

Overall assessment: Falls far short of goals and expectations

The proposed concepts to address pedestrian safety on this segment of MD 214 are greatly disappointing and fall far short of meeting project goals. The overarching problem with this roadway -- high vehicle speeds are largely generated by an overly wide 6-lane cross section, which is excessive for the traffic volumes. A 6 to 4-lane conversion, especially where traffic volumes are lower - close to Southern Avenue, could manage traffic volumes while addressing severe safety concerns along this corridor. An interim measure could be to permit on-street parking during off-peak hours.

Positive interventions:

- Shared use path and/or Central Avenue Connector Trail for entire length
- New traffic signal at Cabin Branch Road and crosswalk
- Pedestrian hybrid beacon (signal for crossing)
- Improved curbs and center medians
- Consolidation and removal of duplicative and underutilized driveways and drives

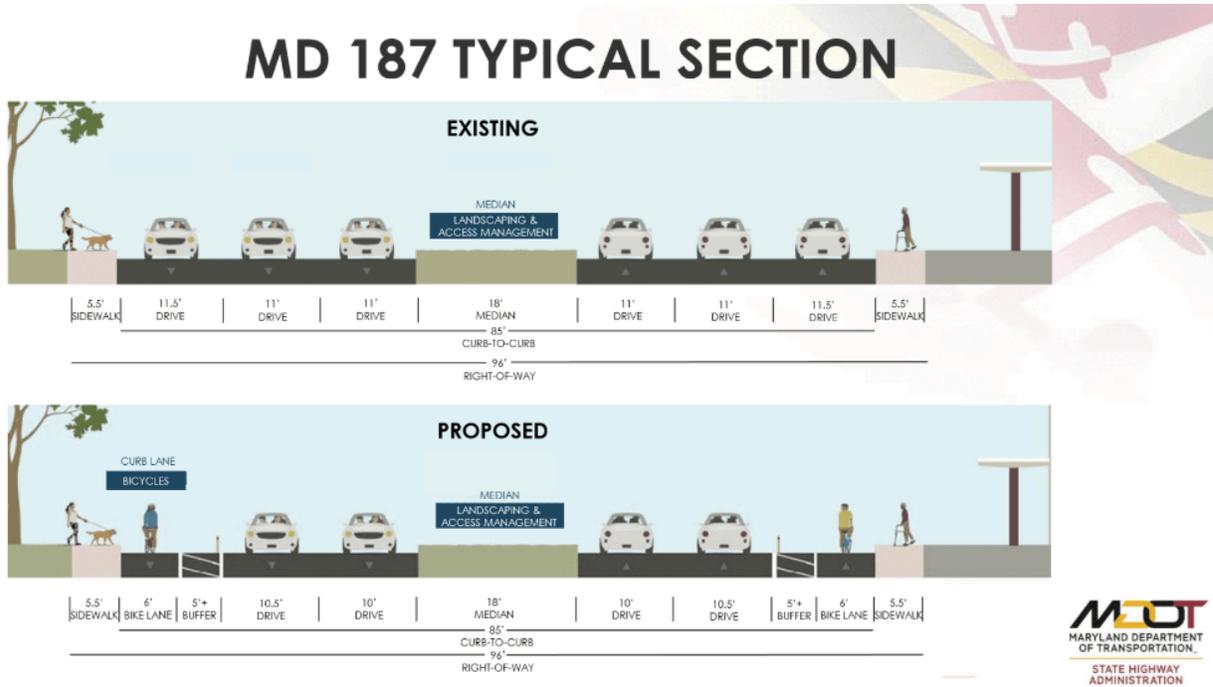
Missing: Slowing high speeds

The roadway suffers from excessive speeds where drivers commonly drive at 50 mph in a 30 mph speed limit zone. This is largely due to the 6-lane cross section which is oversized for traffic volumes most of the day.

- **6-to 4-lane conversion:** A 6-lane to 4-lane conversion, recommended in the draft [Central Ave.-Blue/Silver Line Sector Plan](#) and [Go Prince George's](#), should be a top priority for the safety plan, especially near Southern Avenue where traffic volumes are lowest and the roadway narrows going into DC. Few interventions will slow traffic or make it safer or easier to walk across the wide cross section if the 6 travel lanes are retained.
- **On-street parking during off-peak periods:** An interim measure that would narrow the travelway off peak would be to permit on-street parking. This would be consistent with the roadway's treatment in the District of Columbia (see photo below).

This off-peak parking could be metered for Metro riders where parking demand will be strong around the Capitol Heights and Addison Road-Seat Pleasant Metro stations. While pedestrian movements around parked cars still need to be addressed with on-street parking, parked cars reduce the width of the travelway and lower driving speeds.

Example: A 6- to 4-lane conversion example is the SHA project for MD 187 in Montgomery County, which used flex posts and striping. This design does not move the curb line, avoiding higher costs.



Pictured: On-street parking on East Capitol Street, DC, off-peak (parked vehicles circled)



View CSG's detailed, formal comments [here](#).

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