

September 2014



# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

*Final Report*



*“All residents,  
citizens big  
and small are  
entitled to safe  
parks and access  
to recreational  
activities.”*

COUNTY EXECUTIVE  
RUSHERN L. BAKER, III

BLADENSBURG

SUITLAND

LANGLEY PARK

# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

## *Final Report*

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## I. INTRODUCTION

In 2012, the Institute for Public Health Innovation (IPHI) was awarded a Community Transformation Grant (CTG) from the Centers for Disease Control and Prevention (CDC) to reduce chronic disease rates, prevent the development of secondary conditions, and address health disparities via complementary policy, environmental, programmatic and infrastructure activities in Prince Georges County. Guided by conversations with Prince George's County officials and other strategic partners and aiming to build on previous successes, IPHI focused its efforts on three Transforming Neighborhood Initiative (TNI) communities: Bladensburg/East Riverdale, Langley Park and Suitland/Coral Hills. TNI uses cross-cutting intergovernmental strategies to address the social and economic determinants of health in six distressed areas inside the Inner Beltway of Prince Georges County, and IPHI partnered with the TNI community teams to execute activities, gather information, and develop recommendations.

Institute for Public Health Innovation (IPHI)  
IPHI creates cross-sector partnerships and innovative solutions that optimize the health and well-being of communities in the Maryland, Virginia, and Washington, DC region.

In partnership with Prince George's County Executive's Office, the Transforming Neighborhood Initiative, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Department of Parks and Recreation (DPR), GP RED, Wildflower Consulting and the National Crime Prevention Council (NCPC), IPHI completed an in-depth assessment of connectivity and safety issues within a study area of a ½ - 1 mile radius around the Bladensburg, Langley Park and Suitland Community Centers. ***The Safe Access to Recreational Opportunities Blueprint*** (the Blueprint) delineates a cross-sector action plan focused on improving active living opportunities within this subset of TNI Communities.

The goal of the Safe Access to Recreational Opportunities (SARO) activities and Blueprint is to increase the number of people with access to healthy and safe physical environments, leading to a reduction in chronic disease in Prince George's County.

## II. LOCAL CONTEXT

Bordered on the south and east by Washington DC, Prince George's is the third largest county in population size in the Washington metro area (behind Fairfax, Virginia and Montgomery County) with a population of 881,419 residents (65.3% African American, 14.8% White, 15.7% Hispanic/Latino and 4.6% Asian American/Pacific Islander).<sup>1</sup> Though its population has increased over the decade, its growth is slower than its neighbors.

**Key challenges to this growth relevant to the SARO work include<sup>2</sup>:**

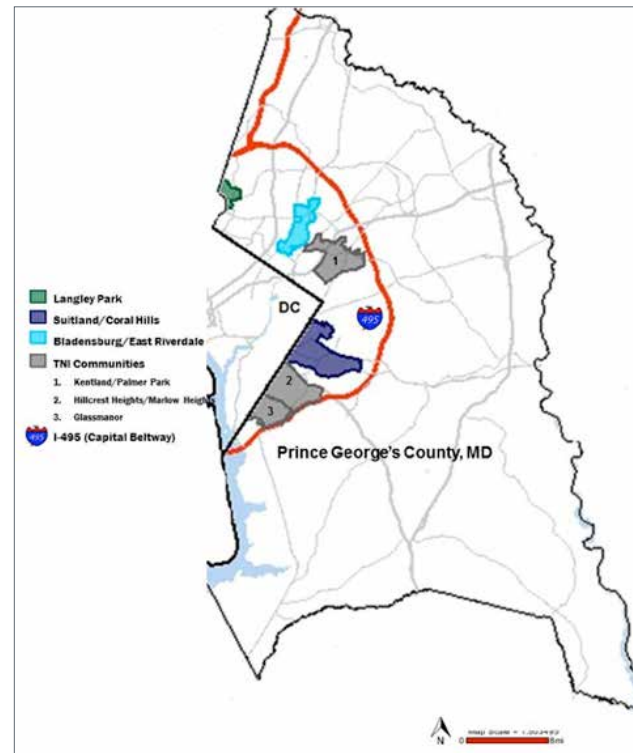
- **Schools** – The Prince George's Public School District ranks 23rd out of 24 in the State of Maryland, however, there have been significant improvements over the last five years.<sup>3</sup>
- **Crime** – Though real and perceived crime has been a challenge to the County's brand, its crime rate dropped by almost 34% between 2006-2012 – particularly violent and property crime.<sup>4</sup>
- **Health** – County residents are less likely to exercise, more likely to smoke and more likely to be overweight and obese as compared to residents of neighboring counties. Likewise, they are more likely to have limited or no access to healthy food choices.<sup>5</sup>

With a total population of 401,091 (46.5% of the County's population), IPHI selected the focus communities – Bladensburg, Langley Park and Suitland because: a) they have a disproportionate burden of poor health outcomes, and b) this process provides a unique opportunity to coordinate a convergence of several critically important but isolated initiatives currently underway, including the PLACE MATTERS Port Towns Community Health Partnership, The Prince George's County Health Improvement Plan 2011-2014 and the Transforming Neighborhoods Initiative. Targeted intervention in these areas will improve overall County health.

A 2009 RAND Corporation report revealed a telling story of the location-based disparities in health outcomes among Prince George's County residents. ***This study along with others revealed the lack of healthy behaviors and its effect on residents:***

- Only 30.4% adults in Prince George's County engage in moderate activity at least 5 days a week for 30 minutes.
- Only 30% of adults consume two servings of fruit and three servings of vegetables daily.<sup>6</sup>
- Approximately 34% of Prince George's County adults are obese compared to the state, which is 28%.<sup>7</sup>
- The percentage of children under 18 experiencing obesity and currently overweight is 48.2%.<sup>8</sup>
- In 2008, 76% of African-Americans were overweight or obese compared to 62% for their white counterparts.<sup>9</sup>

**FIGURE 1: SARO COMMUNITIES**  
Developed Tier Communities Inside the Capital Beltway



**Physical Environment** – Poor health behaviors are correlated with the physical environment. Out of 24 counties in Maryland, the County Health Rankings report placed Prince George’s County 21 for its overall physical environment including access to healthy foods, air quality and recreation facilities available per 100,000 residents.<sup>10</sup> Prince George’s County had seven recreational facilities per 100,000 people, below the state average of 12. The violent crime rate per 100,000 residents is 702 the county compared with 543 for all 24 Maryland counties and 100 for all counties nationwide.<sup>11,12</sup>

[TABLE 2] RELATED STATE AND COUNTY HEALTH STATISTICS, 2012

	COUNTY	STATE	TARGET
Asthma related hospital ED visits	52.3	59.1	49.5
Diabetes related hospital ED visits	300.3	314.6	300.2
Heart disease deaths	223.7	182	173.4
Hypertension relates hospital ED visits	238.4	222.2	202.4
Life Expectancy	77.8	79.3	82.5
Overall cancer death rates	175.5	170.9	169.2
Pedestrian Injuries	41.5	40.5	29.7
Proportion of overweight or obese youth	15.5	11.6	11.3

YELLOW – County is doing better than the target, but worse than the state

BLUE – County is doing *worse* than state and target

Source: [http://eh.dhmh.md.gov/ship/SHIP\\_Profile\\_Prince\\_Georges.pdf](http://eh.dhmh.md.gov/ship/SHIP_Profile_Prince_Georges.pdf) accessed 2/17/14

Despite these disparities, the County, through IPHI’s Community Transformation Grant, has convened cross-sector (public, private, philanthropic, community) collaboration that is leading efforts for improving individual and community health. Moreover, there are various ongoing efforts aimed at improving public health including but not limited to: reducing health disparities through a health enterprise zone, County efforts to re-write land use ordinances which will place health at the core of all zoning, public education initiatives for increasing physical activity and improving the food systems in the County through the Prince George’s County Food Equity Council. With continued intervention and coordination, the prospects for improving the health and well-being of residents are extremely promising.



## III. CROSS-SECTOR LEADERSHIP TEAM

To achieve the goals of this initiative, IPHI partnered with a diverse team of contractors and consultants (SARO team members) to: conduct research, engage community residents and partners, facilitate workshops, and develop the Blueprint. This team led a collaborative community engagement process with youth, residents and key stakeholders. In addition to the engagement activities described below, SARO team members: attended community meetings; participated in several coalitions and work groups; and performed interviews with key informants. Input from residents coupled with a policy and document review are what largely informed the development of strategies and recommendations for the Blueprint. The following provides a summary of those activities.

### A. *Cross Sector Leadership Team*

To guide and support the planning, implementation and evaluation of the CTG effort, IPHI created and convened a cross-sector Leadership Team. These leaders represented the sectors needed to accomplish project outcomes, had the authority to influence public and administrative policies, could authorize the use of public resources and facilitate integration. Specifically, this team included high-level leadership from: local elected office (County Council, County Executive's Office), Prince George's Health Department, a Federally Qualified Health Center, M-NCPPC, Prince George's Public Schools, Prince George's County Police Department, and the Department of Social Services.

### B. *Document Review*

To better understand the SARO project area, Wildflower Consulting, LLC conducted a review of planning studies, current projects and recent policy changes related to public health, community development, transportation, housing and long-range planning (see Appendix A the SARO Policy Inventory). Several state, county and local plans reference health and wellness priorities related to enhanced opportunities for walking and bicycling and the need for collaborative efforts to make infrastructure improvements. These are the primary documents used to support the Blueprint's recommendations.

#### KEY DOCUMENTS REVIEWED

- Parks and Recreation: 2010 & Beyond
- Formula 2040 Plan
- Prince George's County Health Improvement Plan
- Plan Prince George's County 2035

### C. *Crime Prevention Through Environmental Design (CPTED)*

Crime Prevention Through Environmental Design (CPTED) refers to the effective design and use of the built environment to encourage a reduction in the perception of crime and the actual number of crimes, as well as an improvement in community safety and overall quality of life in a community.

IPHI collaborated with the National Crime Prevention Council (NCPC) to provide County staff and leaders, local organizations, and community members with training on CPTED. Institutionalizing capacity building efforts in the County and community will provide an opportunity to integrate CPTED principles into ongoing development and improvements to community design.

**Basic Training:** NCPC provided three-day trainings during October and November 2013, one in each of the three communities. Forty-nine agency staff and community leaders [Bladensburg = 17; Langley Park = 26; Suitland = 6] were trained from the following agencies and organizations: County Police, Town of Bladensburg Police, Parks Police, M-NCPPC Planning Department, Department of Public Works & Transportation, TNI, Public Schools, Department of Environmental Resources, Department of Corrections, County Stat, Suitland Civic Association, GapBuster, Inc., Greater Washington Safe Routes to School National Network, Hampshire Village Apartments, Takoma/Langley Community Development Association, and CASA de Maryland, Inc.

Approximately 15% of trainees reported that CPTED principles are part of existing work plans, but no CPTED activities had yet been implemented. All participants indicated that the training helped them understand how to apply CPTED concepts. While all participants reported that they plan to apply their learning from the training, 20% additionally indicated that their agencies were considering how to incorporate CPTED into their work.

Each cohort of trainees conducted a practice CPTED assessment, which informed the final Blueprint recommendations. Participants reported various challenges to incorporating CPTED into daily practice. Budgetary concerns were identified as the most common barrier, noting challenges to justify the costs to local elected officials or other decision makers or to find resources to support CPTED. Other challenges include incorporation of CPTED into current County policies, acceptance of CPTED among local community members, and potential conflicts with other goals or regulations, such as environmental regulations. A few participants also noted the potential challenge of engaging community members and getting their buy-in to get involved and apply CPTED on their own properties.

**Training of the Trainers:** To build sustainable CPTED capacity, fifteen participants attended another three-day training to learn specific skills to be able to teach the basic CPTED class within their community. Fifteen participants were trained from the following agencies: County Police, Town of Bladensburg Police, Parks Police, M-NCPPC, TNI, and Department of Environmental Resources. While all participants participated in the NCPC Basic CPTED training, there were varying levels of CPTED experience within the cohort. Most participants indicated a desire for a longer training (the training was cut from two to three days due to an impending snow storm). Participant evaluation results indicated that all participants were willing to consider conducting a basic CPTED training for colleagues within the next year (with five participants indicating “yes,” and 10 “maybe”). When asked about any concerns about their ability to conduct basic trainings, participants noted a desire for more direct CPTED experience and/or training before leading a training and the potential lack of organizational participation or approval.

## D. *Safe Routes to Play*

Safe Routes to Play (SRTP), a youth-centered planning process that helps communities assess connectivity between neighborhoods and parks, playgrounds, trails and natural areas for children and families, focuses on methods of active transportation, such as walking or biking. SRTP is an initiative of GP RED, a national non-profit conducting research and education in health, recreation and land management issues, and SRTP suggests that children are commuters that deserve the choice for active transportation.



The SRTP assessment was conducted by GP RED, and Wildflower Consulting, LLC. ***They included the following components:***

- **Community Tours** – Transforming Neighborhood Initiative representatives and community leaders conducted two-hour tours of each community to familiarize the GP RED team and others with existing conditions.
- **PhotoVoice and Umap Orientation** – M-NCPPC administration and staff (12) participated in a two-hour orientation in Umap and PhotoVoice techniques.
- **PhotoVoice** – Youth from each community were engaged for ten hours in the PhotoVoice activity. They took pictures within the ½ - 1 mile radius of the community centers to show existing opportunities and challenges for active travel. Participants selected one photo and provided a caption describing it. Poet Patrick Washington worked with the youth and presented his poetry during the PhotoVoice captioning sessions. They also answered survey questions related to how they choose to travel around their community and preferences for visiting community recreation centers. Youth participation numbers in Table 3 reflect individual activity attendance from the core group of fifty-two.
- **Umap** – UMAP was created by Dr. Pamela Wridt, of the Children’s Environments Research Group and is grounded in positive youth development and youth civic engagement principles and is aligned with the United Nations Child Friendly Cities movement. This process engaged local youth to provide input regarding safety and connectivity within their community. During the 1.5 hour sessions, youth from each community learned how to map their travel routes to recreation destinations. They answered questions about their perception of the safety of the routes they use to travel around their community and suggested improvements that could be made in their communities to make active travel easier and safer.
- **Leadership Forums** – Within each community, local leaders, county staff and representatives from the TNI teams and non-profit organizations convened for two hours to brainstorm opportunities to improve safe access to recreation opportunities.
- **Community Connectivity Forums** – Residents from each community convened to discuss opportunities to improve safe access to recreation opportunities, including policy development, infrastructure changes and community engagement strategies. Youth PhotoVoice participants presented selected photos and their impressions to the group.
- **Facilitative Leadership Training** – Three community leaders attended a three-day training to develop facilitative leadership skills to support the advancement of the SARO strategies after the grant period has concluded.



[TABLE 3] SARO PARTICIPANT SUMMARY

DATE	ACTIVITY	B*	LP*	S*	TOTAL
10/17-19/13; 10/25-26/13	Youth PhotoVoice	13	17	21	52
10/28/13	Youth Umap	12	15	5	32
10/25/13	Community Tours	8	8	5	23
10/28/13	PGCDPR Staff Umap Orientation	n/a			12**
10/29/13	Leadership Forums	17	18	24	49
1/28-30/14	Community Connectivity Forums	13	6	29	48
4/22-23/14	Facilitative Leadership Training	n/a			3**

\* B – Bladensburg  
 LP – Langley Park  
 S – Suitland

\*\* Participants were recruited across the focus communities and not necessarily representative of one community.

- **Policy and Trends Analysis** – Building from the review of the state and county planning efforts, GPRED and Wildflower Consulting, LLC conducted an assessment of state, county and local plans and policies relating to active, non-motorized travel in Prince George’s County (See Appendix A).
- **Active Transportation Access Inventory and Analysis** – Using the youth Umap and existing GIS data, GP RED assessed gaps in community connectivity and safe access to parks and recreation destinations and provided a map of findings and related analysis. As a component of the Active Access Mapping Analysis, natural surface trail connections and related cost estimates were evaluated by the International Mountain Bicycling Association, a GP RED partner.

## IV. SARO ACTIVITIES

GP RED partnered with Wildflower Consulting, LLC to analyze the results of the document review and collective qualitative data in order to identify key issues and develop suggested solutions to community engagement, infrastructure and policy. Community engagement is defined as ways to involve community residents in changing conditions in their communities. Infrastructure relates to capital and community development projects that improve the physical conditions of the community. Policy is related to any administrative changes that would enhance how county agencies operate in order to improve community conditions for access to recreation and physical activity.

## A. Key Issues Analysis Matrix

The following SARO Key Issues Analysis Matrix consolidates findings from the SRTP assessment.

[TABLE 2] THE SARO KEY ISSUES ANALYSIS MATRIX

	SERVICE AREAS			QUALITATIVE DATA				QUANTITATIVE DATA				BEST PRACTICE OR POSSIBLE SOLUTIONS
<p>KEY ISSUE RATING SCALE</p> <p>PURPLE - exists in plan, policy, project</p> <p>GREEN - minor concern</p> <p>YELLOW - opportunity to improve</p> <p>BLUE - key issue/priority</p>	Bladensburg	Langley Park	Suitland	SARO Meetings	Leadership Forum	Community Connectivity Forum	Previous Plans, Policies & Projects	Photovoice	Umap	CPTED Assessment	Active Access GIS Analysis	
CROSS CUTTING ISSUES												
Incidence of crime, e.g., gang activity along walking routes & perceptions of safety around Parks and Recreation areas.												Increase foot and bicycle patrols in collaboration with Parks and County Police; Expand Wellness Zones to include parks and trails; Publish/distribute trail safety guide, add volunteer patrols. Implement DPR recommendation for CPTED activities.
COMMUNITY ENGAGEMENT												
Limited youth/community engagement in affecting change												Establish Youth participation in County/TNI SARO Quick Response team
Need for more cross sector/ agency/county/state communication												Establish SARO Quick Response team within TNI structure
Lack of knowledge of parks and recreation opportunities												Use social media to connect youth with recreation opportunities
Need for expansion of senior population outreach												Discuss perceptions of safety and security concerns
Desire for more active lifestyle events on DPR trails/natural areas												Implement staff/youth co-led bicycling and walking groups
Strength of relationships with housing development owners												Explore formalizing social pathways, improve property maintenance
Lack of promotion of non-motorized travel opportunities												Celebrate and promote existing safe access travel ways
Evidence of trash, litter along travel ways												Establish youth "Green Team" within SARO Implementation effort

[TABLE 2] THE SARO KEY ISSUES ANALYSIS MATRIX (CONTINUED)

	SERVICE AREAS			QUALITATIVE DATA				QUANTITATIVE DATA				BEST PRACTICE OR POSSIBLE SOLUTIONS
<p>KEY ISSUE RATING SCALE</p> <p>PURPLE - exists in plan, policy, project</p> <p>GREEN - minor concern</p> <p>YELLOW - opportunity to improve</p> <p>BLUE - key issue/priority</p>	Bladensburg	Langley Park	Suitland	SARO Meetings	Leadership Forum	Community Connectivity Forum	Previous Plans, Policies & Projects	PhotoVoice	Umap	CPTED Assessment	Active Access GIS Analysis	
<b>INFRASTRUCTURE</b>												
Need for sidewalk improvements near parks and facilities												Target sidewalk improvements within 1/2 mile of community centers
Desire for safe pedestrian access to parks and key destinations												Evaluate street crossings, signage and pavement markings
Excessive traffic speed at intersections and street crossings												Institute temporary traffic calming measures such as landscaping and signage to reduce speeds and protect pedestrians
Under-utilization of natural surface trails and inadequate lighting conditions along travel routes												Target lighting assessments to natural surface trails and to 1/2 mile radius around community centers, host clean up days, use signage to encourage trail usage
Social pathways, short-cuts to recreation areas												Develop criteria and evaluate formalizing or eliminating social pathways
Gaps in trail and sidewalk connections to recreation areas												Incorporate Umap/PhotoVoice results into existing plans, policies & projects
Lack of protected bicycle lanes, more opportunities for bicycling												Paint shoulders along roadways; experiment with temporary barriers
Use of abandoned areas as parks or community spaces												Develop community maintained pocket parks
Signage and road markings - lack of multi-lingual signage/Universal Way Finding												Work with DPR for interpretive signage program at community center
<b>POLICY ISSUES</b>												
Lack of identified funds for SARO implementation												Target county agency cross-sector funding and grant applications
Limited youth participation in planning and community engagement												Implement PhotoVoice and Umap activities as a regular DPR program
Excessive traffic speeds around parks and recreation areas												Develop legislation for speed monitoring program
Limited opportunities for active travel												Coordinate Complete Streets Initiatives in local and county planning process

The following is a consolidation of the key issues and observations used to develop the SARO recommendations.

### Community Engagement

- Enhance cross-sector communication among state, county and local agencies, and community- based organizations that could benefit from the implementation and enforcement of existing policies, plans and projects.
- Communicate and build relationships with private property owners in order to address social pathways, perceived safety concerns, infrastructure and landscaping improvements.

### Infrastructure

- Capitalize on opportunities to upgrade or develop directional and safety signage and sharrows (street marking to indicate that bicycles share the road corridor with cars) along low traffic volume side streets.
- Implement sidewalk improvements, landscaping, traffic calming, and lighting along travel routes.
- Repurpose abandoned and unused areas near community centers for use as parks, activity areas, and community gathering spaces in order to enhance perceptions of safety among youth and community aesthetics.

### Policies

- Ease paperwork requirements for Youth ID cards in order to increase access to recreation facilities.
- Provide more route options for active travel modes like bicycling and walking
- Provide a forum for youth to express their perspective on safe access to recreation opportunities that could be expanded within PGDPR program offerings.

## B. *Youth Safety Concerns*

The following is a summary of youth perspectives on safety in Bladensburg, Langley Park and Suitland. Findings from youth input for the Umap process were similar across all neighborhoods. The most consistent finding is the extent to which threats from other people such as gang members, those involved in criminal activity, older youth or untrusted adult, create a sense of fear. The perceived safety risk from other community members is as common as environmental factors such as broken glass or traffic, if not more so. These threats include gang activity, fighting, crime, robberies, drunkenness, guns and violence. Youth reported many areas being used to conduct dangerous activities or with conditions preventing safe recreational uses. This juxtaposition of dangerous activity with safe areas occurs at each community center, in many parks, and open space areas, and it appears to be common in low-income housing areas.



During Photvoice and Umap activities youth from all focus areas reported that safe places for recreation activities are often locations with high public visibility such as community centers, schools or commercial nodes. Youth feel unsafe in locations with limited visibility such as heavily wooded areas and road underpasses. Youth often reported these hidden or less high profile spots as places for dangerous activity or hazardous environmental conditions.

Youth participants also reported mixed perceptions about travel routes. Although some aspects of a route may be



perceived as unsafe, such risks are frequently undertaken to reach a destination. Environmental factors, particularly traffic concerns, seemed to be the biggest issue. Many participants thought high traffic speeds, heavy traffic volume, the absence of street crossings, missing sidewalks, sidewalks in disrepair, or a lack of adequate street lighting made the routes unsafe. Youth cited the presence of a sidewalk or crosswalk as a reason a route felt safe. The fact that walking routes are far more common than any other transportation type amplified these issues.

Youth chose their travel routes based on safety. Based on map data and youth comments, there appears to be a relationship between travel distance and route safety. Longer trips, though not necessarily preferred, are sometimes chosen to avoid perceived risks inherent in taking a shortcut. Shortcuts are fairly common, nonetheless and often pass through less safe areas. In some instances, another transportation mode such as bus, subway, bicycle or skateboard is selected rather than walking as a way to bypass areas considered unsafe. While youth preferred automotive travel to reach their destinations, they were dependent on an adult to provide their ride, which was often not feasible. Most likely, enhanced perceptions of safety would increase active transportation among local youth.



## VI. RECOMMENDATIONS FOR SAFE ACCESS TO RECREATIONAL OPPORTUNITIES



### A. *Collaborating Organizations*

In order for the following recommendations to be successful, cross-cutting collaboration should include, but is not limited to:

- Prince George's County Council
- Prince George's County Executive Office
- Prince George's County Health Department
- Prince George's County Public Schools
- Prince George's County Police Department
- Prince George's County Department of Social Services
- Prince George's County Department of Public Works and Transportation
- Bladensburg Police Department



- M-NCPPC Department of Parks and Recreation
- M-NCPPC Planning Department
- Safe Routes to School National Partnership – Greater Washington Regional Network
- Local Community Based Organizations
- Property managers of local apartment buildings and businesses

We believe that these organizations have vital roles to play in improving safe access to recreational opportunities and are well positioned to positively influence the built environment.

## B. *County Wide Recommendations*

Through the process of information gathering and community engagement, several recommendations emerged that are relevant to each community, and provide the opportunity for collaboration among county agencies for efficient implementation. Justification for all recommendations was drawn from existing county and community plans and policies.

[TABLE 5] COUNTY WIDE RECOMMENDATIONS

RECOMMENDATION	PURPOSE	SUPPORTED BY
1. Implement Umap and PhotoVoice results into existing plans and projects.	Build upon existing successful youth engagement activities	Leadership and Community Connectivity Forums
2. Develop Wellness Zones within parks and recreation facilities.	Utilize existing strategy already implemented in school zones	Community Connectivity Forums Formula 2040 Plan
3. Focus lighting assessments toward area within ½ mile of Bladensburg, Langley Park, and Suitland Community Centers.	Demonstrate attention to youth concerns to improve visibility and security for pedestrians and bicyclists traveling at night	Plan Prince George's 2040, Formula 2040 Plan, Complete & Green
4. Increase safe use of natural surface trails.	Youth and families rely on and would like to utilize natural surface trails to connect to their destinations, but many trails are undocumented and unsupervised	Streets Policy, County Centers and Corridors Policy, Takoma/Langley Crossroads Sector Plan/Implementation
5. Celebrate and promote improvements to infrastructure and policy change.	Build credibility and community awareness of leadership's attention to perceived safety concerns	Leadership and Community Connectivity Forums

## C. *Community Specific Recommendations*

Below are the recommended projects specifically designed to provide an alternative to unsafe passages that conflict with motorized transportation. Individual community recommendations are organized under the broad headings of community engagement, infrastructure and policy.

## BLADENSBURG *Signature Project:*

Bladensburg is a one-square mile incorporated municipality on the Anacostia River located 1.1 miles northeast of Washington, D.C. The Town of Bladensburg is part of the Port Towns which is a formal partnership of four towns on the River who come together to coordinate local government activities and serve as one body when approaching the county and state governments for resources. In the past three years Bladensburg has focused on community wellness with a particular focus on engaging youth around food access and pedestrian issues.

The Mayor and Town Administrator participated in the SARO activities and indicated an interest in working with Prince George's County officials and others to build upon existing efforts and incorporate recommendations from this report.

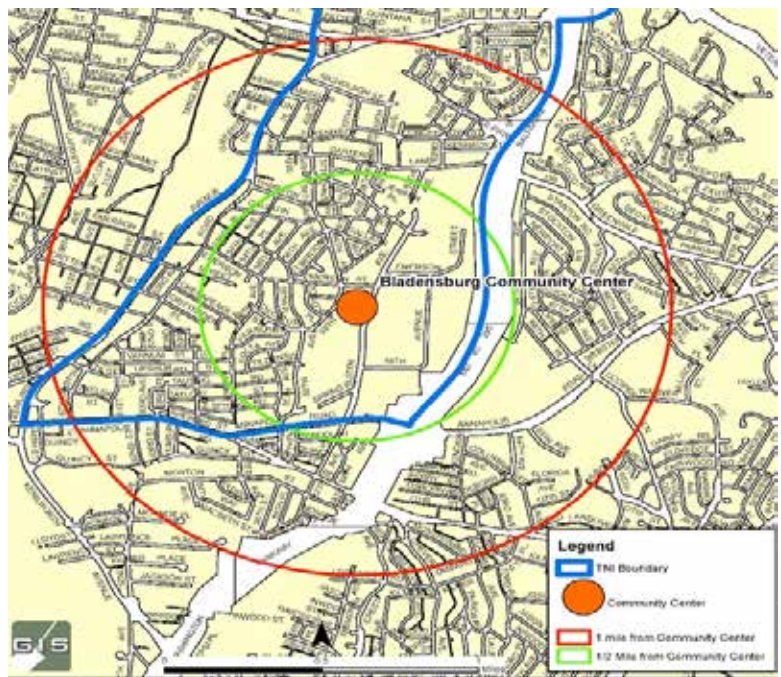


FIGURE 2: Bladensburg Community Center Assesment Area

*Below are two notable accomplishments that could serve as collaboration models in which the recommendations from this report can support and build upon:*

- 1) The **Port Towns Community Health Partnership (PTCHP)**, a collaboration among Port Towns including Bladensburg, focuses on supporting healthy living and trains and engages young people in policy reform to increase pedestrian safety. The PTCHP was instrumental in pedestrian improvements along Annapolis Road.
- 2) The City Council of the Town of Bladensburg has designated the town as a **"Wellness Opportunity Zone"** – mandating the application of sustainable design and development practices that contribute to a healthy environment and increase residents' health and wellness. During the Community Connectivity Forum, participants suggested the county's community centers could have a similar designation and incorporate a wellness component in each activity provided at the centers.

## Recommendations

The SARO consultant team combined results from the SARO activities with qualitative data obtained from county officials and partners to recommend the following actions to implement in Bladensburg. These recommendations complement the county-wide recommendations listed earlier.

[TABLE 6] BLADENSBURG SIGNATURE PROJECT  
BLADENSBURG RECREATION CENTER ACTIVE TRANSPORTATION ENHANCEMENTS

DESCRIPTION	SUPPORTED BY
<p>Formalize existing routes through open space between Bladensburg Community Center and Bladensburg High School as these trails provide critical access. The improvements should include enhancements to trail surface conditions, vegetation removal and lighting</p> <ul style="list-style-type: none"> <li>● Add new trail in the open space to improve efficiency and use. The new trail will go east of the water tower to reduce the need to exit to the street network. Remove leg of existing trail that traverses private property and replace it with new, direct route to community center.</li> </ul> <p>Implement center Crosswalks and Internal Sidewalk Improvements: Currently, there is no striped or signalized crosswalk from residential housing across the street from the recreation center. No sidewalks exist from the street to encourage safe pedestrian access, which can create perceived safety issues at night or during inclement weather for youth accessing the center.</p> <p>Create bike skills park at southeast corner of community center. Bike skills park to consist of pump track and bike skills loop. This facility will provide a designated space for off-road cycling where kids can improve their bicycle handling skills away from vehicles, as well as compliment the activities provided at the community center.</p>	<p><b>REPORTS:</b> Formula 2040 Plan, Complete &amp; Green Streets Policy, County Centers &amp; Corridors Policy</p> <p><b>SARO ACTIVITIES:</b> PhotoVoice, Umapping, Leadership Forum and Natural Surface Trail Assessment</p>



"The young girl is walking down a street where there is no sidewalk or crosswalk. There is also a dangerous intersection where the cars might not be paying attention to the girl."

*PhotoVoice Participant*



“This is a pathway that students walk to get to school. If it were to rain, it would be all muddy and quite dirty for a student to walk on. If it were to snow then the path will most likely be covered in ice and students or pedestrians could slip and fall.”

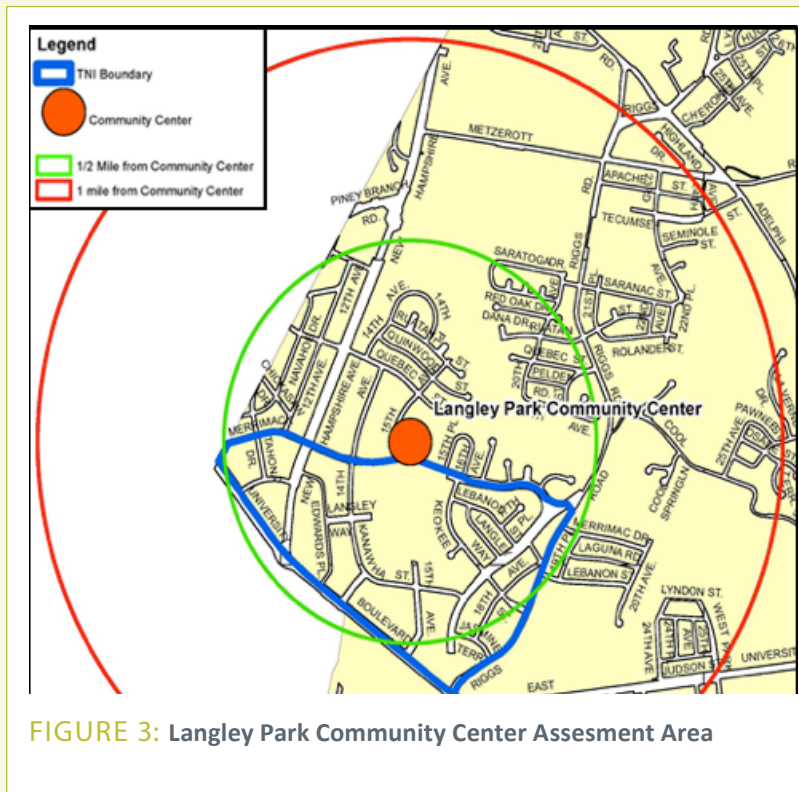
*PhotoVoice Participant*

[TABLE 7] BLADENSBURG - OTHER RECOMMENDATIONS

RECOMMENDATION	RATIONALE	SUPPORTED BY
1. Evaluate sidewalks, pedestrian crossings, connectivity & traffic calming opportunities for Peace Cross, Quincy St. & Lloyd St.	Address known pedestrian safety issues relative to impending housing developments and school related travel.	Complete & Green Streets Policy, County Centers and Corridors Policy
2. Incorporate striped or signalized pedestrian crossings at Kenilworth Avenue and 450 & St. Mary's Church crossing.	Positively impact known pedestrian safety concerns	Plan Prince George's 2040, Formula 2040 Plan, Complete & Green Streets Policy, County Centers and Corridors Policy
3. Transition sharrow markings on Route 450 to a system of painted and protected bike lanes, or explore alternative route on low traffic volume corridor.	Address ineffectiveness of sharrow marking system on high speed, heavy traffic flow corridor	Complete * Green Streets Policy, County Centers and Corridors Policy
4. Implement sidewalk extension on Edmonston Road, 63rd Avenue, Oliver Street, 64th Avenue & East Pine.	Address known pedestrian safety concerns; demonstrate attention to youth safety concerns	
5. Develop community maintained pocket parks near Bladensburg Community Center.	Improve and manage undeveloped parcels that currently are being vandalized	Plan Prince George's 2040, Formula 2040 Plan



## LANGLEY PARK *Signature Project:*



Langley Park is an unincorporated community in the northwestern portion of Prince George County and located just west of the University of Maryland. Often described as the County’s “International Gateway,” Langley Park is the most diverse part of Prince George’s. The community is dense and hosts a good number of multi-family housing complexes throughout. University Boulevard boasts multi-ethnic, commercial activity and will soon be the site of a new Maryland Transit Authority (MTA) transit center.

*Langley Park residents and community partners are active in the neighborhood’s TNI group and other community initiatives. The following are two such initiatives that could be strengthened by implementing recommendations from this report and serve as collaborative spaces to help advocate for recommendations:*

- 1) Recently created **Langley Park Athletic Association** which increases local organized sports activities and encourages physical activity for youth and adults. The group is currently seeking participants for sports teams and space for athletic fields.
- 2) The **Takoma/Langley Crossroads Sector Plan**, which includes improving pedestrian access to the McCormick-Goodhart Mansion (home of CASA), creation of a recreational hub and incorporation of CPTED principles to decrease/prevent crime and appropriate design elements.

## Recommendations

The SARO consultant team combined results from the SARO activities with qualitative data obtained from county officials and partners to recommend the following actions to implement in Langley Park. These recommendations complement the county-wide recommendations listed earlier.

[TABLE 8] LANGLEY PARK SIGNATURE PROJECT  
NORTH-WEST BRANCH TRAIL IMPROVEMENT

DESCRIPTION	SUPPORTED BY
<p>The unmarked but frequently used trail crosses behind Langley Park Elementary and Langley Park Community Center. It serves as a cut-through that passes the Adelphi Mill Recreation Center and several bus stops along Riggs Road. Residents, especially youth, have perceived safety concerns related to gang use of the trail, limited lighting and no embarkations. The lack of outdoor community recreation space and no marked pathway to the trail from the community center/school's play space creates a perception that school-aged youth are open to potential danger from those who pass by the school during school hours.</p> <p><b>Suggestions</b></p> <ul style="list-style-type: none"> <li>● Add lighting to extend the useable hours of the trail network and signage and markings to help pedestrians navigate trail</li> <li>● Address gang activity along trail by increasing ranger, park and police patrols and expand 'Wellness Zones,'</li> <li>● Remove vegetation that impedes sightlines</li> <li>● Enhance the trail surface conditions as needed to provide an all-weather surface that reduces the need for shortcuts and other off-trail travel</li> </ul>	<p><b>REPORTS:</b></p> <p>Plan Prince George's 2040, Formula 2040 Plan, County Centers and Corridors Policy Takoma/Langley Crossroads Sector Plan/ Implementation CPTED Report</p> <p><b>SARO ACTIVITIES:</b></p> <p>PhotoVoice, Umapping, Community Connectivity Forum &amp; Natural Surface Trail Assessment</p>



"This picture is basically a gang tag (MS13). I took a picture of this, because I hate gangs and we should get rid of them. We shouldn't have to be worried about gang members after us."

*PhotoVoice Participant*



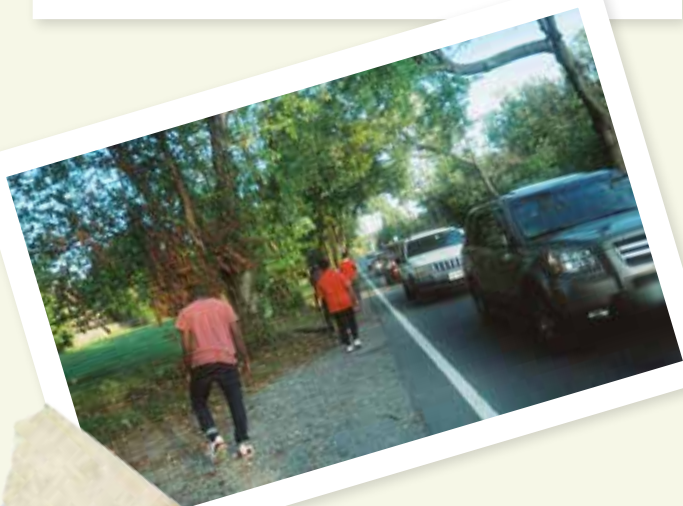


“The recreational trail in this picture is a trail between Langley Park and Piney Branch. There is a lot we can do to improve this trail, for example, adding streetlights. This picture was taken in the afternoon, and it’s still dark. Street lights would also add a sense of security to the people walking on the trail.”

*PhotoVoice Participant*

[TABLE 9] LANGLEY PARK - OTHER RECOMMENDATIONS

RECOMMENDATION	RATIONALE	SUPPORTED BY
1. Consider increasing police and park ranger foot and bicycle patrols in around parks, trails, and community center facilities.	Address known pedestrian and bicyclist safety issues as identified by youth and leadership forum participants	Community Connectivity and Leadership Forums
2. Work with Boys & Girls Club and nearby property owner to improve safety of existing social pathway leading between the two properties.	Positively impact known pedestrian safety concerns; strategic engagement with Boys & Girls Club organization	Plan Prince George’s 2040, Formula 2040 Plan, Complete & Green Streets Policy, County Centers & Corridors Policy, Takoma/Langley Crossroads Sector Plan/Implementation
3. Develop community maintained pocket park near Langley Park Community Center.	Improve and manage undeveloped parcel that is currently vandalized and an attractive nuisance	Plan Prince George’s 2040, Formula 2040 Plan
4. Implement active lifestyle activities based out of the Langley Park Community Center; e.g., Walks with community champions.	Activities to address obstacles to active travel and use of parks, trails, recreation center	Leadership and Community Connectivity Forums
5. Formalize and improve the diagonal social trail that connects the large apartment complex south of the community center to Merrimac Drive.	The existence of the social trail indicates a connectivity need that is currently not met by the formal circulation system. Improving the surface of this route will keep it from being widened over time.	Natural Surface Trail Assessment PhotoVoice

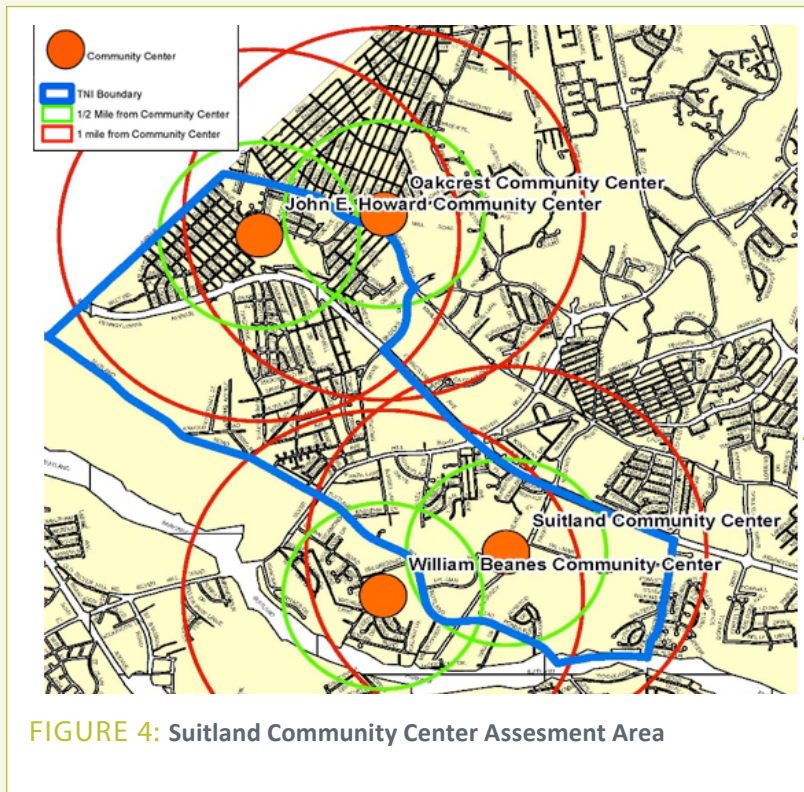


"People from the apartment complex couldn't find a shorter way to get to the shopping center so they broke the fence down. We need to make sidewalks and an open gate so it's shorter and safer for them to get through."

*PhotoVoice Participant*



## SUITLAND *Signature Project:*



Suitland is an unincorporated community in Prince George's County, about 1 mile southeast of Washington, D.C. and 4.2 square miles. A bedroom community to DC, it houses the Federal Center, the home to several federal agencies and offices.

*Suitland has an active senior citizens group that works collaboratively with TNI to address blight issues. The community has several successful examples of cross sector collaboration, as well as a focus on HEAL concepts. These include:*

- 1) The **Suitland Farmer's Market** opened in 2013 to provide healthy, fresh produce to promote healthier lifestyles and support the local economy;
- 2) **TNI** initiated civic walks used to identify and remedy pedestrian safety and access issues; and
- 3) The **Suitland Community Park School Center**, an innovative partnership and shared-use policy connecting the Suitland Community Center to Samuel P. Massey Elementary School, which providing increased wellness programming for students and residents. This could provide a model for shared-use space in Langley Park.

## Recommendations

The SARO consultant team combined results from the SARO activities with qualitative data obtained from county officials and partners to recommend the following actions to implement in Suitland. These recommendations complement the county-wide recommendations listed earlier. The Signature Project contains actions that are meant be incorporated first by a collaboration of county departments and community partners to kick-off SARO related activities.

[TABLE 10] SUITLAND SIGNATURE PROJECTS

DESCRIPTION	SUPPORTED BY
<p><b>Natural Surface Trail Identification &amp; Enhancements- Suitland Bog Connections &amp; Access</b></p> <p>Many youth and leaders identified natural trails they currently use as poorly lit and requiring maintenance. Some trails exist, but aren't identified and thus are underutilized. For example, connectivity and access to Suitland Bog would be an opportunity to capitalize on an existing amenity of which most residents are unaware. Seniors especially mentioned the desire to have a walking path near the community center that could connect to the Bog.</p> <p><b>ACTIONS</b></p> <ul style="list-style-type: none"> <li>● Involve community residents in design of trail connecting Suitland Bog to Suitland Community center (currently being planned)</li> <li>● Develop interpretive trail and directional signage as well as active programming</li> <li>● Improve existing trails and the entry points to the neighborhoods formalized. The improvements should include enhancements to trail surface conditions, vegetation removal and lighting.</li> </ul> <p><b>Suitland Recreation Center Striped and/or Signalized Crosswalks</b></p> <p>There are limited crosswalks into the Recreation Center and adjoining school, which decreases safe access to this facility.</p> <ul style="list-style-type: none"> <li>● Construct a trail from the developed area in Suitland Community Park to the Suitland Community Center to facilitate neighborhood connectivity.</li> </ul>	<p><b>REPORTS:</b></p> <p>Plan Prince George's 2040, Formula 2040 Plan, Complete and Green Streets Policy, County Centers and Corridors Policy</p> <p><b>SARO ACTIVITIES:</b></p> <p>PhotoVoice, Umap, Community Connectivity Forum &amp; Natural Surface Trail Assessment</p>



"The debris and leaves cover the sidewalk so this makes it challenging for the bikers and kids going or coming from school. They should have people to clean the sidewalks and cut the branches so they don't fall on the sidewalk."

*PhotoVoice Participant*

[TABLE 11] SUITLAND – OTHER RECOMMENDATIONS

RECOMMENDATION	RATIONALE	SUPPORTED BY
1. Implement pedestrian crossings, traffic calming, painted or protected bicycle lanes, and connectivity opportunities for Silver Hill Road, Pennsylvania Avenue, Branch Avenue, and Marlboro Pike.	Address known pedestrian safety issues relative to high traffic volume corridors inhibiting safe crossing between regular community destinations; facilitate safe active access to attractions in D.C.	Plan Prince George's 2040, Formula 2040 Plan, Complete & Green Streets Policy, County Centers and Corridors Policy
2. Install seating and safe waiting areas at transit stops within ½ mile of Suitland Community Center.	Address known pedestrian safety issues identified by youth during PhotoVoice activity and user feedback	PhotoVoice
3. Evaluate social pathways around Suitland Community Center; involve youth in developing ideas to improve safety and formalize their use	Positively impact known pedestrian safety concerns; address connectivity between neighborhoods and Suitland Community Center	
4. Install pedestrian refuges, signalized crossings, and painted or protected bicycle lanes on Pennsylvania Ave. & and Suitland Road.	Address known pedestrian and bicyclist safety concerns; demonstrate attention to concerns	Plan Prince George's 2040, Formula 2040 Plan, County Centers & Corridors Policy, UMap, Photovoice



These are the dangers pedestrians and those who use public transportation face. You have a narrow sidewalk that comes to a sudden end and a bus stop in the middle of the shoulder with no sidewalk or crosswalk to reach, and no crosswalk anywhere between the two sides of the road. All of these problems occur on a very busy road. If you were a walking pedestrian or were trying to catch the bus, you would be forced to walk on the shoulder, where cars would be speeding past you, to reach your destination. If you were trying to cross the road, you would be risking your life. Several solutions could be provided to fix these problems, including extending the sidewalk to an actual destination, past the bus stop, adding a crosswalk, and adding a divider in the street so that pedestrians don't have to rush to cross the street.

*PhotoVoice Participant*

## X. CONCLUSION

The Safe Access to Recreational Opportunities Blueprint project reinforces the multitude of existing state, county and local plans poised to transform the communities of Bladensburg, Langley Park and Suitland into models for healthy living opportunities. Prioritizing safe travel between important community connections and collaboration among county agencies, elected officials, community leaders and business owners will be a key requirement. To achieve the greatest short-term success toward safer, more livable communities, a scaled down approach involving low-cost improvements identified through the community engagement process, while continuing long-range capital planning and policy evaluation is recommended.





# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

## Final Report

## ACKNOWLEDGEMENTS

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**Bladensburg/  
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# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

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## APPENDIX A. SARO POLICY INVENTORY

The Safe Access to Recreational Opportunities Blueprint project reinforces the multitude of existing state, county and local plans poised to transform the communities of Bladensburg, Langley Park and Suitland into models for healthy living opportunities. Prioritizing safe travel between important community connections and collaboration among county agencies, elected officials, community leaders and business owners will be a key requirement. To achieve the greatest short-term success toward safer, more livable communities, a scaled down approach involving low-cost improvements identified through the community engagement process, while continuing long-range capital planning and policy evaluation is recommended.

## SARO POLICY INVENTORY: POLICIES, LAWS & ORDINANCES IMPACTING SAFETY AND ACCESS TO RECREATION FOR BLADENSBURG, LANGLEY PARK, & SUITLAND

POLICY/ ORDINANCE/ PLAN OR PROJECT NAME	BRIEF DESCRIPTION	CHAPTER/ SECTION/ ORDINANCE NUMBER	IMPLICATIONS FOR SAFETY/ACCESS TO RECREATION	FOR FURTHER CONSIDERATION
STATE				
Transportation Infrastructure Investment Act of 2013	This state law resulted in the first revenue increase for the Transportation Trust Fund since 1993.	Chapter 429 - HB 1515	Additional revenue for transportation projects.	How are these funds distributed? Is there an opportunity for funds to be used to support SARO recommendations?
Maryland 20-Year Bicycle and Pedestrian Master Plan (2014)	Plan establishes a strategic framework for expanding opportunities for walking and cycling throughout Maryland	Entire document	Public input section notes respondents were most interested in investments that increased safety for walking and biking, improved health and physical activity and provided safe routes to school. Urban respondents wanted better access to transit stops and centers by bike and more bike lanes on major roads	How can the SARO communities be considered as the first Bicycle and Pedestrian Prioritization Areas (BPPA) to garner public support and resources to improve pedestrian and bicycle access?
Maryland Land Preservation and Recreation Plan 2014	Five year strategic plan to guide state and county land acquisition, conservation, and recreation development priorities.	Chapter 6	Statewide public input identified a desire for increased trail connectivity between natural resource and developed recreation areas. Trails emphasis promotes health and physical activity goals and coordination with MDOT Bicycle and Pedestrian Master Plan.	How can the SARO communities be considered as priority to receive state resources to improve pedestrian and bicycle access? How can coordination between state and county agencies be improved to do so?
COUNTY				
Plan Prince George's 2035	Update of the 2002 Prince George's County Approved General Plan	Sections I, II & III (Transportation and Mobility; Health Communities)	The plan focuses on sustainability and creating strong communities: Key Issue Areas Include Priority Investment Areas (PID's), Neighborhood Reinvestment Areas, Transportation, Healthy Communities, and Implementation.	With the Purple Line expansion, could Langley Park be designated a PID? How can cross-governmental cooperation as modeled via TNI be improved and incorporated throughout County government? What's the process for funding infrastructure improvements?

**SARO POLICY INVENTORY: POLICIES, LAWS & ORDINANCES IMPACTING SAFETY  
AND ACCESS TO RECREATION FOR BLADENSBURG, LANGLEY PARK, & SUITLAND**

<b>POLICY/ ORDINANCE/ PLAN OR PROJECT NAME</b>	<b>BRIEF DESCRIPTION</b>	<b>CHAPTER/ SECTION/ ORDINANCE NUMBER</b>	<b>IMPLICATIONS FOR SAFETY/ACCESS TO RECREATION</b>	<b>FOR FURTHER CONSIDERATION</b>
<b>COUNTY</b>				
Prince George's County Health Improvement Plan 2011-2014	This CHIP provides a planning framework for improving the health status of County residents. The plan promotes high level of communication among diverse health-related constituencies, as well as serve as a guide to decision makers for the effective allocation of health resources.	Entire document	The plan contains specific health priorities based on an assessment of the County's most pressing health problems and needs, and strategies that will be carried out by diverse partners to improve the health status of county residents. Those priorities include improving access to care, reducing and preventing chronic diseases and enhancing the physical and social environments to promote the adoption of healthier lifestyles.	The development of the next phase of this plan could provide a key opportunity to ensure that active transportation, cross links to other plans and cross sector relationships are embedded into the updated document.
Countywide Master Plan of Transportation (MPOT - 2009)	MPOT sets a vision for a single integrated transportation network	Entire document	MPOT includes recommendations supporting an extensive network of trails in existing and future M-NCPPC parkland, as well as accommodations for bicyclists and pedestrians along county and state roads. Additionally, it recommends policies and procedures that are intended to be consistent with existing state, regional, and local transportation plans and programs, as well as county, state, and federal transportation legislation.	How are recommendations prioritized and implemented?
Formula 2040 Plan (2013)	Replaces a 1982 M-NCPPC master plan and broadens its scope to include open space programming along with parks and recreational space provision.	Entire document	Survey respondents identified the use of and need to enhance walking, hiking, & biking trails as a priority. County plans 15 minute drive time for each resident to access indoor recreation centers in each service area. DPR plans for 75% of programming to have health/wellness component.	How do trail improvements become paired with center improvements? How is DPR addressing the spatial access issue of connecting residents to community centers? How does DPR work with community leaders to address the gap in access to open recreational fields for organized activities?

## SARO POLICY INVENTORY: POLICIES, LAWS & ORDINANCES IMPACTING SAFETY AND ACCESS TO RECREATION FOR BLADENSBURG, LANGLEY PARK, & SUITLAND

POLICY/ ORDINANCE/ PLAN OR PROJECT NAME	BRIEF DESCRIPTION	CHAPTER/ SECTION/ ORDINANCE NUMBER	IMPLICATIONS FOR SAFETY/ACCESS TO RECREATION	FOR FURTHER CONSIDERATION
<b>COUNTY</b>				
Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors (2012)	County ordinance establishes general criteria by which to ensure the adequacy of public pedestrian and bikeway facilities in County Centers and Corridors as designated by the General Plan.	Sec. 24-124.01 (CB-02 -2012)	Policy ensures adequacy of pedestrian and cyclist facilities and also sets forth the requirements for those who establish subdivisions within Centers and Corridors to construct on-site and off-site pedestrian and bikeway facilities and other public streetscape improvements as part of any development project.	Are there any pending developments in the SARO communities that would extend pedestrian access using this ordinance?
Complete and Green Streets Policy (2012)	Adoption of a Complete Streets Policy	Sec. 23-615. (CB-83-2012)	Sets requirements for provision in all construction and reconstruction projects of pedestrian and bike facilities, and revision of any existing plans/procedures/policies to foster the policy.	What's the status of the County adopting procedures? Is the county and state coordinating to ensure similar policy and procedures are implemented?
<b>BLADENSBURG</b>				
Sustain Bladensburg	Sustain Bladensburg seeks to integrate sustainable concepts and solutions throughout the community	N/A	Two relevant projects for SARO: Green Street & Annapolis Road renovations and Eco-Friendly light systems	Can Annapolis Road improvements serve as a model to improve multi-level governmental cooperation to implement capital improvements?
Approved Port Towns Sector Plan and Proposed Sectional Map Amendment (2009)	Provides recommendations for land used and development standards for the Port Towns which include the Town of Bladensburg	Section Map Amendment	Plans for Edmonston Road and Annapolis Road promote pedestrian-friendly improvements	Have funds been identified for improvements? If not, what is the process and who is the lead agency?
Development Review Checklist (2011)			Addresses development specifications related to streetscape improvements - sidewalk construction, bike rack installation and public spaces	N/A



SARO POLICY INVENTORY: POLICIES, LAWS & ORDINANCES IMPACTING SAFETY  
AND ACCESS TO RECREATION FOR BLADENSBURG, LANGLEY PARK, & SUITLAND

POLICY/ ORDINANCE/ PLAN OR PROJECT NAME	BRIEF DESCRIPTION	CHAPTER/ SECTION/ ORDINANCE NUMBER	IMPLICATIONS FOR SAFETY/ACCESS TO RECREATION	FOR FURTHER CONSIDERATION
<b>LANGLEY PARK</b>				
Takoma/Langley Crossroads Sector Plan/ Implementation	Sets forth a vision for Takoma/Langley Crossroads as a culturally diverse, pedestrian-friendly, transit-oriented community; includes recommendations for land use and urban design; transportation and pedestrian accessibility; environmental infrastructure; public facilities; parks and open spaces	Entire document	Recommendations include: incorporation of CPTED principles to decrease/prevent crime and appropriate design elements in relation to the street; improved pedestrian access to the McCormick- Goodhart Mansion (home of CASA de MD); ☐ Creation of a recreational hub around the Langley Park Community Center, Langley Park-McCormick Elementary, and the Boys and Girls Club, with strong pedestrian and visual connections to the rest of the community	How can this work support the Langley Park Athletic Association development and need for open space for organized sports activities?
Light Rail Line Expansion for the Purple Line	A 16-mile stretch connecting Bethesda (Montgomery County) to New Carrollton (Prince George County) with several stops in and around Langley Park. Points of interest	Entire document	New transit center at intersection of New Hampshire Avenue/ University Boulevard (Takoma/Langley Crossroads); site of 3 major strip mall/shopping centers and very dangerous pedestrian crossings	How can changes to New Hampshire Avenue/ University Boulevard support mass transit, pedestrian mobility and cars? What are successful ways to calm traffic while also decreasing congestion?

SARO POLICY INVENTORY: POLICIES, LAWS & ORDINANCES IMPACTING SAFETY  
AND ACCESS TO RECREATION FOR BLADENSBURG, LANGLEY PARK, & SUITLAND

POLICY/ ORDINANCE/ PLAN OR PROJECT NAME	BRIEF DESCRIPTION	CHAPTER/ SECTION/ ORDINANCE NUMBER	IMPLICATIONS FOR SAFETY/ACCESS TO RECREATION	FOR FURTHER CONSIDERATION
<b>SUITLAND</b>				
Suitland Mixed-Use Town Center Development Plan Implementation	Project goal is to identify short-term improvements and develop long-term plans to improve the frontage of the Suitland Federal Center and its physical and visual connections to nearby commercial centers along Silver Hill Road and Suitland Road	Entire document	The project will also involve working with the Redevelopment Authority (RA) to review redevelopment plans for the former Suitland Manor area and collaboration with the State Highway Administration and the county's Department of Public Works and Transportation (DPW&T) to improve the pedestrian environment. Other activities include development of a farmer's market on the Federal Center site that will be open to the public.	N/A



# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

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## APPENDIX B: COMMUNITY ENGAGEMENT SUMMARIES

Community engagement summaries are provided for Bladensburg, Langley Park and Suitland. These volumes contain detailed information on the GP RED Safe Routes to Play activities which support the Safe Access to Recreational Opportunities Blueprint recommendations. Included are:

- Leadership Forum Notes
- Community Forum Notes
- Youth Pre and Post Survey Results




**Safe Routes to Play  
Community  
Engagement Summaries  
for Bladensburg, Langley  
Park, Suitland**




Prepared for:  
Institute for Public Health Innovation  
**MARCH 2014**







## Youth Photovoice Pictures & Captions - Bladensburg

### B 1



"This pole is slanted. The pole can really fall on somebody and really hurt them. To change this pole they need to rebuild it so it won't be slanted anymore. All the cracked streets can really hurt us if it's a deep crack and you can fall."

### B 2

#### (Missing Photo)

This is a handicap parking lot but to get to the apartments above there aren't any ramps to go up. This handicap lot needs to be more accessible.

**B 3**

“There are no sidewalks, and sometimes cars will go fast and want to stop for people and kids walk this way to get to school and to the community.”

**B 4**

“The boy was riding his bike then a car was coming but his foot was stuck and he did not see the car.”



**B 5**

"Not a lot of stores to shop around the community. The sign is not big enough for people to see. It doesn't seem like a place you will shop at."

**B 6**

"This is a pathway that students walk to get to school. If it were to rain, it would be all muddy and quite dirty for a student to walk on. If it were to snow then the path will most likely be covered in ice and students or pedestrians could slip and fall causing fatal injuries."

**B 7**

"This is a mini-mart across the street from the Gateway Gardens apartments. They should fill in the cracks in the road and repaint the parking spaces. The cracks in the road are most dangerous because a child can be riding a bike and fall."

**B 8**

"The bus has some handicap people on there and the cracks make the bus go up and it is too much pressure on the handicapped people. Also, people can't ride their bikes so they have to ride in the street, but it's a risk."

**B 9**

“The young girl is walking down a street where there is no sidewalk or crosswalk. There is also a dangerous intersection where the cars might not be paying attention to the girl walking.”

**B 10**

“There is an old man and there is no crossing walk. So he has to cross the street with all the traffic and he can easily get hit by a car. So it’s not safe for him or any other pedestrian.”



**B 11**

"This road has no sidewalks for pedestrians to walk through. This is where a busy street begins too. Holes on the streets."

**B 12**

This stood out to me because I wondered how people go down there to write these words on the wall. It also makes our community look bad and dangerous.

**B 13**

“This is 58<sup>th</sup> Avenue near Bladensburg High School. There are no crosswalks for pedestrians or cyclists to cross the road to their destination. The roads are also not suitable for cars because they are damaged. There are things that can be improved to make it safer for the community.”

**Bladensburg Leadership Forum, 10.29.13, Bladensburg Community Center**

**Connectivity Break Out Group**

***What community connections are important to residents?***

Shopping centers

Schools

Safe access to schools

Stream Valley trail network

Quincy Road

450 and 57<sup>th</sup> Ave (improve connections & buffered bike lane recommended in County Plan)

Create safer access at 57<sup>th</sup> and 58<sup>th</sup> with roundabouts, temporary landscaping?

***Where do we want to connect across boundaries?***

Kenilworth and 450 (full pedestrian signal for crossings recommended?)

St. Mary’s Church crossing is unsafe (full pedestrian signal recommended and sidewalks for a future potential Safe Routes to School grant project...?)

***What are the priority recreation destinations for community members?***

Schools

Community center

Anacostia Trails network (scheduled to be completed in 2015)



***What are the missing links to parks and play spaces? Schools?***

Sidewalk at Bladensburg Community Center,

Sidewalk retrofits at Edmonston Rd and Quincy St

Community Center to nearby in the neighborhood

Gateway Gardens

Pedestrian tunnel under Route 4 and Kenilworth (along 450 under Kenilworth)

\*Sharrows on 450 are not effective, install bike lanes and think about a center turn lane...

\*\*Need more lighting, security cameras, visibility, and security in many locations

***Feasible Actions***

Top suggestions for action:

1. Sidewalk extension on Edmonston Rd
2. Sidewalk on Quincy St-Quincy Run?
3. Roundabout @ 57<sup>th</sup> and 58<sup>th</sup> junction instead of a 3-way stop
4. Pedestrian refuges along 450 or road diet- requires collaboration with State Highway Agency

**Partnerships Break Out Group*****Who are the partners in creating more connectivity?***

GAP Busters @ UMD

Bike repair shop

Dr. Yvette Butler

After school activities

William Wirt Middle School

Bladensburg Police

John Moss

Community Resource Unit

Magic Johnson Community Improvement Center @ Autumn Woods

PTA Liaisons

Social Services

\*East Riverdale has more barriers to access, and the focus should be on that portion of the community

***What project committees or task forces should be established to accomplish SARO/SRTP recommendations?******Feasible Actions***

None listed

**Safe Access for All Breakout Group*****What places in the community are supportive of children and youth? Why?***

Rec centers

Bladensburg Community Resource Unit

Waterfront Park

Neighborhood parks and playgrounds

Schools/playgrounds

***What places in the community pose risks to children and youth? Why?***

57th Ave/Easy Mart (adults and youth hanging out)  
 In Riverdale it's the Kenilworth corridor  
 Quincy Manor near Publik Playhouse  
 Edmonston Road

***What are the favorite spots in the community you would like to go without a car?***

Waterfront Park  
 Peace Cross  
 Riverdale Plaza  
 Bostwick House  
 Libraries  
 Edmonston Rd. eating area

***What tools and training are needed to create a culture of safety in the community?***

Signs  
 Crosswalks  
 Proper lighting  
 Neighborhood watches  
 Campaigns like "Walkers Wear White"  
 Property standards enforcement  
 Speed cameras  
 Environmental design  
 County/state collaboration to upgrade quality of improvements  
 Data-driven decisions to set priorities

***Feasible Actions***

None listed

**Built Environment Break Out Group*****What are the obstacles to active travel in your community?***

Lack of sidewalks or little to no buffer between the road and the path (Annapolis & Kenilworth)  
 Fast-moving traffic  
 Bike lanes without a buffer  
 General sidewalk widths are too narrow  
 The intersection of 58<sup>th</sup> and 57<sup>th</sup> where four schools are nearby  
 The perception of safety is low, despite that crime is down here  
 MS13 gang is a detractor in the parks, and we aren't sure how to attract youth to come to the rec centers  
 Language is also a barrier, and undocumented parents don't often bring their kids here or participate in activities

***What specific improvements are needed and where: signage, bike racks, protected lanes, interpretation kiosks, etc.***

Walking school buses  
 Quincy Road (sidewalks, bike lane?)  
 Lighting  
 Wider sidewalks when possible  
 Crosswalks and sidewalk access into the Bladensburg Community Center  
 PR campaigns to promote safety and eyes on the street  
 Community connections need to be improved so people will feel more comfortable speaking out when they see something wrong and want to intervene, but are afraid to now

**Feasible Actions**

Top suggestions for action:

1. Walking school buses
2. Street lighting on Bladensburg and Kenilworth where incidents happen at night
3. Street lighting on Annapolis Road near Wal-Mart
4. Circulator system to get youth safely to rec centers and parks from their neighborhoods (collaborate with county and state partners to identify resources)
5. Implement CPTED principles
6. Crosswalk and sidewalk construction into Bladensburg Community Center

### Bladensburg PhotoVoice Pre-Evaluation Survey

#### 1. What mode of transportation do you use? Why?

Responses: (participants were able to choose more than one option)

Car	Bus	Walking	Biking	Other
16	5	3		3
Convenient to take me exactly where I want to go;  Most of the places I need to go are too far to walk;  Much safer than walking				Train Metro
84%	26%	16%		16%

#### 2. Where do you like to go? (What places do you like to visit?) Responses:

I like to visit different states/road trips;  
Zoo and Parks;  
District of Columbia

#### 3. On a scale of 1---5, How safe do you feel in this area and in your neighborhood?

(1 being most safe, 5 being the least safe) Responses:

1---most safe	2	3	4	5--- least safe
4	3	9	2	1
21%	16%	47%	11%	5%

#### 4. Do you like to see murals, public art, or other artistic displays or programs in your community? If so, what in particular appeals to you?

Responses:

I enjoy seeing public art because I think it represents how people feel and what's on their mind; shows how others use their creativity; I like to see performers that excite me

### 5. How many days a week do you visit your community center?

0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
16	1	1	1				
84%	5%	5%	5%				

### 6. What new programs would you like to see implemented at your community center?

#### Responses:

More programs like PhotoVoice

Teen groups talking about what's happening

More programming that appeals to the children in that specific area

Art programs

Dance and piano classes

Basketball, sports activities, art and fitness

Programs to motivate students to help out community

Self-defense classes

Football program

Basketball team for youth ages 17+

**Students Surveyed: 19**

#### Bladensburg PhotoVoice Post-Evaluation Survey

	Excellent	Very Good	Good	Average	Poor
Please rate the overall PhotoVoice program experience.	8	3		1	
	67%	25%		8%	

	Yes	No	Maybe
The project directions and objectives were clear.	12; 100%		
You had enough time to complete your assignment .	12; 100%		
You were given a chance to voice your thoughts and opinions.	12; 100%		
Would you participate in a second session of PhotoVoice?	10; 83%		2; 17%
You understood participant and program expectations.	12; 100%		

**Zip Codes (participants reside in the following zip codes)**

20708	20710	20785	20737	20781
1	6	2	1	2
8%	50%	17%	8%	17%

**What did you like best about the project?**

Walking around taking pictures; how much progress the community needed Had a voice in my community

Taking pictures

Opportunity to take pictures and discover new things Took pictures of things that needed to be fixed

You may have a chance to change something

**What did you like least about the project?**

Take pictures of what can be changed or improved to better community You can show flaws in your community and they can potentially be fixed Took a lot of photos and made friends

Able to take pictures of what we wanted and not be instructed

Liked the food

Get to voice my opinion

**What did you like least about the project?** Type of camera used; timeline to return camera Did not get a camera to keep

Signing documents and surveys

Type of camera was not the best

Nothing

**How many days per week do you plan to visit your community center?**

0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
	3	2	2	1	1	1	2
	25%	17%	17%	8%	8%	8%	17%

**Students surveyed: 12**



## Bladensburg Umap Questions

### **Transportation Routes & Methods**

**Why do you use some methods of transportation more than others?**

- No car, bikes are broken
- Close by, no other way to travel, avoid walking

**If you could take other methods of transport to the places in your community, which method would you take? Why?**

- I would ride bikes more because it is faster and my legs get stronger
- no one wants to give you a ride
- Would use a bicycle, but it has been stolen; has no brakes

**How would you improve the routes in your community so that you fee more comfortable to walk or bicycle to your destination?**

- Stop signs, street lights, bigger sidewalks, police officers, cameras
- More lighting, bike separated lane, park rangers
- More sidewalks on 63<sup>rd</sup> Avenue, Oliver Street, 64<sup>th</sup> Avenue & East Pine
- Improve sidewalks along Quincy Street & Old Landover Road
- When walking to water from the park, it smells bad, and needs maintenance

### **Unsafe Places or Areas**

**How do you deal with unsafe places? Do you avoid them? Do you travel there with other people? Do you have other strategies?**

- we go when it's light, walk with a relative, think before you move, take a different route
- go with a group, watch the traffic
- people in cars are safer, gangs in Riverdale, when younger, I felt less safe
- walk near streetlights, neighborhood watch, police, sidewalks
- go to restaurants where there are people who I can ask for help
- don't have a big mouth
- keep EZ Mart open later, instead of walking to Wal-Mart; some places don't deliver
- Walk alone or with friends
- On the way to school is unsafe; kids shoot at me with bee bee guns; I have been hit
- Pretty dark along Quincy, needs more lights
- Make a park and basketball hoops at East Pine Community Center

### Places for Recreation & Leisure

**Are there places you wish you could go for recreation and to hang out, but do not go there? Which places? Why don't you go there now? What would help you go there?**

- Howard Johnson's (private property) to swim; no pool deep enough near me
- Gateway Gardens Pool – lifeguards don't let us in (private)
- Quincy Street
- Public Playhouse – thought it was closed
- Wish I could walk without my parents
- Like to go to Elizabeth Seaton, Chevery Park, Brownings Grove Park
- Not going to the skating rink or bowling – too far to walk

#### Bladensburg Community Connectivity Forum Notes – Bladensburg – 1.29.13

POLICIES		
Barriers	Solutions	Actions
Language (Drug Free Zone in improved area around Templeton Elementary)	Expand Wellness Zones Incorporate healthy food; nutrition education & cooking Fitness (could include "Drug Free")	<ul style="list-style-type: none"> <li>• Community Center staff have tried incorporating healthy food and the youth like it</li> <li>• Engage Autumn Woods, Everlasting Life, Eco Farms Edmonton as partners</li> </ul>
Engagement/Communication	Enhance communication about what is going on	
PEPCO Lighting (ownership, support, maintenance plans)	<ul style="list-style-type: none"> <li>• Conduct annual/seasonal lighting assessments</li> <li>• Include maintenance, upgrades, increased lighting</li> </ul>	Community Center staff trained in CPTED Adjustments to nighttime lighting in winter
Parks police are stretched thin	Increase police patrols Increase community oriented policing (informally happening now)	Parks Police and Parks Rangers team up for enforcement and education
SARO Response Teams should be inclusive & representative; report incidents; have two way communication on everything	<ul style="list-style-type: none"> <li>• Use suggestion box at community center; text messages and voicemail box</li> <li>• Use PhotoVoice &amp; Umap</li> </ul>	Categorize pictures by: Streets, safety, cleanliness Incorporate pictures into ClickClick311 system in D.C. and Baltimore

INFRASTRUCTURE		
Barriers	Solutions	Actions
Dark trails	<ul style="list-style-type: none"> <li>• Lighting</li> <li>• Patrols</li> </ul>	
Short timing on crosswalks	<ul style="list-style-type: none"> <li>• Increase timing</li> </ul>	
East Pines Park (rental building, basketball courts removed, old playground)		
Wooded area in back of community center		
Unsafe area along BW Parkway	<ul style="list-style-type: none"> <li>•</li> </ul>	
No access to waterfront park	<ul style="list-style-type: none"> <li>•</li> </ul>	
Gang activity/recruitment	<ul style="list-style-type: none"> <li>• Expand Extreme Teens program</li> </ul>	
Limited recreation opportunities for girls	<ul style="list-style-type: none"> <li>• Gear program</li> </ul>	Marketing; spread the word
COMMUNITY ENGAGEMENT		
Barriers	Solutions	Actions
Trust (intergenerational)	Create interactions with multi-generational activities	Expand youth ambassador program and include older people (Emerson House) School involvement
Apathy within the community and towards government ("it's somebody else's problem")	Create ownership/stake in the outcomes	
WSSC drainage area/vegetation (Spring Street)		
Kids using street instead of available sidewalks	Close streets for events and play	Community celebration of "block parties"
Neighborhood Divisions	Finding common interests; family friendly; super targeted areas (celebrate "X Street")	Schedule events Celebrate improvements

## Bladensburg Community Connectivity Forum

### Break Out Group Key Questions

#### Infrastructure

*What kinds of on-the-ground improvements would encourage you and/or others to use non-vehicular modes of transportation to become more active?*

- *Streetlights are out on Tilden Road, and the potholes are severe*
- When seeking recreation activities, where do you go and what are your favorite activities?
  - What routes are you currently using to engage in recreational opportunities? Which ones work best and why? How can those and others be improved?
    - ✓ *Annapolis Road*
    - ✓ *202*
    - ✓ *No sidewalk to get into the community center*
    - ✓ *Going to Wal-Mart*
    - ✓ *Anacostia Waterfront Park*
- What discourages you from bicycling or walking in your community? What are the barriers to bicycling and walking in your community?
  - ✓ *Area by Templeton Elementary is blocked off, people want to avoid it*
- What specific improvements would increase your recreational activities (i.e. trails, signage, bike racks, protected lanes, interpretation kiosks, etc. – encourage participants to use map if helpful)?
  - ✓ *Sidewalks*
  - ✓ *Crosswalks*
  - ✓ *Crosswalk timing needs to be extended*
  - ✓ *Lighting for safety on trails*
  - ✓ *Increased patrols at night on the trails*
  - ✓ *Increase Metro buses at night*
  - ✓ *Background checks on criminals*
  - ✓ *More programs for females at the Rec Center(GEAR is getting started now for this)*
  - ✓ *Gates near Seton High School need to be maintained*
  - ✓ *The apartment complex near the BW Parkway needs fencing and more access control for kids playing*
  - ✓ *The entrance to Waterfront Park needs crosswalks, sidewalks, and better pedestrian access into the park from the neighborhoods nearby*
  - ✓ *Increase awareness about expanding gang activity into the community, and increase programs like Extreme Teens*
  - ✓ *Consider more programs like teens building bikes to keep teens busy and away from gang activities*

*Let's discuss the pros and cons of the following suggested improvements...are there other ideas?*

- Incorporate striped or signalized pedestrian crossings at Kenilworth and 450 and St. Mary's Church crossing
  - ✓ *Extend the timing of pedestrian signals, consider a leading pedestrian interval*
  - ✓ *Consider where the bus stop is located near Waterfront Park- no signal to cross to the other side of the street*
- Transition sharrow markings (use picture) on Route 450 to a system of painted and protected bike lanes, or explore alternative route on low traffic volume corridor
  - ✓ *On 202 as well, good idea but people don't feel comfortable or safe riding so close to high volume traffic*
  - ✓ *Enforce the law for cyclists to wear reflective gear and use lights*
- Extend sidewalks on Edmonston Road, 63<sup>rd</sup> Avenue, Oliver Street, 64<sup>th</sup> Avenue & East Pine
  - ✓ *No accessible park near East Pine Park for basketball and no trails, and the facility nearby could be programmed for more activities than just event rentals*
- Develop community maintained pocket parks near Bladensburg Community Center.
  - ✓ *The open space behind the Community Center can be redeveloped (not safe now, people loiter back there and there is poor visibility into the woods, unsafe).*
  - ✓ *The playground at the Community Center needs to be replaced*
  - ✓ *Pool at the Center*

#### **How Do You Get Around Your Neighborhood?**

- *Walking*
- *Bus*
- *Cycle (sometimes)*

#### **What Would Encourage You to Walk, Bike, or Get Around Your Neighborhood Without a Car?**

- *Destinations close by*
- *Separated bike lanes (or protected lanes)*

#### **What Places in the Community Need to be Improved to Support Safe Access to Recreation Opportunities?**

- *The school property*
- *Annapolis Road*
- *The area near Quincy and 53<sup>rd</sup>- lots of trees, shrubs and weeds blocking the sidewalk*



**Umap Youth Survey 3.4.14****Bladensburg****1. What did you like best about the UMAP Project?****RESPONSES:**

- How to locate safe places and mapping how we travel.
- I could specifically pinpoint my neighborhood and describe the areas that can be improved in the neighborhood.
- We got to see our whole community.
- I was able to see the total outlook of my community.
- Was able to express how I feel about the community of Bladensburg.
- Picking out the positives and negatives in the community as a group.

**2. What did you like least about the UMAP Project?****RESPONSES:**

- The UMAP Staff that worked with us.
- Some parts of my neighborhood did not show up on the map.
- More technology use for the project.
- That Bladensburg officials were not able to see what the whole group did and talked about.
- We had too little time to work on the map project.
- More time should be allotted.
- Map was blurry.
- More time needed for project.

**3. What changes do you want to see in your neighborhood?****RESPONSES:**

- Light dark paths so citizens can be safe.
- More sidewalks for pedestrians.
- Better sidewalks.
- More stores or better healthy stores.
- Better lighting.
- Address safety issues.
- Clean streets.
- A stable and safe community.
- Everything should be changed.



## Youth Photovoice Pictures & Captions – Langley Park

### LP 1



(Missing Caption)

**LP 2**

“I wanted to focus on road maintenance; and focus on the mess we see on this street. We see a trolley and polythene bags and also the potholes on the road. We can also see that the potholes are filled with water which might be a potential mosquito breeding problem. Also the crosswalks are sort of fading away. Also there is no stop sign so it makes it difficult to cross the street. A solution could be to increase the road maintenance, by fixing the potholes and cleaning the garbage REGULARLY.”

**LP 3**

“The stop sign is on the ground. It’s dangerous because car accidents could happen and cars don’t know when to stop and they might crash into the people that are crossing the streets.”

**LP 4**

“My photo tells how a nice street with a nice view of a park and building has no sidewalk. Kids and their parents might go up that street and because there is no sidewalk then a reckless car can hit these people. Innocent lives should not be taken. The road is big enough to build a sidewalk.”

**LP 5**

“This photo is showing how dirty the bike trail is. There are gang tags and dirty beer cans, weed bags, etc. on this trail. It is very unsafe and unclean. I think that the trail should be better represented by keeping it clean and safe for kids, bikers, and runners.”



**LP 6**

“In this picture is an ugly park, it’s rusty. It’s unsanitary. It’s boarded with wood.”

**LP 7**

“This building is broken down and the pipes are falling.”



**LP 8**

“People might get hurt and fall down. They can go to the hospital or cause much more things because of the glass. Little kids after school probably pass there and they can get injured. There shouldn’t be glass there, it can cause many things. People should clean the roads like that, do something about it.”

**LP 9**

“For kids to get from destination A to B there isn’t any safety to walk in a neighborhood. The main road always holds school buses, transportation buses, small and big vehicles. Next to the kids walking is an open field of nothing, which something productive for the community could be made.”

**LP 10**

“The recreational trail in this picture is a trail between Langley Park and Piney Branch. There is a lot we can do to improve this trail, for example, adding streetlights. This picture was taken in the afternoon, and it’s still dark. Street lights would also add a sense of security to the people walking on the trail.”

**LP 11**

“This is a broken sidewalk near stores and a very busy street. This sidewalk could be very dangerous for both children and adults. For example, you wouldn’t be able to ride a bike, scooter, or a skateboard because of the condition of the sidewalk.”

**LP 12**

"The Boys and Girls Club helps kids stay off the streets and come play basketball or play other sports and be safe. It also helps kids have a better future."

**LP 13**

"The reason why I picked this photo is because they got all these caution stickers like maybe somebody died or got shot and nobody took it down and put it in the trash. It could have been there for months."



**LP 14**

“You see trash almost everywhere, which can cause an unattraction to Langley Park! Which this bus stop may get no business, which can make the bus lines go out of business. This trash may also be eaten by animals, and the animals may get sick and cause issues. They can change it by picking up the trash.”

**LP 15**

“In the photo above, it looks like there used to be a sidewalk and people put a fence around it. The fence defeats the purpose of the sidewalk so in order to fix it they should put a door or some sort of gate to cross to the other side.”

**LP 16**

“People from the apartment complex couldn’t find a shorter way to get to the shopping center so they broke the fence down. We need to make sidewalks and an open gate so it’s shorter and safer for them to get through.”

**LP 17**

“This picture is basically a gang tag (MS13) and I took a picture of this because I hate gangs and we should get rid of them and we shouldn’t have to be worried about gang members after us.”



## Langley Park Leadership Forum, 10.29.13, Langley Park Community Center

### **Connectivity Break Out Group**

#### ***What community connections are important to residents?***

Friends to family  
Home to work  
Home to School  
Healthy food  
Services – medical providers  
Shopping/Malls  
Access to Langley Park Community Center  
Fitness activities & centers

#### ***Where do we want to connect across boundaries?***

New Hampshire Avenue  
University Boulevard  
Strip Mall  
Farmers' Market  
Places of worship

#### ***What are the priority recreation destinations for community members?***

Langley Park Community Center  
Casa de Maryland  
Mary Center (extremely hard to access)  
Senior Center  
Langley McCormack Elementary School  
Adelphi manor  
Lane Manor  
Northwest Branch Trail  
Boys & Girls Club

#### ***What are the missing links to parks and play spaces? Schools?***

Limited structured play space  
Area is very densely populated  
Use of abandoned/unused space  
Gymnasium Space/Indoor Facilities  
Connection limits – identify  
Lack of knowledge about what Parks & Recreation offers  
Social media connection to youth

### ***Feasible Actions***

1. Community leaders to champion events, ie, community walks
2. Connections to apartment complex owners
3. Regular community forums to share project information and hear what is needed
4. Connecting plans with people – TNI, DPR, PGCPs, Library, Police, DPW

**Partnerships Break Out Group*****Who are the partners in creating more connectivity?***

Schools  
 Churches, faith-based institutions  
 PTA  
 Elected Officials  
 Funders  
 Civic Organizations  
 Law enforcement  
 County agencies (diverse)  
 State Highway  
 Colleges & Universities/Community Colleges  
 Non-profits  
 Businesses/store owners  
 Local sports teams  
 Parents, youth  
*"It takes a village to create a child"*

***What are the models for safe routes that have already been created that we can learn from?***

D.C.  
 Social Media Marketing  
 Challenges – perception of not being safe

***Is there a commonly held philosophy among policy and decision makers to effect change?***

Change can occur!  
 What is the role of the community members?  
 Providing opportunities to be part of change  
 Who is this for?

***What project committees or task forces should be established to accomplish SARO/SRTP recommendations?***

Clarify roles that each member could contribute  
 Education – create awareness of SRTP  
 Vested interest/benefits of SRTP  
 Report graffiti and remove it immediately to show "We care!"  
 Install positive murals?

***Feasible Actions***

1. Engaging families/participation
2. Common alignment/outcomes/have aspirations
3. See the process through/consistency
4. Follow through with actions items
5. See results

**Safe Access for All Breakout Group*****What places in the community are supportive of children and youth? Why?***

Greenbelt Police Athletic League

***How can we establish Safe Routes to Play leaders, guides, and other volunteers?***

Engage the total community; this is not just an issue for poor & economically challenged youth

Raise the bar on quality so everyone wants to participate & build advocacy

Get respected community leaders to be the champions to spread the message

Law enforcement can provide vision for a safe environment

***Who needs to be educated and how?***

Create partnerships with community organizations to spread the message of Safe Routes to Play

***Feasible Actions***

1. Suitland Stoddard Middle School engage with Greenbelt Police Athletic League
2. Incremental improvement to show concern/caring, e.g., safe place to store bikes, provide locks
3. Safe crosswalks are essential, e.g., at bus stops
4. Replace faded signs & street markings
5. Improve landscaping – refresh with new colors & designs to draw attention
6. Saturated media campaigns to draw public attention to safety, e.g., “Safe Routes to Play Day” events

**Built Environment Break Out Group*****What are the obstacles to active travel in your community?***

A little bit of everything

Hot spots for gang activity

Traffic

Lack of public transportation

School times

River Trail is unsafe

Untrimmed landscaping and trees (CPTED improvements)

Shanty towns near University by the power lines

Boys & Girls Club isn't being used appropriately and isn't a place where youth can regularly go

Paths behind the apartments aren't safe

Path behind the Boys & Girls club isn't safe

***What specific improvements are needed and where: signage, bike racks, protected lanes, interpretation kiosks, etc.***

Not a lot to do at Langley Park Community Center, not enough room

Park Police need to get out on bikes more often on the trail

Paths behind the apartments and Boys & Girls Club need to be built and maintained with lighting

**Feasible Actions**

1. Create a forum and partnership for apartment landlords and owners to come together and discuss landscaping and sidewalk/pathway improvements to their properties
2. Develop more programs to attract youth to Community Center –basketball?
3. Build a trail or develop passive recreation fields under the public utilities transmission lines- creates eyes on the area and keeps out transients
4. Light the outdoor basketball courts and promote safe summer initiatives year round and more widely
5. Develop a forum for teens and youth to come together and discuss the issues- a teen summit
6. Walking school bus programs
7. Build a safe trail behind the Boys & Girls Club
8. Implement CPTED principles throughout the community
9. Park Police need to patrol the River Trail on bikes
10. More garbage cans on the River Trail and better lighting/tree trimming

**Langley Park PhotoVoice Pre-Evaluation Survey****1. What mode of transportation do you use? Why?**

Responses: (participants were able to choose more than one option)

Car	Bus	Walking	Biking	Other
13	3	14	0	3
	I take the bus to the mall	Lives across the street from the center; lives nearby		Skateboard Metro
46%	11%	50%		11%

**2. Where do you like to go? (What places do you like to visit?) Responses:**

School; church; mall; travel abroad; skatepark; park; neighborhood sites; community center, Boys and Girls Club; DMV area; gyms

**3. On a scale of 1---5, How safe do you feel in this area and in your neighborhood? (1 being most safe, 5 being the least safe) Responses:**

1--- most safe	2	3	4	5--- last safe
3	2	5	11	7
11%	7%	18%	39%	25%

**4. Do you like to see murals, public art, or other artistic displays or programs in your community? If so, what in particular appeals to you?**

Responses:

Yes.

I have not seen any murals around my area

Pictures of children and adults together;

art; creative messaging; colorful; cultural; musical drawings; animals; environmental

**5. How many days per week do you plan to visit your community center?**

0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
5	4	1	7		6		5
18%	14%	4%	25%		21%		18%

**6. What new programs would you like to see implemented at your community center?****Responses:**

Boxing programs; Police programs; Environmental programs; College programs for seniors (youth); Tutorial programs; Basketball programs; Photography programs; Unsure; Art programs; Likes current programming; Bike programs; Lacrosse; Sports programs; Soccer programs; Music programs; Football programs; Movie sessions.

**Students Surveyed: 28**

**Langley Park PhotoVoice Post-Evaluation Survey**

	Excellent	Very Good	Good	Average	Poor
<b>Please rate the overall PhotoVoice program experience.</b>	9	3	5		
	53%	18%	29%		

	Yes	No	Maybe
<b>The project directions and objectives were clear.</b>	17; 100%		
<b>You had enough time to complete your assignment .</b>	17; 100%		
<b>You were given a chance to voice your thoughts and opinions.</b>	17; 100%		
<b>Would you participate in a second session of PhotoVoice?</b>	12; 71%		5; 29%
<b>You understood participant and program expectations.</b>	16; 94%		1; 6%

**Zip Codes (participants reside in the following zip codes)**

20783	20903
16	1
94%	6%



**What did you like best about the project?**

Was able to walk in neighborhood and really see positives and negatives in the community

Taking pictures

Walking around community talking pictures

Liked food and chance to take pictures

Someone is giving us a chance to change the unsafe parts of Langley Park

You can tell people about your opinions through pictures

It gave us a better look about our own community to see what we admire and can improve

**What did you like best about the project?**

Presenting

Car ride

Staying indoors

Walking

Cameras used

I liked everything

Did not feel good about picture quality

We did not get to see a lot

We did not keep some of the pictures we took

Only one camera developed and not two

Presenting

**How many days per week do you plan to visit your community center?**

0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
1	1	5	2	4	1	2	1
6%	6%	29%	12%	23%	6%	12%	6%

**Students surveyed: 17**

### Langley Park Umap Questions

**Transportation Routes & Methods****Why do you use some methods of transportation more than others?**

- *I avoid them, or call the cops when it gets dark*
- *We only have one car, can only use it when not needed by my mom, so I walk*
- *My parents don't want to drop me off*

**If you could take other methods of transport to the places in your community, which method would you take? Why?**

- *A taxi or door to door service*

**How would you improve the routes in your community so that you feel more comfortable to walk or bicycle to your destination?**

- *Prices of bikes, use a car because it's quicker; have police officers handle the traffic*
- *Security surveillance, more lights*
- *Adopt a trail program, fix up the parks*
- *Pave the paths*

**Unsafe Places or Areas**

***How do you deal with unsafe places? Do you avoid them? Do you travel there with other people? Do you have other strategies?***

*No responses.*

**Places for Recreation & Leisure**

***Are there places you wish you could go for recreation and to hang out, but do not go there? Which places? Why don't you go there now? What would help you go there?***

- Not a lot of places to go; fire dept. allows volunteers, but I have no time to do it; no free time because I work on weekends and take care of my brothers

### Langley Community Connectivity Forum Notes 1.30.13

**Large Group Discussion: Great Things Happening in Langley Park**

- Athletic Council meets second Monday of the month, asking about what sports and physical activity the community is interested in
- Variety of resources at community center
- Trails to connect DC and PGC/Langley Park
- Purple Line
- CB-86 passed by Council for Complete Streets to include sidewalks
- Collaborating with partners to hear resident voices; multi-service location is coming on University Boulevard; input of youth; TNI; beautification occurs twice/year

**How do you get around your community?**

- Walking
- Driving

**What would it take to get you out of your car?**

- Infrastructure like sidewalks, near the Mill
- Traffic speed enforcement
- Safer trails (perception) behind community center, crossing 15<sup>th</sup> & University
- Set up of pedestrian crossings with a clear indication of when cars need to stop especially at night
- More lights to indicate a stop
- Bus stops near pedestrian crossings need to be clarified; can't tell if waiting to cross or waiting for a bus

POLICIES & COMMUNITY ENGAGEMENT		
Barriers	Solutions	Actions
Don't know about 311 or how to report issues, e.g. trash removal	<ul style="list-style-type: none"> <li>Access to good information</li> </ul>	<ul style="list-style-type: none"> <li>Form a group to promote communication and organization</li> <li>Train young people and health promoters to distribute information through an integrated network</li> </ul>
Language barrier		
Lack of resources		
Access to healthy food within walking distance	Create community Wellness Zones Healthier restaurants	<ul style="list-style-type: none"> <li>Form a group to explore 10 ways to distribute healthy food</li> <li>Share healthy food with those less fortunate</li> </ul>
INFRASTRUCTURE		
Barriers	Solutions	Actions
Unsafe social pathways	Work with Boys & Girls Club to make social pathways safer	
Perception of safety	<ul style="list-style-type: none"> <li>Increase police presence and give them more sophisticated data collection/sharing tools</li> </ul>	Increase lighting and landscaping on Park River Trail Conduct organized community walks and clean ups Practice reforestation and tree planting to replace trees that have been removed
COMMUNITY ENGAGEMENT		
Barriers	Solutions	Actions
More people need to be involved and come to meetings		Use PhotoVoice emails to invite participation "Push" others to become involved

## Langley Park Community Connectivity Forum Break Out Group Key Questions

### **Infrastructure**

*What kinds of on-the-ground improvements would encourage you and/or others to use non-vehicular modes of transportation to become more active?*

- When seeking recreation activities, where do you go and what are your favorite activities?
- What are the obstacles to bicycling and walking (or non-vehicular modes of transport) in your community?
- What specific improvements would increase your recreational activities (i.e. trails, signage, bike racks, protected lanes, interpretation kiosks, etc. – encourage participants to use map if helpful)?
- What routes are you currently using to engage in recreational opportunities? Which ones work best and why? How can those and others be improved?

*Let's discuss the pros and cons of the following suggested improvements...are there other ideas?*

- Work with Boys & Girls Club and nearby property owner to improve safety of existing social pathway leading between the two properties
- Install more lights, landscape maintenance, and increased police presence on the Anacostia River Trail
- Develop a community maintained pocket park near Langley Park Community Center

### **Favorite Activities of the Group:**

- Riding bicycle
- Soccer
- Gardening, home maintenance, civic engagement
- Basketball
- Time and communication with friends
- Music

### **Key Accomplishments in Langley Park:**

- The TNI is forming an Athletic Council, and recruiting members to find out what activities and sports people like
- The Quinceanera program and classes at the Community Center are good examples of strong programs
- DPR is preparing for the opening of the River Trail, which connects Langley Park to many areas, including DC
- The Metro Purple Line will open up new connectivity to the suburbs of DC, coming soon
- CB86- Complete Streets legislation is a positive development for cyclists and pedestrians
- The partner collaborations within the TNI offer access to new resources, increased outreach, task forces for trash clean-up and tree plantings in the neighborhood

**Umap Youth Survey Results 3.4.14****Langley Park****1. What did you like best about the UMAP Project?****RESPONSES:**

- I liked mapping out my community.
- Your opinion was valued.
- Seeing different places that people visit.
- I liked the stipend.
- I liked the engagement with each individual to discuss your thoughts and ideas on how we look at our community and how we think it can be better.

**2. What did you like least about the UMAP Project?****RESPONSES:**

- Need more time to complete project.
- More time.

**3. What changes do you want to see in your neighborhood?****RESPONSES:**

- More cops and less gang stations.
- Better stores.
- More clean roads. More places to hang and relax.
- Fix street signs.





### Youth Photovoice Pictures & Captions – Suitland

#### SU 1



“In this picture there is an outdated park that needs remodeling. The surface should be filled with safety surfacing and better swing sets. But most of all the park should be moved to a different area away from the street so kids can be safe.”

#### SU 2



“Wasted space in the back of townhouses that could be turned in to a local playground for children or even a bike path.”

**SU 3**

“There is a Cheeze-It box on the ground of a tennis court. It is just sitting on the ground taking up space. If that Cheeze-It box was picked up and put in the trash the environment would be clean and safer. Throw your trash away. Bring a trash can to your community park and leave it there so it could be useful to everyone.”

**SU 4**

“Here is someone going over the speed limit. This could cause an accident in the community. To stop this you could add more speed bumps to the community.”



**SU 5**

“The people and community sewage is stopped up and it looks like the people are dumping grease and trash into it. Also they are dumping auto parts into the local drain which might go into the ocean.”

**SU 6**

“What if you are walking and come to a stop like this? Where’s the rest of the sidewalk? Clearly, trees and plants have been falling and blocking the walkway. There are so many cars parked on the side it must be busy street. People would have to cross the street to continue walking or dangerously continue to walk/board/bike through the grass. It’ll be helpful to finish the sidewalk and clear the walkway.”

**SU 7**

“This playground is small and it needs to be bigger. Since kids have lots of energy, they need a bigger area to run around.”

**SU 8**

“The black car is parked in the grass and where plants and trees are. What if the car exploded? Or if the tree fell on the car? It would be a catastrophe between these two. What I would do to stop this is first I would make a sign that says “no cars are to be parked on any grass, only on the concrete”. Then move the trees and away from the parking lot to make sure no damage is done.”



**SU 9**

“This caught my eye. People should really clean up their areas to make the neighborhood look nice and make people want to live in the area. They should add a park or some houses if they ever clean this area up. This is really dangerous to kids and animals that come down there. Cut down these trees, clean up the trash, and make it really beautiful. Make the world a better place.”

**SU 10**

“Community parks should have more safety surfacing than using wood chips because if kids would be playing at the park and fall they would get hurt if they fell on wood chips. But if they fell on soft surfacing, their injuries would not be as bad.”



**SU 11**

“This is a faded stop sign. Most people may use it as a reason not to stop. You can barely see what the sign reads. This is very unsafe and something should be done about it. I’m sure many people every day run this stop sign. Not on accident, but purposely. If the sign was repainted or a new one put up, there would be no excuses or anyone else to blame. Running the stop sign is bad for our community and the people in it.”

**SU 12**

“These are the dangers pedestrians and those who use public transportation face. You have a narrow sidewalk that comes to a sudden end and a bus stop in the middle of the shoulder with no sidewalk or crosswalk to reach, and no crosswalk anywhere between the two sides of the road. All of these problems occur on a very busy road. If you were a walking pedestrian or were try to catch the bus, you would be forced to walk on the shoulder, where cars would be speeding past you, to reach your destination. If you were trying to cross the road, you would be risking your life. Several solutions could be provided to fix these problems, including extending the sidewalk to an actual destination, past the bus stop, adding a crosswalk, and adding a divider in the street so that pedestrians don’t have to rush to cross the street.

**SU 13**

“Public trash can with a bag; most neighborhoods don’t have trash cans.”

**SU 14**

“This road needs to have a second sidewalk and needs to have a crosswalk. Since the road is so narrow and a lot of traffic happens on this road they need to add a parking lot in the grass (left) to keep cars from parking on the side of the road where cars can’t get through.”



**SU 15**

“In the photo above, it’s a playground for kids. The playground is very old and outdated. What could be done? Buy new equipment, new seating for parents watching their children, maybe even add some flowers for decoration and a gate for safety purposes.”

**SU 16**

“Vacancy. This image is evocative of a quaint shelter in the middle of the woods, yet it depicts an oft-frequented street in a suburban neighborhood. This bus stop looks lost amid the dense collection of trees which surround it. The lack of a sidewalk leading to the bus stop prevents easy access and is a display of neglect and a lack of planning. A \*(usable space)\* requires care and accessibility. A sidewalk here would better ensure safety for walkers, provide space for bikers, and better reflect how this space is used.”

**SU 17**

“This is a street where cars drive 30 to 35 mph. With no street lights, sidewalks, and crosswalks the safety of humans are at risk. There is a church and houses down this hill. In order for people to get to the church they need to cross the street. With the chance of getting hit by a car, it is unsafe to cross for humans. So in order to maintain the safety of humans a sidewalk, crosswalk, and street light should be added.”

**SU 18****(Missing Photo)**

“The photo above shows the cracked streets. This shows the future trouble with the cars and the cracks in the road. When adults or even children are driving or riding their bikes on the road, they could fall or mess up their tire because of the cracks. We could reconstruct or paint the road again for better safety habits.”



**SU 19**

“Tree branches are growing from the ground. There are several branches growing out of nowhere. The tree branches can make it harder for people to walk. The tree branches could make it harmful for people who walk. It can cause accidents and deaths. The tree branches are unhealthy for the environment on the ground.”

**SU 20**

“There is too much litter in the environment and it’s dangerous for all of the animals who are looking for food. So they could die eating the trash that they thought was food, then that can decrease the squirrel population.”



**SU 21**

“The debris and leaves cover the sidewalk so this makes it challenging for the bikers and kids going or coming from school. They should have people to clean the sidewalks and cut the branches so they don’t fall on the sidewalk.”

Suitland Leadership Forum, 10.29.13, Suitland Community Center

**Connectivity Break Out Group*****What community connections are important to residents?***

Connection to public safety, i.e., 911, EMS  
 Health care systems and providers  
 Shopping  
 Schools

***Where do we want to connect across boundaries?***

Silver Hill Road – 3 lanes to cross  
 Pennsylvania Avenue, Branch Avenue  
 Marlboro Pike  
 All are heavily traveled with long stretches between lights  
 People cross at the median strips

***What are the priority recreation destinations for community members?***

Suitland Bog  
 Suitland Community Center  
 Suitland High School  
 Drew Freeman High School

***What are the missing links to parks and play spaces? Schools?***

Not aware of places that exist and how they are accessed

Speaking with youth, best to ask; they know the shortcuts and the rationale as to why they take them

Unsafe sidewalks designed poorly, i.e., too close to curb; could add grass strip, move back from curb

No bike lands or pathways between destinations

No bus lane, buses just park in the street to pick up passengers

***Feasible Actions***

1. Engaging community - notify of findings, get feedback, get funding to perform
2. Marketing – get buy in, heightened awareness; can have successful community meetings with 5 residents
3. Target parents, especially parents of children who have voiced their concerns
4. Identify physical links through aerial mapping

**Partnerships Break Out Group*****Who are the partners in creating more connectivity?***

Green patrol

Churches

Local businesses

All vested groups (formal/informal)

***What project committees or task forces should be established to accomplish SARO/SRTP recommendations?***

Following social paths and correcting safety issues to empower youth

***Feasible Actions***

Develop formal and informal partner relationships to:

1. Provide a venue to voice opinions
2. Create messaging about opportunities for recreation
3. Build ongoing buy-in
4. Schools diversify outreach methods
5. Organic planning to create paths leading vs. following people
6. Economic development tie-in to advance public/private partnerships

**Safe Access for All Breakout Group*****What places in the community are supportive of children and youth? Why?***

Schools, rec centers, playgrounds, community centers are safe because they provide structure for kids

What places in the community pose risks to children and youth? Why

Liquor stores, lack of sidewalks and seating at bus stops; poor lighting along trails

What are the favorite spots in the community you would like to go without a car?

Mall, metro, church, grocery store

***What tools and training are needed to create a culture of safety in the community?***

“Cool” computer app

Use schools as a “captive audience”

Active and informed parents

Show commitment through “Quick Fixes”

Reach out to senior population to learn about their vulnerability & concerns about security

**Feasible Actions**

None listed

**Built Environment Break Out Group*****What are the obstacles to active travel in your community?***

Board of Education will only bus students in middle and high school if they are beyond 2 miles of the school, so we have kids walking in packs and taking shortcuts through the woods

Walking in the elements is challenging, and students cut through areas with water or use the outfall to cross the stream

Pennsylvania Avenue is too hard to cross and needs better lighting

High traffic volumes and speeds on the larger roads are an obstacle

***What specific improvements are needed and where: signage, bike racks, protected lanes, interpretation kiosks, etc.***

Slow the speeds down on busy roads

Provide more benches and shade structures on transit corridors for youth and older adults

Education to the public about how to use the pedestrian-activated signals on Pennsylvania Avenue

Build more signalized crossings

**Feasible Actions**

1. Paint the shoulders to designate the area for peds & cyclists on Pennsylvania Ave, Suitland Road
2. Improve lighting
3. Road diets
4. Transmission line ROW – use for bike lanes& playing fields
5. Attract youth with new programs & opportunities at the rec centers
6. Keep expanding the youth programs in the summer and think about evening activities that can be supervised and have high enough levels of structure for older youth to keep it safe
7. Build safe paths and bridges youth can use when they take shortcuts through the woods

### Youth PhotoVoice Pre-Evaluation Survey

#### 1. What mode of transportation do you use? Why?

Responses: (participants were able to choose more than one option)

Car	Bus	Walking	Biking	Other
16	5	3		3
Convenient to take me exactly where I want to go;  Most of the places I need to go are too far to walk;  Much safer than walking;				Train Metro
84%	26%	16%		16%

#### 2. Where do you like to go? (What places do you like to visit?)

Responses:

Kennedy Center; National Harbor  
Mall; amusement parks, travel

#### 3. On a scale of 1---5, How safe do you feel in this area and in your neighborhood?

(1 being most safe, 5 being the least safe) Responses:

1---most safe	2	3	4	5=least safe
4	3	9	2	1
21%	16%	47%	11%	5%

#### 4. Do you like to see murals, public art, or other artistic displays or programs in your community? If so, what in particular appeals to you?

Responses:

Creative art; colorful murals  
I don't see many murals in y neighborhood  
Murals of kids playing

#### 5. How many days per week do you plan to visit your community center?

0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
16	1	1	1				
84%	5%	5%	5%				

**6. What new programs would you like to see implemented at your community center?****Responses:**

Reading programs  
 Dance programs, drama programs, singing programs  
 Science technology programming  
 Baseball  
 Work related programming  
 Modeling team

**Students surveyed: 19**

### Suitland Youth PhotoVoice Post Survey

	Excellent	Very Good	Good	Average	Poor
<b>Please rate the overall PhotoVoice program experience.</b>	8	5	6	1	
	40%	25%	30%	5%	

	Yes	No	Maybe
<b>The project directions and objectives were clear.</b>	20; 100%		
<b>You had enough time to complete your assignment.</b>	20; 100%		
<b>You were given a chance to voice your thoughts and opinions.</b>	18; 90%	1; 5%	1; 5%
<b>Would you participate in a second session of PhotoVoice?</b>	10; 50%	1; 5%	9; 45%
<b>You understood participant and program expectations.</b>	19; 95%		1; 5%

### Zip Codes (participants reside in the following zip codes)

20747	20746	No Zip	20743
10	3	1	6
50%	15%	5%	30%



**What did you like best about the project?**

Walking around the community  
 Very well put together and liked the food  
 Taking pictures  
 People actually cared about the community and wanted to help make it better  
 Individual project assignment  
 Receiving my own camera and taking pictures  
 Seeing pictures  
 Thought provoking  
 Meeting new people  
 Viewing slideshows to view changes

**What did you like least about the project?**

Writing  
 Cold in the room  
 Seeing areas broken down and trash no tin trash can  
 Everything  
 We only had a little time to be here  
 No food at the picture captioning session  
 The days chosen for the session (particularly Saturday)  
 Choosing the pictures  
 We did not have dinner at one of the sessions  
 Notes and PowerPoint Presentations  
 Going outside  
 First session was condensed and rather tiring; intensive  
 Cameras used  
 Community had major problems

**How many days per week do you plan to visit your community center?**

0 days	1 day	2 days	3 days	4 days	5 days	6 days	7 days
12	1	4	2	1			
60%	5%	20%	10%	5%			

**Students surveyed: 20**

## Suitland Umap Questions

### **Transportation Routes & Methods**

**Why do you use some methods of transportation more than others?**

- Cars are not always available, nor are they as fun
- Some destinations are close to my house; my bike has a flat tire, so I don't use it

**If you could take other methods of transport to the places in your community, which method would you take? Why?**

- I would ride a bike all the time because it's faster

**How would you improve the routes in your community so that you feel more comfortable to walk or bicycle to your destination?**

- Sliver Hill Road – sidewalks are cracked and narrow; suggest widening & repair; this is a heavily trafficked street
- Another crosswalk or signalized crosswalk, more lights, paths at Berkshire Park

### **Unsafe Places or Areas**

**How do you deal with unsafe places? Do you avoid them? Do you travel there with other people? Do you have other strategies?**

- I avoid unsafe areas, go with my family, or walk past it

### **Places for Recreation & Leisure**

**Are there places you wish you could go for recreation and to hang out, but do not go there? Which places? Why don't you go there now? What would help you go there?**

- Hiking; would like to go to the bog I just learned about, I wasn't aware we had trails there; I like to hike for 5 hours at a time
- William Beams Community Center, but none of my friends are there;
- Suitland Bog, but I didn't know it was there – it would help me to go there if I could ride the bus

## Suitland Community Connectivity Forum Notes 1.28.13

POLICIES		
	Solutions	Actions
<b>Barriers to Being Well</b>		Citizen Wellness Council? <ul style="list-style-type: none"> <li>• Evaluation of programs</li> <li>• Community Input</li> <li>• Follow through</li> <li>• Make volunteerism easier to offer</li> </ul>
-Negative Influence		
-Access	<ul style="list-style-type: none"> <li>• Health clinics to remain open</li> <li>• Some clinical services available in recreation centers</li> </ul>	
-Stress		
-Lack of Knowledge	<ul style="list-style-type: none"> <li>• Nutrition programs</li> <li>• Health &amp; Wellness Day</li> <li>• Educational health programs information</li> <li>• Ongoing access to flyers, pamphlets at recreation centers</li> </ul>	
<b>Barriers to Safety</b>	<ul style="list-style-type: none"> <li>• <b>Visible Security</b> (metal detectors?)</li> <li>• Emergency call box at Community Centers and trails to access Parks Police</li> <li>• Cameras</li> <li>• <b>Lighting</b></li> <li>• </li> </ul>	
-Distance	<ul style="list-style-type: none"> <li>• Playgrounds outside community centers</li> <li>• Kids need more space to encourage more active play</li> <li>• Upgrades to Marlo Heights doesn't help with Suitland access</li> </ul>	Connections between schools and community centers?

<b>Barriers to Walkability</b>		
-Adults are accustomed to driving	<ul style="list-style-type: none"> <li>• More sidewalks outside the Community Center and schools</li> <li>• Wider and ADA accessible</li> <li>• Connections!</li> <li>• Lighted pathways</li> </ul>	Teen Nights – offer transportation
-Speeding	<ul style="list-style-type: none"> <li>• Road diets are not working</li> <li>• Large pedestrians crossing on busy crossings do not work</li> <li>• Cameras?</li> <li>• Ticketing on Cheverly</li> <li>• Resulted in slowed traffic, police presence</li> </ul>	
INFRASTRUCTURE	•	
Lack of traffic lights	<ul style="list-style-type: none"> <li>• Install at Silver Hill Road &amp; Pennsylvania Avenue</li> <li>• Porter Road by 7-11</li> </ul>	
<b>COMMUNITY ENGAGEMENT</b>		
<b>Barriers</b>	<b>Solutions</b>	<b>Actions</b>
Where are the \$ earmarked for civic association, services, Suitland community	Lighting Something for you to do Safe crossing to get to recreation center (over the highway)	Change happens when: Citizens bring problem to attention of Civic Association Work with County Not always easy or quick Sometimes need to address County, State, Federal reps (Benson, Towles)
Keeping the county accountable for upkeep Time issue – long term solutions	Deliver on promises Larger community turnout More communication with residents prior to changes; they feel unaware	
More surveillance at shelters (less advertising)		
Let residents know how to engage in more active communication, e.g., email lists	Reach out to new residents	Involve youth in a community “Green Team” on a regular basis; join forces with Civic Association Send post cards to new residents Link up with schools/churches
Re-zoning has made Suitland smaller; what happened to the Park & Recreation Association?		
Access to Suitland Bog	Increase use of natural area	Targeted clean ups Facilitated tours, walks Increase accessibility (by car) Connect recreation center to bog with a trail

## Suitland Community Connectivity Forum

### Break Out Group Key Questions

#### Infrastructure

- *What kinds of improvements would encourage you and/or others to not use a car and become more active?*
  - ✓ *Sidewalks*
  - ✓ *Lighting*
  - ✓ *Signalized Intersections*
  - ✓ *Increased sense of safety*
- *When seeking recreation activities, where do you go and what are your favorite activities?*
- *What routes are you currently using to engage in recreational opportunities? Which ones work best and why? How can those and others be improved?*
  - ✓ *The Community Center to work out, play basketball*
  - ✓ *DC Trail to ride bikes*
  - ✓ *Greenbelt Park to ride bikes, skate, walk the dog*
  - ✓ *George Washington Parkway trails on the VA side*
  - ✓ *Any facility with a pool*
- *What discourages you from bicycling or walking in your community? What are the barriers to bicycling and walking in your community?*
  - ✓ *Poor lighting*
  - ✓ *Lack of sidewalks*
  - ✓ *Perceptions of crime*
  - ✓ *No pedestrian signals*
  - ✓ *Lack of safe crosswalks*
  - ✓ *Most adults just drive, don't feel safe walking or biking*
- *What specific improvements would increase your recreational activities (i.e. trails, signage, bike racks, protected lanes, interpretation kiosks, etc. – encourage participants to use map if helpful)?*
  - ✓ *Silver Hill and Suitland Road*
  - ✓ *Pennsylvania Avenue*
  - ✓ *Bike share programs like in DC*
  - ✓ *Protected bike lanes*
  - ✓ *Sidewalks*
  - ✓ *Better crosswalks*
  - ✓ *Skate park at the Rec Center*
  - ✓ *Need direct access to the Marlowe Heights Rec Center for kids so they don't cross private land*
  - ✓ *Need funding to implement improvements on Pennsylvania Avenue*
  - ✓ *Need to build better communication tools for youth to help them connect*



Let's discuss the pros and cons of the following suggested improvements...are there other ideas?

- Evaluate social pathways around Suitland Community Center; involve youth in developing ideas to improve safety and formalize their use
  - ✓ Yes, and include youth who live in the area
- Install seating and safe waiting areas at transit stops within ½ mile of Suitland Community Center
  - ✓ Yes, and no- be mindful of safety issues with homeless loitering where they can sit and sleep
- Install pedestrian refuges, signalized crossings, painted or protected bicycle lanes on Pennsylvania Avenue and Suitland Road
  - ✓ Yes for refuges
  - ✓ Yes for protected bike lanes
- Develop an interpretive trail, improve directional signage, connectivity to neighborhoods and public access options at Suitland Bog
  - ✓ DPR has a trail planned to connect the Bog to the Rec Center and neighborhoods
- Implement pedestrian crossings, traffic calming, painted or protected bicycle lanes and connectivity opportunities for Silver Hill Road, Pennsylvania Avenue, Branch Avenue, and Marlboro Pike
- Make County planned bicycle and pedestrian infrastructure improvements a priority in the Coral Hills/Suitland TNI area
  - ✓ Yes

#### Umap Youth Survey 3.4.14

#### SUITLAND

1. What did you like best about the UMAP Project?

##### RESPONSES:

- I liked mapping out my community.
- It was good to learn about the map and how to use it.
- I only liked the outside activities of taking pictures.
- We got to point out particular parts of the neighborhood and describe them.
- Quite interesting. Very fun to do.
- Liked that I could show how I really feel about my neighborhood.
- Pointing out areas that need more improvement.

2. What did you like least about the UMAP Project?

RESPONSES:

- Starting late and moving slow
- Nothing wrong with project.
- Make it fun and interesting.
- Not able to highlight places accurately.
- Was not able to fully showcase my neighborhood.
- I don't like using Google Maps.

3. What changes do you want to see in your neighborhood?

RESPONSES:

- Less speeding and better streets with signs.
- Park lights need to be kept on so people can be safe.
- A cleaner, less violent neighborhood.
- No gangs, no curved sidewalks, Safe playgrounds, no car racing, no fights.
- More care and thought about roads and sidewalks.
- Better parks and more green life around.
- Increase the size of playgrounds and improve basketball courts.



# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

## Final Report

## APPENDIX C: ACTIVE LIVING RESOURCES

### *Active Living Resource Center* ([www.activelivingresources.org](http://www.activelivingresources.org))

The ALRC web site provides a lot of resources used across the country to make positive changes in their communities. Brochures, how-to documents, and other resources, including staff support, are available.

### *American Trails* (<http://www.americantrails.org/>)

A national, nonprofit organization working on behalf of all trail interests, including hiking, bicycling, mountain biking, horseback riding, water trails, snowshoeing, cross-country skiing, trail motorcycling, ATVs, snowmobiling, and four-wheeling. American Trails members want to create and protect America's network of interconnected trails.

*Association of Pedestrian and Bicycle Professionals* ([www.apbp.org](http://www.apbp.org)) is a membership organization that offers frequent webinars on bike/ped design, and hosts an active listserv.

### *Bicycle Pedestrian Information Center* ([www.pbic.org/engineering](http://www.pbic.org/engineering))

The Pedestrian and Bicycle Information Center (PBIC) is a national clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians (including transit users) and bicyclists. The PBIC serves anyone interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, police enforcement, and the health community.

### *Cities for Cycling* (<http://nacto.org/cities-for-cycling/design-guide>)

A project of the National Association of City Transportation Officials (NACTO), CFC has produced an Urban Bikeway Design Guide featuring innovative design treatments for accommodating cyclists in congested urban areas where competition for pavement is high.

### *Congress for New Urbanism* ([www.cnu.org/resources](http://www.cnu.org/resources))

The leading organization promoting walkable, mixed-use neighborhood development, sustainable communities, and healthier living conditions. For nearly twenty years, CNU members have used the principles in CNU's Charter to promote the hallmarks of New Urbanism, including:

- Livable streets arranged in compact, walkable blocks.
- A range of housing choices to serve people of diverse ages and income levels.
- Schools, stores, and other nearby destinations reachable by walking, bicycling, or transit service.
- An affirming, human-scaled public realm where appropriately designed buildings define and enliven streets and other public spaces.

### *Design for Health* ([www.designforhealth.net](http://www.designforhealth.net))

A collaboration between the University of Minnesota and Blue Cross and Blue Shield of Minnesota aiming to connect local governments with new research into the health influences of built environments. The website includes a technical assistance library, fact sheets, and case studies.

### *FHWA Bicycle and Pedestrian Program* ([www.fhwa.dot.gov/environment/bikeped/index.htm](http://www.fhwa.dot.gov/environment/bikeped/index.htm))

Includes information on the amount of Federal bike/ped funding apportioned to each state since 1992; FHWA guidance on the accommodation of bicyclists and pedestrians on Federally funded transportation projects; non-motorized Pilot Program lessons learned; international best practices for bicycle and pedestrian facilities.

### *FHWA Recreational Trails Program* ([www.fhwa.dot.gov/environment/rectrails/index.htm](http://www.fhwa.dot.gov/environment/rectrails/index.htm))

Includes: guidance on technical design, reports, a directory of state RTP administrators, and a database of RTP projects completed since 1993.

### *FHWA Transportation Enhancements Program* ([www.fhwa.dot.gov/environment/te/index.htm](http://www.fhwa.dot.gov/environment/te/index.htm))

Includes guidance on the 12 permitted uses of Transportation Enhancement funds, and a directory of state TE program managers.

*Healthy Communities Research Group* ([www.gpred.org/healthy-communities-research-group](http://www.gpred.org/healthy-communities-research-group)) helps parks, recreation, and related departments and agencies assess, analyze, document, and evaluate elements related to the repositioning of parks and recreation as a primary preventative community public health provider.

### *The Implementation and Measurement Guide*

([www.cdc.gov/obesity/downloads/community\\_strategies\\_guide.pdf](http://www.cdc.gov/obesity/downloads/community_strategies_guide.pdf)).

The guide includes measurement data protocols, a listing of useful resources, and examples of communities that successfully implemented each obesity prevention strategy.

### *Leadership for Healthy Communities* ([www.leadershipforhealthycommunities.org](http://www.leadershipforhealthycommunities.org))

A national program designed to support local and state government leaders nationwide in their efforts to reduce childhood obesity through public policies that promote active living, healthy eating, and access to healthy foods. In particular, it focuses on policy efforts that can improve nutrition and increase physical activity among children at high risk for obesity.

*League of American Bicyclists* ([www.bikeleague.org](http://www.bikeleague.org))

The League of American Bicyclists is the oldest bicycling organization in the US. LAB promotes cyclist education for all ages through training workshops, and advocates for better facilities for bicyclists.

*Local Government Actions to Prevent Childhood Obesity, Report Brief*, September 2009 ([www.iom.edu](http://www.iom.edu)).*The National Association of City and County Health Officials*

([www.naccho.org/topics/hpdp/Land\\_Use\\_Planning.cfm](http://www.naccho.org/topics/hpdp/Land_Use_Planning.cfm))

NACCHO has a “Community Design and Land Use Program” web portal, which includes fact sheets, profiles, a flowchart for collaboration between planners and health departments, a planning/health jargon glossary, and other resources.

*National Center for Safe Routes to School* ([www.saferoutesinfo.org](http://www.saferoutesinfo.org))

The official information and technical assistance clearinghouse for FHWA's Safe Routes to School Program.

*The National Charrette Institute* ([www.charretteinstitute.org](http://www.charretteinstitute.org))

NCI is a nonprofit educational institution that helps people build community capacity for collaboration to create healthy community plans. They offer programs that teach professionals and community leaders the art and science of the NCI Charrette System™, a holistic, collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan.

*National Complete Streets Coalition* ([www.completestreets.org](http://www.completestreets.org))

Provides workshops and resources for safer and inclusive street design.

*Pedestrian and Bicycle Information Center* ([www.walkinginfo.org](http://www.walkinginfo.org))

The official information and technical assistance clearinghouse for FHWA's bicycle and pedestrian program. Includes design guidance, a public photo library of facilities, and research.

*Policy Link* ([www.policylink.org](http://www.policylink.org))

A national research and action institute advancing economic and social equity by “Lifting Up What Works”—a way of focusing attention on how people are working successfully to use local, state, and federal policy to create conditions that benefit everyone, especially people in low-income communities and communities of color.

*Rails to Trails Conservancy* ([www.railstotrails.org](http://www.railstotrails.org))

The purpose of Rails-to-Trails Conservancy (RTC) is to enrich America's communities and countryside by creating a nationwide network of public trails from former rail lines and connecting corridors.

*Safe Routes to Play* ([www.gpred.org/safe-routes-to-play](http://www.gpred.org/safe-routes-to-play))

A planning strategy for connecting neighborhoods with parks, play spaces, and natural areas to facilitate safe, independent transportation for children and families. Key concepts include: children as commuters, child health, and safety-oriented transportation planning, active access to community parks, play spaces, and natural areas.



*Safe Routes to School National Partnership* ([www.saferoutespartnership.org](http://www.saferoutespartnership.org))

An extensive resource for varied resources including International Walk to School Day, research and reports on topics relating to school travel, and curricula for bicycle and pedestrian education in elementary school, among others.

*Transportation for America* (<http://t4america.org/>)

A growing, national coalition committed to creating a new national transportation program that will take America into the 21st Century by building a modernized infrastructure and healthy communities where people can live, work, and play.

*USDOT Office of Livability* ([www.dot.gov/livability](http://www.dot.gov/livability))

Coordinates the efforts of its many agencies to ensure that transportation investments help build communities and improve quality-of-life. The website includes links to grants, research, case studies, and the Partnership for Sustainable Communities (DOT, HUD, EPA).

*The Walkable and Livable Communities Institute, Inc.* ([www.walklive.org](http://www.walklive.org))

The Walkable and Livable Communities Institute is a nonprofit center based in Port Townsend, Washington. Its mission is to make cities and towns throughout the world walkable, bicycle, and transit friendly; livable; sustainable; socially engaging; and welcoming places by improving their built form.



# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

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## APPENDIX D: GLOSSARY OF TERMS & RESOURCES FOR ACTIVE TRANSPORTATION & HEALTHY COMMUNITY DESIGN

### *Public Health & Wellness*

**Active Living** is a way of life that integrates physical activity into daily routines.

**Health Impact Assessment (HIA)** is a combination of procedures, methods and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.

### *Active Transportation*

**Active Transportation** includes any method of travel that is human-powered, but most commonly refers to walking and bicycling.

**Active Transportation Plans** differ from typical transportation plans which are concerned with vehicle miles traveled, infrastructure for trains and automobiles, and the future of local and regional transit. Active Transportation Plans integrate walking and bicycling among other viable forms of transportation.

**Bicycle Sharing (also referred to as “Bike Share”)** is a program that is utilized to provide active transportation options to residents using a fleet of bicycles managed by a non-profit or local government entity.

**Cycle Tracks or Protected Lanes** are separated bicycle facilities that run alongside a roadway. Protected lanes are generally preferred for their safety appeal to all levels of cyclists.

**Connectivity** is the ability to create functionally contiguous blocks of land or water through linkage or similar ecosystems or native landscapes; the linking of trails, greenways, and community origins and destinations.

**Mode** is a particular form of travel, such as walking, wheelchair, skateboard, bicycling, carpooling, bus, or train

**Safe Routes to Play (S RTP)** engages youth and community leaders in determining opportunities to improve, safe and active travel to recreation areas. Activities include PhotoVoice, Umap, active access gap analysis, youth surveys, facilitative leadership training, policy analysis, and community forums.

**Safe Routes to School** uses a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and employs encouragement strategies to entice more children to walk and bike.

**Universal Way Finding** is a signage method using images and graphics rather than words to facilitate multi-lingual understanding of directional signage.

## *Land Use Planning*

**Accessible** is used to describe a site, building, facility, or trail that complies with the Americans with Disabilities Act (ADA) Accessibility Guidelines and can be approached, entered, and used by people with disabilities.

**Built Environment** refers to the human-made space in which people live, work, and recreate on a day-to-day basis.

**Carrying Capacity** refers to the amount of use a given resource can sustain before an irreversible deterioration in the quality of the resource begins to occur.

**Complete Streets** is a policy for a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities including pedestrians, bicyclists, senior citizens, children, people with disabilities, public transportation users, and motorists.

**Impact Fee** is a fee levied on the developer or builder of a project by a public agency as compensation for otherwise unmitigated impacts the project will produce. Impact fees can be designated to pay for publicly owned parks, open space, and recreational facilities.

**Mixed-Use Development** is the practice of allowing more than one type of use in a building or set of buildings. In planning zone terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses.

**Open Space** is a parcel of land in a predominantly open and undeveloped condition that is suitable for any of the following: natural areas, habitat preservation, wetland or watershed, low-impact pedestrian activities and non-motorized activities, or wildlife corridors.

**Pocket Parks** are small outdoor spaces, usually  $\frac{1}{4}$  acre in size, serving primarily densely populated urban communities where people can gather, relax, and enjoy the outdoor environment.

**Transit Oriented Development (TOD)** is a mixed-use residential or commercial area designed to maximize access to public transport, and typically has a train station, metro station, tram stop, or bus stop, surrounded by relatively high-density development with progressively lower-density development spreading outwards from the center.

### *Trails/Pathways:*

**Armoring:** Reinforcement of a surface with rock, brick, stone, concrete, or other “paving” material.

**Backcountry:** An area where there are no maintained roads or permanent buildings—just primitive roads and trails.

**Bicycle Boulevards** are designated low traffic volume and low speed residential streets that can accommodate bicycles sharing the travel lanes with motorized vehicles.

**Bicycle Lane** is a travel corridor designated with lane striping and graphics for bicycles alongside an active roadway serving motorized traffic.

**Bicycle Path/Bicycle Trail** is any corridor that is physically separated from motorized vehicular traffic by an open space or barrier. It is either within the highway right-of-way or within an independent right-of-way. Due to a lack of pedestrian facilities, most bike paths/trails are commonly designed and referenced as multiuse paths and trails.

**Bollard:** A barrier post, usually 30 to 42 inches in height, used to inhibit vehicular traffic at trail access points.

**Buffer (Buffer Zone)** is any type of natural or constructed barrier (like trees, shrubs, or wooden fences) used between the trail and adjacent lands to minimize impacts (physical or visual).

**Greenway** is a linear open space established along a natural corridor, such as a river, stream, ridgeline, rail-trail, canal, or other route for conservation, recreation, or alternative transportation purposes. Greenways can connect parks, nature preserves, cultural facilities, and historic sites with business and residential areas.

**Hard Surface (Paved) Trail** is a trail surfaced with asphalt or concrete.

**Interpretive Trail** is a short to moderate length trail ( $\frac{1}{2}$  to 1 mile) with concentrated informational stops to explain associated views, natural flora and fauna, and other features.

**Multi-Use Trail** is a trail that permits more than one user group at a time (horse, OHVer, hiker, mountain bicyclist, etc.).

**Natural Surface Trail** is a trail tread surfaced with gravel, aggregate, dirt, or other natural materials.

**Rail-Trail (Rail-to-Trail)** is a multi-purpose public path (paved or natural) created along an inactive rail corridor.

**Rail-with-Trail** is a trail that shares the same corridor with active rail traffic.

**Sharrows** are bicycle graphic markings used on low traffic speed and low volume streets to designate shared use of the roadway between bicycles and motorized vehicles.

**Single-Track Trail:** A trail only wide enough for one user to travel and requires one user to yield the trail to allow another user to pass.

**Glossary of Terms for Active Transportation & Healthy Community Design** compiled and edited by Cindy Heath, Executive Director, GP RED, ©2014.





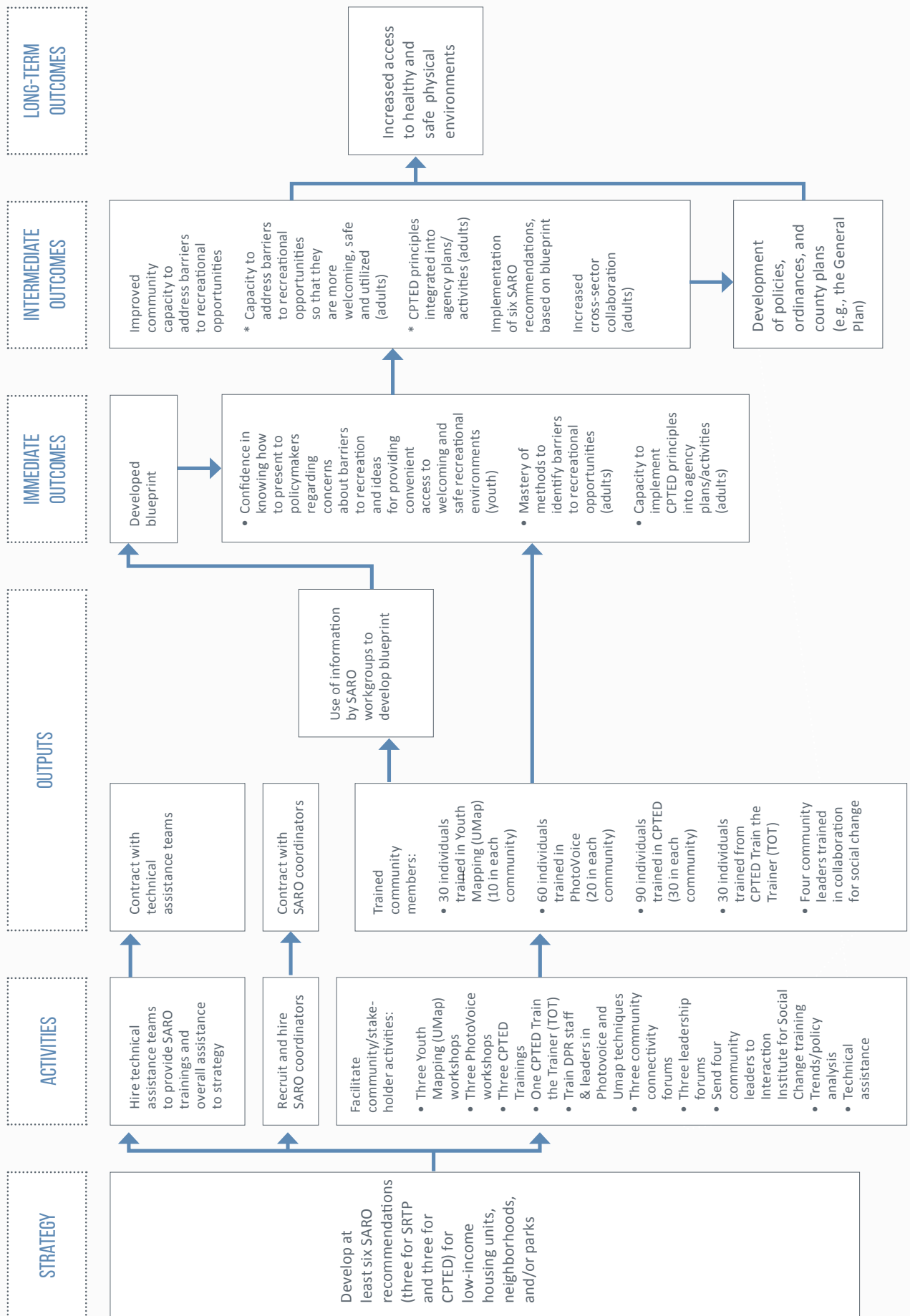
# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

## *Final Report*

## APPENDIX E: EVALUATION

# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES (SARO) LOGIC MODEL - Draft

Safe Routes to Play (SRTP), Crime Prevention through Environmental Design (CPTED), and Master Plan Strategies





# SAFE ACCESS TO RECREATIONAL OPPORTUNITIES BLUEPRINT

## *Final Report*

## END NOTES

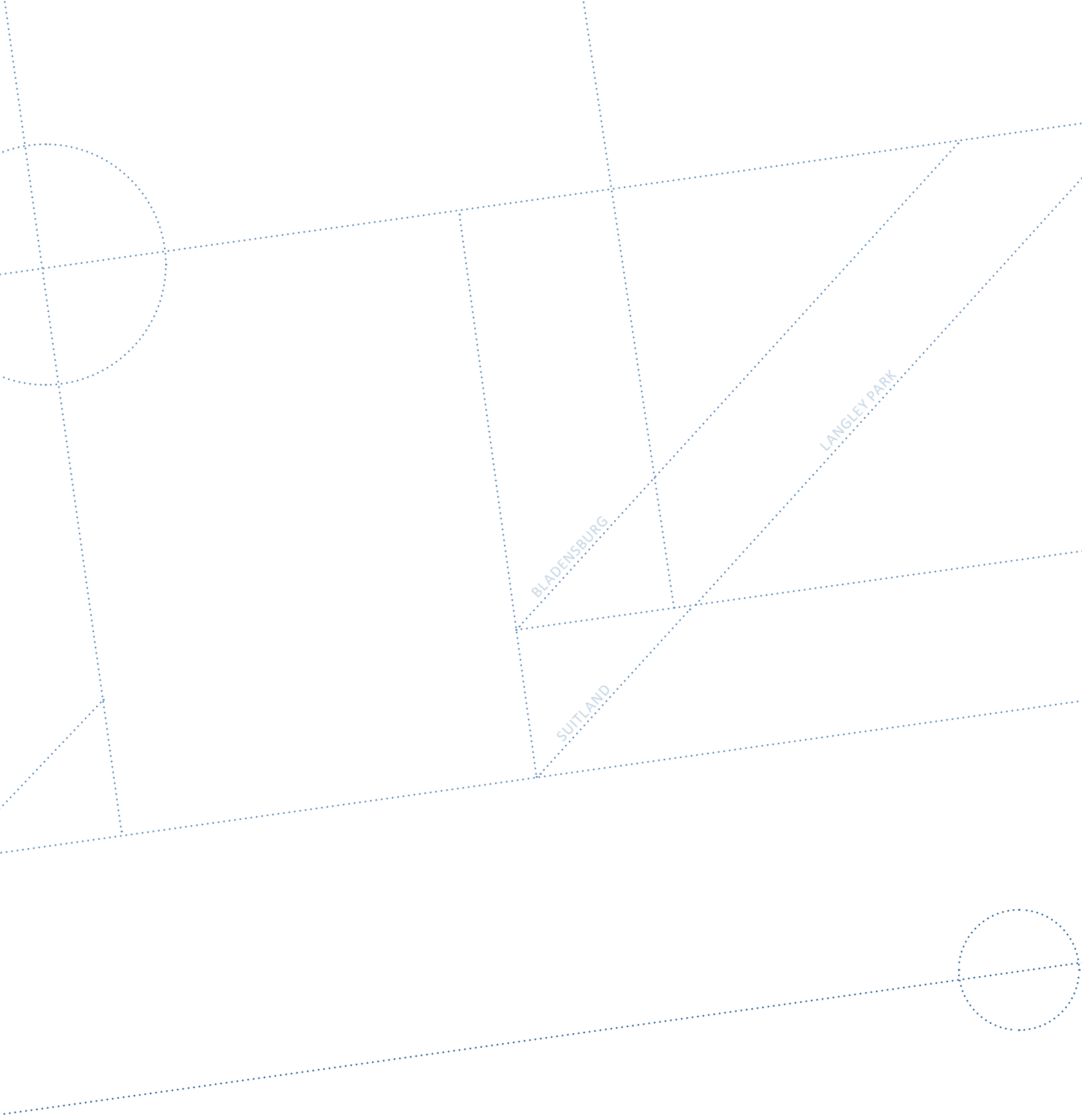
- <sup>1</sup> Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data, U.S. Census Bureau
- <sup>2</sup> The Maryland-National Capital Park and Planning Commission (Sept 2013). Preliminary Plan Prince George's 2035 – "Defining the Context," (58-59).
- <sup>3</sup> Ibid.
- <sup>4</sup> Preliminary Plan Prince George's 2035 – "Defining the Context," (59).
- <sup>5</sup> Preliminary Plan Prince George's 2035 – "Defining the Context," (63).
- <sup>6</sup> Prince George's County BRFSS 2008
- <sup>7</sup> Prince George's County Health Department: Health Report 2014
- <sup>8</sup> Prince George's County BRFSS 2008-2010.
- <sup>9</sup> Ibid.
- <sup>10</sup> 2011 County Health Rankings Report, Maryland Nonprofits and Simplicity Metrics
- <sup>11</sup> ibid
- <sup>12</sup> Over the last 6 years, through unprecedented federal, state, and local law enforcement collaboration, Prince George's County has seen a significant 33.8% reduction in reduction in violent crime and a 32.4% reduction in property crime. <http://www.goccp.maryland.gov/msac/documents/FactSheets/Prince-Georges.pdf>

The background of the page is a solid green color. Overlaid on this are several white dotted lines that form various geometric shapes, including rectangles, triangles, and a circle. These lines are scattered across the upper and lower portions of the page, creating a modern, abstract design.

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funds from The Centers for Disease Control and Prevention*







BLADENSBURG

LANGLEY PARK

SUITLAND