic circles, chicanes, median barriers, and traffic diverters to keep traffic volumes low and minimize through-traffic.
- Consider providing “bicycle-only” through movements at intersections where motorists must turn off the bicycle boulevard.
- Include wayfinding signage for bicyclists, as it is an important navigation component for biking through a connected network of Neighborhood Bicycle Routes.
- Include shared lane markings and place them in the center of the travel lane.
- Implement these recommendations for roads with posted speeds of 25 mph and with average daily motorized traffic volumes of less than 3,000 vehicles.
- Consider limiting the use of stop signs along Neighborhood Bicycle Routes.
- Include green infrastructure and other stormwater mitigation strategies in designs.

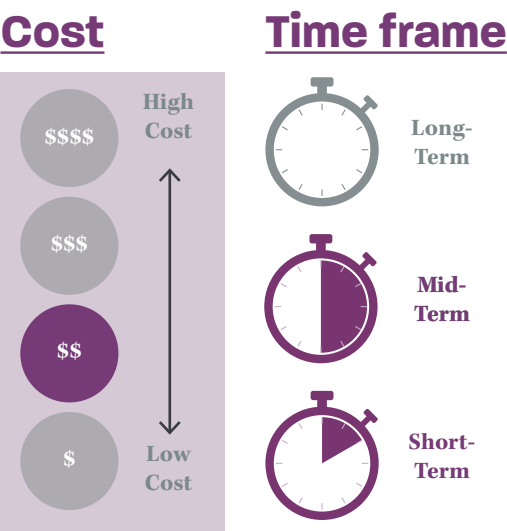
CONVENTIONAL BICYCLE LANE

Intent

Conventional bicycle lanes designate spaces exclusively for bicyclists. Bicycle lanes are created using striping and signage. Conventional bicycle lanes are adjacent to vehicular travel lanes and flow in the same direction. Conventional bicycle lanes are typically on the right side of the street, between the vehicle travel lane and curb/edge of pavement or on-street parking.

Typical Application

Conventional bicycle lanes are preferred on local streets with speeds limits up to 25 mph and volumes between 1,500 and 3,000 vehicles per day.



Design Considerations

- Conventional bicycle lanes may vary in width; however, according to NACTO, the desired bicycle lane width adjacent to a curb is 6 feet.
- Bicycle lanes adjacent to street parking should incorporate additional striping and bicycle lane width to prevent parked vehicles from encroaching into the bicycle lane.
- Bicycle lanes should not be positioned to the right-side of a right-turn-only lane or the left side of a left-turn-only lane. See Maryland Manual on Uniform Traffic Control Devices (MUTCD) for additional guidance.

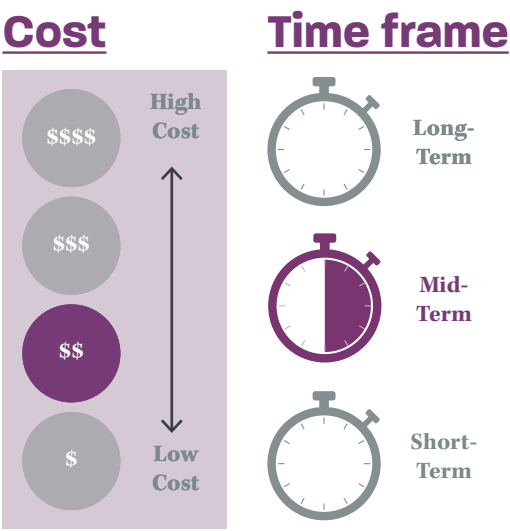
BUFFERED BICYCLE LANE

Intent

Buffered bicycle lanes are conventional bicycle lanes paired with additional striped buffer space, typically 2 to 4 feet between the bicycle lane and the vehicle travel lane and/or parking lane. Buffers between bicycle lanes and on-street parking help minimize conflicts between bicyclists and opening car doors. The facilities are preferred along streets with high vehicle volumes and speed limits, where conventional bicycle lanes may not adequately enhance comfort and safety for bicyclists.

Typical Application

Buffered bicycle lanes are suitable for streets with sufficient pavement width to provide a barrier for bicycle network segments with moderate to high vehicle speeds or volumes and truck traffic. Buffered bicycle lanes are widely applicable in urban and rural settings and are preferred on collector streets that are 25 mph or less, with volumes between 3,000 and 9,000 vehicles per day.



Design Considerations

- Locate bicycle lane between curb and parking lane with buffer for door swing clearance.
- Mark buffered bicycle lanes with two solid white lines on both edges of the buffer space to indicate where crossing is discouraged.
- Increase driver visibility by making buffer space a minimum of 24 inches and include diagonal striping if the width is 3 feet or wider.
- Use green conflict paint or dashed lines on buffered bicycle lanes to indicate conflict areas.
- Transition the bicycle lane to a through bicycle lane located to the left of the right turn only lane on intersection approaches where applicable. If there is limited space, a combined bicycle lane/vehicle turn lane may be used.

SEPARATED BICYCLE LANE

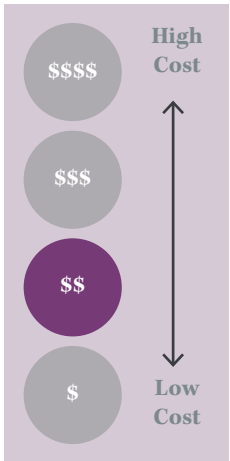
Intent

Separated bicycle lanes provide enhanced comfort and safety for bicyclists. Bicycle lane separation can occur by installing physical barriers such as bollards, raised medians, planters, parking, and other objects between vehicular traffic and pedestrians. One-way separated bicycle lanes, also known as one-way protected bicycle lanes or one-way cycle tracks, are bicycle lanes physically separated by vertical elements from vehicular traffic. Separated bicycle lanes may be one-way, two-way, street level, or sidewalk level.

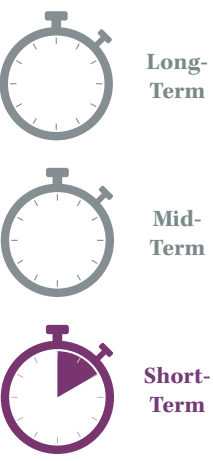
Typical Application

Separated bicycle lanes are applicable on key segments in the bicycle network, including routes to popular destinations (schools, parks, etc.). They are also useful on streets with parking lanes that may be used as a buffer between the vehicle travel lane and bicycle lane, and on roadway segments with sufficient right-of-way or where a “road diet” (vehicle lane reduction) can be implemented. Separated bicycle lanes are best suited for roadways with infrequent driveways and side street accesses.

Cost



Time frame



Separated bicycle lane with parking lane as buffer
Source: Kittelson & Associates



Separated bicycle lane with green pavement markings
Source: Kittelson & Associates

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists.
- Treatments include separate signal phases for bicyclists and high-visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

CYCLE TRACK/TWO-WAY SEPARATED BICYCLE LANE

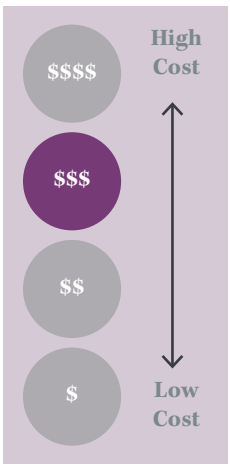
Intent

Two-way separated bicycle lanes (also known as two-way protected bicycle lanes or two-way cycle tracks) are bicycle lanes physically separated from vehicular traffic by vertical elements. Physical barriers include elements such as bollards, raised medians, planters, parking, and other objects. Similar to one-way separated bicycle lanes, two-way separated bicycle lanes may be designed at street level, sidewalk level, or an elevation in between.

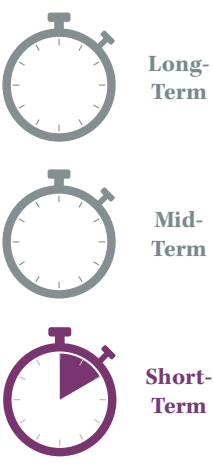
Typical Application

Cycle tracks provide on-street connections between off-street multi-use paths and are typically implemented on roadways with infrequent driveways and side street accesses. Cycle tracks are provided on one-way streets where two-way bicycle travel is desirable or where there are more destinations on one side of the street, thereby reducing crossing needs. Pennsy Drive is an example of such a street within the study area.

Cost



Time frame



Cycle track with parking and bollards as barriers
Source: Kittelson & Associates



Two-way cycle track at intersection
Source: Kittelson & Associates

Design Considerations

- Intersections must be designed to ensure visibility of bicyclists.
- Treatments include separate signal phases for bicyclists and high-visibility pavement markings.
- Buffer type can vary depending on context, presence of parking, and available right-of-way.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.



Source: Kittelson & Associates

B. INTERSECTIONS & CROSSINGS

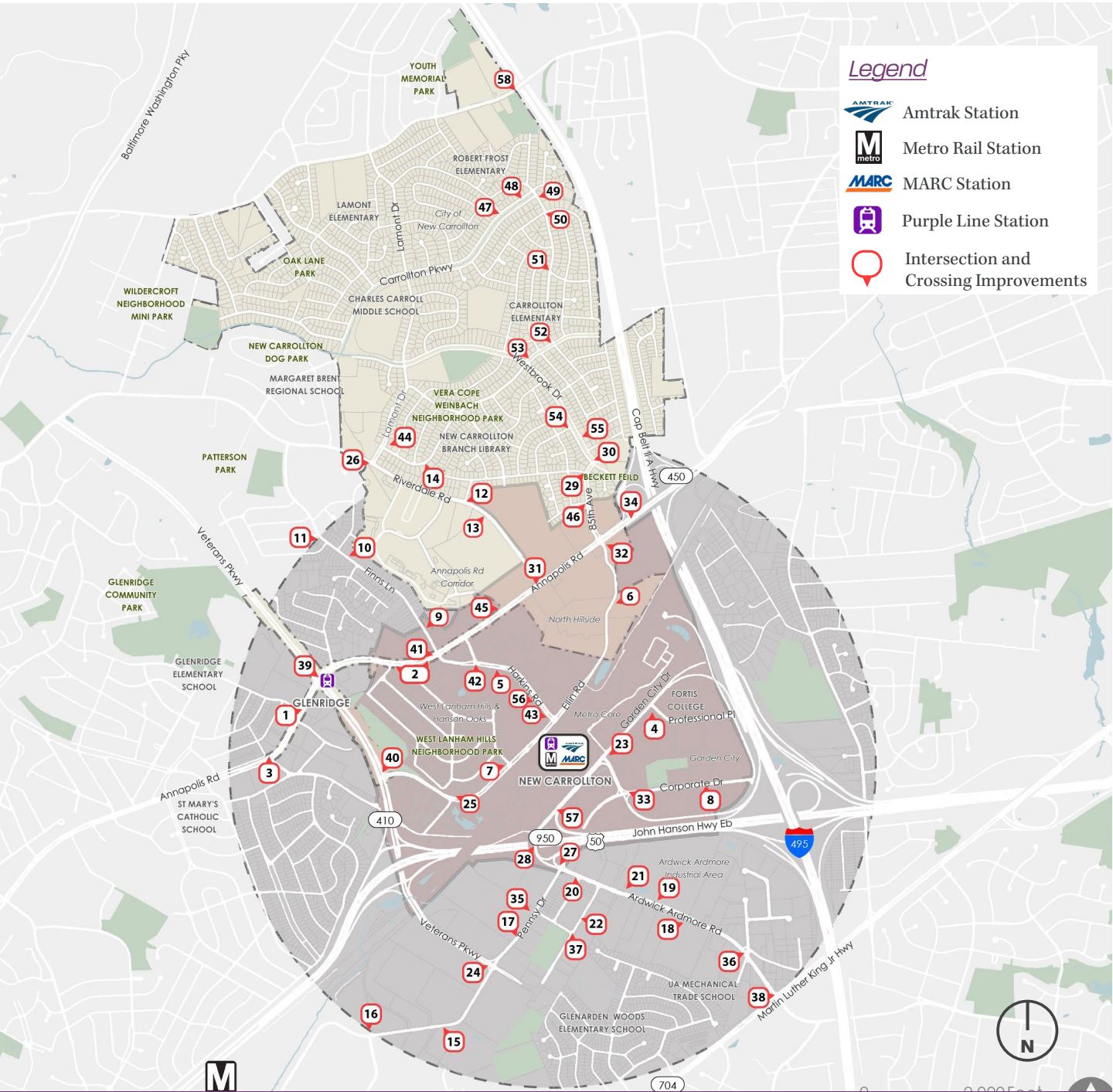
- HIGH-VISIBILITY CROSSWALKS
- CURB EXTENSIONS
- PEDESTRIAN REFUGE ISLAND
- RAISED CROSSING/RAISED INTERSECTION
- RIGHT-TURN SLIP LANE REMOVAL
- BICYCLE CROSSING
- BICYCLE BOX
- TWO-STAGE LEFT TURN QUEUE BOX
- PROTECTED INTERSECTION
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- LEADING PEDESTRIAN INTERVAL (LPI)
- PEDESTRIAN HAWK

INTERSECTIONS & CROSSINGS

Introduction

This section focuses on safety at intersections and crossings. The treatments include high-visibility crosswalk enhancements, curb extensions, pedestrian refuge islands, raised crossings and intersections, removal of right turn slip lanes, bicycle crossing enhancements, protected intersection treatments, and applying RRFBs, HAWK signs and LPI. The map below summarizes the locations for recommended improvements in New Carrollton.

Recommended Improvements



Source: Kittelson & Associates; RHI
See beginning of Chapter 4: Recommendations for full map and Table of Recommendations.

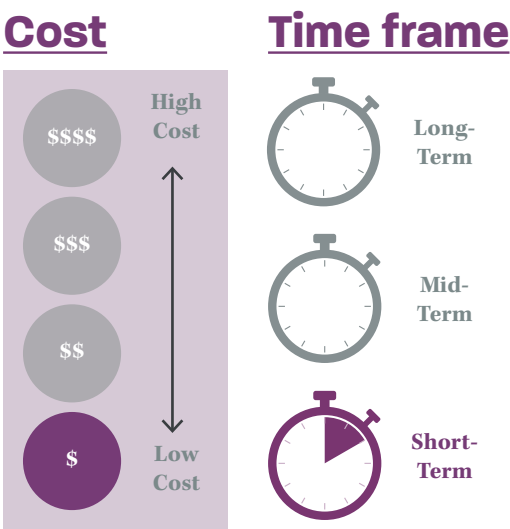
HIGH-VISIBILITY CROSSWALKS

Intent

Marked, high-visibility crosswalks consist of reflective roadway markings and accompanying signage at intersections and priority pedestrian crossing locations. High-visibility crosswalks use patterns visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks.

Typical Application

Applies to all intersections, whether marked or not. Can be applied to mid-block locations, especially in conjunction with other treatments.



Design Considerations

- Crosswalk striping can vary and may include the following types: continental, high-visibility, ladder, and zebra.
- Striping can be constructed with paint or thermoplastic material.
- A stop bar located 8 feet before crosswalk reinforces vehicle yielding to pedestrians.
- They should be considered at all mid-block pedestrian crossings and uncontrolled intersections.
- Materials used for crosswalk treatments may include inlay and thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.
- High-visibility enhancements include in-street signing, such as “STOP Here for Pedestrians” or “YIELD Here to Pedestrians,” and are appropriate on roads with two or three lanes and speed limits of 30 miles per hour or less.

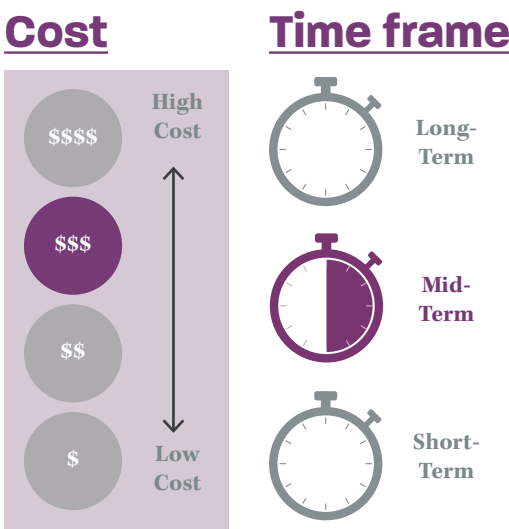
CURB EXTENSIONS

Intent

Curb extensions narrow the roadway, creating safer and shorter pedestrian crossings while increasing the space for street furniture, benches, plantings, and trees. Curb extensions have multiple applications and may be segmented into subcategories, from traffic calming to bus bulbs and mid-block crossings. Curb extensions can also be used to place landscaping and street furniture; this is especially beneficial where sidewalks are otherwise too narrow.

Typical Application

Curb extensions are often used on downtown, neighborhood, and residential streets, large and small. Curb extensions may typically be used where there is a parking lane and where transit and cyclists would be traveling outside the curb edge for the length of the street.



Design Considerations

- Mid-block extensions provide an opportunity to enhance mid-block crossings. Care should be taken to ensure that street furniture and landscaping do not block motorists’ view of pedestrians.
- Curb extensions must be designed to accommodate significant numbers of trucks or buses using intersections. However, it is important to consider that those vehicles should not travel at high speeds, and most can make a tight turn at slow speeds. It is not always necessary to design a roadway so that a vehicle is expected to turn from right lane to right lane—vehicles can often encroach into adjacent lanes safely where traffic volume is low or moving at slow speeds. Keep in mind that speeds should be slower in a pedestrian environment.
- Emergency access is often improved through the use of curb extensions, as intersections are kept clear of parked cars. Fire engines and other emergency vehicles can climb a curb in circumstances when they would not be able to move a parked car. In addition, at mid-block locations, curb extensions can keep fire hydrants clear of parked cars and make them more accessible.

PEDESTRIAN REFUGE ISLAND

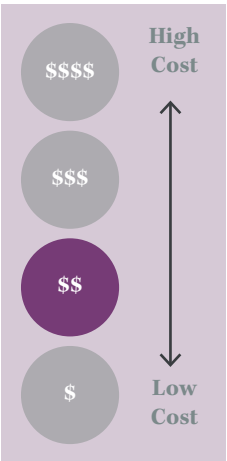
Intent

A pedestrian refuge island is a crossing island in the median that provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing the street. Also called median refuges, they can be used at intersections or mid-block crossings.

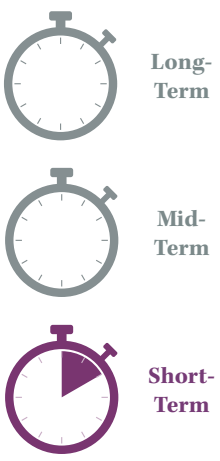
Typical Application

Pedestrian refuge islands are the preferred treatment for crossings of multi-lane streets with high traffic volume and a history of crashes. The islands are applicable where crossing distance exceeds 60 feet, and they are often used in areas with high levels of vulnerable pedestrians, such as near schools or residential developments.

Cost



Time frame



Design Considerations

- Refuge islands should be at least 6 feet wide, but a width of 8-10 feet should be used where possible.
- The ideal length of a refuge island is 40 feet.
- The cut-through or ramp width should equal the width of the crosswalk.
- Pedestrian refuge islands can include bollards or other features to protect users on the island.
- Median intersections should include a “nose” extending past the crosswalk to protect pedestrians on the island and slow vehicle turns.

RAISED CROSSING/RAISED INTERSECTION

Intent

Raised intersections, also called speed tables, require ramps on each intersection approach to elevate the entire intersection to the sidewalk level. Speed tables reduce vehicular speeds and provide additional safety to pedestrians, particularly those with limited mobility.

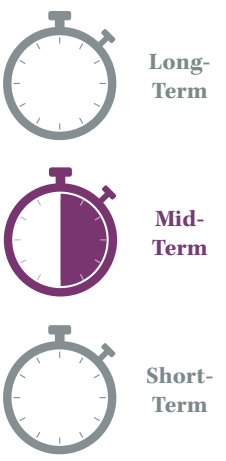
Typical Application

Raised crossings are appropriate for dense urban areas with all-way stop controls. Raised crossings are used: where posted speeds are 30 mph or less, at intersections where crosswalks exist on all four legs, at intersections of collector and local residential subdivision streets, or where daily traffic volumes are low.

Cost



Time frame



Design Considerations

- Ensure that all bus stops meet the minimum requirements of the ADAAG.
- Provide access to the bus stop via a curb ramp and pedestrian crossing.
- Ensure that sidewalks provide sufficient space for pedestrian passage and are unobstructed by vertical elements.
- Ensure that furniture and other vertical elements do not block wheelchair pathways.
- Provide a stable, level, and slip-resistant landing pad.
- Avoid grade level changes to access the bus stop.
- Provide clear space within and around the shelter per existing guidelines (at least 4 feet).
- Minimize sidewalk slopes near the bus stop.
- Provide paved access to information displays.
- Coordinate the design of bus stops and adjacent bicycle facilities to avoid conflicts between buses, bus passengers, and bicyclists.

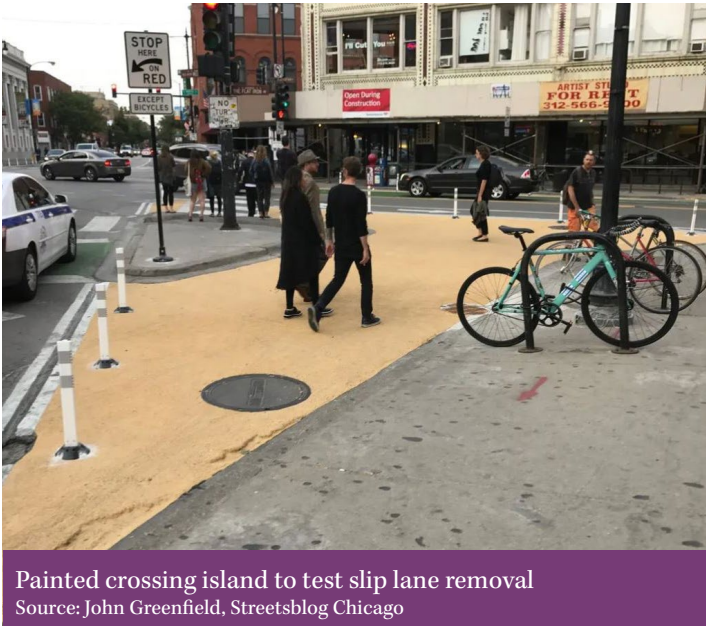
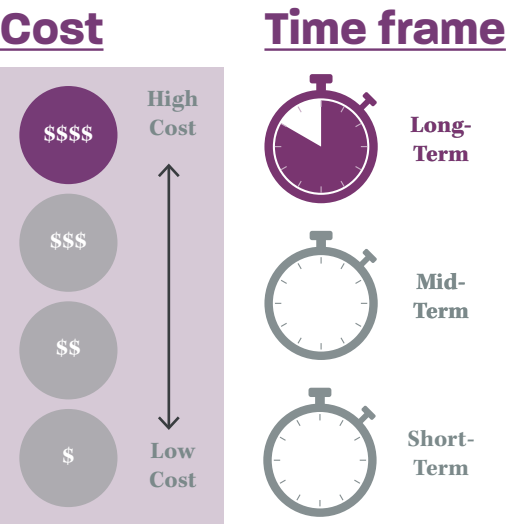
RIGHT-TURN SLIP LANE REMOVAL

Intent

Removal of right-turn slip lanes at intersections is used to discourage motorists from turning corners at unsafe speeds. Typically these are applied as traffic calming intersection improvements to provide desirable safety for pedestrians crossing multi-lane roads with high traffic volumes.

Typical Application

Intersections with right-turn slip lanes that have high vehicle and pedestrian volumes are removed to promote safe crossing for non-motorist users.



Design Considerations

- Evaluate the need for the slip lane and the potential for closing it at locations with high volumes of pedestrians and bicyclists.
- Creating temporary crossing islands with paint and post is one way to test slip lane removal and ensure the safety of crossing pedestrians.

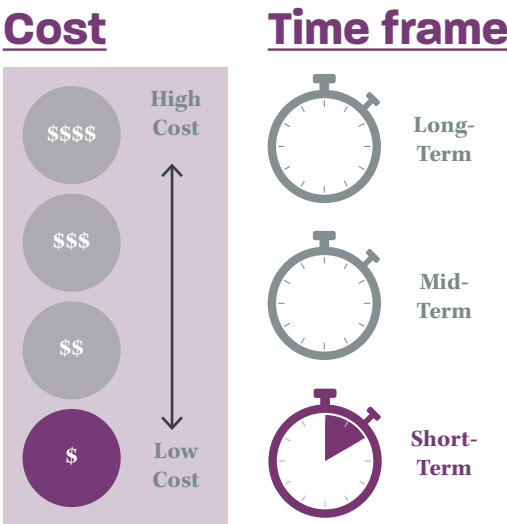
BICYCLE CROSSING

Intent

A bicycle crossing is a marked crossing at an intersection with a street, driveway, or alley. Intersection markings guide bicyclists on a safe and direct path through intersections and distinguish the bicycle, pedestrian, and motor vehicle through or crossing the path. Markings include dotted line extensions, shared lane markings, colored conflict areas, and “elephant’s feet”—two dashed lines of white squares.

Typical Application

Bicycle crossings are appropriate for signalized intersections (as well as across driveways, stops, or yield-controlled cross-streets) where the bicycle path may be unclear. Bicycle crossings are also appropriate for locations where typical movements, such as ramp entries/exits, may cross into bicycle space.



Design Considerations

- Dotted lines tie the bicycle crossing space through intersections.
- Striping width approaching an intersection should be a minimum of six inches from the motor vehicles’ travel lane and match the width and lateral positions of leading bicycle lane.
- Bicycle buffer lane striping that approaches an intersection must transition to a double, six-inch-wide stripe using a 2- to 4-foot dotted pattern 150 feet in advance of the intersection for right-turning motor vehicles.
- Can be paired with a separate signal phase for bicyclists.
- A stop line/bar indicates where bicyclists should stop in separated bicycle lane in compliance with stop sign/traffic signal. A minimum 1-foot distance from the crossing road is required at locations with bicycle queuing.
- Bicycle crossings are generally marked parallel to pedestrian crosswalks.

BICYCLE BOX

Intent

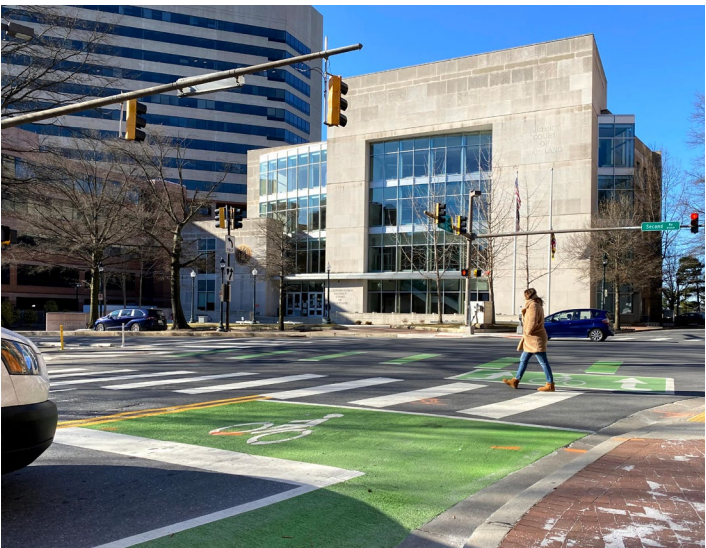
Bicycle boxes are designated areas at signalized intersections where bicyclists can position ahead of vehicular traffic lanes. Bicycle boxes provide enhanced visibility for bicyclists and increase safety by reducing right-turn conflicts. They also help bicyclists facilitate left turn movements at intersections.

Typical Application

Bicycle boxes are typically applied to roadways with connections to existing bicycle facilities and high volumes of bicyclist crossings to minimize conflicts with motorists at the intersection.



Bicycle box extending across one travel lane
Source: Kittelson & Associates



Bicycle box at intersection
Source: Kittelson & Associates

Design Considerations

- Minimum depth of the bicycle box should be 10 feet, extending across the bicycle lane, any buffer space, and at least one adjacent vehicle travel lane.
- Can be extended across multiple vehicle lanes on multi-lane streets to allow bicyclists to position for left turns.

TWO-STAGE LEFT TURN QUEUE BOX

Intent

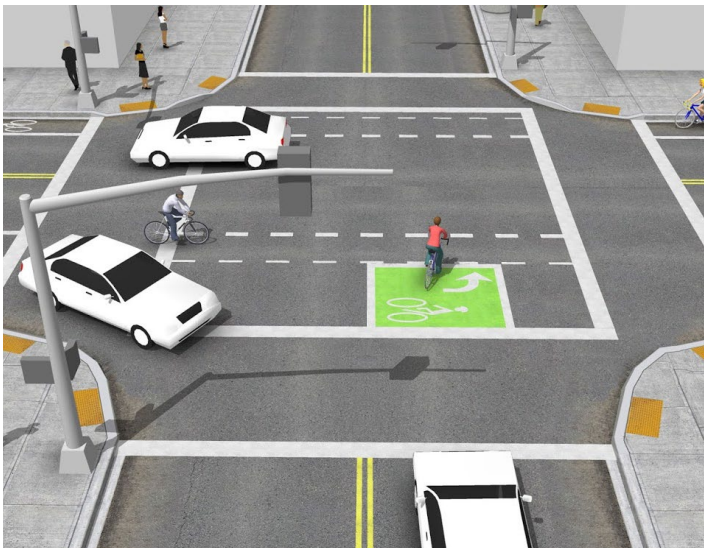
Two-stage left-turn queue boxes allow bicyclists to safely and comfortably make left turns at intersections from a right-side bicycle lane or cycle track. Bicyclists arriving on a green light at signalized or at unsignalized intersections travel into the intersection and pull out into the two-stage turn queue box away from through-moving traffic and in front of cross-street traffic. Bicyclists waiting in the two-stage turn queue box get a head start and can proceed through the following green signal for cross traffic or when there is a gap in traffic.

Typical Application

Two-stage turn queue boxes may be used at both signalized and unsignalized intersections. At mid-block crossing locations, these markings may be used to orient bicyclists properly for safe crossings. Additional guidance for varying intersection configurations is found in the NACTO Urban Bicycleway Design Guide.



Queue box between bicycle lane and crosswalk
Source: Kittelson & Associates



Example of pavement marking with turn arrow
Source: NACTO

Design Considerations

- Pavement markings with a bicycle stencil and a turn arrow and markings across the intersection should define bicycle positioning.
- The queue box should be located out of the way of through bicyclists, usually between the bicycle lane and the crosswalk. If there is on-street parking, space between the bicycle and vehicle travel lanes may be available.
- Consider using passive bicycle detection in the two-stage left turn box to call the green signal phase for bicyclists.

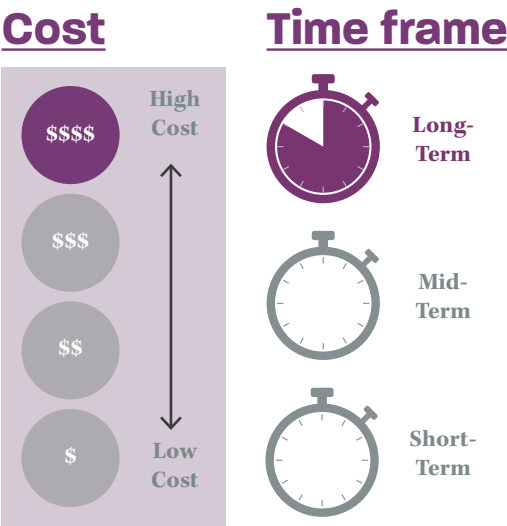
PROTECTED INTERSECTION

Intent

A protected intersection maintains the physical separation of modes through an intersection to reduce exposure to bicyclists that would otherwise need to merge and weave into the roadway at intersections. In a protected intersection, a separate signal phase for bicycle and motor vehicle traffic eliminates conflict points. Protected intersection design includes a corner island to protect through and turning bicycle traffic from adjacent roadway traffic.

Typical Application

Typically, protected intersections may be used at major intersections, where all legs have bicycle lanes roadways. Protected intersections are also applied along roadways with high traffic speeds and volumes and where bicycle detection can be provided.



Protected intersection design at major intersection
Source: Montgomery County Planning Department



Corner refuge island at protected intersection
Source: Kittelson & Associates

Design Considerations

- A corner refuge island protects bicyclists up to the intersection crossing point.
- Forward bicycle queueing occurs on the bicycle facility and increases motorists’ visibility of bicyclists at the stop bar; the area should be at least 6 feet long.
- A motorist yield zone is set back from the intersection, creating space for right-turning motorists to yield to bicyclists.
- Pedestrian crossing islands between the motor vehicle travel lane and bicycle lane prevent pedestrians from waiting in bicycle travel area.
- Optimize crash reduction benefit where bicycle crossings are set back from motor vehicles by a distance of 6 to 16.5 feet.
- Other elements of protected intersections include a corner truck apron, which allows for large truck turning movement.

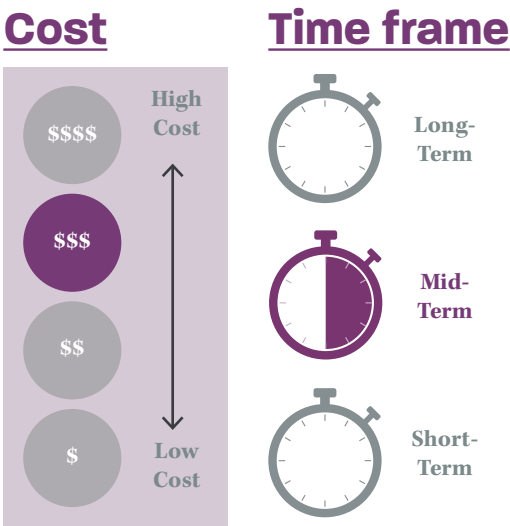
RECTANGULAR RAPID FLASHING BEACON (RRFB)

Intent

A Rectangular Rapid Flashing Beacon (RRFB) is a device that has a pedestrian-activated “strobe-light” flashing pattern to make motorists aware of pedestrians and bicyclists who want to cross the roadway.

Typical Application

RRFBs are appropriate for marked crosswalks at uncontrolled approaches and mid-block crossings with medium to high pedestrian or bicycle demand and/or medium to high traffic volumes. RRFBs are also appropriate for locations where multi-use paths intersect with roadways.



RRFB at uncontrolled, marked crossing
Source: Kittelson & Associates



RRFB at mid-block crossing
Source: Pedestrian Safety Guide, Federal Highway Administration

Design Considerations

- The push button to activate the RRFB should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable).
- Add a push button in the median island for crossings of multi-lane facilities.
- Should be limited to roadways with four or fewer through lanes.
- State and local agencies must request permission before using RRFBs.

LEADING PEDESTRIAN INTERVAL (LPI)

Intent

A leading pedestrian interval (LPI) gives pedestrians a 3 to 7-second head start before the concurrent vehicle phase turns green. This allows pedestrians to enter and occupy the crosswalk before turning vehicles.

Typical Application

Appropriate for downtown areas with high pedestrian crossing volumes, LPIs are used at locations with high numbers of vehicle-pedestrian conflicts as well as in areas where right-turning vehicle movements often interfere with pedestrian crossing movements.



Design Considerations

- LPIs are possible only when pedestrian signal faces are present.
- Leading bicycle intervals can be combined with LPIs when bicycle facilities are present.
- LPIs should give pedestrians a minimum of 3 to 7-second start, and intervals of up to 10 seconds are appropriate when pedestrian volume is high or crossing distances are long.
- Curb extensions can be installed to increase the effectiveness of an LPI.

PEDESTRIAN HAWK

Intent

A pedestrian hybrid beacon (also referred to as a HAWK) is a pedestrian-activated signal. It begins with a yellow light alerting drivers to slow and then displays a solid, red light requiring drivers to remain stopped while pedestrians cross the street. The beacon shifts to flashing red lights to signal that motorists may proceed after pedestrians have completed their crossing.

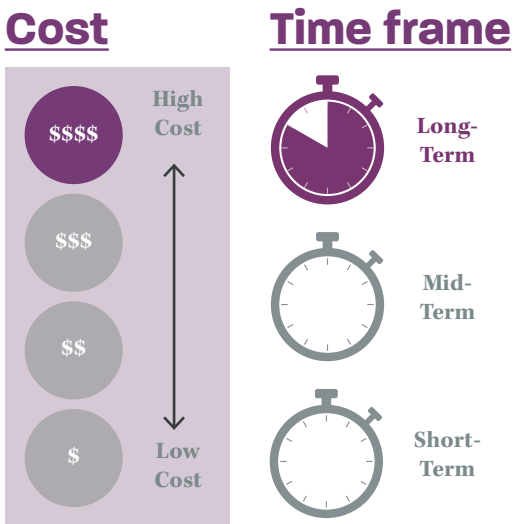
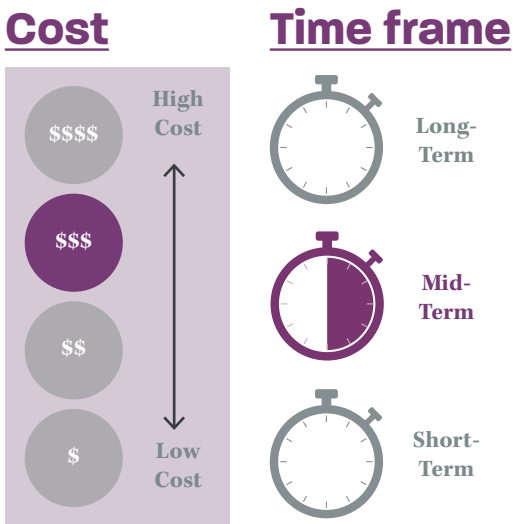
Typical Application

HAWKs are appropriate for mid-block crossings with high pedestrian or bicycle demand and/or high traffic volumes and locations where multi-use paths intersect with roadways.



Design Considerations

- The push button to activate the pedestrian hybrid beacon should be easily accessible by pedestrians, wheelchair users, and bicyclists (if applicable). Intersection control beacons should be no closer than 8 feet from an approach.
- Should only be used in conjunction with marked crosswalks.





Source: Copley Wolff

C. PLACEMAKING

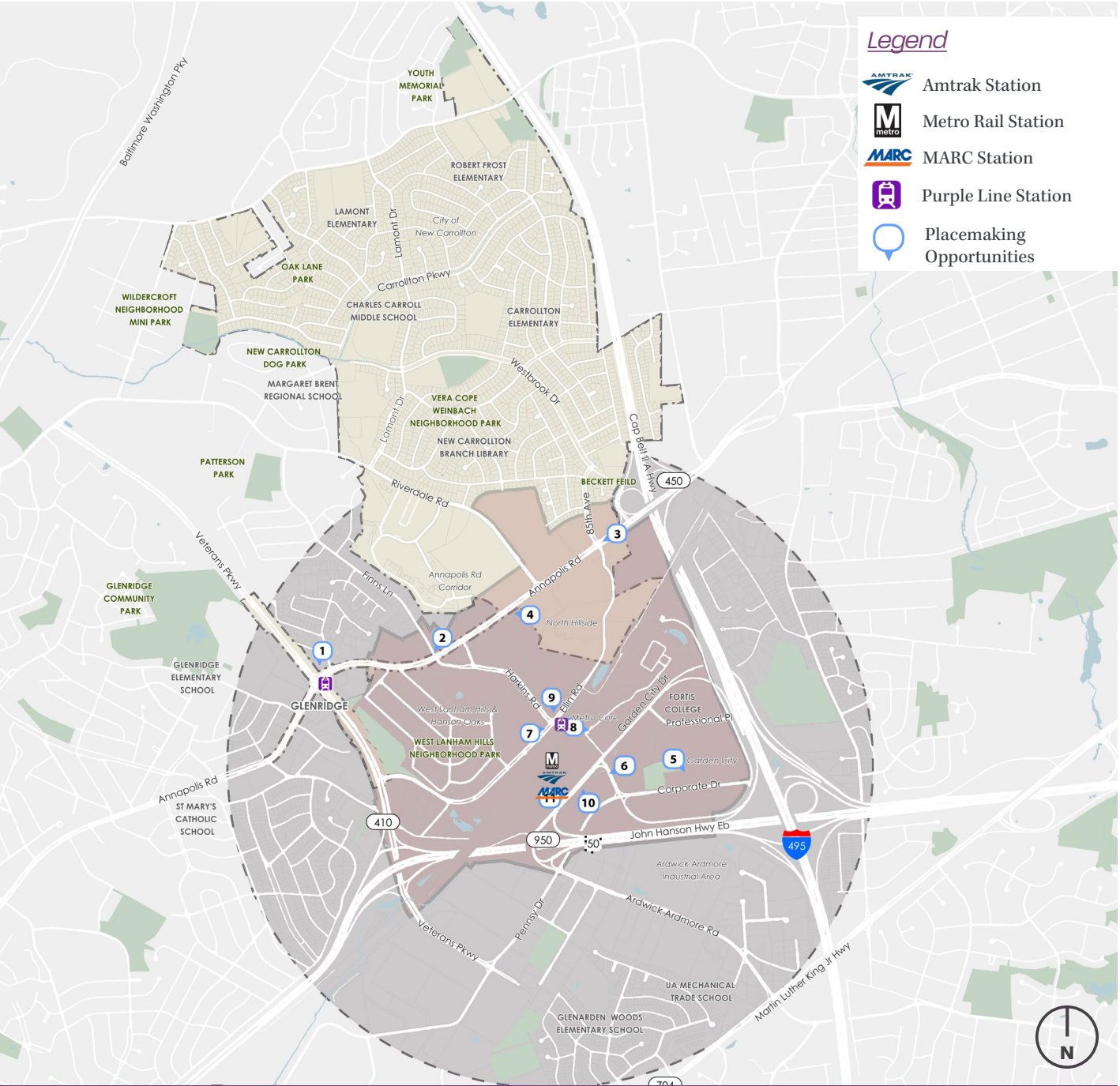
- GATEWAYS
- TRANSIT PLAZAS
- PUBLIC ART

PLACEMAKING

Introduction

This section addresses the ways that placemaking and building a distinctive identity for New Carrollton are intertwined with strategies to enhance access and connectivity. Gateways, transit plazas, and public art are viewed through a mobility lens and enhance a sense of place as well as access and connectivity. The map below summarizes the locations for recommended placemaking improvements in New Carrollton.

Recommended Improvements



Source: Kittelson & Associates
See beginning of Chapter 4: Recommendations for full map and Table of Recommendations.

GATEWAYS

Intent

Gateways are features in the built environment that help establish a sense of arrival, highlight transitions between neighborhoods, and provide visual cues to help people navigate an area. Gateway features may include art, signage, landscaping, commemorative or interpretive elements, public spaces, or buildings and architectural features. In addition to creating a more memorable and welcoming built environment, gateways can play an important role in enhancing travel via all modes of transportation.

Typical Application

Gateways should be located in visible locations at major intersections or entry points within the New Carrollton area. The TDDP envisions three gateways along the Annapolis Road Corridor to guide pedestrians and vehicles while establishing a sense of place. In addition, numerous gateway features are envisioned in the vicinity of the New Carrollton Metro Station and Purple Line stations to guide visitors to transit facilities; these transit gateways are addressed in a subsequent section.



Gateway signage
Source: RHI



Public art as gateway
Source: Greg Wohlford



Street corner gateway treatment
Source: RHI



Gateway plaza
Source: Chris Rycroft via Flickr, <https://bit.ly/ChrisRycroftviaFlickr>

Design Considerations

- Incorporate gateway features that are memorable, visually striking, and provide a visual landmark for navigation.
- Complement gateways with enhanced pedestrian crossings and other elements to provide safe access and connectivity.
- Incorporate directional information and information about the New Carrollton area.
- Contribute to the brand and distinctive identity of the New Carrollton area through branded signage or design elements (e.g., paving, landscaping, building materials) that reinforce the area's emerging character and sense of place.
- Where possible, incorporate spaces for people to meet, gather, or linger.

TRANSIT PLAZAS

Intent

Both the TDDP and Metro's Masterplan for Transforming New Carrollton envision a network of public spaces at and near the New Carrollton Metro Station. As the New Carrollton Metro Station area redevelops, there is an opportunity to establish gateways to the Metro Station through a series of transit-oriented plazas and activated public spaces. These spaces will welcome visitors, establish a visual identity for New Carrollton, and accommodate a range of activities, from passive recreation to programmed events.

Typical Application

Transit plazas should be integrated into development at the station and at entry points to the station area in the surrounding area.



Programmed activities in public plaza
Source: Street Lab



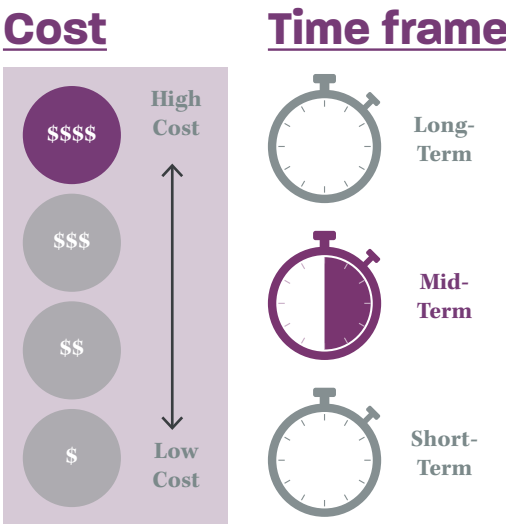
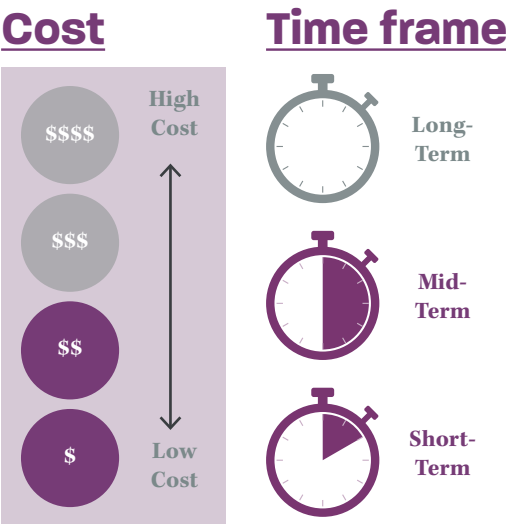
Flexible public gathering space
Source: Yida Xu via Flickr; <https://bit.ly/YidaXuFlickr>



Rendering of proposed New Carrollton transit plaza
Source: WMATA

Design Considerations

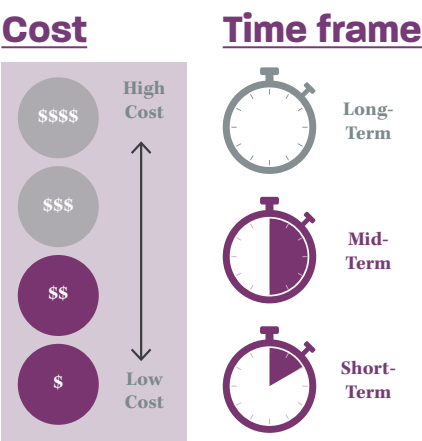
- Incorporate both hardscape and landscape elements.
- Include trees and/or shade structures.
- Provide seating, water fountains, and other visitor amenities.
- Integrate spaces for programmed activities such as farmers markets, concerts, and other events.
- Incorporate artistic elements such as sculptures, murals, water features, and distinctive paving or painted pavement.
- Provide direct visual connections to the station and/or directional information such as wayfinding signage.
- Integrate plazas into new development to provide a sense of enclosure while activating the space with active ground-floor uses.



PUBLIC ART

Intent

Public art, when strategically placed in the built environment, not only enhances an overall sense of place but can help reinforce connections between destinations such as commercial corridors, transit facilities, public spaces, and community facilities. Permanent art installations, such as murals and sculptures, can provide visual focal points and attractions within existing developments. However, a variety of other artistic elements—implemented quicker, cheaper, and sometimes on a temporary basis—can also serve purposes such as traffic calming, providing information and wayfinding, identifying transit connections, and defining pedestrian space. In this way, art can serve as an important element of a strategy to promote access and connectivity.



Typical Application

Public art can be incorporated into a variety of contexts to enhance access and connectivity, including:

- Within streetscapes, street space, alleys, and along trails
- Parks and other public spaces
- At transit stations and stops and major arrival points for all modes of transportation to highlight important gateways and connections
- As wayfinding elements (e.g., in the form of signage, painted pavement, or other elements)
- Along major thoroughfares, bridges, underpasses, and other crossings, to address physical and psychological barriers to pedestrian and bicycle travel
- As interim placemaking measures to highlight temporary routes and spaces.

Design Inspiration

Design considerations vary depending on the type of art application. The accompanying images provide examples of the ways in which public art can promote and enhance mobility.



Artistic wayfinding
Sources: (left) Thomas.Matthews Communication Design © Peter Clarkson (right) Wikimedia Commons; <https://bit.ly/wikimediaDowntownAthensGA>



Brookland Arts Walk
Sources: deckerme via Flickr; <https://bit.ly/deckermeviaFlickr>



Art highlighting transit
Source: Jason Paris via Flickr; <https://bit.ly/JasonParisBusStop>



Temporary bicycle connection
Source: Karres en Brands



Curb extension ground mural
Source: District Department of Transportation



Street art
Source: Kittelson & Associates



Public art in alleys
Sources: (left) Neighborways Design & (right) RHI



Underpass light installation
Source: Wikimedia Commons; <https://bit.ly/wikimediaUnderpasswithlights>



Art alongside a trail
Source: Greg Raisman via Flickr; <https://bit.ly/GregRaismanviaFlickr>



Mid-block pedestrian passage
Source: RHI



Source: M-NCPPC

D. REDEVELOPMENT & E. STREET CONNECTIVITY

RECOMMENDED IMPROVEMENTS
NEW STREET CONNECTIONS
REDEVELOPMENT

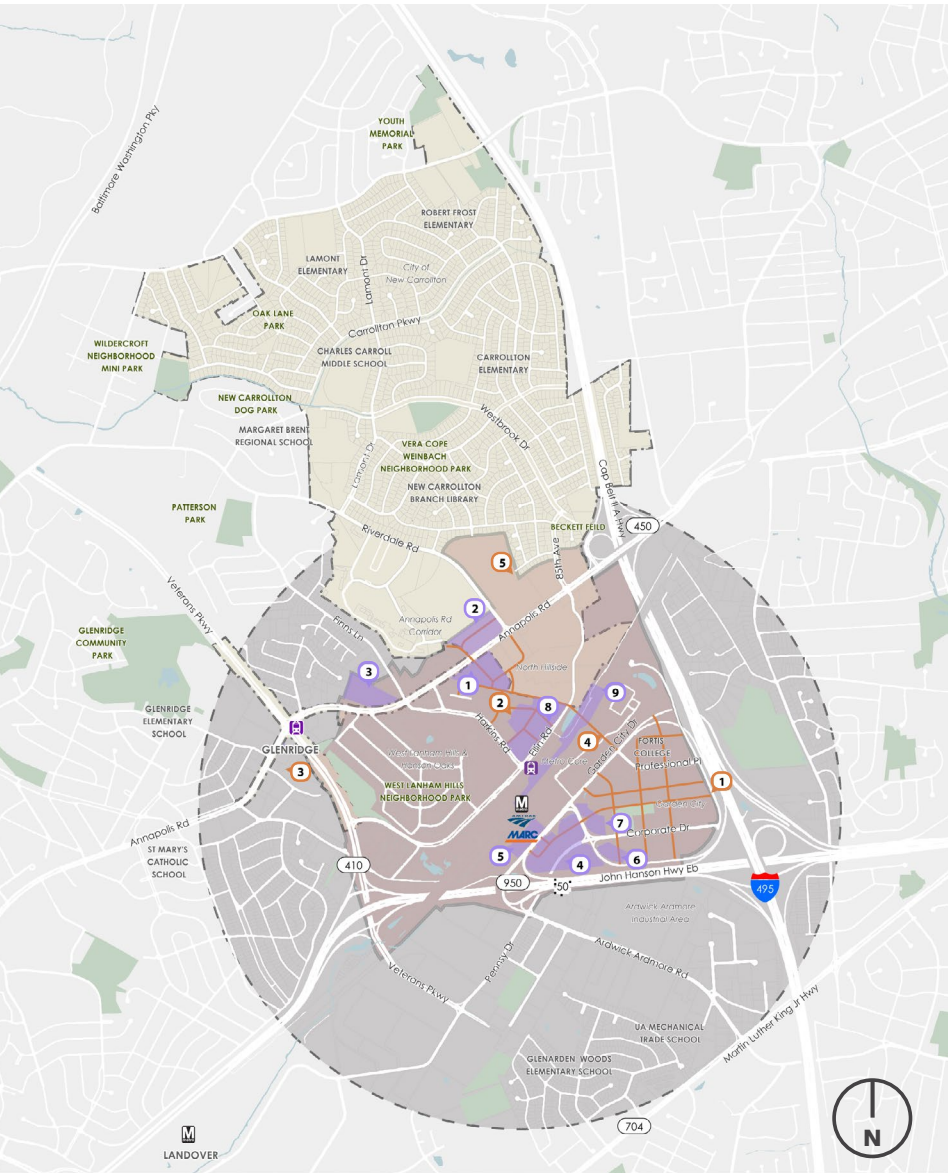
REDEVELOPMENT & STREET CONNECTIVITY

Introduction

Existing transportation infrastructure in the New Carrollton area impedes access and connectivity and limits the number of routes through the area. The current lack of street connections within New Carrollton’s “total street network” results in reliance on a much-smaller “effective” network, consisting of a limited number of major streets, for internal and external connections between destinations. To address these street network deficiencies, the New Carrollton TDDP envisions an expanded and interconnected street grid in the New Carrollton area, implemented over time as the area redevelops.

The following toolbox highlights strategies and design considerations for implementing an interconnected street network in the long term while establishing a framework for improved connectivity in the short term. In addition to new street connections, the form, siting, and design of redevelopment will also play an important role in enhancing access and connectivity for all modes and users.

Recommended Improvements



Source: Kittelson & Associates; RHI
See beginning of Chapter 4: Recommendations for full map and Table of Recommendations.

- Legend**
- Amtrak Station
 - Metro Rail Station
 - MARC Station
 - Purple Line Station
 - Potential Redevelopment
 - Street Connectivity Improvements



Source: M-NCPPC



Source: M-NCPPC

NEW STREET CONNECTIONS

Intent

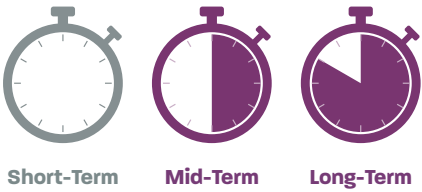
The New Carrollton TDDP identifies opportunities for new street connections throughout the area. The greatest opportunities for expanding and connecting the street network include Garden City near Ellin and Harkins Roads and along Annapolis Road as these areas evolve with new redevelopment. In addition, both the TDDP and Metro’s Masterplan for Transforming New Carrollton envision new bridge crossings to mitigate the extent to which existing rail infrastructure serves as a major barrier to travel.

The focus should be on both increasing the number of overall connections and providing more direct routes between destinations.

Typical Application

New street connections will occur as part of redevelopment and should be a key consideration in evaluating development plans, particularly on large parcels or assemblages of parcels.

Time frame

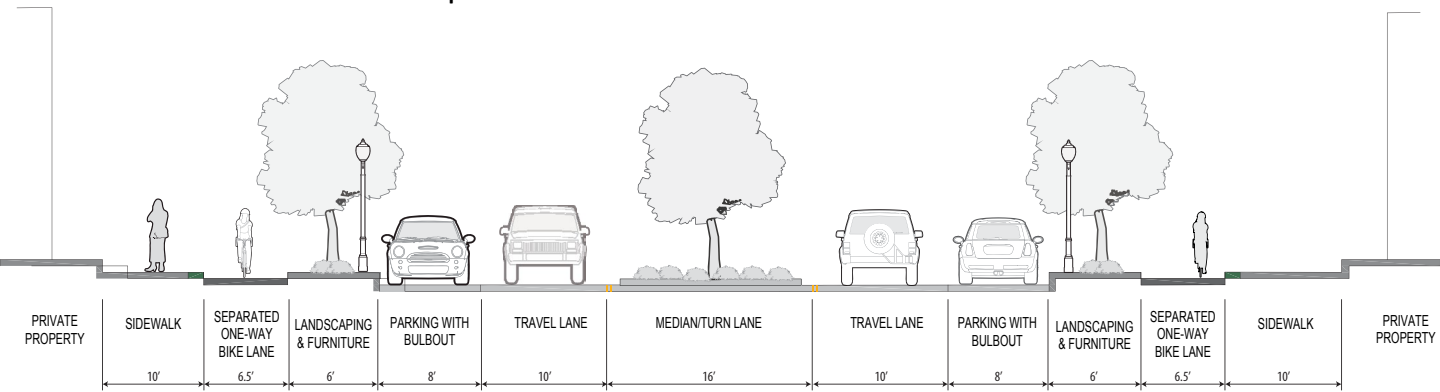


Cost



Design Considerations

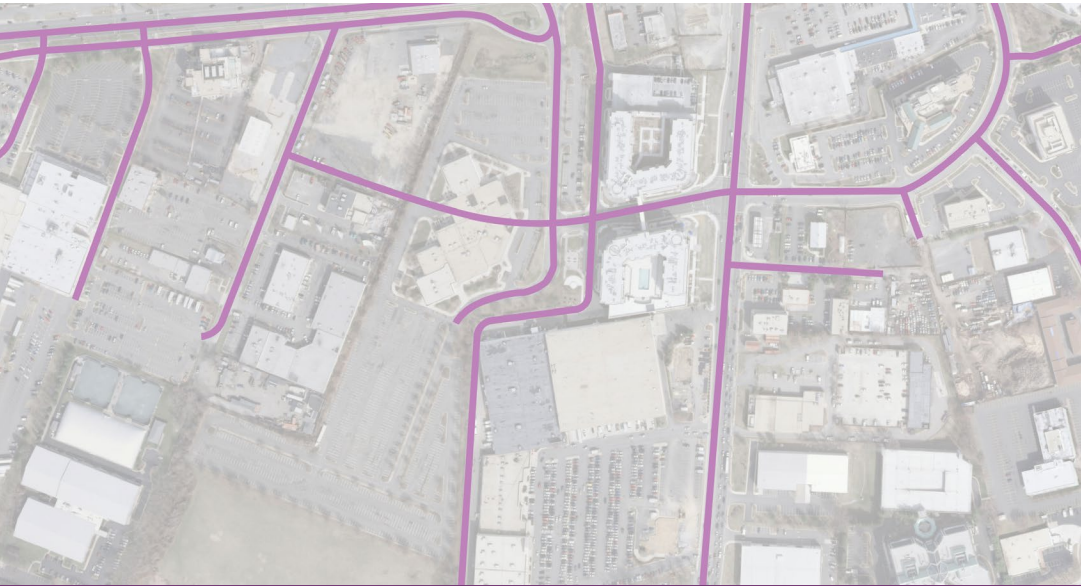
- Design new streets in accordance with street typologies and cross-sections detailed in the Prince George’s County Urban Street Design Standards.
- Divide large blocks and parcels into smaller blocks, and integrate new street connections as part of redevelopment.
- Limit the length of blocks. Block lengths should range from 300 to 600 feet in length.
- Establish connectivity standards for new development to ensure a minimum level of external connectivity and street alignment.
- Incorporate mid-block circulation in the form of alleys and pedestrian passages.
- Accommodate parallel street parking along new streets.
- Allow space within the street right-of-way for sidewalks, streetscape amenities, and bicycle lanes.
- Design streets for all users, including pedestrians, bicycles and micromobility, mobility devices, transit, private automobiles and ride-share services, trucks, and delivery vehicles.
- Accommodate bus stops and bus routes along new streets, and ensure that all bus stops meet ADA accessibility requirements.
- Ensure that new vehicular bridge connections over railroad tracks can accommodate and support bus traffic and other large vehicles.



Example street typology from Prince George’s County Street Standards

Source: Prince George’s County Department of Public Works & Transportation

These images demonstrate how a street network in the Mosaic District, in Fairfax County, Virginia, was expanded and connected through redevelopment. The top image shows the street network from 2009. The middle and bottom images show the street network in 2022.



Mosaic District, Fairfax County, Virginia (2009) before redevelopment
Source: RHI



Mosaic District (2022) with new street connections after redevelopment
RHI

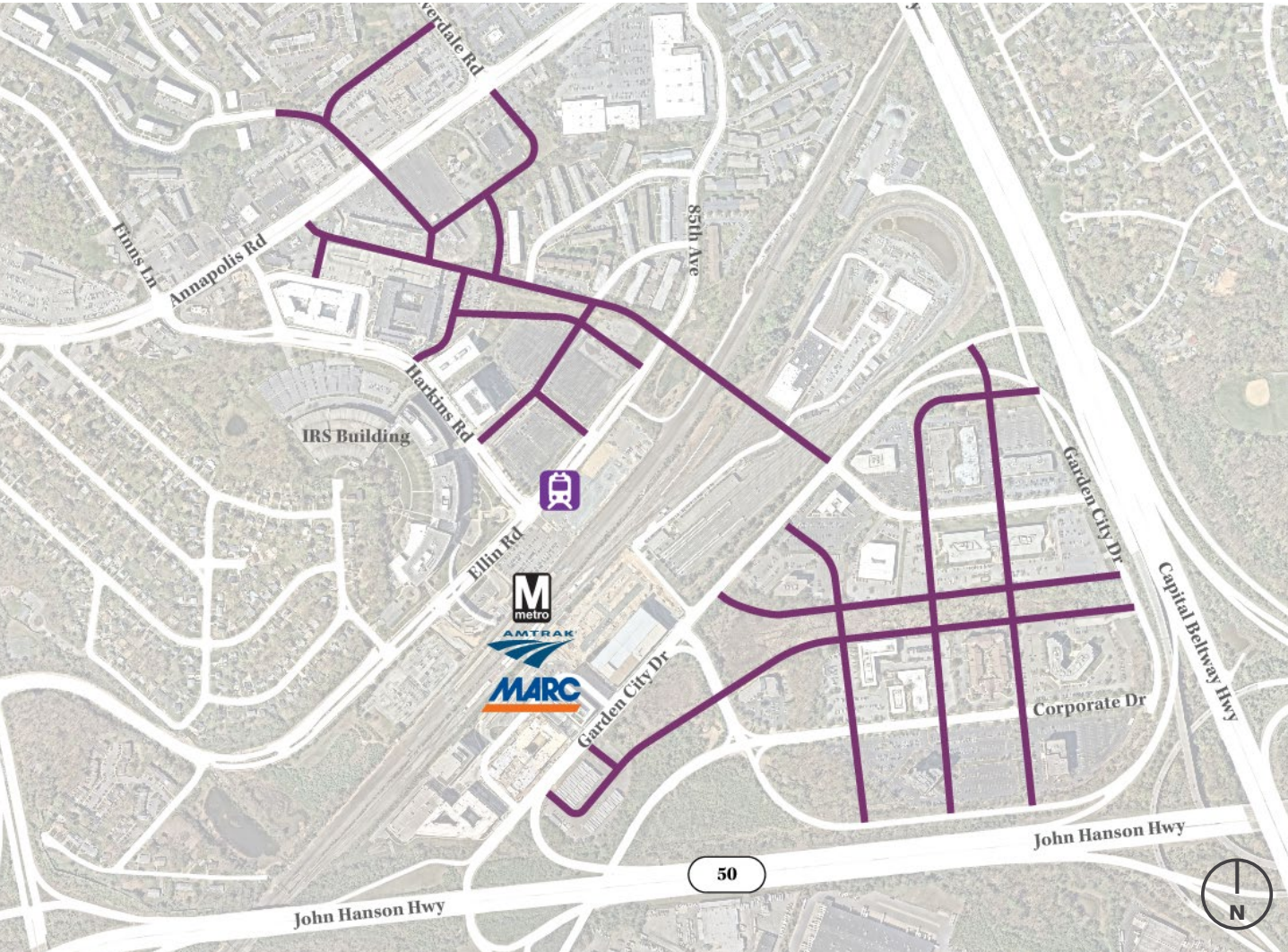


Redevelopment incorporating connected street grid in Mosaic District

Source: Payton Chung via Flickr; <https://bit.ly/PaytonChungviaFlickr>


NEW STREET CONNECTIONS: HARKINS ROAD & ELLIN ROAD EXAMPLE


The following graphic illustrates how new street connections can be created in one location in the New Carrollton area through redevelopment. In this example, potential new street connections in the area bounded by Harkins and Ellin Roads would provide enhanced connectivity to the New Carrollton Metro Station.





Source: RHI


Legend


 Amtrak Station

 Metro Rail Station

 MARC Station

 Purple Line Station

 Existing Streets

 Recommended Street Connections

New Street Connections for Harkins & Ellin Roads.

NEW STREET CONNECTIONS (CONTINUED)

Interim Street Connectivity - Design Considerations

- Establish easements for future roads and/or provide “stub” streets where street connections can occur in the future as adjacent parcels are developed.
- Install temporary connections and street infrastructure in the short term to test planned street connections during early phases of redevelopment using paint, planters, bollards, temporary landscaping, wayfinding signage, and artistic treatments.
- Coordinate access and connections across multiple properties.



Temporary pedestrian connection constructed in parking lot as a precursor to new street connection
Source: RHI



Updated stub street diagram
Source: RHI/Nearmap

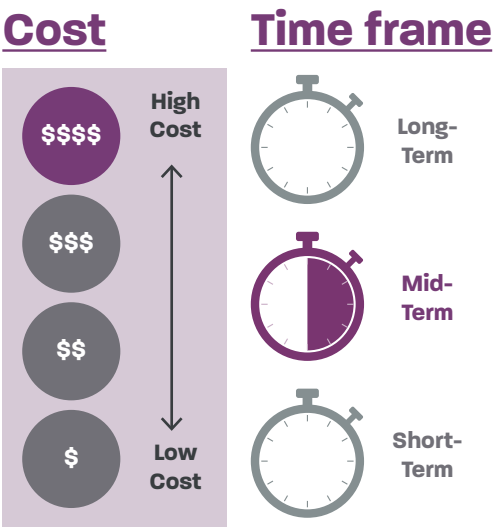
REDEVELOPMENT

Intent

As envisioned by the New Carrollton TDDP and Metro’s Masterplan for Transforming New Carrollton, the design of individual redevelopment projects will play a critical role in enhancing multi-modal access and connectivity as the New Carrollton area evolves.

Typical Application

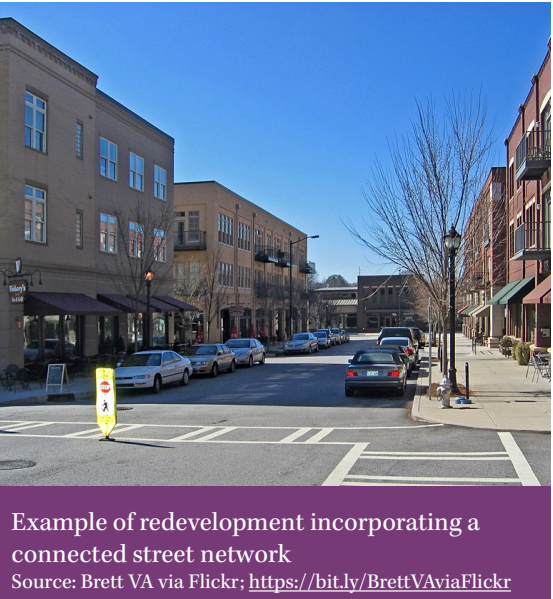
These considerations apply to private property undergoing redevelopment and to locations where private development interfaces with public right-of-way and easements.



Design Considerations

- Through redevelopment and infill development, divide large blocks and parcels into smaller blocks to provide new street connections.
- Design and site buildings according to the future planned street network, trails, and other connections.
- Provide connections to the existing street network, sidewalks, and pedestrian pathways.
- Encourage internal connections and interparcel connections within and between redevelopment sites.
- Construct sidewalks and address gaps in the sidewalk network as part of new development.
- Ensure consistent and continuous street frontage by maintaining a consistent build-to line with minimal setbacks.
- Minimize the number of curb cuts and driveways along streets.
- Locate parking behind or at the sides of buildings or in parking structures; provide rear or side-street garage access.
- Provide alleys for rear loading and private entrances to residential developments.
- Encourage the incorporation of mid-block connections and pedestrian passages into new development, providing pedestrian routes through the centers of blocks. Ideally, these routes should be lined with active uses such as shopfronts.
- Accommodate accessible, designated parking for bicycles, carshare, and micromobility .
- Integrate spaces and amenities that provide places to sit, rest, gather, and take shelter from the sun and weather.

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CHAPTER 4C: LOCATION-SPECIFIC RECOMMENDATIONS

This section includes detailed recommendations for specific locations in the New Carrollton study area. Based on a review of all recommended improvements and feedback from agency partners, these locations were identified as priorities due to their strategic importance for improving access and connectivity in New Carrollton and/or highlighting sets of multiple improvements along key corridors. The recommendations identify the parameters, challenges, and design considerations associated with each set of recommendations and include illustrative plans, concepts, and/or typical cross-sections for each location.

NOTE: These recommendations are intended for illustrative purposes only; each recommended improvement will require additional traffic and design analysis as part of future project development phases and engineering design phases.



Pedestrians at the intersection of Harkins Road and Annapolis Road
Source: M-NCPPC



Entrance to the City of New Carrollton
Source: M-NCPPC

BICYCLE FACILITIES

Several streets in New Carrollton are candidates for bicycle infrastructure improvements. The following streets were identified based on their curb-to-curb width, number of lanes, the presence of on-street parking, and vehicle speed limits. Streets that connect to community destinations, such as schools, shopping centers, community centers, and employment centers were prioritized.

The streets highlighted in the table below lack existing bicycle infrastructure. Three types of bicycle facilities are recommended:

- Bicycle Boulevards (Option 1)
- Bicycle Lanes (without Parking Removal) (Option 2)
- Bicycle Lanes (with Parking Removal) (Option 3)

Table 5. Recommended bicycle corridors

Recommended Bicycle Corridors

ID #	Street	Curb-to-Curb Widths	Extents	Speed Limit	Parking	Options
A26	Lamont Drive	36’	Powhatan Street to the north of study limits	25 mph	On-street, both sides	1, 3
A27	Westbrook Drive	Median separated 22’	85th Avenue to Lamont Drive	25 mph	On-street, both sides	1, 3
A28	Carrollton Parkway	Median separated, 24’	Lamont Drive to 85 th Avenue	25 mph	On-street, both sides	1, 3
A31	Riverdale Road	42’	Annapolis Road to western study limits	30 mph	No	1
A34	Good Luck Road	42’	Eastern to western study limits	35 mph	Along portions	1
A35	85 th Avenue	Median separated, 24’	Annapolis Road to Westbrook Drive	25 mph	On-street, both sides	1, 3

BICYCLE FACILITIES

Project Intent

Several low-volume, low-speed local streets are candidates for bicycle boulevards, including Lamont Drive (A26), Westbrook Drive (A27), Carrollton Parkway (A28), Riverdale Road (A31), Good Luck Road (A34), and 85th Avenue (A35). These routes have conditions ideal for low-stress and comfortable bicycle routes. Two alternatives are possible for these streets, as illustrated in the following pages.

Challenges & Opportunities

- Lack of existing bicycle facilities
- Design speeds less than 25 mph

Design Considerations

- Alternative 1 - Bicycle boulevard with pavement markings and wayfinding
- Alternative 2 - Replace parking lanes with buffered bicycle lanes



Existing typical street section (85th Avenue to Lamont Drive)
Source: Kittelson & Associates



Shared bicycle lanes
Source: Kittelson & Associates



Bicycle lane, Rockville, MD
Source: Kittelson & Associates

Alternative 1: Bicycle Boulevard (LAMONT DR, WESTBROOK DR & CARROLLTON PARKWAY)

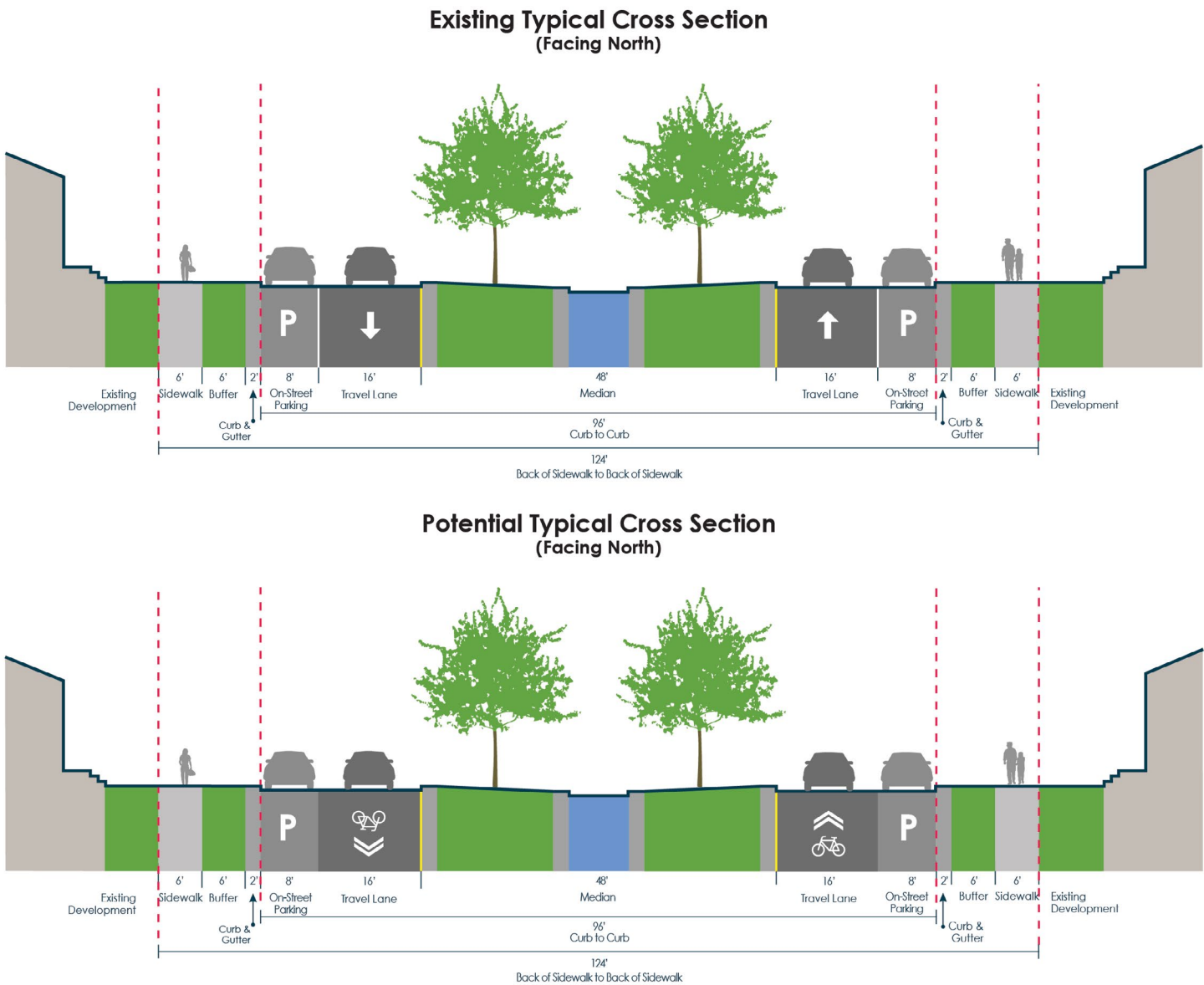
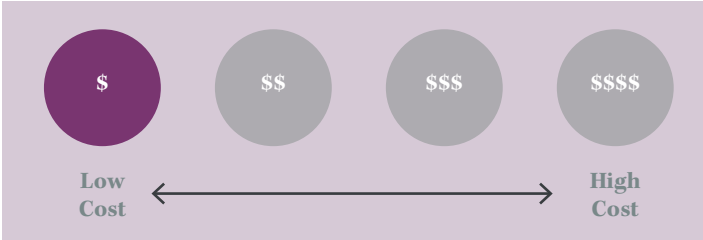


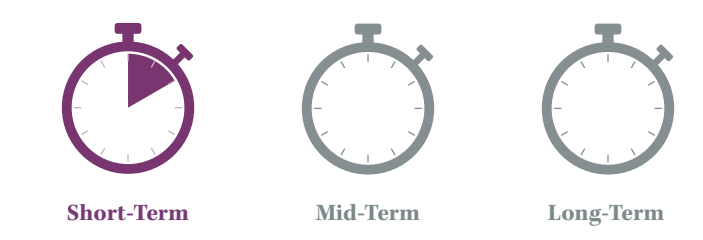
Fig. 19. Alternative 1: Bicycle Boulevard (Lamont Drive, Westbrook Drive, & Carrollton Parkway)
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



Alternative 2: Buffered Bicycle Lane (LAMONT DR, WESTBROOK DR & CARROLLTON PARKWAY)

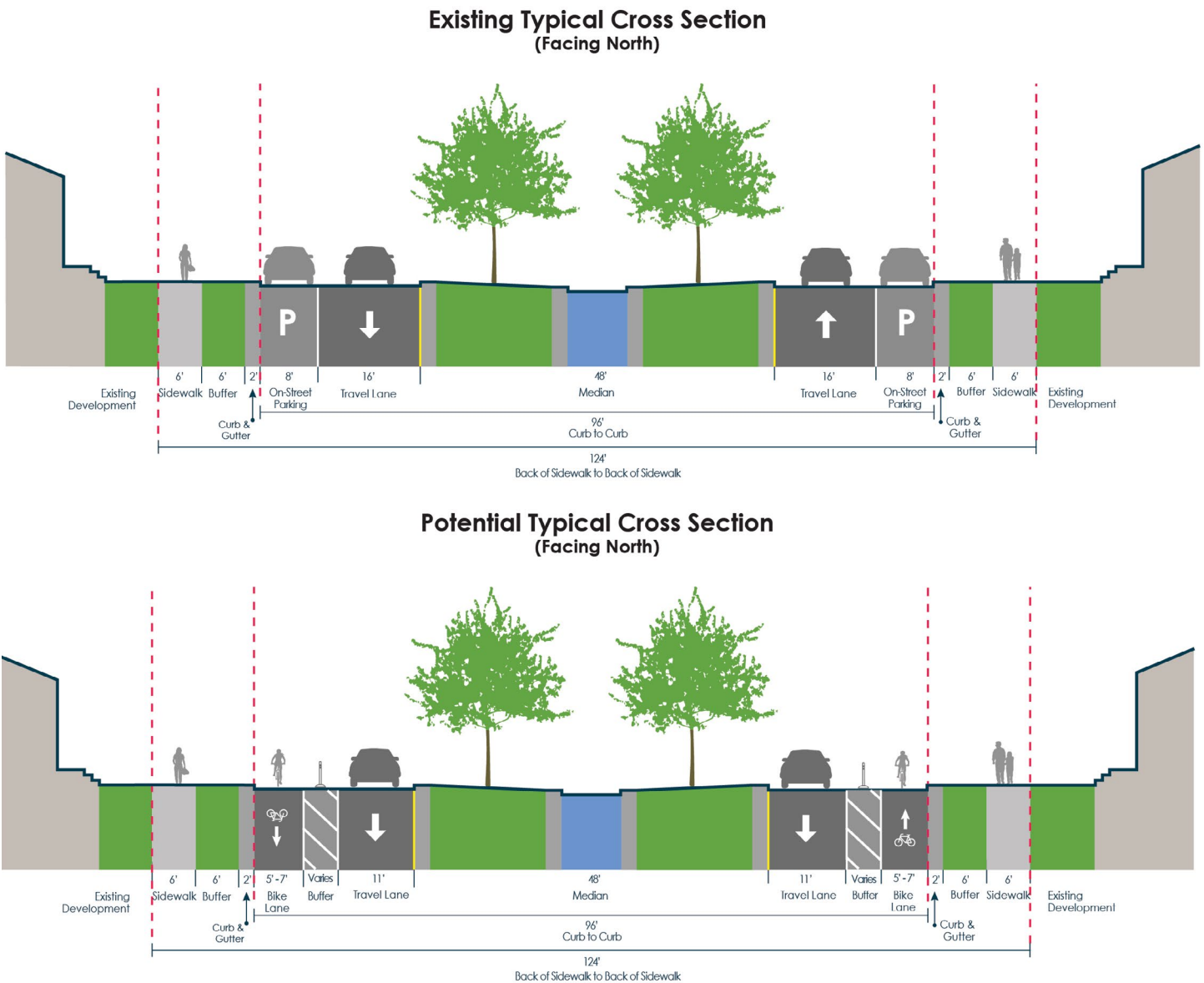
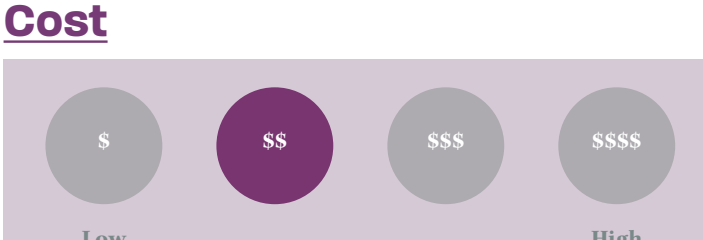


Fig. 20. Alternative 2: Buffered Bicycle Lane (Lamont Drive, Westbrook Drive, & Carrollton Parkway)
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



CORPORATE DRIVE (A5)

Project Intent

Improve multi-modal comfort and safety on Corporate Drive from Pennsy Drive to Professional Place by adding buffered bicycle lanes and narrowing travel lanes to reduce pedestrian crossing distances across Corporate Drive.

Extents

- Pennsy Drive to Professional Place

Challenges

- Lack of existing bicycle facilities
- Minimal pedestrian facilities
- Wide crossing distances for pedestrians at intersections

Design Considerations

- Separated bicycle lane
- Improved sidewalk connections
- Landscape and frontage zones



Existing typical street section (Pennsy Drive to Professional Place)
Source: Kittelson & Associates



Executive Boulevard, North Bethesda, MD
Source: Kittelson & Associates



SW Barbur Blvd. Portland, OR
Source: KTesth via Flickr; <https://bit.ly/KtechviaFlickr>

Corporate Drive Typical Sections

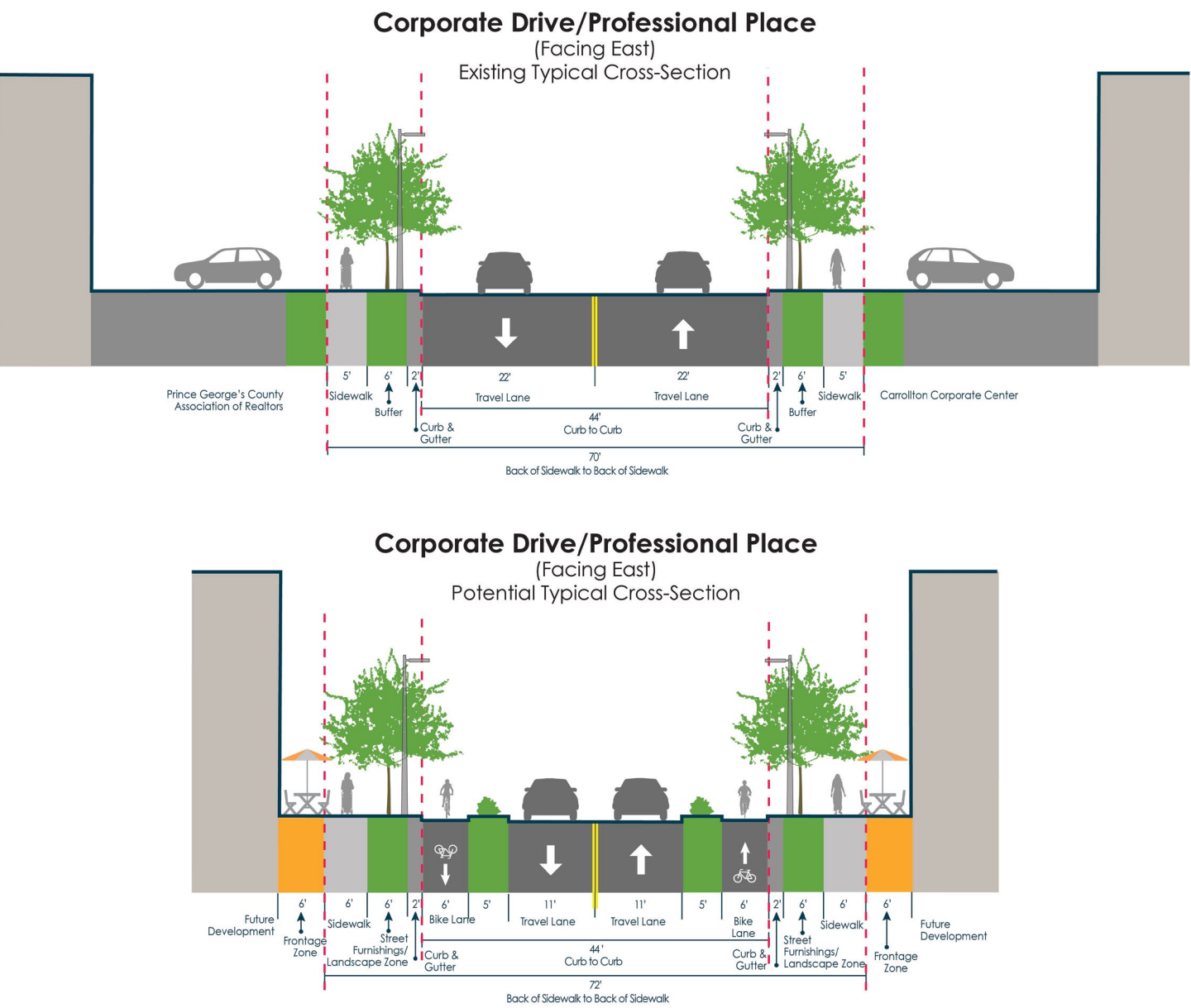
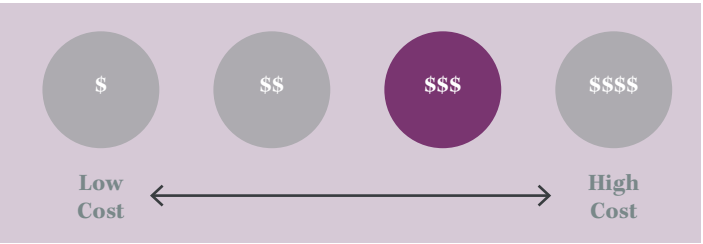


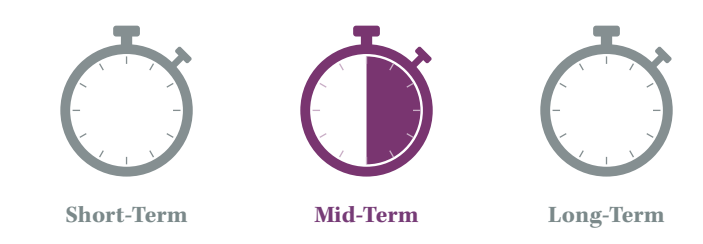
Fig. 21. Corporate Drive/Professional Place typical sections
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



HARKINS ROAD (A8)

Project Intent

Repurpose curbside travel lanes on Harkins Road to add buffered bicycle lanes from Ellin Road to Annapolis Road. Harkins Road primarily serves vehicles and lacks bicycle infrastructure to encourage biking in the area. Buffered bicycle lanes will improve the safety and comfort of people biking to nearby destinations.

Extents

- Ellin Road to Annapolis Road

Challenges

- Lack of existing bicycle facilities

Design Considerations

- Buffered bicycle lane on both sides of the street within the right of way.
- Landscape buffer and frontage zone



Existing typical street section (Ellin Road to Annapolis Road)
Source: Kittelson & Associates



Buffered bicycle lane alongside street parking
Source: Elvert Barnes via Flickr; <https://bit.ly/ElvertBarnesviaFlickr>



Protected bicycle lane
Source: M.V. Jantzen via Flickr; www.flickr.com/photos/mvjantzen/14991551606

Harkins Road Typical Sections

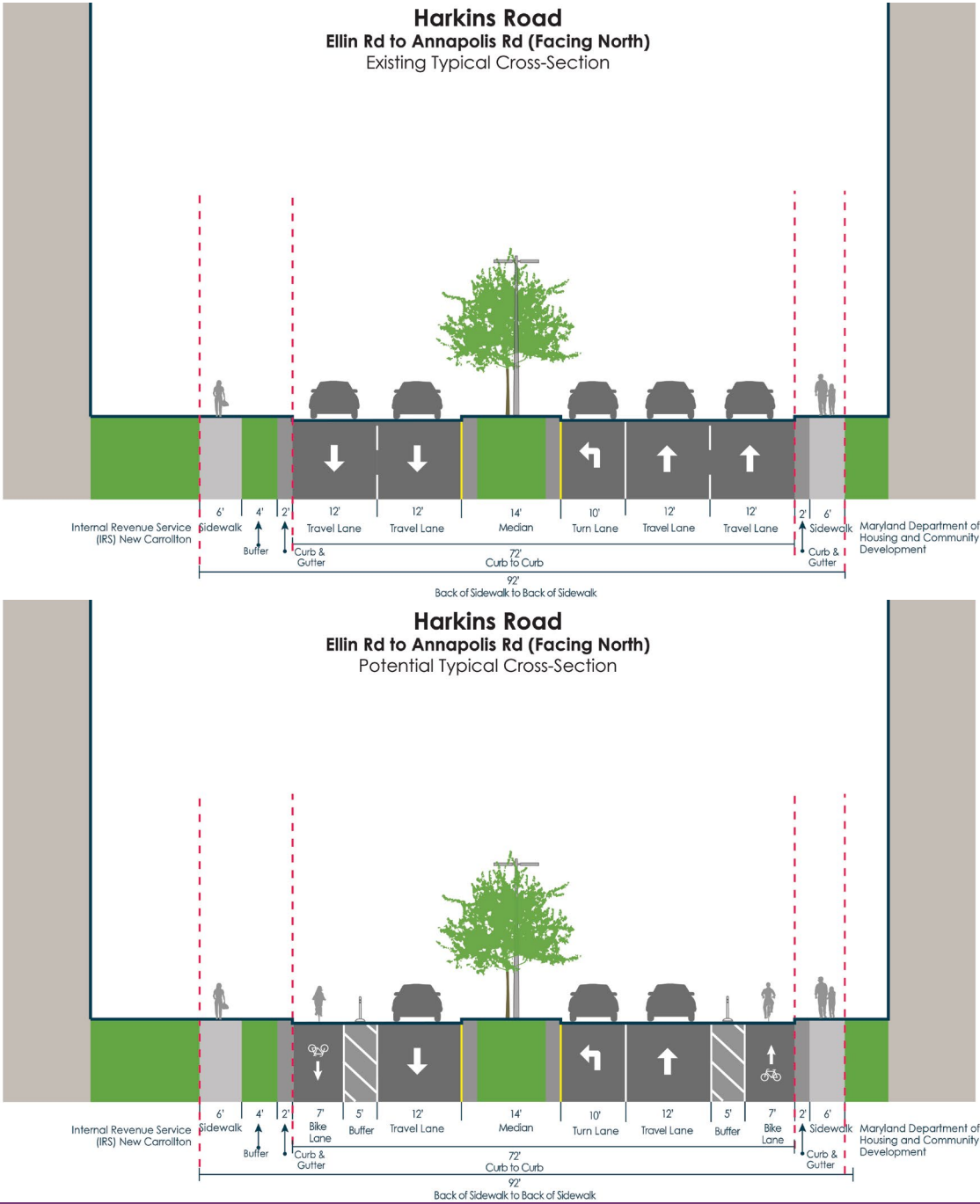
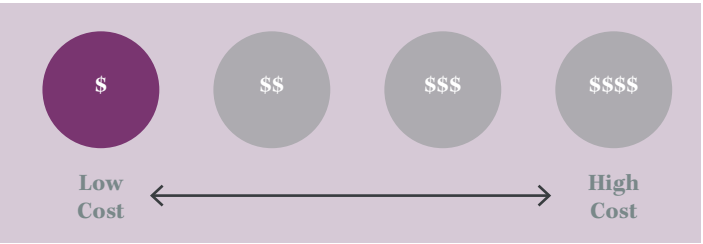


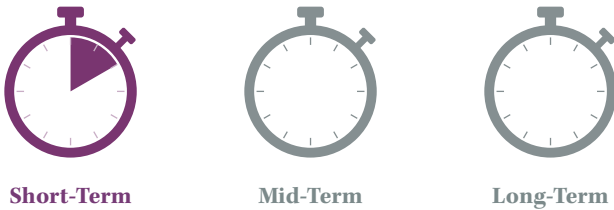
Fig. 22. Harkins Road typical sections
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



VETERANS PARKWAY (A16)

Project Intent

Reallocate roadway shoulder on the east side of Veterans Parkway to a shared-use path to promote multi-modal activity and improve the safety and comfort of users along Veterans Parkway. Provide multi-modal connectivity to Ellin Road.

Extents

- Ellin Road to Annapolis Road

Challenges

- Lack of existing bicycle facilities
- Lack of sidewalks
- Wide crossing distances for pedestrians at intersections

Design Considerations

- Provide a buffered shared use path for pedestrian and bicycle users
- Connect to bicycle route on Ellin Road



Existing typical street section (Ellin Road to Annapolis Road)
Source: Kittelson & Associates



Shared use path, Rockville, MD
Source: Kittelson & Associates



Trail, Silver Spring, MD
Source: Kittelson & Associates

Veterans Parkway Typical Sections

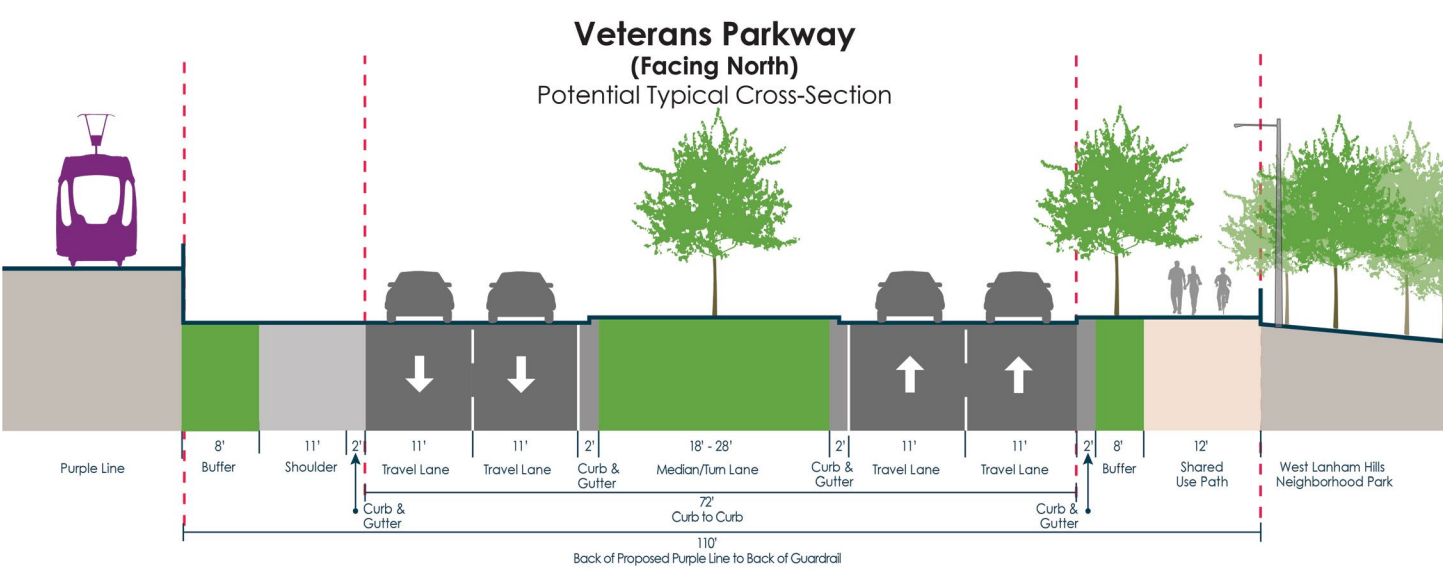
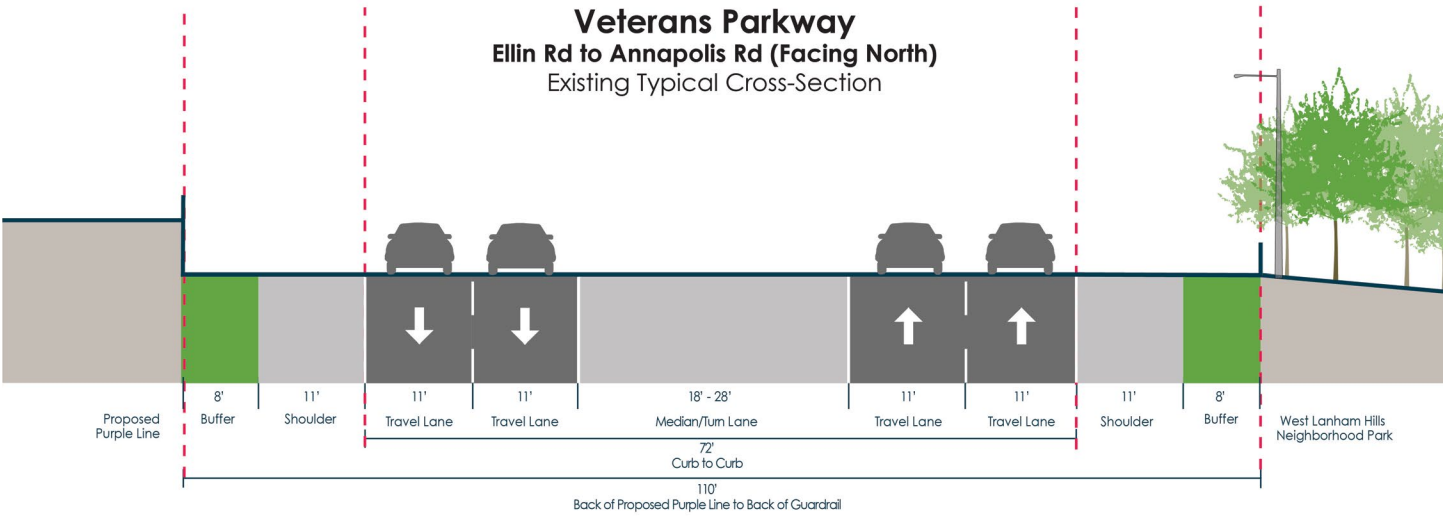
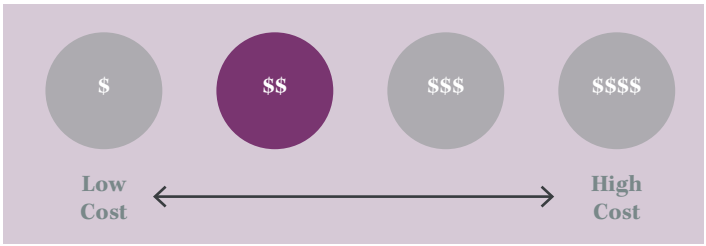


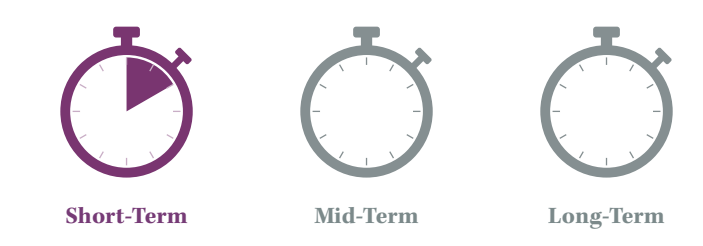
Fig. 23. Veterans Parkway typical sections

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



ANNAPOLIS ROAD (A1)

Project Intent

Connect multi-modal users to the many destinations along Annapolis Road by improving bicycle and pedestrian accommodations along the corridor while prioritizing multi-modal safety. Combine corridor improvements with intersection spot treatments to enhance safety and comfort for users.

Extents

- Ardwick Ardmore Road to 85th Avenue

Challenges

- Lack of existing bicycle facilities
- Minimal pedestrian facilities
- Wide crossing distances for pedestrians at intersections

Design Considerations

- Remove slip lanes
- Consider curb extensions
- Add pedestrian refuge islands
- Incorporate with proposed shared use path on Veterans Parkway



Existing typical street section (76th Avenue and 77th Avenue)
Source: M-NCPPC



Fig. 24. Key plan of recommendations for Annapolis Road
Source: Kittelson & Associates

ANNAPOLIS ROAD CORRIDOR RECOMMENDATIONS

The following table summarizes recommended improvements along the Annapolis Road corridor. These improvements are described in detail on the following pages. Project ID numbers correspond with the larger list of recommended intersection and crossing improvements listed in Table 2.

Table 6. Recommended Annapolis Road intersection improvements

Annapolis Road Intersection Improvements

ID #	Street	Signal	Recommendation	Details	Cost	Time frame
B1	Gallatin Street	Yes	Add crosswalk on the eastbound leg across Annapolis Road at Gallatin Street	Need curb ramps and signal upgrades	\$	Near-term
B2	Between Veterans Parkway and Finns Lane/Harkins Road	No	Add a crosswalk at 77th Avenue	Distance between crosswalks at Veterans Parkway and Finns Lane/Harkins Road is approximately 2,000 ft.	\$\$	Near-term
B3	Ardwick Ardmore Road	Yes	Add crosswalk on the eastbound leg across Annapolis Road at Ardwick Ardmore Road	Need curb ramps and signal upgrades; Need to extend sidewalk on north side of Annapolis Road	\$	Near-term
B31	Riverdale Road	Yes	Close slip lanes, add pedestrian refuge islands across Annapolis Road, add crosswalk on westbound leg across Annapolis Road and on northbound leg across driveway	Need curb ramps and signal upgrades	\$\$	Mid-term
B32	85 th Avenue	Yes	Add crosswalk on westbound leg across Annapolis Road, add pedestrian refuge islands, close slip lane	Need curb ramps and signal upgrades	\$\$	Mid-term
B34	Capital Beltway Ramp (I-95)	Yes	Add crosswalk on westbound leg across Annapolis Road, add pedestrian refuge islands, add high-visibility crosswalks across ramps	Need curb ramps and signal upgrades	\$	Near-term
B39	Veterans Parkway	Yes	Close right turn slip lanes, add pedestrian refuge islands on all legs	Consider near-term and long-term solutions	\$\$	Mid-term
B41	Finns Lane	Yes	Add pedestrian refuge islands	Medians are approx. 6'	\$	Mid-term
B45	Arehart Drive	No	Signalize intersection	Improve pedestrian crossing safety	\$\$	Mid-term

ALTERNATIVE 1: ONE-WAY SEPARATED BICYCLE LANE

Project Intent

Alternative 1 involves lane repurposing along Annapolis Road, reducing the number of lanes from six to four travel lanes. The removal of one lane in each direction is reallocated to provide buffered bicycle lanes.

Extents

- Ardwick Ardmore Road to 85th Avenue

Challenges

- Lack of comfortable pedestrian and bicycle facilities
- High traffic volumes
- Pedestrian crossing safety

Design Considerations

- Shared use path beyond the curb
- Landscape buffer and frontage zone adjacent to future development



Existing Typical Street Section (between 76th Avenue and 77th Avenue)
Source: M-NCPPC



Executive Boulevard, North Bethesda, MD
Source: Kittelson & Associates



Executive Boulevard, North Bethesda, MD
Source: Kittelson & Associates

Annapolis Road Typical Sections

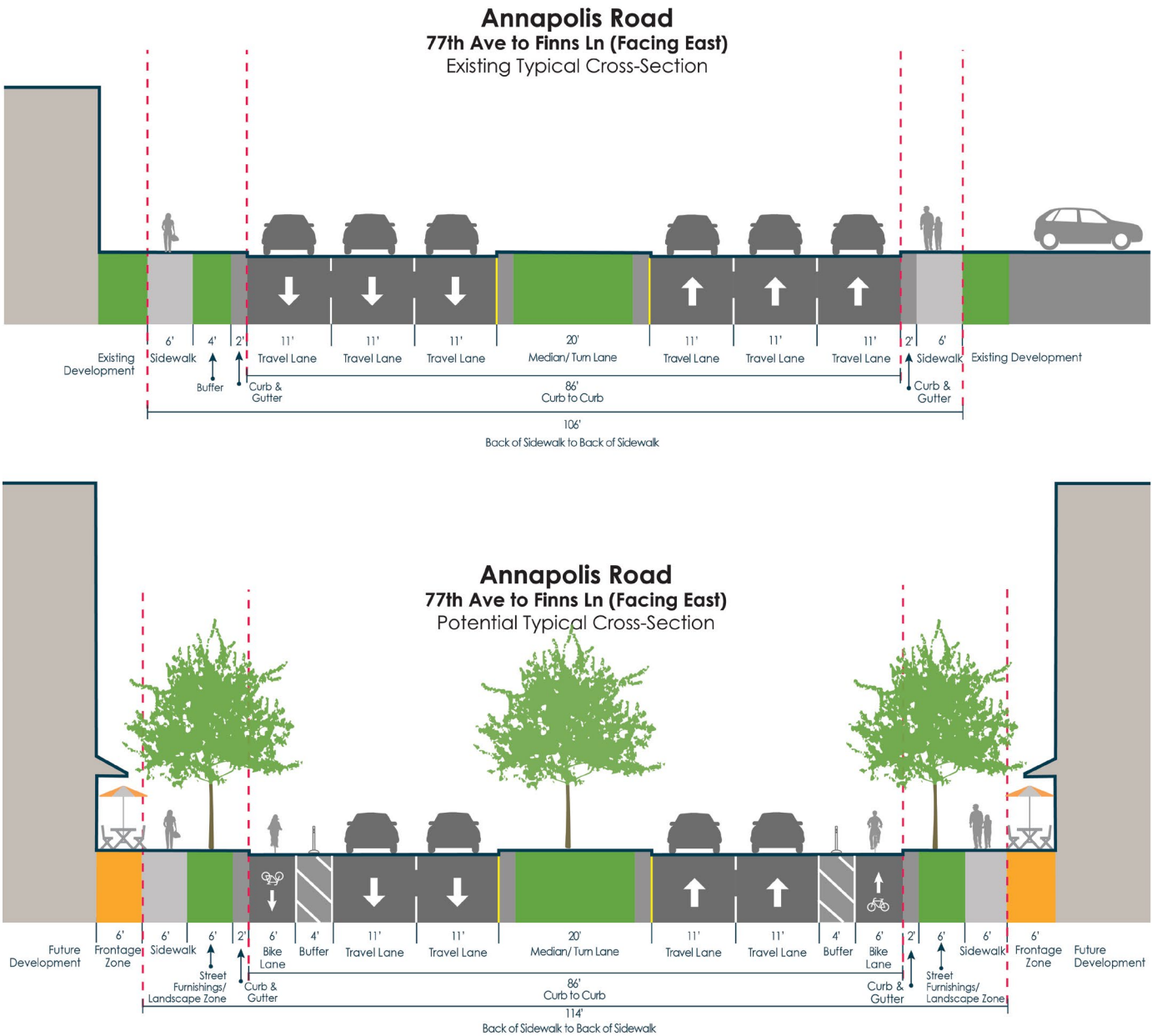


Fig. 25. Annapolis Road typical sections
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



ALTERNATIVE 2: SHARED USE PATH

Project Intent

Alternative 2 introduces a shared-use path along Annapolis Road to provide a safe and connected facility for biking and walking along the corridor. The M-NCPPC Bicycle Master Plan proposes a sidepath on Annapolis Road.

Extents

- Ardwick Ardmore Road to 85th Avenue

Challenges

- Lack of comfortable pedestrian and bicycle facilities
- High traffic volumes
- Pedestrian crossing safety

Design Considerations

- Shared use path beyond the curb and adjacent to future development



Annapolis Road Typical Sections

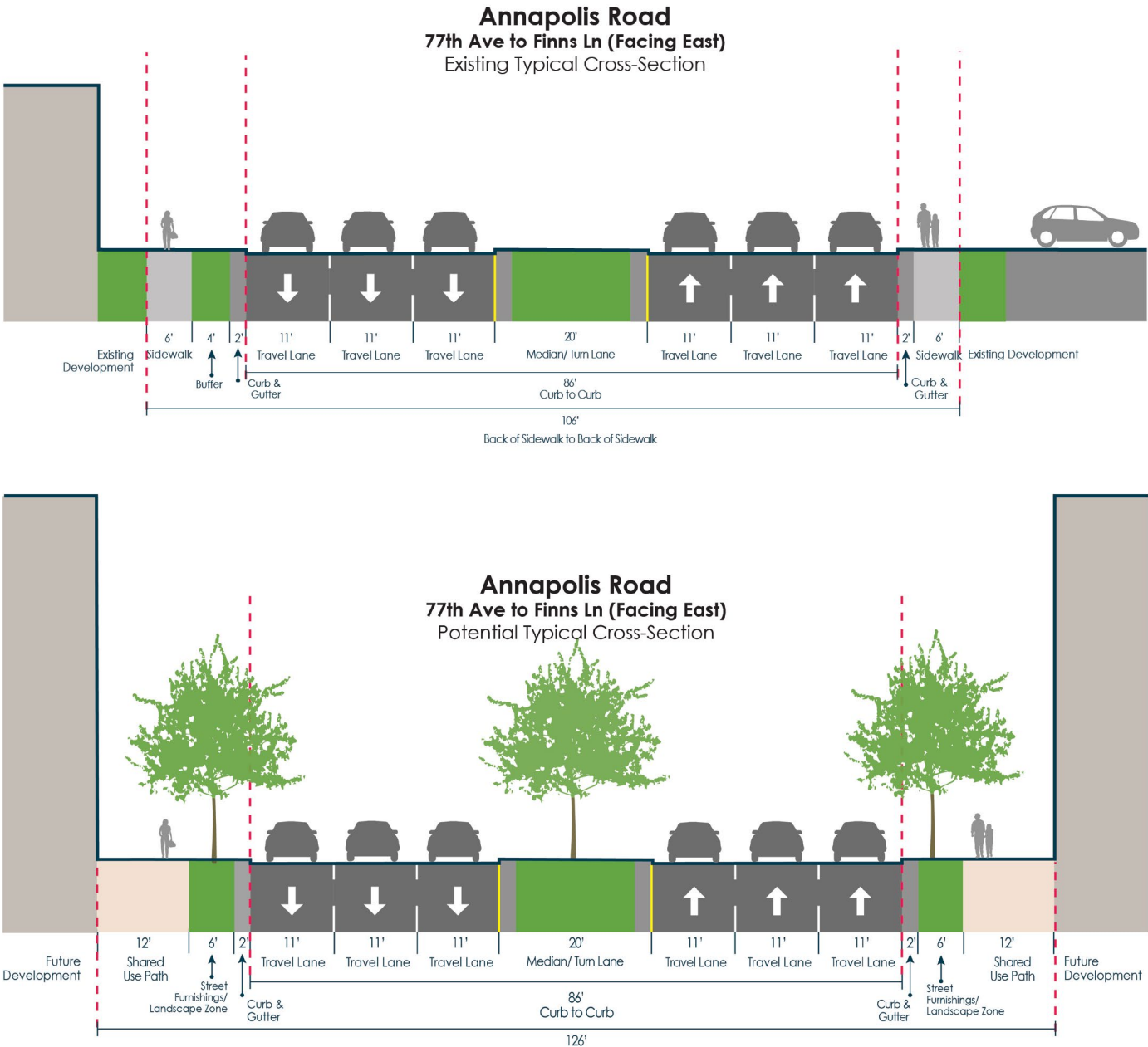
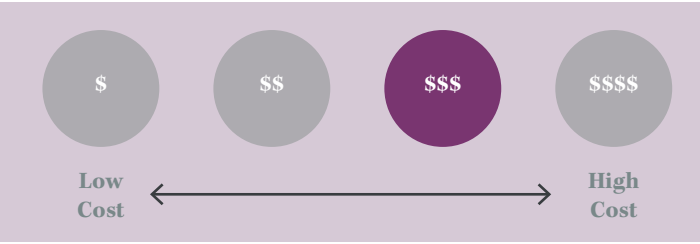


Fig. 26. Annapolis Road typical sections
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



ANNAPOLIS ROAD AND RIVERDALE ROAD (B31)

Project Intent

Improve multi-modal safety and comfort by closing slip lanes, adding pedestrian refuge islands across Annapolis Road, and adding a crosswalk on the westbound leg across Annapolis Road and on the northbound leg across the driveway. Similar improvements are proposed at 85th Avenue, Capital Beltway ramp, and Veterans Parkway.

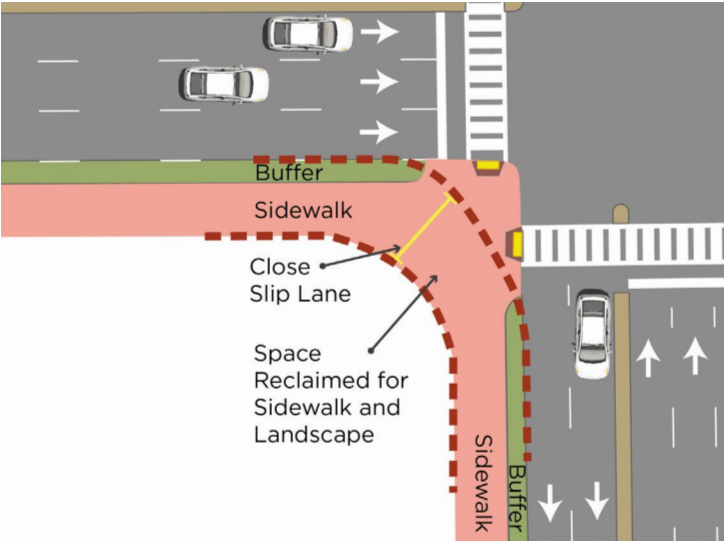
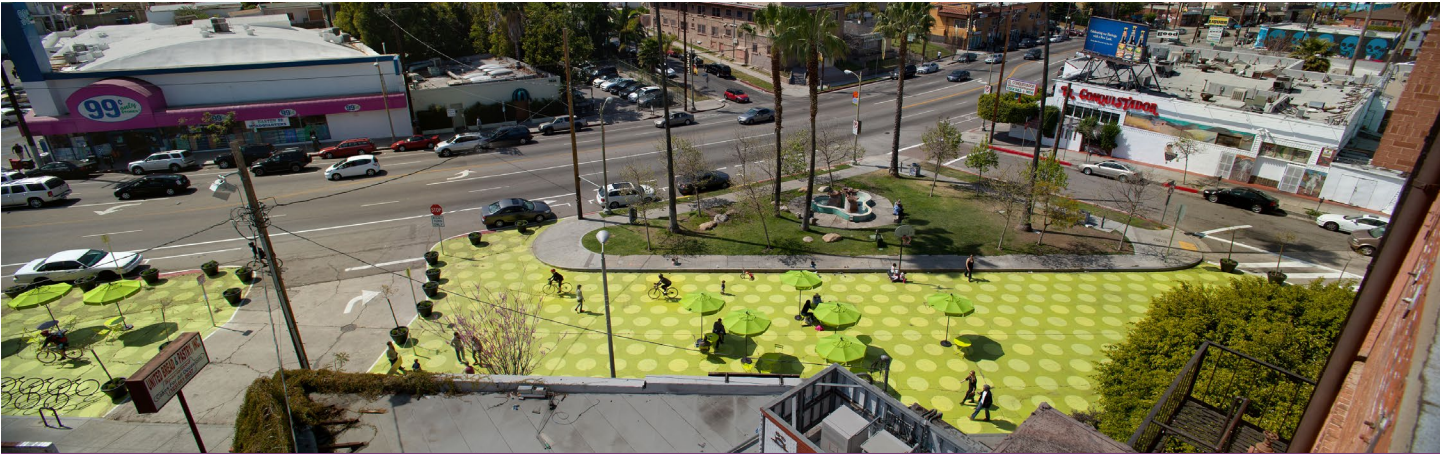


Fig. 27. Recommendations for Annapolis Road and Riverdale Road
Source: Kittelson & Associates



Street section of Annapolis Road and Riverdale Road
Source: M-NCPPC

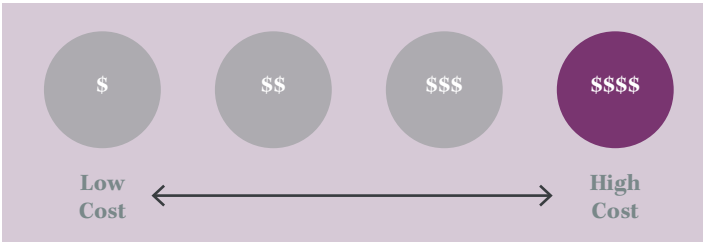
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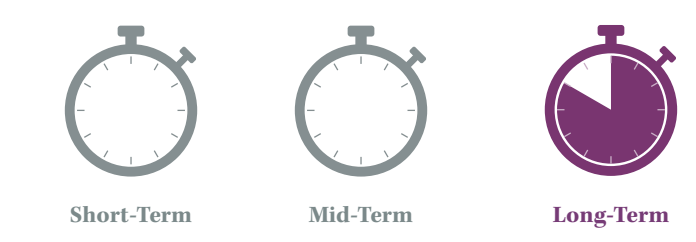
Slip lane removal example
Source: LADOT via Flickr; <https://bit.ly/MWTransitPhotosviaflickr>

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



PENNSY DRIVE (A23)

Project Intent

Improve multi-modal safety and comfort by closing slip lanes, adding pedestrian refuge islands across Annapolis Road, and adding a crosswalk on the westbound leg across Annapolis Road and on the northbound leg across the driveway. Similar improvements are proposed at 85th Avenue, Capital Beltway ramp, and Veterans Parkway.

Extents

- Southwest study limit to John Hanson Highway

Challenges

- Lack of existing bicycle facilities
- Minimal pedestrian facilities
- Wide crossing distances for pedestrians at intersections

Design Considerations

- Mid-block crossings at bus stop locations
- Narrow cross-section
- Tighten intersection geometry



Existing typical street section (between 75th Avenue and Veterans Pkwy)
Source: M-NCPPC



Woodglenn Drive, North Bethesda, MD
Source: Kittelson & Associates



North Bethesda, MD
Source: Kittelson & Associates

Pennsy Drive Typical Sections

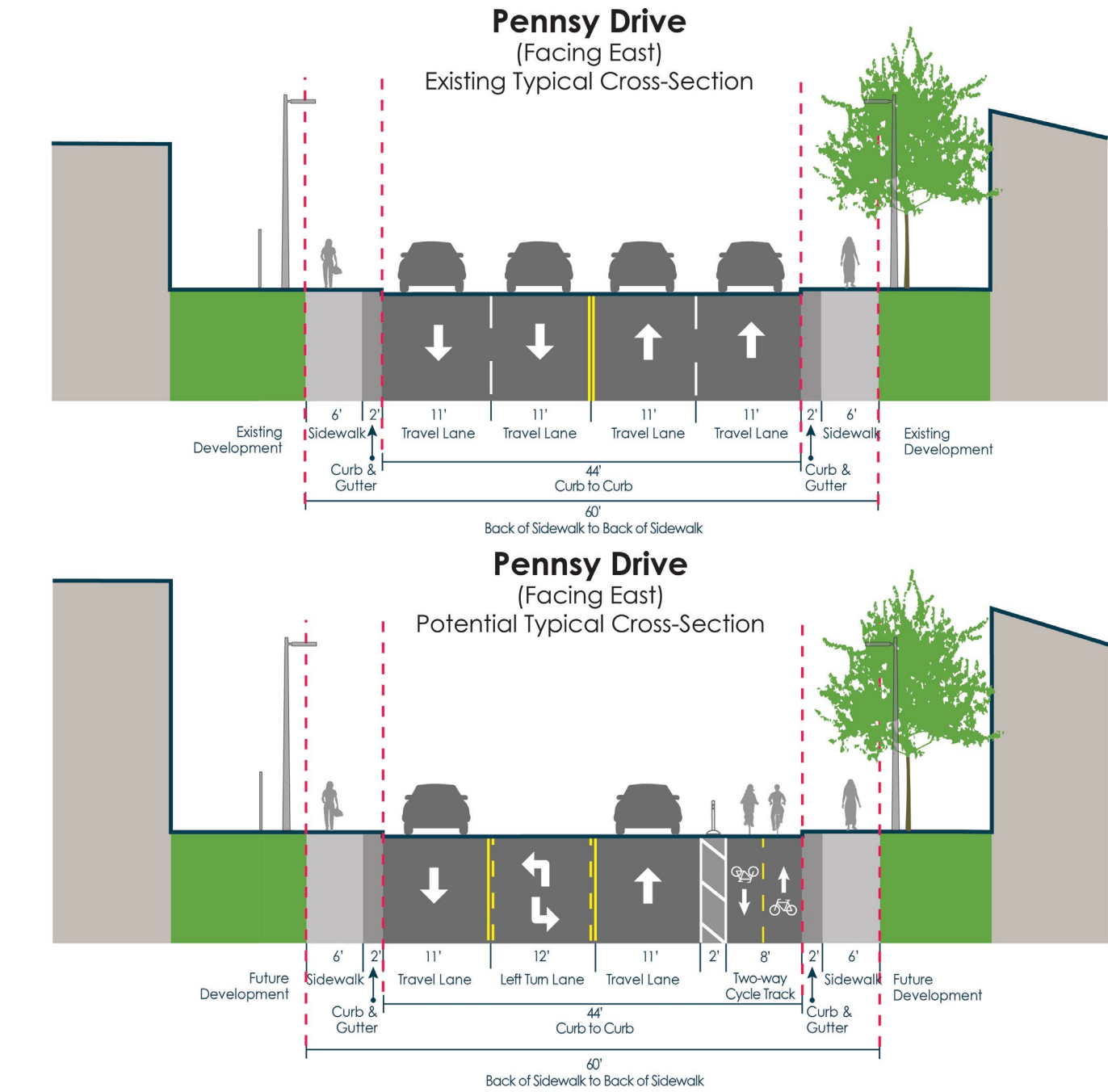


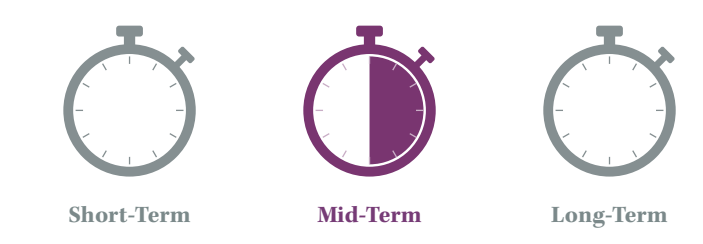
Fig. 28. Pennsy Drive typical sections
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



PENNSY DRIVE CORRIDOR
RECOMMENDATIONS

PENNSY DRIVE & POLK STREET INTERSECTION (B35)
Project Intent

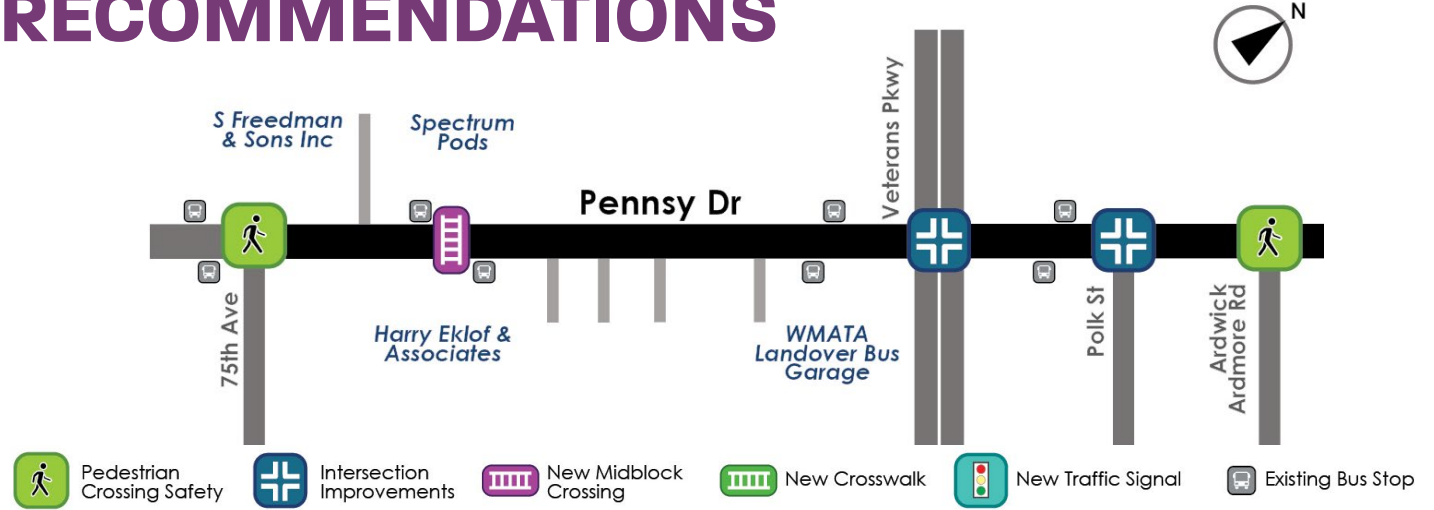


Fig. 29. Key plan for Pennsy Drive corridor recommendations
Source: Kittelson & Associates

Table 7. Recommended Pennsy Drive intersection improvements

Pennsy Drive Intersection Improvements

ID #	Street	Signal	Recommendation	Details	Cost	Time frame
B15	Between 75th Avenue and Veterans Parkway	Yes	Provide a mid-block crossing across Pennsy Drive near bus stops on Pennsy Drive between 75th Avenue and Veterans Parkway	Consider signalized location at WMATA Landover Bus Division; need to update signal timing and add ped ramps	\$	Near-term
B16	75th Avenue	No	Provide crosswalks on all legs at Pennsy Drive and 75th Avenue	Bus stops present; need curb ramps; consider RRFB or signal	\$	Near-term
B17	Between Veterans Parkway and Polk Street	No	Provide a mid-block crossing across Pennsy Drive near bus stops and ensure ADA compliance. Ensure bus stops are compliant	Consider mid-block near bus stops at Cosmos Air Purification & Environmental Systems Inc.	\$	Near-term
B24	Veterans Parkway	Yes	Provide crosswalks on all legs; close slip lanes on/off Veterans Parkway	Update signal timing; consider quick build treatments	\$\$	Mid-term
B27	Ardwick Ardmore Road	Yes	Provide crosswalks on all legs of the intersection and provide pedestrian refuge islands across Ardwick Ardmore Road. Ensure bus stops are compliant	Update signal timing, add ped ramps; ensure bus stops have ADA compliant facilities	\$	Near-term
B35	Polk Street	No	Tighten turning radii and add crosswalk across Polk Street	Consider quick-build treatments including paint and flexposts	\$	Near-term

Improve multi-modal safety and comfort by tightening the intersection geometry, adding curb extensions, and shortening the pedestrian crossing distance.



Polk Street intersection
Source: Nearmap



Baltimore, MD
Source: Remingtopo artwork and image by Graham Projects

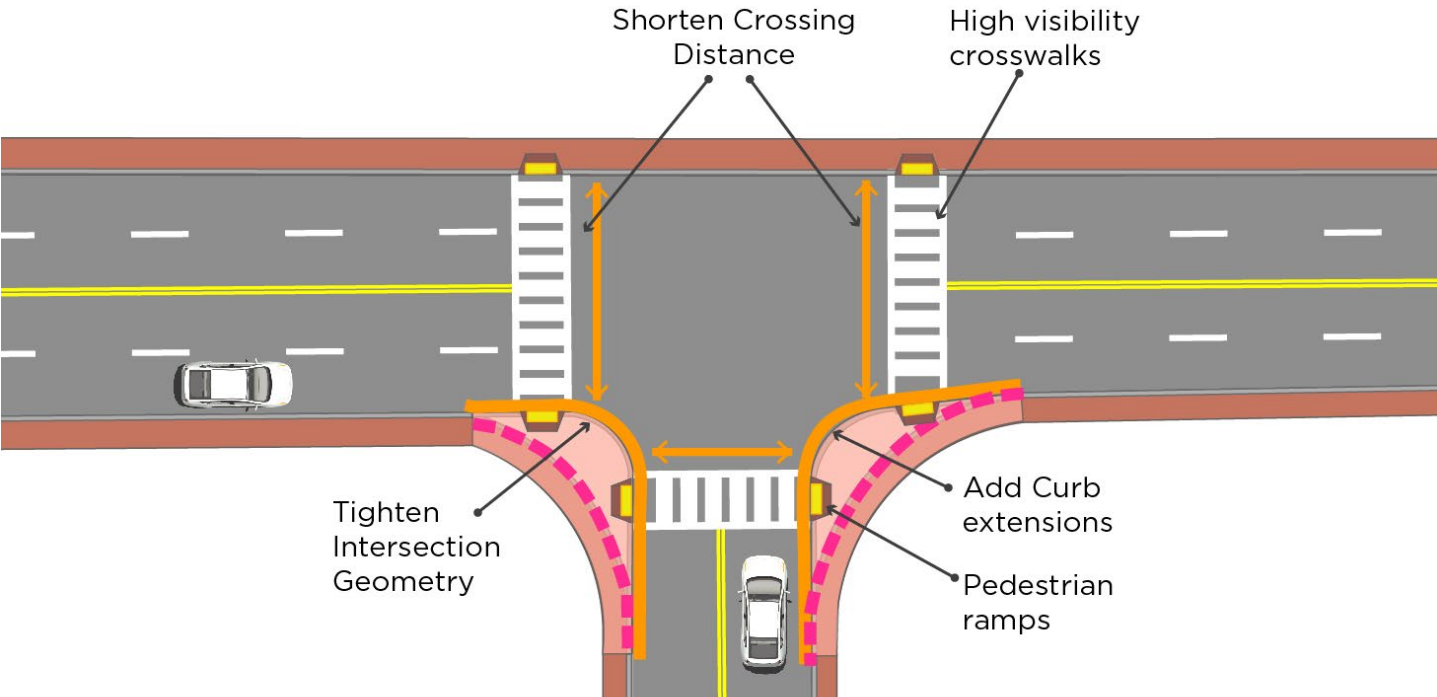


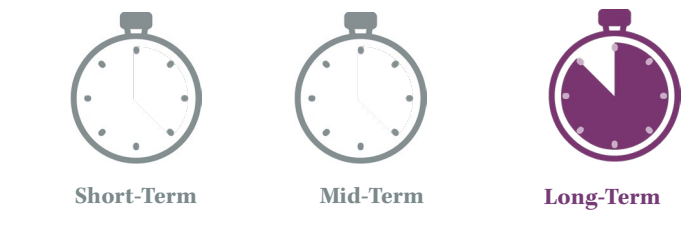
Fig. 30. Recommendations for Pennsy Drive and Polk Street intersection
Source: Kittelson & Associates

Note: Concepts are for illustrative purposes only and will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



ARDWICK ARDMORE ROAD (A9)

Project Intent

Prioritize pedestrian safety and comfort by adding a complete sidewalk network and crosswalk enhancements. Ensure ADA compliance at crossings and bus stops. Improve multi-modal conditions by repurposing the curbside travel lane to a buffered bicycle lane.

Extents

- Pennsy Drive to southeast study limit (Martin Luther King Jr. Highway)

Challenges

- Minimal pedestrian facilities
- Lack of existing bicycle facilities

Design Considerations

- Implement road diet to reallocate space for people biking and walking
- Bicycle Lanes
- Widen sidewalk
- Ensure that bus stops are ADA-compliant



Existing Typical Street Section (Whitetire Road and Preston Drive)
Source: M-NCPPC



University Boulevard, Maryland
Source: Kittelson & Associates



Buffered bicycle lane, Washington, DC
Source: Kittelson & Associates

Ardwick Ardmore Road Typical Sections

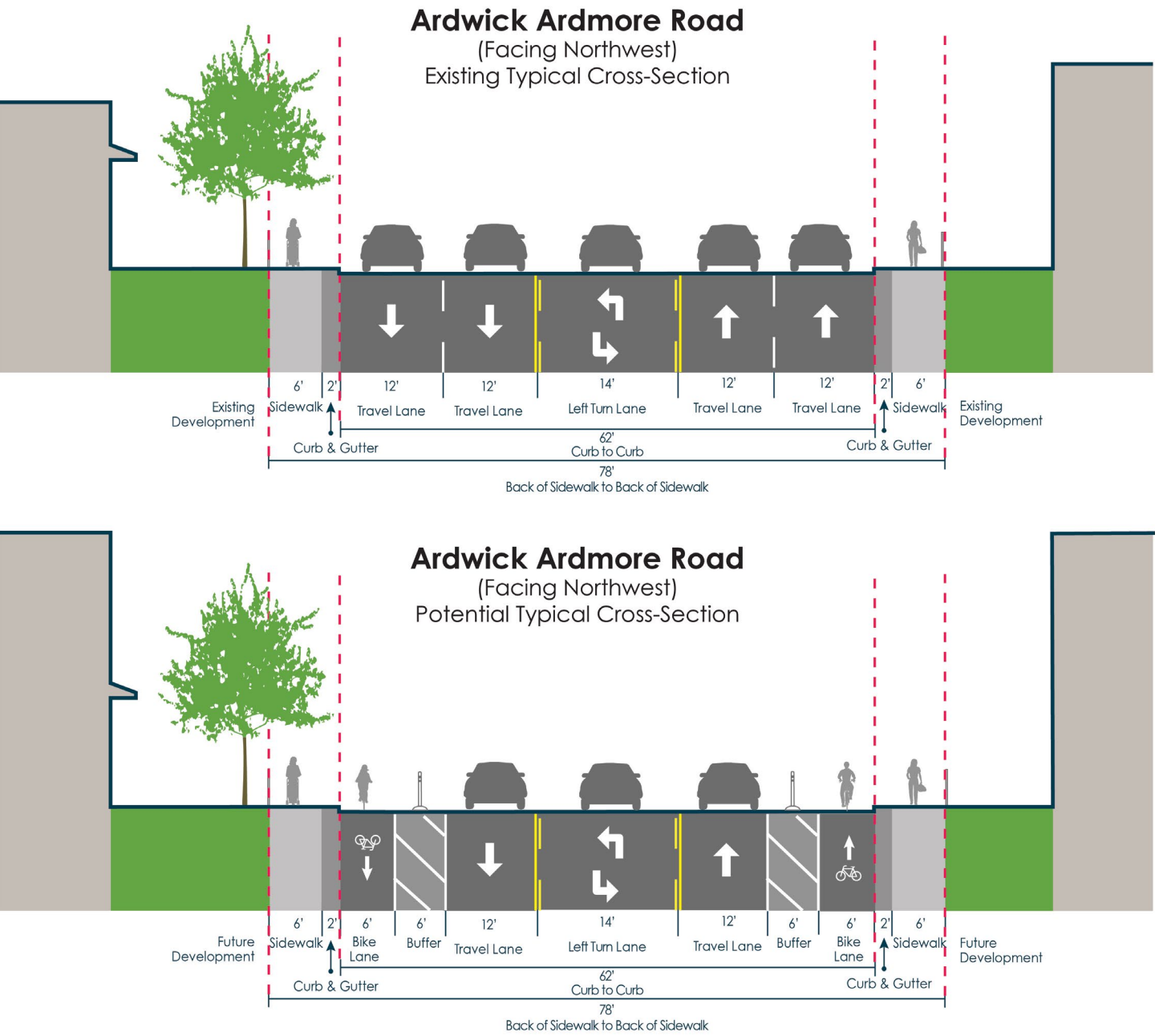
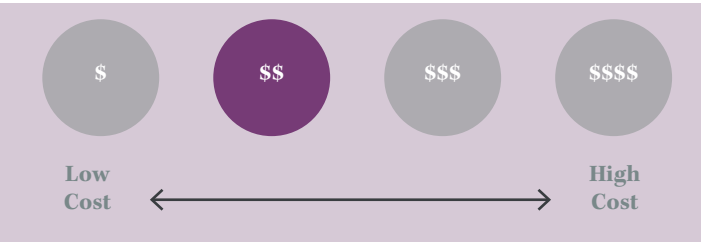


Fig. 31. Ardwick Ardmore Road typical sections
Source: Kittelson & Associates

Note: Potential sections are for illustrative purposes only. Concepts will require additional traffic analysis as part of future project development phases and engineering design phases.

Cost



Time frame



Ardwick Ardmore Corridor Improvements

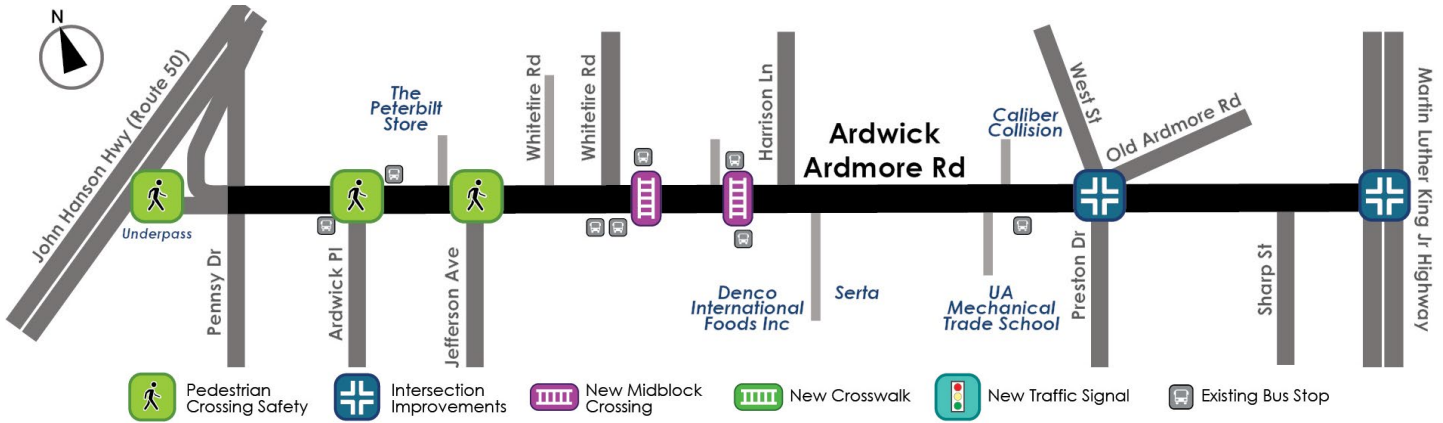


Fig. 32. Key plan for Ardwick Ardmore corridor improvements
Source: Kittelson & Associates

Table 8. Recommended Ardwick Ardmore intersection improvements

Ardwick Ardmore Intersection Improvements

ID #	Street	Signal	Recommendation	Details	Cost	Time frame
B18	Near Harrison Lane	No	Provide a mid-block crossing across Ardwick Ardmore Road near bus stops. Ensure bus stops are compliant.	Consider RRFB; ensure bus stops have ADA compliant facilities; add pedestrian ramps	\$	Near-term
B19	Near Whitetire Road	No	Provide a mid-block crossing across Ardwick Ardmore Road near bus stops. Ensure bus stops are compliant.	Consider RRFB; ensure bus stops have ADA compliant facilities; add ped ramps	\$	Near-term
B20	Ardwick Place	No	Provide crossings on all intersection legs. Ensure bus stops are compliant.	Consider RRFB; ensure bus stops have ADA compliant facilities; add ped ramps	\$	Near-term
B21	Jefferson Avenue	Yes	Provide crossings on all intersection legs	Missing curb ramps; ensure ADA compliance; ped push buttons are existing	\$	Near-term
B28	Route 50	No	Widen sidewalk and clear obstructions along pedestrian walkway under Route 50, along Ardwick Ardmore Road	Add pedestrian lighting; connect to existing and proposed sidewalk facilities	\$\$	Mid-term
B36	Preston Drive/West Street	Yes	Realign intersection, improve safety for people biking and walking, provide crosswalks on all legs. Ensure bus stops are compliant	Ensure bus stops have ADA compliant facilities; add ped ramps; realign/straighten crosswalks; consider pedestrian refuge areas	\$\$	Mid-term
B38	Martin Luther King Jr. Highway	Yes	Tighten intersection geometry, close slip lanes, provide pedestrian refuge islands.	Minimize impact to southbound and westbound right bus turning movements; update signals, add curb ramps	\$\$	Mid-term

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CITY OF NEW CARROLLTON

TRAIL CONNECTIONS

Connect the proposed trail to the New Carrollton Branch Library. Create a gateway to the trail and enhance local connectivity to the library and other local destinations, including West Field Park, New Carrollton Dog Park, and Veterans Memorial Park.

Extents

- City of New Carrollton between Riverdale Road and Westbrook Drive

Challenges

- Steep +/-10’ elevation change from building entrance to Library Field
- Area includes parcels owned by City of New Carrollton, Prince Georges County, and Board of Education

Design Considerations

- Provide accessible connection from the library entrance and parking lot to the Library Field
- Create a gateway plaza including bicycle amenities, sheltered picnic area and drinking fountain
- Replace bridge across from 6304 Martina Terrace with a wider bridge
- Add new bridge connecting the New Carrollton Branch Library to Veteran’s Memorial Park
- Locate connection through Veterans Memorial Park in a manner that does not disturb the memorial elements or experience including the flag circle, paths, and alleys
- Coordinate between the City and the County to realize a coherent and consistent trail network through property owned by each.



Ralph Wilson Trail (Detroit, MI)
Source: Robin Runyan, Urbanize Detroit



Accessible walkway integrated with planting (Arlington, VA)
Source: RHI

City of New Carrollton Trail Connections

Recommendations include the creation of a trail gateway plaza/park at the Library Field. The plaza will be connected to the library via an accessible path, with an alternate connection to the trail through Lamont Drive. The main trail will cross Brier Ditch and connect to Riverdale Road by Veterans Memorial Park.

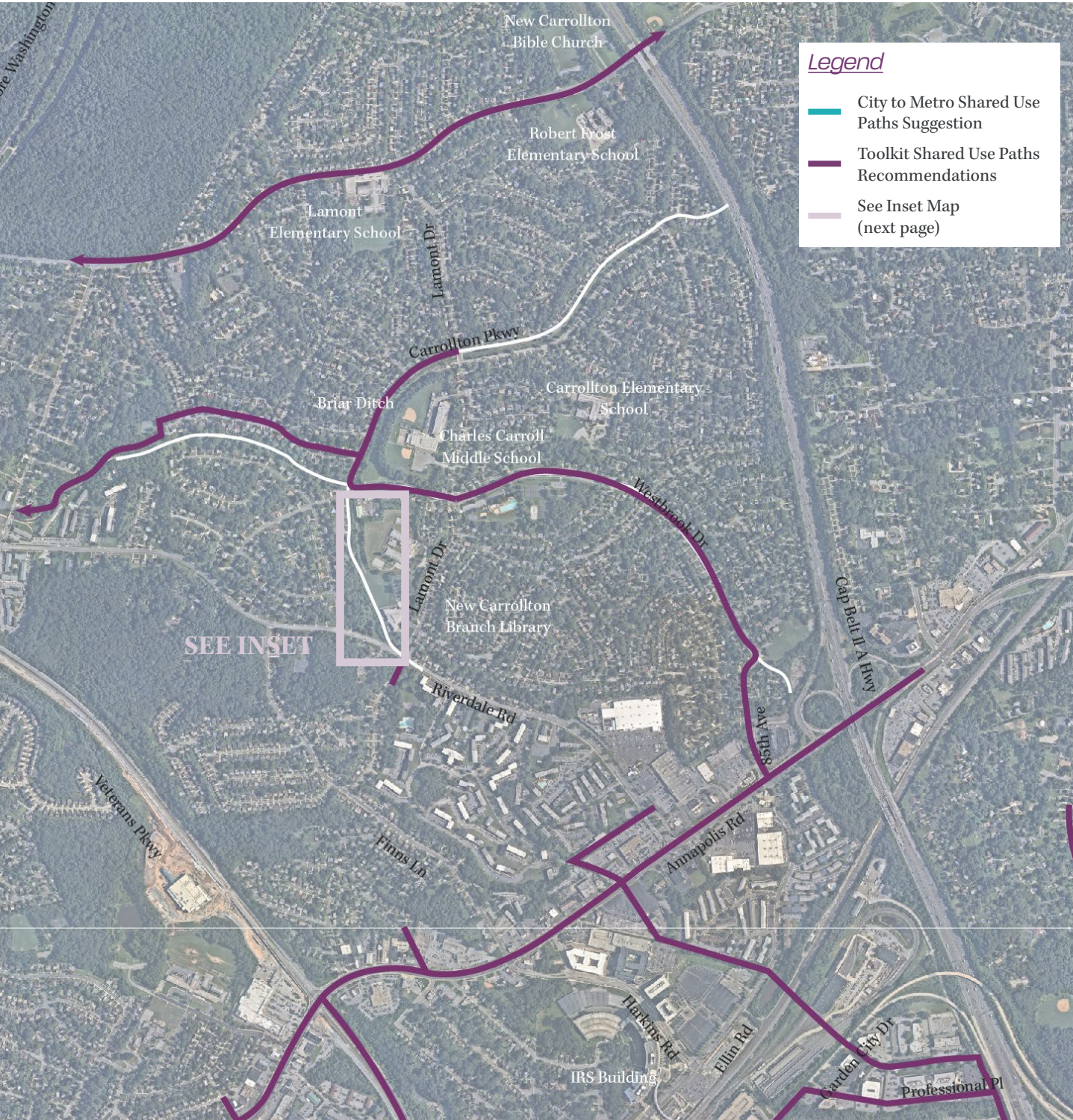


Fig. 33. City of New Carrollton trail connections
Source: RHI

New Carrollton Branch Library: Inset

Recommendation includes creation of a trail gateway plaza/park at the Library Field. The plaza shall be connected to the library via an accessible path, with an alternate connection to the trail through Lamont Drive. The main trail will cross Brier Ditch and connect to Riverdale Road by Veterans Memorial Park.

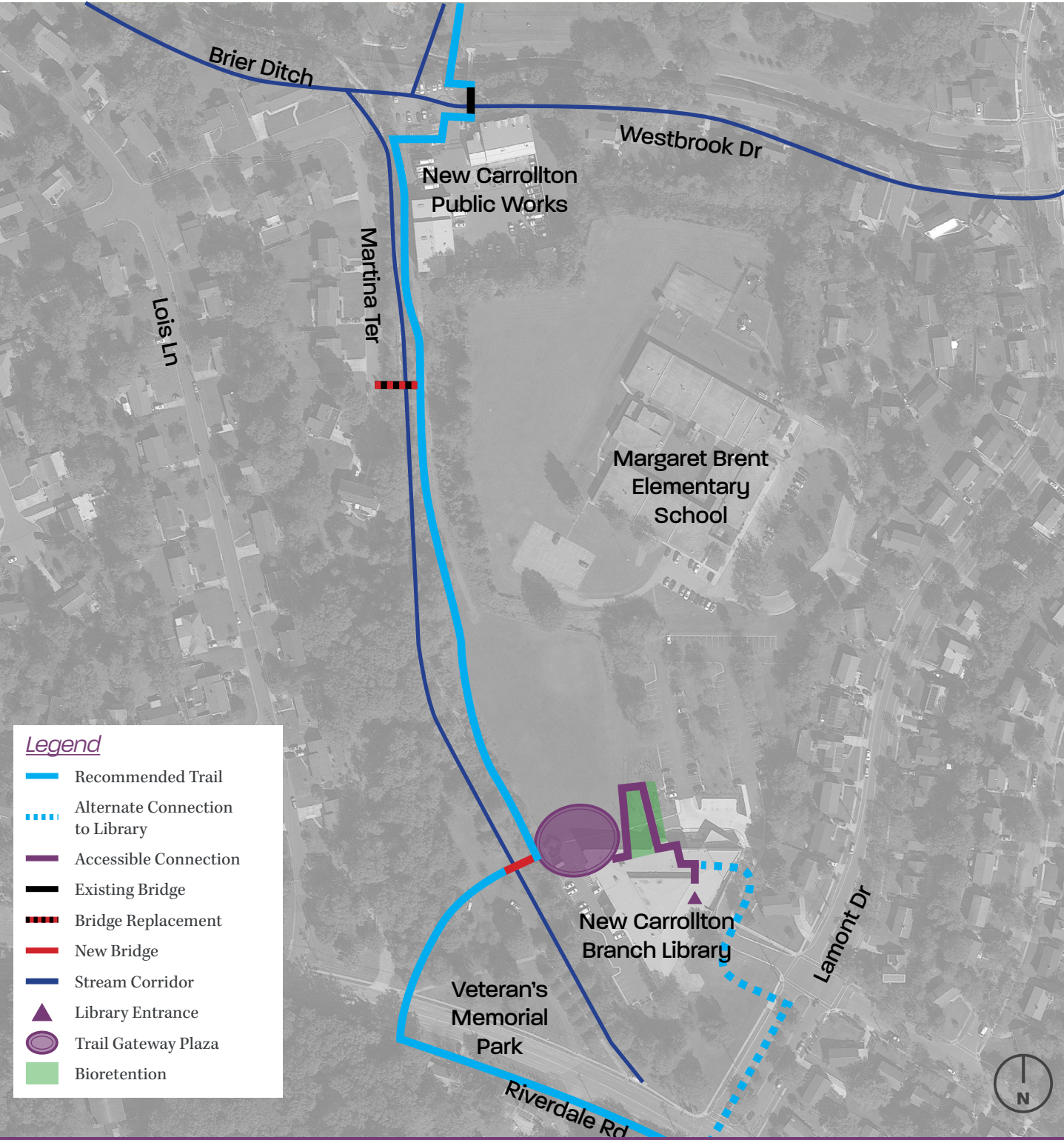



Fig. 34. Trail connection to New Carrollton Branch Library
Source: RHI

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An aerial photograph of the New Carrollton rail yard. The image shows several long passenger trains parked at platforms. The tracks curve through the yard, and there are various rail yard buildings and infrastructure visible in the background. The foreground is partially obscured by trees.

CHAPTER 5: IMPLEMENTATION FRAMEWORK

New Carrollton rail yard
Source: Wikimedia Commons, Ben Schumin; <https://bit.ly/wikimediaNewCarrolltonrailyard>

This chapter provides a framework for implementing the access and connectivity improvements recommended as part of this Strategy. It includes two sets of implementation guidance:

- General policy recommendations and potential funding sources to implement the recommendations identified in this study.
- An implementation matrix that details the following for each improvement recommended in the Overall Recommendations in Chapter 4. The matrix includes:
 - Recommendation ID number (keyed to the maps and tables for the Overall Recommendations in Chapter 4)
 - Description of the improvement
 - Location zone or area of the improvement
 - Source of the recommendation (e.g., prior plan or study or new recommendation from the project team)
 - Time frame
 - Lead agency for implementation
 - Cost (high, medium, low)
 - Right-of-way impacts (high, medium, low).
 - Utility and drainage impacts (high, medium, low)

IMPLEMENTATION POLICIES

This section provides a brief list of policy recommendations and potential funding sources to implement the recommendations identified in this study.

1. Incorporate the recommendations in the next update of the New Carrollton 2010 Approved New Carrollton Transit District Development Plan (TDDP) or any new/updated plan covering the area.
2. Coordinate with MDOT-SHA and the Prince George’s County DPW&T to include relevant project recommendations into respective capital project programs, including MDOT’s Consolidated Transportation Program and Prince George’s County Capital Improvement Program.
3. Coordinate with MDOT-SHA and DPW&T to include relevant project recommendations in respective maintenance projects, such as regularly scheduled roadway resurfacing projects.
4. Apply for new federal grants included in the Infrastructure Investment & Jobs Act (IIJA), such as Safe Streets for All, Reconnecting Communities, and RAISE to design and implement relevant project recommendations.
5. Apply for other state and local grants, such as MDOT’s Kim Lamphier Bikeways Network Program, Metropolitan Washington Council of Government’s Transportation-Land Use Connection, and Regional Roadway Safety Program to design and implement grant-relevant project recommendations.
6. Coordinate with M-NCPPC Prince George’s County Planning Department’s Transportation Planning Section, Department of Permitting and Inspections (DPIE), and DPW&T to require on-site, frontage, and off-site multi-modal transportation projects as part of the development approvals process.

APPENDIX

Source: M-NCPPC

Table 9. Implementation Matrix

ID #	Description	Location	Zone/Area	Source
A1	Provide bicycle facilities on Annapolis Road. Provide a shared use path or protected bicycle facility. Pedestrian/ Bicycle sidepath is recommended in the TDDP.	Annapolis Road from Ardwick Ardmore Road to 85th Avenue	Annapolis Road Corridor	Project Team, TDDP
A2	Provide a pedestrian/bicycle sidepath; New Wetlands Park	Between Corporate Drive and Professional Place	Metro Core and Garden City	TDDP, Masterplan for Transforming New Carrollton
A3	Provide a bridge connection	Ellin Road to Garden City Drive	Metro Core and Garden City	TDDP
A4	Provide a pedestrian and bicycle bridge	From Ellin Road to Garden City Drive, across rail line	Metro Core and Garden City	TDDP
A5	Provide a green connection; Provide bicycle lanes and pedestrianized streetscape; Implement a road diet to reallocate space for people biking and walking	Corporate Drive, Professional Place, and Garden City Drive	Metro Core and Garden City	TDDP, Masterplan for Transforming New Carrollton, Project Team
A6	Improve sidewalks	Along Chesapeake Road to Annapolis Road	Annapolis Road Corridor	Project Team
A7	Provide green connection; Provide consistent sidewalks on both sides of Ellin Road	Ellin Road from Veterans Parkway to Annapolis Road	Metro Core and Garden City	TDDP, Project Team
A8	Provide green connection	Harkins Road from Ellin Road to Annapolis Road	Metro Core and Garden City	TDDP
A9	Provide green connection; Bicycle lanes and pedestrianized streetscape; Implement road diet to reallocate space for people biking and walking; Widen sidewalk. Ensure bus stops are compliant.	Ardwick Ardmore Road from Pennsy Drive to southeast study limits	Ardwick Ardmore Industrial Area	Project Team
A10	Continue green connection from Annapolis Road to Patterson Park, as similarly identified in the TDDP (Harkins Road to Annapolis Road)	Finns Lane from Annapolis Road to northern study limits	New Carrollton	Project Team
A11	Provide a bicycle/pedestrian connection	From Tyler Street/Fiske Avenue to Jefferson Avenue	Ardwick Ardmore Industrial Area	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Shared Use Path	Bicycle/pedestrian connection	Medium	MDOT SHA	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Long	DPW&T	High	High	High
Shared Use Path	Bicycle/pedestrian connection	Long	DPW&T, WMATA	High	High	High
Bridge	Bicycle/pedestrian connection	Long	DPW&T, WMATA	High	High	High
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Low	Low
Sidewalks	Bicycle/pedestrian connection	Short	DPW&T	Mid	Medium	Medium
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Bicycle Boulevard	Bicycle/pedestrian connection	Short	DPW&T	Mid	Medium	Medium
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Short	DPW&T	Mid	Medium	Medium

ID #	Description	Location	Zone/Area	Source
A12	Provide a bicycle boulevard for people walking and biking to school (Glenarden Woods Elementary, Judge Sylvania W Woods Elementary, Dodge Park Elementary)	From Delwood Avenue to Tyler/Fiske to Dodge Park Elementary School	Ardwick Ardmore Industrial Area	Project Team
A13	Provide a bicycle/pedestrian connection	Between West Lanham Drive to Ellin Road	Metro Core and Garden City	Project Team
A14	Provide a bicycle/pedestrian connection	From Surrey Lane to Annapolis Road	Annapolis Road Corridor	Project Team
A15	Provide a shared use path connection	Along Longbranch Drive from Carrollton Parkway/ New Carrollton Dog Park to Wildercroft Neighborhood Mini Park	New Carrollton	Project Team
A16	Provide a shared use path	On Veterans Parkway from Annapolis Road to Ellin Road; Both sides of Veterans Parkway	Glenridge Purple Line Station	Project Team
A17	Provide a bicycle/pedestrian connection	Northeast of Harkins Road, from Ellin Road/85th Avenue to Annapolis Road, continuing to Heritage Square Apartments	Metro Core and Garden City	Project Team
A18	Provide a bicycle/pedestrian connection	From Garrison Lane to Annapolis Road; potential to extend to 77th Avenue	Annapolis Road Corridor	Project Team
A19	Provide a bicycle/pedestrian connection in greenspace right of way	West Lanham Hills Neighborhood Park to Emerson Road to Annapolis Road	Metro Core and Garden City	Project Team
A20	Provide a bicycle/pedestrian connection	From Garden City Drive to Cobb Road	Metro Core and Garden City	Project Team
A21	Provide a bicycle/pedestrian connection	From 75th Avenue to Riverdale Road	New Carrollton	Project Team
A22	Provide a bicycle connection (neighborhood bicycle boulevard, bicycle boulevard, etc.) to connect to New Carrollton Branch Library	Legation Road from 85th Avenue to Powhatan, Powhatan Street from Legation Road to Lamont Drive	New Carrollton	Project Team
A23	Provide buffered or protected bicycle facilities	Pennsy Drive from southwest study limit to John Hanson Highway - connect with recommendation #16	Ardwick Ardmore Industrial Area	Project Team
A24	Provide a shared use path and bicycle/pedestrian connection	From Westbrook Drive to Carrollton Parkway, through the New Carrollton Dog Park	New Carrollton	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
Shared Use Path	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
Shared Use Path	Bicycle/pedestrian connection	Short	DPW&T	Mid	Low	Low
Shared Use Path	Bicycle/pedestrian connection	Short	DPW&T	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Low
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Low	Low
Bicycle Boulevard	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
Shared Use Path	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Low	Low
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Low	Low
Shared Use Path	Bicycle/pedestrian connection	Short	DPW&T	Low	Medium	Low

ID #	Description	Location	Zone/Area	Source
A25	Continue bicycle/pedestrian connections north and south of Annapolis Road to proposed street network. This would provide a low stress facility for people biking (neighborhood bicycle boulevard/ bicycle boulevard)	North of Annapolis Road - new connection to Arehart Drive to Karen Elaine Drive, right on Fontainebleau Drive to Riverdale Road	New Carrollton	Project Team
A26	Remove parking and installing protected bicycle facilities	Lamont Drive from Riverdale Road to northern study limits	New Carrollton	Project Team
A27	Provide buffered bicycle lanes	Westbrook Street from 85th Avenue to Lamont Drive	New Carrollton	Project Team
A28	Provide buffered bicycle lanes	Carrollton Parkway from Lamont Drive to 85th Place	New Carrollton	Project Team
A29	Add a shared use path or combination path and protected bicycle facility & sidewalk bicycle lanes to connect to Glenridge Purple Line Station	Gallatin Street from west study limits to Annapolis Road	Glenridge Purple Line Station	Project Team
A30	Provide a bicycle/pedestrian connection near Margaret Brent Regional School and New Carrollton Branch Library	From Westbrook Drive to Riverdale Road	New Carrollton	Project Team
A31	Add a shared use path	Riverdale Road from Annapolis Road to western study limits	New Carrollton	Project Team
A32	Provide a station and vehicular bridge (North South Crossing)	From Ellin Road to New Wetlands Park/Fortis College	Metro Core and Garden City	Masterplan for Transforming New Carrollton
A33	Improve bicycle and pedestrian access under the Beltway along MD 450.	From 85th Avenue/Ellin Road to eastern study limits	Annapolis Road Corridor	Agency Comments
A34	Add a shared use path and on road bicycle facility	Good Luck Road from west to east study limits	New Carrollton	Agency Comments
A35	Add shared use lanes	85th Avenue from Westbrook Drive to Annapolis Road	Annapolis Road Corridor	Agency Comments
A36	Add bicycle lanes along Whitfield Chapel Road Road from US 50 to Alcona Street	Whitfield Chapel Road Road from US 50 to Alcona Street	Other	Agency Comments
A37	Add a shared use lane	Kinmont Crandall Road from Whitfield Chapel Road Road until it ends	Other	Agency Comments
A38	Add a bicycle facility	Glenarden Parkway, connecting to Glenarden Woods Elementary School.	Ardwick Ardmore Industrial Area	Agency Comments

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Bicycle Boulevard	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Low	Low
Bicycle Boulevard	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
Bridge	Bicycle/pedestrian connection	Long	DPW&T	Mid	Medium	Medium
Shared Use Path	Bicycle/pedestrian connection	Medium	DPW&T, SHA	Mid	Medium	Medium
Shared Use Path / On-Street Bicycle Facility	Bicycle/pedestrian connection	Medium	DPW&T	Mid	Medium	Medium
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low
On-Street Bicycle Facility	Bicycle/pedestrian connection	Short	DPW&T	Low	Low	Low

ID #	Description	Location	Zone/Area	Source
B1	Add crosswalk on the eastbound leg across Annapolis Road at Gallatin Street	Annapolis Road and Gallatin Street	Annapolis Road Corridor	Project Team
B2	Add crosswalk across Annapolis Road - distance between crosswalks at Veterans Parkway and Finns Lane/Harkins Road is approximately 2,000 ft. There are many destinations and bus stops along Annapolis Road, creating crossing demand - add a crosswalk at 77th Avenue	Annapolis Road between Veterans Parkway and Finns Lane/Harkins Road	Annapolis Road Corridor	Project Team
B3	Add a crosswalk on the eastbound leg across Annapolis Road at Ardwick Ardmore Road	Annapolis Road and Ardwick Ardmore Road	Annapolis Road Corridor	Project Team
B4	Add crosswalks	Garden City Drive and Professional Place	Metro Core and Garden City	Project Team
B5	Provide a crossing across Harkins Road at bus stop locations. Ensure bus stops are compliant.	Harkins Road and Sherwood Street	Metro Core and Garden City	Project Team
B6	Provide a mid-block crossing near bus stops	On 85th Avenue/Ellin Road between Harkins Road and Annapolis Road	Metro Core and Garden City	Project Team
B7	Add crosswalks and pedestrian refuge islands across Ellin Road. Ensure bus stops are compliant.	Ellin Road and Emerson Place	Metro Core and Garden City	Project Team
B8	Provide mid-block crosswalk near bus stops	Corporate Drive near IRS	Metro Core and Garden City	Project Team
B9	Provide a mid-block crossing on Finns Lane near bus stops. Ensure bus stops are compliant.	Finns Lane near U-Haul, where bus stops are located	New Carrollton	Project Team
B10	Provide a mid-block crossing on Finns Lane near bus stops. Ensure bus stops are compliant.	Finns Lane east of Fury Lane, where bus stops are located	New Carrollton	Project Team
B11	Provide a mid-block crossing on Finns Lane near bus stops.	Finns Lane between Powhatan Street and Kidmore Lane, where bus stops are located	New Carrollton	Project Team
B12	Add crosswalks on all legs of the intersection	Mahoney Drive and Riverdale Road	New Carrollton	Project Team
B13	Provide a mid-block crossing on Riverdale Road near bus stops	Riverdale Road between Mahoney Drive and Annapolis Road	New Carrollton	Project Team
B14	Add crosswalks across Powhatan Street	Legation Road and Powhatan Street	New Carrollton	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Mid	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low

ID #	Description	Location	Zone/Area	Source
B15	Provide a mid-block crossing across Pennsy Drive near bus stops	Pennsy Drive between 75th Avenue and Veterans Parkway	Ardwick Ardmore Industrial Area	Project Team
B16	Provide crosswalks on all intersection legs	Pennsy Drive and 75th Avenue	Ardwick Ardmore Industrial Area	Project Team
B17	Provide a mid-block crossing across Pennsy Drive near bus stops and ensure ADA compliance.	Pennsy Drive between Veterans Parkway and Polk Street	Ardwick Ardmore Industrial Area	Project Team
B18	Provide a mid-block crossing across Ardwick Ardmore Road near bus stops.	Ardwick Ardmore Road near Harrison Lane	Ardwick Ardmore Industrial Area	Project Team
B19	Provide a mid-block crossing across Ardwick Ardmore Road near bus stops.	Ardwick Ardmore Road near Whitetire Road	Ardwick Ardmore Industrial Area	Project Team
B20	Provide crossings on all intersection legs. Ensure bus stops are compliant.	Ardwick Ardmore Road and Ardwick Place	Ardwick Ardmore Industrial Area	Project Team
B21	Provide crossings on all intersection legs	Ardwick Ardmore Road and Jefferson Avenue	Ardwick Ardmore Industrial Area	Project Team
B22	Provide a mid-block crossing across Jefferson Avenue near bus stops	Jefferson Avenue between Ardwick Ardmore Road and Polk Street	Ardwick Ardmore Industrial Area	Project Team
B23	Remove right turn slip lane onto Corporate Drive; add crosswalks on all intersection legs.	Corporate Drive and Garden City Drive	Ardwick Ardmore Industrial Area	Project Team
B24	Provide crosswalks on all intersection legs; close slip lanes on/off Veterans Parkway	Pennsy Drive and Veterans Parkway	Metro Core and Garden City	Project Team
B25	Provide a pedestrian crossing across Ellin Street	Ellin Street and Hanson Oaks Drive	New Carrollton	Project Team
B26	Add a crosswalk to westbound leg across Riverdale Road; Provide pedestrian refuge islands	Riverdale Road and Lamont Drive	Ardwick Ardmore Industrial Area	Project Team
B27	Provide crosswalks on all intersection legs and provide pedestrian refuge islands across Ardwick Ardmore Road. Ensure bus stops are compliant.	Ardwick Ardmore Road and Pennsy Drive	Ardwick Ardmore Industrial Area	Project Team
B28	Widen sidewalk and clear obstructions along pedestrian walkway under Route 50, along Ardwick Ardmore Road.	Ardwick Ardmore Road underpass at Route 50	New Carrollton	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk, Lane Elimination	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Medium	Medium
Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low

ID #	Description	Location	Zone/Area	Source
B29	Add crosswalks and pedestrian refuge islands across 85th Avenue. Ensure bus stops are compliant.	85th Avenue and Legation Road	New Carrollton	Project Team
B30	Add crosswalks on all intersection legs and provide pedestrian refuge islands. Ensure bus stops are compliant.	85th Avenue and Westbrook Drive	New Carrollton	Project Team
B31	Provide crosswalks on all intersection legs. Add crosswalk on westbound leg across Annapolis Road and across northbound driveway leg. Provide pedestrian refuge islands across Annapolis Road. Close right turn slip lanes onto Riverdale Road.	Annapolis Road and Riverdale Road	Annapolis Road Corridor	Project Team
B32	Provide crosswalks on all intersection legs. Add crosswalk on westbound leg across Annapolis Road. Provide pedestrian refuge islands across Annapolis Road and southbound 85th Avenue leg. Close right turn slip lanes heading northbound onto 85th Avenue.	Annapolis Road and 85th Avenue	Annapolis Road Corridor	Project Team
B33	Remove slip lanes, add pedestrian refuge islands, and add crosswalks on all intersection legs	Corporate Drive and Pennsy Drive	Metro Core and Garden City	Project Team
B34	Provide crosswalks on all intersection legs. Add crosswalk on westbound leg across Annapolis Road. Provide pedestrian refuge islands across Annapolis Road. Add high visibility crosswalks along Annapolis Road, across I-95 ramps.	Annapolis Road and Capital Beltway Ramp (I-95)	Annapolis Road Corridor	Project Team
B35	Tighten turning radii and add a crosswalk across Polk Street	Polk Street	Ardwick Ardmore Industrial Area	Project Team
B36	Realign intersection, improve safety for people biking and walking, provide crosswalks on all intersection legs. Ensure bus stops are compliant.	Ardwick Ardmore Road and Preston Drive/West Street	Ardwick Ardmore Industrial Area	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Crosswalk, Pedestrian Refuge Island, Lane Elimination	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Crosswalk, Pedestrian Refuge Island, Lane Elimination	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Crosswalk, Pedestrian Refuge Island, Lane Elimination	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Geometric Improvement, Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Bus stops have ADA compliant facilities; add ped ramps; realign/ straighten crosswalks; consider pedestrian refuge areas	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low

ID #	Description	Location	Zone/Area	Source
B37	Tighten turning radii and add a crosswalk	Across Jefferson Avenue and Polk Street	Ardwick Ardmore Industrial Area	Project Team
B38	Tighten intersection geometry, close slip lanes, provide pedestrian refuge islands. Minimize impact to southbound and westbound right bus turning movements.	Martin Luther King Jr. Highway and Ardwick Ardmore Road	Ardwick Ardmore Industrial Area	Project Team
B39	Close right turn slip lanes to reduce intersection size; Add pedestrian refuge islands on all legs	Annapolis Road and Veterans Parkway	Annapolis Road Corridor	Project Team
B40	Remove slip lanes and add pedestrian refuge island across Ellin Road	Ellin Road and Veterans Parkway	Metro Core and Garden City	Project Team
B41	Provide pedestrian refuge islands across Annapolis Road at Finns Lane/Harkins Road	Annapolis Road and Finns Lane	Annapolis Road Corridor	Project Team
B42	Provide pedestrian refuge islands across Harkins Road	Harkins Road and W Lanham Drive	Metro Core and Garden City	Project Team
B43	Provide pedestrian refuge islands across Harkins Road and Ellin Road. Ensure bus stops are compliant.	Harkins Road and Ellin Road	Metro Core and Garden City	Project Team
B44	Provide pedestrian refuge islands across Lamont Drive	Lamont Drive and Powhatan Street at the New Carrollton Branch Library	New Carrollton	Project Team
B45	Signalize intersection	Arehart Drive and Annapolis Road	Annapolis Road Corridor	Project Team
B46	Add crosswalks and pedestrian refuge islands across 85th Avenue. Ensure bus stops are compliant.	85th Avenue and Longfellow Street	New Carrollton	Project Team
B47	Ensure bus stop ADA compliance	Fairbanks Street and Carrollton Parkway	New Carrollton	Agency Comments
B48	Ensure bus stop ADA compliance for eastbound bus stop	Carrollton Parkway and 85 th Place.	New Carrollton	Agency Comments
B49	Ensure bus stop ADA compliance at northbound bus stop	85 th Place and Carrollton Parkway	New Carrollton	Agency Comments
B50	Ensure bus stop ADA compliance for southbound bus stop	85 th Place and Ravenswood Road.	New Carrollton	Agency Comments

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Geometric Improvement, Crosswalk	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Geometric Improvement, Lane Elimination, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Lane Elimination, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Lane Elimination, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T	Low	Low	Low
Signalization	Intersection and Crosswalk Improvement	Medium	DPW&T	Mid	Low	Low
Crosswalk, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low

ID #	Description	Location	Zone/Area	Source
B51	Ensure bus stop ADA compliance	85 th Place and Fremont Street	New Carrollton	Agency Comments
B52	Ensure bus stop ADA compliance	85 th Place and Powhatan Street	New Carrollton	Agency Comments
B53	Ensure bus stop ADA compliance	Westbrook Drive and Powhatan Street	New Carrollton	Agency Comments
B54	Ensure bus stop ADA compliance	Westbrook Drive and Nicholson Street	New Carrollton	Agency Comments
B55	Ensure bus stop ADA compliance	Westbrook Drive and Madison Street	New Carrollton	Agency Comments
B56	Ensure bus stop ADA compliance	Harkins Road at 7900 Harkins Road	Metro Core and Garden City	Agency Comments
B57	Modify slip ramp to protect bicyclists and pedestrians	US 50 and Garden City Drive	Metro Core and Garden City	Agency Comments
B58	Add bicycle/pedestrian lighting at underpass	Good Hope Road and I-495 Underpass	New Carrollton	Agency Comments
C1	Incorporate gateway treatments with public art	Annapolis Road and Veterans Parkway	Annapolis Road Corridor	Project Team
C2	Incorporate gateway treatments with public art	Annapolis Road and Finns Lane/Harkins Road	Annapolis Road Corridor	Project Team
C3	Incorporate gateway treatments with public art	Annapolis Road and 85th Avenue	Annapolis Road Corridor	Project Team
C4	Provide a new north side park	South of Annapolis Road, near Arehart Drive	Metro Core and Garden City	Masterplan for Transforming New Carrollton
C5	Provide a garden side park	North of Corporate Drive, west of Cobb Road	Metro Core and Garden City	Masterplan for Transforming New Carrollton
C6	Provide a nature pavilion	Southeast corner of Corporate Drive and Garden City Drive	Metro Core and Garden City	Masterplan for Transforming New Carrollton

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
ADA	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
Lane Elimination, Pedestrian Refuge Island	Intersection and Crosswalk Improvement	Medium	DPW&T, MDOT	Mid	Low	Low
Lighting	Intersection and Crosswalk Improvement	Short	DPW&T, WMATA	Low	Low	Low
Gateway, Art	Placemaking	Short	City, DPW&T	Low	Low	Low
Gateway, Art	Placemaking	Short	City, DPW&T	Low	Low	Low
Gateway, Art	Placemaking	Short	City, DPW&T	Low	Low	Low
Park	Placemaking	Medium	City, DPW&T	Mid	Medium	Medium
Park	Placemaking	Medium	City, DPW&T	Mid	Medium	Medium
Park	Placemaking	Medium	City, DPW&T	Mid	Medium	Medium

ID #	Description	Location	Zone/Area	Source
C7	Add public art and create public realm connection to the Purple Line Station	Harkins Road near Ellin Road	Metro Core and Garden City	TDDP, Masterplan for Transforming New Carrollton
C8	Add public art; enhanced transit plaza and public space	Near Metro Station, north of Garden City Drive	Metro Core and Garden City	TDDP, Masterplan for Transforming New Carrollton
C9	Add a plaza and placemaking elements	Northeast corner of Harkins Road and Ellin Road	Metro Core and Garden City	Project Team
C10	Provide a plaza and placemaking elements with intersection/crosswalk paint	Garden City Drive at new station entrances (existing bus loop location)	Metro Core and Garden City	Masterplan for Transforming New Carrollton
C11	Provide a plaza and placemaking elements with intersection/crosswalk paint	Garden City Drive at new station entrances (existing WMATA garage location)	Metro Core and Garden City	Masterplan for Transforming New Carrollton
D1	Potential redevelopment of Defense Shopping Center	South of Annapolis Road at the Defense Shopping Center	Annapolis Road Corridor	Project Team
D2	Potential redevelopment	North of Annapolis Road at the DARCARS Chrysler	Annapolis Road Corridor	Project Team
D3	Potential redevelopment of the Enterprise	Northwest corner of Annapolis Road and Finns Lane	Annapolis Road Corridor	Project Team
D4	Potential redevelopment	Southeast corner of Corporate Drive and Garden City Drive	Metro Core and Garden City	Project Team
D5	Potential redevelopment	Existing New Carrollton Station and Bus Bay T2	Metro Core and Garden City	Project Team
D6	Potential redevelopment	Southeast corner of Corporate Drive and Pennsy Drive	Metro Core and Garden City	Project Team
D7	Potential redevelopment at the existing National Automatic Sprinkler Industry	Northeast corner of Corporate Drive and Pennsy Drive	Metro Core and Garden City	Project Team
D8	Potential redevelopment	Northeast corner of Harkins Road and Ellin Road	Metro Core and Garden City	Project Team
D9	Potential redevelopment of the WMATA New Carrollton Rail Yard	South of Ellin Road, north of Garden City Drive	Metro Core and Garden City	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
Art, Park	Placemaking	Medium	MTA	Low	Low	Low
Gateway, Art	Placemaking	Short	WMATA	Low	Low	Low
Gateway, Art	Placemaking	Short	City, DPW&T	Low	Low	Low
Gateway, Art	Placemaking	Short	WMATA	Low	Low	Low
Gateway, Art	Placemaking	Short	WMATA	Low	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	Private developers	Mid	Low	Low
Potential Redevelopment	Potential Redevelopment	Medium	WMATA	Mid	Low	Low

ID #	Description	Location	Zone/Area	Source
E1	Add new local streets to enhance connectivity	Garden City, between Garden City Drive and Corporate Drive	Metro Core and Garden City	TDDP
E2	Add new local streets to enhance connectivity	East of Harkins Road, between Annapolis Road and Ellin Road	Metro Core and Garden City	TDDP, Masterplan for Transforming New Carrollton
E3	Add street connection	From Chesapeake Road to Veterans Parkway to improve connectivity to Glenridge station	Glenridge Purple Line Station	Project Team
E4	New Purple Line Extension and Station + Vehicular Bridge (North South Crossing)	From Ellin Road to New Wetlands Park/Fortis College	Metro Core and Garden City	Masterplan for Transforming New Carrollton
E5	Add street connection with future redevelopment	From Arehart Drive south to Annapolis Road and east to Riverdale Road and 85 th Avenue	Annapolis Road Corridor	Project Team

Subcategory	Type	Time-frame	Lead Agency	Cost	ROW Impact	Utility/ Drainage Impacts
New Connection	Street Connection Improvement	Long	DPW&T	High	High	High
New Connection	Street Connection Improvement	Long	DPW&T	High	High	High
New Connection	Street Connection Improvement	Medium	DPW&T, MTA	Mid	Medium	Medium
Bridge	Street Connection Improvement	Long	DPW&T, MTA	High	High	High
New Connection	Street Connection Improvement	Long	DPW&T	High	High	High

Acknowledgments

PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

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PRINCE GEORGE'S COUNTY DEPARTMENT OF PARKS AND RECREATION

Robert Patten	Trail Development Program Manager, Prince George's County Department of Parks and Recreation
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PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Supreet Rekhi	Project Manager, Highway and Bridge Design Division, Office of Engineering & Project Management, Prince George's County DPW&T
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SPECIAL THANK YOU

Dannielle M. Glaros	Former Councilmember, District 3, Prince George's County Council
Jolene Ivey	Council Chair and District 5 Councilmember, Prince George's County Council

We acknowledge the citizens, property owners, business owners, and elected officials of the City of New Carrollton and surrounding area for their contributions.



The Maryland-National Capital Park and Planning Commission
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The mission of the Prince George's County Planning Department is to promote economic vitality, environmental sustainability, design excellence, and quality development that promotes healthy lifestyles in Prince George's County neighborhoods.