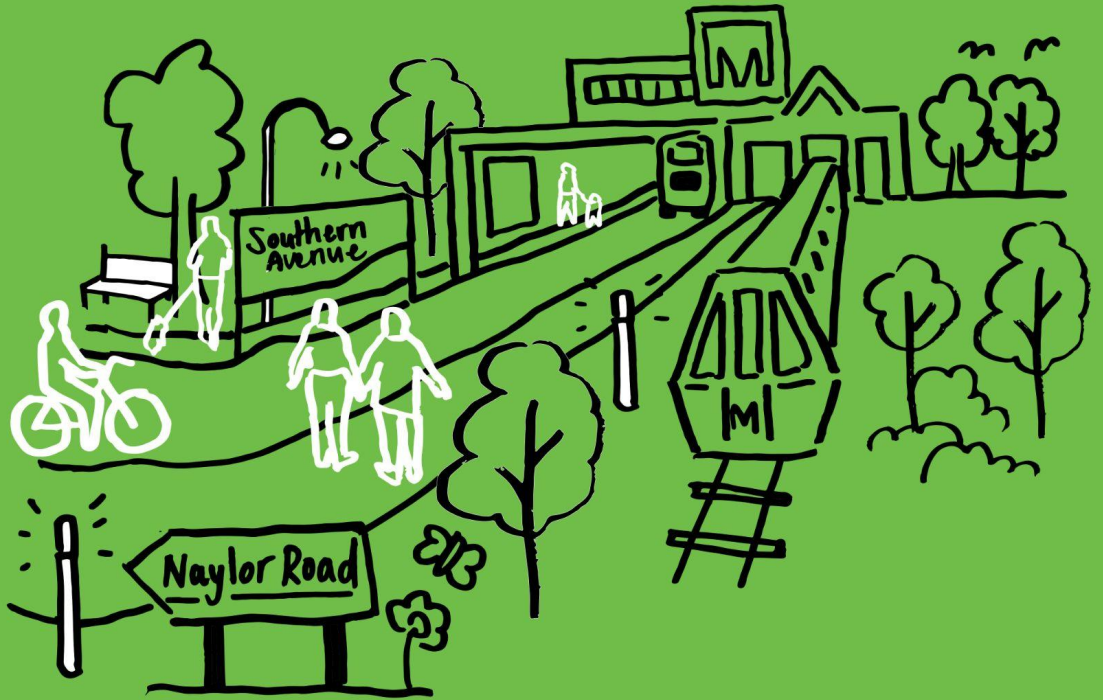


Southern Avenue Metro Station Area Pedestrian Accessibility Study



Community
Meeting #2

Date 03/08/2022



Southern Avenue Metro Station Area Pedestrian Accessibility Study

Community
Meeting #2

Welcome!
The meeting
will start shortly



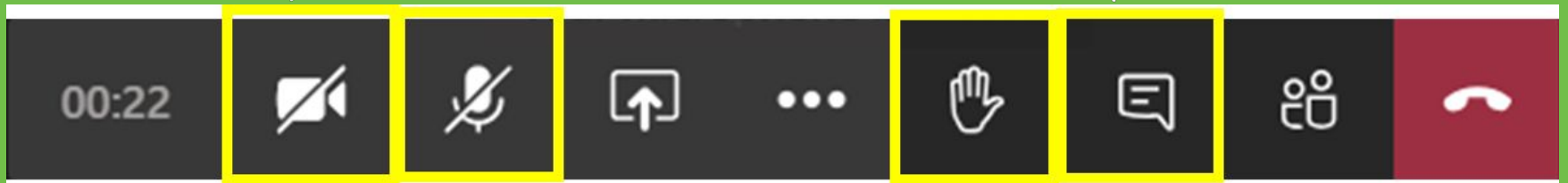
Date 03/08/2022

How to Participate - Teams

- This meeting will be recorded and shared on the website
- Please MUTE yourself when not speaking, VIDEO is optional but we do like to see folks when possible.
- If you have a comment or question, type it in the chat or raise your hand.
- Unmute yourself if called upon.

Turn on/off camera

Open meeting chat



Turn on/off mic

Raise your hand

How to participate - Slido

1. Go to [Slido.com](https://www.slido.com) on your laptop, tablet or smartphone or snap a photo of the QR code with your smartphone
2. Type in code **#pgcsouthernave**
3. Survey questions will appear throughout the presentation



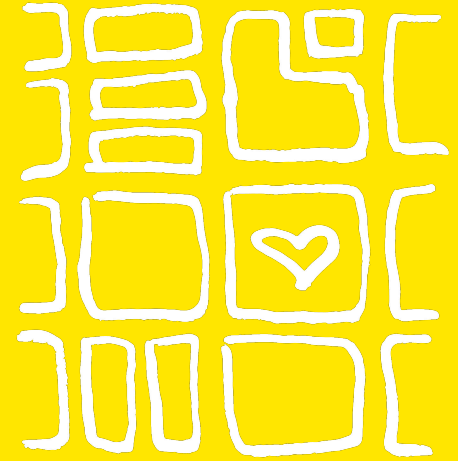


Agenda

- 6:30 **Welcome and Introductions**
- 6:40 **Project Background and Goals/ Feedback from Meeting #1 'what we heard'**
- 7:00 **Evaluation Framework and Proposed Connections**
- 7:40 **Timeline and Next Steps**
- 7:50 **Open Q&A**

Welcome!

Our Team



Please introduce yourself in the chat!



Meeting Goals

1

Inform

Provide information about the study,

2

Get Feedback

How do folks feel about the proposed routes? Do they meet community need? What have we missed? What should we know as we move towards finalizing our recommendations

3

Answer questions/queries

What do you want to know about the study? What have we missed?

Project Background

This study **evaluated pedestrian and bicycling safety and access** to the Southern Avenue and Naylor Road Metro Stations via the Oxon Run Park Trail in Hillcrest Heights, Maryland. It followed recommendations in the Greater Washington Partnership's 2020 report: Building the Transit-Oriented Region Report for Prince George's County which included:

- Maximize Oxon Run Park's ability to serve the greater community
- Build on the existing amenities and improve access to Oxon Run Park to increase residential demand and promote health equity

These recommendations are consistent with recommendations in the [2014 Approved Sector Plan and Sectional Map Amendment for Southern Green Line Station Area](#) to extend the planned Oxon Run Trail to the Southern Avenue Station and improve bicycle & pedestrian infrastructure along the sector plan area. **This study focused on Prince George's County considered the impact on the DC side in collaboration with key stakeholders and community members.**



Project Goals



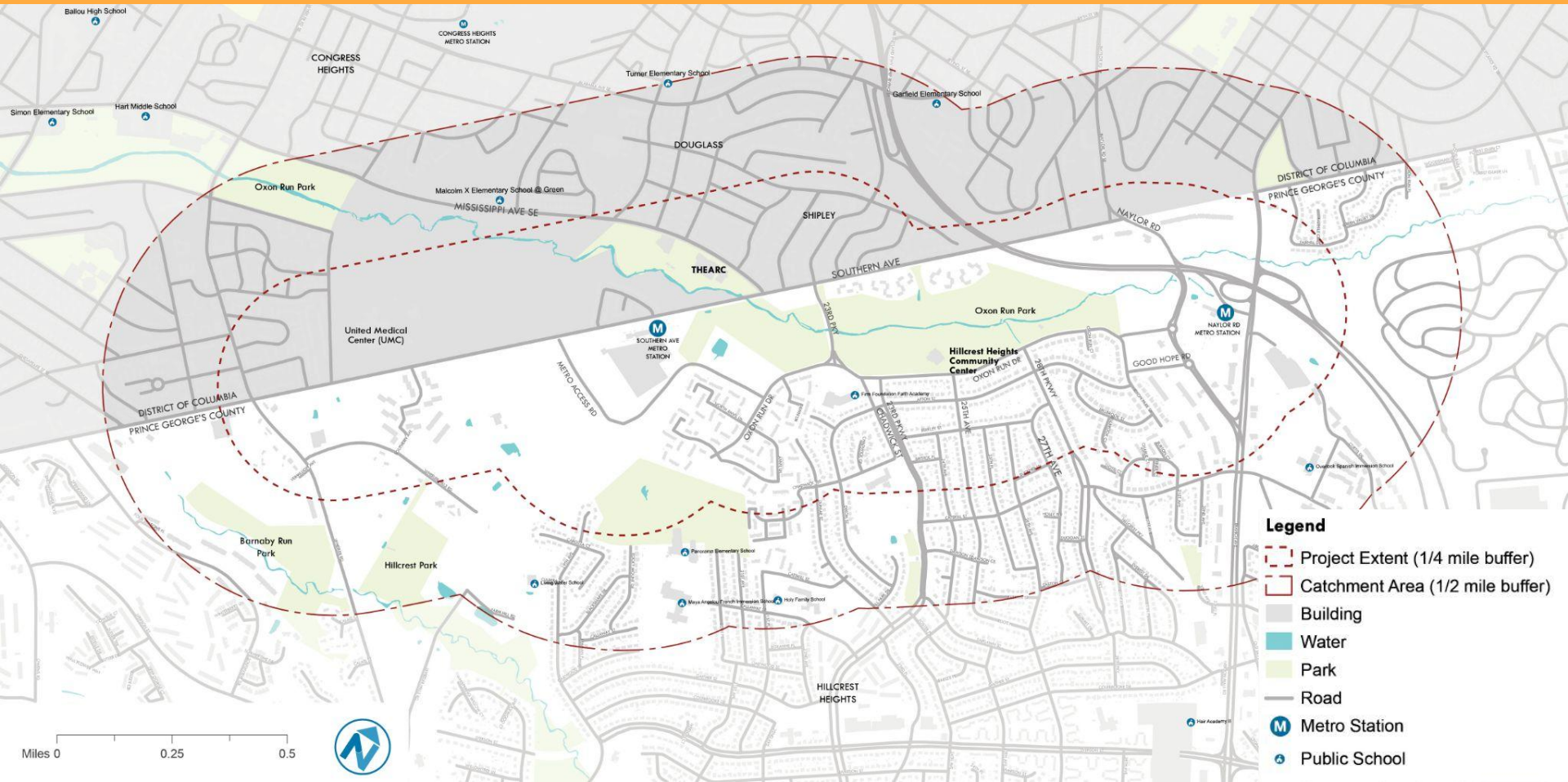
The overall goal of the project is to improve neighborhood connections, promote health equity, and stimulate economic growth. The team:

- Assessed existing pedestrian safety and access to the Southern Avenue and Naylor Road Metro stations through the Oxon Run Park Trail and surrounding neighborhoods in Hillcrest Heights Maryland and DC.
- Evaluated potential connections and routes between the two stations.
- Developed concepts to improve the pedestrian and cycling experience in the area

Community engagement is a key component of this study, we wanted to center the experience of the people that live, work, shop and worship in the area.



Focus Area



Focus Area



Focus Area



Questions using Slido

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3. Survey questions will appear throughout the presentation
4. If you cannot use slido please use the chat feature



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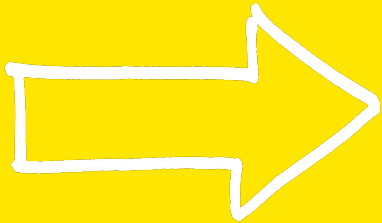


Do you live, work, worship, go to school, shop, catch the metro, or use the park in the focus area? (Choose all that apply)

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What we heard from
community meeting #1



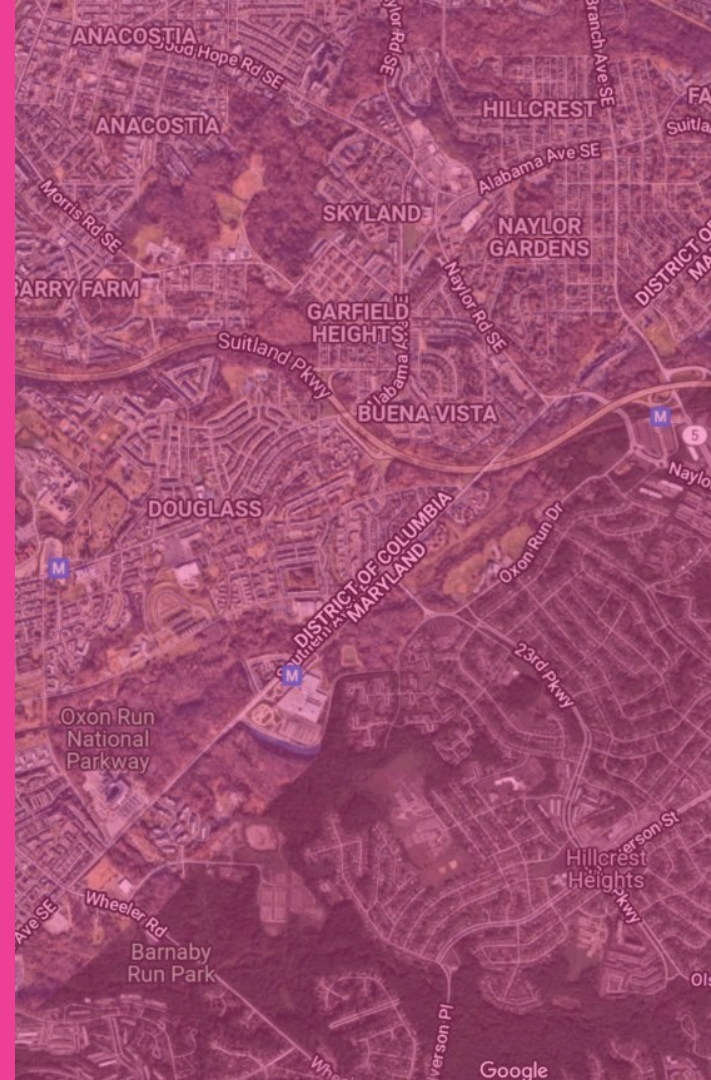
Community Meeting #1



Community Goals

- Route should **prioritize safety for pedestrians and cyclists.**
- Route should create a feeling of **personal safety for area users.**
- Route improvements should **address equitable development.**

Criteria and goals were derived from project scope and public feedback from meeting #1.



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**Do you think the goals
capture the priorities shared
at the last meeting ?**

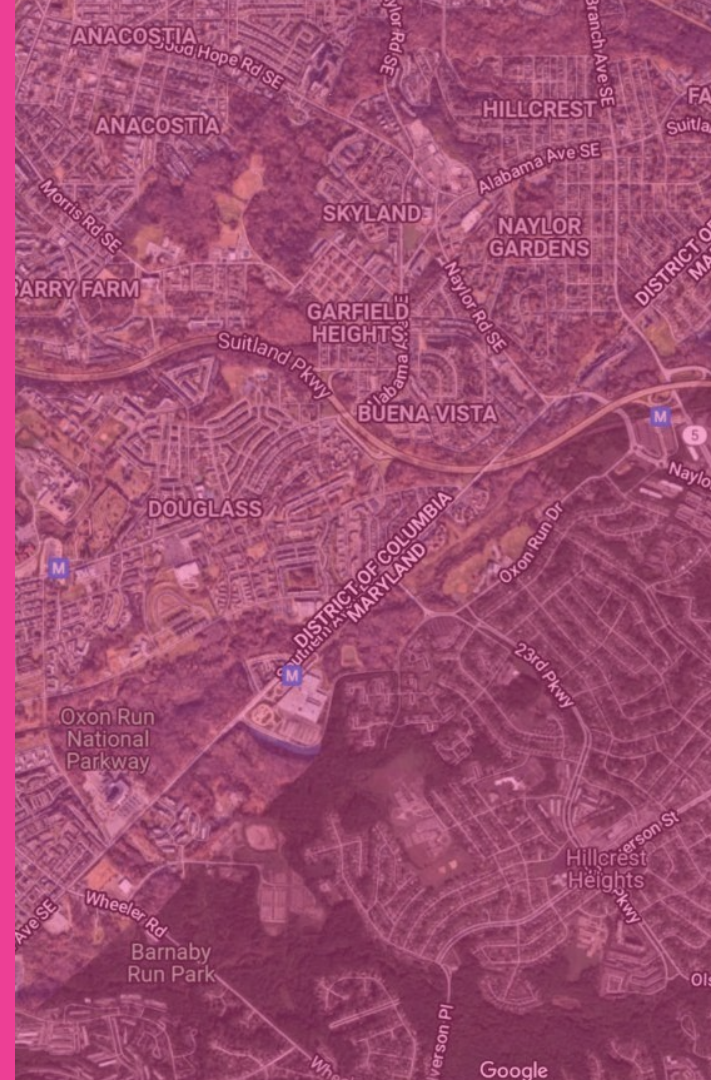
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Community Meeting #1



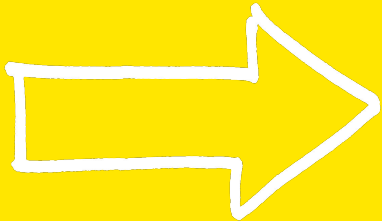
Route Criteria

- The desired route should serve the community by providing a **pedestrian connection between Southern Ave and Naylor Rd Metrorail stations.**
- The desired route should serve as an Oxon Run trail **pedestrian connection between Mississippi Ave SE & Southern Ave and Good Hope Rd & Naylor Rd** (additionally, an extension from Mississippi Ave SE to 13th St SE along Southern Ave SE may be examined).





Evaluation Framework



Evaluation Metrics



COMPLETE STREETS CONNECTIVITY



1. Closes gaps and connects
2. Aligns with plans and projects

ROAD SAFETY AND SECURITY



3. Improves quality of routes
4. Improves user safety

TRAVEL TIME AND CONVENIENCE



5. Serves many people
6. Reduces travel times

ENVIRONMENT AND SUSTAINABILITY



7. Encourages mode shift
8. Increased foot traffic

PUBLIC INTEREST AND SUPPORT



9. Is favoured/desired
10. Promotes equity

IMPLEMENTATION AND FEASIBILITY



11. Leverages opportunities
12. Is feasible/affordable

Updated Routes



Separated all routes into unique segments to consistently evaluate performance of each route's segment across each metric

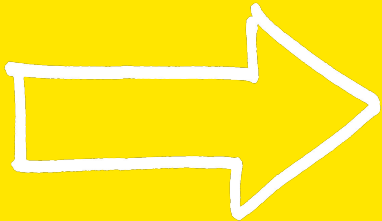


Pause for Questions

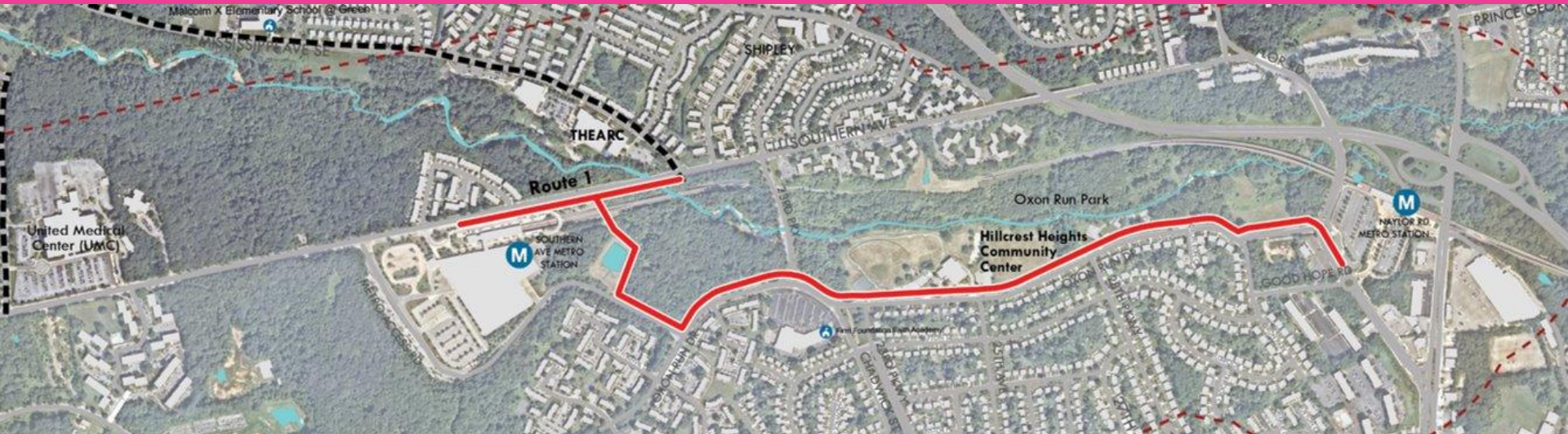
Feedback/question on this section



Updated
Routes/Connections



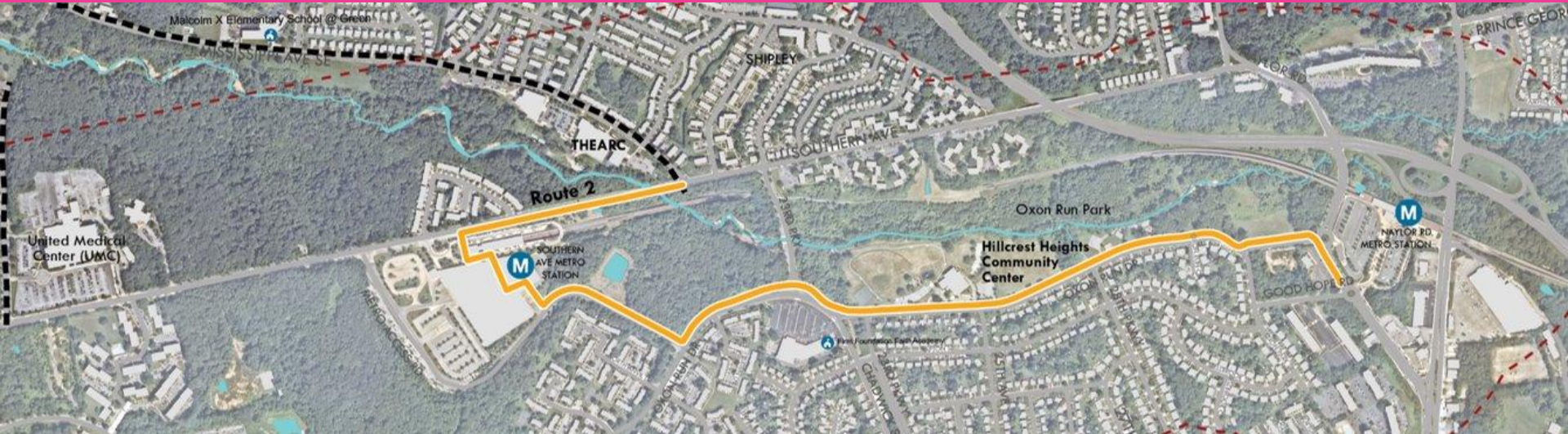
Proposal 01



Pros: Creates shortcut between Southern Avenue and Metro Access Road. Adds connectivity to the bike and ped network. Trail along the pond has potential recreational benefits.

Cons: The shortcut wouldn't enhance connections to or from the Metrorail station. The new route could be moderately costly, due to engineering needs (elevation change from Southern Ave to Oxon Run Park). The route's off-street trail portion could feel unsafe during hours when less frequented by pedestrians and bicyclists.

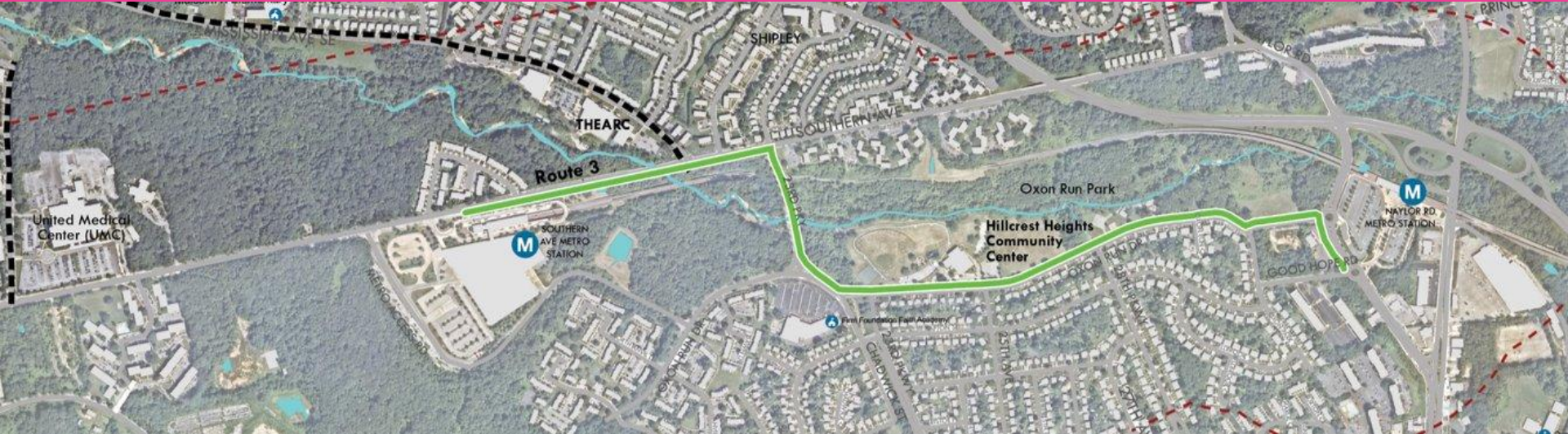
Proposal 02



Pros: Formalizes pedestrian walkway through the Metrorail station parking garage, enhances pedestrian safety.

Cons: Metrorail station hours may impact the ability for the connection to serve as a 24-hour route, and parking garage environment may make the route less desirable due to safety concerns or aesthetics.

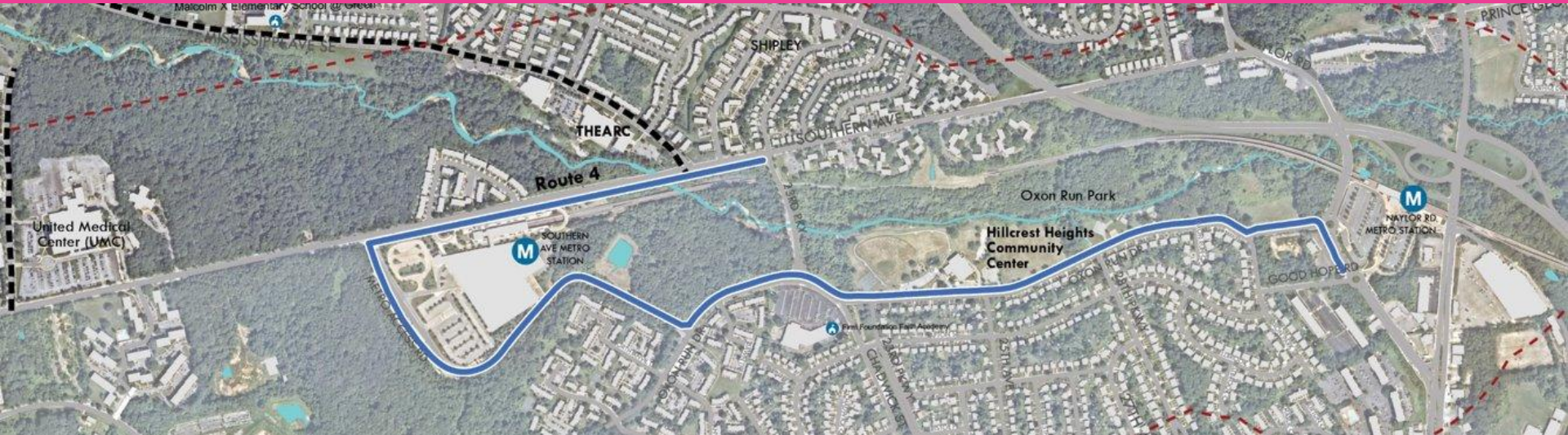
Proposal 03



Pros: Follows 23rd Parkway as the connection between Oxon Run Drive and Southern Avenue. The route's presence along this street recommends a road diet and new two-way bicycle lanes, which would connect to the proposed road improvements on Southern Avenue and Oxon Run Drive.

Cons: The route follows existing rights-of-way, so it would not create any off-street trails.

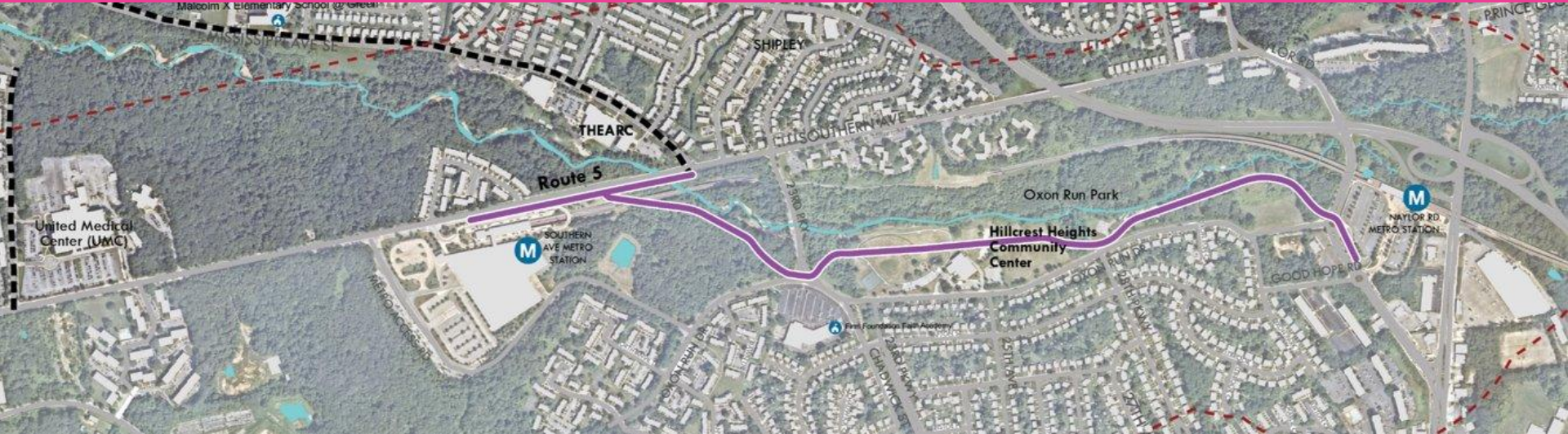
Proposal 04



Pros: Route would improve Metro Access Road, which was not designed as a complete street. It currently doesn't have safe accommodations for bicyclists or pedestrians.

Cons: Route does not have direct access to the Metrorail station. It could require removal of some parking to provide space for a sidewalk. The road could not accommodate bike lanes without widening.

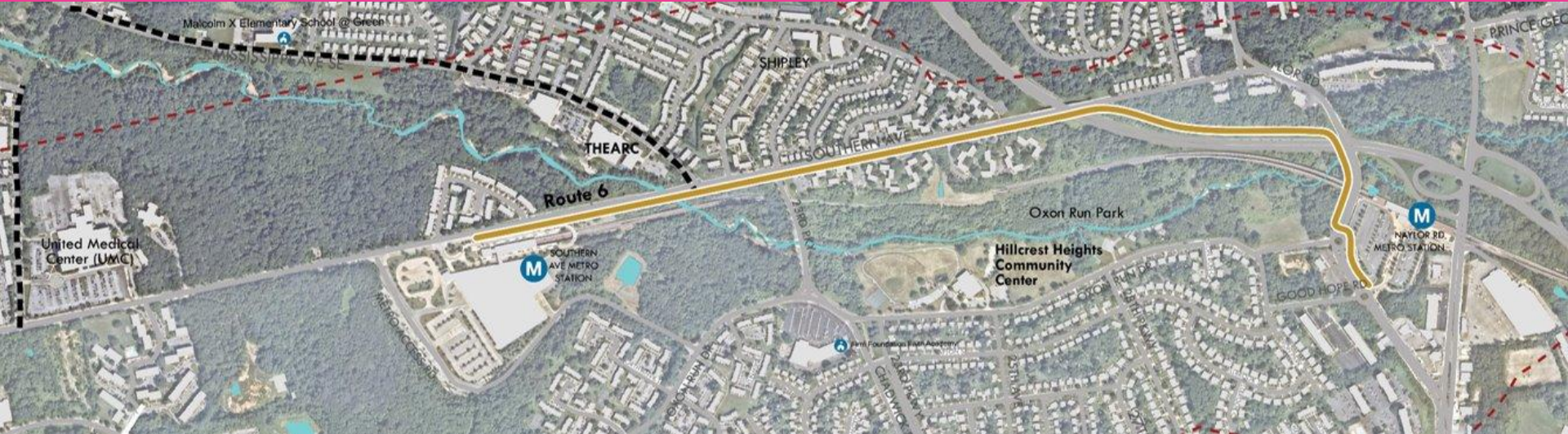
Proposal 05



Pros: Route would help to complete the proposed Oxon Run Park trail within this portion of the park system.

Cons: The route would serve as a redundant trail leg to Oxon Run Drive and portions of the route would require extensive engineering improvements. Portions of the trail out of sight from the road. May not feel safe for pedestrians after at times when there is less ped or bike traffic on the route.

Proposal 06



Pros: Route would help to complete the proposed Suitland Parkway trail adjacent to the Naylor Rd Metrorail station.

Cons: Due to the route's alignment, it is farther from Prince George's County residents and would not help to create safer and better pedestrian connections near Oxon Run Park. Portions of the route present engineering challenges along Southern Avenue at Suitland Parkway as well as at connection points to Naylor Road

ROUTE ANALYSIS

Metric Scoring	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6
1. Closes gaps & connects						
2. Aligns with plans						
3. Improves quality						
4. Improves user safety						
5. Serves many people						
6. Reduces travel times						
7. Encourages mode shift						
8. Increases foot traffic						
9. Is favored/desired	TO REFLECT INPUT AT AND AFTER PUBLIC MEETING #2					
10. Promotes equity						
11. Leverages opportunity						
12. Is feasible/affordable						

Scoring key:

- Does not meet criteria
- Partially meets criteria
- Meets basic criteria elements
- Consistently meets criteria
- Meets and exceeds criteria

Questions using Slido

1. Go to **Slido.com** on your laptop, tablet or smartphone or snap a photo of the QR code with your smartphone
2. Type in code **#pgcsouthernave**
3. Survey questions will appear throughout the presentation
4. If you cannot use slido please use the chat feature



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**Please rank the routes 1
being your favorite, 6 being
your least favorite**

① Start presenting to display the poll results on this slide.

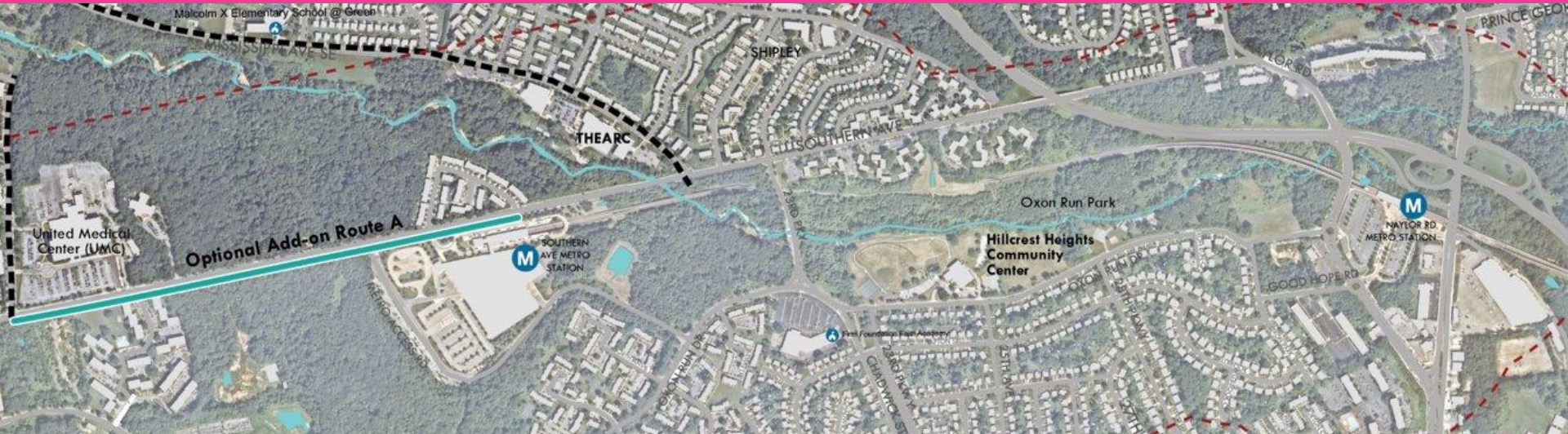
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**Can you explain the reason
for your choice?**

① Start presenting to display the poll results on this slide.

Proposal Add On



Pros: Route would help to add additional safe accommodations along Southern Avenue and help to enhance the pedestrian and bicycle experience for residents in the area.

Cons: This additional extension could add cost to the project.

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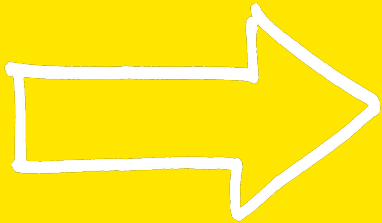


**Do you have any thoughts
on the proposal add-on?**

① Start presenting to display the poll results on this slide.



Design Options - what
might this look like?



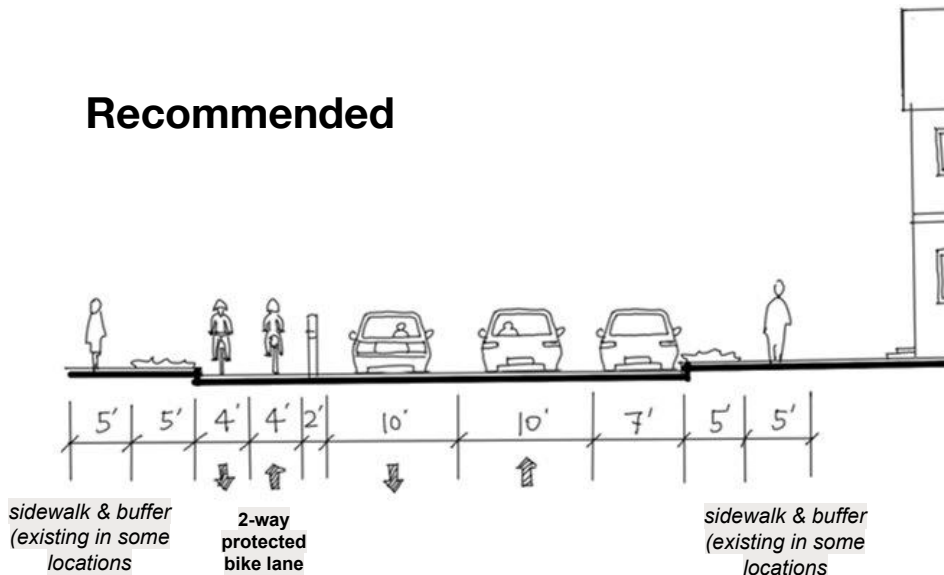
Oxon Run Drive

Metro Access Road to Naylor Road
(Routes 1-4)

- Addition of two-way protected bike lane on northwest (park) side
- Narrow vehicle lanes
- Addition of sidewalk on both sides of the street



Recommended



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How would you rate this proposal for Oxon Run Drive? 1 star is poor, 5 stars is excellent

ⓘ Start presenting to display the poll results on this slide.

23rd Parkway

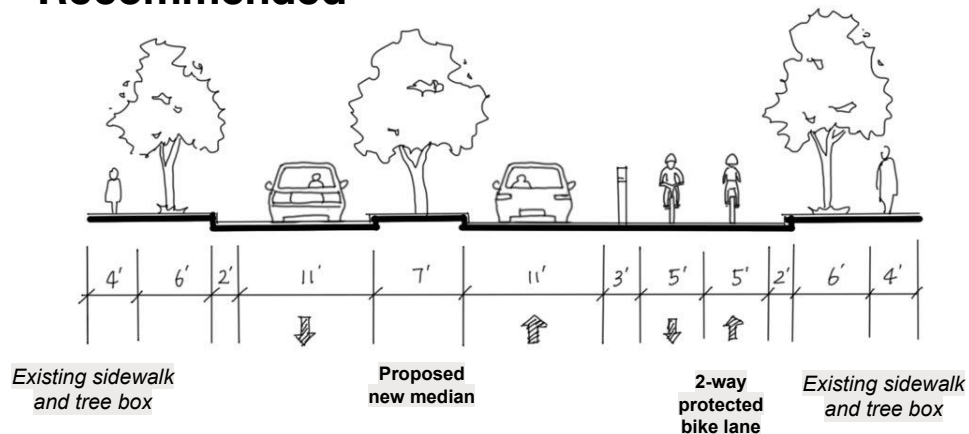
Southern Avenue to Oxon Run Drive
(Route 3)

- Remove under-utilized lanes. Reduce roadway from 4 lanes to 2 lanes
- Addition of two-way protected bike lane on northwest (park) side
- New planted median could provide additional shade, stormwater management, and traffic control

Option 01



Recommended



slido



**How would you rate this proposal for
23rd Parkway? 1 star is poor, 5 stars
is excellent**

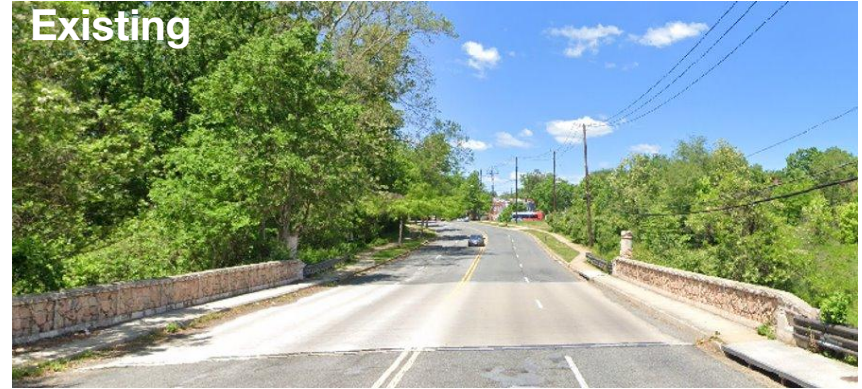
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23rd Parkway

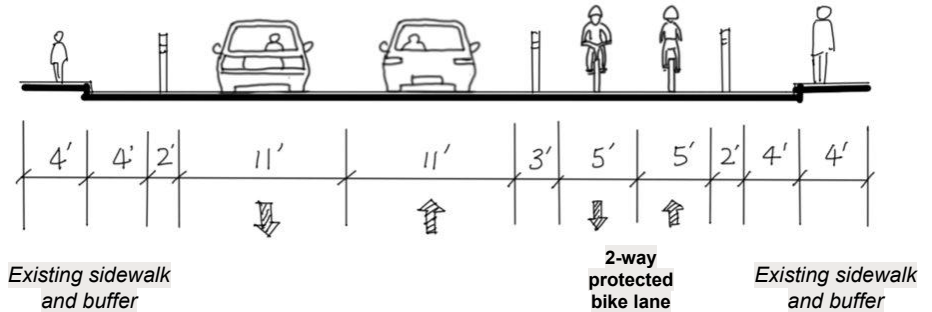
Southern Avenue to Oxon Run Drive
(Route 3)

- Remove under-utilized lanes. Reduce roadway from 4 lanes to 2 lanes
- Addition of two-way protected bike lane on northwest (park) side
- At the bridge, the sidewalk could be widened on both sides.

Option 02



Recommended



slido



How would you rate this proposal option 2 for 23rd Parkway? 1 star is poor, 5 stars is excellent

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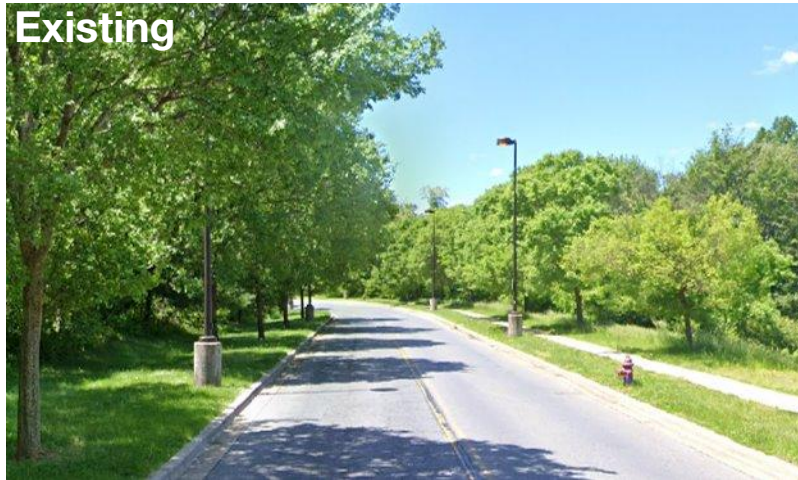
Metro Access Road

Metro Access Road
(Route 4)

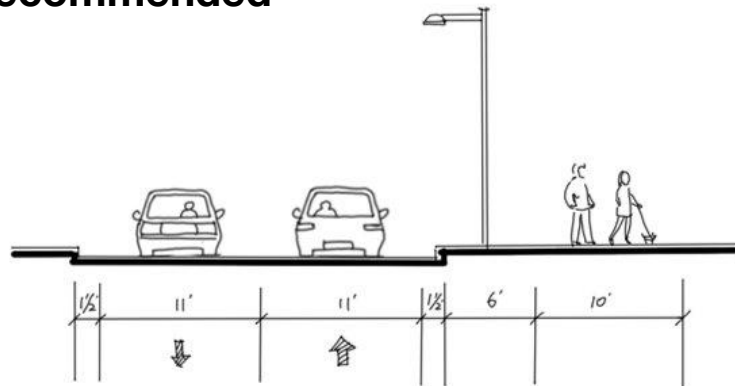
- Existing sidewalk (4' width) widened to a **10' width multi-use path**
- Sections with no sidewalk also get **10' width multi-use path**



Existing



Recommended



Multi Use path

slido



How would you rate this proposal for Metro Access Road? 1 star is poor, 5 stars is excellent

ⓘ Start presenting to display the poll results on this slide.

Southern Ave

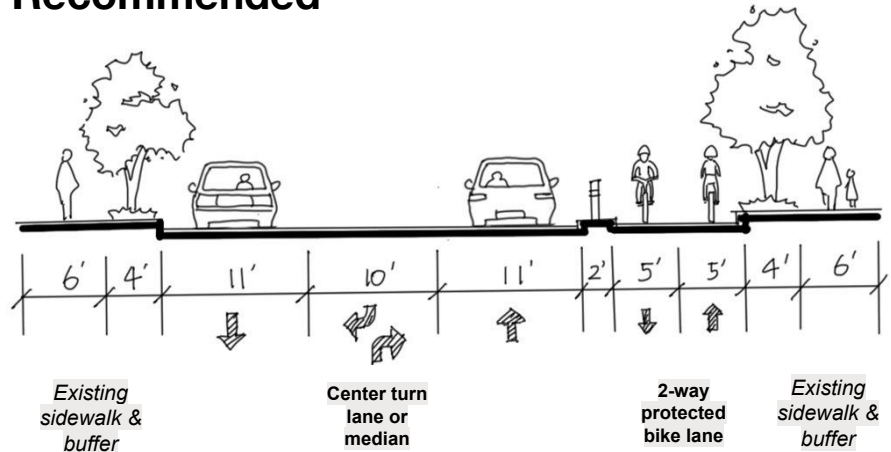
13th Street SE, DC to Suitland Parkway
(Routes 1-6 & Add-on 1)

- Reduce vehicle lanes from 4 lanes to 2-3 lanes
- Center turn lane or median for traffic control
- Addition of two-way protected bike lane on southeast (Metro) side

*Incorporating this design along Southern Avenue between 23rd Pkwy to Suitland Parkway may result in elimination of on-street parking or absence of center turn lane/median. This section would only be re-designed in Route 6.



Recommended



slido



How would you rate this proposal for Southern Ave? 1 star is poor, 5 stars is excellent

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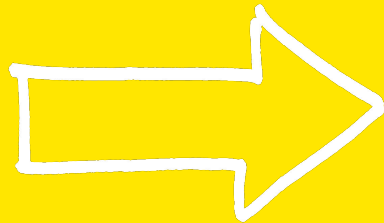


**Can you explain the reasons
for your ratings?**

① Start presenting to display the poll results on this slide.



Timeline and Next Steps





September 2021: State Agency & Elected Officials Stakeholders Meeting

September 2021: Community & Neighborhood Stakeholders Meeting

October 19th 2021 : Public Community Meeting #1

- Research and Design -

March 2022: Public Community Meeting #2



April 2022: Draft Report

June 2022: Final Report

Project Timeline Key Dates

Next Steps



How will we use the information?

Poll results and feedback will be incorporated into the final recommendations

What happens next?

The team will submit a final draft to MNCPPC

The report will be published later in 2022



Q&A

Any comments,
questions or
concerns?

Please unmute or
share in the chat



Thank you!

