



Langley Park  
Neighborhood  
**BICYCLE  
BOULEVARDS**

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

# LANGLEY PARK NEIGHBORHOOD BICYCLE BOULEVARDS

**Presenters**  
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Christopher Nelson (RHI)

March 2021

#RiggsRoad #PurpleLineAccess



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## HOW TO PARTICIPATE – TEAMS LIVE

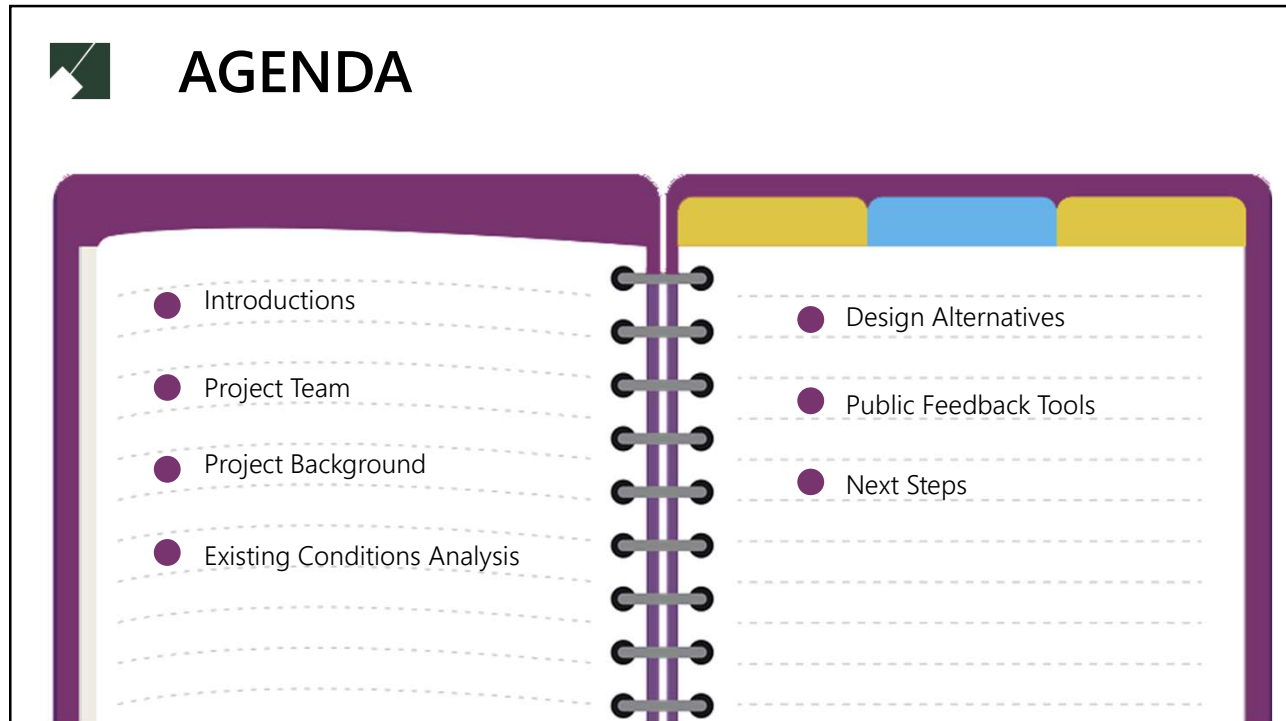
- This meeting will be recorded and shared on the website
- You will be MUTED with your video OFF for the duration of the event
- If you have a comment or question, please type it in the Q&A chat box
- If you would like subtitles/closed captioning, please click the Gear icon and choose that option and then a language

OPEN MEETING CHAT

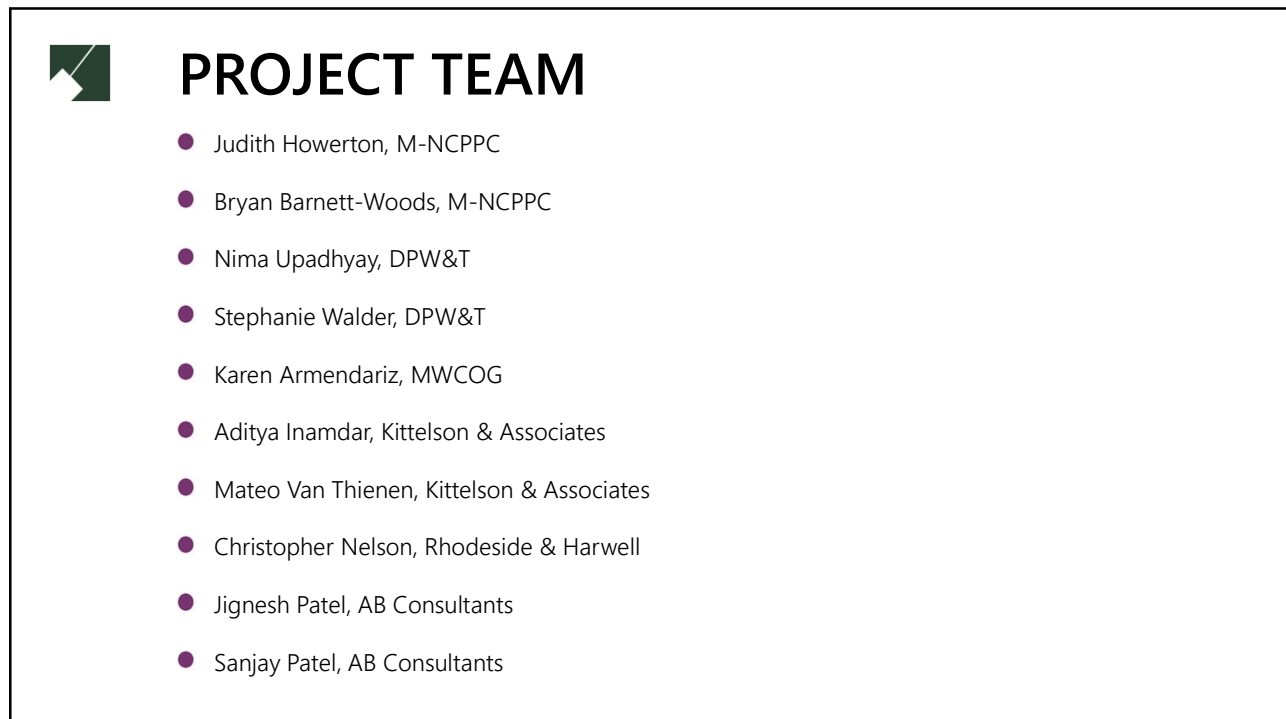


OPEN CAPTIONS/SUBTITLES

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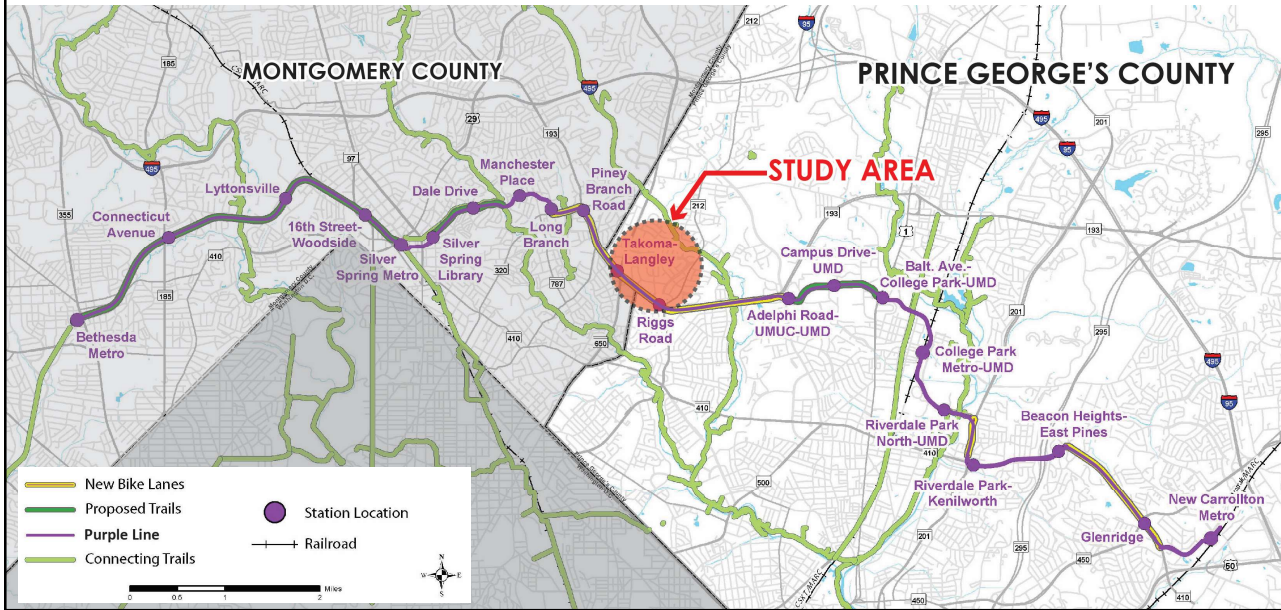
## ABOUT THE PROJECT

- Improve bicycle connectivity to the proposed Riggs Road Purple Line station
- Identify alternatives and develop preliminary design plans for the study segments
- Project supported by the MWCOG — Transportation Land Use Connections (TLC) Program
- The consultant team is coordinating with
  - M-NCPPC (Planning agency)
  - DPW&T (Implementation agency)



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# PROJECT LOCATION



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# STUDY SEGMENTS

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



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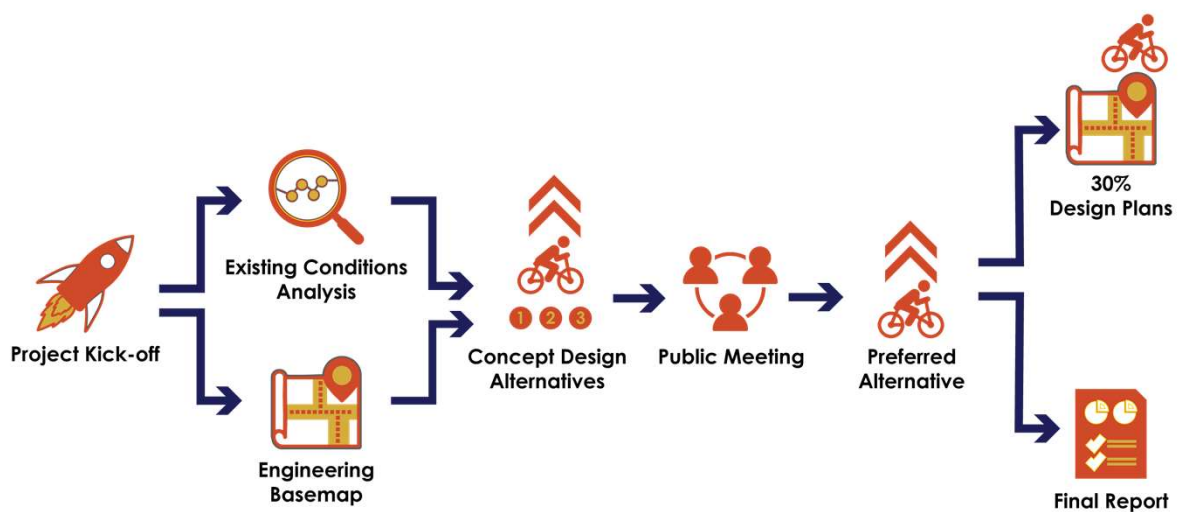
## Slido Poll Question

- How do you identify yourself?
  - Resident along one of the study segments
  - Resident near the study area
  - Employee/Business Owner near the study area
  - Frequent visitor to the study area
  - Other

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## PROJECT PLANNING PROCESS



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# TIMELINE

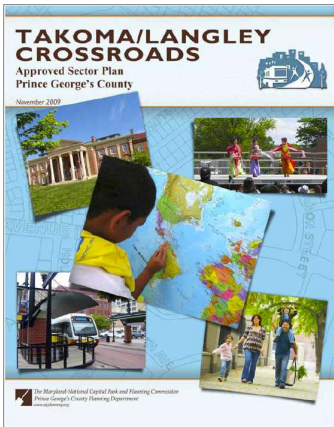
| Task                              | Nov. 2020 | Dec. 2020 | Jan. 2021 | Feb. 2021 | Mar. 2021 | Apr. 2021 | May 2021 |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| Project Initiation                |           |           |           |           |           |           |          |
| Existing Conditions Analysis      |           |           |           |           |           |           |          |
| Concept Design Alternatives       |           |           |           |           |           |           |          |
| Public Meeting                    |           |           |           |           |           |           |          |
| Design Plan Sets & Cost Estimates |           |           |           |           |           |           |          |
| Final Report & Plans              |           |           |           |           |           |           |          |

We Are Here

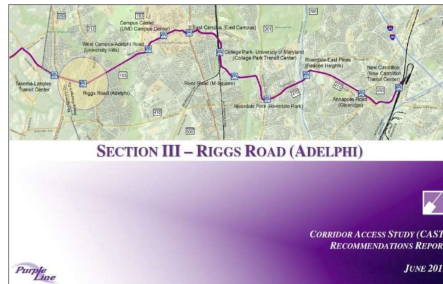
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# PREVIOUS & ONGOING PROJECTS



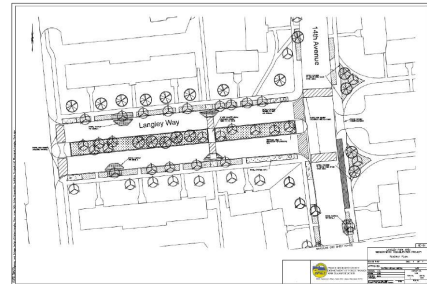
Takoma/Langley Crossroads Sector Plan (2009)



Purple Line Corridor Access Study (CAST) (2011)



Spaces Sidewalk & Streetscape Improvements Project (SPACES) for University Boulevard in Langley Park (2020 - Ongoing)











CASA Langley Park Area Neighborhood Rehabilitation Street Design Project (2020- Ongoing)

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## EXISTING CONDITIONS ANALYSIS

|   |  |
|---|--|
|  Land Use                                  |  Transit Network                 |
|  Existing & Proposed Bicycle Facilities    |  Speed & Traffic Calming Devices |
|  Existing & Proposed Pedestrian Facilities |  Parking                         |
|  Crash History                             |  Existing Typical Cross-Sections |

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# LAND USE




**Existing Land Use**  
Riggs Road - Langley Park Area Bicycle Boulevards

**Legend**

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

Source: Planning Department of Prince George's County, Maryland (2016)

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# BICYCLE FACILITIES




**Existing and Proposed Bike Facilities**  
Riggs Road - Langley Park Area Bicycle Boulevards

**Legend**

|                  |                 |                     |
|------------------|-----------------|---------------------|
| County Boundary  | Existing Trails | Proposed Facilities |
| Water Bodies     | Study Segments  | Bike Lane           |
| Buildings        |                 | Trail/Side Path     |
| Parks/Open Space |                 | Shared Roadway      |

Source: Planning Department of Prince George's County, Maryland (2016)

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# PEDESTRIAN FACILITIES




**Existing and Proposed Pedestrian Facilities**  
Riggs Road - Langley Park Area Bicycle Boulevards

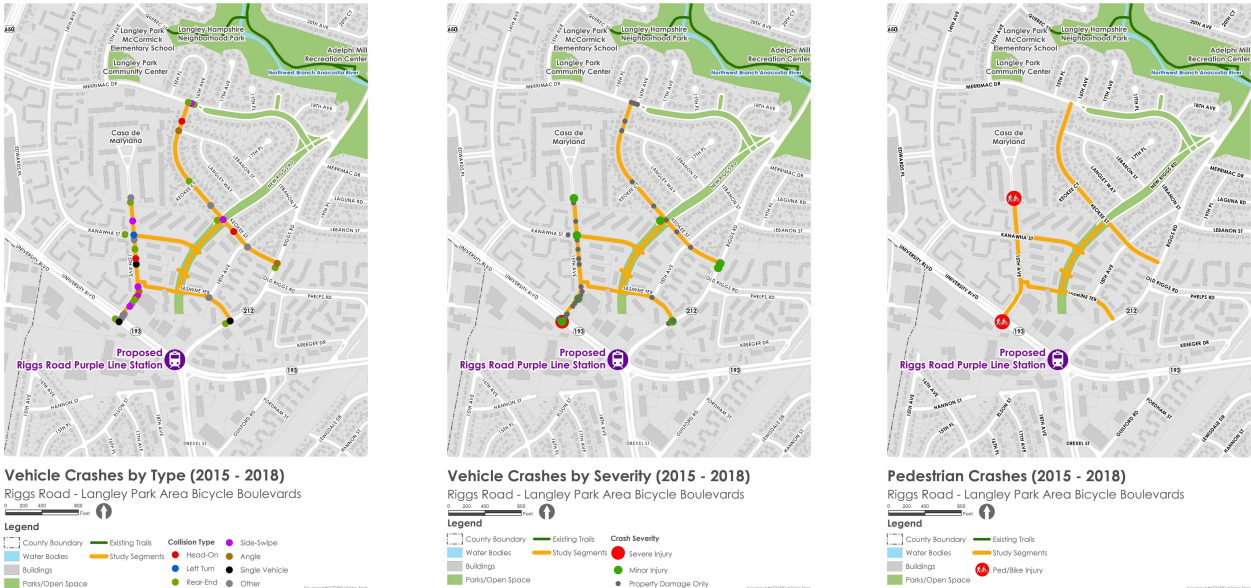
**Legend**

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

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

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# CRASH HISTORY



**Vehicle Crashes by Type (2015 - 2018)**  
Riggs Road - Langley Park Area Bicycle Boulevards

**Legend**

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

Source: MPO/DCV, Vision Data

**Vehicle Crashes by Severity (2015 - 2018)**  
Riggs Road - Langley Park Area Bicycle Boulevards

**Legend**

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

Source: MPO/DCV, Vision Data

**Pedestrian Crashes (2015 - 2018)**  
Riggs Road - Langley Park Area Bicycle Boulevards

**Legend**

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

Source: MPO/DCV, Vision Data

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# CRASH HISTORY

| LOCATION        | CRASHES |
|-----------------|---------|
| 15th Avenue     | 74      |
| Keokee Street   | 27      |
| Jasmine Terrace | 5       |

| CRASH SEVERITY               | CRASH TYPE     | TOTAL      |
|------------------------------|----------------|------------|
| Property Damage Only         | Head-On        | 10         |
|                              | Left Turn      | 6          |
|                              | Rear-End       | 7          |
|                              | Side Swipe     | 21         |
|                              | Angle          | 7          |
|                              | Single Vehicle | 3          |
|                              | Other          | 14         |
| <b>Total PDO</b>             |                | <b>83</b>  |
| Possible Injury              | Head-On        | 1          |
|                              | Left Turn      | 2          |
|                              | Rear-End       | 4          |
|                              | Angle          | 2          |
|                              | Other          | 3          |
| <b>Total Possible Injury</b> |                | <b>12</b>  |
| Injured                      | Rear-End       | 2          |
|                              | Angle          | 3          |
|                              | Left Turn      | 1          |
|                              | Single Vehicle | 1          |
|                              | Other          | 1          |
| <b>Total Injured</b>         |                | <b>8</b>   |
| Severe Injury                | Rear-End       | 1          |
|                              | Single Vehicle | 2          |
| <b>Total Severe Injury</b>   |                | <b>3</b>   |
| Fatality                     | N/A            | 0          |
| <b>TOTAL</b>                 |                | <b>106</b> |

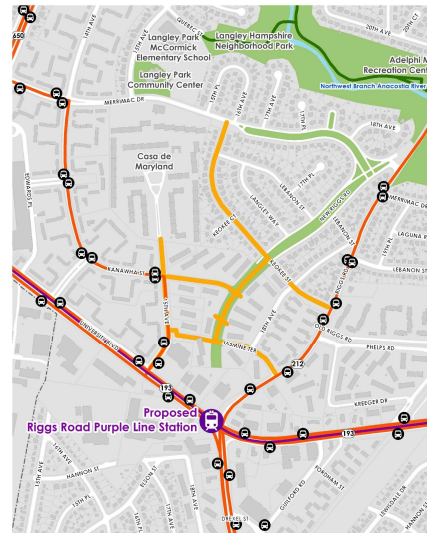
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# TRANSIT NETWORK



Image by Dan Maginn via Purple Line Transit Partners.



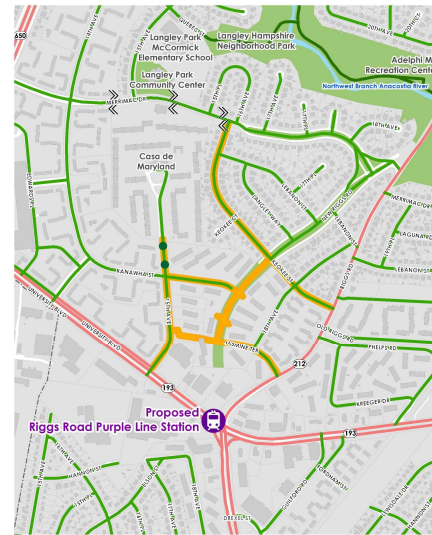
**Existing and Future Transit Network**  
Riggs Road - Langley Park Area Bicycle Boulevards

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

Sources: Planning Department of Prince George's County, Maryland (2018)  
Washington Metropolitan Area Transit Authority (2018)  
State of Maryland GIS Data Catalog (2018)

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# SPEED & TRAFFIC CALMING

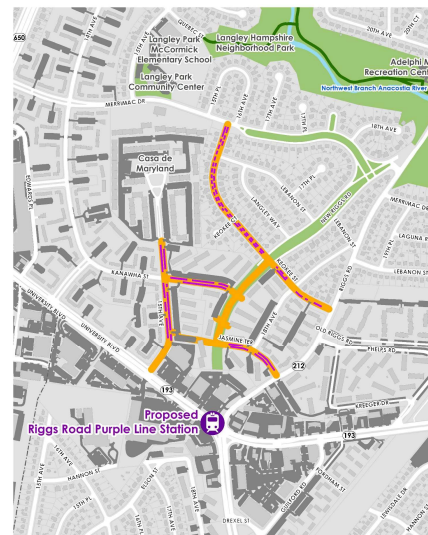


**Posted Speeds and Traffic Calming Measures**  
Riggs Road - Langley Park Area Bicycle Boulevards



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# PARKING




**Parking**  
Riggs Road - Langley Park Area Bicycle Boulevards

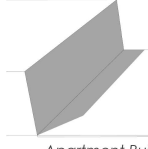


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## 15TH AVENUE

Existing (Looking North)






Apartment Building



Residential Parking Lot



|  |       |                  |                  |       |      |       |
|--|-------|------------------|------------------|-------|------|-------|
| 7'   | 12.5' | 17.5'            | 17.5'            | 5'    | 8'   | 7.5'  |
| Walk   | Grass | Travel + Parking | Travel + Parking | Grass | Walk | Grass |
| <div style="border-top: 1px solid black; width: 100%; margin: 5px 0;"></div> 35'<br>Distance from Face of Curb to Face of Curb |       |                  |                  |       |      |       |
| <div style="border-top: 1px solid black; width: 100%; margin: 5px 0;"></div> 75'<br>Approximate ROW                            |       |                  |                  |       |      |       |

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## KANAWHA STREET

Existing (Looking East)





Residential Parking Lot



Apartment Building



|  |                  |                  |       |      |      |
|--|------------------|------------------|-------|------|------|
| 12.5'  | 17.5'            | 17.5'            | 6'    | 4'   | 2.5' |
| Grass  | Travel + Parking | Travel + Parking | Grass | Walk | Walk |
| <div style="border-top: 1px solid black; width: 100%; margin: 5px 0;"></div> 35'<br>Distance from Face of Curb to Face of Curb |                  |                  |       |      |      |
| <div style="border-top: 1px solid black; width: 100%; margin: 5px 0;"></div> 60'<br>Approximate ROW                            |                  |                  |       |      |      |

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## KEOKEE STREET

Existing (Looking North)





Single-Family House



Distance from Face of Curb to Face of Curb: 25'


Approximate ROW: 50'



Single-Family House




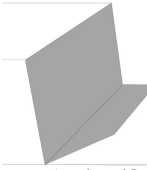
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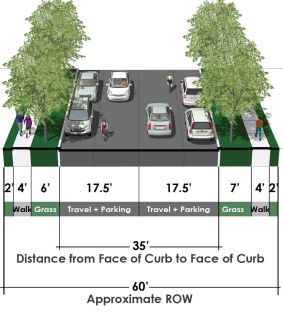
## JASMINE TERRACE

Existing (Looking East)



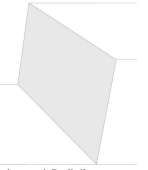


Apartment Building




Distance from Face of Curb to Face of Curb: 35'

Approximate ROW: 60'



Apartment Building



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## NEW RIGGS ROAD ROW

Existing (Looking North)






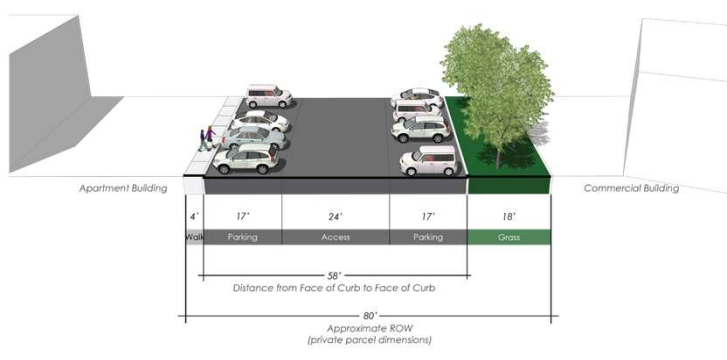



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## JASMINE TERRACE EXTENSION

Existing (Looking East)







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## Slido Poll Question

- Do you or anyone you know regularly ride a bike in the study area?
  - Yes
  - No

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# ALTERNATIVES EVALUATION

- Conceptual design alternatives for each study segment
- A preferred alternative will be selected for each study segment
- Alternatives will be evaluated based on:



- Bicycle Comfort
- Estimated Cost
- Right-of-Way Impacts



- Parking Impacts
- Drainage & Utility Impacts
- Public & Stakeholder Input

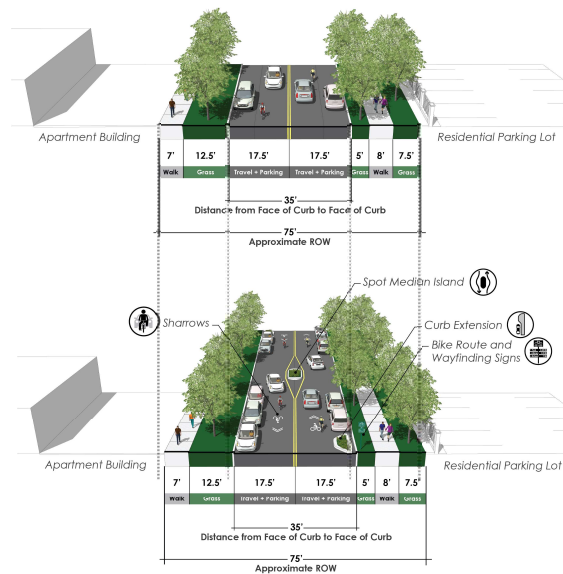
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# 15TH AVENUE

## OPTION 1

Bicycle Boulevard  
(Looking North)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Medium     |
| Cost                             | Low        |
| Parking Impacts                  | Low        |
| ROW or Drainage & Utility Impact | Low        |







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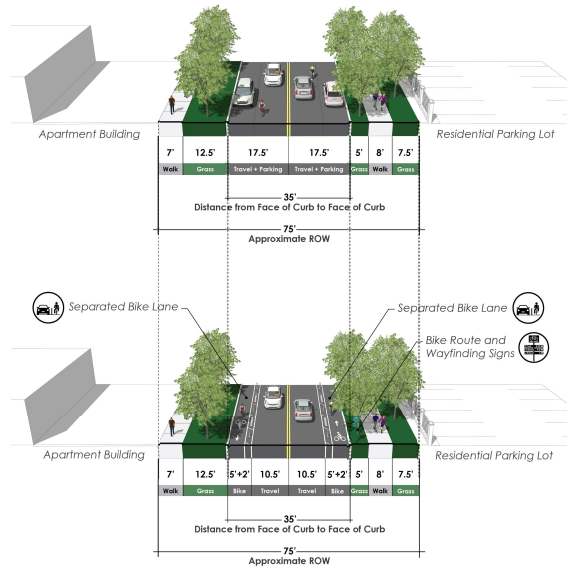


# 15TH AVENUE

## OPTION 2

Separated Bicycle Lanes  
(Looking North)

|   | Evaluation Measures              | Assessment |
|---|----------------------------------|------------|
|  | Bicycle Level of Traffic Stress  | Low        |
|  | Cost                             | Low        |
|  | Parking Impacts                  | High       |
|  | ROW or Drainage & Utility Impact | Low        |







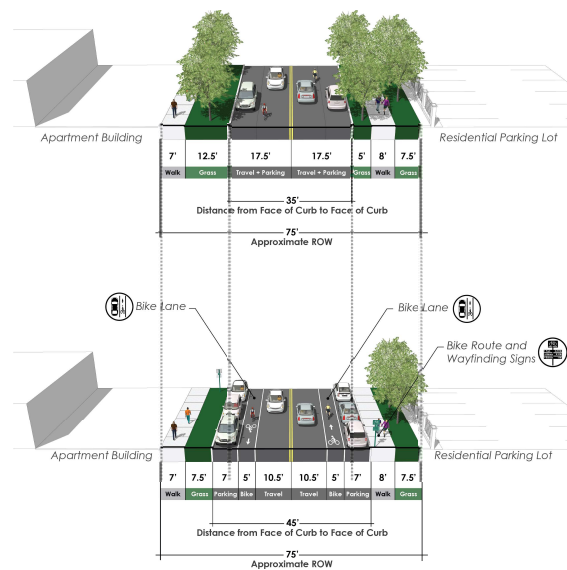
33

# 15TH AVENUE

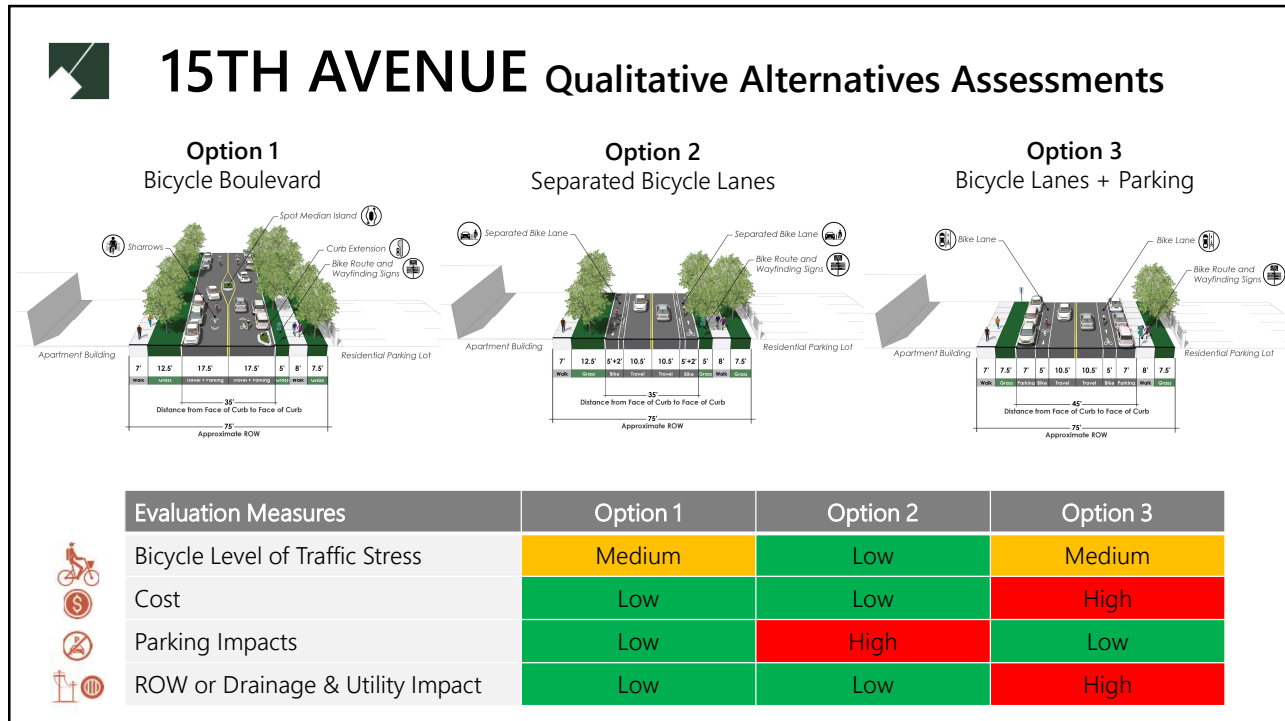
## OPTION 3

Bicycle Lanes + Parking  
(Looking North)

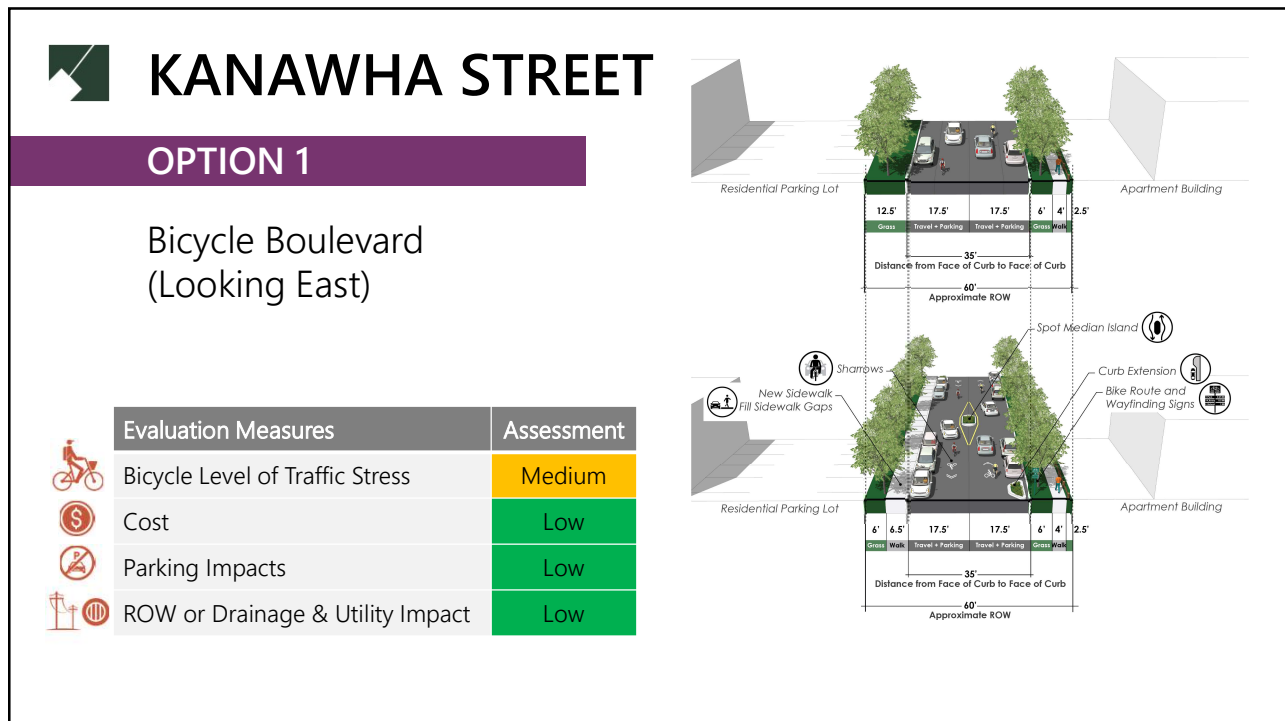
|   | Evaluation Measures              | Assessment |
|---|----------------------------------|------------|
|  | Bicycle Level of Traffic Stress  | Medium     |
|  | Cost                             | High       |
|  | Parking Impacts                  | Low        |
|  | ROW or Drainage & Utility Impact | High       |



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# KANAWHA STREET

## OPTION 2

### Separated Bicycle Lanes (Looking East)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Low        |
| Cost                             | Low        |
| Parking Impacts                  | High       |
| ROW or Drainage & Utility Impact | Low        |

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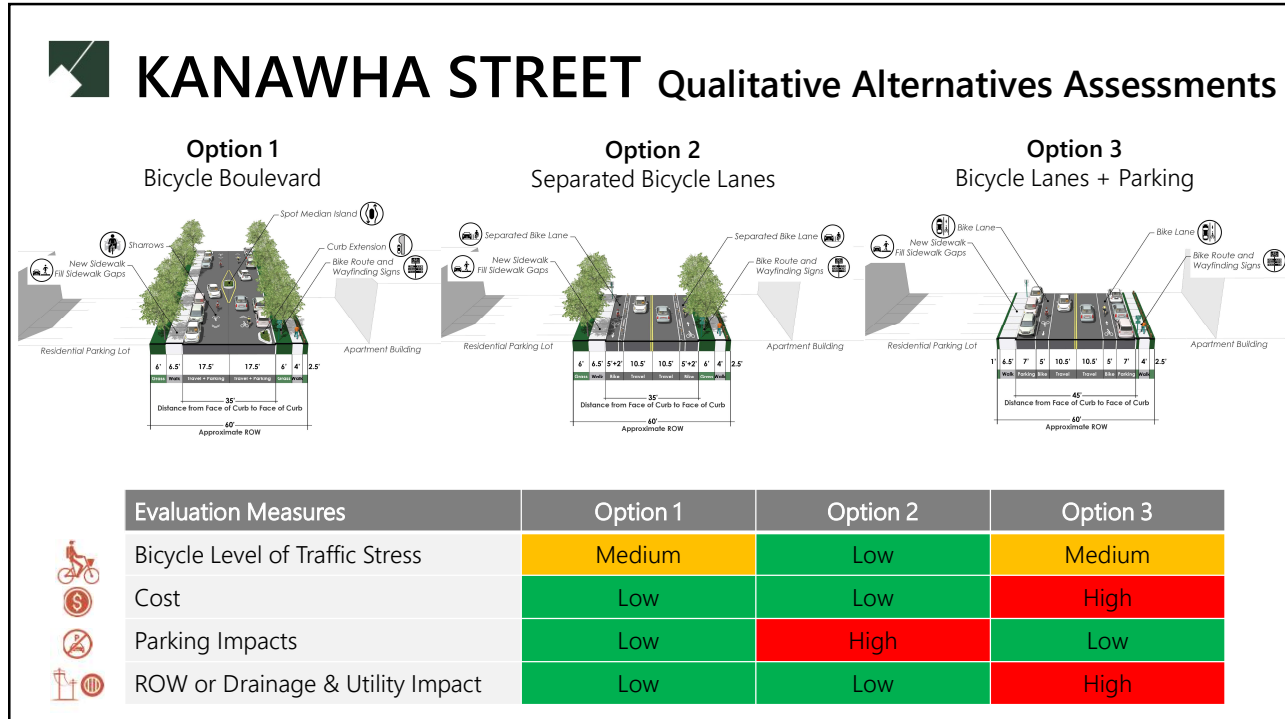
# KANAWHA STREET

## OPTION 3

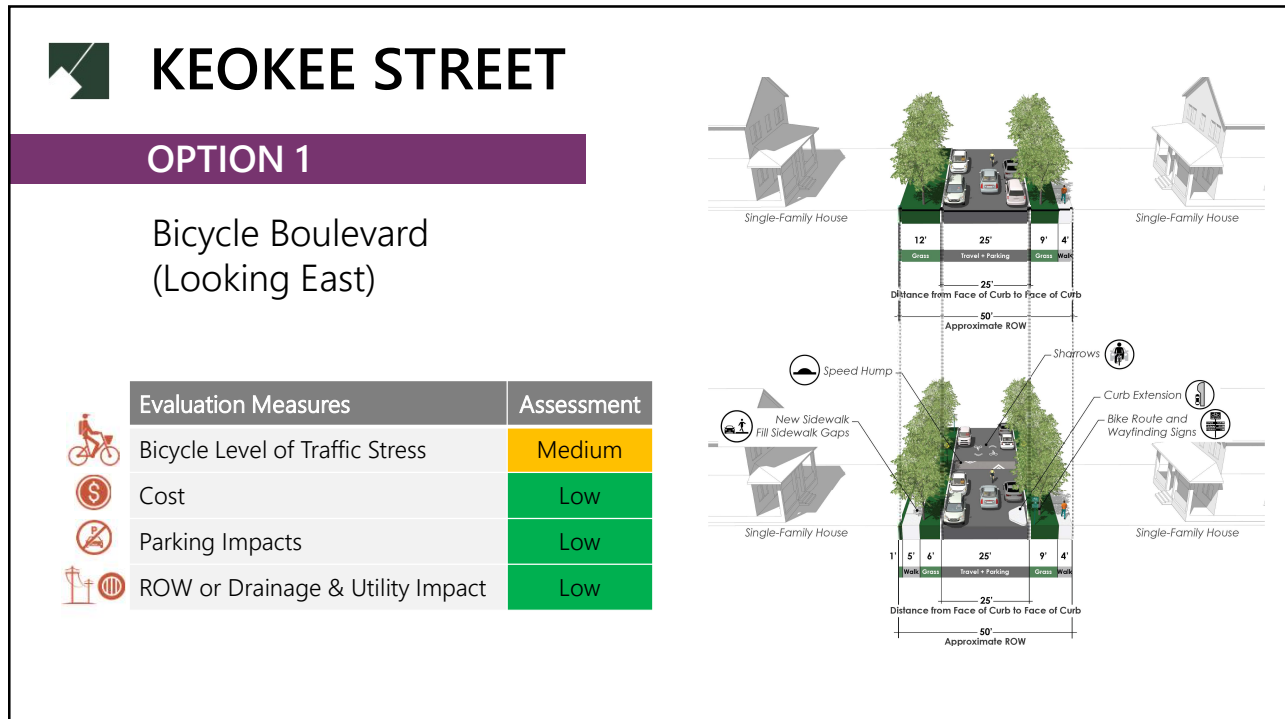
### Bicycle Lanes + Parking (Looking East)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Medium     |
| Cost                             | High       |
| Parking Impacts                  | Low        |
| ROW or Drainage & Utility Impact | High       |

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# KEOKEE STREET

## OPTION 2

### Bicycle Advisory Shoulders (Looking East)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Low        |
| Cost                             | Low        |
| Parking Impacts                  | High       |
| ROW or Drainage & Utility Impact | Low        |

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# BICYCLE ADVISORY SHOULDERS

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one.

Advisory bike lane in New Hampshire.  
Source: streets.mn

Motorists travel in the center two-way travel lane.

Motorists may need to encroach into the advisory shoulder space to pass oncoming vehicle

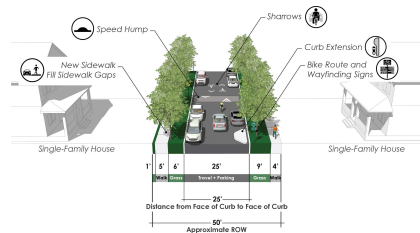
Source: FHWA

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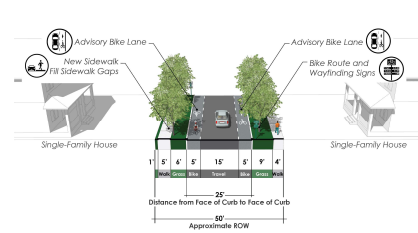


# KEOKEE STREET Qualitative Alternatives Assessments

**Option 1**  
Bicycle Boulevard



**Option 2**  
Bicycle Advisory Shoulders



| Evaluation Measures              | Option 1 | Option 2 |
|----------------------------------|----------|----------|
| Bicycle Level of Traffic Stress  | Medium   | Low      |
| Cost                             | Low      | Low      |
| Parking Impacts                  | Low      | High     |
| ROW or Drainage & Utility Impact | Low      | Low      |

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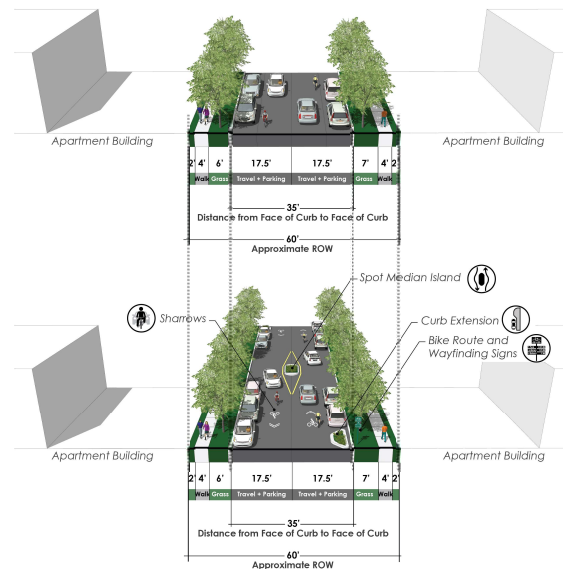


# JASMINE TERRACE

## OPTION 1

Bicycle Boulevard  
(Looking East)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Medium     |
| Cost                             | Low        |
| Parking Impacts                  | Low        |
| ROW or Drainage & Utility Impact | Low        |



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# JASMINE TERRACE

## OPTION 2

### Separated Bicycle Lanes (Looking East)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Low        |
| Cost                             | Low        |
| Parking Impacts                  | High       |
| ROW or Drainage & Utility Impact | Low        |

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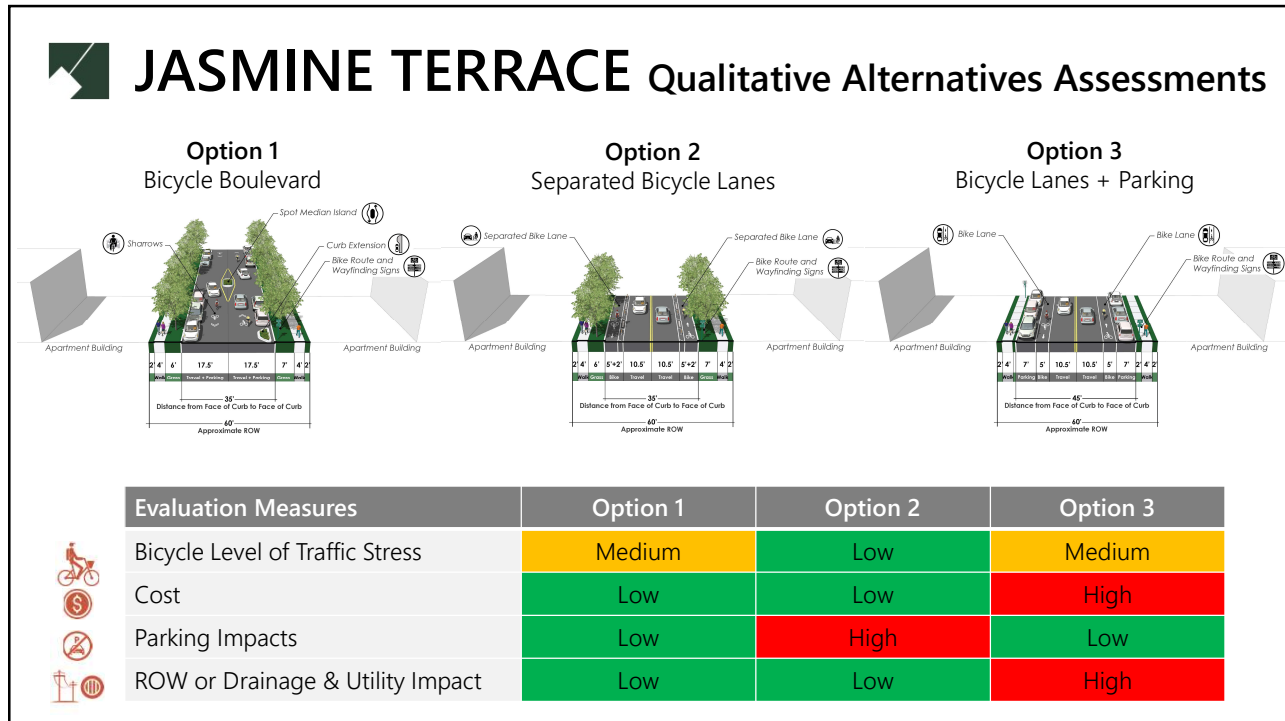
# JASMINE TERRACE

## OPTION 3

### Bicycle Lanes + Parking (Looking East)

| Evaluation Measures              | Assessment |
|----------------------------------|------------|
| Bicycle Level of Traffic Stress  | Medium     |
| Cost                             | High       |
| Parking Impacts                  | Low        |
| ROW or Drainage & Utility Impact | High       |

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## Slido Poll Question

- If widening the roads was not feasible and we have to choose between adding bike lanes or keeping on-street parking, what would you prefer?
  - Remove on-street parking to add bike lanes
  - Maintain existing parking and redesign the street to make it safer to share the road with bikes

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# TRAFFIC CALMING, CROSSING, & BICYCLE BOULEVARD IDEAS

- Bicycle Facility
- Sidewalk
- Shared Use Path/Trail
- - - Potential Future Pedestrian & Bicycle
- Crossing
- Curb Extension/Bump-outs
- Speed Hump/Bump
- Spot Median Island
- Bike Route & Way-finding Signs

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# CROSSING TREATMENTS

Pedestrian Refuge Islands

Raised Crosswalk  
*Image Credit: City of Ann Arbor, MI*

Raised Intersection  
*Image Credit: Alfa*

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# CURB EXTENSION/BUMP-OUTS



Curb Extension at Intersection  
*Image Credit: James Barrera*



Mid-Block Curb Extension



Stormwater Swale in Curb Extension

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# SPEED HUMP/BUMP



Speed Hump  
*Image Credit: Lucy Gibson*



Speed Bump



Speed Cushions  
*Image Credit: NACTO*

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# MEDIAN ISLANDS



Concrete Spot Median Island



Landscape Spot Median Island

*Image Credit: LKLA*



Landscape Median

*Image Credit: NACTO*

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# BIKE ROUTE & WAYFINDING SIGNS



Bike Route & Way-finding Signs



Bike Route & Way-finding Signs

*Image Credit: Bike Provincetown*



Bike Route & Way-finding Signs

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## Slido Poll Question

- Would you ride a bike regularly if such improvements are made in the study area?
  - Yes
  - No

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# NEW RIGGS ROAD - EXISTING



Existing Paths  
Boundary of Project Area

Existing Paths  
Boundary of Project Area

### Existing Conditions

- Site is part of an existing public right-of-way
- Several paths paved connecting University Gardens apartment complexes
- Storm water erosion from adjoining parking lots and streets
- Mature trees on edges, sparse landscaping
- Limited ADA accessible connections to adjoining roadways and sidewalks



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# NEW RIGGS ROAD – ALTERNATIVE 1



Proposed Trees  
Existing Trees  
Proposed Alignment  
Proposed Connection

A simple, linear path connects north and south between Keokee Street and Jasmine Terrace.

### Pros & Cons

- Pros**
- Alignment conforms to existing site conditions
  - Cost effective/easily implemented
  - Direct connections to existing pedestrian networks
- Cons**
- Alignment limits spaces for additional amenities



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# NEW RIGGS ROAD – ALTERNATIVE 2



KEY MAP

- Proposed Trees
- Existing Trees
- Proposed Alignment
- Proposed Connection

A more curvilinear path that follows the site's natural topography.

**Pros & Cons**

- Pros**  
 Alignment modestly enhances existing site conditions  
 Curves slow bike related traffic
- Cons**  
 Increases paved areas  
 Increases potential storm water runoff



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# NEW RIGGS ROAD – ALTERNATIVE 3



KEY MAP

- Proposed Trees
- Existing Trees
- Proposed Alignment
- Proposed Connection
- Hardscape Plaza Space

A more dynamic and curvilinear path that follows the site's natural topography, slows bicyclist speeds, and offers more opportunities for additional recreational spaces.

**Pros & Cons**

- Pros**  
 Curvilinear alignment increases travel time to allow greater engagement with green space  
 Greater opportunity for programming
- Cons**  
 Alignment has modest impact to existing grading  
 More pavement increases runoff



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# NEW RIGGS ROAD – AMENITIES

## PHASE ONE SITE AMENITIES



Curb Cut ADA Ramp with Bollards  
Image Credit: thewashcycle.com



ADA Ramp with Adjacent Stairs  
[Note: All Ramps and Stairs to Include Railing] Image Credit: 123RF.com



Waste Receptacle, Typical  
Image Credit: Victor Stanley



Bench, Typical  
Image Credit: Victor Stanley

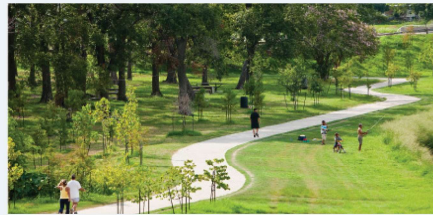


LED Shoe-Box Light Fixture  
Image Credit: FYTLED

## SHARED-USE PATH EXAMPLES



Shared-Use Path in Naturalized Setting  
Image Credit: Glenstone Meadows



Shared-Use Path in Naturalized Setting  
Image Credit: Houston Parks Board

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# NEW RIGGS ROAD – AMENITIES

## PHASE TWO SITE AMENITIES AND PROGRAMING



ADA Accessible Grill Station  
Image Credit: The Park Catalogue



Picnic Table, Typical  
Image Credit: Landscape Forms



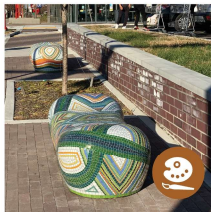
Naturalized Play Area  
Image Credit: Timberform



Naturalized Play Area  
Image Credit: Webuildit.com



\*Naturalized play area means recreating experiences found in nature to engage children in exploration, discovery, and imaginative play.



Public Art  
Image Credit: BIR Location - Calver Park MD



Low Seat Wall with Mural  
Image Credit: BIR Location - Calver Park MD



Bio-retention Planting  
Image Credit: City of Takoma



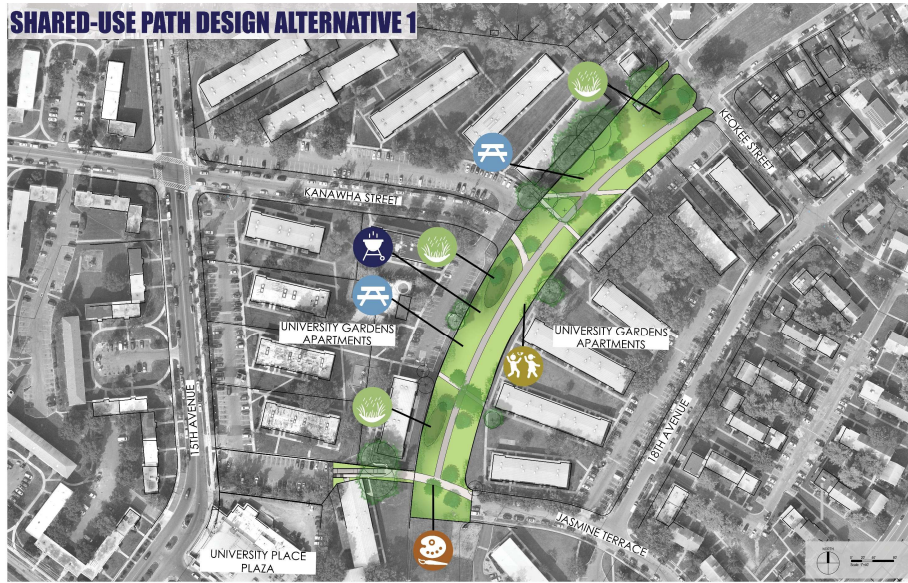
62

# NEW RIGGS ROAD – ALTERNATIVE 1



KEY MAP

- Public Art
- Grilling Station
- Picnic Station
- Play Area
- Bio-retention Area



63

# NEW RIGGS ROAD – ALTERNATIVE 2



KEY MAP

- Public Art
- Grilling Station
- Picnic Station
- Play Area
- Bio-retention Area



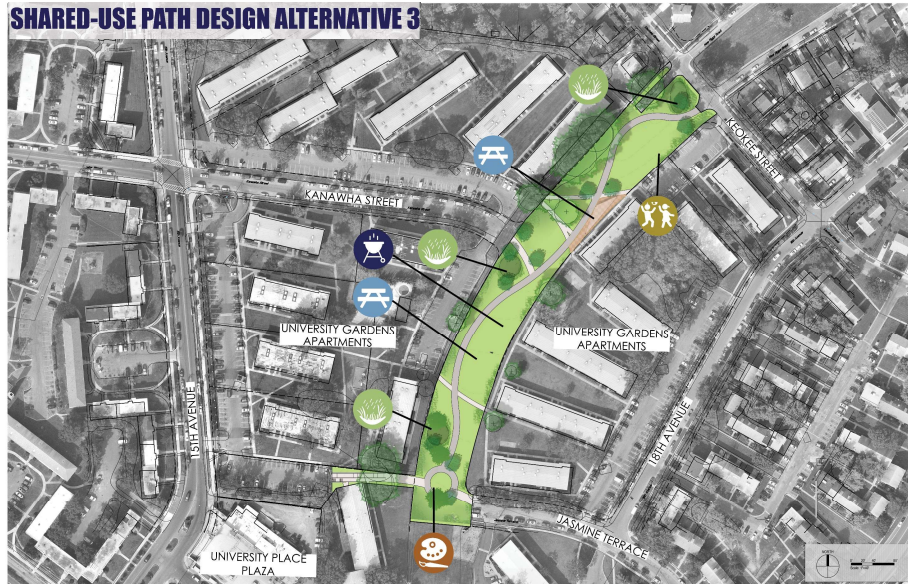
64



# NEW RIGGS ROAD – ALTERNATIVE 3



## SHARED-USE PATH DESIGN ALTERNATIVE 3



- Public Art
- Grilling Station
- Picnic Station
- Play Area
- Bio-retention Area

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# ALTERNATIVES ASSESSMENT



| EVALUATION MEASURE                        | ASSESSMENT |
|---|------------|
| BICYCLE LEVEL OF TRAFFIC STRESS           | LOW        |
| CONSTRUCTION AND MAINTENANCE COST         | LOW        |
| ADA ACCESSIBLE                            | YES        |
| RIGHT-OF-WAY OR DRAINAGE & UTILITY IMPACT | LOW        |

| EVALUATION MEASURE                        | ASSESSMENT |
|---|------------|
| BICYCLE LEVEL OF TRAFFIC STRESS           | LOW        |
| CONSTRUCTION AND MAINTENANCE COST         | MEDIUM     |
| ADA ACCESSIBLE                            | YES        |
| RIGHT-OF-WAY OR DRAINAGE & UTILITY IMPACT | MEDIUM     |

| EVALUATION MEASURE                        | ASSESSMENT |
|---|------------|
| BICYCLE LEVEL OF TRAFFIC STRESS           | LOW        |
| CONSTRUCTION AND MAINTENANCE COST         | HIGH       |
| ADA ACCESSIBLE                            | YES        |
| RIGHT-OF-WAY OR DRAINAGE & UTILITY IMPACT | HIGH       |

66



## Slido Poll Question

- How do you use the New Riggs Road Right-Of Way today?
  - Walking
  - Biking
  - Both walking and biking
  - Play area
  - Grilling/cookout
  - All of the above
  - Do not use space

67



## PARTICIPATE

### Public Input Survey

<https://www.surveymonkey.com/r/RiggsRdBikeBlvd> - English Version

[https://www.surveymonkey.com/r/RiggsRdBikeBlvd\\_Spanish](https://www.surveymonkey.com/r/RiggsRdBikeBlvd_Spanish) - Spanish Version

### Interactive Comment Mapping

[Interactive Map - English Version](#)

[Interactive Map - Spanish Version](#)

### Project Website

<http://bit.ly/TLCRiggsRd>

### Contact M-NCPPC Project Manager –

Judith Howerton

[judith.howerton@ppd.mncppc.org](mailto:judith.howerton@ppd.mncppc.org)



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## NEXT STEPS

- Finalize preferred alternative for each study segment
- Develop preliminary engineering design plans
- Document the project through a final report

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## THANK YOU!



Please contact M-NCPPC Project Manager  
with any questions or comments:

**Judith Howerton, AICP**

Senior Planner, Transportation, Countywide Planning Division

14741 Governor Oden Bowie Drive,

Upper Marlboro, MD 20772

[judith.howerton@ppd.mncppc.org](mailto:judith.howerton@ppd.mncppc.org)

Phone: (301) 952-4317

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## Langley Park Neighborhood Bicycle Boulevards

Langley Park; Prince George's County, MD

### Public Meeting Notes

**Date:** March 18, 2021

**Meeting Location:** Microsoft Teams Live

### Presenters/Moderators:

1. Bryan Barnett-Woods (MNCPPC – Prince George's County Planning Department)
2. Judith Howerton (MNCPPC – Prince George's County Planning Department)
3. Crystal Hancock (MNCPPC – Prince George's County Planning Department)
4. Benjamin Patrick (MNCPPC – Prince George's County Planning Department)
5. Luke Benson (MNCPPC – Prince George's County Planning Department)
6. Nima Upadhyay (Prince George's County DPW&T)
7. Stephanie Walder (Prince George's County DPW&T)
8. Michael Jackson (Prince George's County DPW&T)
9. Karen Armendariz (MWCOG)
10. Aditya Inamdar (Kittelison)
11. Mateo Van Thienen (Kittelison)
12. Christopher Nelson (Rhodeside Harwell)
13. Rebecca May (Rhodeside Harwell)

### Q&A Transcript


- Regarding where respondents are located, is it possible residents have not heard about this meeting?
  - Bryan: we always try to get the most amount of people to attend meetings. If you know of anyone who is interested in hearing about this project but did not attend, please let them know about the survey they can fill out until the end of the month.
- Can we address bicycle routes along University Blvd and along the streets south of University Blvd?
  - Aditya: the SPACES project is currently looking at University Blvd, and the Purple Line Project is proposing a new shared use path along University Blvd. This project does not include University Blvd or any intersections with it.

- Bryan: this project does not include streets south of University Blvd, but there are other projects currently studying parking and re-design along those streets.
- Do you mean we have to bury utility power lines?
  - Aditya: assuming this question is related to the alternatives that have utility and drainage impacts, it depends on what the specific designs for this alternative come to be. Some designs might choose to push utility poles out while some other designs might decide to bury utility lines. This project does not investigate this level of detail.
- Are drainage impacts going to increase flooding in the area?
  - Aditya: the options where curbs are extended add impervious surfaces and there might be a need to add green infrastructure or other drainage solutions. These kinds of details will have to be assessed if these options move forward.
- Dealing with my experience, parking is extremely controversial in the area.
  - Bryan: I agree. Parking is a very important amenity for our community. Only one option removes parking, so if the community does not want to remove parking, there are other options we can look at. There is also a parking study currently assessing the opportunities to expand parking options through shared parking among commercial and residential uses.
- Were there any options that considered removing only one travel lane or looked into travel diversion?
  - Aditya: all the study segments are bi-directional roads, so we did not look into removing directional lanes. In terms of traffic diversion, most study segments are dead-end so there aren't a lot of opportunities for network alternatives. Also, the study segments are residential streets where access to property is crucial, so we did not look into traffic diversion for that reason.
- 0% of Slido poll respondents live here, parking is a serious concern for the community.
  - Bryan: The survey for this study is still open so we need to get more residents to respond to the survey before it closes by the end of the month.
- My biggest concern is how to cross University Blvd, are any of these options looking into improving crossings at University Blvd?
  - Aditya: The SPACES project and the Purple Line project will look at improving crossings at University Blvd. This project does not include those intersections.
  - Judith: the website for the SPACES project is linked in the MNCPPC website.
- There are bicycle wayfinding signs already designed for MNCPPC, please visit the website.
  - Aditya: the wayfinding signs are still in development so when these are finalized, we will include them in our report. We included typical signs in our images but will include the custom County signs once they are finalized.
- Why can't bicyclists like me ride on the sidewalk?
  - Michael provided legal context surrounding this issue. State law prohibits bicyclists on sidewalks unless local law specifically exempts them.
  - Aditya: sidewalks are very narrow in some cases (4' wide), and there are a lot of residential driveways where motorists might not notice bicyclists riding on the sidewalk. On other segments with wider sidewalks, bicyclists should be encouraged to use them.
- Can you address when these improvements will be built?
  - Aditya: these improvements will be sent to the county's capital improvement plan and it will depend on the county's funding mechanism.
- Are parking issues due to car dependency or simply because of transportation preferences? Can this be studied and included in the final report?

- 
- Bryan: very interesting question, there is currently a parking study happening in the area and this is something that they should take into account.
  - Will there be lighting improvements?
    - The study segments all currently have lighting. For New Riggs Road ROW, lighting is an amenity that is currently being looked at.
    - Christopher: Aditya is right that we are looking at lighting for the shared use path alternatives and are waiting for feedback from the community before we move this recommendation forward.
  - Can we include bioswales?
    - Aditya: we are looking at green stormwater alternatives as part of the shared use path along New Riggs Road ROW.
    - Christopher: we are looking at bioswales and rain gardens along New Riggs Road ROW.
    - Aditya: if there are curb extensions along the street segments that are big enough to accommodate bioswales, we will talk with DPW&T to assess their feasibility.
  - When will this be constructed? Is there funding allocated for these improvements?
    - Nima: the project is looking for 30% design plans. We will add these to the County's capital improvement plan once they are done and hopefully can be funded within 2 to 3 years.


# Langley Park Neighborhood Bicycle Boulevards Online Survey Results

Thursday, April 01, 2021

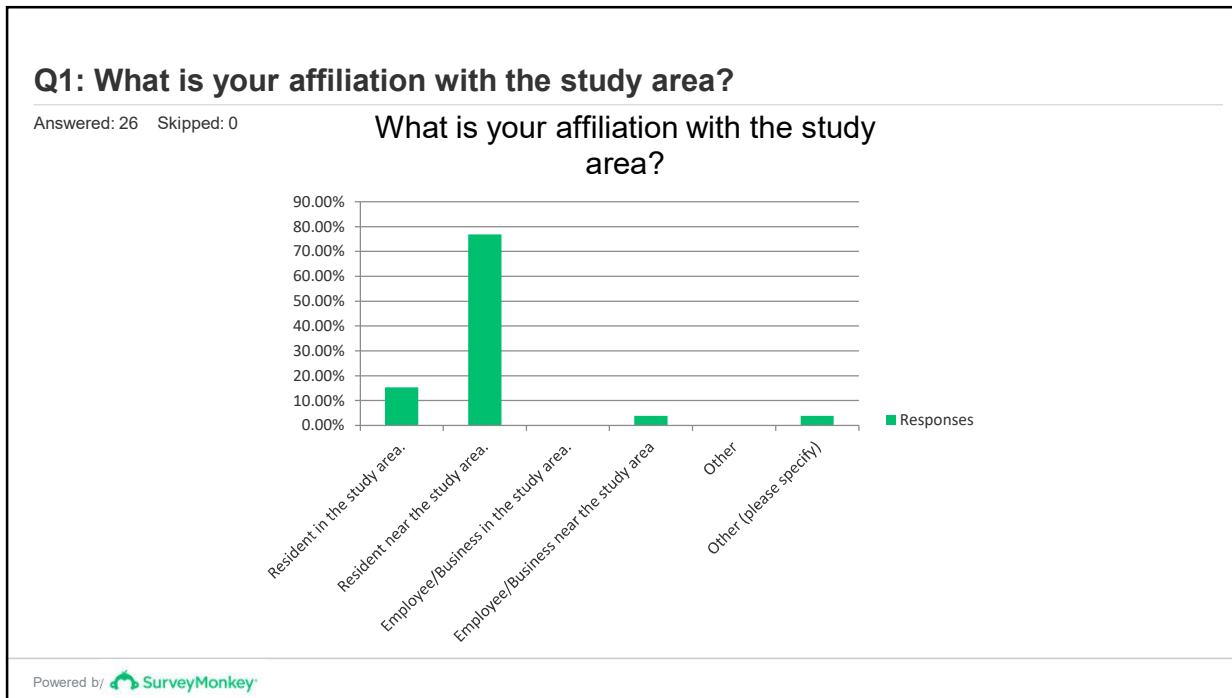
Powered by  SurveyMonkey

1

|                                     |   |                               |                              |
|-------------------------------------|---|-------------------------------|------------------------------|
| <b>26</b><br>Total Survey Responses | <b>50</b><br>Total Interactive Map Comments |                               |                              |
| <b>24</b><br>English Responses      | <b>2</b><br>Spanish Responses               | <b>50</b><br>English Comments | <b>0</b><br>Spanish Comments |

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2



3

### Q1: What is your affiliation with the study area?

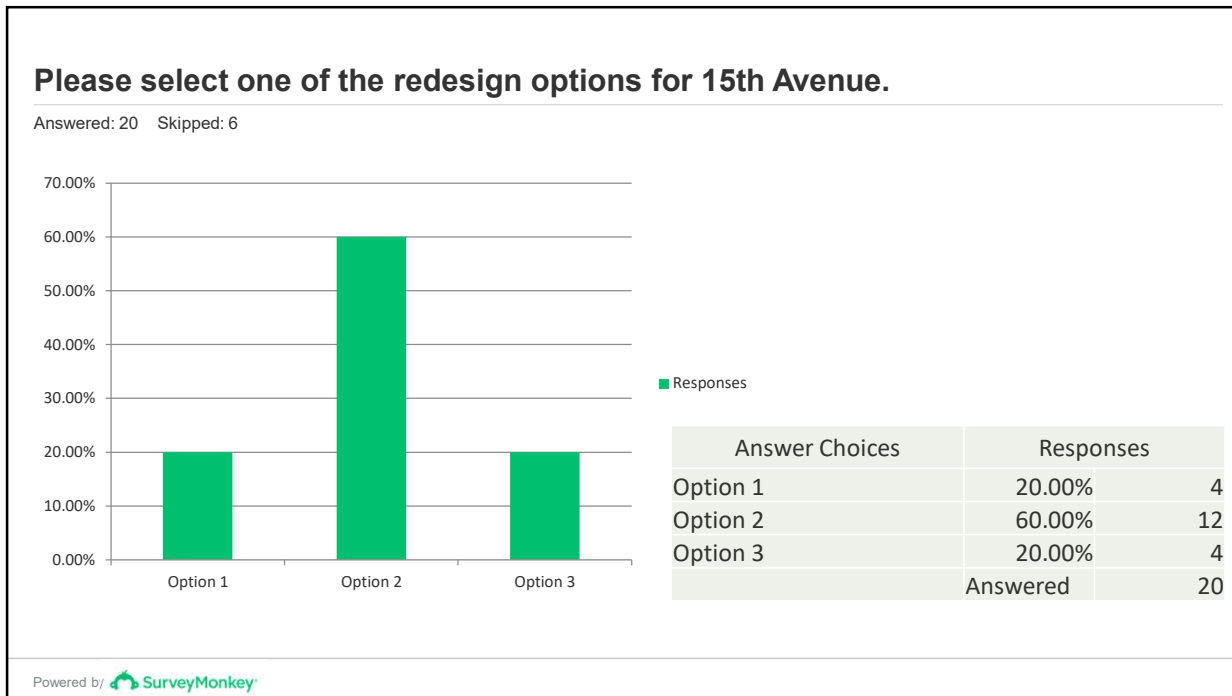
Answered: 26 Skipped: 0

| Answer Choices                        | Responses |           |
|---------------------------------------|-----------|-----------|
| Resident in the study area            | 15.38%    | 4         |
| Resident near the study area          | 76.92%    | 20        |
| Employee/Business in the study area   | 0.00%     | 0         |
| Employee/Business near the study area | 3.85%     | 1         |
| Other                                 | 0.00%     | 0         |
| Other (please specify)                | 3.85%     | 1         |
|                                       | Answered  | <b>26</b> |
|                                       | Skipped   | 0         |

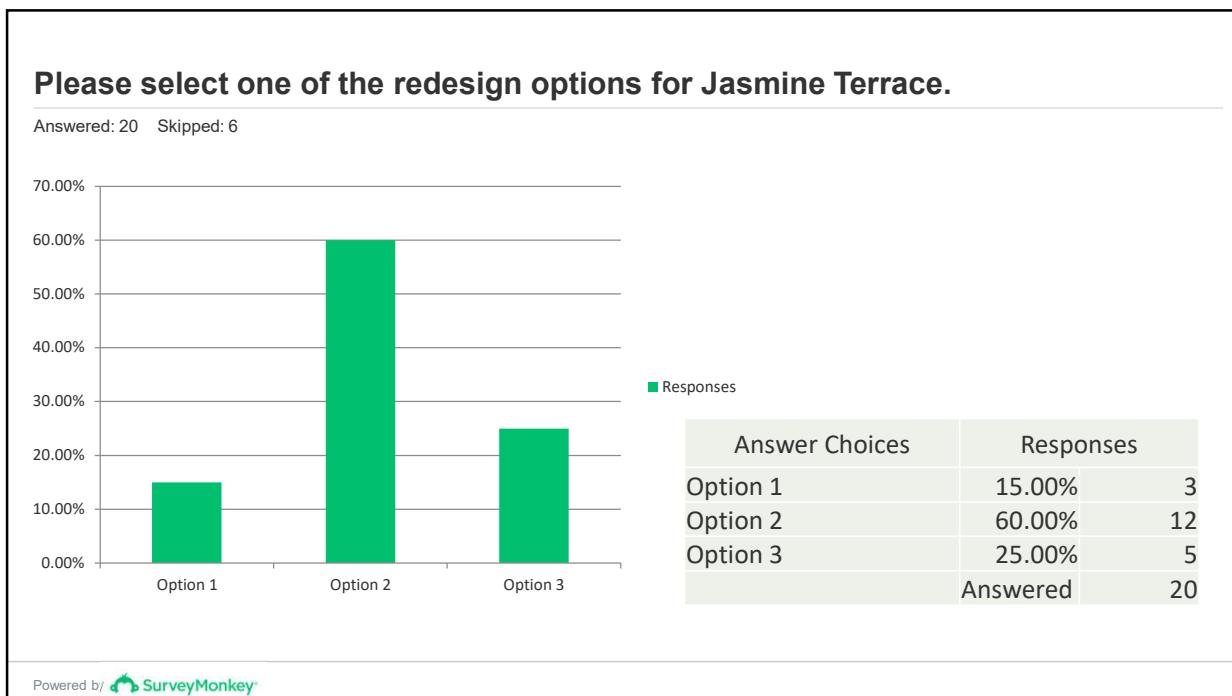
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4

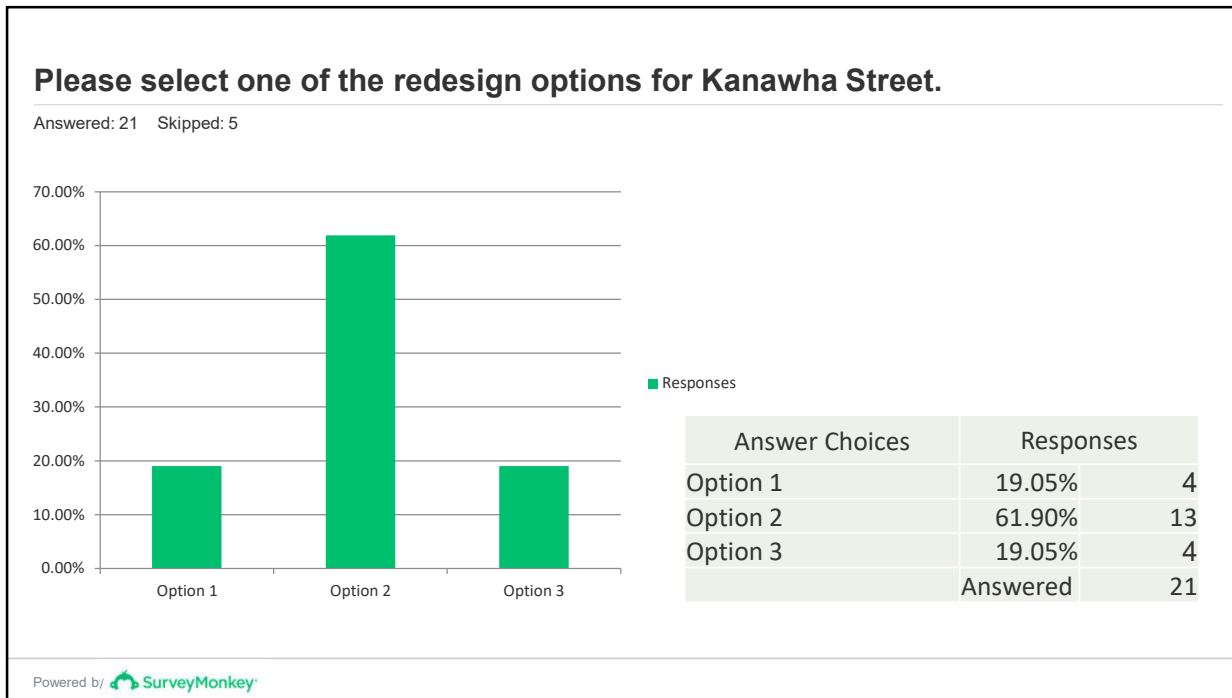




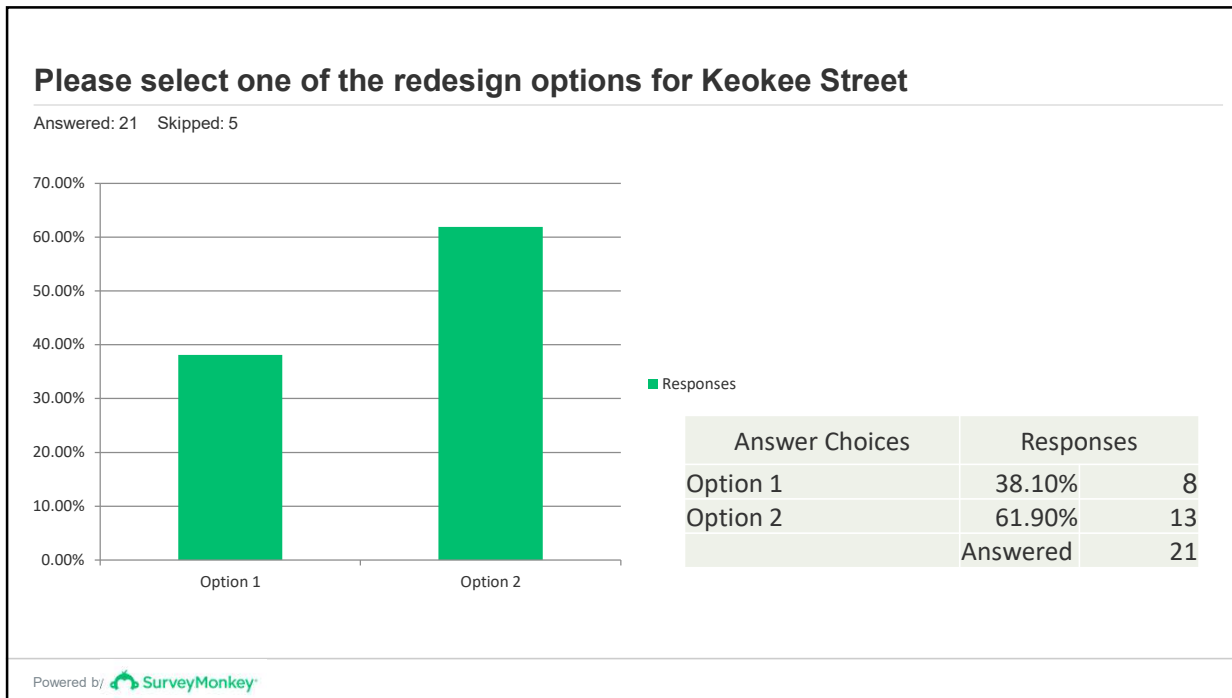
5



6



7



8

### Q6: Speed Hump(Rounded vertical projection to slow down traffic speeds)

Answered: 17 Skipped: 9

3.4 

| 1      |   | 2     |   | 3      |   | 4      |   | 5      |   | Total | Weighted Average |
|--------|---|-------|---|--------|---|--------|---|--------|---|-------|------------------|
| 17.65% | 3 | 5.88% | 1 | 29.41% | 5 | 11.76% | 2 | 35.29% | 6 | 17    | 3.41             |

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9

### Q7: Curb Extension(Traffic calming measure which narrows the roadway width to reduce crossing distance)

Answered: 17 Skipped: 9

3 

| 1      |   | 2     |   | 3      |   | 4      |   | 5      |   | Total | Weighted Average |
|--------|---|-------|---|--------|---|--------|---|--------|---|-------|------------------|
| 35.29% | 6 | 5.88% | 1 | 11.76% | 2 | 11.76% | 2 | 35.29% | 6 | 17    | 3.06             |

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10

### Q8: Mid-Block Curb Extension(Traffic calming measure which narrows the roadway width)

Answered: 16 Skipped: 11

2.4 

| 1      |   | 2      |   | 3      |   | 4     |   | 5      |   | Total | Weighted Average |
|--------|---|--------|---|--------|---|-------|---|--------|---|-------|------------------|
| 50.00% | 8 | 12.50% | 2 | 12.50% | 2 | 0.00% | 0 | 25.00% | 4 | 16    | 2.38             |

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11

### Q9: Spot Median Island(Narrow island that reduces travel lane widths to lower traffic speeds)

Answered: 17 Skipped: 9

3.7 

| 1     |   | 2      |   | 3      |   | 4      |   | 5      |   | Total | Weighted Average |
|-------|---|--------|---|--------|---|--------|---|--------|---|-------|------------------|
| 0.00% | 0 | 23.53% | 4 | 17.65% | 3 | 23.53% | 4 | 35.29% | 6 | 17    | 3.71             |

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12

**Q10: Raised Crosswalk(Pedestrian crossing is raised to sidewalk level to increase pedestrian visibility and lower traffic speeds)**

Answered: 18 Skipped: 8

4.1 

| 1     |   | 2      |   | 3      |   | 4      |   | 5      |    | Total | Weighted Average |
|-------|---|--------|---|--------|---|--------|---|--------|----|-------|------------------|
| 5.56% | 1 | 11.11% | 2 | 11.11% | 2 | 11.11% | 2 | 61.11% | 11 | 18    | 4.11             |

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13

**Q11: Raised Intersection (Intersection is raised to sidewalk level to increase pedestrian visibility and lower traffic speeds)**

Answered: 17 Skipped: 9

4 

| 1      |   | 2     |   | 3     |   | 4      |   | 5      |   | Total | Weighted Average |
|--------|---|-------|---|-------|---|--------|---|--------|---|-------|------------------|
| 11.76% | 2 | 5.88% | 1 | 5.88% | 1 | 23.53% | 4 | 52.94% | 9 | 17    | 4                |

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14

### Q12: Sharrow Markings (Roadway marking to indicate bicycles sharing the roadway with vehicles)

Answered: 19 Skipped: 7



| 1     |   | 2      |   | 3      |   | 4      |   | 5      |   | Total | Weighted Average |
|-------|---|--------|---|--------|---|--------|---|--------|---|-------|------------------|
| 5.26% | 1 | 21.05% | 4 | 26.32% | 5 | 15.79% | 3 | 31.58% | 6 | 19    | 3.47             |

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15

### Q13: Bike Route and Wayfinding Signs(Signs to indicate assigned bike routes and information about nearby destinations)

Answered: 19 Skipped: 7



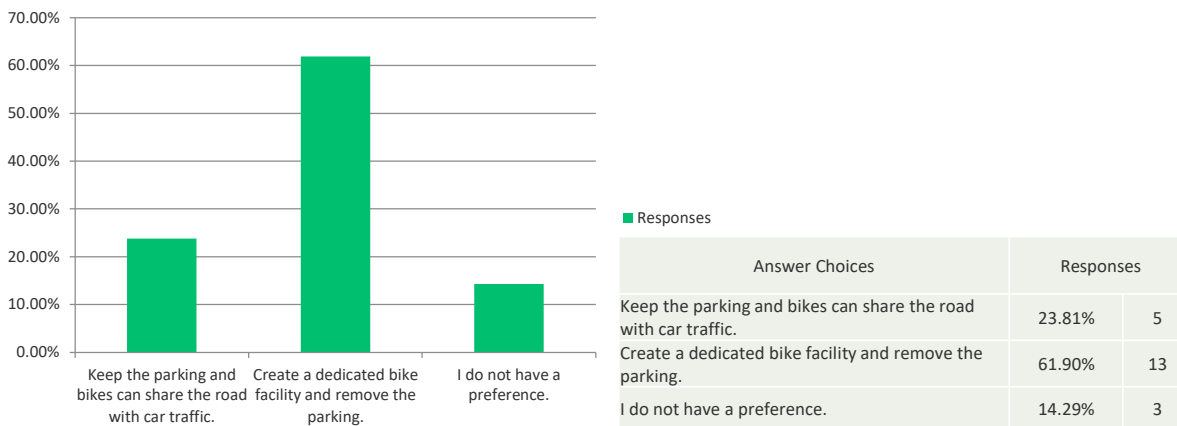
| 1     |   | 2     |   | 3      |   | 4      |   | 5      |    | Total | Weighted Average |
|-------|---|-------|---|--------|---|--------|---|--------|----|-------|------------------|
| 5.26% | 1 | 5.26% | 1 | 15.79% | 3 | 10.53% | 2 | 63.16% | 12 | 19    | 4.21             |

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16

**Q14: If we are not able to widen the roadway and move the curbs, do you prefer to keeping existing on-street parking or replacing it with a dedicated bike facility?**

Answered: 21 Skipped: 5

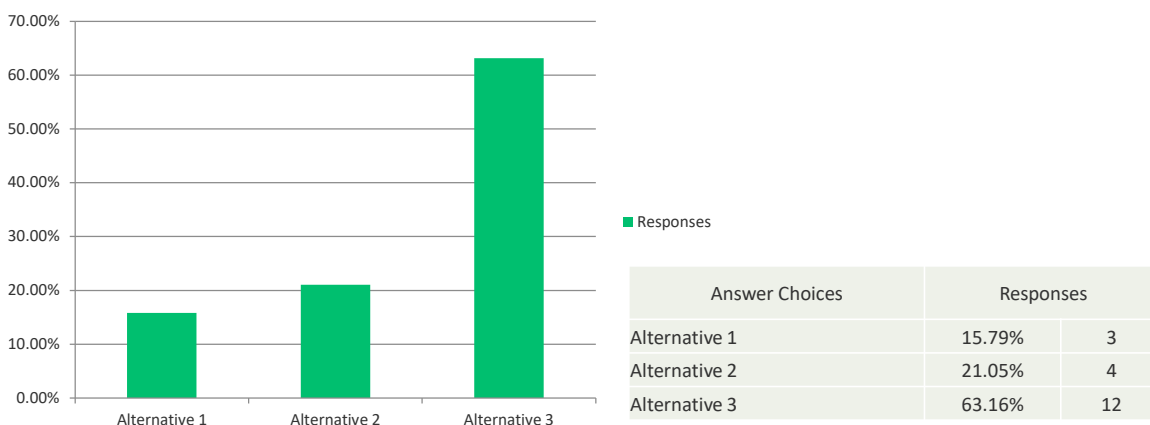


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17

**Q15: Please select one of the design options for the Shared Use Path Design**

Answered: 19 Skipped: 7



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18

### Q16: Children's Play Area

Answered: 21 Skipped: 5

4.3 

| 1     |   | 2     |   | 3     |   | 4      |   | 5      |    | Total | Weighted Average |
|-------|---|-------|---|-------|---|--------|---|--------|----|-------|------------------|
| 4.76% | 1 | 4.76% | 1 | 9.52% | 2 | 19.05% | 4 | 61.90% | 13 | 21    | 4.28             |

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19

### Q17: Grilling Stations

Answered: 21 Skipped: 5

3.5 

| 1      |   | 2     |   | 3      |   | 4      |   | 5      |   | Total | Weighted Average |
|--------|---|-------|---|--------|---|--------|---|--------|---|-------|------------------|
| 14.29% | 3 | 9.52% | 2 | 19.05% | 4 | 23.81% | 5 | 33.33% | 7 | 21    | 3.52             |

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20



### Q18: Lighting

Answered: 20 Skipped: 6

4.8 

| 1     |   | 2     |   | 3     |   | 4      |   | 5      |    | Total | Weighted Average |
|-------|---|-------|---|-------|---|--------|---|--------|----|-------|------------------|
| 0.00% | 0 | 0.00% | 0 | 5.00% | 1 | 10.00% | 2 | 85.00% | 17 | 20    | 4.8              |

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21

### Q19: Public Art

Answered: 21 Skipped: 5

4.7 

| 1     |   | 2     |   | 3     |   | 4      |   | 5      |    | Total | Weighted Average |
|-------|---|-------|---|-------|---|--------|---|--------|----|-------|------------------|
| 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 28.57% | 6 | 71.43% | 15 | 21    | 4.7              |

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22

### Q20: Seating

Answered: 21 Skipped: 5

4.5 

| 1     |   | 2     |   | 3     |   | 4      |   | 5      |    | Total | Weighted Average |
|-------|---|-------|---|-------|---|--------|---|--------|----|-------|------------------|
| 0.00% | 0 | 4.76% | 1 | 4.76% | 1 | 23.81% | 5 | 66.67% | 14 | 21    | 4.5              |

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23

### Q21: Stormwater Bioretention Swales

Answered: 21 Skipped: 5

4.5 

| 1     |   | 2     |   | 3     |   | 4     |   | 5      |    | Total | Weighted Average |
|-------|---|-------|---|-------|---|-------|---|--------|----|-------|------------------|
| 9.52% | 2 | 0.00% | 0 | 4.76% | 1 | 4.76% | 1 | 80.95% | 17 | 21    | 4.48             |

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24

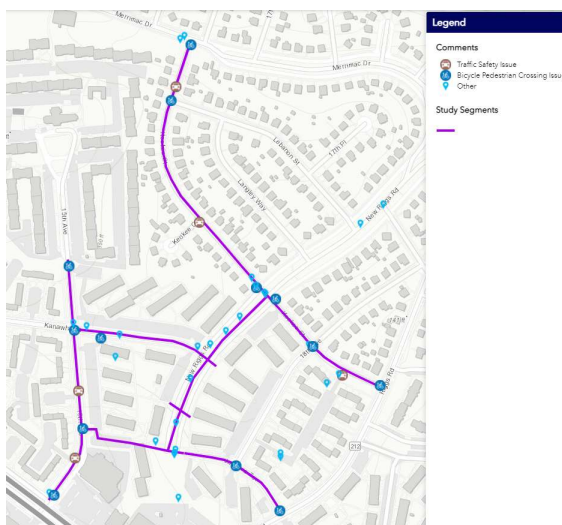
## Public Comments Interactive Map

Total Public Comments: 50

Total 'Bicycle/Pedestrian Crossing Issue' Comments: 13

Total 'Traffic Safety Issue' Comments: 5

Total 'Other' Comments: 32



Powered by SurveyMonkey

| Langley Park Neighborhood Bicycle Boulevards: Interactive Map Comments |                                   |   |
|--|-----------------------------------|---|
| No.  | Concern                           | Comment   |
| 1  | Other                             | Multiuse path should connect to desire path northwest corner of ROW, should be ADA compliant row.   |
| 2  | Other                             | Suggest siting multiuse trail on west side of ROW to take advantage of existing mature tree shade.  |
| 3  | Bicycle Pedestrian Crossing Issue | Amenities (grocery store, fast food, etc) south of University Blvd will be a draw for project area. Expect peds and bikes to down 15th Ave and New Riggs ROW via Jasmine Terrace to 15th/MD193 intersection. Crash history at 15th/MD193 indicates it is currently dangerous, additional demand will increase conflicts. Please work with SPACES project to make this intersection as safe as possible.                                   |
| 4  | Traffic Safety Issue              | 15th opens up (limited parking, more roadway space for drivers) from the Jasmine connector to MD193. Crash history indicates significant conflict threat to additional ped/bike demand project will generate. Suggest a protected bike lane from Jasmine connector to MD193 intersection for traffic calming & ped and bike buffer. If there is one place to put a PBL in the project, this is the road segment.                          |
| 5  | Bicycle Pedestrian Crossing Issue | Jasmine connector to New Riggs ROW will create bike/ped crosswalk demand. Suggest Hi Vis XW in front 7908 15th Ave apartment entrance, remove 2-3 parking spots for new XW that is located on speed table (slope compliant with EMT access). Consider RRFB signal.  |
| 6  | Traffic Safety Issue              | Crash history hot in front of parking lot entrance, suggest traffic calming here.   |
| 7  | Bicycle Pedestrian Crossing Issue | OMG... so many kids! This 4-way stop is the greatest conflict threat within the project area, school bus and The Bus route stops. Remove parking space from all 4 corners (8 spaces), extend sidewalk using bumpouts, build raised table crosswalks, add hi-vis XW signage. Do EVERYTHING possible to get drivers to stop and look for pedestrians.   |
| 8  | Bicycle Pedestrian Crossing Issue | This "intersection" is where the one severe injury ped crash occurred in the project area. The intersection (CASA gate) is unmarked, drivers and peds pick their own through the intersection because there are no stop lines, no XW paint, curb cut alignment is skewed. Please put significant attention into this XW, suggestion curb extension, raised XW, hi-vis signage, work with CASA to define the intersection inside the gate. |
| 9  | Other                             | Install Bike Rack   |
| 10   | Other                             | Upgrade bike rack   |
| 11   | Bicycle Pedestrian Crossing Issue | Define sidewalk at parking lot exit, add signage.   |
| 12   | Other                             | Lighting for safety   |
| 13   | Other                             | Lighting for safety   |
| 14   | Other                             | Lighting for safety   |
| 15   | Other                             | Lighting for safety   |
| 16   | Other                             | Lighting for safety   |
| 17   | Other                             | Path to provide access to playground  |
| 18   | Other                             | Lighting for safety / playground  |
| 19   | Other                             | Reserve parking (2-3 spaces) behind (east of) 4 way stop bump-out for food truck and ice cream truck vendors, probably the least demand parking /farthest away from apartments.   |
| 20   | Bicycle Pedestrian Crossing Issue | T-bone intersection needs definition. Currently, 18th Ave left turning traffic to Jasmine eastbound has stop sign but not other traffic control. On 18th, consider curb extensions, advanced stop line (SB 18th), crossing island/turn wedge, raised crosswalk to protected additional ped and bicyclist thru traffic on Jasmine.   |
| 21   | Other                             | Add bike rack near playground   |
| 22   | Bicycle Pedestrian Crossing Issue | JasmineT at Riggs intersection has stop sign control and a XW north leg of intersection across Riggs. Suggest improved intersection definition at Jasmine (west leg) including advanced stop line, hi vis XW, curb extension/radius reduction (south corner of Jasmine left turn to Riggs), and crossing island/turn wedge.   |

| Langley Park Neighborhood Bicycle Boulevards: Interactive Map Comments |                                   |  |
|--|-----------------------------------|--|
| No.  | Concern                           | Comment  |
| 23   | Other                             | sidewalk btwn ally parking and Jasmine doe snot have ADA curb cut. Looks like street access to sidewalk was "taken" for additional parking (as evidenced by paint). Several ADA curb cut non-compliant sidewalks in project area like this.  |
| 24   | Other                             | Add bike rack  |
| 25   | Other                             | ADA Parking stop, no ADA sidewalk curb cut.  |
| 26   | Other                             | Sidewalk along Keokee St does not ADA curb cut   |
| 27   | Bicycle Pedestrian Crossing Issue | Consider raised hi vis XW at Keokoo and Riggs, and curb extension (southwest leg) left turn from Keokee to SB Riggs. Tall hedge on property on northwest leg of intersection reduces sight line for right turning traffic from SB Riggs to WB Keokee for peds in XW. Suggest bump out/reduced curb radius to slow driver speed onto Keokee across XW.  |
| 28   | Traffic Safety Issue              | Uncontrolled intersection, add stop sign and stop line on parking lot ally exit to Keokee  |
| 29   | Other                             | Sidewalk along Keokee St crossing ally parking exit does not ADA curb cut  |
| 30   | Other                             | There are no M-NCPPC park land or facilities within 1/2 mile of the project area, this community is significantly underserved which has negative health and wellbeing consequences. Recommend ROW be transferred to M-NCPPC and significant investment in made to develop playground and activity facilities as a project focus area. Any trail on this ROW should be part of a greater strategy for connectivity and place making, the trail siting should NOT prohibit future park facilities. |
| 31   | Other                             | Purple Line Riggs/University Station will be west leg of University/Riggs intersection immediately south of the southeast corner of the ROW. The Project should coordinate with PL SPACES project to connect the project ROW trail to the PL Riggs station thru fence and commercial property buffer btwn ROW and PL Riggs Station. Providing access from the ROW will SIGNIFICANTLY reduce conflicts with drivers within project for PL users. PLEASE MAKE THIS A PRIORITY!                     |
| 32   | Other                             | Add large capacity Capital Bikeshare Station at northwest leg of Riggs/University intersection serving PL Station (demand node).   |
| 33   | Other                             | Add Capital Bikeshare Station (origin node) at Lebanon at New Riggs (west side).   |
| 34   | Other                             | Map is not accurate. There is no road connection across the ROW. Consider trail connection across ROW connecting east and west legs of Lebanon St providing alternative to Keokee as lower stress/lower risk for bicyclists and pedestrians in east side of project area using amenities on Merrimac (Boys and Girls Club, Community Center, Elementary School and playground, and NWB Trail)  |
| 35   | Other                             | Add Capital Bikeshare Station (origin node) at southwest corner Keokee and Merrimac at New Riggs (west side). This location is 0,5 mile from PL Riggs Station and 0.7 mile from Univ/New Hampshire station.  |
| 36   | Other                             | Green space southwest corner Merrimac and Keokee needs some love, overgrown, trees distressed by vines. There is a desire line thru space. Suggest clean up, pocket park, benches, sidewalk along desire line to driveway at 1601 Keokee and curb cut at that location on Keokee.  |
| 37   | Other                             | Add Capital Bikeshare Station (origin node in high density housing) at northwest corner Merrimac and 14th Ave. This location is 0.7 mile from PL Riggs Station and 0.5 mile from Univ/New Hampshire station.   |
| 38   | Other                             | Add large capacity Capital Bikeshare Station at north of Takoma Langley Crossroads TC (behind Bank of America) serving TC and PL Station (demand node).  |

| Langley Park Neighborhood Bicycle Boulevards: Interactive Map Comments |                                   |   |
|--|-----------------------------------|---|
| No.  | Concern                           | Comment   |
| 39   | Bicycle Pedestrian Crossing Issue | 2 way stop at 18th Ave and Keokee with on marked crosswalk(s). Make 4 way stop, add stop lines, add hi-vis elevated XWs (all legs). Consider reducing speed limit to 20 mph for all project roads (as statute allows). Note: Hedges on 3 corners limit sight lines.   |
| 40   | Bicycle Pedestrian Crossing Issue | Add stop sign and stop line west leg Keokee (EB), elevated XW (table), bump outs for speed reduction in ROW "open" roadway where there is no parking.   |
| 41   | Bicycle Pedestrian Crossing Issue | Add stop sign and stop line east leg Keokee (WB), elevated XW (table), bump outs for speed reduction in ROW "open" roadway where there is no parking.   |
| 42   | Other                             | Trees and drainage area needs some love behind guard rail. Trim, remove vines. use shade area for park bench gathering area.  |
| 43   | Other                             | Desire path southwest corner of west intersection New Riggs and Keokee. Suggest sidewalk from corner driveway SFH on Keokee to trail from ROW.  |
| 44   | Other                             | Consider parking only east side of short cul de sac extension of New Riggs (west side) so ROW trail can connect to Keokee under mature tree shade.  |
| 45   | Traffic Safety Issue              | Some vehicle crashes at Keokee Ct intersection. Consider adding stop line to better define intersection. Hedge and parking limits sight lines, consider speed hump west leg of intersection.  |
| 46   | Bicycle Pedestrian Crossing Issue | Keokee at Lebanon has some crash history. If Keokee is going to be a bicycle boulevard (e.g., no bike lanes), then Keokee needs to be slowed down. Suggest a 3 way stop (currently 1 way on Lebanon) with stop lines. Lebanon stop line needs to be move back 10-15 ft , currently in XW. Build and mark elevated XW and on Lebanon leg of intersection, include ped crossing signage.  |
| 47   | Traffic Safety Issue              | Reduce speed and crash potential on Keokee at no parking area (east side Keokee) by adding speed hump/pillow.   |
| 48   | Bicycle Pedestrian Crossing Issue | 1 way stop Keokee and Merrimac. Enhance Keokee stop (south intersection leg) with stop line before XW, add XW table south leg. Add ped crossing signage on Keokee. Repaint XW on Merrimac, move Merrimac speed hump west leg (on Merrimac) to Merrimac XW, make Merrimac XW a speed table.  |
| 49   | Other                             | The tragically high number of pedestrians struck by drivers in this area has been well-reported ( <a href="https://cnsmaryland.org/2017/05/17/pedestrian-casualties-mount-in-maryland-town-as-officials-defer-action/">https://cnsmaryland.org/2017/05/17/pedestrian-casualties-mount-in-maryland-town-as-officials-defer-action/</a> ; <a href="https://ggwash.org/view/43801/what-happens-when-people-without-cars-move-to-places-built-for-driving">https://ggwash.org/view/43801/what-happens-when-people-without-cars-move-to-places-built-for-driving</a> ; <a href="https://www.baltimoresun.com/maryland/bs-md-pedestrian-accidents-pile-up-20171223-story.html?">https://www.baltimoresun.com/maryland/bs-md-pedestrian-accidents-pile-up-20171223-story.html?</a> ). The proposed bicycle boulevards and design improvements with the Purple Line are welcomed. |
| 50   | Other                             | Signage doesn't work. We've had speed limit signs since 1901. Speed bumps don't work. They pull the driver's attention away from everything else toward the upside-down pothole, which is all a speedbump is. Traffic circles reduce pollution unlike stop lights/stop signs/speed bumps which force drivers to slow/stop/idle/accelerate. Traffic circles keep traffic moving without the accordion effect.  |