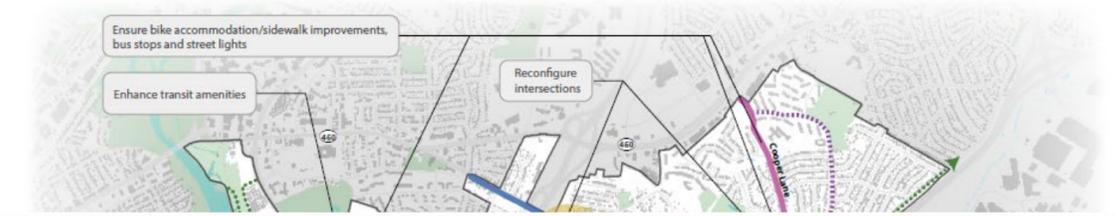


Planning Context

- **2020 RDA Solicits Proposals for mixed-use redevelopment at former Hospital Site**
- **2018 Greater Cheverly Sector Plan**
 - Presented three scenarios for redevelopment of Hospital site
 - Multimodal connections to Anacostia River Trail
- **2023/2017 Urban Street Design Standards**
- **2015 Kenilworth Avenue and Town of Cheverly Industrial Study**
- **2014 Anacostia Waterfront Park Bike Access Study** includes 30% concept plans for trail from Cheverly to Anacostia Trail
- **2009 MPoT** recommendation to connect communities (incl. Cheverly) to Bladensburg Waterfront Park

Section 3: Elements—Transportation and Mobility

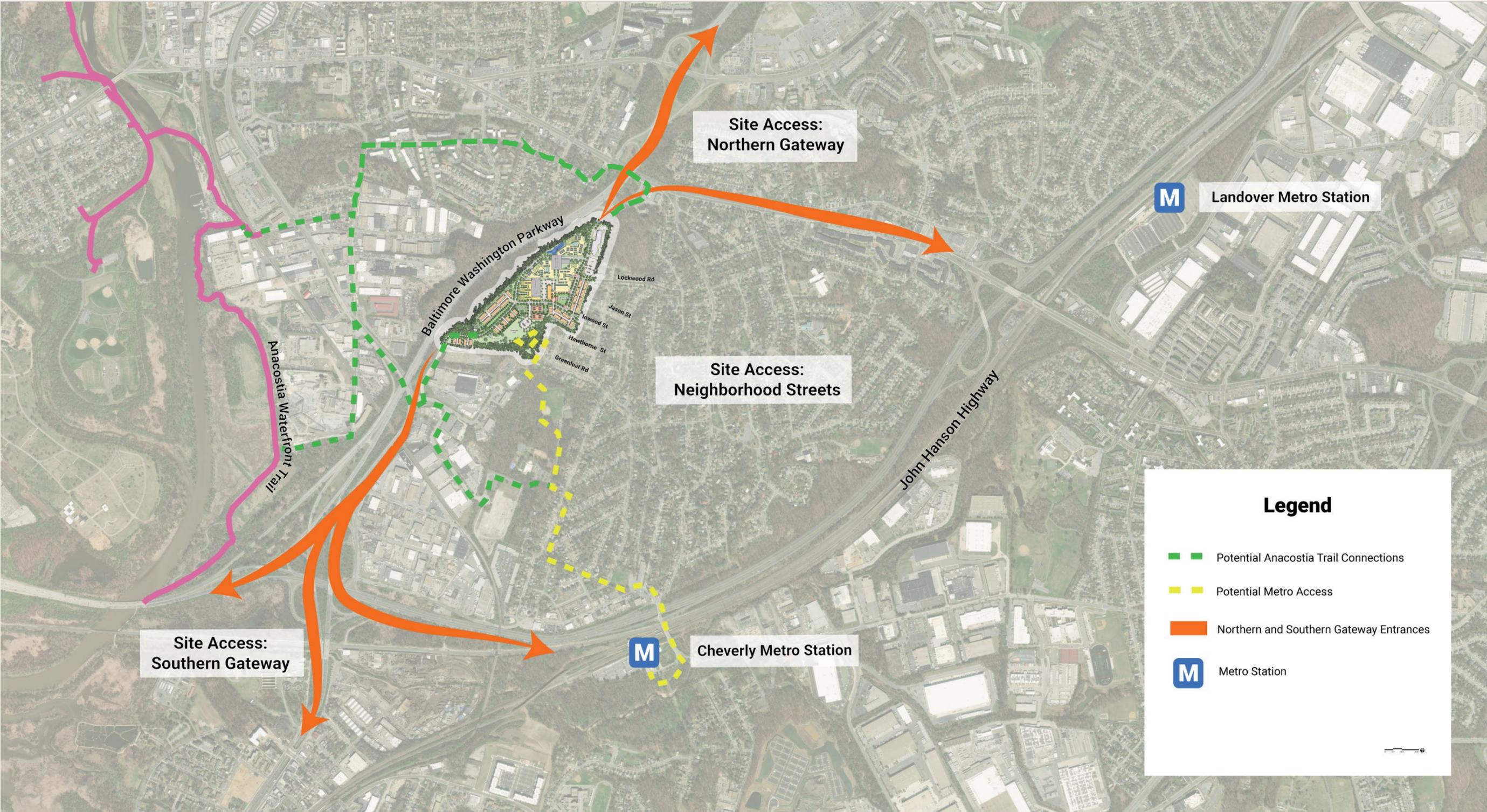


Section 3: Elements—Design

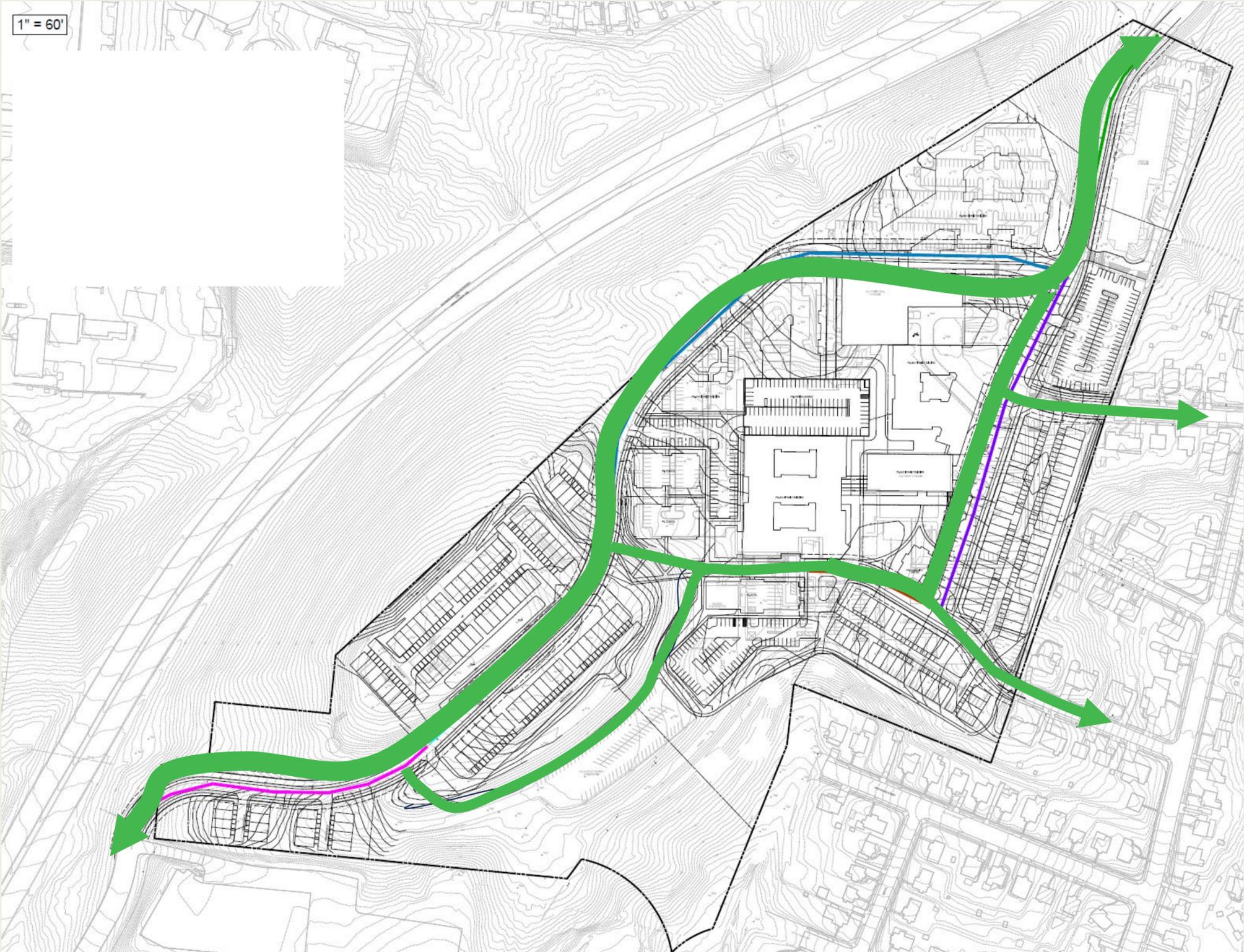
Scenario 3: Primarily Mixed-Use with a senior living facility. In this scenario, the hospital tower is adaptively reused as a 100-room hotel and the remaining vacated



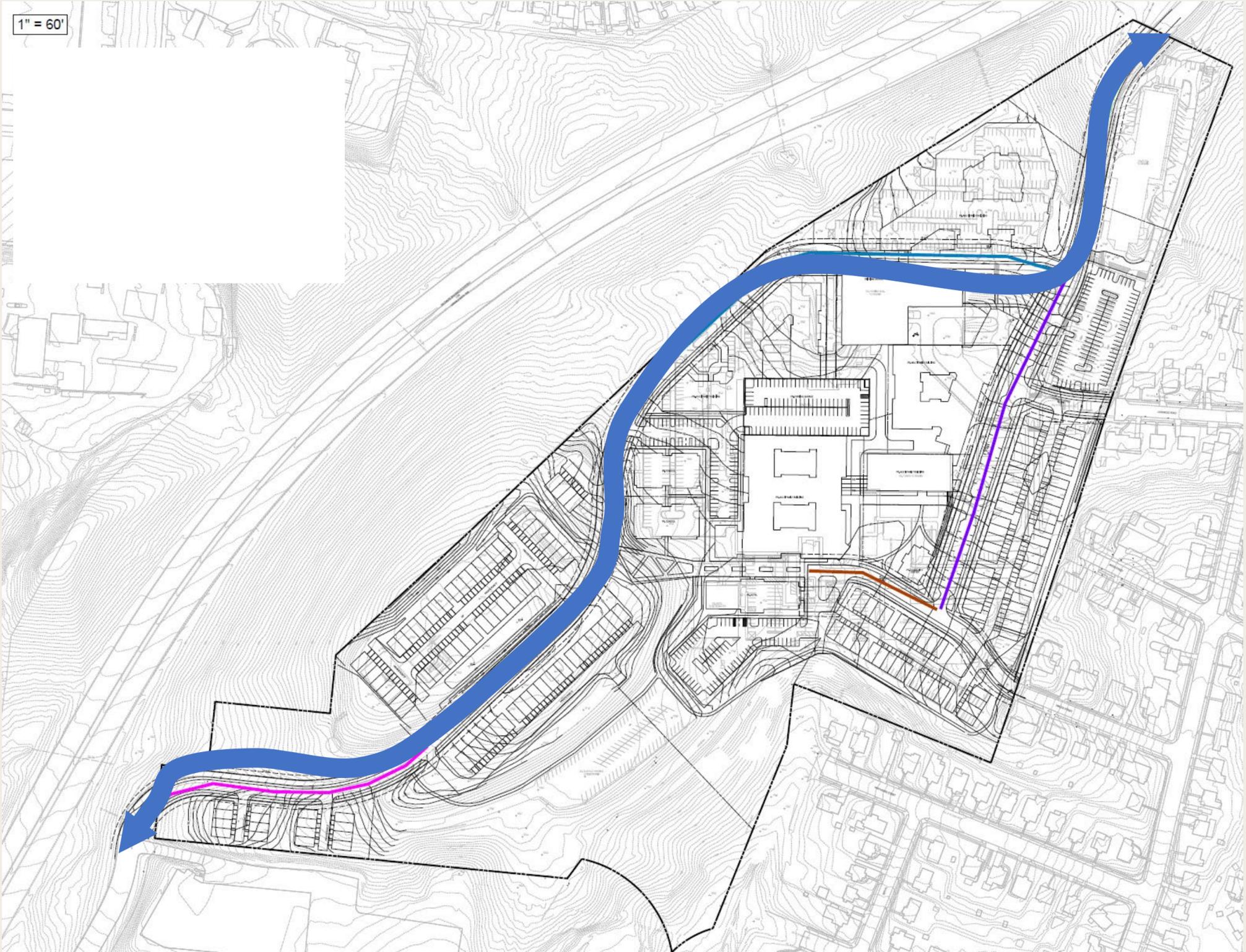
Location in the Region



Multimodal Site Circulation – Bicycles and Pedestrians



Multimodal Site Circulation - Transit

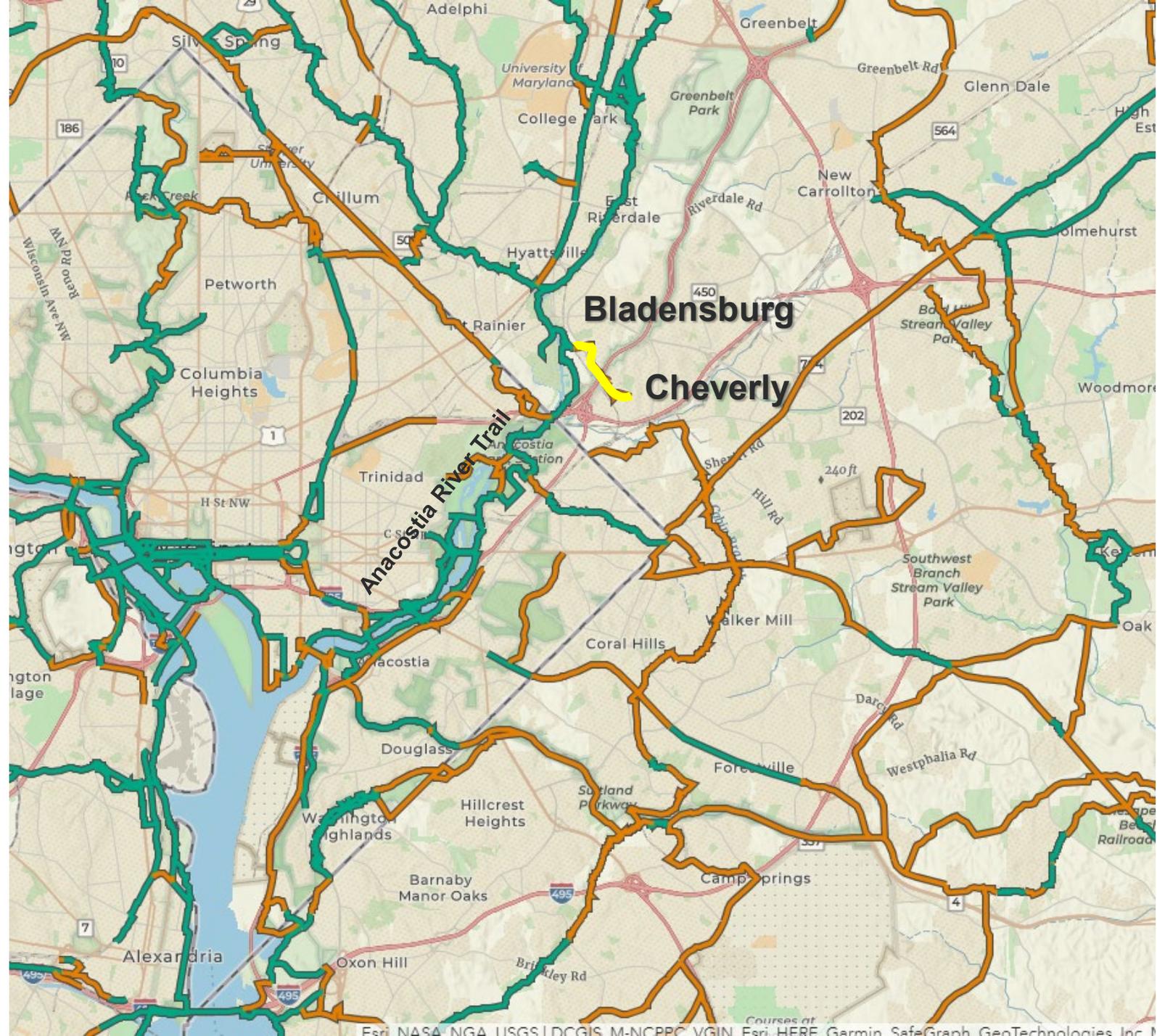


Cheverly to Anacostia River Trail

- Local and Regional Context
- Proposed Connections
- Planning Context

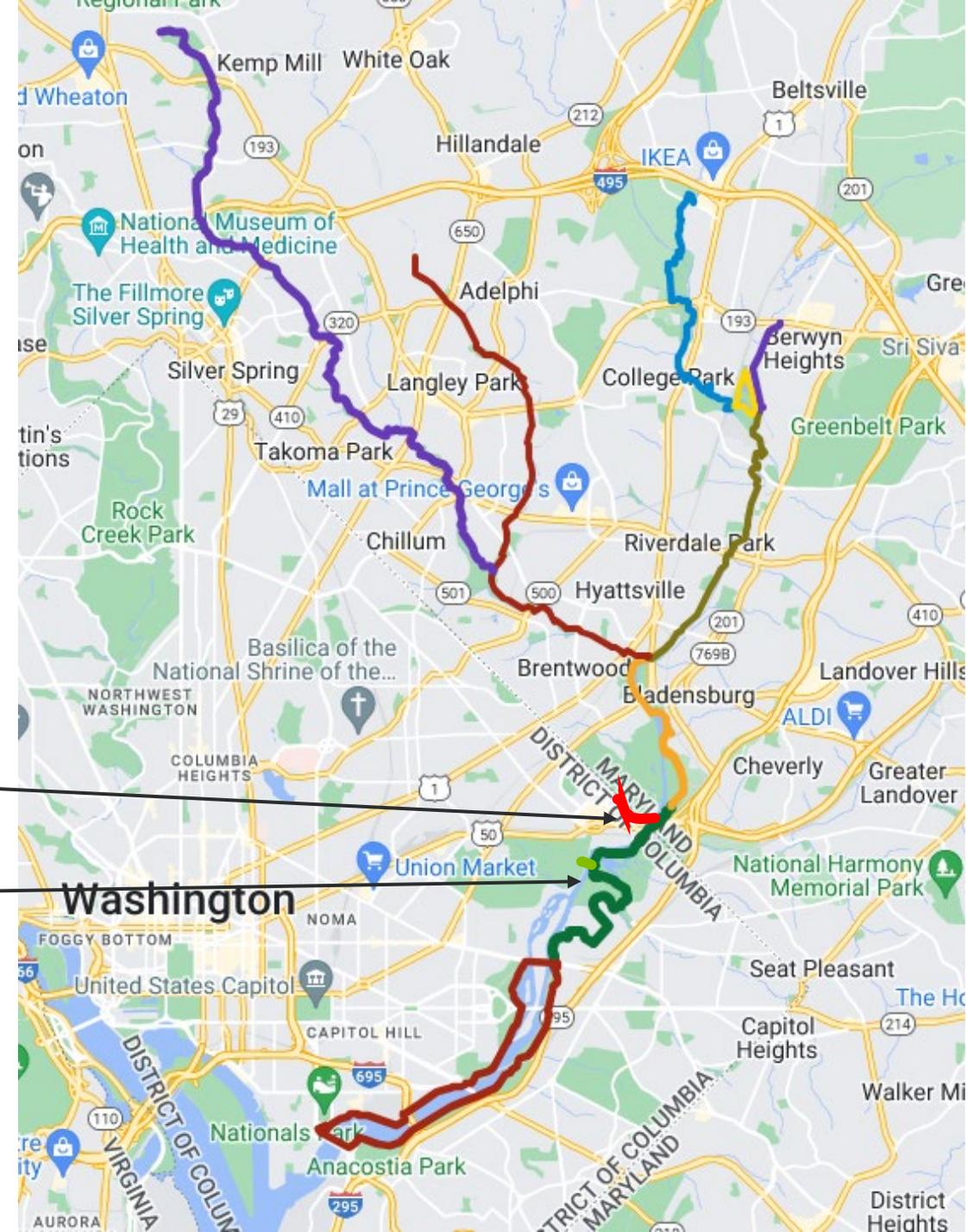
Regional Context

- Identified in TPB's 1,400-mile Capital Trail Network (CTN)
- CTN connects Prince Georges, Washington, DC, Montgomery County, Virginia, and beyond
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Local Context

- Anacostia Trail System
 - 20-mile multi-use system extending from Wheaton/Silver Spring and College Park/Hyattsville to the Navy Yard
 - Bladensburg Waterfront Park to Kenilworth Aquatic Gardens segment opened in 2016
- Upcoming Connections
 - Fort Lincoln Connector Trail (along NY Ave over Anacostia)
 - Arboretum Bridge (Kenilworth Aquatic Gardens to National Arboretum)



Anacostia River Trail

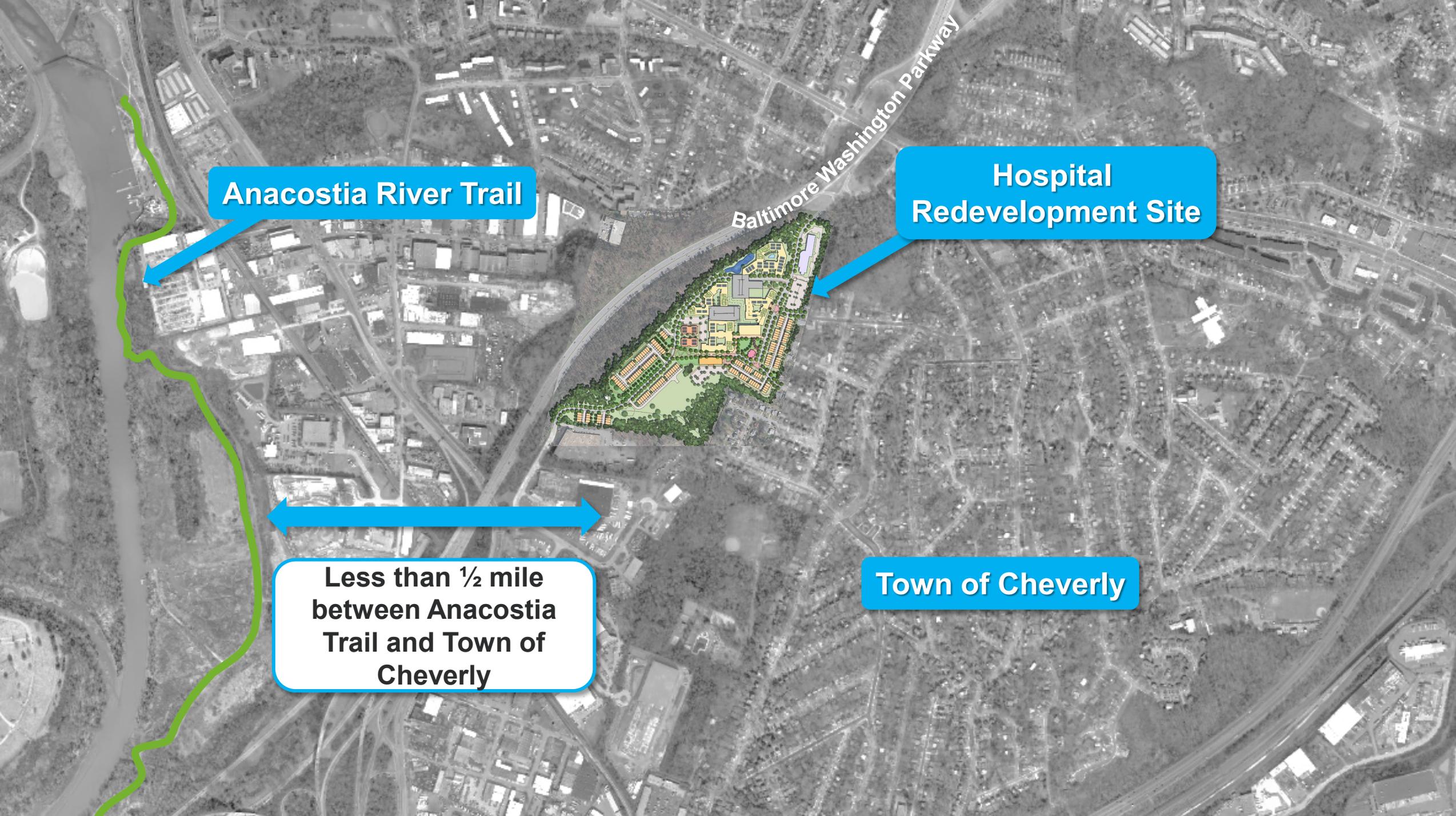
**Hospital
Redevelopment Site**

Baltimore Washington Parkway



**Less than 1/2 mile
between Anacostia
Trail and Town of
Cheverly**

Town of Cheverly



Anacostia River Trail

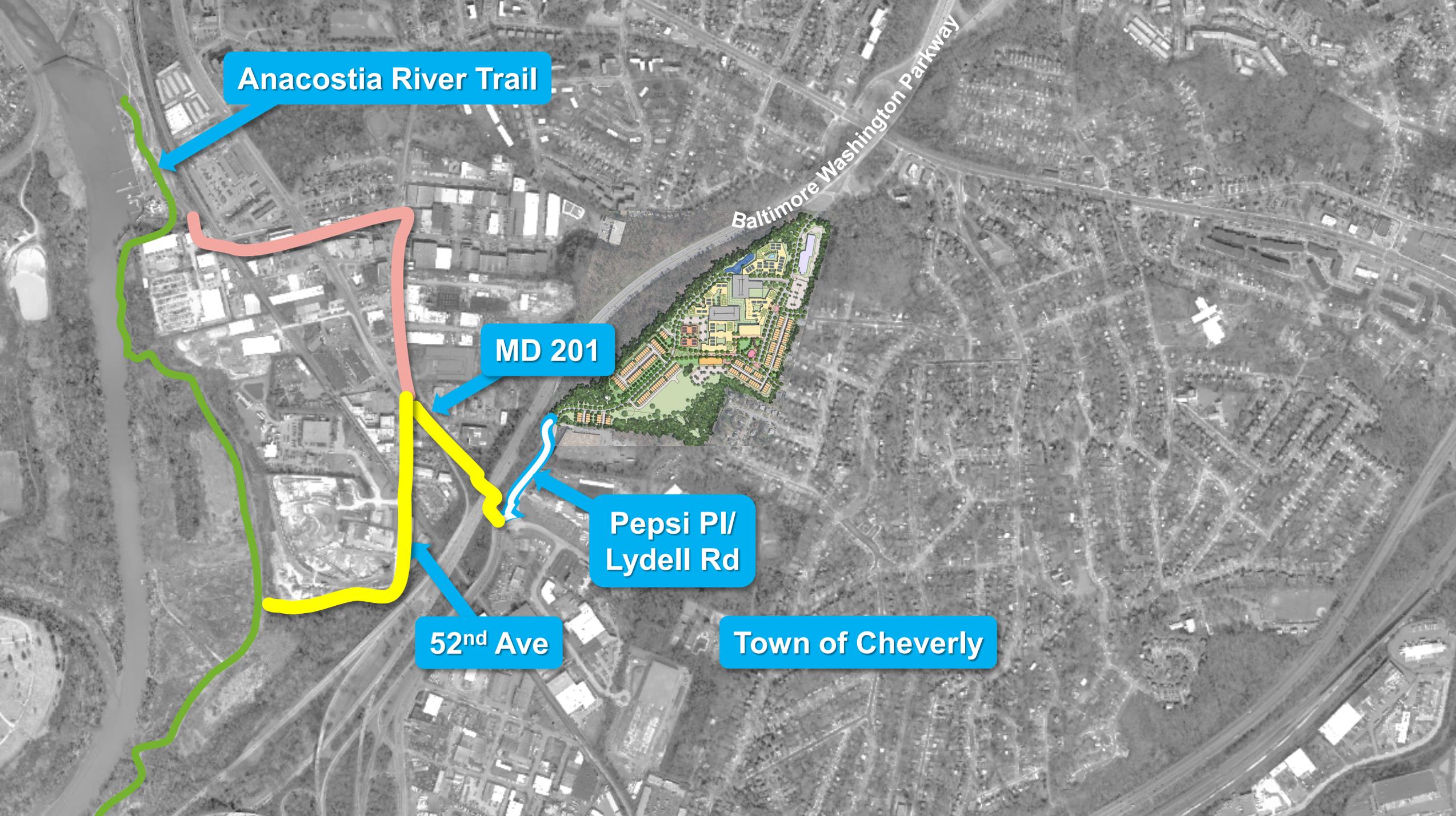
MD 201

**Pepsi Pl/
Lydell Rd**

52nd Ave

Town of Cheverly

Baltimore Washington Parkway



Pepsi Place

- Owned by Town of Cheverly
- 45' pavement width
- Proposed lane conversion to **grade separated two-way 10' shared use path** on east side (right side of photo) between existing curb



**Example Shared
Use Path**

MD 201/Kenilworth

- MD SHA
- Exist. Paved shoulder approx. 10'
- Proposed convert shoulder to **buffered two-way 10' shared use path** on north side (right side of photo) between existing curb



Example Bridge Undercrossing

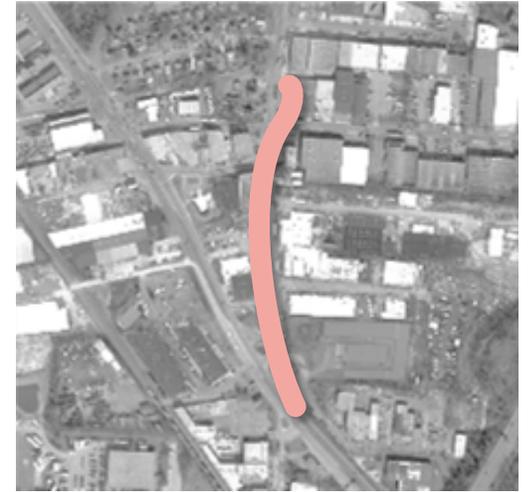
52nd Avenue (south)

- MD SHA (MD 769)
- 50-60' ROW (per PG Atlas) / 30' pavement width
- Open section, no curb/gutter
- Proposed **grade separated shared use path** (configuration TBD)



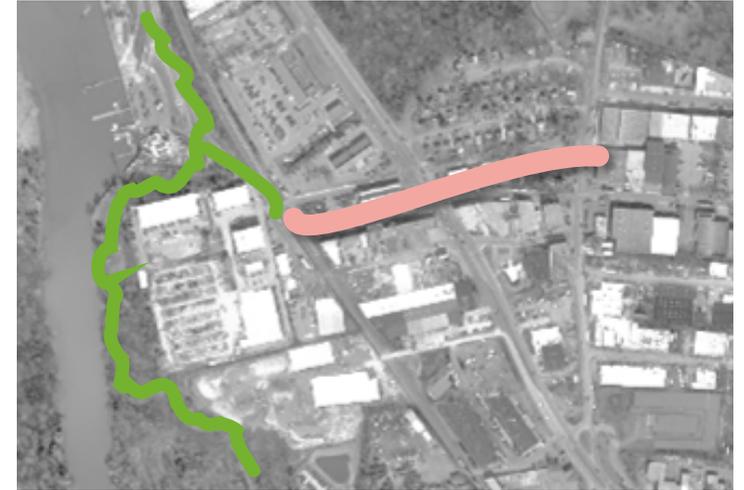
52nd Avenue (north)

- MD SHA (MD 769C)
- 60' ROW (per PG Atlas) / 40' pavement width
- Existing curb/gutter
- Proposed **grade separated shared use path** on east side (right side of picture)



Example Shared Use Path

Lloyd Street



Lloyd Street East of MD 201
Alley – overgrown
Barriers at each end of alley
Approx. 40' ROW (PG Atlas)
Owned by Prince Georges County



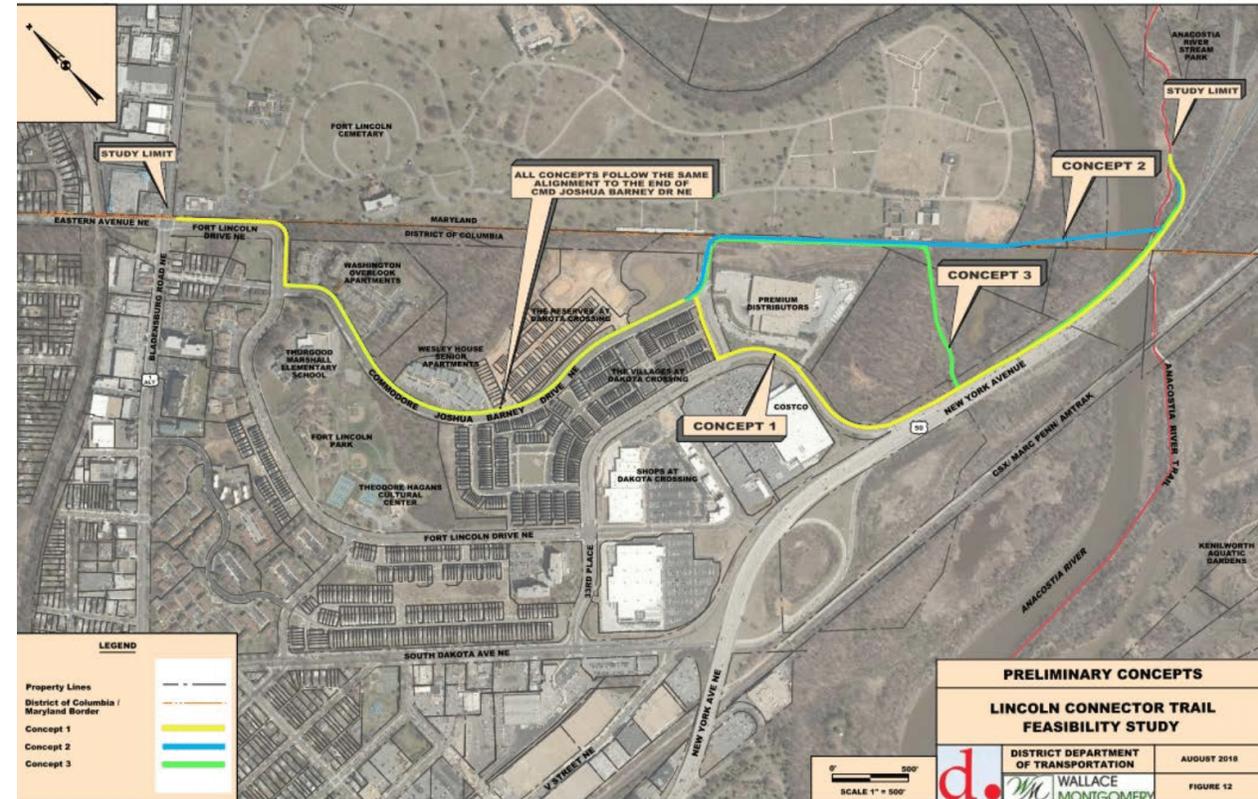
Lloyd Street West of MD 201
Signalized crossing at MD 201
Approx. 60' ROW
CSX RR Crossing
Ends at trail connection to
Bladensburg Waterfront Park

Planning Context

Previous Plans and Studies

Plans and Studies

- Cheverly to Anacostia Waterfront Park Bike Access Feasibility Study and Concept Design (2014)
- MDOT/SHA Cheverly to Anacostia River Trail Feasibility Studies (6/2023)
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Lincoln Connector Trail
Feasibility Study

Hospital Hill Redevelopment

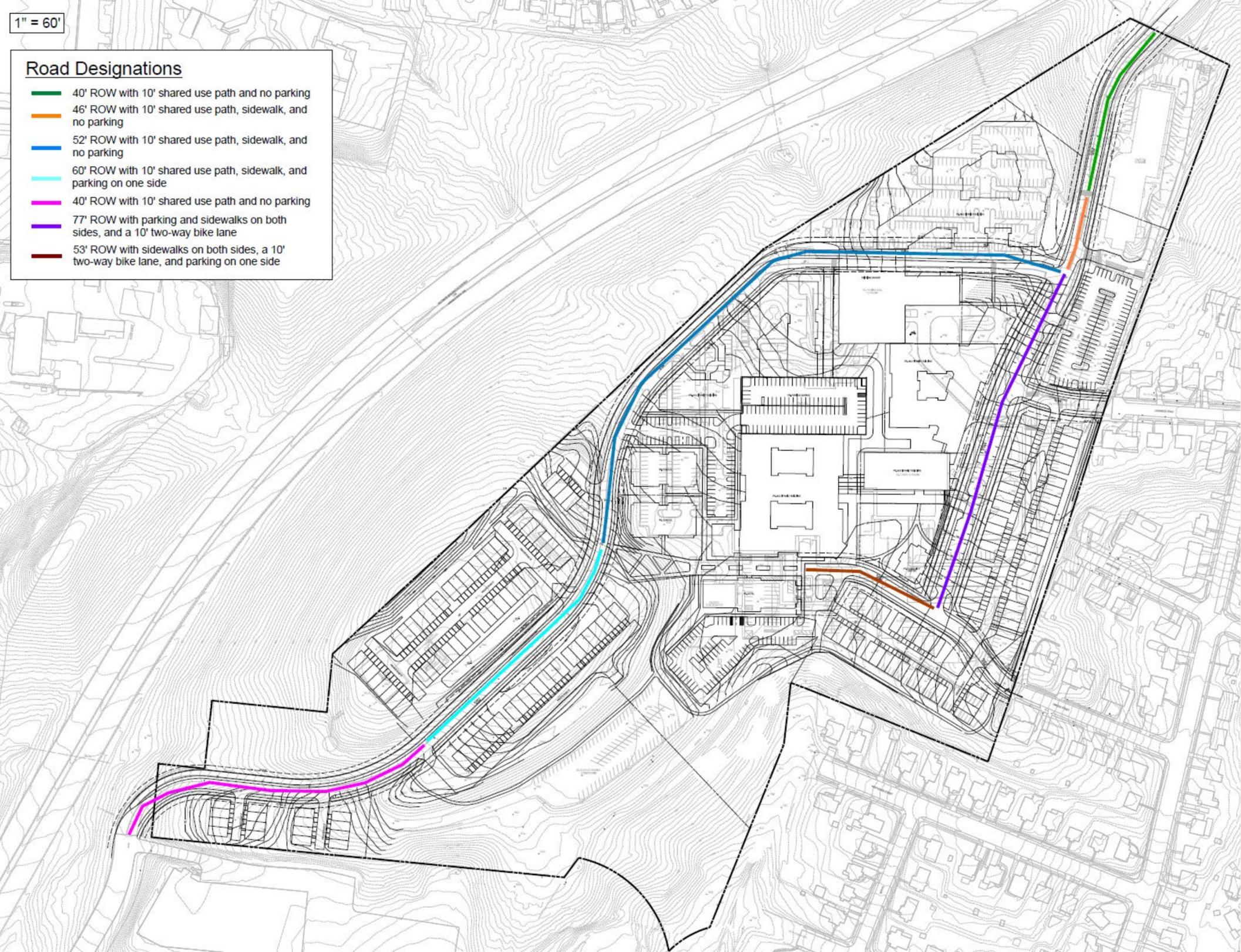
- Redevelopment of Prince Georges County Hospital
 - ~1,500 residential units
 - ~40,000 sf retail
 - ~70,000 sf office
 - ~ 150 room hotel
 - Ped/bike-oriented streets
- **Major catalyst for trail connection**
- **Connected to Town of Cheverly**



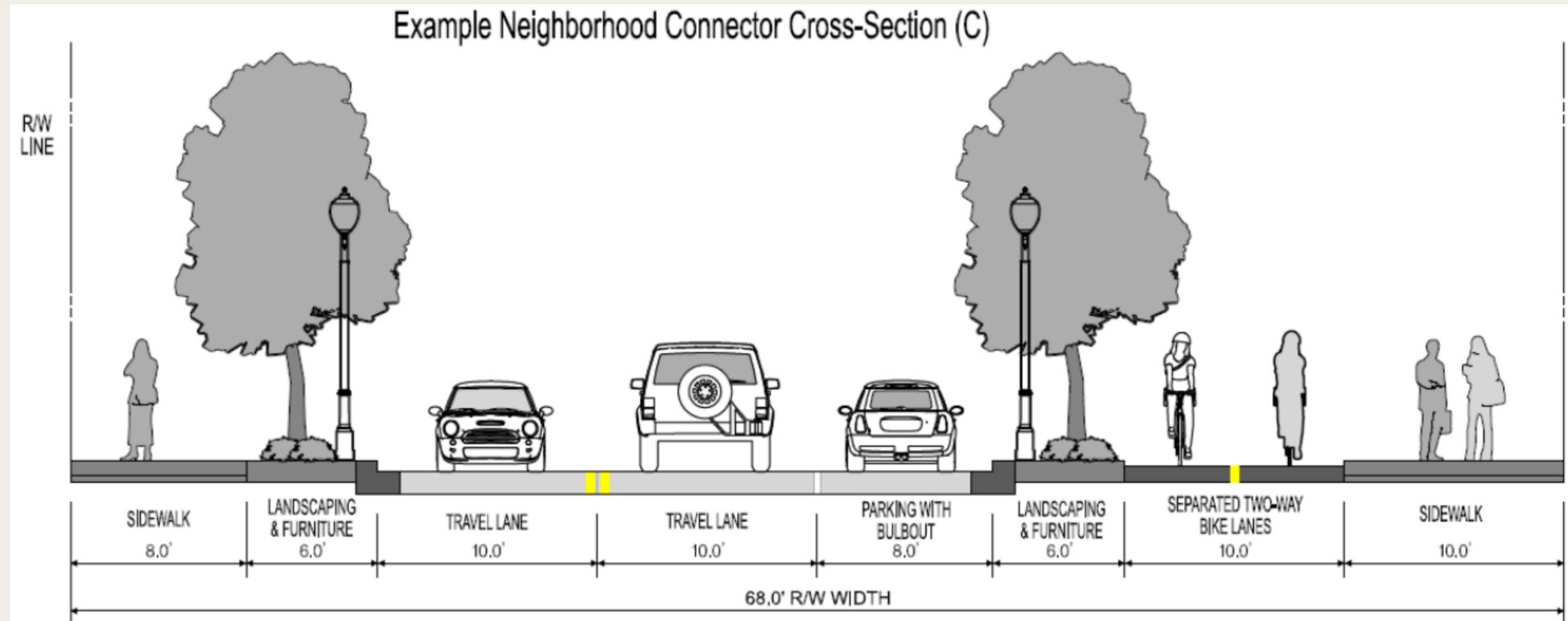
Note: site plan shown is illustrative and is in progress

Objective:
*Safe, comfortable and
convenient access from
Cheverly, Bladensburg, and
neighboring communities to
Anacostia River Trail*

Multimodal Sections

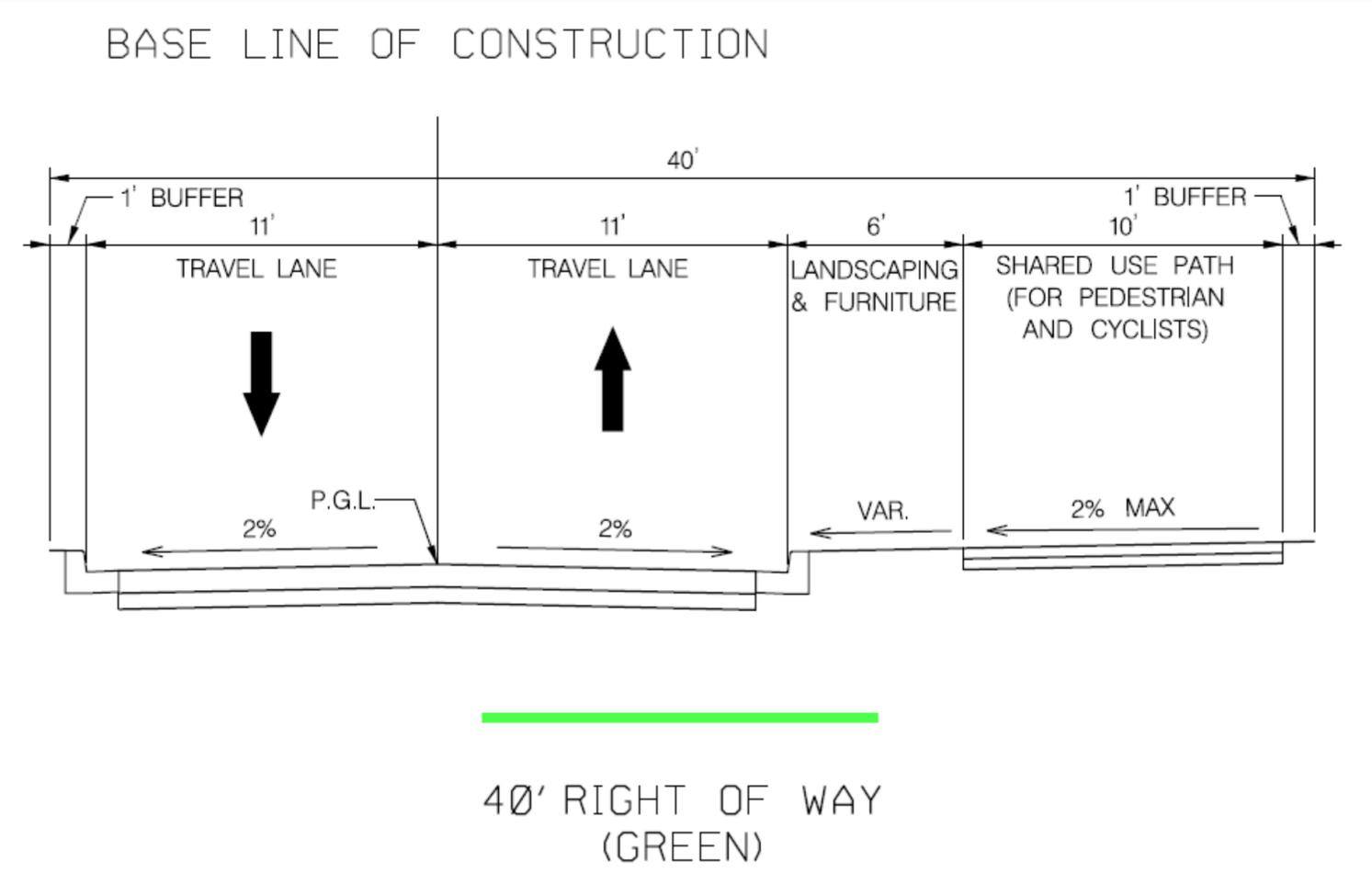
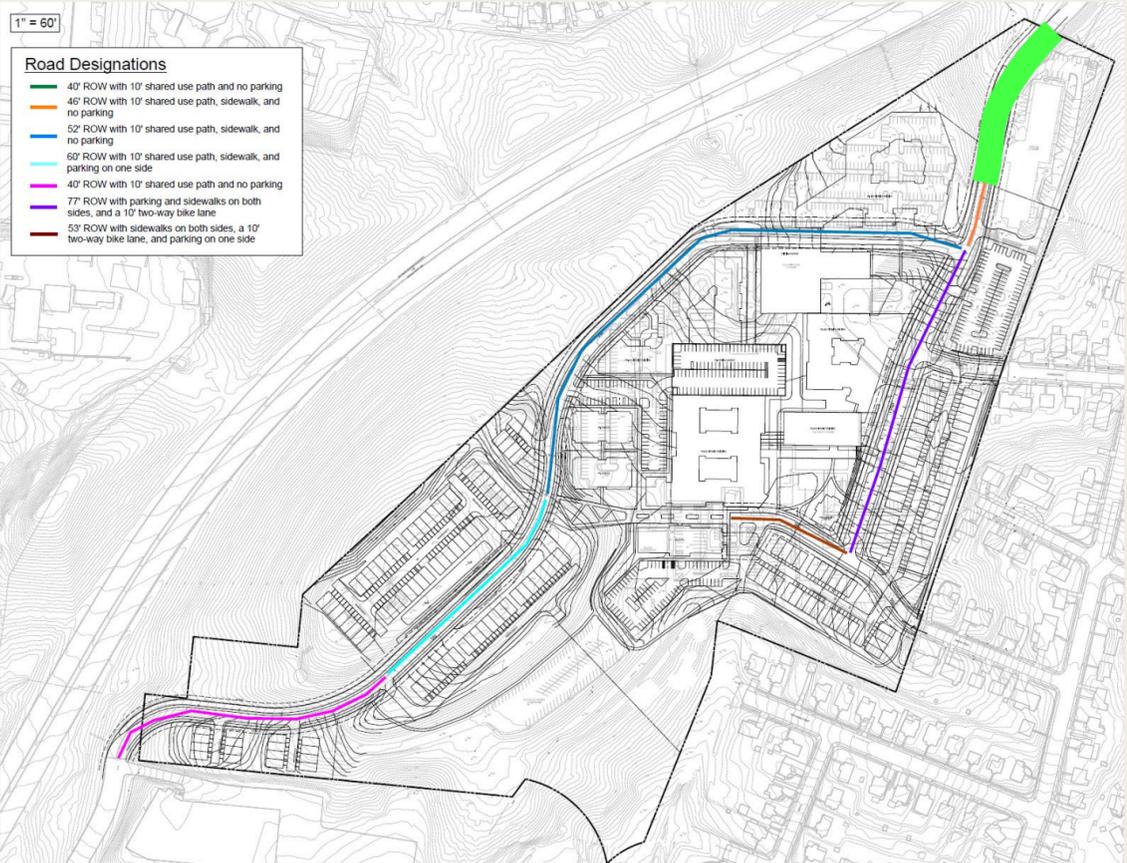


Multimodal Sections – Prince Georges Urban Street Design Standards



Description	Typical Features
<ul style="list-style-type: none"> • Connect multiple neighborhoods • Medium density land uses • Buildings close to street • May feature mixed land uses or be mostly residential with occasional businesses • Heavy pedestrian/bike activity; Provide continuous walking and bicycling routes • Some are major bus routes • Slow speeds (20-25 mph) 	<ul style="list-style-type: none"> • 2 travel lanes • Bike facilities • Sidewalks • Lighting • Enhanced streetscape • In mixed-use/retail areas, space for street furniture, outdoor events & dining • On-street parking

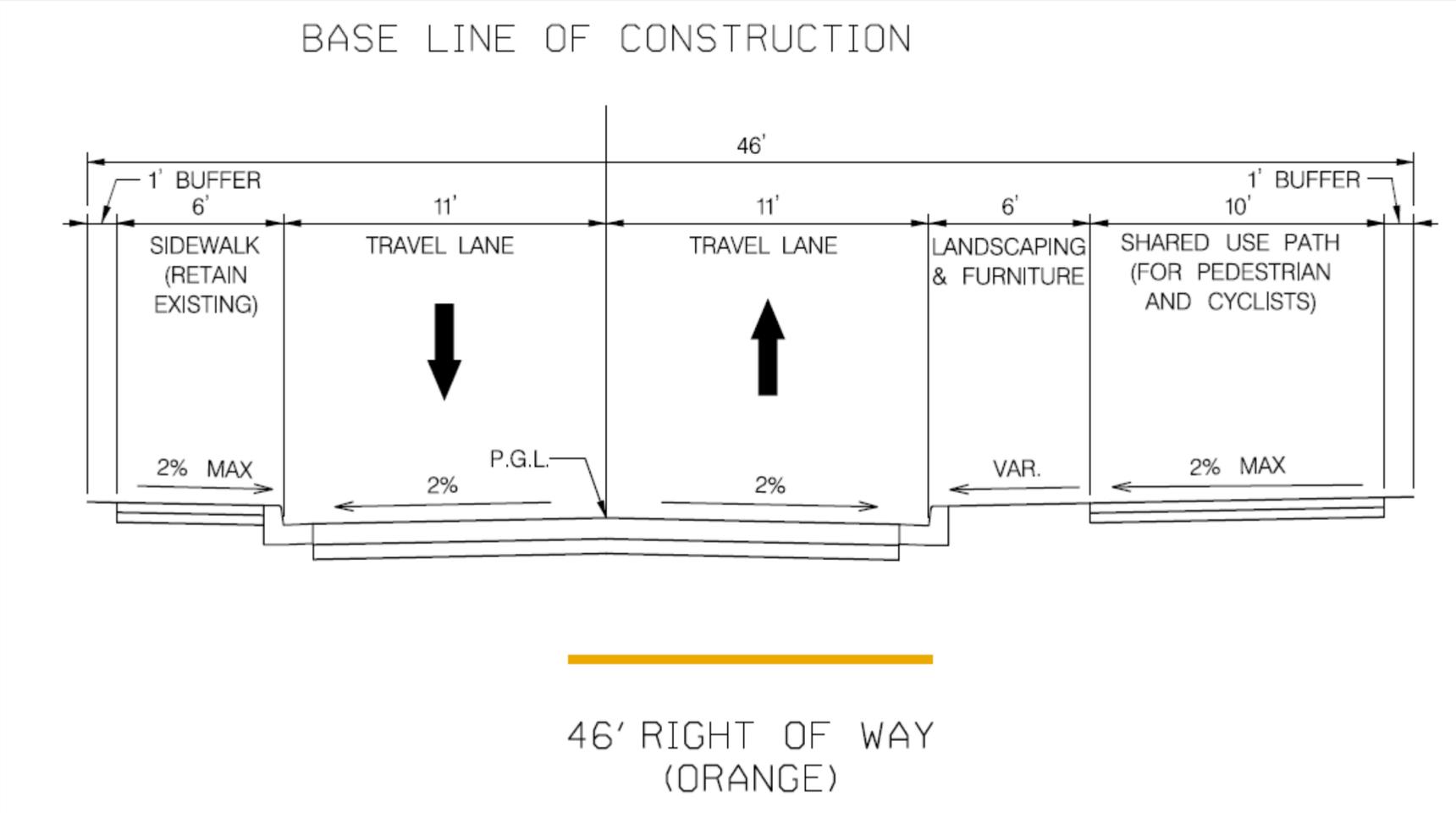
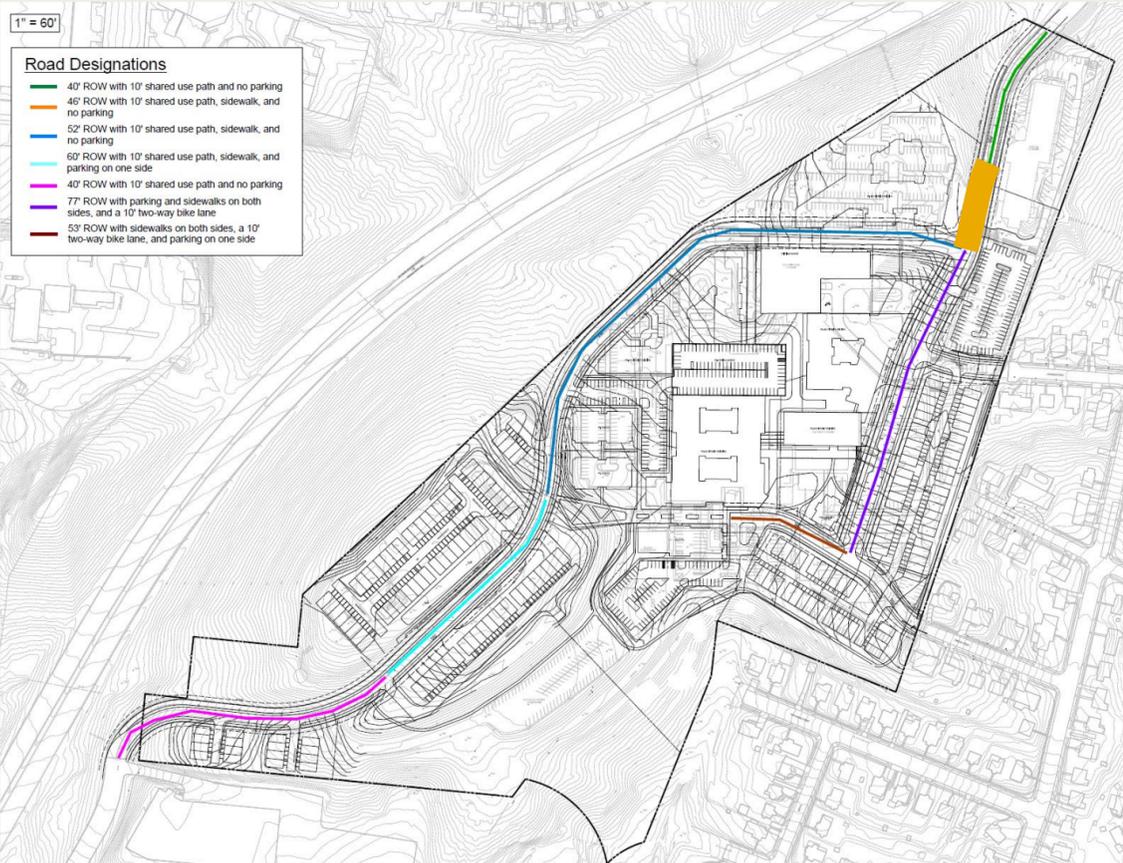
Multimodal Sections – Neighborhood Connector (w/o Parking)



- Development Context
 - Constrained ROW
 - Steep slopes & utilities on west/existing walls on east
 - Through street carries multimodal traffic
 - Moderate pedestrian activity
- Proposed Alternative and Rationale
 - 2-way shared use path, no on-street parking
 - Serve bicycle traffic and connect to external trail networks

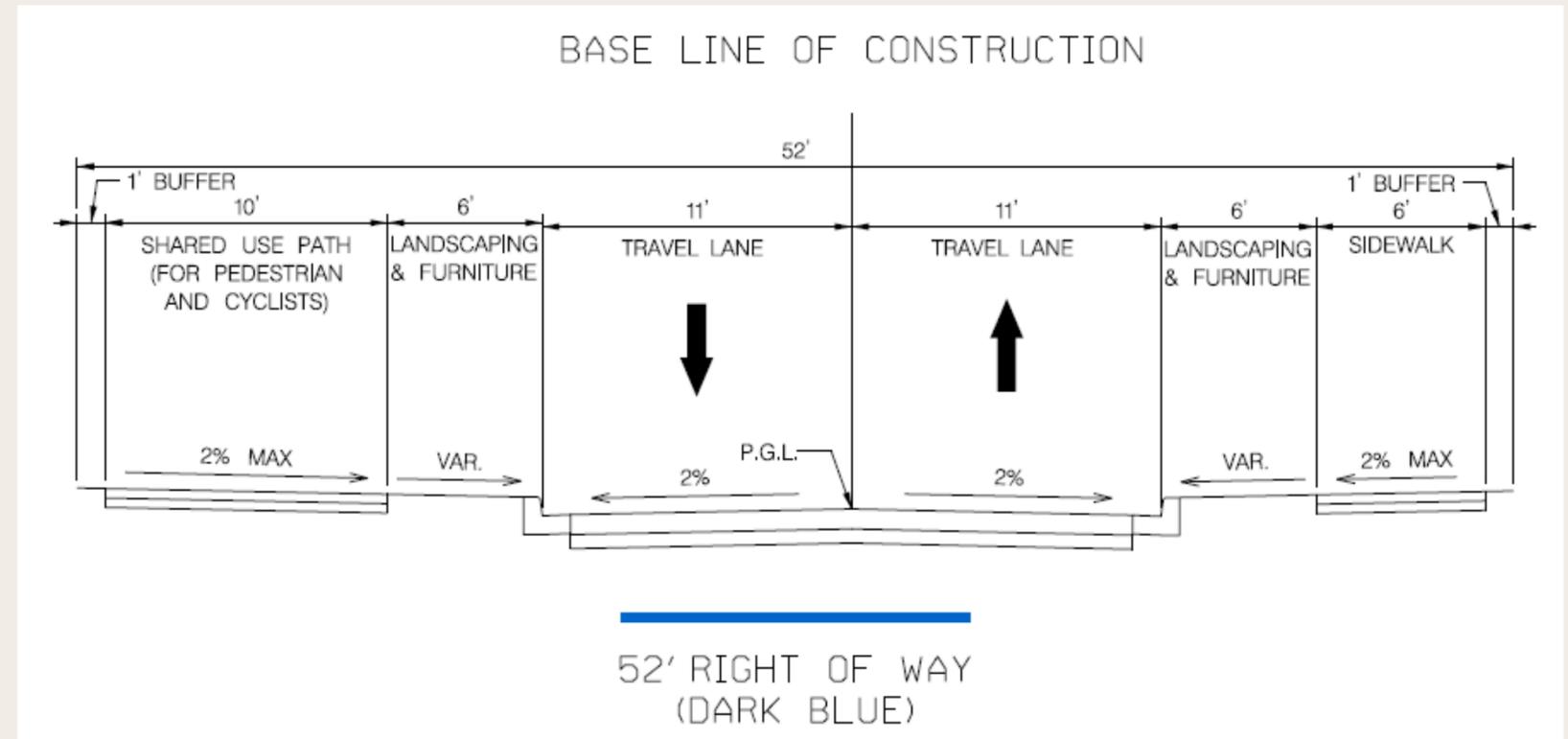
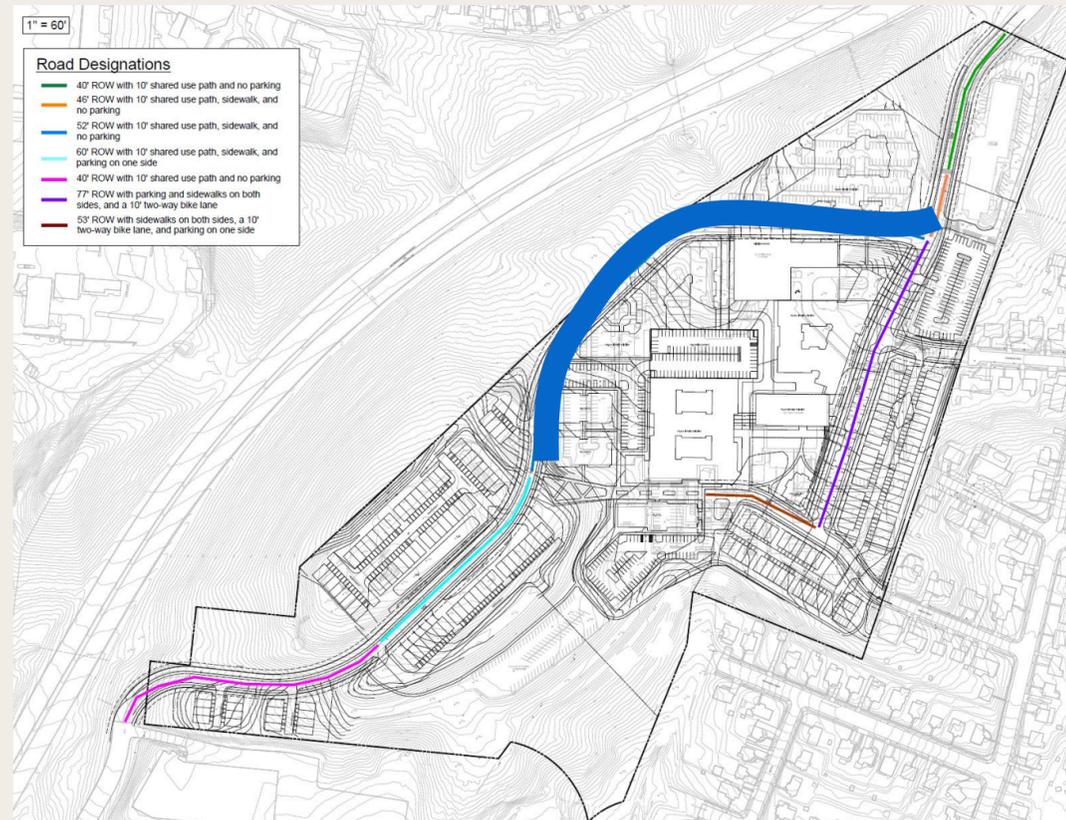


Multimodal Sections – Neighborhood Connector (w/o Parking)



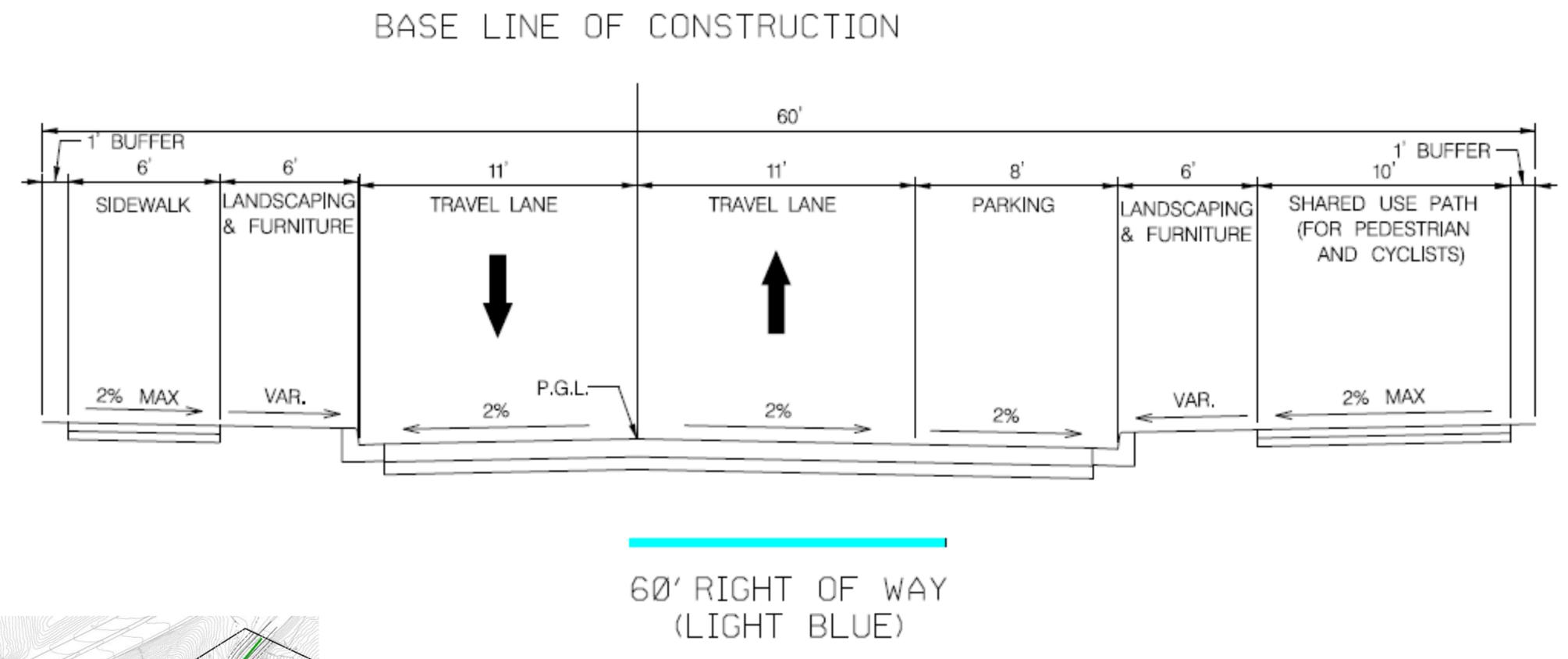
- Development Context
 - Constrained ROW
 - Existing sidewalk on west (retain)
 - Through street carries multimodal traffic
 - Moderate pedestrian activity
- Proposed Alternative and Rationale
 - 2-way shared use path, no on-street parking
 - Serve bicycle traffic and connect to external trail networks

Multimodal Sections – Neighborhood Connector (w/o Parking)

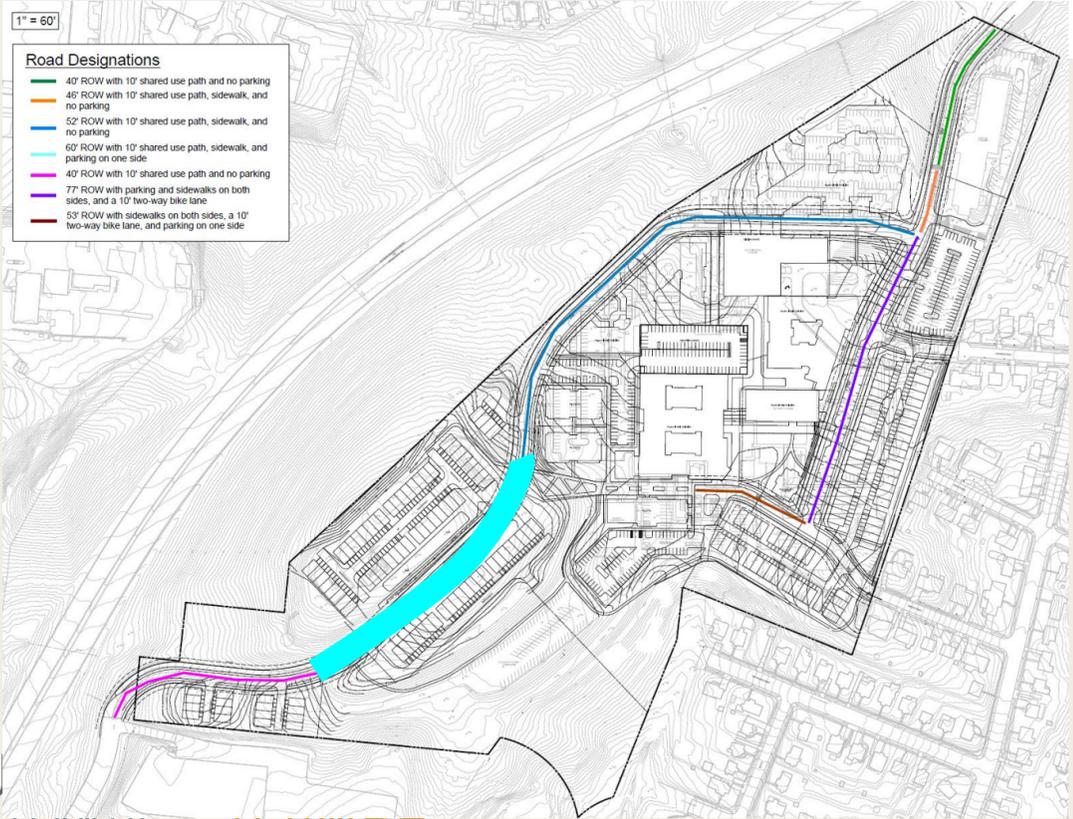


- Development Context
 - Constrained ROW
 - Through street carries multimodal traffic
 - Moderate pedestrian activity
- Proposed Alternative and Rationale
 - 2-way shared use path, no on-street parking
 - Serve bicycle traffic and connect to external trail networks

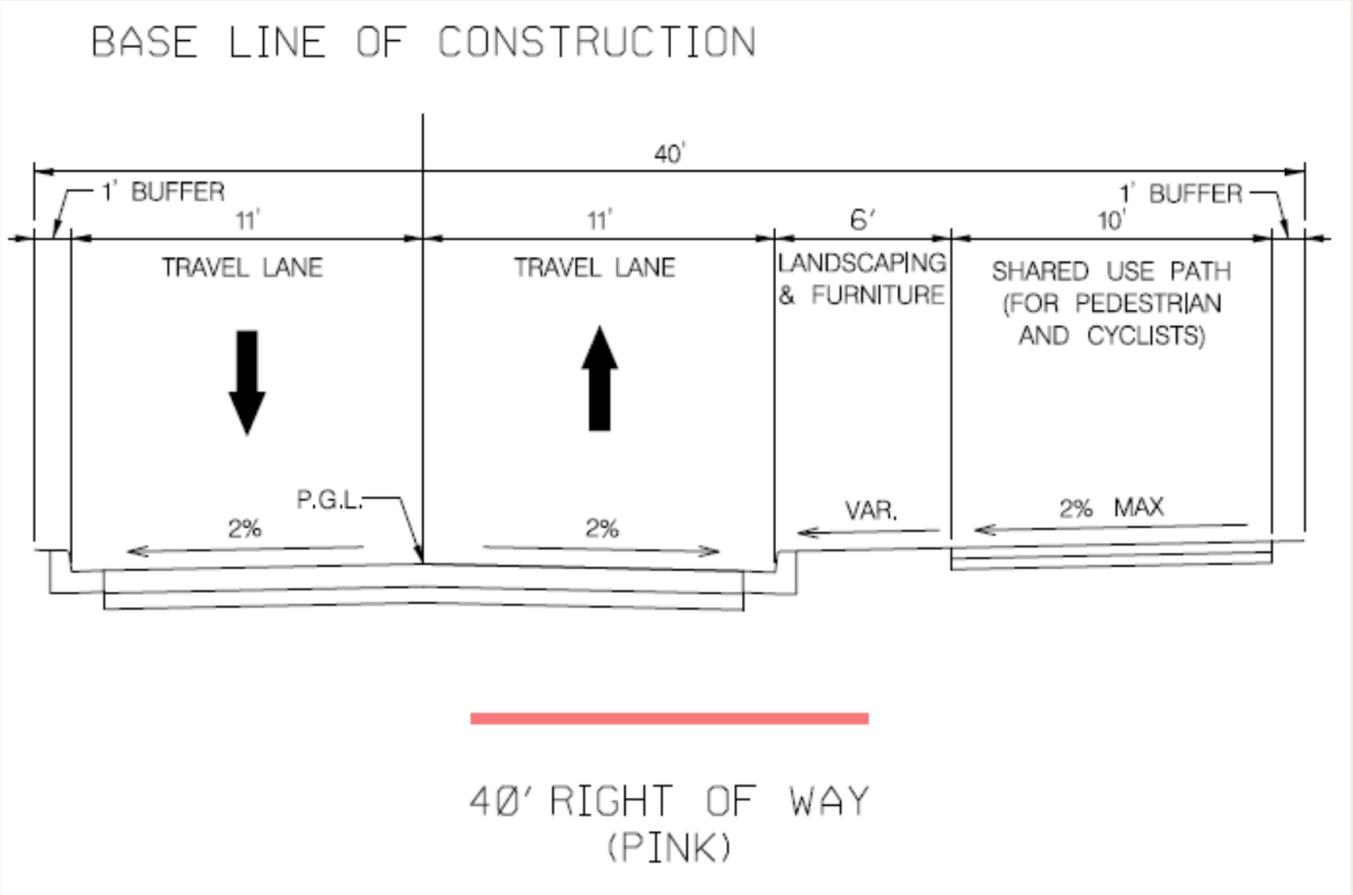
Multimodal Sections – Neighborhood Connector (with Parking)



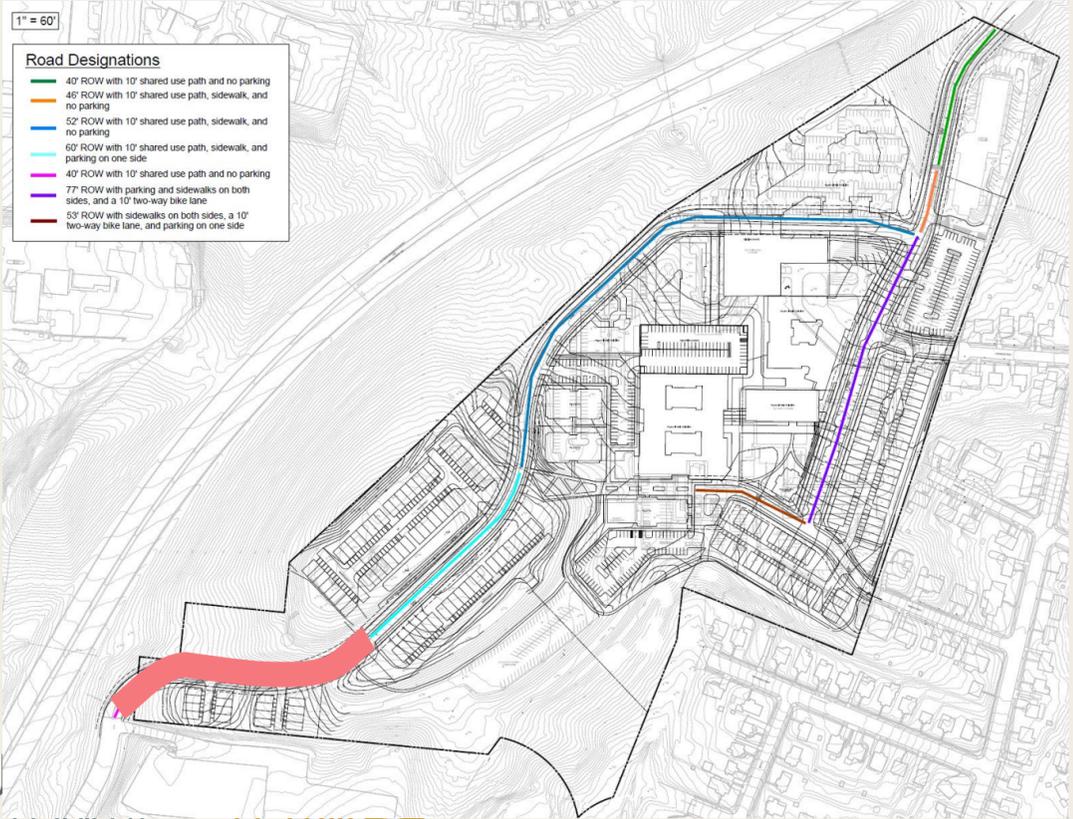
- **Development Context**
 - Townhomes on east and west side of street
 - Lower bike/ped volumes
 - Future trail connection to ART on east side of street
- **Proposed Alternative and Rationale**
 - 2-way shared use path on east side of street
 - Single-loaded parking east side
 - More direct connection to future trail



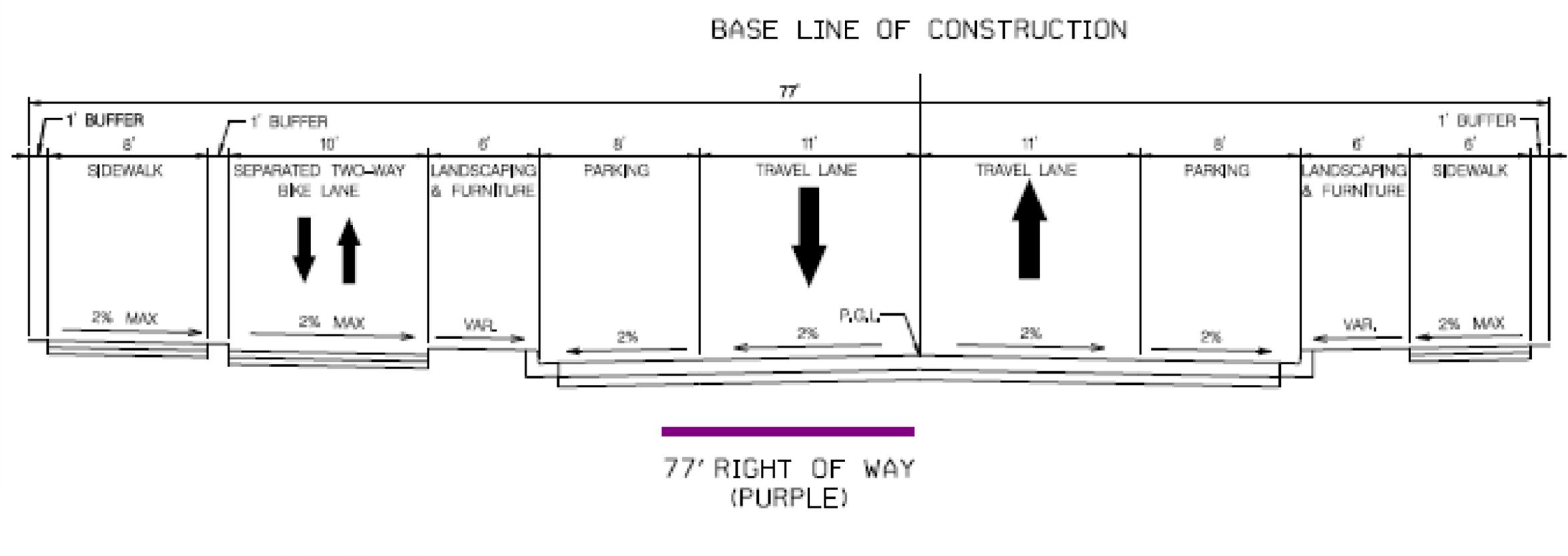
Multimodal Sections – Neighborhood Connector (w/o Parking)



- **Development Context**
 - Townhomes on east side of street/NPS property on west
 - Lower bike/ped volumes
 - Future trail connection to ART on east side of street
- **Proposed Alternative and Rationale**
 - 2-way shared use path on east side of street
 - More direct connection to future trail

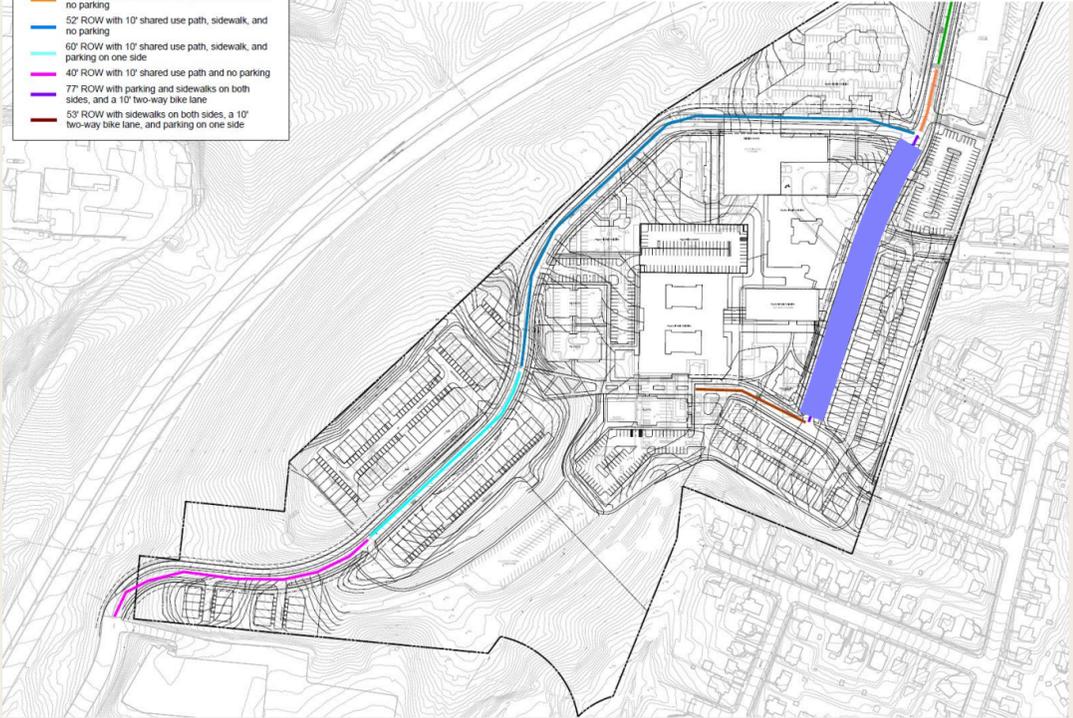


Multimodal Sections – Proposed Main Street



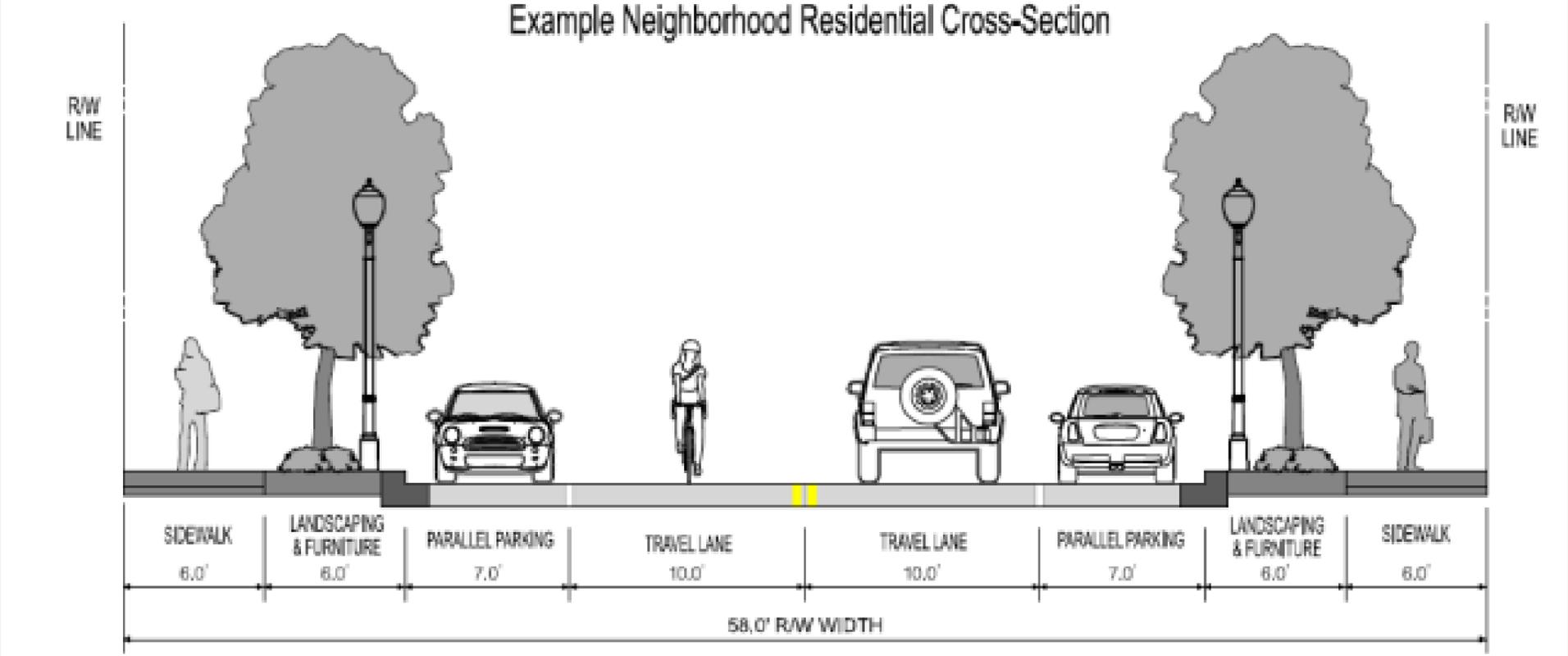
1" = 60'

Road Designations	
40'	ROW with 10' shared use path and no parking
46'	ROW with 10' shared use path, sidewalk, and no parking
52'	ROW with 10' shared use path, sidewalk, and parking on one side
60'	ROW with 10' shared use path, sidewalk, and parking on one side
40'	ROW with 10' shared use path and no parking
77'	ROW with parking and sidewalks on both sides, and a 10' two-way bike lane
53'	ROW with sidewalks on both sides, a 10' two-way bike lane, and parking on one side



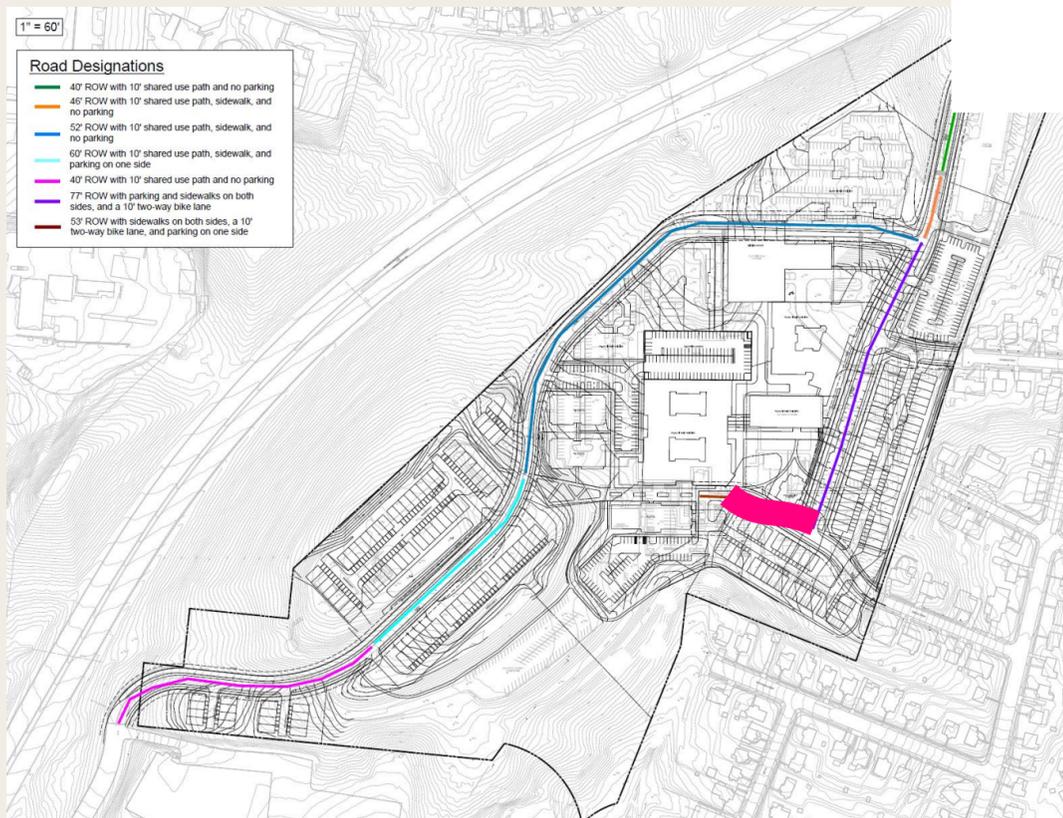
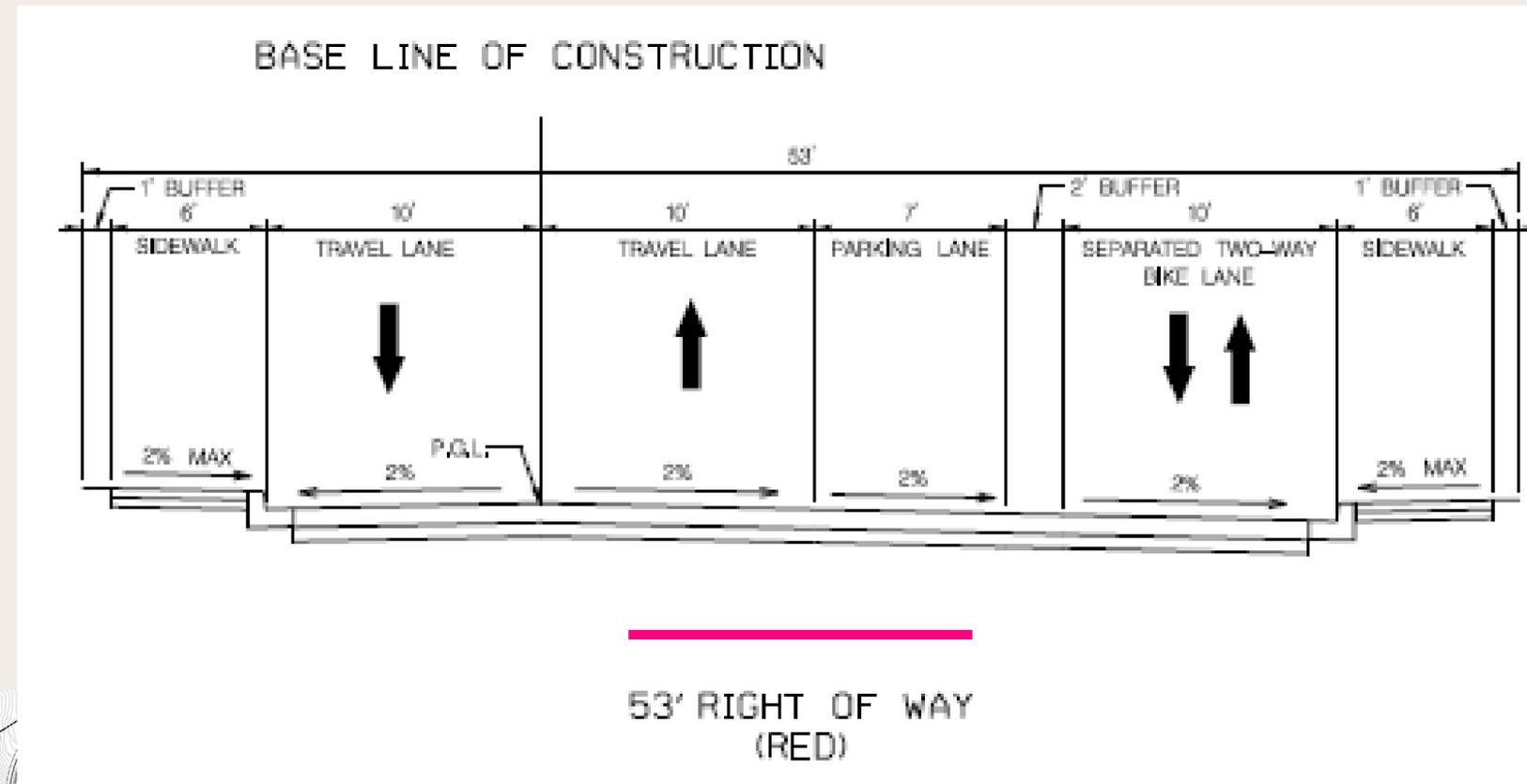
- Development Context
 - Destinations and activity on west side of street
- Proposed Alternative and Rationale
 - 2-way separated bike lane on west side of street
 - Improve safety by providing accommodations where demand is greatest

Multimodal Sections – Prince Georges Urban Street Design Standards



Description	Typical Features
<ul style="list-style-type: none"> • Provide immediate access to single-family and multi-family residences • Focus on pedestrian safety and well defined walking paths • Bicyclists typically share the roadway or in unseparated bike lanes • Intended Functional Operating Speed: Slow speeds (20 mph) • All Ages and Abilities Cycling Environment • Bicycle Boulevard 	<ul style="list-style-type: none"> • 2 travel lanes • Sidewalks • Street trees • Lighting

Multimodal Sections – Proposed Neighborhood Street

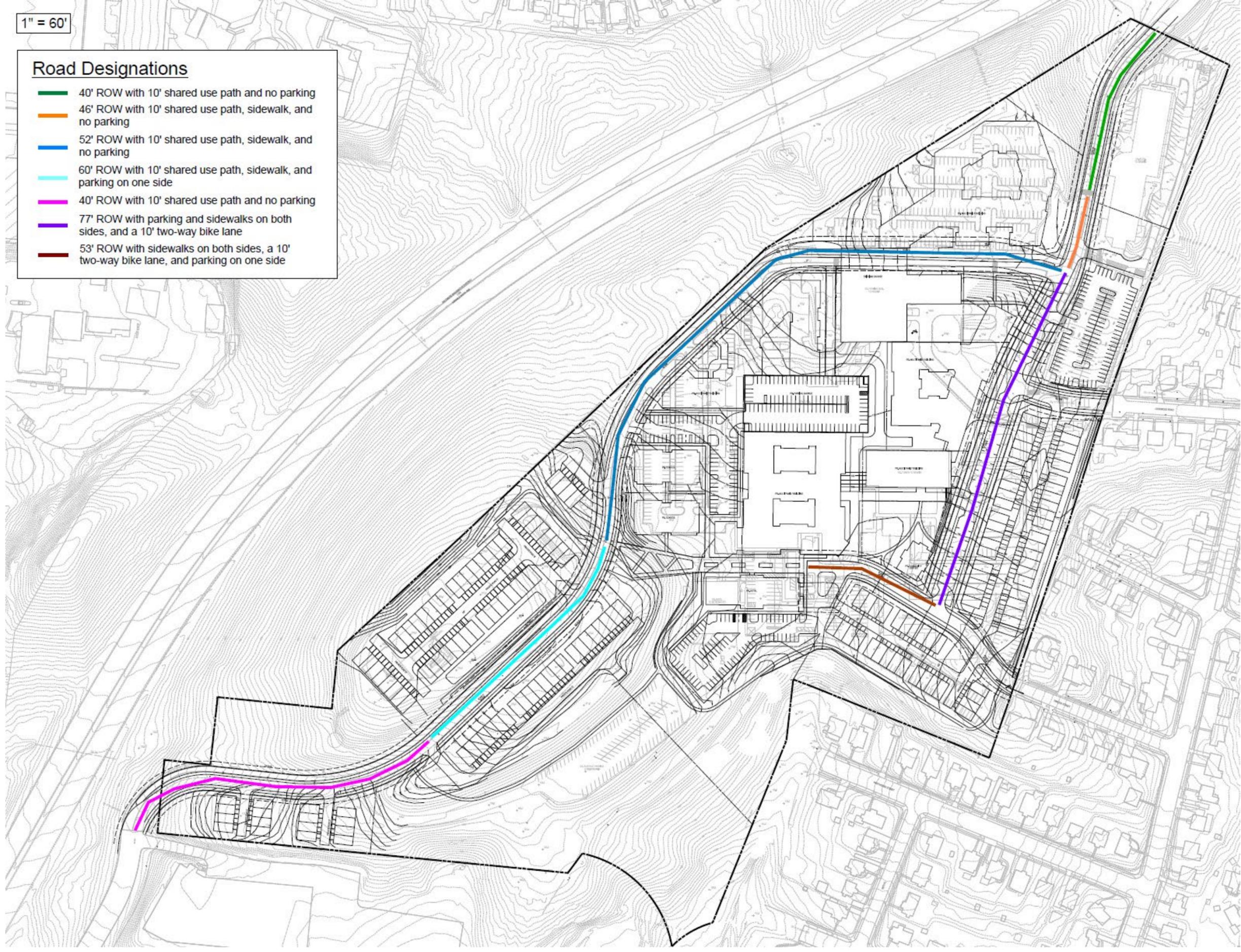


- **Development Context**
 - Constrained ROW
 - Town Green/retail on north side of street
 - Street dead ends at hotel
 - Townhomes on south side of street
- **Proposed Alternative and Rationale**
 - 2-way separated bike lane on north side of street
 - Connect bike facility on Main Street to trail system
 - Improve safety by providing accommodations where demand is greatest

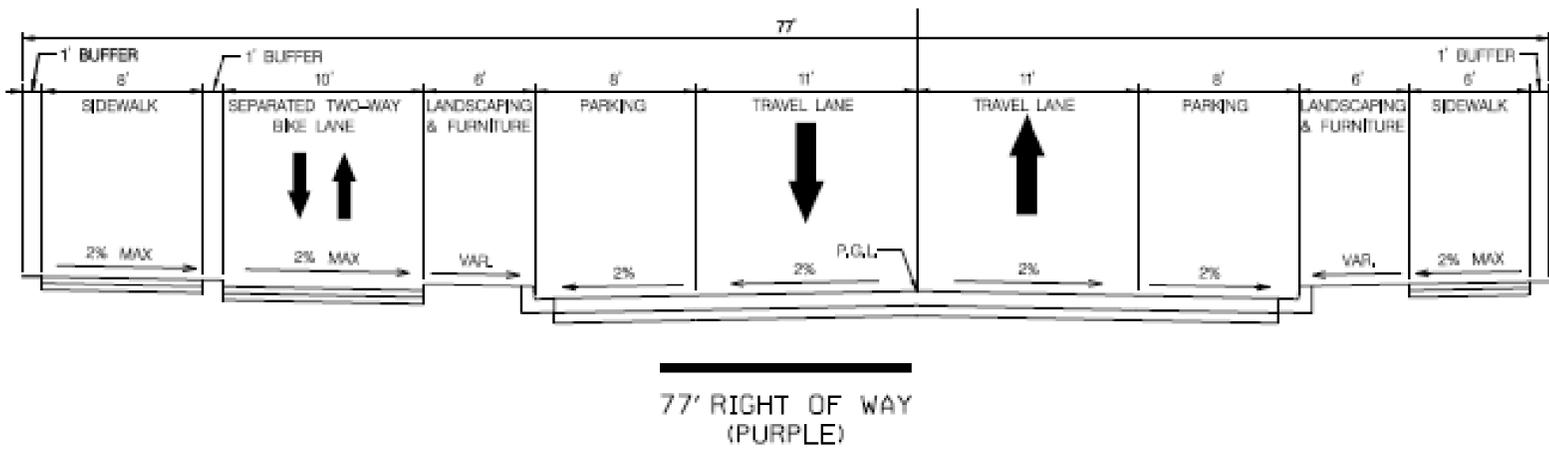
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Road Designations

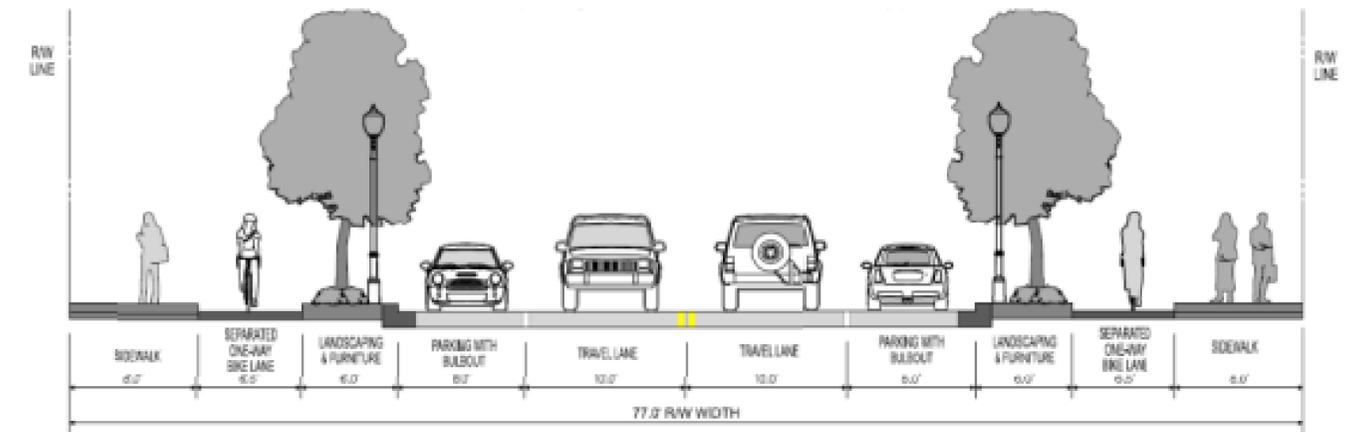
- 40' ROW with 10' shared use path and no parking
- 46' ROW with 10' shared use path, sidewalk, and no parking
- 52' ROW with 10' shared use path, sidewalk, and no parking
- 60' ROW with 10' shared use path, sidewalk, and parking on one side
- 40' ROW with 10' shared use path and no parking
- 77' ROW with parking and sidewalks on both sides, and a 10' two-way bike lane
- 53' ROW with sidewalks on both sides, a 10' two-way bike lane, and parking on one side



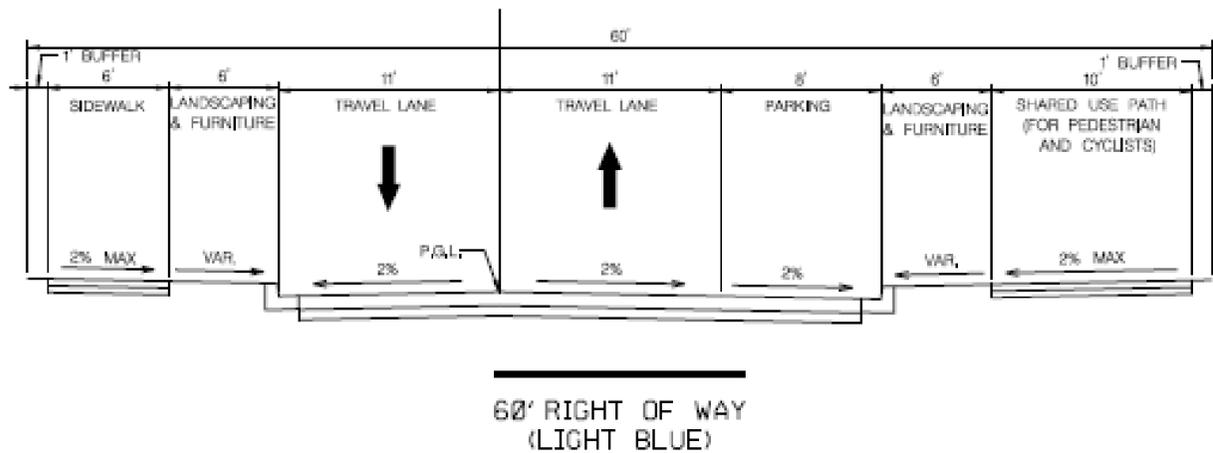
BASE LINE OF CONSTRUCTION



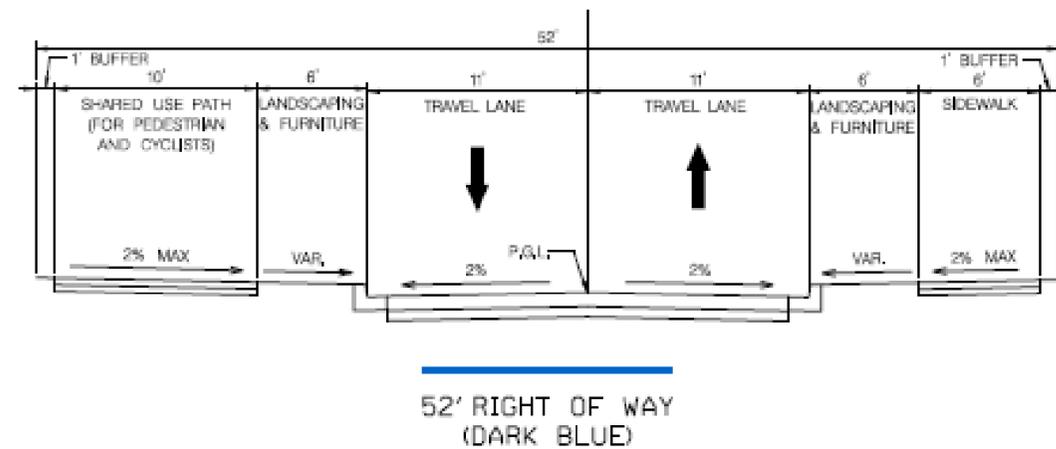
NEIGHBORHOOD CONNECTOR (A) STANDARD SECTION (77') - NOT TO SCALE



BASE LINE OF CONSTRUCTION

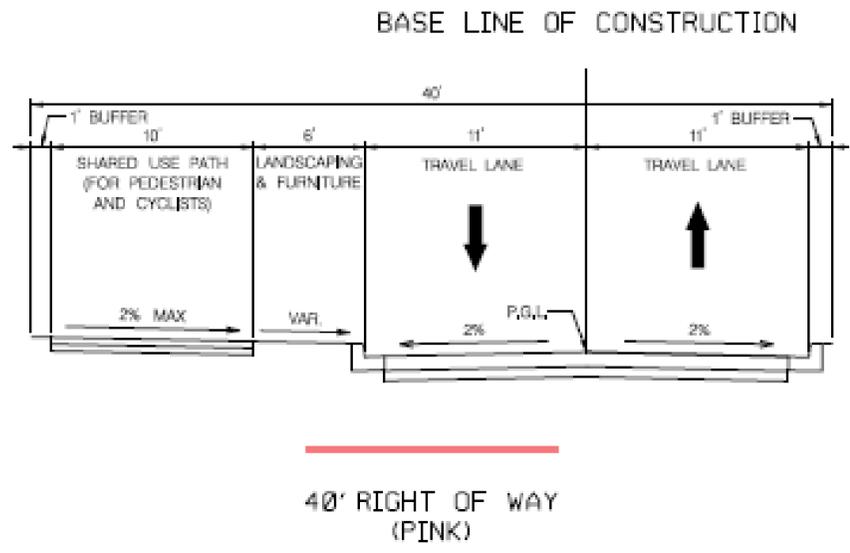
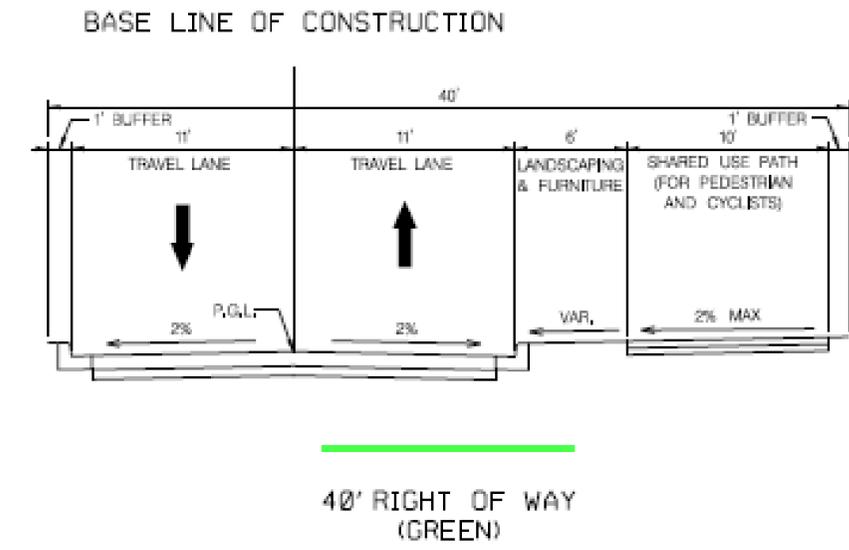
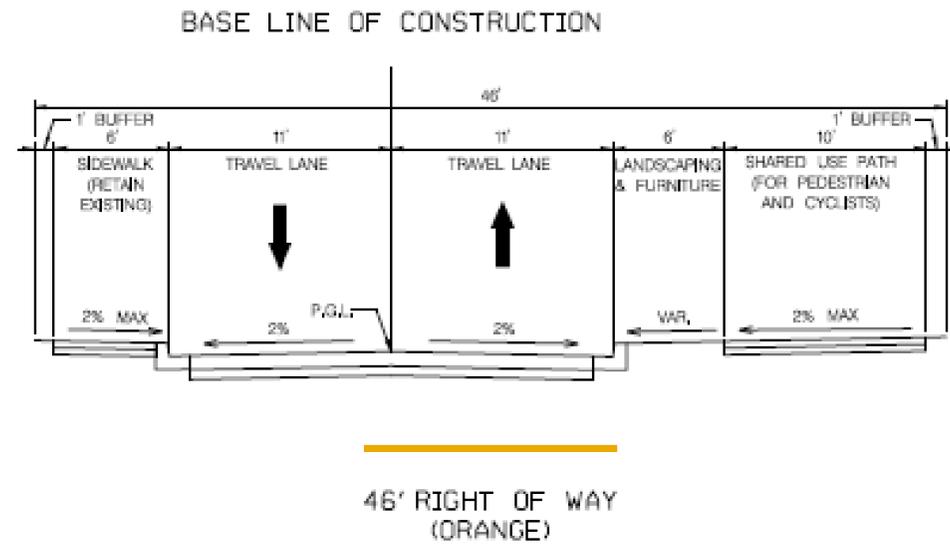


BASE LINE OF CONSTRUCTION



NOTE:
TYPICAL SECTIONS DESIGNED TO PRINCE GEORGE'S COUNTY URBAN
STREET DESIGN STANDARDS, NEIGHBORHOOD CONNECTOR STREET TYPE.

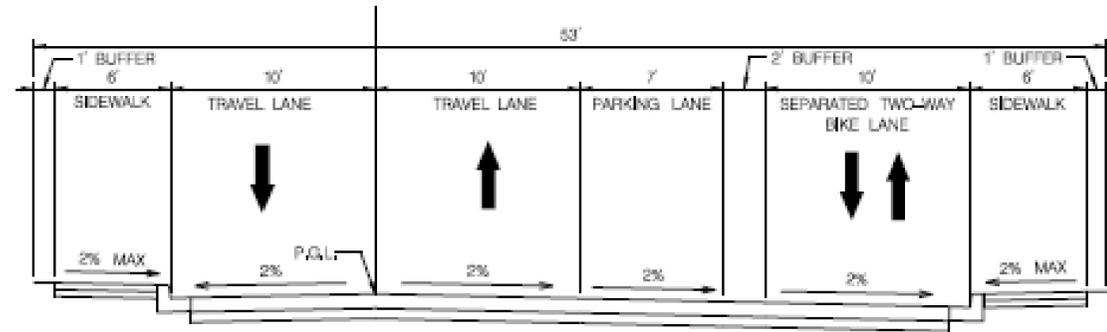




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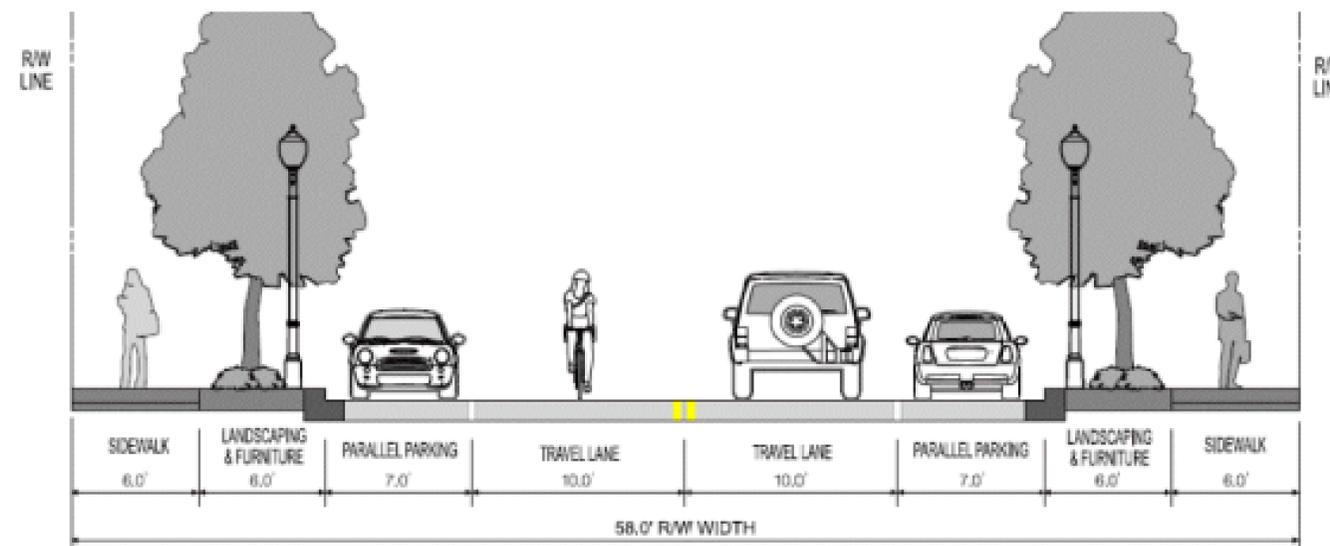


BASE LINE OF CONSTRUCTION



53' RIGHT OF WAY
(RED)

NEIGHBORHOOD RESIDENTIAL STANDARD SECTION (58') - NOT TO SCALE

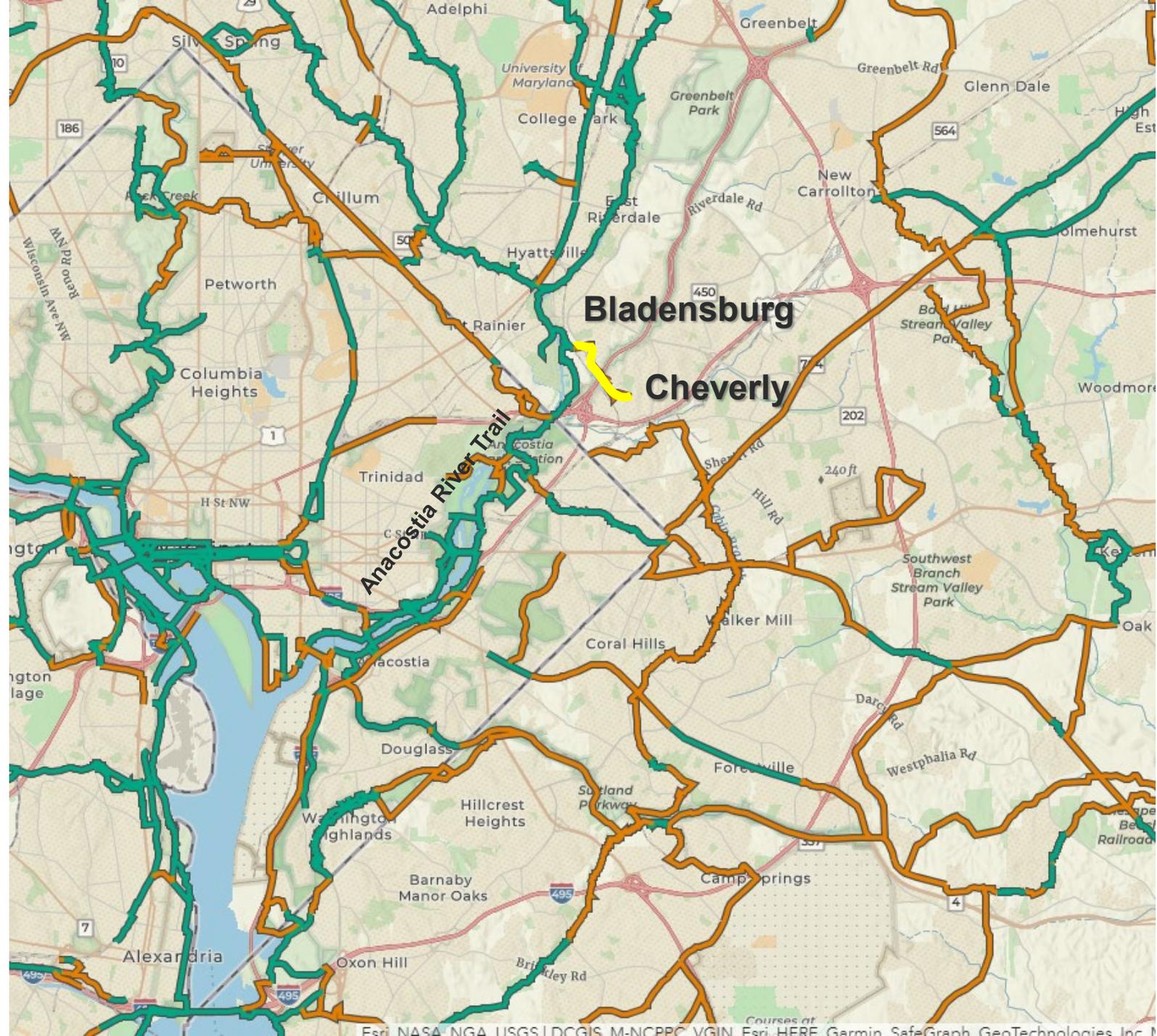


Cheverly to Anacostia River Trail

- Local and Regional Context
- Proposed Connections
- Planning Context

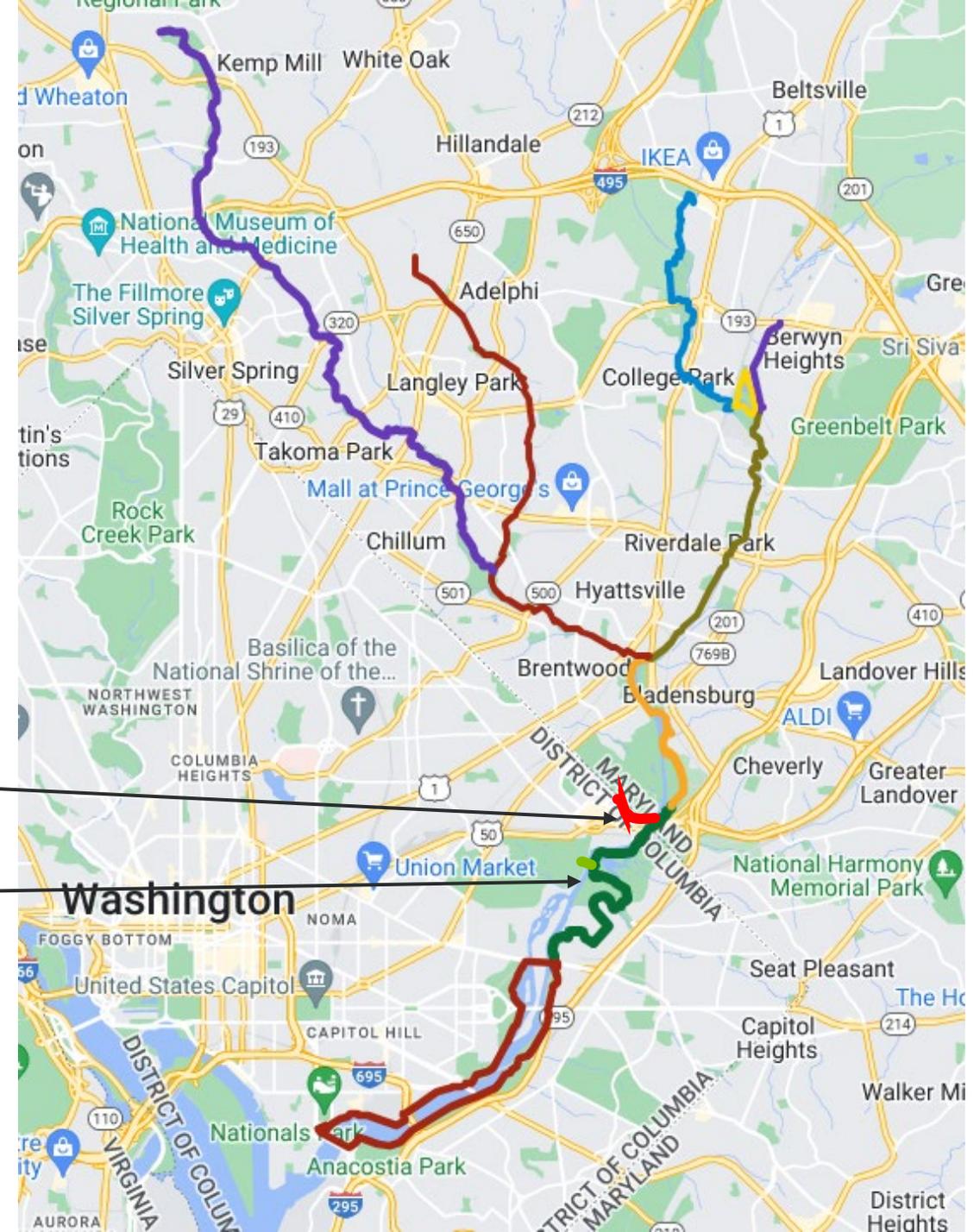
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- Identified in TPB's 1,400-mile Capital Trail Network (CTN)
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- Anacostia Trail System
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Anacostia River Trail

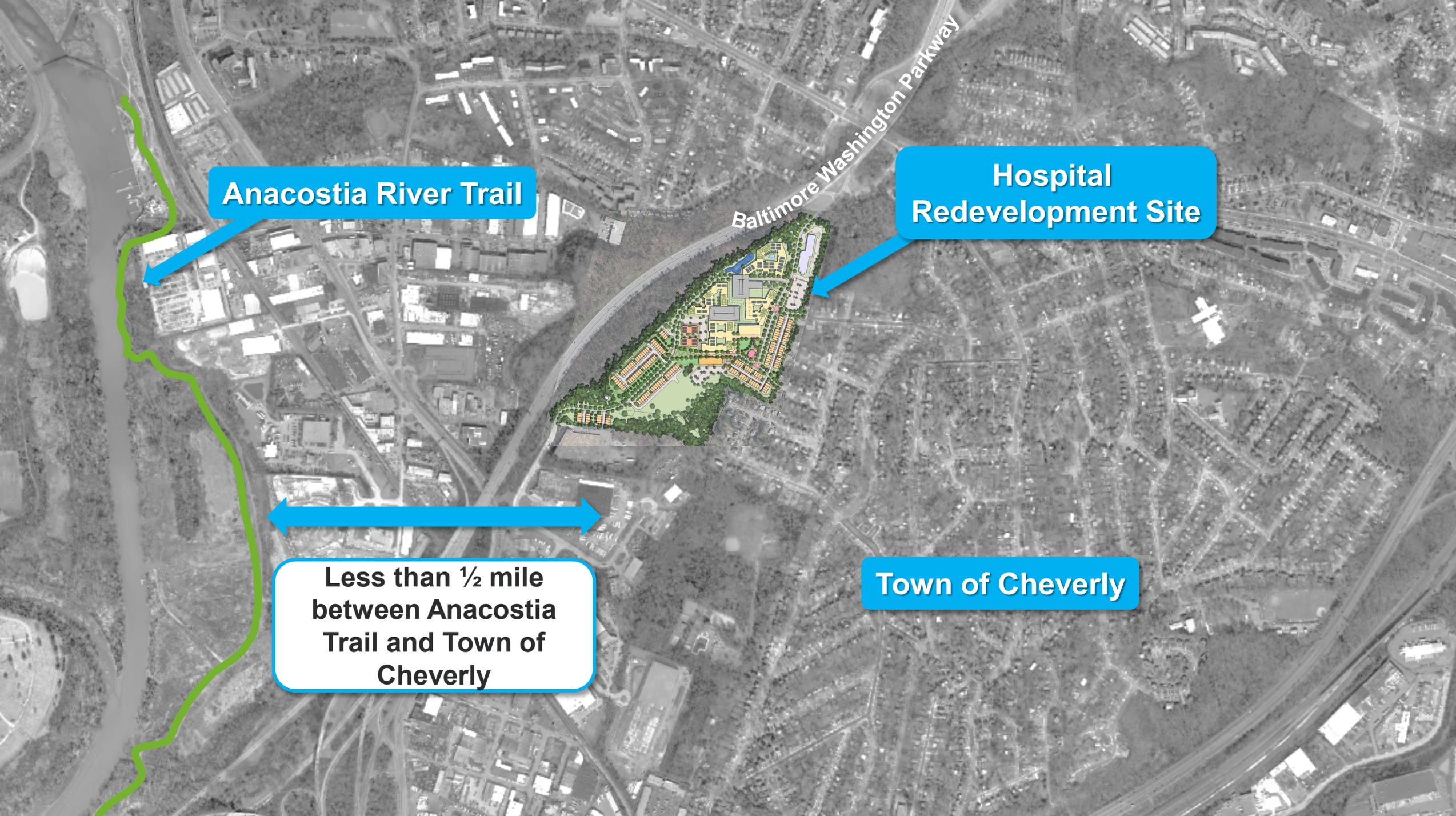
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Anacostia River Trail

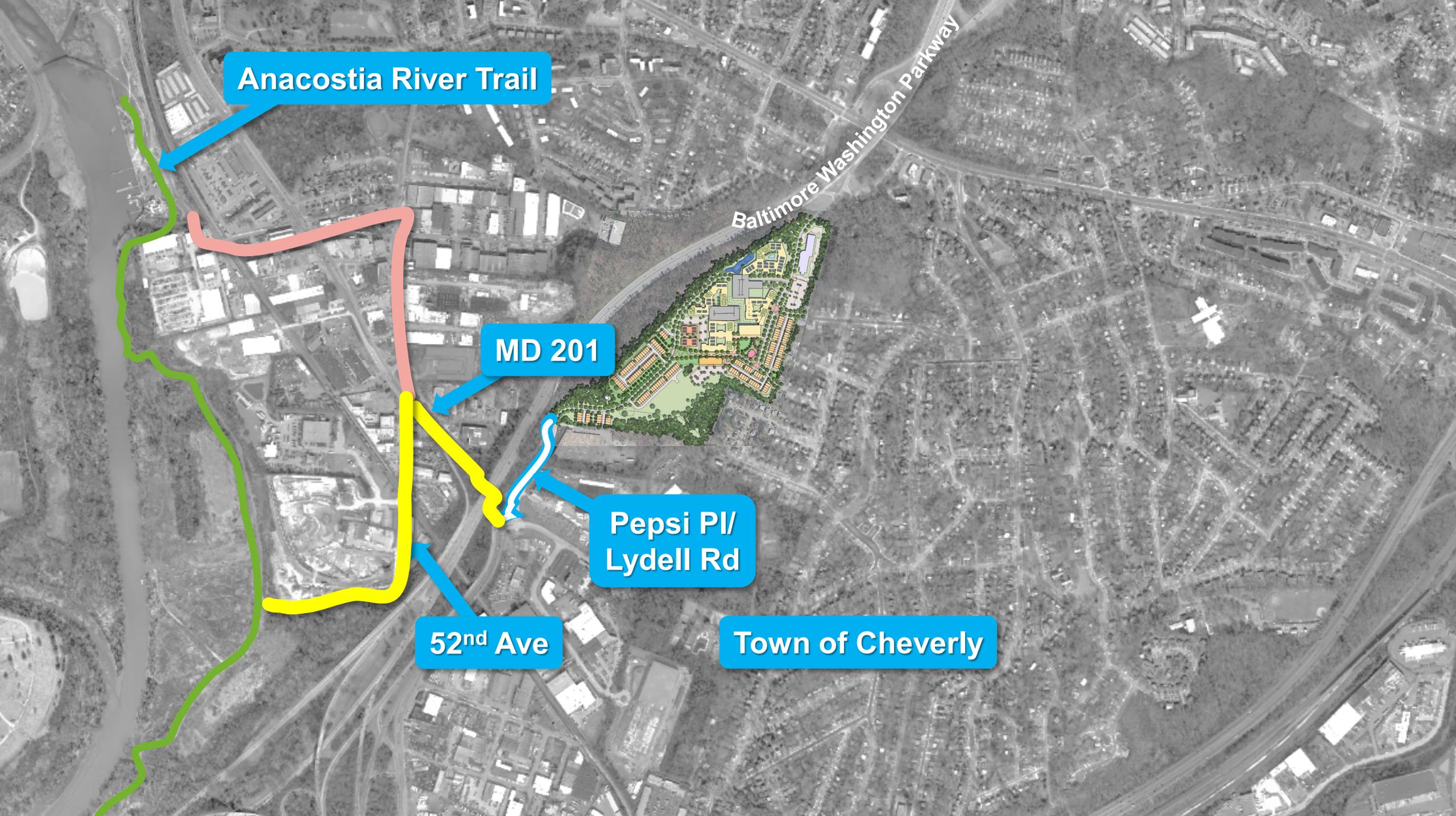
MD 201

**Pepsi Pl/
Lydell Rd**

52nd Ave

Town of Cheverly

Baltimore Washington Parkway



Pepsi Place

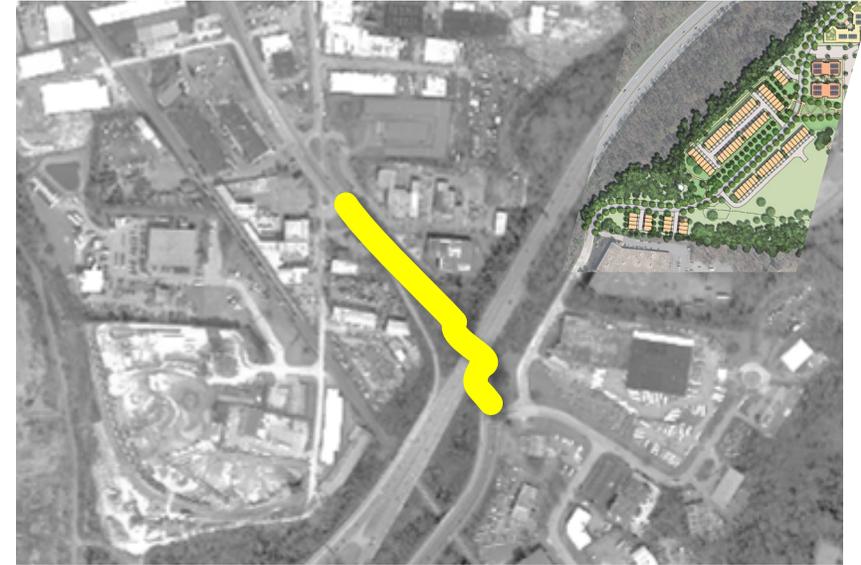
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Example Shared Use Path

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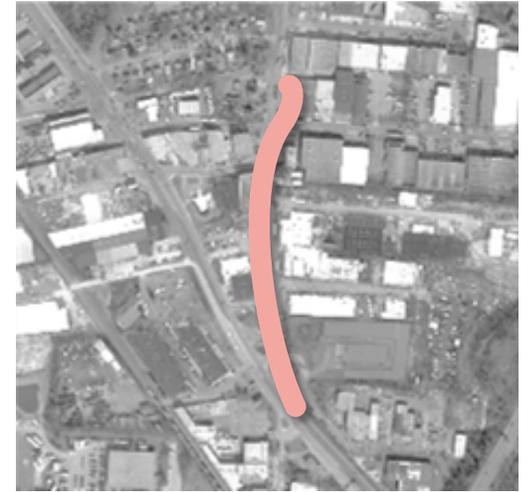
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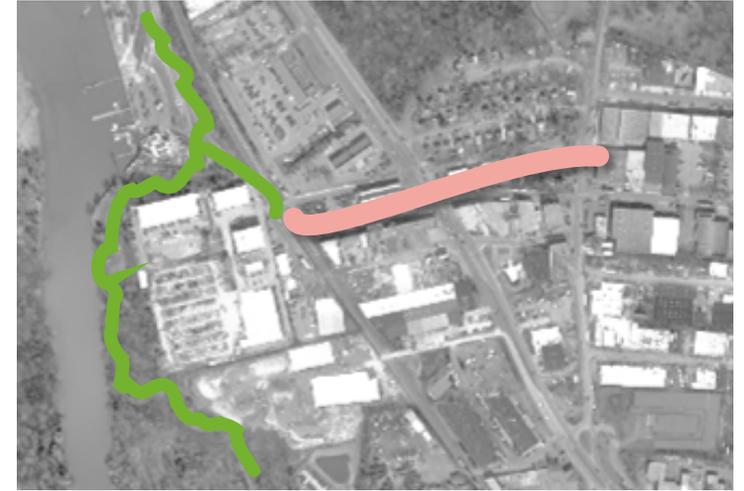
52nd Avenue (north)

- MD SHA (MD 769C)
- 60' ROW (per PG Atlas) / 40' pavement width
- Existing curb/gutter
- Proposed **grade separated shared use path** on east side (right side of picture)



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Lloyd Street



Lloyd Street East of MD 201
Alley – overgrown
Barriers at each end of alley
Approx. 40' ROW (PG Atlas)
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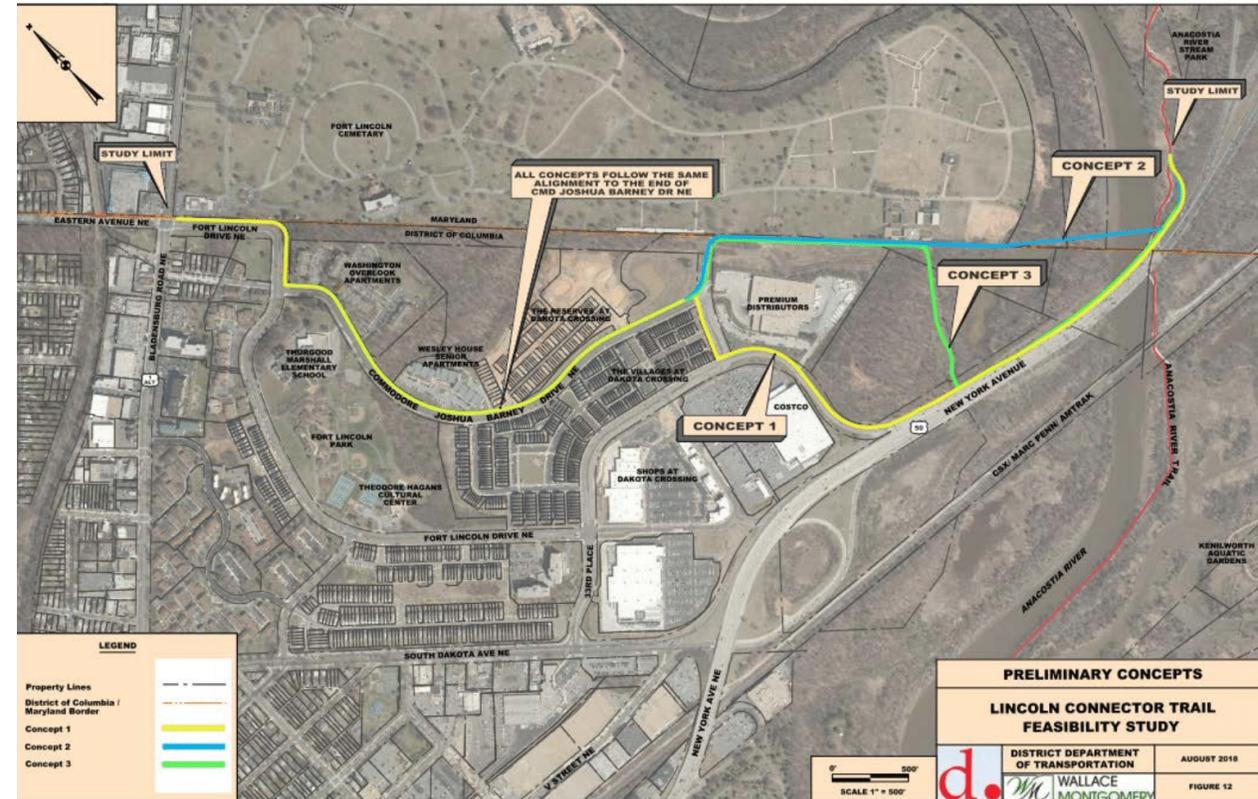
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Planning Context

Previous Plans and Studies

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Lincoln Connector Trail Feasibility Study

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Note: site plan shown is illustrative and is in progress

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Cheverly, Bladensburg, and
neighboring communities to
Anacostia River Trail*

Urban Street Design Standards – Summary Table

Urban Street Type	Right-of-Way	Median / Turn Lane	Intended Functional Operating Speed (mph)	Maximum Travel Lanes	On-Street Parking	Sidewalk ²	Shared-Use Path ¹⁰	Bike Facility ⁹
Mixed-Use Boulevard: Four Travel Lanes (A)	114'	11'	25	4	8'	10'	None	6.5' separated one-way bike lane
Mixed-Use Boulevard: Four Travel Lanes (B)	98'	11'	25	4	None	10'	None	6.5' separated one-way bike lane
Mixed-Use Boulevard: Four Travel Lanes (C)	96'	10'	25	4	None	10'	None	5' on-road buffered bike lane
Mixed-Use Boulevard: Two Travel Lanes (A)	94'	11'	25	2	8'	10'	None	6.5' separated one-way bike lane
Mixed-Use Boulevard: Two Travel Lanes (B)	78'	11'	25	2	None	10'	None	6.5' separated one-way bike lane
Mixed-Use Boulevard: Two Travel Lanes (C)	76'	10'	25	2	None	10'	None	5' on-road buffered bike lane
Neighborhood Connector (A)	77'	None	20-25	2	8'	8'	None	6.5' separated one-way bike lane
Neighborhood Connector (B)	74'	None	20-25	2	8'	8'	None	5' on-road bike lane
Neighborhood Connector (C)	68'	None	20-25	2	8' (0')	10' (8')	None	10' separated two-way bike lanes
Neighborhood Connector (D)	74' to 98'	None	20-25	2	8'	None	10'	Shared-use path
Neighborhood Connector (BRT-A)	87'	None	20-25	2	None	10	None	6.5' separated one-way bike lane
Neighborhood Connector (BRT-B)	74'	None	20-25	2	None	None	10'	Shared-use path
Neighborhood Residential	58'	None	20	2	7'	6'	None	Shared lane marking / signs
Urban Industrial Street (A)	54'	None	20	2	None	None	10'	Shared-use path
Urban Industrial Street (B)	46'	None	20	2	None	6'	None	None
Shared Street	44'	None	10	2	None	6'	None	None
Alley	20'	None	10	1	None	None	None	None

