

Largo Town Center

Station Access Study

December 2010

Washington Metropolitan Area Transit Authority



Largo Town Center Station Access Study

Final Report

Washington Metropolitan Area Transit Authority
Department of Planning and Joint Development
Office of Station Area Planning and Asset Management

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Executive Summary

Largo Town Center
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Section 1

Executive Summary

The Largo Town Center Station opened in December 2004 as part of a 3.1 mile rail extension of the Blue Line from the Addison Road/Seat Pleasant Station. Largo Town Center Station is the eastern terminus of the Blue Line (see Figure 1). While much of the residential development near the station was already built or under construction at the time of the station's opening, there has been additional development in the station area since 2004. The nature of the surrounding area has quickly grown from low-

density suburban uses to pockets of medium- to high-density residential uses.

Despite the recent mix of uses and high-density development, Largo Town Center remains primarily a car-oriented station. According to Metro's 2007 Metrorail Passenger Survey, approximately 60% of passengers boarding a train at Largo Town Center arrived at the station by driving to the Park & Ride. Metrobus and other bus (13%), Kiss & Ride (12%), and walking (12%) were also common



Figure 1: System Map

modes of access. Approximately 1% of riders carpooled, and less than one percent took a taxi or rode a bicycle to the station.

Station access needs are changing as development near the station continues to intensify. A recent development proposal proposes nearly 1 million square feet of office space, over 9,000 square feet of retail, and a 13,000 square-foot day care facility at the 11.8 acre parcel located to the west of the Largo Town Center Metro Station. The proposed development is a U-shaped building consisting of two main towers (13 and 10 stories high) connected by a one-story entrance pavilion and retail space connected to a freestanding, 1,398-space, five-story parking structure for tenant parking.

Due to this and other developments in the station area, ridership at the Largo Town Center Station is expected to grow 50% over current levels by 2030. However, the Park & Ride lots at the station are currently at capacity. Therefore, a concentrated effort must be made to improve pedestrian, bicycle, and bus access to the station to accommodate future ridership growth. This study assesses pedestrian, bicycle, bus, Kiss & Ride, and Park & Ride access to the Largo Town Center station, and offers recommendations to improve access to the station for all modes.

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Station Context

Brief History

Planning Context

Existing Station Area Land Use and Zoning

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Section 2

Station Context

This study was commissioned by the Washington Metropolitan Area Transit Authority (Metro), in conjunction with the Maryland-National Capital Park and Planning Commission (M-NCPPC), to identify potential station improvements at the Largo Town Center Metrorail Station. These station improvements are meant to provide better station circulation, enhance accessibility for pedestrians and bicyclists, and improve the flow of vehicles and buses throughout the station.

With ridership at this station projected to grow by approximately 50% by 2030, it has become increasingly important to evaluate how the station can accommodate an increased amount of passengers while improving functionality, services and connections to surrounding areas.

Brief History

The station opened in December 2004 as part of a 3.1 mile rail

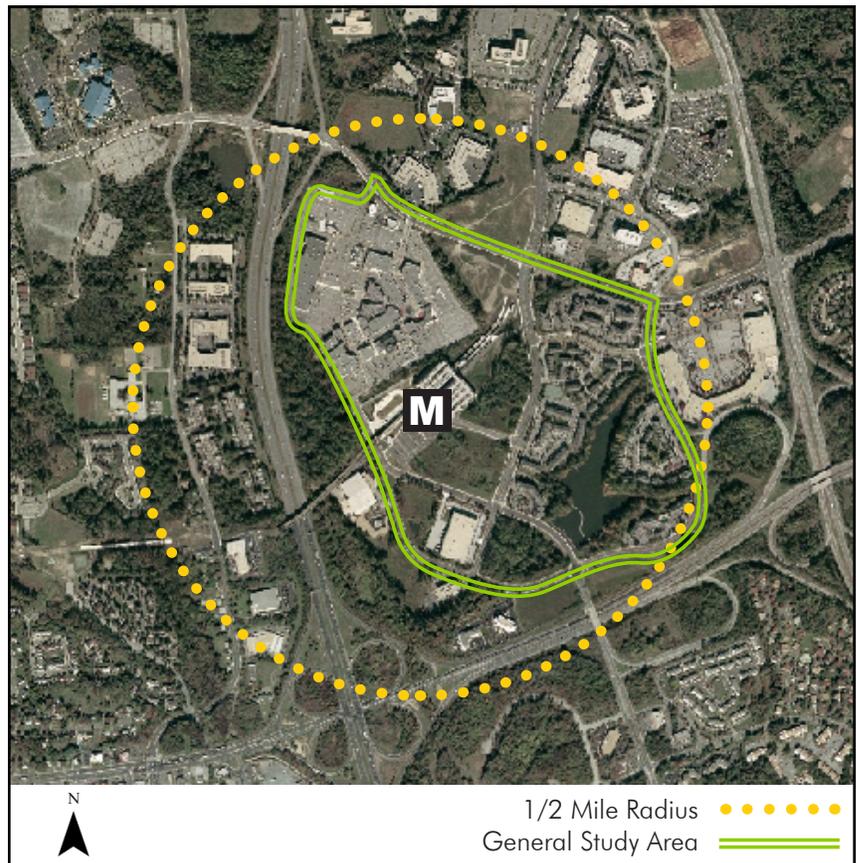


Figure 2: Station Site



Harry S Truman Drive



Largo Drive



The Boulevard at the Capital Centre

extension of the Blue Line from the Addison Road/Seat Pleasant Station. Largo Town Center Station is the eastern terminus of the Blue Line. While much of the residential development near the station was already built or under construction at the time of the station's opening, there has been additional development in

the station area since 2004. The nature of the surrounding area has quickly grown from low-density suburban uses to pockets of medium- to high-density residential uses.

The Boulevard at the Capital Centre, an outdoor mall featuring over seventy shops

and restaurants as well as a movie theater, opened adjacent to the planned station in 2003. This shopping center has made Largo Town Center not a typical terminus station, but a regional retail destination as well. The Boulevard at the Capital Centre is connected to the station by a pedestrian walkway.



Figure 3: Existing Land Use

Project Purpose and Scope

This Station Access Plan focuses on recommendations to improve pedestrian, bicycle, bus, Kiss & Ride, and Park & Ride access to and from the station area.

The Largo Town Center Metrorail Station is located in Prince George’s County, Maryland immediately outside of the Capital Beltway (I-95/I-495) and approximately a 1/2 mile north of Central Avenue (MD 214). The station is approximately 10 miles east of downtown Washington, D.C., and local access to the station is provided from Harry S Truman Drive and Lottsford Road. It is one of two stations located within one mile from FedEx Field, one of the largest football stadiums in the National Football League and home to the Washington Redskins.

As the terminus station of the Blue Line, the station caters not only to the local residential and commercial community, but also to a large number of commuters.

The station’s facilities extend to both the north and south side of the elevated Metrorail tracks. The facility includes two above-ground parking garages with a total of 2,200 spaces, a bus loop with seven bus bays, a 161-space Kiss & Ride surface lot, two bike racks and 48 bike storage lockers. The Kiss & Ride lot and the 4-level south garage are located on the southeast side of the Metrorail tracks. The bus loop and five-level north garage are on the north side of the tracks.

Site observations were carried out during morning and evening

peak hours, as well as off peak, weekend times and one football game day. During the site visits, interviews with the station managers, as well as an employee of the Prince George’s County Revenue Authority, were conducted to ascertain additional issues and conflicts.

Planning Context

The study area falls under the jurisdictions of the 2002 Prince George’s County General Plan and the 2004 Sector Plan for Morgan Boulevard and Largo Town Center Metro Areas. The General Plan identifies the Largo

Town Center Metro Station as a Metropolitan Center, designated for a high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the Washington Metropolitan area.

The Sector Plan recommends that the land uses adjacent to the Largo Town Center Station consist of mixed-use office, multi-family housing, and retail, with a strong focus on orienting these uses to the Metro station. Its concept includes a horizontal mix of uses, with an enhanced, attractive and safe pedestrian environment.

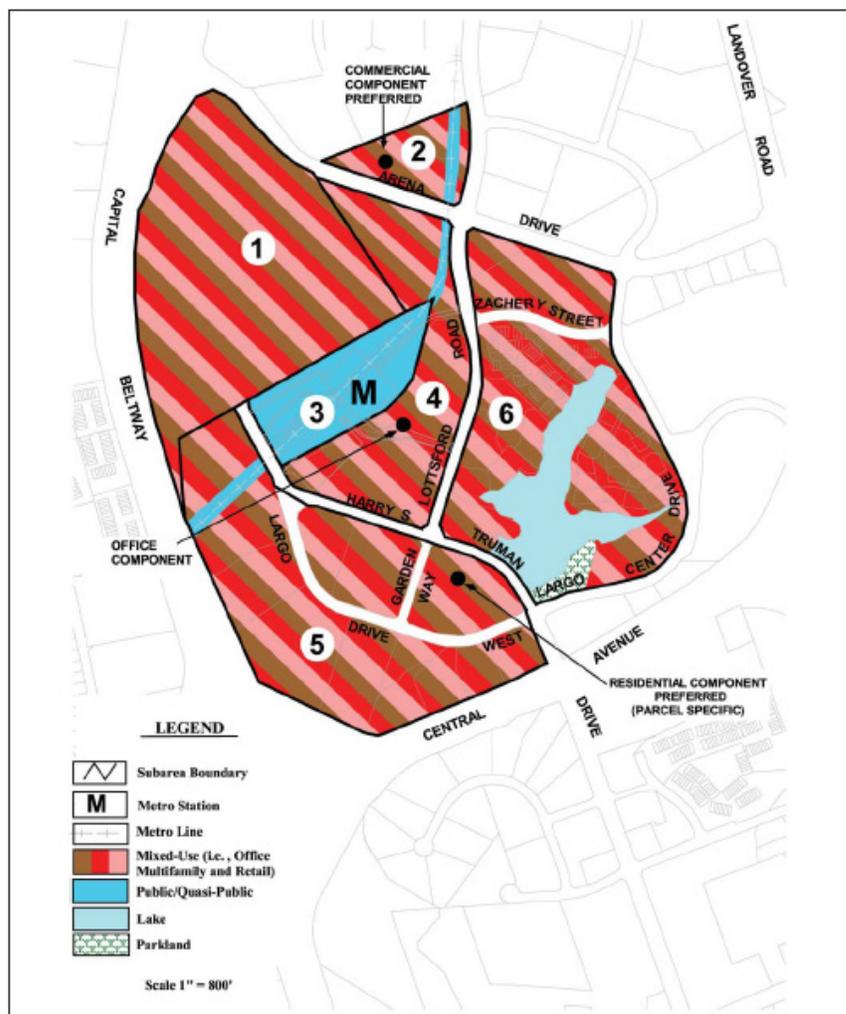


Figure 4: Future Land Use Map from 2004 Sector Plan

Existing Station Area Land Use and Zoning

The station area contains large-scale commercial, entertainment, and multi-family residential components, but the uses are segregated with limited orientation to the Metro station. However, there is approximately 50 acres of developable land located close to the station. Much of this acreage comes from two parcels that straddle Grand Boulevard (an access road to the south garage from Lottsford Road), but also includes properties along Largo Drive,

which currently is occupied by low density commercial buildings and two 100+ room hotels.

Key commercial, entertainment, and employment destinations within a half-mile of the station include:

- The Boulevard at the Capital Centre, a 480,000 SF open air retail and entertainment complex that includes the Magic Johnson Theaters and over 70 retail and dining establishments.
- Inglewood Business Community, a 174-acre site that encompasses currently 1,272,240 SF of office and flex space, with a potential build-out of over 1.8 million SF.
- Largo Park, an 85-acre office park that is currently home to 588,806 SF of office space and potential build-out of almost 1.1 million SF.
- The Woodlands Business Center, a small office park on Largo Drive with approximately 37,000 SF of office space.
- Largo Town Center Shopping Center, a 250,000 SF shopping center anchored by Shoppers Food Warehouse and Marshall's.



Figure 5: Local Non-residential Destinations

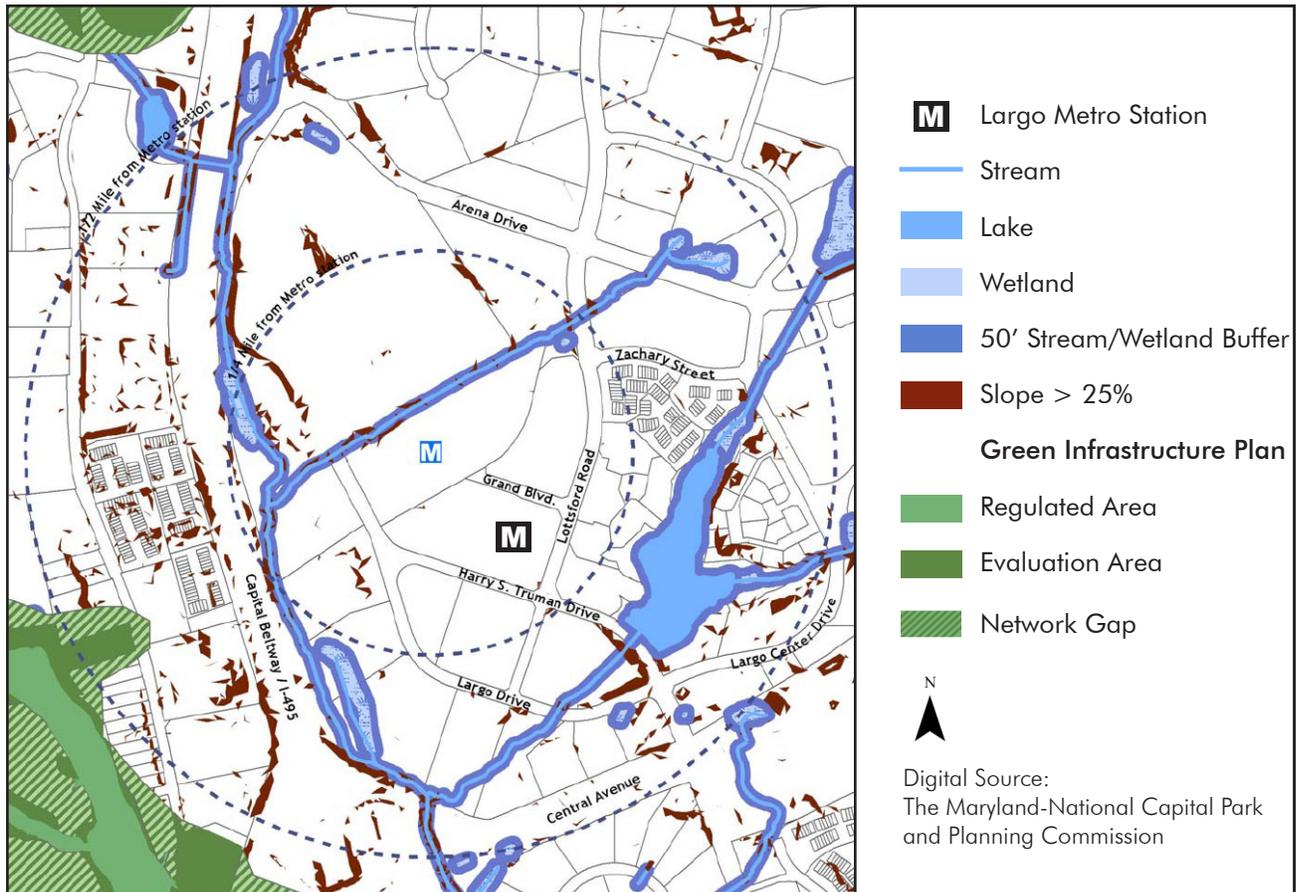


Figure 6: Environmental Infrastructure

In addition, within a one mile radius are the following destinations:

- FedEx Field, the 91,704 seat stadium home to the Washington Redskins football team, located approximately one mile to the northwest.
- Largo Plaza, a 600,000 SF shopping center anchored by Giant Foods and Target.

Residential development within the Metrorail station study area is all multi-family residential housing (apartments and condominiums), including:

- The Midtown Largo Station condominiums, located at the southeast corner of the intersection of Harry S Truman Drive and Lottsford Road, a 242-unit

- condominium development that opened in 2006
- The Camden Largo Town Center Apartments, a 219 unit apartment community
- Largo Center Apartments
- Lake Arbor Towers Apartments
- Lake Largo Condominiums
- Largo Town Center Condominiums

With the exception of the Boulevard at the Capital Centre site and the Metrorail station site, the land located within the designated Largo Town Center Metro Core is all zoned for mixed-use development as regulated by the design zones: Mixed Activity Center (M-A-C) and Mixed-Use Infill (M-U-I).

The Metrorail station site itself is zoned Commercial Office (C-O), and is recommended through the Sector Plan for air-rights development with office uses and a quality hotel and conference center if supported by the market.

There are few physical restrictions in the area. Topography is relatively flat on both sides of the station, with the exception of a slight grade change between the station's east entrance and Harry S. Truman Drive and a grade change between the southeast and northwest side of the tracks, which creates a bi-level station. A small stream borders the north side of the WMATA property, creating a small barrier between the Metro station and the Boulevard at Capital Centre.



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Station Facilities and Operations

Metrorail Operations

Station Facilities

Internal Station Circulation

Pedestrian Access and Circulation

Bicycle Access and Circulation

Bus Access and Circulation

Kiss & Ride Access and Circulation

Park & Ride Access and Circulation

External Station Access

Largo Town Center
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Section 3

Station Facilities and Operations

The Largo Town Center Metrorail station opened in 2004 as the terminus of the Blue Line. Because of its location at the end of a Metrorail line, the station predominately serves commuters heading towards Washington D.C, on weekdays. However, because of the retail concentrations and stadium within walking distance, the station is also a destination for recreational activity throughout the week.

Metrorail Operations

A total of 10,379 passengers enter and exit the Metrorail station on a typical weekday. See Table 1 for station entries and exits during peak and off-peak periods.

According to Metro’s 2007

Table 1: May 2009 Weekday Boardings

	Entry	Exit
AM Peak	3,481	287
AM Off-Peak	427	244
PM Peak	600	3,043
PM Off-Peak	670	1,627
Daily Total	5,178	5,201

Metrorail Passenger Survey, approximately 60% of passengers boarding a train at Largo Town center arrived at the station by driving to the Park & Ride. Metrobus and other bus (13%), Kiss & Ride (12%), and Walking (12%) were also common modes of access. Approximately 1% of riders carpooled, and less than one percent took a taxi or rode a bicycle to the station. See Figure 7 for mode of access to Largo Town Center Station in 2007. Note

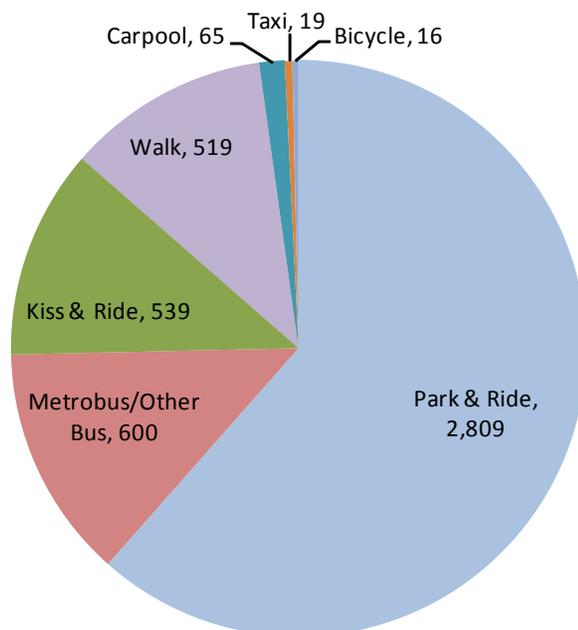


Figure 7: Number of Daily Passengers by Mode of Access, 2007

that the data used in Table 1 was recorded two years after the data used in Figure 7, and the growth in ridership at the Largo Town Center Metro Station during this period is reflected in these

numbers.

During football season, some spectators use the station to access FedEx Field, which is approximately one mile to the

northwest. However, the majority of people going to the stadium by Metrorail use the Morgan Boulevard Metrorail Station. It is one stop before the Largo station and a slightly shorter walk to the stadium.

	Facility	Description
1	Northwest Station Entrance	Mezzanine-level entrance
2	Southeast Station Entrance	Upper-level entrance
3	Bicycle Parking	9 bicycle racks, 48 bicycle lockers
4	Bus Bays	7 bus bays, with shelters/benches
5	Kiss & Ride - pick up/drop off lane, taxi stand	325 foot lane
6	Kiss & Ride - short term parking	141 metered spaces
7	Park & Ride - North Garage and Entrances (P)	2,200 spaces
8	Park & Ride - South Garage and Entrances (P)	
9	Motorcycle Parking	18 spaces

Station Facilities

The Largo Town Center Metrorail Station facilities are located on two levels. Passengers using the southeast entrance enter the station on the upper level (at the same height, but disconnected from the station platform) and descend to the mezzanine level. Passengers using the northwest entrance enter the station at the mezzanine level. Both entrances

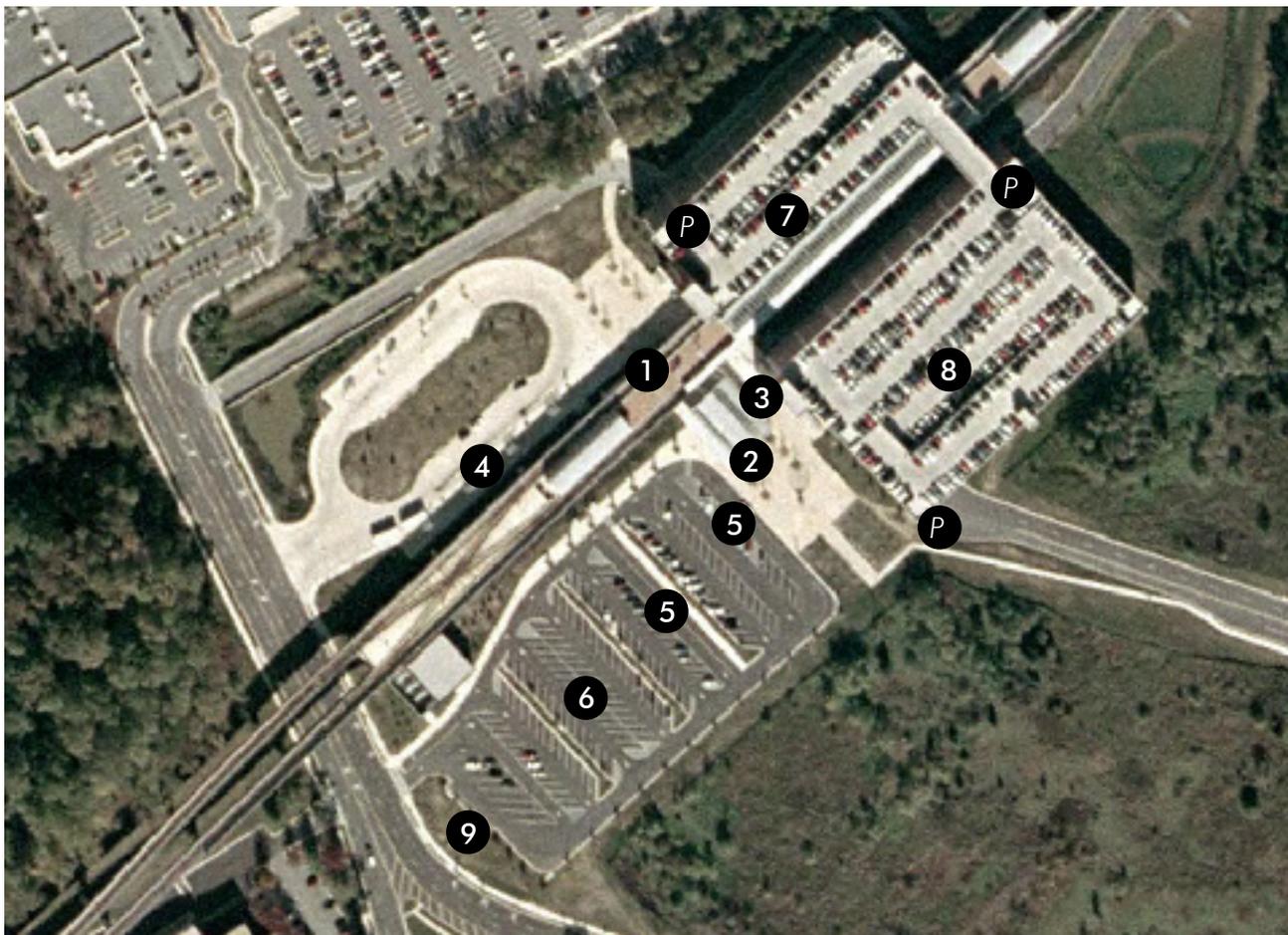
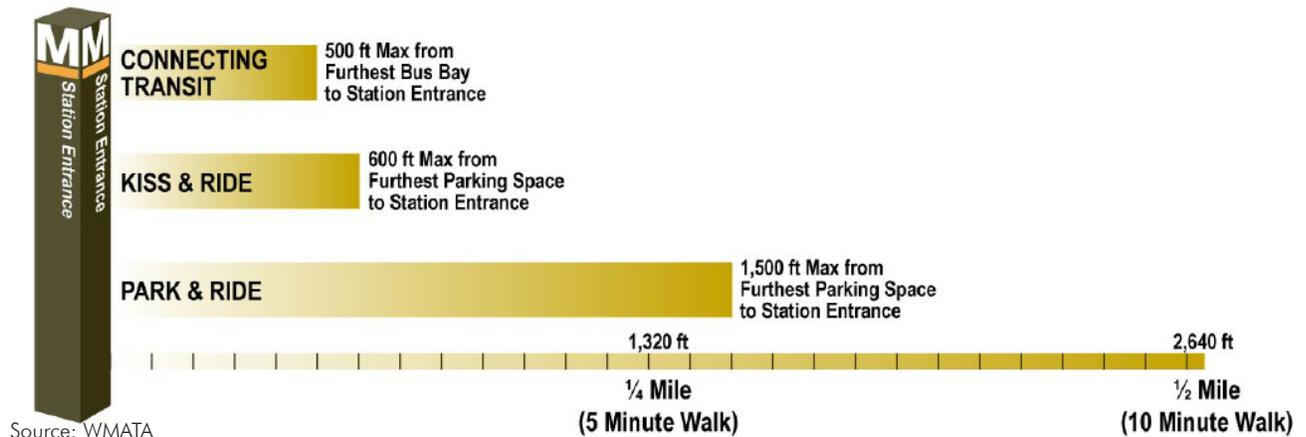


Figure 8: Station Facilities

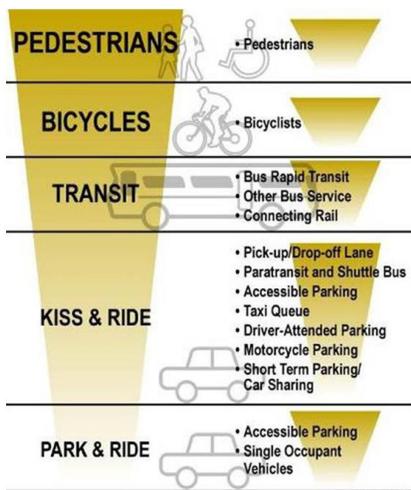


Source: WMATA

Figure 9: Allowable Walking Distances of Station Facilities from Station Entrance

are surrounded by small plaza-like spaces that are sparsely landscaped and furnished. All passengers ascend to the upper level station platform from the mezzanine level. The station's center platform is partially covered.

Metro standards dictate the appropriate walking distances to station elements (shown in Figure 9) as well as the hierarchy of station access (shown in Figure 10). These standards were used to evaluate the station facilities.



Source: WMATA

Figure 10: Station Access Hierarchy

Internal Station Circulation

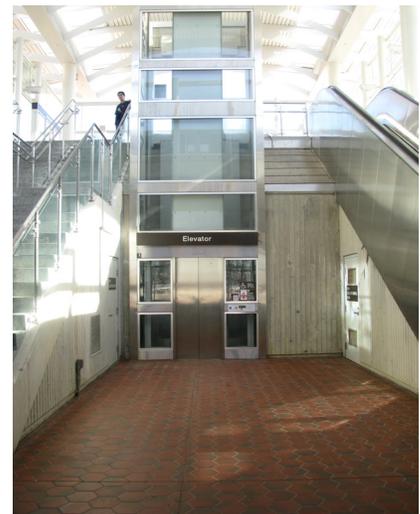
The following facilities are located within the station:

- 11 fare gates (1 ADA accessible)
- 10 fare vendors (including one SmarTrip vendor)
- 2 exit fare machines
- Vertical circulation from upper-level station entrance to mezzanine
 - 1 escalator
 - 1 set of stairs
 - 1 elevator
- Vertical circulation from mezzanine to train platform
 - 3 escalators
 - 3 sets of stairs
 - 2 elevators
- Vertical circulation from South Garage to mezzanine
 - 1 set of stairs
- Vertical circulation from North Garage to mezzanine entrance
 - 1 elevator
 - 1 set of stairs
 - 1 empty elevator shaft for future expansion
- Vertical circulation from South Garage to upper level station entrance
 - 2 elevators
 - 1 set of stairs

There is a single escalator between the upper level station entrance and the mezzanine level; passengers entering or exiting the station against the peak



Escalator and stairs between the station platform and mezzanine level



Escalator and elevator between upper level station entrance and mezzanine

flow must use either the stairs or the elevator. A single elevator between the upper level station entrance and the mezzanine level means that during times of outage persons who are unable to use the escalator or stairs must enter the station from the northwest mezzanine-level entrance. However, there is no personal vehicle access for those being dropped off or spaces for short-term parking at the mezzanine-level entrance.

The two elevators between the mezzanine level and the train platform provide important back-up in case one elevator is out of service.

Passengers rarely wait on the platform because of Largo Town Center is terminus station. Trains wait at the platform before departing, so riders wait on the train rather than on the platform. Because of this, no additional seating or shelters are needed on the station platform.

During the site visits no conflicts were observed with station circulation. The fare machines appeared sufficient to accommodate the AM peak, and fare gates allowed for a fairly steady flow out of the station during the PM peak. Although up to five people were sometimes

queued to exit the faregates the line remained moving.

Overall site access and circulation is fair. While facilities on site, such as sidewalks and access roads, are sufficient, there are a few conflicts that were observed and reported. These conflicts are shown in Figure 11 and are clarified in the following sections for each of the modes of arrival to the station:

- Pedestrians
- Bicyclists
- Buses
- Vehicular Access
- Kiss & Ride
- Park & Ride

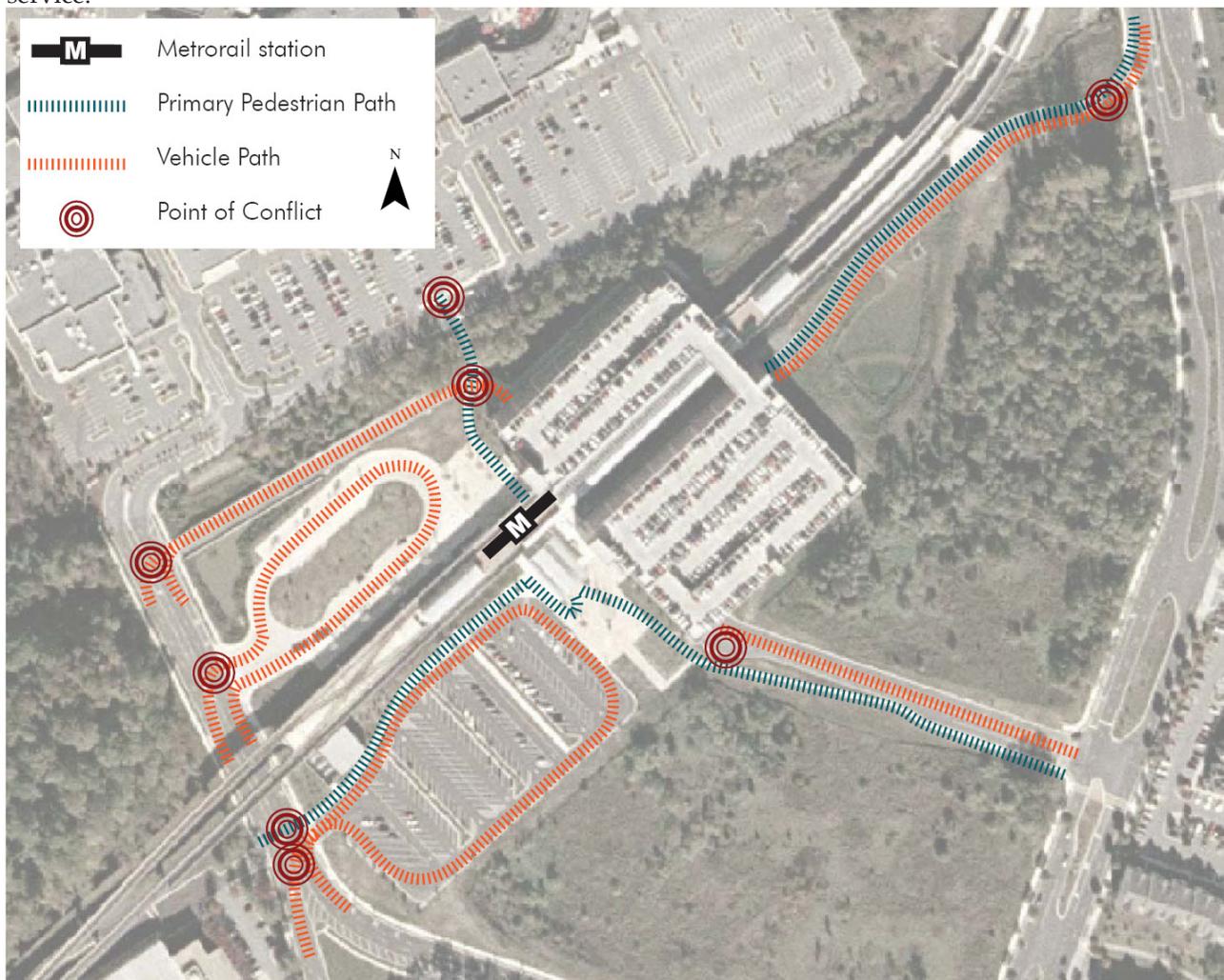


Figure 11: Pedestrian Access and Points of Conflict



Crosswalks and brick pavers across Lottsford Road



Pedestrian connection to the station from The Boulevard at Capital Centre



Sidewalk and fence along Grand Boulevard



The crosswalk and sidewalk at the Boulevard at Capital Centre parking lot

Pedestrian Access and Circulation

In 2007, approximately 12% of station passengers walked or biked to the station. This is on the higher end of similar end-of-line stations and could be due to Largo Town Center's concentration of residential development and its retail/entertainment base. This mode share has risen rapidly, up from 5% in 2006. The number of local destinations and residential uses make convenient and safe pedestrian connections important for existing passengers. In addition, an improved pedestrian environment will be critical to encourage a higher pedestrian access mode share and decrease the strain on Park & Ride facilities, as well to as increase transit use by area visitors, employees and residents.

The three access points for pedestrians are from Lottsford Road, Harry S Truman Drive and the Boulevard at the Capital Centre. Pedestrian access is less than ideal at all three access points.

Lottsford Road is the primary access road for passengers arriving at the station from the north and the east. Lottsford Road is a two to four lane road in each direction, with a wide planted median. Sidewalks with a landscaped buffer from the roadway are available along both sides of the road, and pedestrian crosswalks across Lottsford Road have special paving materials for better visibility. From Lottsford Road, pedestrians access the station either from Grand Boulevard or from the one-way direction parking garage access road.

Grand Boulevard is a designated pedestrian entry point with a sidewalk along the south side of the street. The intersection of Grand Boulevard and Lottsford Road is signalized, with special paved crosswalks on two of the three approaches. However, some jaywalking occurs across Lottsford Road to access Grand Boulevard as the location of the gates and entrances for the residential communities along Lottsford Road are located away from the signalized intersections.

The one-way access road to the south parking garage is not intended for pedestrian use and does not have sidewalks on either side, nor a intersection and crosswalk for pedestrians to safely cross over Lottsford Road to access it. However, pedestrians were still seen using the road because it provides the most direct connection to the station from the northeast. There is a need for a sidewalk along this road to accommodate pedestrians.

For passengers walking from Largo Drive, Harry S Truman Drive is the primary route. Should Largo Drive develop with more intense mixed uses, it will significantly increase the use of this street as a pedestrian connection to the Metrorail station. Sidewalks with a landscaped buffer are available on both side of Harry S Truman Drive, but a crosswalk is not available for pedestrians to cross the road at either station entrance. While Harry S Truman Drive could also serve as a connection for pedestrians coming from points to the south and the east, pedestrians are currently discouraged from using the connection because the path

requires pedestrians to traverse the lengthy and busy Kiss & Ride parking lot.

Passengers walking from the Inglewood Business Community or from the Boulevard at the Capital Centre generally enter the station through the Boulevard at Capital Centre’s surface parking lot. This parking lot has a striped crosswalk and narrow sidewalk that connects pedestrians from the Metro property to the main entry point of the shops, although few pedestrians were seen using it. Many preferred to cross the surface lot to directly access their destination - e.g., Restaurant Row, the Magic Johnson theaters, etc. There is a high potential for conflict between pedestrians, particularly handicapped pedestrians, and vehicles that are parking and entering/exiting the lot. A stream is located between the station and the Boulevard at the Capital Centre, which requires pedestrians to cross over a small pedestrian bridge in a semi-wooded area. On the Metro property, pedestrians using this connection must also cross the parking garage access road at a crosswalk to access the station entrance.

Bicycle Access and Circulation

Bicycles are poorly accommodated at and near the Metro station. Striped bicycle lanes in the station area do not exist, and high vehicle speeds and the lack of shoulders on surrounding roadways creates a poor environment for bicyclists. In addition, there are few options for bicycles to access the station without conflicting with vehicles, buses or pedestrians.

The station has nine wave-style bicycle racks and 48 bicycle lockers. While the bicycle lockers are in a more prominent location at both station entrances, the bicycle racks are located in an out-of-the-way location behind the southeast station entrance with poor visibility, lighting and security. In addition, wave-style bicycle racks are not recommended by the Association of Pedestrian and Bicycle Professionals (APBP) because the actual rack capacity is generally lower than the stated rack capacity. APBP has concerns about the style of bicycle rack because bicycles that are parked perpendicular to the wave rack are not supported in two places and are therefore more likely to fall over.

Metro supports providing modern and well-maintained bike parking facilities to meet the demand of bicycles and encourage more Metrorail customers to bike to the stations. The new standard for bicycle racks is the inverted U rack, and where possible, locating racks under covered areas.

Bus Access and Circulation

Bus operations at the Largo Town Center Metrorail Station occur at the mezzanine-level station entrance area. Seven sawtooth bus bays, each with its own shelter and bench, are located along the exterior of the bus loop. The interior of the loop is intended for bus layover but is currently informally used for Metro employee parking. The center of the loop is a grassy area without furniture or any observed use. The bus bays are accessed via Harry S Truman Drive. Exiting



Bicycle racks at the station



Bicycle lockers near the north garage

buses make a left turn onto Harry S Truman Drive across three lanes of oncoming traffic. This results in potential conflict due to the slower acceleration and wider turning radii of buses, combined with the volume and speed of oncoming traffic. This is particularly an issue during AM and PM peak hours.

The Largo Town Center Metrorail Station is served by four MetroBus routes on the Central Avenue line and three TheBus routes operated by Prince George’s County.

Kiss & Ride Access and Circulation

The Kiss & Ride is accessed from Harry S Truman Drive and includes the facilities shown in Figure 13. Circulation through the Kiss & Ride occurs via a one-way road along the exterior of the surface lot.

There are potential conflicts when vehicles exit the Kiss & Ride, as they must make a left turn across three lanes of oncoming traffic. The portion of Harry S Truman Drive located directly before the entrance / exit to the Kiss & Ride curves slightly, creating a poor sight line for oncoming traffic and exiting vehicles. This exit is particularly problematic during the PM peak hours when there are high traffic volumes in both directions on Harry S Truman Drive. Cars have difficulty exiting the lot - sometimes backing up to the station entrance, creating problems with congestion and circulation.

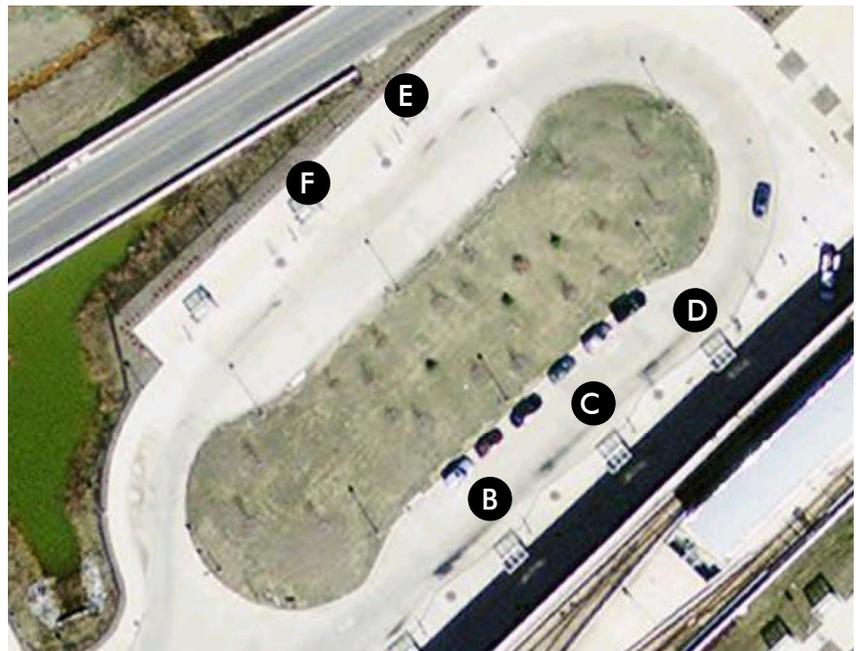
In addition, there is an informal Kiss & Ride operation at the Grand Boulevard entrance to the South Garage. Grand Boulevard has a small "bump out" at the south side of the entrance to the South Garage where vehicles often drop off or wait for passengers. Some motorists likely find this a more convenient location for picking up and dropping off passengers because it is a more direct connection for vehicles coming from the north and the east, and it does not have the same queuing to exit issues as the formal Kiss & Ride does. However, it also poses conflicts between vehicles exiting the South Garage and vehicles making a U-turn at the end of Grand Boulevard to wait in the cul-de-sac. For these reasons a fence was installed between the sidewalk and the road to dissuade passengers from using this area as a Kiss & Ride. Signage prohibiting stopped vehicles at this location is already present. Additional enforcement may be necessary to fully stop customers from using this area as an



Sidewalk and shelters along bus loop



Bus turning on to Harry S Truman Drive from the bus loop



Route	Direction	Destination	Bus Bay	Peak Hour Departures
C21	westbound	Addison Road Metro	D	2
C21	eastbound	Collington Center	C	2
C22	westbound	Addison Road Metro	D	2
C22	eastbound	Collington Center	C	2
C26	westbound (T)	Largo Metro	B	2 arrivals
C26	eastbound	East Kettering	B	2
C29	westbound	Addison Road Metro	D	Saturday/Sunday
C29	eastbound	Bowie State University	B	Saturday
C29	eastbound	Pointer Ridge	B	Sunday
21	northbound	New Carrollton Metro	F	2
21	southbound	Upper Marlboro	F	2
26	westbound (T)	Largo Metro	E	2 arrivals
26	eastbound	Morgan Boulevard	E	2
28	northbound	Inglewood Business Park	E	2
28	southbound (T)	Largo Metro	E	2 arrivals

Figure 12: Bus Bays and Existing Bus Service

informal Kiss & Ride.

The capacity of the Kiss & Ride is ample for existing use, although all of the handicap parking spaces were occupied during site visits. While the curbside Kiss & Ride activity at the station entrance is highly utilized, the second curbside shuttle lane, located further from the station entrance, is less frequently used.

Park & Ride Access and Circulation

The Park & Ride facilities at the Largo Town Center Metrorail Station consist of two 4- to 5-level parking garages that have a total of 2,200 spaces and are connected at the top level by an auto bridge. Together the parking garages have three entrances and two exits. Largo Town Center Station has a parking utilization rate of over 100%, with a significant amount of turnover during the day.

1	22 'Section A' all-day 15 minute waiting spaces
2	6 handicap parking spaces,
3	131 7-hour metered spaces
4	6 shuttle parking spaces
5	18 motorcycle parking spaces
6	Two curbside pick-up/drop-off lanes of 320 feet and 225 feet are available for personal vehicles, shuttles and taxis
7	Two shelters with benches for passengers waiting to be picked up; these shelters are located approximately 200 feet from the station entrance along the northwest sidewalk



Kiss & Ride passenger drop-off



Customers walking through Kiss & Ride

The entrance and exit from Harry S Truman Drive to the North Garage is an approximately 600-foot two-way access road that leads to three parking booths for exit and entry for the parking garage. In the morning, traffic is often backed up along the access road to enter into the garage; in the evening, during the PM peak, the access road is also often backed up with motorists exiting the facility and waiting to make a left turn onto Harry S Truman Drive. As with the other station exits onto Harry S Truman Drive, this turn can be challenging because of the high volumes and speeds of traffic coming from both directions.

There is an additional conflict point in front of the garage exit, where there is a popular, but unstriped, crossing for pedestrians walking in between the Metro station and the Boulevard at the



Figure 13: Kiss & Ride Facilities

Capital Centre. This crossing is particularly dangerous for pedestrians, as the long and straight access road approaching the parking garage can encourage speeding by motorists.

As the access road approaches the garage entrance, it widens into three unstriped lanes to allow for the 'middle lane' to be a flex lane to accommodate peak traffic.

The Grand Boulevard entrance and exit from the South Garage has three parking booths. There are two travel lanes to enter the garage, and one travel lane to exit the garage, with an additional bump-out for a right-turn lane. No conflicts were observed or reported at this garage entrance and exit.

The Lottsford Road entrance to the South Garage is a slightly curving one-way two lane access road. The entrance has two parking booths. Except for potential conflicts with pedestrians who use this vehicle-only road as a route to the Metro station, no other conflicts were observed or reported at this garage entrance.

From the North Garage, customers access the station by an elevator (there is an additional empty elevator shaft should additional capacity for vertical circulation be needed) or a staircase that leads to the plaza outside of the northwest station entrance. From the South Garage, customers can either access the station via the plaza outside the southeast station entrance or via a mezzanine-level corridor that provides an internal connection between the garage and the station mezzanine. However, this

connection is rarely used because it is dark, unmonitored and has a 90 degree turn that creates a blind spot for people.

There are a number of capacity concerns within the parking garages, as there is additional demand for long-term parking beyond what is provided. The 2,200 spaces include spaces that are reserved until 10 a.m. (there is a waiting list to receive a reserved parking space) and handicap parking spaces. The reserved spaces have been seen as particularly problematic because they are not located close to the station entrance - motorists will often forego their reserved spaces and park in unreserved spaces to reduce the distance that they must walk, effectively taking up the equivalent of two parking spaces until 10 a.m. In part due to this practice, the parking garage is generally filled by 8:30 a.m. on weekdays; for those who park in reserved parking spaces without a pass, the Prince George's County Revenue Authority monitors the garages and writes on average 40 tickets a day to infractors. The reserved parking spaces are 100% utilized.

As the parking garages do not have a device to indicate when they are full in the morning, there are sometimes conflicts at the garage entrances between vehicles exiting the parking garage after unsuccessfully finding a parking space and those vehicles that are still queued to enter the garage. Some motorists will park at the Boulevard at the Capital Centre, which has ample parking capacity in close proximity to the Metro station. However, this parking lot is heavily monitored by the Boulevard's staff, and vehicles are

often towed if their owners are observed using the parking lot for Park & Ride operations.

A number of security concerns have also been raised for the parking garages, often related to theft of items in vehicles or theft of the vehicle itself.

External Station Access

The Largo Town Center Metrorail Station has good vehicular access, with close proximity to the Capital Beltway (I-95/I-495), Central Avenue (MD 214) and Landover Road (MD 202). Regional commuters who park and ride at the station likely originate from one of these major thoroughfares. The State Highway Administration opened the nearby Arena Drive interchange for full-time use in 2009, which provides a much improved connection between the station and the Beltway in both directions.

Central Avenue to the west is accessed directly via Harry S Truman Drive and Largo Center Drive. Central Avenue to the east is more indirect and requires connection via Lottsford Road and Arena Drive. The primary local vehicular connections are Lottsford Road, Harry S Truman Drive, Arena Drive, and Largo Drive. Lottsford Road is a two- to three-lane road in each direction with additional turn lanes and a wide landscaped median. Similarly, Arena Drive is also a two- to three-lane road in each direction with additional turn lanes and a landscaped median. Harry S Truman Drive serves as an access road for the Metrorail station facilities and the Boulevard at the Capital Centre. West of the station, Harry S Truman functions

as a two-way street and consists of two lanes in either direction, with a designated right-turn lane northbound and a median turn lane. South of the Metro station Kiss & Ride entrance, it splits into a one way pair, with Harry S Truman Drive providing westbound access with a two way road and a designated right-turn lane, and Largo Drive providing eastbound access. Largo Drive is a three-lane one-way road with a designated left turn lane.

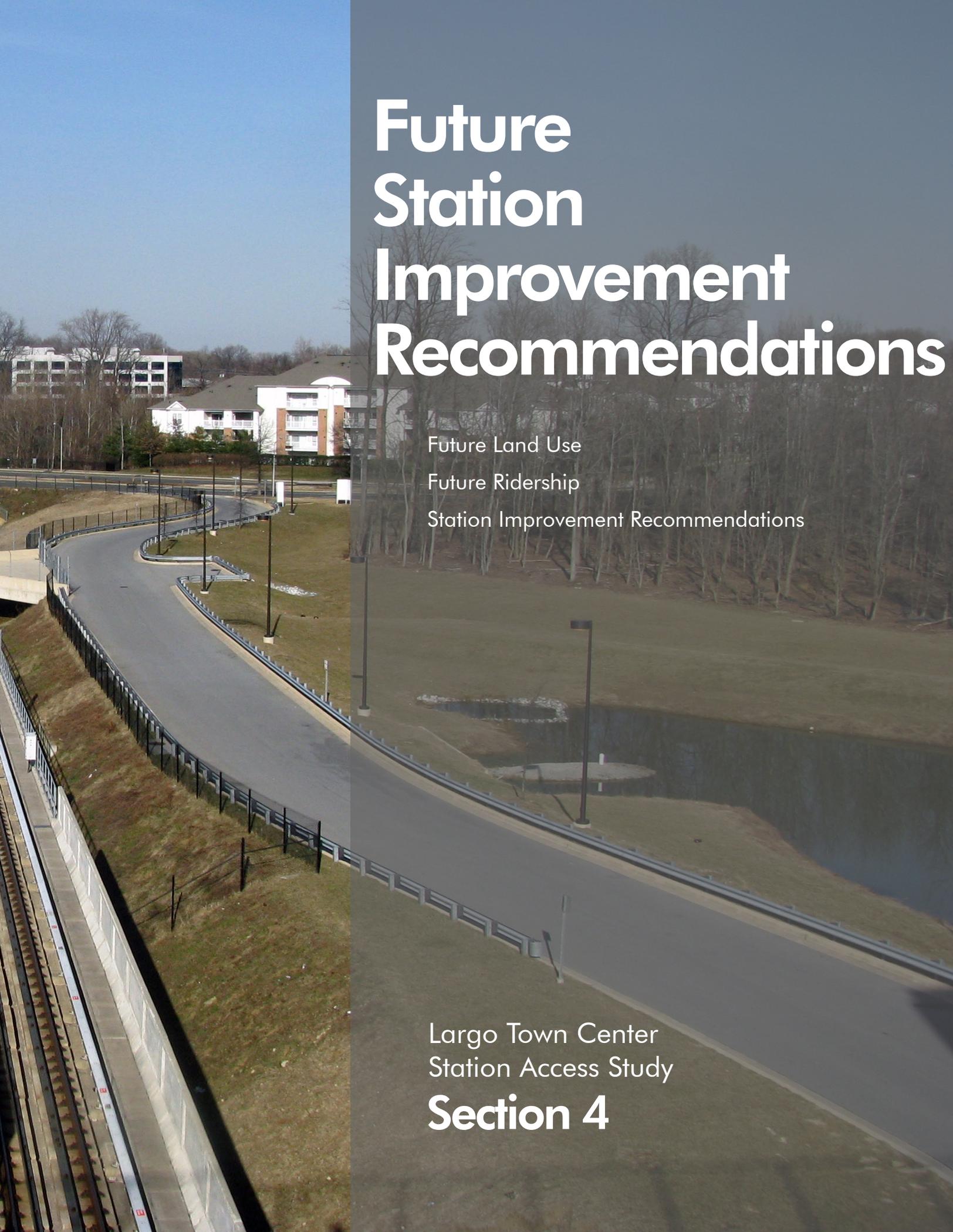
The local vehicular connections all appear to have sufficient capacity to support existing vehicular traffic, as well as a 16 percent increase of Kiss & Ride traffic anticipated in 2030. It is not anticipated that there will be additional Park & Ride activity outside of what is currently occurring as the Park & Ride garages are already at capacity.

	Road	Direction	Purpose
1	Kiss & Ride Access Road	One way counter-clockwise	This access road serves all Kiss & Ride functions
2	Bus Access Road	One way counter-clockwise	This bus- and service-vehicle only road serves the bus bays, station maintenance parking, and informal Metro-employee parking
3	Parking Garage Access Road	Two way east-west	This access road provides vehicle entrance to the northern parking garage from Harry S Truman Drive
4	Grand Boulevard	Two way east-west	This access road provides vehicle entrance to the southern parking garage from Lottsford Road
5	Parking Garage Access Road	One way west-bound	This access road provides vehicle entrance to the southern parking garage from Lottsford Road



Figure 14: Vehicular Station Access





Future Station Improvement Recommendations

Future Land Use

Future Ridership

Station Improvement Recommendations

Largo Town Center
Station Access Study

Section 4

Future Station Improvement Recommendations

Future Land Use

The only known development proposal within the station area is for the 11.8 acre parcel located at the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive. The site is adjacent to the Largo Town Center Station on the west and Grand Boulevard to the north. The proposal calls for 966,517 square feet of office space, 9,743 square feet of retail, and a 13,300-square-foot day care center for 100 children for a total proposed gross floor area of 989,560 square feet. The proposed gross floor area will be provided within a U-shaped building consisting of two main towers (13 and 10 stories high) connected by a one-story entrance pavilion and retail

space connected to a freestanding, 1,398-space, five-story parking structure. The design of the site is specifically tailored to the requirements of the General Services Administration (GSA), and the development hopes to attract the federal Department of Health and Human Services (DHHS) as a tenant.

The U-shaped building fronts on Lottsford Road and is flanked by a five-story parking structure that is proposed to be accessed from Harry S Truman Drive. The retail space is proposed to be along the northeast side of the parking structure, partially screening the first level of the parking garage from a proposed urban plaza, which will connect to the Metro station. The plaza



Figure 15: One Largo Metro Site Plan



Figure 16: One Largo Metro Aerial Rendering

features planters with seat walls, trash receptacles, and a decorative paving pattern. Loading facilities and mechanical equipment will be located between the parking garage and the south office tower. Existing sidewalks are located adjacent to Grand Boulevard, Lottsford Road, and Harry S Truman Drive. An outdoor play area associated with the day care center is proposed to be located along Harry S Truman Drive, on the north side of the north office tower. A horseshoe-shaped drive is proposed at the front of the building to accommodate shuttle bus activity.

A portion of the existing Metro station Kiss & Ride facility is located on the subject site, west of the proposed parking structure, within a previously-recorded surface easement. Due to the security requirements of the proposed tenant, a network of stacked and staggered walls has been included around the perimeter of the site. Retractable bollards, wedge barriers, and

guard booths are strategically located to maximize security. Six separate, relatively small, bioretention facilities are proposed and are scattered around the perimeter of the site.

The applicant will be pursuing Leadership in Energy and Environmental Design (LEED) Silver certification for the building and may incorporate a number of green design techniques into the building including a partial green roof on the one-story entrance pavilion. This rooftop area will double as an outdoor amenity area for office workers.

The Station Access Study concurs with the Planning Board’s pedestrian recommendations and recommends that Metro and Prince George’s County continue to support the Largo One Metro project through the development review process. However, its status and the status of the GSA’s decision-making process is unknown.

Future Ridership

Ridership Projections

Currently, a total of 5,178 passengers enter the Metrorail station on a typical weekday. This figure is expected to increase to 7,900 entries by 2030 based on the MWCOG Round 7 population projections. This constitutes a 52% increase over current ridership at the station. This significant increase is due to the development potential in the Largo station area.

Mode of Access

According to Metro’s 2007 Passenger Survey, approximately 12% access the station by walking and biking, 13% by bus, 12% are dropped off, and 60% Park & Ride. Assuming that these mode shares will continue to hold true through 2030, Table 4 indicates the number of passengers that the Metrorail facilities should anticipate for station entry. These estimates are intended for planning purposes only, as future land use changes and access improvements can shift mode of access percentages in the future.

The pedestrian, bicycle, bus, and Kiss & Ride facilities are adequate to accommodate this future growth. However, there are currently only 2,341 parking spaces at the Largo Town Center station (2,200 Park & Ride spaces and 141 short-term metered parking spaces). Today, over

Table 2: Projected Mode of Access, 2030

	Projected Passengers
Walk	790
Bus	910
Kiss & Ride	820
Park & Ride	4,200



There is a need for a gateway or signage towards the Boulevard at Capital Centre



Brick pavers like this should be encouraged throughout the station area

2,800 people drive and park at the station, indicating a high level of turnover in both the Kiss & Ride and Park & Ride facilities. However, by 2030 this figure is anticipated to grow to 4,200 people, which will not be able to be accommodated through the existing parking facilities. Metro should continue to encourage passengers to walk and bike to the station and, to the maximum extent possible, provide and promote accommodations that make these the preferred methods of accessing the station.

Station Improvement Recommendations

Pedestrian Recommendations

There are three primary pedestrian access points to and from Largo Town Center Metro

station: Grand Boulevard, the bridge between the Boulevard at the Capital Centre, and the Lottsford Road south garage access road. All three need to be improved.

Grand Boulevard, which is also an entrance/exit for the south garage, is considered the main pedestrian route to the Metro station from the north and west of the study area. Most of the people using this route are coming from or going to the residences along Lottsford Road. The primary improvement needed along Grand Boulevard is to widen the sidewalk and make the area more inviting. The June 11, 2009 corrected resolution of the Prince George's County Planning Board for Specific Design Plan SDP-0804 for Largo Town Center (One Largo Metro) states, "the streetscape along Grand Boulevard is virtually nonexistent – the view from Lottsford Road is stark and uninviting." It goes on to say, "an eight-foot sidewalk is required along the site's frontage along Grand Boulevard to accommodate pedestrian and bicycle traffic. Street trees should also be provided between the sidewalk and the curb in order to soften the street edge and provide an attractive pedestrian-scale environment." The Station Access Plan concurs with the Planning Board's pedestrian recommendations and recommends that Metro and Prince George's County maintain close coordination on the One Largo Metro project as it advances through the development review process to ensure good pedestrian connections.

The unnamed entrance road to Metro's south garage from

Lottsford Road (between Grand Boulevard and Arena Drive) is an informal pedestrian route to the station. For pedestrians coming from the west, it is much shorter to walk down the access road and through the parking garage than to walk along Lottsford Road and down Grand Boulevard. And walk they do, even though the route is not pedestrian friendly. There are no sidewalks and the road is bounded by guard rails on both sides. Although Metro may not want to encourage pedestrians to use this route, it will be very difficult to stop people from using it. The route provides valuable time and distance savings despite its inhospitable environment. Therefore, Metro should improve this access point for pedestrians. Due to the sloping terrain on either side of the existing roadway, the tail tracks on the north side of the roadway, and the retention pond on the south side, it will be difficult to create a new sidewalk alongside the existing roadway. An alternative, though not ideal, would be to stripe or segregate with small barriers a portion of the roadway for pedestrian use. However, analysis should be conducted to further explore this option. Colored or stamped pavement along the road could differentiate the pedestrian zone from the vehicular zone. These small changes would provide pedestrians with a designated walkway rather than walking in the middle of the road or along either side. A painted pedestrian zone could continue through the parking garage, around the vehicle access gates, to connect to the station. High-visibility crosswalks could alert drivers to the presence of pedestrians, making this much-used pedestrian route safer.

The entrance to the Boulevard at Capital Centre also sees heavy pedestrian traffic, and a better gateway between the Largo Town Center station and the mall is needed. The Boulevard at Capital Centre is an important destination and feature of the station area, but could be difficult for first-time visitors to find. The station and the mall do not relate and the route between the two looks ad hoc at best. The current access (a narrow bridge over a wooded streambed) is behind the north parking garage and requires pedestrians to cross the north garage entrance/exit. Once they enter the mall property, pedestrians need to make their way through the mall parking lot before reaching the actual Boulevard. It is beyond the scope of this report to make recommendations for the mall property. However, the Study does recommend that Metro work with mall owners to create a pedestrian route on Metro's and the mall's properties that is more visible and welcoming, and that safe passage for disabled patrons is prioritized.

The area south of Harry S Truman drive contains one-story suburban-type office and warehouse buildings and the more urban four-story Metropolitan at Lake Largo apartments. With the addition of the Metropolitan at Lake Largo apartments, Metro should encourage Prince George's County to duplicate the brick crosswalk paving currently at the north and west sides of the intersection of Harry S Truman Drive and Lottsford Road at the south and east sides. Similarly, Metro should encourage Prince George's County to duplicate the

crosswalks between the station and the confluence of Largo Drive and Harry S Truman Drive.

Finally, Metro should work with Prince George's County, and local businesses to provide additional wayfinding to local destinations such as FedEx Field, the Inglewood Business Community, and the Boulevard at the Capital Centre.

Bicycle Recommendations

Less than one percent of passengers currently use bicycles to access the station. To improve the customer experience, Metro should install a canopy over the bicycle racks to help protect bicycles from sun, rain and snow. The number of existing bicycle racks and lockers should be sufficient to meet future demand. However, bicycle racks are only available at the southeast station entrance. To improve customer service, bicycle racks (with canopy) should be installed at the northwest station entrance. The new standard for bicycle racks is the inverted U rack and, where possible, to locate racks under covered areas. Metro should also increase its promotion of the station's available bicycle lockers.

Bicycle access into the station is doable, but not ideal. The June 11, 2009 corrected resolution of the Prince George's County Planning Board for Specific Design Plan SDP-0804 for Largo Town Center (One Largo Metro) requires the developer to construct an eight-foot sidewalk and bicycle lanes along the south side of Grand Boulevard. One of the reasons given is so that pedestrian and bicycle traffic can be accommodated. There is currently a sidewalk on the



Bicycle access along Grand Boulevard should be improved



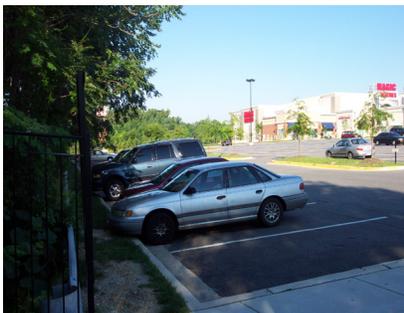
The bus intersection with Harry S Truman Drive could be reconfigured

south side of Grand Boulevard and no sidewalk on the north side. Because of the curb and fence along the south edge of Grand Boulevard, a bicyclist needs to enter the sidewalk at intersection of Lottsford Road and Grand Boulevard. This is an awkward traffic movement because the cyclist is aiming for the "incorrect" side of the street, that is, the left side rather than the right side. There is a traffic light at this intersection, which helps with traffic control, but confusion, conflicts, and collisions could result due to cyclists having to make unexpected movements. Metro should consider signage to minimize the confusion.

As described in the pedestrian section, for cyclists coming from the north it may be quicker to travel down the unnamed entrance road to Metro's south garage to get to the station.



The handicap parking spaces at the Kiss & Ride lot should be reevaluated



Some Metro passengers already utilize the Boulevard at Capital Centre's parking lot as a shared facility

However this presents several problems. Cyclists need to avoid the parking garage faregates; there is the potential for cyclist, vehicle, and pedestrian conflicts; and it is difficult to get a bicycle from the garage to the bicycle racks and lockers.

A possible solution for both issues would be to move the bicycle racks and lockers from the southeast station plaza and into the south garage. However, this raises other issues that would need to be resolved: How will cyclists bypass the faregates? Where will the racks and lockers be located so that they are safe and convenient for cyclists and automobile conflicts are minimized? Where can racks and lockers be installed in an already-full garage?

Clear, delineated pedestrian,

bicycle, and vehicle zones and crossings may reduce the conflict in the parking garage, but the low lighting and blind turns create a dangerous environment for cyclists and pedestrians. High-visibility crossings can improve the safety of both cyclists and pedestrians.

If it isn't feasible to move the racks and lockers into the south garage, Metro should consider improving the Grand Boulevard entrance. This could be as simple as creating a wide curb cut midway up Grand Boulevard to connect the roadway to the sidewalk and striping a diagonal crossing from the right side of the street to left. As a general rule, bicycle lanes should be added on any reconfigured or widened roadway.

Bus Recommendations

The existing seven bus bays should be sufficient to meet future demand. To improve customer service, Metro should prominently display information that clearly indicates which bus routes use which bus bays. As the number of buses stopping at the station increases, this will become even more important as multiple bus routes will stop at a particular bay.

A common issue for bus, Kiss & Ride, and Park & Ride is improving access from the station onto Harry S Truman Drive. There are currently three full-movement entrances and exits along Harry S Truman Drive within 600 feet of each other. The construction of One Largo Metro will add entrances and exits. The June 11, 2009 corrected resolution of the Prince George's County Planning Board for Specific Design Plan SDP-0804 for Largo Town Center (One Largo Metro) states that the proposal needs to be revised so that it shows two loading dock entrances, one inbound and one outbound, and two inbound lanes (and no outbound lanes) to enter the project's eastern parking garage.

However, regardless of what happens with One Largo Metro, Metro should strive to reduce the number of its full movement junctions along Harry S Truman Drive. A possible solution would be to consolidate the bus and north parking garage entrances and exits into a single entrance and single exit. The existing bus entrance would become a right-in entrance for buses and north garage parkers, and the exiting north garage access road would

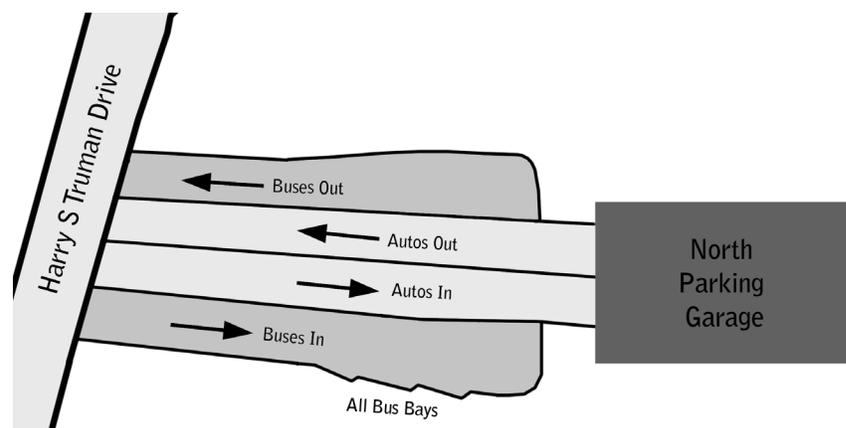


Figure 17: Potential Reconfiguration of Harry S Truman Drive Access

become the exit. The exit would allow for both right and left turn exits. This solution would require reconfiguring the bus loop to accommodate all bus bays on the inbound side. If the auto lanes were on a central ramp to the garage under which the bus loop could pass (as shown in Figure 17), both bus access and auto access could be accommodated. This option would require further investigation and coordination with Prince George's County.

Kiss & Ride Recommendations

The current Kiss & Ride parking capacity is sufficient to meet future Kiss & Ride demand, and Metro should consider evaluating the current use configuration of the spaces so the lot can be better utilized. Of primary concern is the limited number of handicap parking spaces – both in the Kiss & Ride lot and in the Park & Ride garages. Metro should evaluate the usage of the handicap spaces in all three parking facilities and determine how best to serve this need.

As discussed under bus recommendations, the Kiss & Ride entrance/exit is one of three full movement connections along Harry S Truman Drive. It is difficult to make a left turn out of the Kiss & Ride lot (the predominant movement), and could be the reason some people use Grand Boulevard as an informal Kiss & Ride location. One option to improve the Kiss & Ride entrance/exit would be to reconfigure the Kiss & Ride entrance/exit and confluence of Harry S Truman Drive and Largo Drive into a more traditional 4-way intersection. Another

option would be to move the entrance/exit so that it occurs at Grand Boulevard rather than at Harry S Truman Drive. Implementing these options will require further investigation and coordination with Prince George's County.

Finally, the second curb/shuttle lane in the Kiss & Ride should be retained in any future scenario. This important feature will accommodate future growth in shuttle activity at the station.

Park & Ride Recommendations

The Park & Ride garages are near capacity and in their current configurations will not be able to accommodate future demand. It is recommended that Metro consider implementing actions that will maximize existing parking within the lots. Since there is ample parking in the Kiss & Ride location, some of the specialized uses currently located within the parking garages, such as reserved parking and handicap parking, could be moved to the Kiss & Ride location. This would free up spaces that could be used for general parking.

Metro may also want to consider working with the Boulevard at the Capital Centre to explore opportunities for shared parking on the mall's underutilized spaces near the station, but far from the mall.

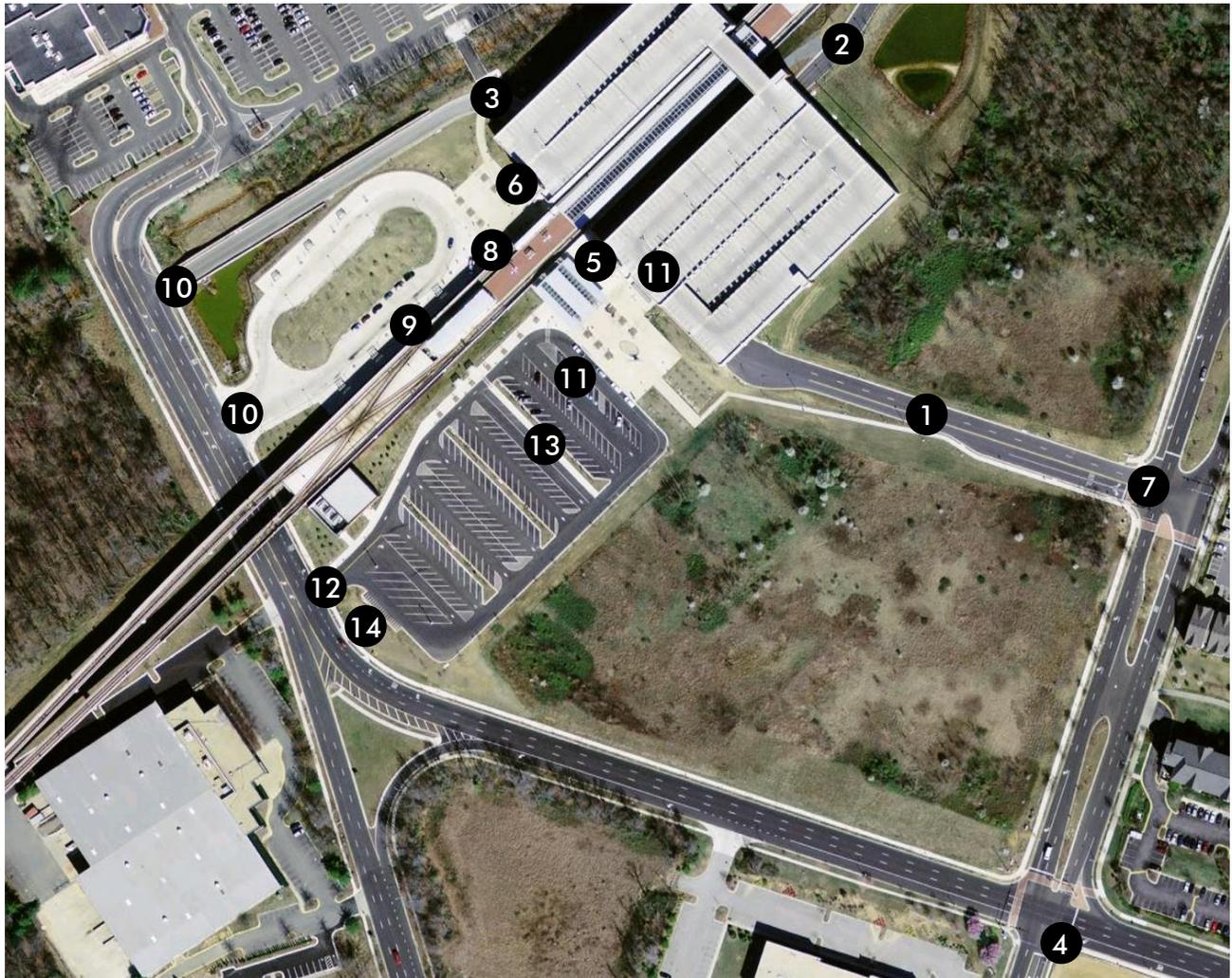
As mentioned in the bus recommendation section, the north parking garage entrance/exit is one of three full movement junctions along Harry S Truman Drive, and Metro should strive to reduce this number. It is recommended that Metro consider

consolidating the bus and north parking garage access entrances/exits into two, limited movement access points – a right-in for buses and cars at the existing bus loop access point and a bus and car exit at the existing north garage entrance/exit.

Overall Recommendations

All station improvement recommendations should be financed by a combination of local jurisdictions, FTA grants, and developer impact fees. An overall map of station recommendations is provided on the following page.

Figure 18: Station Improvement Recommendations



1	Pedestrian/Bicycle	Widen sidewalk along Grand Boulevard to accommodate pedestrians and cyclists.
2	Pedestrian	Add striping or a barrier along the unnamed road to provide a safe area for pedestrians to walk.
3	Pedestrian	Improve gateway signage at the Boulevard at Capital Centre.
4	Pedestrian	Install brick crosswalk paving at both the intersection of Harry S Truman Drive & Lottsford Road and the intersection of Harry S Truman Drive & Largo Drive.
5	Bicycle	Install canopy over existing bicycle racks.
6	Bicycle	Install additional bicycle racks at northwest station entrance.
7	Bicycle	Improve signage at Lottsford Road & Grand Boulevard for cyclists.
8	Bus	Prominently display information that clearly indicates which bus routes use which bus bays.
9	Bus	Install a continuous bus canopy loop in the long term.
10	Bus/Park & Ride	Consider a potential reconfiguration of the intersections along Harry S Truman Drive for buses and north garage access.
11	Kiss & Ride/Park & Ride	Evaluate usage of handicapped parking spaces at both the Kiss & Ride and Park & Ride garages.
12	Kiss & Ride	Consider the reconfiguration of the Kiss & Ride entrance as a four-way intersection.
13	Kiss & Ride	Retain the shuttle lane at the Kiss & Ride to accommodate growth in shuttle activity at the station.
14	Overall	Consider moving the Largo Town Center station pylon to the street to help define and identify the station.