

Southern Avenue Metro Station Area

PEDESTRIAN ACCESSIBILITY STUDY

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

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Abstract

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This report is an evaluation of the pedestrian, bicycle, and safety conditions around the Southern Avenue and Naylor Road Metro Station areas. The report was developed through a process of identifying challenges and opportunities associated with the station areas. The findings and recommendations presented in this report do not necessarily represent the official policy positions of any members of the Maryland-National Capital Park and Planning Commission (M-NCPPC) and should not be read as such.

This report was prepared by Smart Growth America, Nelson\Nygaard, and The Neighborhood Design Center (the “SGA team”).

Chris Zimmerman	Vice President for Economic Development Smart Growth America
Jeri Mintzer	Assistant Vice President for Economic Development, Smart Growth America
Jordan Howard	Economic Development Specialist Smart Growth America
Becca Buthe	Economic Research Analyst Smart Growth America
Christopher Forinash	Principal Nelson\Nygaard
Emily Oaksford	Senior Associate Nelson\Nygaard
Sophie Morley	Program Manager The Neighborhood Design Center

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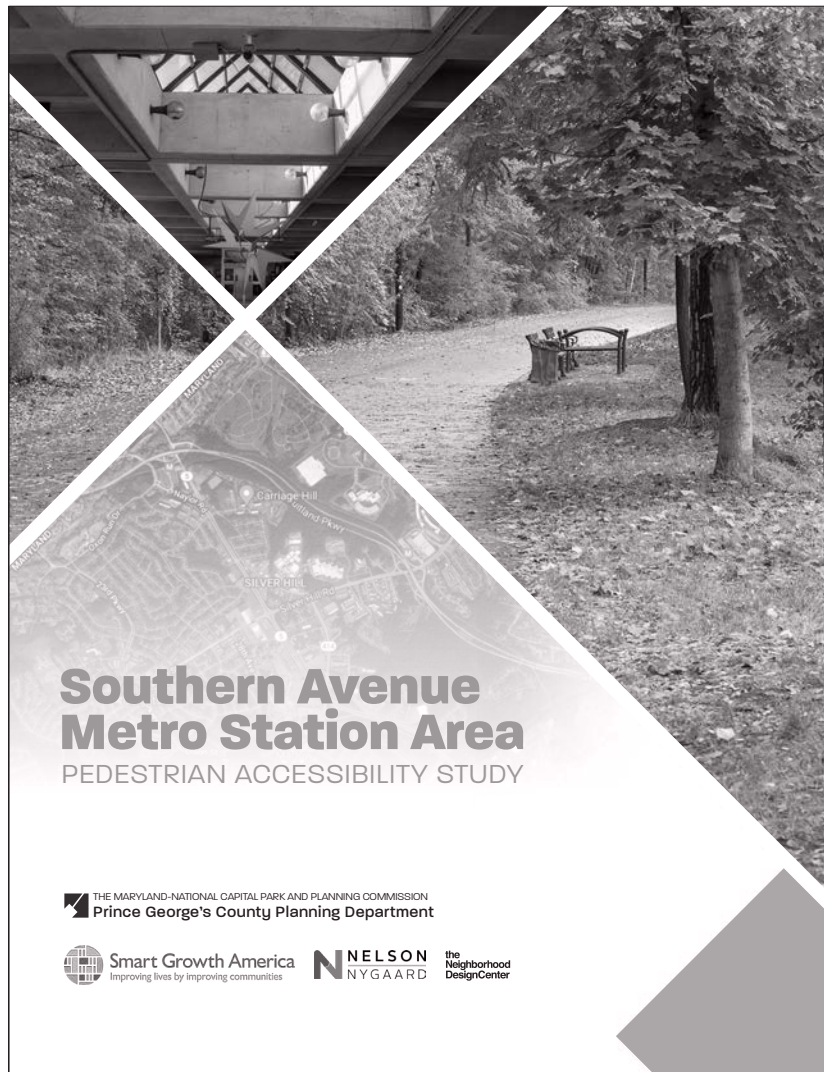
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December 2023

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

www.pgplanning.org

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Southern Avenue Metro Station





■ Passengers at the Southern Avenue Metro Station stand beneath the Coloratura art installation. *Source: M-NCPPC*

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Executive Summary

■ The Maryland-National Capital Park and Planning Commission (M-NCPPC) seeks to build on established community assets, improve access to the Metro stations and Oxon Run Park, increase residential demand, and promote health equity in the Southern Avenue Metro Station area. Extensive planning documents indicate a desire to create a more walkable and safe area for non-automotive uses, such as pedestrians and bicyclists. The area on the Prince George’s County side of Southern Avenue has historically been utilized by commuters, where users drive to the Metro Station, park, and take Metrorail to jobs in Washington, DC. Much of the streetscape in the study area is inhospitable to non-automotive uses due to a lack of sidewalks, shade, and wayfinding. The larger area is mostly residential and connects to Oxon Run Park, a valued community asset.

Previously, several route options were developed to improve pedestrian safety and access. As part of the process to determine the ideal route and design elements, the SGA team conducted an evaluation matrix, extensive stakeholder meetings, and two community meetings. Feedback from the meetings indicated a desire for accessibility, beautification, preservation of cultural resources, and both personal and pedestrian safety. The first of two community meetings were attended by residents who expressed

interest in a route that would improve the pedestrian experience through the parking at Southern Avenue garage. The second community meeting was attended by Planning Department staff and other stakeholders, during which we determined that a path through the garage was a less popular option. Both meetings saw a low participation rate of 50 percent or less. When moving forward with a preferred route, the SGA team also considered the modest sample size in a follow-up survey

As a result of this feedback, and given the technical and costs estimates, the SGA team recommends M-NCPPC prioritize improvements

along proposed **Route 2**, which would connect the Southern Avenue and Naylor Road Metro Station via Oxon Run Drive and utilize the access through the current Southern Avenue Metro Station Parking Garage.

The benefits of Route 2 include creating a formal pedestrian walkway through the Metrorail station parking garage and enhancing pedestrian safety. The limitations of Route 2 are that Metrorail station hours may impact the ability of the connection to serve as a 24-hour pedestrian route, and the parking garage environment may make the route less desirable due to safety concerns or aesthetics.

According to the team’s analysis, Route 2 scores highly on aligning with plans, improving quality of routes, encouraging mode shift, and is a stakeholder- and community-favored route. Route 2 also meets criteria for closing gaps and connecting with other infrastructure, improving user safety, serving many people, reducing travel times, increasing foot traffic, promoting equity, leveraging opportunity for development, and is a feasible and affordable option. The feasibility and affordability of the route will be explored in the Design Concept Development section.

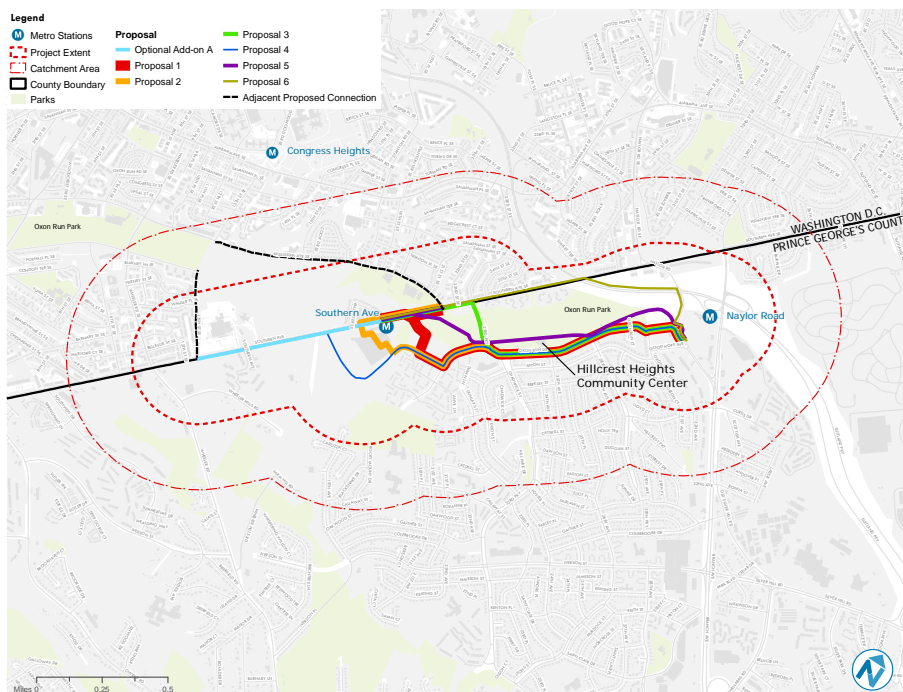


Figure 1. Proposed Route 2

Introduction

■ The Southern Avenue and Naylor Road Metro Stations are east of the border between Washington, DC, Maryland, both running along the Green Line of the WMATA Metrorail Line. The station areas are geographically isolated from the surrounding built environment, which consists primarily of low-density single-family dwellings and Oxon Run Park. Oxon Run Park is owned on the DC side by the National Park Service (NPS), and on the Maryland side by the Prince George’s County Department of Parks and Recreation (DPR).

A 2020 study conducted by the Greater Washington Partnership identified the area for future transit-oriented development (TOD). The Prince George’s County Approved General Plan (Plan 2035), targets such areas as focal points for development and civic activity based on access to transit or major highways. According to the study, goals for the larger Southern Avenue area are to build on established community assets, improve access to the Metro stations and Oxon Run Park, increase residential demand, and promote health equity.

Out of this, M-NCPPC sought to increase pedestrian and bicycle safety, access, and wayfinding throughout the area via Oxon Run Park. This report includes a summary of the relevant plans for the study area and a summary of the stakeholder meetings the project team conducted. Also included is an evaluation of the current pedestrian and bicycle conditions in the area as well as current accessibility, wayfinding, and safety.

Utilizing a stakeholder and community engagement process as well as a technical analysis, the SGA team analyzed the proposed routes by M-NCPPC and evaluated them based on metrics such as cost, equity, and community desirability.



Source: M-NCPPC

Surrounded by single-family homes and Oxon Run Park, Southern Avenue Metro Station is geographically isolated from the neighboring built environment.



Source: M-NCPPC

Plan 2035 identifies the Naylor Road Metro Station area as a focal point for development based on access to transit and major highways.

These evaluation metrics and community engagement led to the selection of a preferred route as well as short, medium, and long-term cost estimates for changes to infrastructure and the built environment in the study area.

The results of this study have the potential to be incorporated into future design and build work for the area.

Existing Conditions Report

Background and Existing Plans Summary

■ Greater Washington Partnership: Building the Transit-Oriented Region, 2020

The Southern Avenue Metro Station Pedestrian Accessibility Study builds upon the recommendations in the Greater Washington Partnership's 2020 report: Building the Transit-Oriented Region¹ for Prince George's County, which included the following goals:

1

Maximize Oxon Run Park's ability to serve the greater community.

2

Build on the existing amenities and improve access to Oxon Run Park to increase residential demand and promote health equity

According to the report, the hypothetical development could shift Southern Avenue into a higher-density, mixed-age and mixed-income residential community. In the report were several strategies that could accomplish the goals:

1. **Consider strategies that capitalize on demand for higher density.**
 - a) Petra Development has plans to develop 21 acres towards the southwest of the station in a multiphase project called, "The Southern Avenue Renewal Site Plan" which will allow:
 - i) A grocery store
 - ii) 1,300 residential units including senior, affordable, and market-rate housing as demand for senior housing is high
 - b) Petra Development's project will total 62 units per acre (1,300 units total):
 - i) Proposed zoning allows for 10-30 dwelling units per acre
 - ii) Prince George's County could consider upzoning from Neighborhood Activity Center (NAC) to Town Activity Center Core and Edge
 - c) Cost-benefit analysis prior to station rezoning may also be considered.
 - d) If zoning change is less feasible, an alternative approach could be to add a zoning overlay on top.
2. **Foster a multi-jurisdictional relationship.**
 - a) The station has limited access and is not well connected to the regional roadway network. There may be a need to improve the existing road condition and add safety improvements along Southern Avenue.
 - b) In 2020, The District Department of Transportation (DDOT) spent almost \$10 million for improvement along Southern Avenue, but this project stopped a half-mile southwest of the Southern Avenue station.
 - c) The area could benefit from significant improvements in multi-jurisdictional partnerships, including:
 - i) A small area joint strategy around the station
 - ii) Joint streetscape installations to encourage development
 - 1) Widening sidewalks
 - 2) Adding bike lanes
 - 3) Enhancing the lighting
 - 4) Integrating additional landscaping
 - d) Southern Avenue is the only station on the Green Line south of DC that is not located in a Maryland Sustainable Community District, which prevents state discretionary incentives and expanded scope for local use of TIFs.
 - i) On their own, Sustainable Community Districts are designated districts offering a comprehensive package of resources that support a holistic strategy for community development
 - ii) Without this designation, investor interest is limited as the next three stations on the line inherently offer expanded incentive opportunities
 - e) Prince George's County could look toward the Transportation Infrastructure Finance and Innovation Act (TIFIA), which benefits communities and local government agencies by providing direct loans, guarantees, and lines of credit for transportation projects with regional or national significance.
 - i) BUILD/RAISE funding and Surface Transportation Block Grant Program can also be utilized

¹ <https://greaterwashingtonpartnership.com/publications/building-the-transit-oriented-region>.

3. Maximize Oxon Run Park's ability to serve the greater community.

- a) The Federal Government owns the land at Oxon Run Park, but Prince George's County has significant available land for development adjacent to the park.
- b) A joint initiative of NPS, DC, and Prince George's County could be critical for realizing proposed improvements.
- c) There is an extended network of interwoven amenities running alongside two urban farms that have the potential to attract residents: THEARC Farm and The Well at Oxon Run.
- d) Extending the trail network to connect key developments such as the Southern Avenue Metro Station and the northeast edge of Oxon Run Park could increase resident station access, walkability, park usage, transit utilization, and residential demand.
- e) Better connection to the Suitland Parkway Trail could improve the pedestrian and bicycle environment.
- f) Financing a large-scale project could be challenging given the non-profit nature of park rehabilitation:
 - i) Developers could be incentivized to financially contribute with land swaps or land that is sold below market rate
 - ii) Allowances could be made for higher density development

4. Integrate amenities to better connect and attract residents.

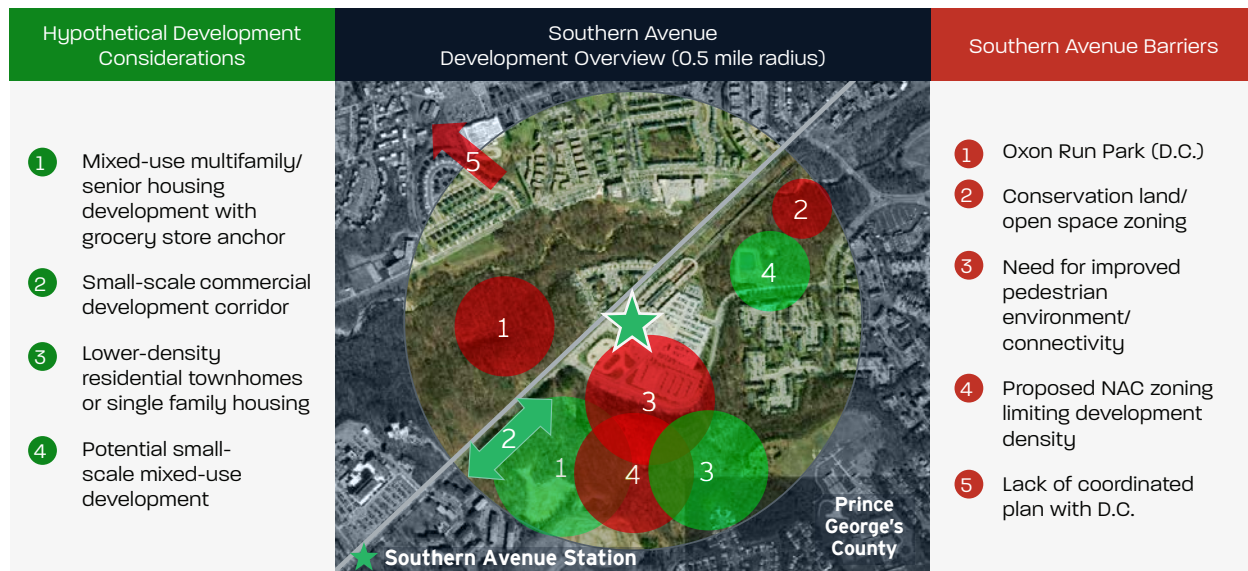
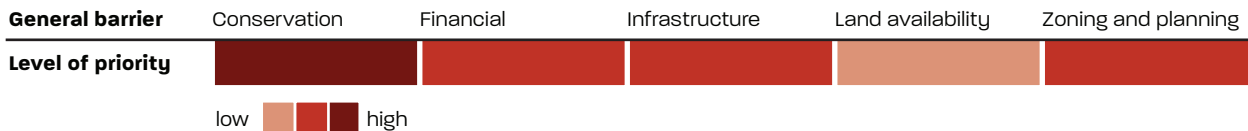
- a) A park could be designed south of the Southern Avenue Metro Station that leverages the hilltop location, which overlooks the U.S. Capitol and the Washington Monument.
- b) Include open space and parkland into a partial street grid to enhance walkability.
- c) Improve health equity:
 - i) Community members need a grocery store and healthier restaurants
- d) Promote small businesses:
 - i) An improved Oxon Run Park creates opportunities
 - ii) Prioritize involvement of small businesses in construction, operations and maintenance, cleaning, catering, and park programming
- e) Support affordable housing:
 - i) Pursue a high percentage of renter-occupied units, as many residents in the study area are rent-burdened
 - ii) Pursue high public land ownership, which creates an opportunity to sell land to developers at below market rate or engage in land swaps
 - 1) Tie to guarantees of affordable housing



Source: M-NCPPC

A southeast view of Oxon Run Park along the Proposed Route 2, as seen from Prince George's County.

Background and Existing Plans Summary



Source: The Greater Washington Partnership

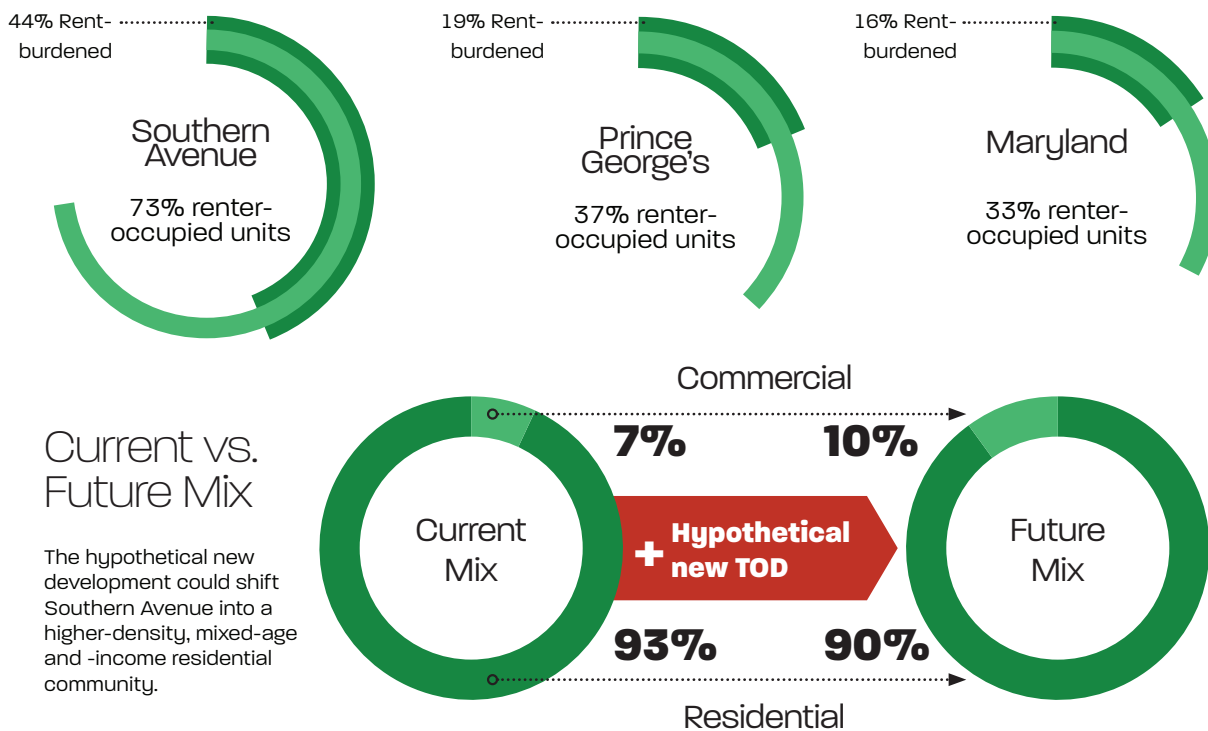


Figure 2. Hypothetical inclusive transit-oriented development in Prince George's County

Hypothetical new TOD at Southern Avenue Metro Station

Residential:	1,850 to 2,300 new units
Office:	70-90,000 new square feet
Retail:	170-210,000 new square feet

Potential economic impact

600

Permanent jobs

\$1m

Increase in total annual Prince George's County tax revenue

\$1.3m

New annual Metrorail fare revenue

■ The report has Southern Avenue classified as “Neighborhood Center”. These are primarily residential areas that are often lower in density and include mid-rise and low-rise apartments, condos, townhomes, small-lot single-family houses, neighborhood-serving retail, and office uses. Transportation uses include light rail, commuter rail, or a local bus hub.

Finally, according to the report, the Southern Avenue Metro Station has a large parking structure and is primarily surrounded by small-scale residential development and unimproved woodlands. The residential development is largely renter-occupied. The area also lacks healthy dining options and grocery stores.

The Southern Avenue Metro station is not prioritized over other TOD development in Prince George's Plan 2035 and as a result, there is a lack of substantial planning literature surrounding the Southern Avenue Metro Station when compared with other stations. However, M-NCPPC's *Southern Green Line Station Area Sector Plan* (2013) provides an overview of existing conditions (the station area currently exhibits challenges pertaining to its hilly topography and existing wetlands) and defines a residential-oriented vision for the station.

Minimal recent construction has occurred around the station, as real estate market fundamentals have not supported higher-density development. However, the activity at adjacent Green Line stations has improved market conditions and inspired plans for a mixed-use, multigenerational development.

The Southern Avenue Metro Station has the potential to add significant residential development. Improving coordination between government agencies and the private sector to support planned or potential developments and funding infrastructure is a priority. Promoting more equitable outcomes that do not displace the current residents is especially important considering the demographics of the existing community. Ultimately, the implementation of these public amenities around Oxon Run Park could attract new residents and create a more mixed-income and interconnected community between DC and Prince George's County.

Background and Existing Plans Summary

Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment

The 2014 Southern Green Line Station Area Sector Plan seeks to bring transit-oriented development to the four Metrorail station areas along the Southern Green Line which includes the Southern Avenue station. Recommendations are included for:

- 1) Future land use
- 2) TOD zoning districts
- 3) Road projects
- 4) Pedestrian and bicycle infrastructure improvements

Existing land uses in the area are summarized as consisting of a large amount of open space within a half-mile of the station with townhomes clustered to the east/southeast of the station along Oxon Run Drive. The density steps down from the townhomes to moderate-density single-family homes, and then to less dense single-family homes in an almost continuous line of development east, northeast, and southeast of the station. Residential developments with the highest density are located along Southern Avenue in the form of garden apartments, and commercial uses are also located on Southern Avenue by Wheeler Road. The area to the south and southwest is undeveloped.

The plan thoroughly documents the constraints to development due to a variety of topographic and environmental challenges. Additionally, compared to the other three stations, the Southern Avenue station is relatively isolated with no expressways, highways, or primary arterials to provide direct access to the station area.

The recommendations include the following:

- 1. Future land use** - The Future Land Use Plan for the Southern Avenue station area is straightforward compared to the other three stations on the Southern Green Line. The real estate market is limited due to the isolation of the station from the regional roadway network and the topography of the area. Only one property in the Southern Avenue station area, located at the corner of Wheeler Road and Southern Avenue is recommended for commercial land use classification. The plan recommends residential uses for most of the land deemed developable in the station area. The plan does not propose any office development in the station area. This is a change from previous plans that proposed office uses related to the Southern Avenue station and the presence of the medical center. The plan responds to the challenging topography of the station area by recommending that areas with steep slopes, ravines, and streams be conserved rather than developed.

Policy recommendations for future land use in the Southern Avenue station area are:

- a Plan for high-density residential land uses as part of joint development and infill on WMATA property in the Southern Avenue station area.
- b Plan for high-density residential land uses for the property that fronts on Southern Avenue between 13th Street SE in the District of Columbia and the Metro station.
- c Designate undeveloped property to the north and south of Wheeler Hills Road as medium-density residential.
- d Allow for flexible land use at the northeast corner of Wheeler Road and Southern Avenue, including commercial uses, office uses, medium and high-density residential uses, or a mix of all.

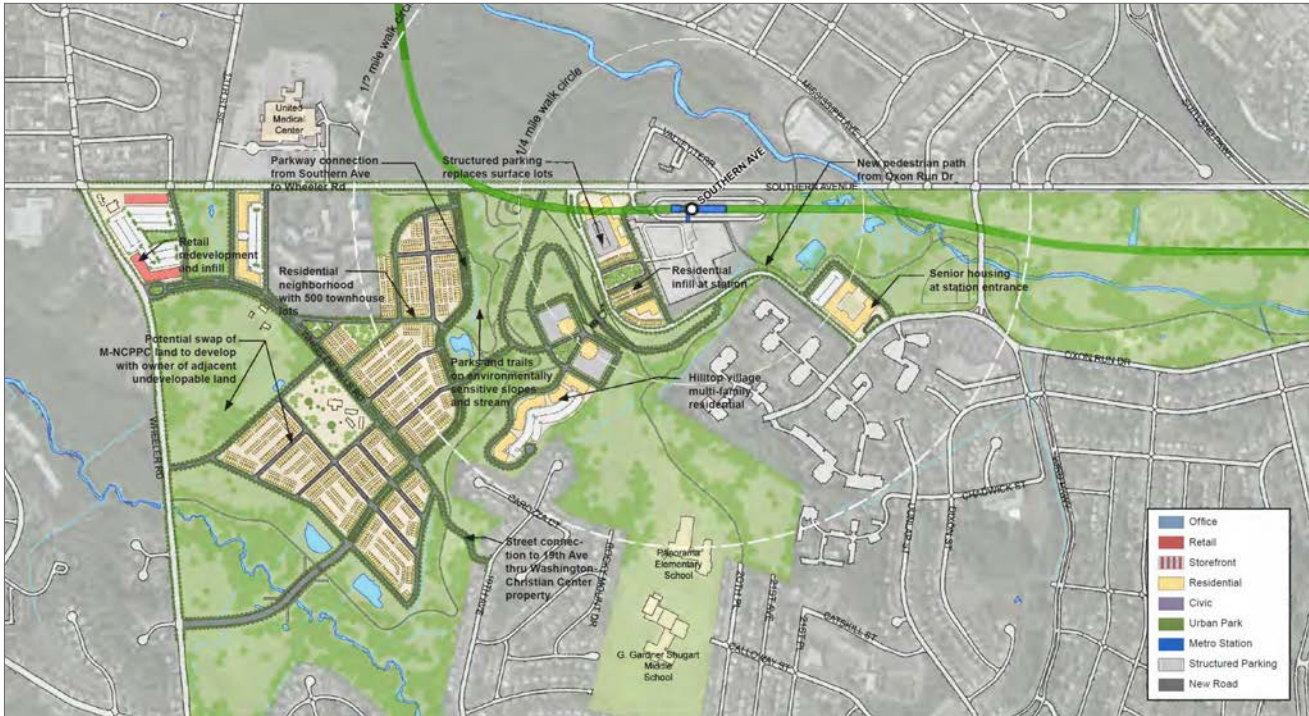


Figure 3. Southern Avenue illustrative design concept (2014 Southern Green Line Station Area Sector Plan)

- 2. Zoning updates** - The plan recommends using existing zoning districts through the Sectional Map Amendment process. Policy recommendations for zoning in the Southern Avenue station area:

- a** Rezone property fronting on Southern Avenue, including WMATA property and the former Byrne Manor property, from the Commercial-Office zone to R-10, for high density residential.
- b** Rezone property along the south and north sides of Wheeler Hills Road from R-55, for low-density residential development, to R-T, allowing townhouse development.
- c** Rezone WMATA property at the intersection of Oxon Run Drive and the Metro access road from R-T to R-10 to allow for multi-family residential.

- 3. Road projects** - The plan recommends three major road projects to improve connectivity, accessibility, and safety to and from the station.

- a** **Southern Avenue “Missing Link” from Naylor Road to Branch Avenue** - Located within the District of Columbia, this potential two-lane roadway with bike lanes and sidewalks would provide a complete street connection to fill the existing gap on Southern Avenue near the Naylor Road station.
- b** **Southern Avenue Road Diet** - This proposed District of Columbia Department of Transportation (DDOT) project would narrow Southern Avenue—including the section nearest the Southern Avenue Metro Station between Wheeler Road and 23rd Parkway—from the existing four-lane section to a two-lane divided section with a median rain garden. The primary purposes of this project are to enhance the roadway and roadside environment for pedestrians and bicyclists, keep vehicles traveling at appropriately low speeds, and provide a safe and efficient roadway for all users.
- c** **Twenty-third Parkway Road Diet from Southern Avenue to Oxon Run Drive** - This project would narrow the existing four-lane undivided section to a two-lane section with enhanced on-street bicycle facilities. The benefits of the project would be enhanced and safer environments for bicyclists and pedestrians, appropriately low vehicle speeds, and efficient traffic operations.

- 4. Pedestrian and bicycle infrastructure improvements** - The plan includes a table of 16 recommended bicycle and pedestrian projects along with priority ranking for implementation. Seven projects are identified as high-priority, indicating immediate need, high value, and lower implementation costs.

Background and Existing Plans Summary

Table 1. 2014 Southern Green Line Station Area Sector Plan Recommended Bicycle and Pedestrian Facilities

Number	Location	Improvement	Existing Issue	Priority
1	Southern Ave Metro Station	Add access point through fence and connection from Southern Ave sidewalk to northwest edge of bus plaza, include steps.	Pedestrians from northeast of the station have to walk hundreds of feet out of their way because fence blocks more immediate access to station.	HIGH
2	Metro access road from Oxon Dr near garage	Add sidewalk from existing walk on north side of Metro access road around the north side of parking garage.	Proposed sidewalk would create a new direct route to the station from Oxon Run Dr and Metro access road, allowing pedestrians to access station without walking through the garage.	HIGH
3	Southern Ave at north Metro access road at Valley Terrace	Mark crosswalks across all intersection legs and add countdown timers.	Intersection has incomplete pedestrian facilities at entrance to Metro station. NOTE: Intersection is within DDOT right of way.	HIGH
4	Southern Ave at north Metro access road	Mark crosswalks across all intersection legs and add countdown timers.	Intersection has incomplete pedestrian facilities at entrance to Metro station. NOTE: Intersection is within DDOT right of way.	HIGH
5	23rd Parkway, from Iverson St to Oxon Run Dr	Add bike lanes, which may require space currently provided for intermittent on-street parking.	23rd Parkway is critical path to access station from the bulk of Hillcrest Heights. Roadway proposed to have bike lanes in CMPOT; space available if on-street parking is removed.	HIGH
6	Oxon Run Dr from 28th Parkway to 23rd Parkway to Metro access road	Add bike lane or sharrows.	Route to station lacks any bike facilities.	HIGH
7	Metro access road from Oxon Run Dr to Southern Ave	Add bike lanes.	Metro station is isolated without good pedestrian access. Addition of bike lanes through the station would encourage bicycle use for transit access.	HIGH
8	Oxon Run Dr and 23rd Parkway	Convert intersection to single lane roundabout.	Single lane roundabout would operate more efficiently than the existing all-way stop control and would improve pedestrian crossings compared to higher speed sweeping channelized turns.	MEDIUM
9	23rd Parkway, Southern Ave to Oxon Run Dr	Convert from 4-lane section to three lanes and add bike lanes.	Road diet project would enhance the pedestrian and bicycle environment on low volume street.	MEDIUM
10	Oxon Run Trail spur	Add off-street trail spur from station to main trail.	Trail spur would connect to main segment of Oxon Run Trail and provide access to transit station.	MEDIUM
11	Oxon Run Trail	Add off-street trail.	Planned Oxon Run Trail would provide access to transit station and recreational amenity.	MEDIUM
12	Oxon Run Dr intersection at Metro access road, Anvil Ln north and south	Mark crosswalks on all legs of intersections; construct curb ramps on all corners.	Missing curb ramps and crosswalks on path to transit station.	MEDIUM
13	25th Ave and Berkley St	Add sidewalk on at least one side of 25th Ave from Oxon Run Dr to Catskill; add sidewalk on at least one side of Berkley St from 24th Ave to 27th Ave.	Missing sidewalks.	MEDIUM
14	Wheeler Road from Southern Ave to St. Barnabas Rd	Add bike lanes.	Roadway proposed to have bike lanes in CMPOT; much of roadway has paved shoulders that could be designated as bike lanes.	LOW
15	Anvil Ln North	Add security gate and sidewalk connector from west terminus of private drive to Metro access road.	If desired by the HOA, a more direct route could be provided from Anvil Ln to the station. A security gate could be added that allowed access to residents only.	LOW
16	Trail from terminus of 20th Pl and Rocky Mount Dr to station	Add off-street trail.	An off-street trail would provide access for pedestrian and bicycles from large part of Hillcrest Heights to station. Only existing route is via 23rd Parkway.	LOW

■ Eastover/Forest Heights Trail Improvements Plan (2017)

The National Park Service's Oxon Cove Park and the communities of Eastover and Forest Heights are perfectly positioned to link with a larger network of trails and bicycle infrastructure branching out from DC.

The topic of creating connections with the regional network has been included in several plans, including the 2009 *Approved Countywide Master Plan of Transportation* and the 2014 *Approved Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment*. The recommendations in those plans are ripe for implementation and this plan aims to move them closer to implementation by examining existing conditions and opportunities, and proposing tactics for achieving both existing ideas, and newly identified project goals.

The study area is bound by DC to the northwest; I-295 to the southwest; I-495 to the south; to the southeast by Livingston Road; and to the northeast by Owens Road.



■ Oxon Run Trail Rehabilitation Project, Concept Plan (2010)

This report, completed in August 2010, provides direction for improvements regarding trail segments that need to be rehabilitated; trail segments necessary to complete a trail network; and related park access, traffic safety, and landscape improvements.

This concept plan provides guidance on the areas/ trail segments to be rehabilitated and new proposed trail alignments, as well as a phased implementation approach for all improvements.

Throughout the concept planning process, many stakeholders and community outreach sessions were held. Outreach included:

- Oxon Run Citizen Association (ORCA)
- Residents
- Youth groups
- Youth bike rides
- DC Ward 8 staff
- National Park Service
- Department of Homeland Security
- District Department of the Environment
- District Department of Parks & Recreation
- M-NCPPC
- Town of Forest Heights
- Washington Parks & People

Figure 4. Recommendations proposed in the 2014 Eastover/Forest Heights/Glassmanor Sector Plan offer opportunities to implement trail improvements and bicycle infrastructure.

Summary Findings of Stakeholder Meetings

As part of the evaluation of the existing conditions, the SGA team contacted and interviewed relevant stakeholders throughout the area. The team applied a holistic approach to community engagement, gathering input from stakeholders with differing perspectives on the area. The evaluation included several phases, the first of which examined the goals, issues, and concerns of regional stakeholders; during the second phase the team engaged relevant state and local agencies, and elected officials within the project area. The SGA team conducted a third meeting with community and neighborhood leaders; finally, follow up engagement was conducted with relevant stakeholders for the duration of the project. The results of these meetings informed the first community meeting on October 19, 2021.

Regional Stakeholders Meetings

Stakeholders

John Hillegass	Greater Washington Partnership
Joe McAndrew	Greater Washington Partnership
Ryan Yowell	Transportation, National Park Service
Mike Commisso	Acting Deputy Supervisor, Parks East, National Park Service
Daniel Weldon	Acting Chief, Cultural Resources, National Park Service
Jamie Carrington	Washington Metropolitan Area Transit Authority

Issues

- Accessibility
 - › NPS prefers no access to NPS-owned Oxon Run Park
- Ecologically sensitive areas
- Cultural resources
- Preservation of green space

Past/Current Work

- Suitland Parkway Trail from DC continuing into Maryland:
 - › Improve safety in Naylor Road area
- 2010 WMATA System Wide Bicycle/Pedestrian Study
- 2016 WMATA Local Recommendations:
 - › Compiled recommendations from local jurisdictions.
 - › What could be most beneficial for station access?
 - › WMATA tried to find an angle to advocate for jurisdictions to do more work outside station boundaries.
 - › DDOT led a study that articulated some specific recommendations for Southern Avenue and other Green Line stations.
- WMATA conducted a follow-up to the 2010 study to assess current conditions

Key Findings and Considerations

The three regional stakeholders each have different goals when discussing this project. The Greater Washington Partnership (GWP) launched the project, and thus they have a vested interest in seeing the accessibility and economic benefits of the project realized. GWP also noted the potential of this study to seed the larger TOD planning process in the focus area.

Washington Metropolitan Area Transit Authority (WMATA) has conducted several studies concerning bicycle and pedestrian access, and encourages local jurisdictions to generate ideas for their station areas.

The National Park Service is mildly supportive of the project, assuming there is no direct impact to NPS-owned land and the ecological and cultural resources they cite as reasons for maintaining the status quo. However, they are not opposed to routes along the periphery of their property and roads.

State Agency and Elected Officials Stakeholders Meeting

Stakeholders

Robert Patten	Program Manager for Parks and Rec, M-NCPPC
Michael Alvino	District Department of Transportation Bicycle and Pedestrian Specialist, Capital Pedestrian Coalition
Jose C. Sousa	Assistant Deputy Chief Administrative Officer for Economic Development, Prince George's County
Karyn McAlister	District Department of Transportation, Bicycle and Pedestrian Planner
Obie Patterson	Maryland State Senator, 26th district
Jazz Lewis	Maryland State Delegate, 24th district
Patrice Murray	Chief of Staff for Councilmen Rodney Streeter, Prince George's County Council, 7th district
Tiffany W. Jennings	Prince George's County Department of Public Works and Transportation, Manager, County BikeShare Program
Nima Upadhyay	Department of Public Works and Transportation, Prince George's County

Issues

- Accessibility
 - › Access to bike share via Metro
 - › Low ridership at bike share station
- Lack of connectivity
 - › Between trails
 - › To the Metro stations
- Sidewalks
 - › Gaps in sidewalk network
 - › Narrow width in areas
- Political opposition
- Potential real estate redevelopment
- Community outreach
 - › Southern Avenue project team's plan to engage the community throughout the process

Past/Current Work:

- DDOT Southwest Southern Avenue Road Improvement Plan
 - › Installation of bike lanes
 - › Traffic calming

Key Findings and Considerations:

The various state and elected stakeholders expressed concern about non-automotive accessibility and connectivity to the surrounding area; the issue of bicycle lanes was also a main concern among the attendees. Political opposition to road safety measures such as protected bicycle lanes was also cited among attendees as political stakeholders have concerns that such investments lead to gentrification and displacement of current residents, regardless of safety concerns. However, this was more evident among stakeholders on the DC side. It is critical to consider differing opinions and goals from the many stakeholders and jurisdictions within the study area.

Summary Findings of Stakeholder Meetings

Neighborhood and Community Stakeholders Meeting

Stakeholders

Earl Gunn	President of Hillcrest Heights Community Association
Brenda Richardson	Friends of Oxon Run Park
Evelyn Mitchell	11th Street Bridge Park
Reshma Sinanan-Hill	Overlook Spanish Immersion School, Parent Group
Charday White	Community Member
Patricia Frazier	Principal, Panorama ES, Temple Hills

Issues

- Pedestrian safety
 - › School-age children in the area
 - › Traffic statistics
- Personal Safety
 - › Crime statistics
- Vehicle speed
- Beautification and streetscaping of the area
 - › Desire for the trail to look nice
- Bicycle safety in the area

Past/Current Work

- Oxon Run stream restoration project (DoEE)
 - › Climate change and equity
 - › NPS - Suitland Parkway trail extension feasibility study

Key Findings and Considerations

The community and neighborhood stakeholders expressed concern about non-automotive accessibility and connectivity within the area; the issue of bicycle lanes is also a main concern among the attendees. Washington, DC stakeholders noted an opposition to road safety measures, such as protected bicycle lanes.

DC political stakeholders have concerns that such investments lead to gentrification and displacement of current residents, regardless of safety concerns. Personal safety, petty crime, assaults, and other crimes are concerning to community advocates and they question how this project will address those issues.

Additional Stakeholder Outreach

Petra Development

■ As part of ongoing community outreach, the SGA team spoke with Petra Development, owners of a parcel slated for mixed-use residential development southwest of the Southern Avenue Metro Station. Eli Borek, Chief Development Officer at Petra Development, relayed the company's plans for a multi-phased mixed-use project with 1,000 residential units and 60-80,000 square feet of retail space. Petra also worked with the District Department of Transportation on bringing a new signalized intersection and bicycle and pedestrian improvements to the area. Dr. Sharon Anderson, a representative from A Determined Seed, the property owner for the company, noted the desire to transform the area by making the development equitable for the community and developing it as a gathering space. The property is zoned MXT, qualifies for expedited reviews, and has an approved preliminary plan that was released in Spring 2022.

DDOT Follow Up

■ Prior to the second community meeting, the SGA team again met with DDOT representatives. DDOT would like to see a Mississippi Avenue trail behind TheARC and along Oxon Run, and subsequently pass below grade to avoid at-grade connection, and a new trail would be constructed. The SGA team discussed the residents' need and desire for and perception of safety and security. DDOT expressed support for the designs that were emerging from the team and are planning where and how crossovers for a trail would happen. Also discussed were future plans for improvements to the bus infrastructure as an opportunity to further improve pedestrian safety.

WMATA

■ Following the second community meeting, the SGA team reached out to WMATA for further insights regarding the Southern Avenue Station Area. The team suggested the Metro Access Road could be widened to a multi-use trail and wanted to understand if there were any existing or proposed WMATA plans to change the existing pedestrian infrastructure in this location, or any other proposals we should be aware of as we finalized our recommendations. WMATA's 2021 Southern Avenue Pedestrian-Bicycle Access Study, recommended widening the sidewalk to Oxon Run Drive and implementing a road diet on much of the station access road, which is wider than necessary. The SGA team's emerging alternative would accomplish this and align with WMATA's plan and recommendation.

Stakeholder Summary

Key Issues for Consideration

- Accessibility
 - › Two of the three stakeholder meetings mentioned the need for access to the Oxon Run Trail
- Beautification and cultural resources
 - › The need to preserve amenities that stakeholders currently enjoy about Oxon Run Park and the surrounding area
- Safety
 - › Personal
 - › Pedestrian
 - › The need for all users of the trail and the area to feel safe

Major Sidewalk, Network Gaps, and Safety Issues

The following section details the project area’s sidewalk and network gaps. **Map 1** shows the general project area and extents, which have been defined as:

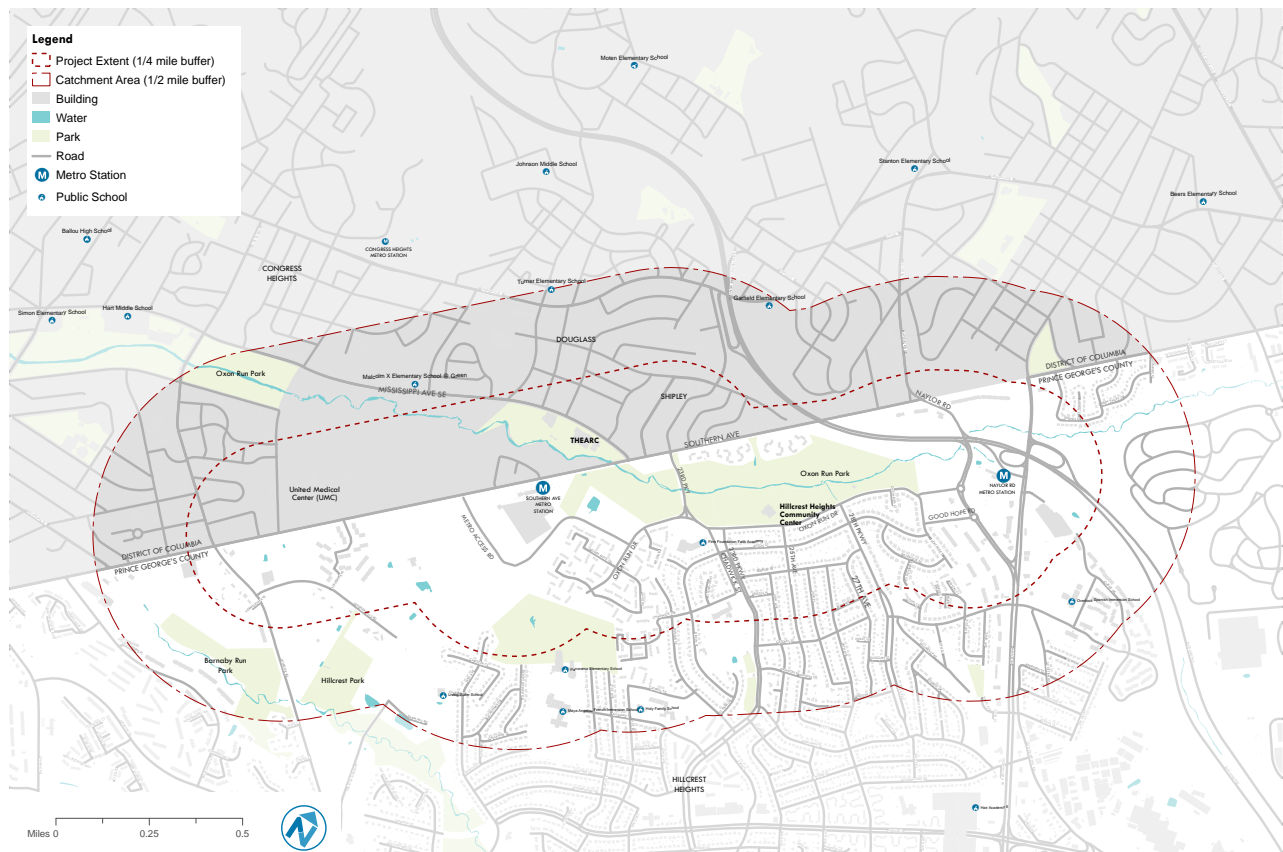
■ Project Extent

The project area includes DC and Prince George’s County located within a ¼-mile buffer of one of the five proposed routes. Specific issues such as roadway connectivity and infrastructure concerns may be observed within this area.

■ Catchment Area

All DC and Prince George’s County areas located within a ½-mile buffer of one of the five proposed routes. The team will consider demographic characteristics of neighborhoods within ½ mile from the proposed routes, as it is assumed these residents within the area could easily access and utilize this enhanced pedestrian route.

Map 1. Project Area of Southern Avenue Metro Station Area Pedestrian Accessibility Study

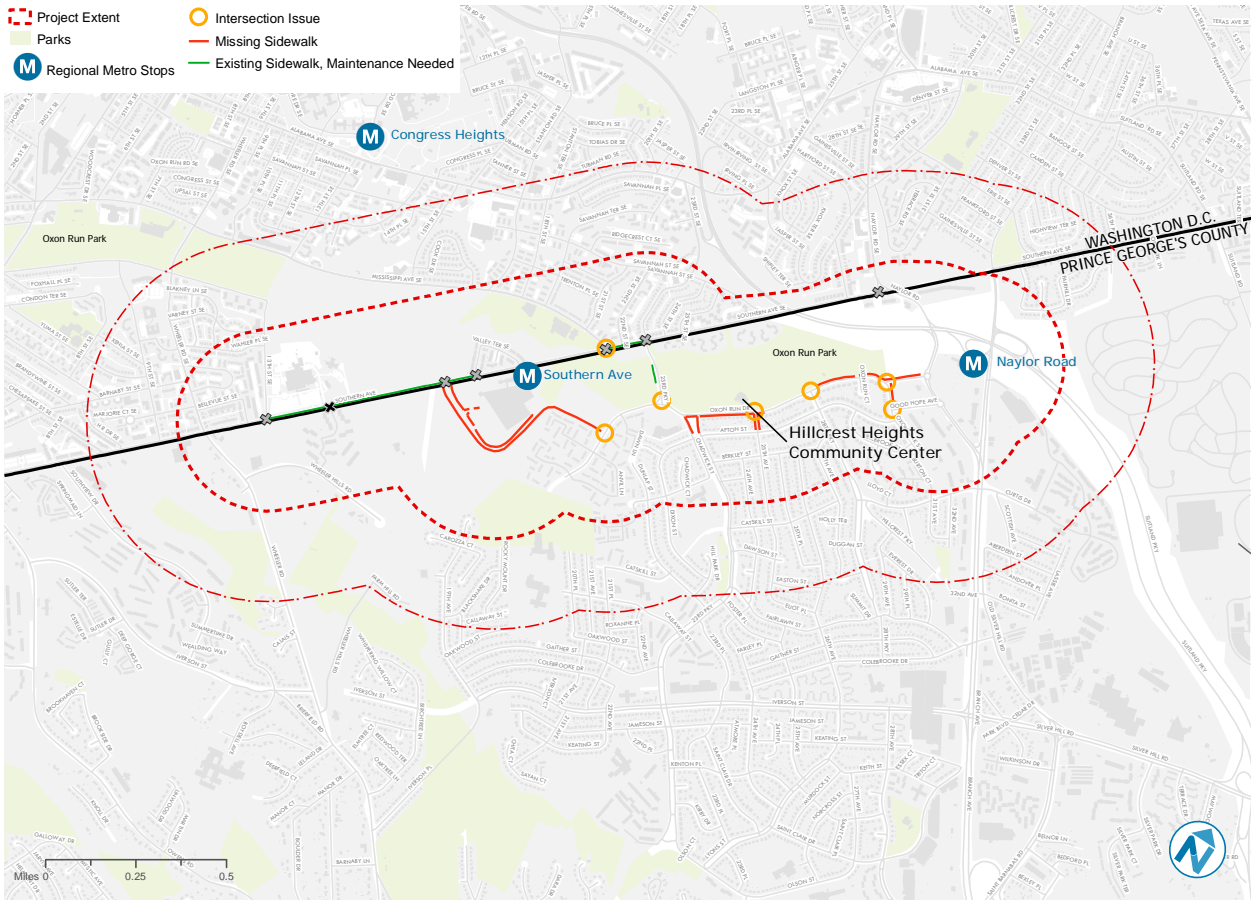


The following maps demonstrate the existing infrastructure in the area. This includes existing sidewalks, intersection conditions, and bicycle facilities.

■ This map pinpoints some existing conditions for areas along the five proposed routes and areas adjacent to the proposed routes. The map identifies missing sidewalk segments on one side of the street and missing sidewalks on adjacent streets that would tie into this route.

■ Other sidewalk conditions, such as sediment build-up, significant concrete buckling, or other barriers are also illustrated. Many intersections along the proposed routes have safety concerns, ranging from missing crosswalk connections, the presence of slip lanes, or lack of stop bars and pavement markings. These intersections are identified and the specific concerns are noted.

Map 2. Existing Network Conditions



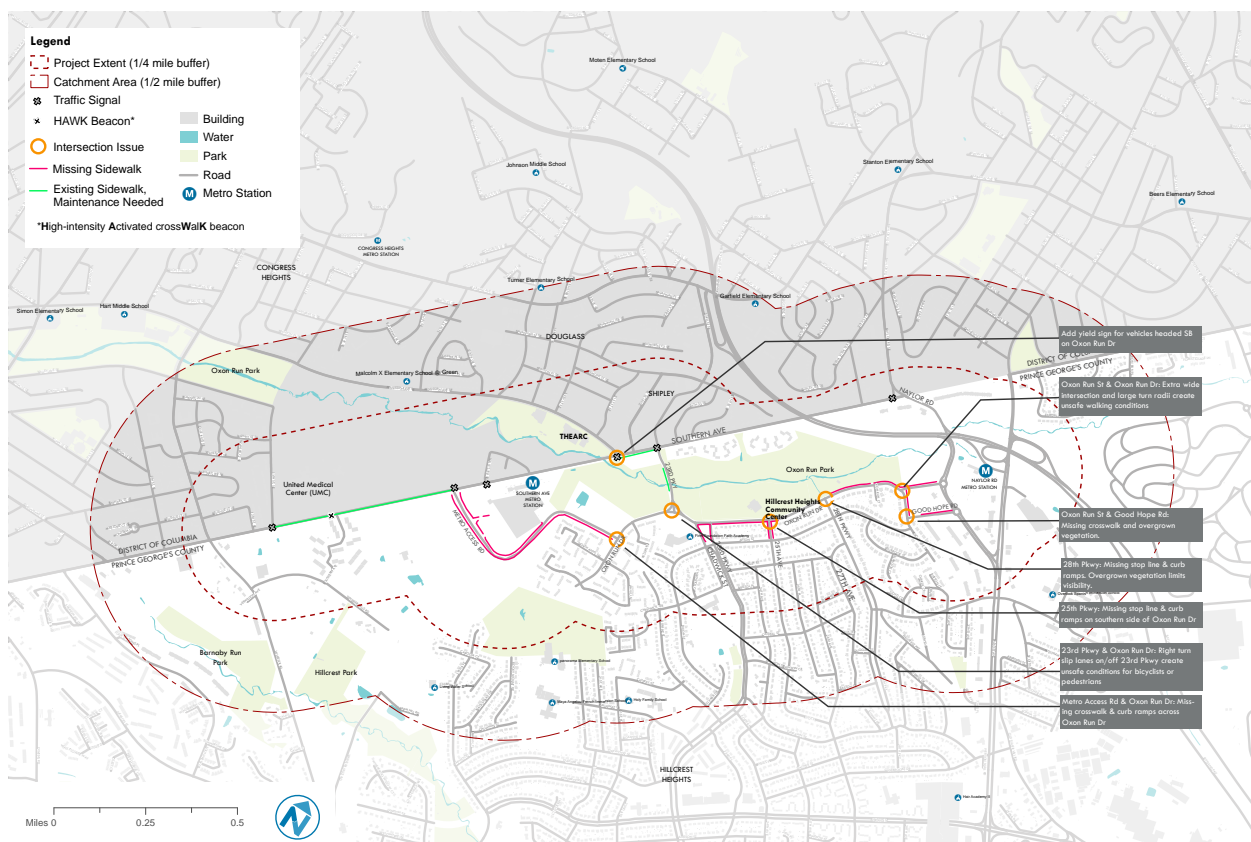
Major Sidewalk, Network Gaps, and Safety Issues

Map 3 illustrates intersections with several issues/concerns in the circled areas. The intersections are listed in **Table 2** and detailed in call-out boxes within the map.

Table 2. Intersection issues in the Southern Avenue area

Intersection	Issue
Mississippi Ave SE and 23rd Pkwy	Lack of yield sign headed southbound
Oxon Run St and Oxon Run Dr	Extra wide intersection and large turn radii create unsafe walking conditions
Oxon Run St and Good Hope Rd	Missing crosswalk and overgrown vegetation
Oxon Run Dr and 28th Pkwy	Missing stop line and curb ramps; overgrown vegetation limits visibility
Oxon Run Dr and 25th Pkwy	Missing stop lines and curb ramps on the southern side of Oxon Run Dr
Oxon Run Dr and 23rd Pkwy	Right turn slip lane on/off 23rd Pkwy creates unsafe conditions for bicyclists or pedestrians
Metro Access Rd and Oxon Run Dr	Missing crosswalk and curb ramps across Oxon Run Dr

Map 3. Intersection Issues



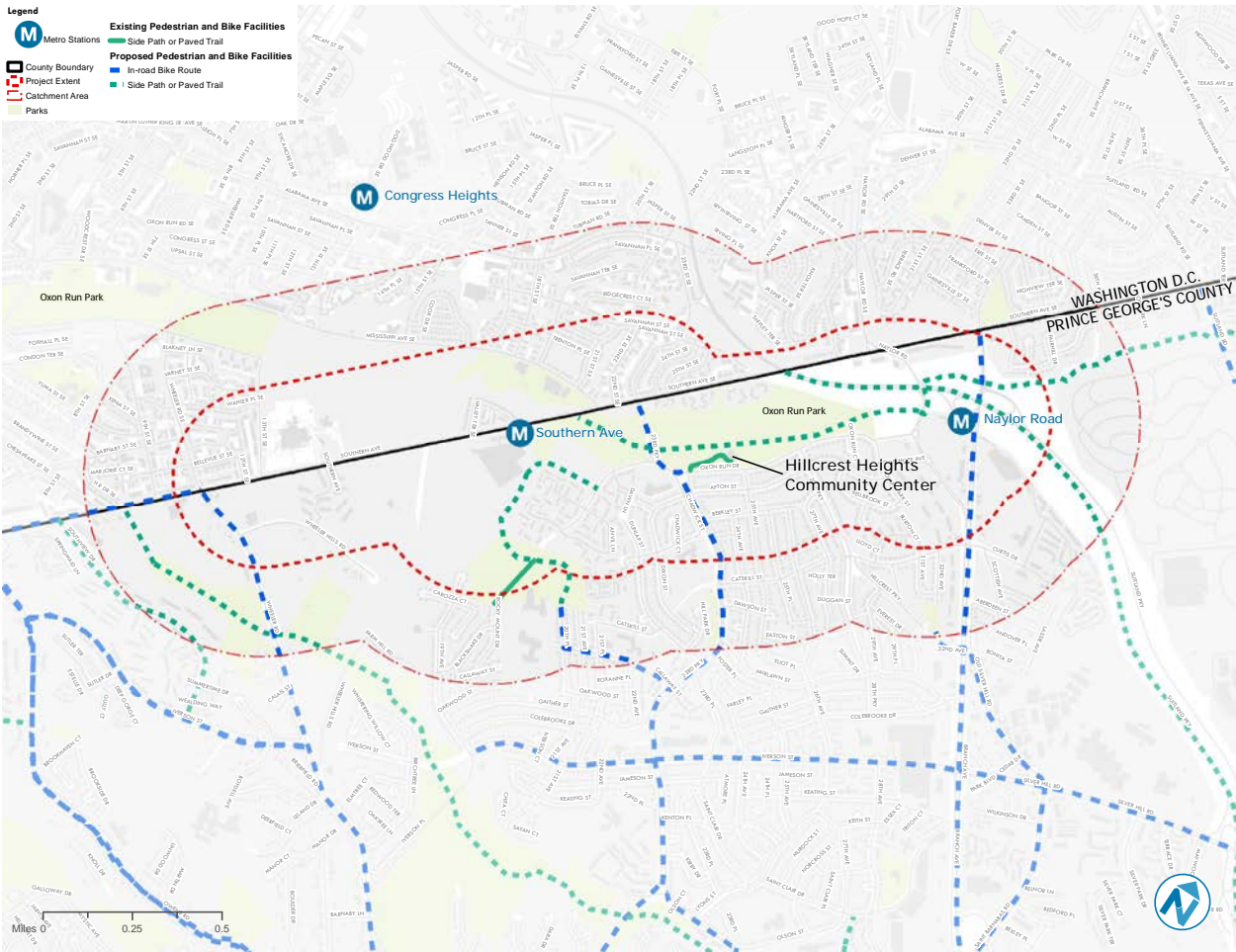
Map 4 shows both existing and proposed pedestrian and bicycle routes from past reports as referenced in the Existing Conditions section of this report.

Green lines indicate multi-use trails, which are off-street paths (or wider sidewalks) that provide routes for both pedestrians and bicyclists. Blue lines indicate bike routes (solid lines are existing and proposed are dashed). Brown lines indicate natural surface trails, which are mainly pedestrian routes.

Oxon Run Trail ends in DC at Oxon Run Park where an on-street bicycle route is proposed to extend along Mississippi Avenue in SE DC. In Maryland, current plans propose an off-street, multi-use trail along Oxon Run from Southern Avenue and Mississippi Avenue to Naylor Road and beyond, continuing along Oxon Run.

Another key proposed off-street, multi-use trail in Prince George's County is the continuation of the Suitland Parkway Trail connecting the terminus of the trail at the DC border, which would also connect to the Oxon Run Trail.

Map 4. Existing Pedestrian and Bicycle Facilities



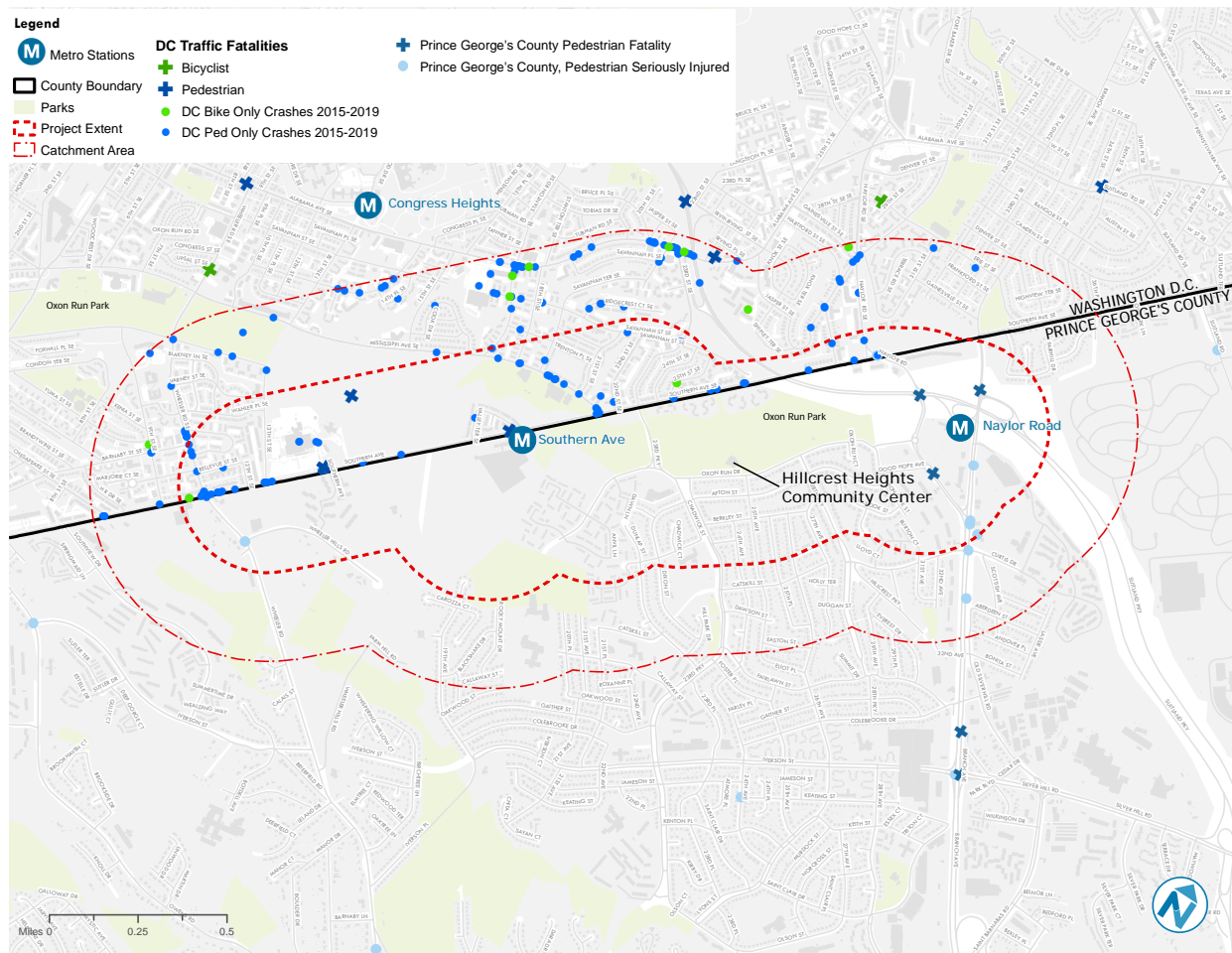
Road Safety Audit

The following maps demonstrate current pedestrian road safety in the area, including vehicle-involved collisions and personal crime.

The crash analysis map below is a visual representation of collisions involving pedestrians and bicyclists in both DC and Prince George’s County. Collisions that involved pedestrian fatalities occurred along Southern Avenue, Naylor Road, Suitland Road, and Branch Avenue—all larger arterials with high vehicle volumes and higher speed limits. Collisions resulting in serious injuries also occurred on Naylor Road and Wheeler Road in Prince George’s County. DC collision data shows a number of collisions involving pedestrians and bicyclists along Southern Avenue, with a high concentration between Wheeler Road and 13th Street—just south of the proposed routes for this project—but within the project extents and catchment area. The data displayed is as follows:

1. The crash data points for DC include all collisions involving pedestrians and bicyclists over a five to six year period. Collisions that resulted in fatalities are identified as larger circles.
2. The crash data points for Prince George’s County include collisions involving pedestrians and bicyclists, but only those collisions that resulted in either a serious injury or a fatality. Any collision that did not result in a fatality or major injury is not displayed for the Prince George’s County area.

Map 5. Prince George’s County Pedestrian Involved Collisions, 2015-2019



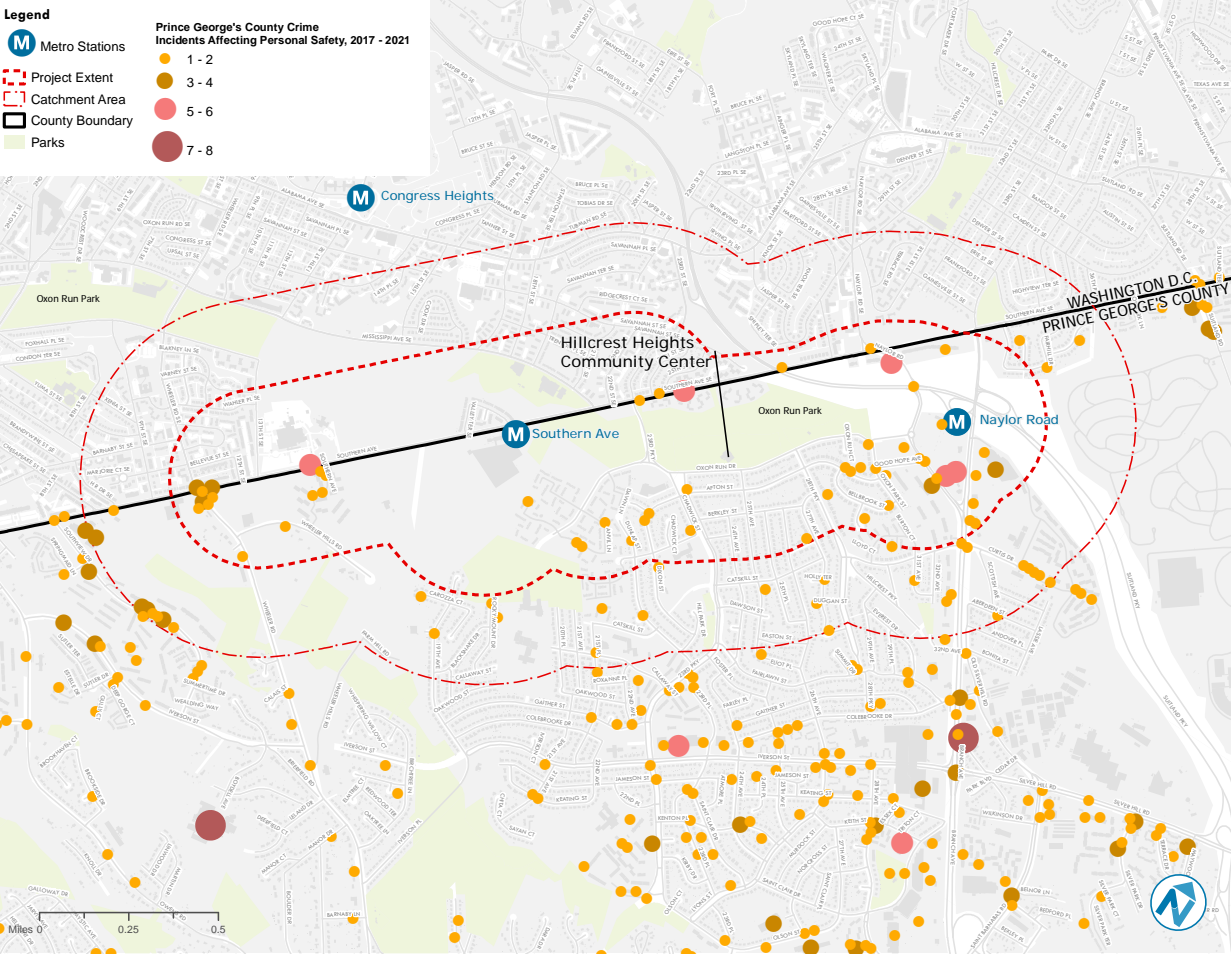
Map 6 identifies the block location and number of reported crime incidents in Prince George’s County that impact personal security.

Reported crimes that involved inanimate objects and would not affect personal security were not considered in this assessment. Reported crimes included in this assessment are reports of homicide, sex offenses, and assault.

A few personal security crimes occurred near the intersection of Wheeler Road and Southern Avenue, and north of 23rd Parkway on Southern Avenue.

None of the reported crimes associated with personal security occurred on Oxon Run Drive, the location of the proposed routes, except for one near the intersection of Oxon Run Court and Oxon Run Drive.

Map 6. Prince George’s County Crime Incidents Affecting Personal Safety, 2017-2021



Demographic Analysis

The following maps display demographic information on the surrounding area, including both the ¼ mile focus area and the ½ mile catchment area.

Map 7 shows the share of the Black, Indigenous, People of Color population in each census block group.

This area is predominantly BIPOC. The population percentage is 84.3 to 100 percent in both the ¼ and ½-mile areas. However, there are small areas with 66.1 to 84.2 percent within the catchment area.

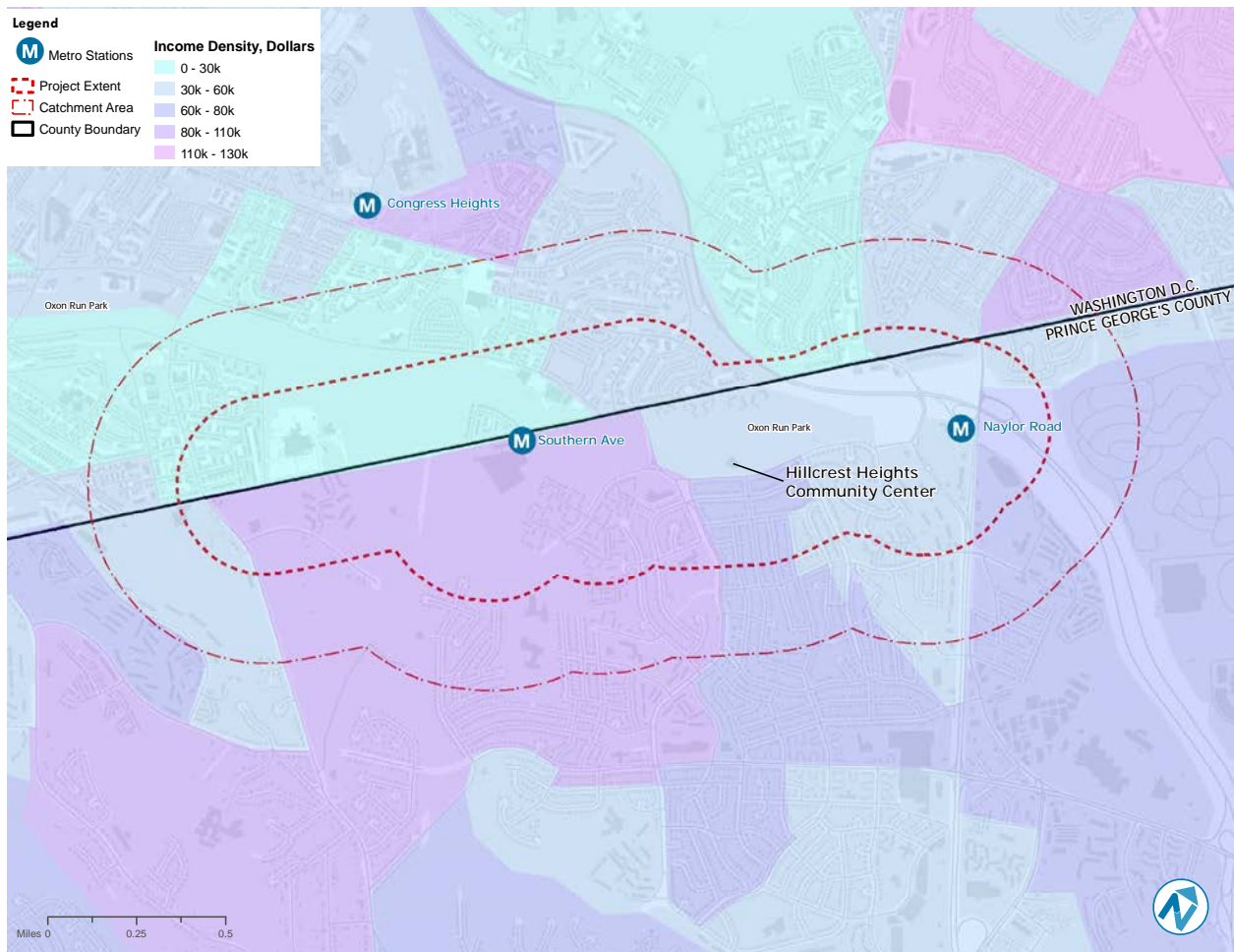
Map 7. Share of BIPOC Population



Map 8 shows the average household income for each census block group.

Incomes vary within the project extent and catchment area. Incomes range from under \$10,000 to \$110,000 - \$129,999. Individuals tend to earn more in the Prince George's part of the study area than in the Washington, DC part of the study area.

Map 8. Average Household Income

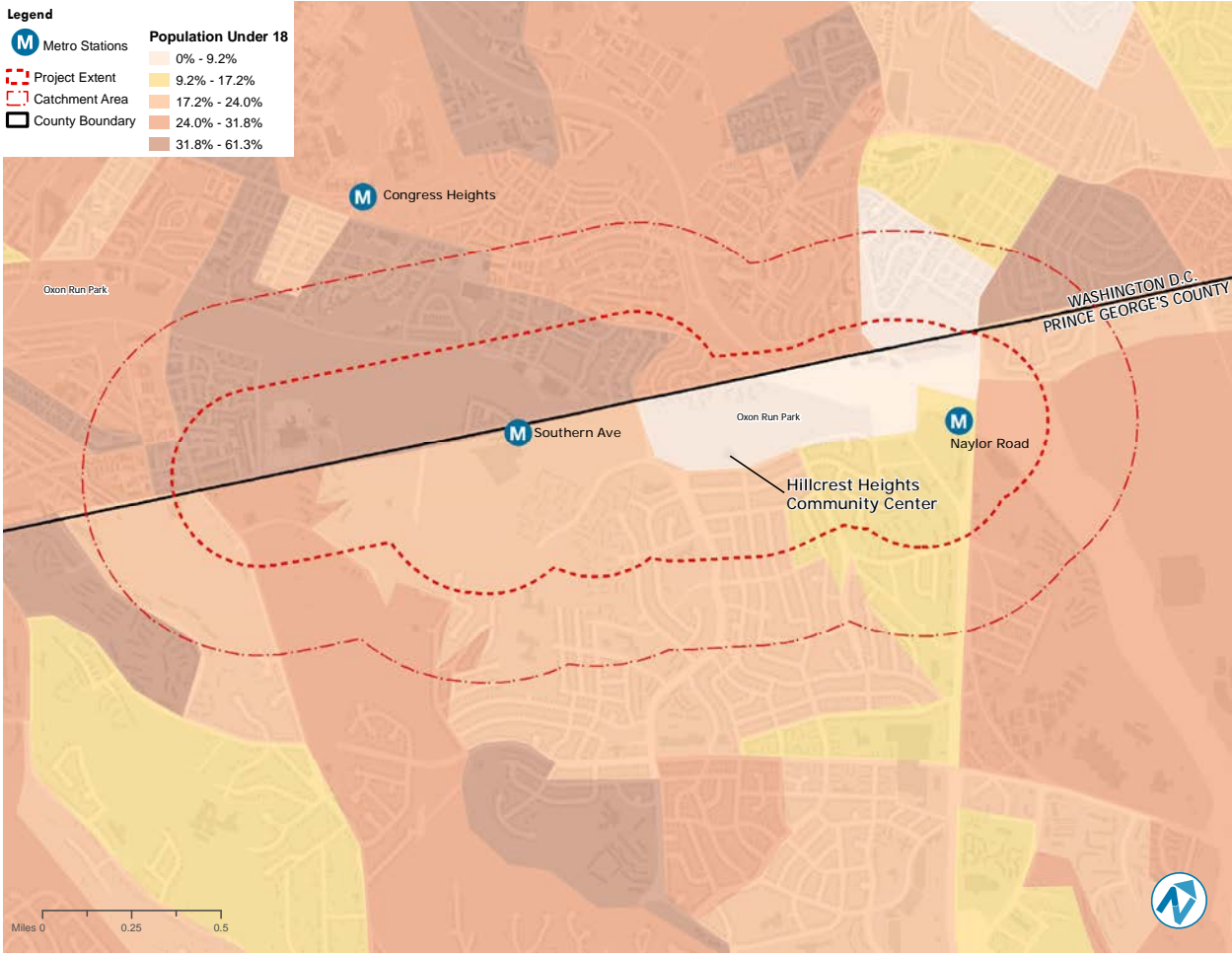


Demographic Analysis

Map 9 shows the share of the population under 18 years of age in each census block group.

The census block groups with the highest density of youth are on the DC side of the Maryland-DC boundary.

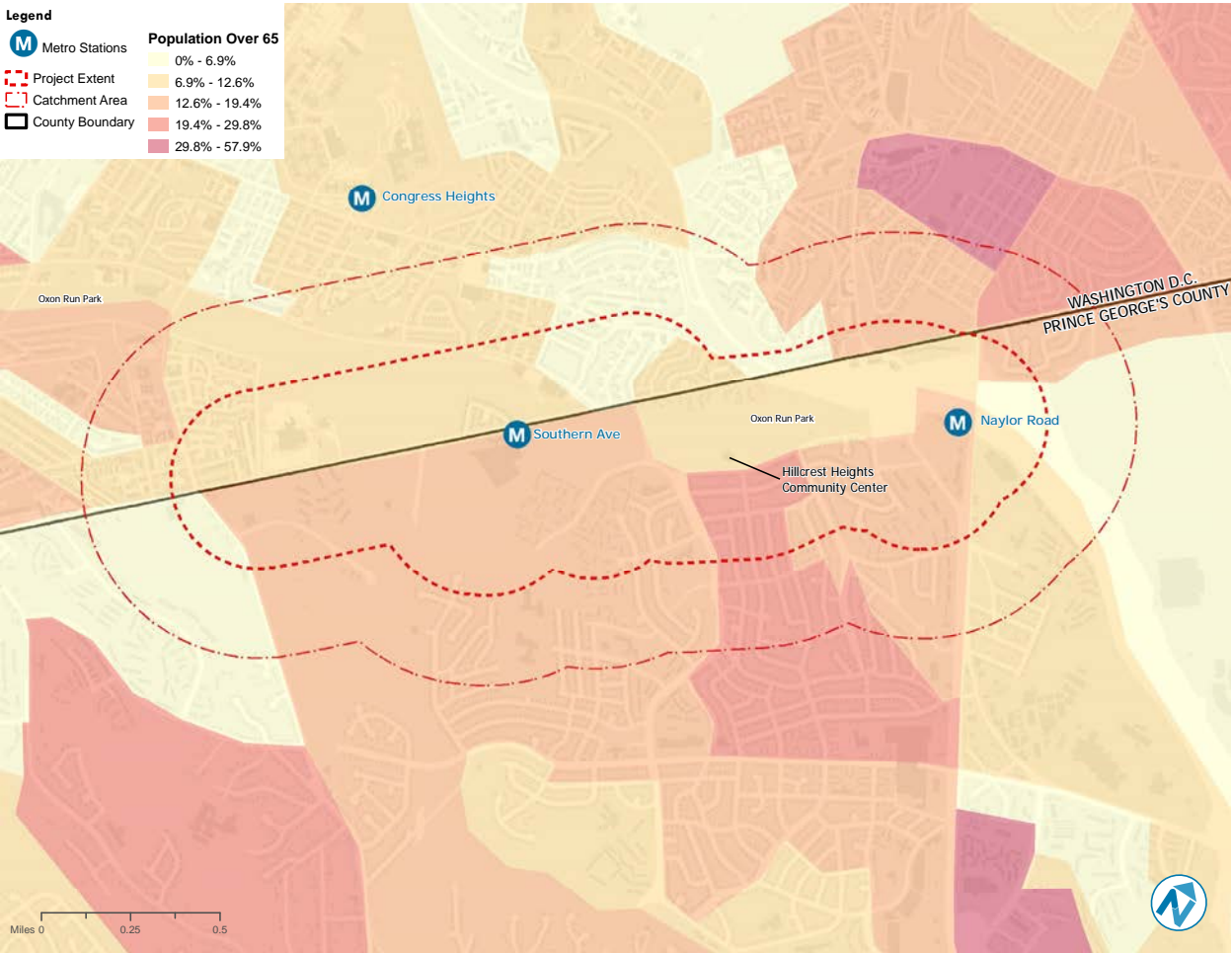
Map 9. Share of Population Under 18



Map 10 shows the population share of adults over 65.

The census block groups on the Maryland side of the Maryland-DC boundary have higher densities of older adults than in DC.

Map 10. Share of Population Over 65

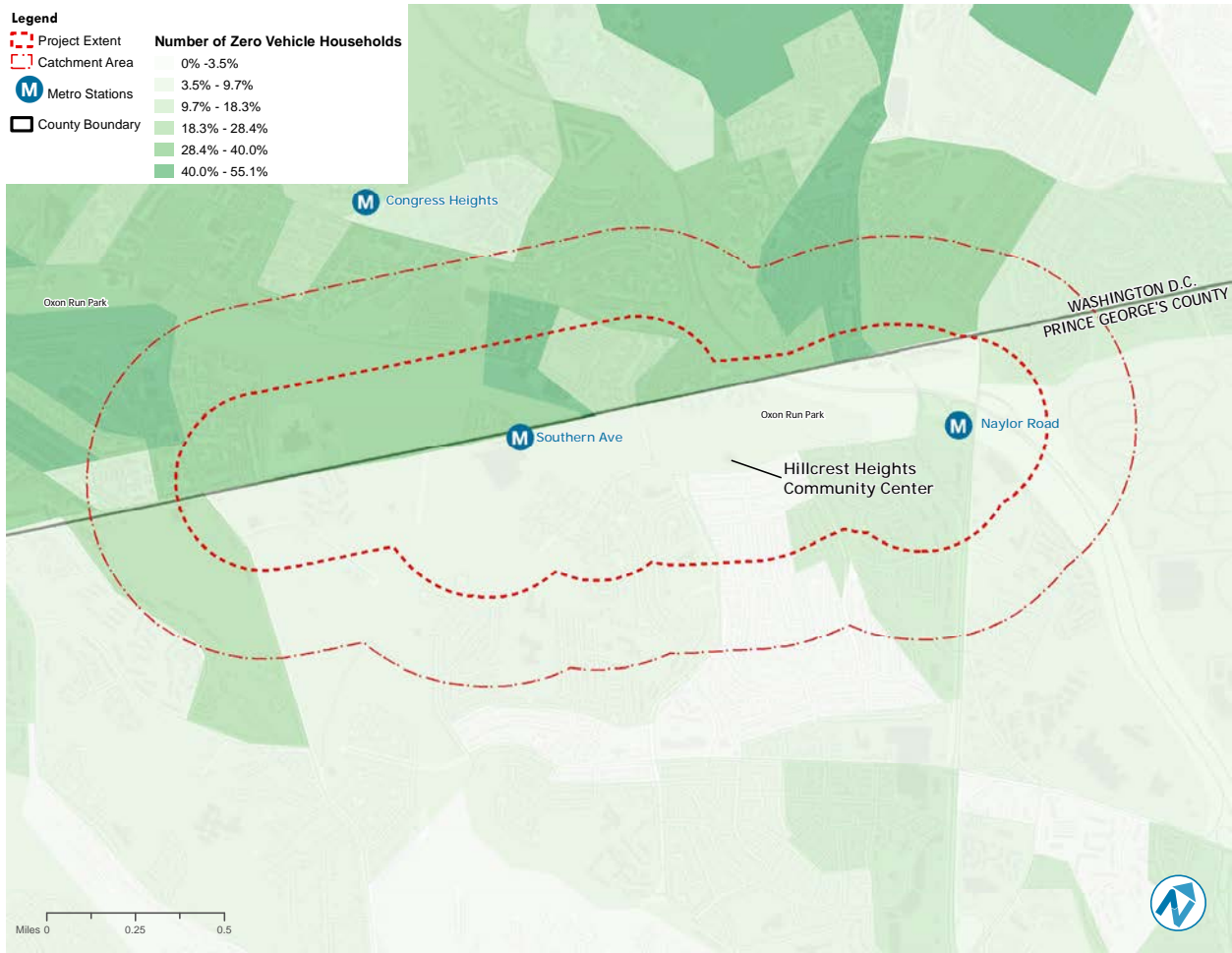


Demographic Analysis

Map 11 shows the share of households with zero vehicles available. Very few households in the project extent and catchment area have no access to a personal vehicle.

On the Prince George’s County side of the Maryland-DC border, density ranges from under 3.4 percent to 28.3 percent. On the DC side, there are more zero-vehicle households, with density ranging from under 3.4 percent to 55 percent of households.

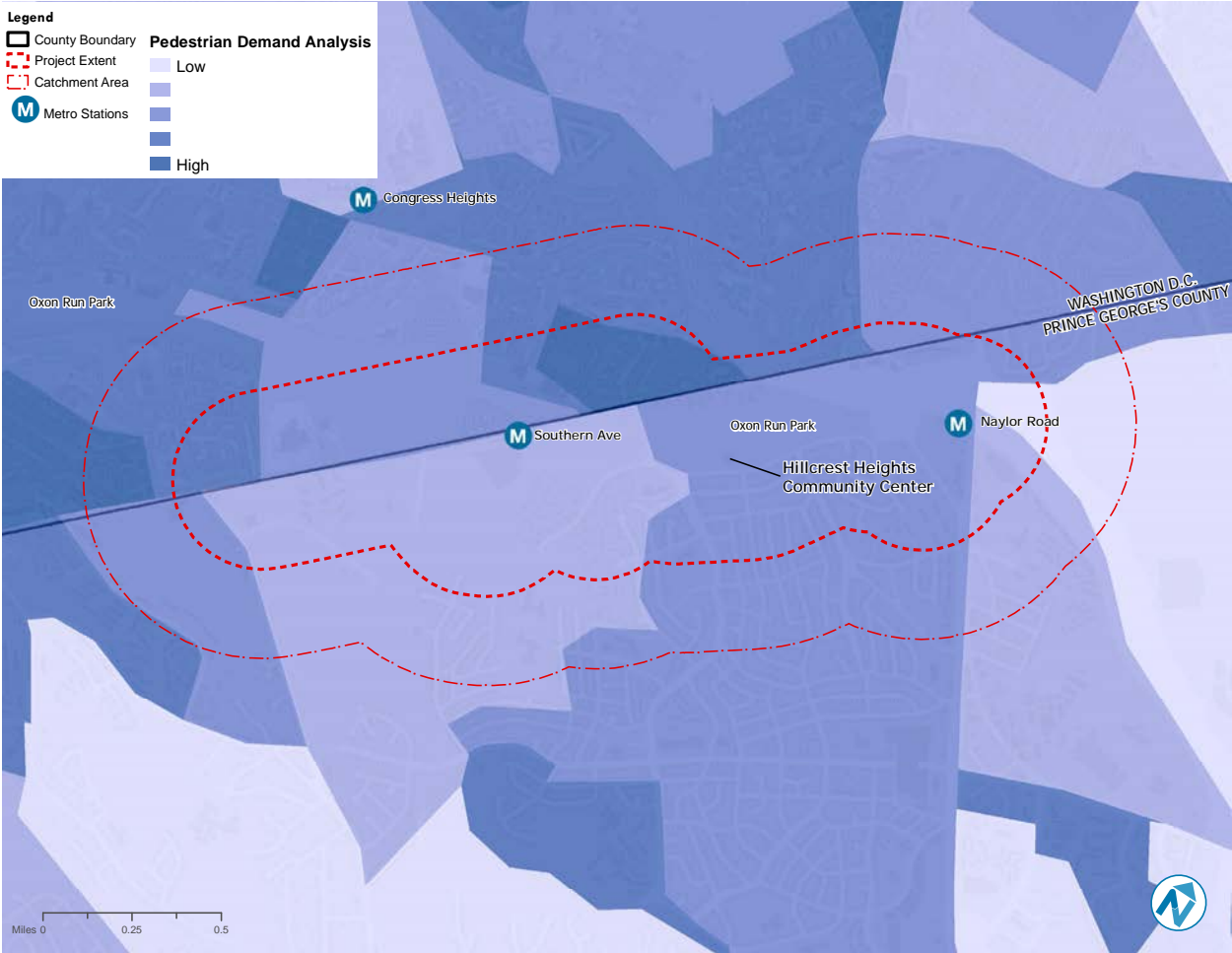
Map 11. Share of Zero Vehicle Households



Map 12 illustrates areas with a higher population, reflecting more pedestrian demand.

Pedestrian demand is an index of combined variables including income, access to a vehicle, population density, and density of youth population. The transit demand is higher on the DC side of the study area and east of the Southern Avenue Metro Station.

Map 12. Pedestrian/Transit Demand







Community Engagement

Source: [iStock.com/PeopleImages](https://www.istock.com/peopleimages)

Community Meeting 1

Building on the initial stakeholder outreach, NDC created a flier and other digital materials to advertise the community meetings.

The team shared the advertisements with community groups, on social media, and placed physical fliers at key community locations, such as Hillcrest Heights Community Center, THEARC, and local schools. Both meetings were held via Microsoft Teams given COVID-19.



The goals of this meeting were to inform community stakeholders about the study, to provide space to listen to community concerns about pedestrian accessibility and safety, and to understand what improvements people would like to see. This meeting was also an opportunity to answer questions the public might have about the study. The meeting included five Slido polls and an interactive map using a Miro board to get feedback on key issues. Due to COVID-19 the meeting was held virtually.

Overall, 56 people registered and 32 were in attendance; those in attendance included elected officials, agency representatives, civil society organizations, community leaders from the Hillcrest Marlow Heights Civic Association and Friends of Oxon Run Park, as well as several community members. Sixty-eight percent of participants used the metro in the study area, 38 percent identified as working in the study area, and only 13 percent lived in the area. Riding Metrorail and driving were the most popular transport methods with only 9 percent walking or biking. The group identified Oxon Run Park as the feature they most valued about the study area.

From the poll results, the biggest challenges when walking or biking are nighttime safety, and the proximity of pedestrians to fast-moving traffic. In the interactive map activity, the speed of traffic on Southern Avenue was mentioned several times as well as the width, or lack thereof, of the sidewalks along Oxon Run Drive.

The team presented the options for each route with key features such as length and residents served in a ½ mile walkshed. An interactive google “My Map” of the routes was also shared for participants to explore the routes in more detail. A list of evaluation criteria was discussed so participants understood how the routes would be accessed. The final poll asked what are the top factors that the county should consider in choosing the route. These were improving safety for walkers and bikers by making crossings safer, followed by improving personal safety, and by connecting sidewalks and bike lanes.

56
registered

32
attended

68%
use metro

38%
work in the
study area

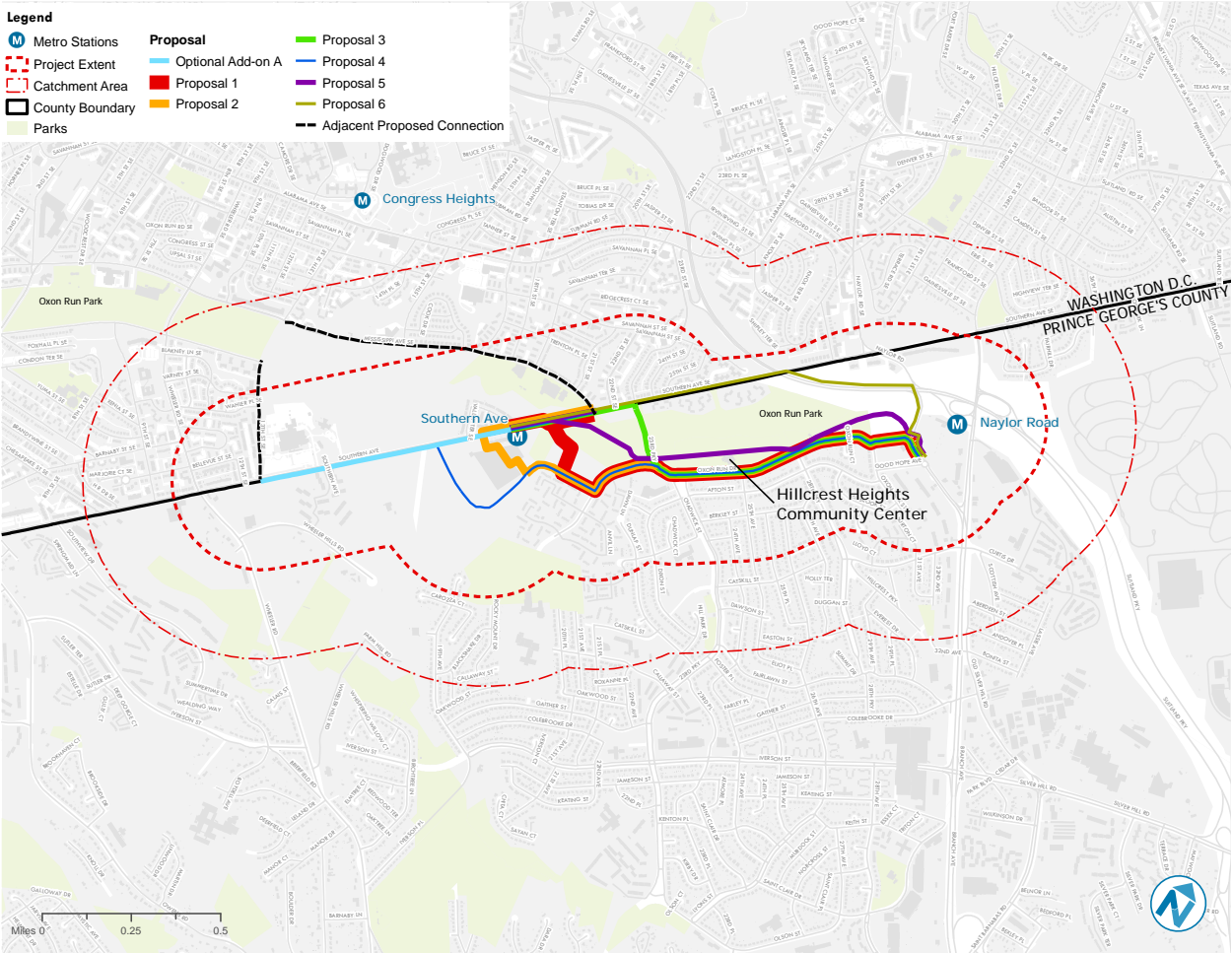
13%
live in the
study area

9%
walk or
bike in the
area











Table 3. Initial proposed M-NCPPC routes

Route	Length	1/2 Population	Description
1	7325 ft (1.4 mi)	10,552	Southern Ave, cuts through the park south of 23rd to Oxon Run Rd, connects to Naylor Rd
2	10,922 ft (2.1 mi)	12,305	Starts at Mississippi Ave SE and Southern Ave SE, runs south along Southern Ave to the Metro Access Rd to Oxon Run Dr, then Naylor Rd
3	5,839 ft (1.1 mi)	11,876	Starts at Mississippi Ave SE and Southern Ave SE, runs north along Southern Ave to 23rd Pkwy to Oxon Run Dr, then Naylor Rd
4	11,153 ft (2.1 mi)	12,013	Starts at 13th St SE and Southern Ave SE, runs N along Southern Ave to the metro access road to Oxon Run Dr, then Naylor Rd
5	5,202 ft (1.0 mi)	6,645	Starts at Mississippi Ave SE, then crosses Southern Ave at that intersection, crosses Oxon Run and then runs along Oxon Run within the park to Naylor Rd

Map 13. Project Extent, Catchment Area, and Proposed Routes



Legend

- Project Extent (1/4 mile buffer)
- Catchment Area (1/2 mile buffer)
-  Traffic Signal
-  HAWK Beacon*
-  Intersection Issue
-  Missing Sidewalk
-  Existing Sidewalk, Maintenance Needed
-  Building
-  Water
-  Park
-  Road
-  Metro Station

*High-intensity Activated crossWalk beacon

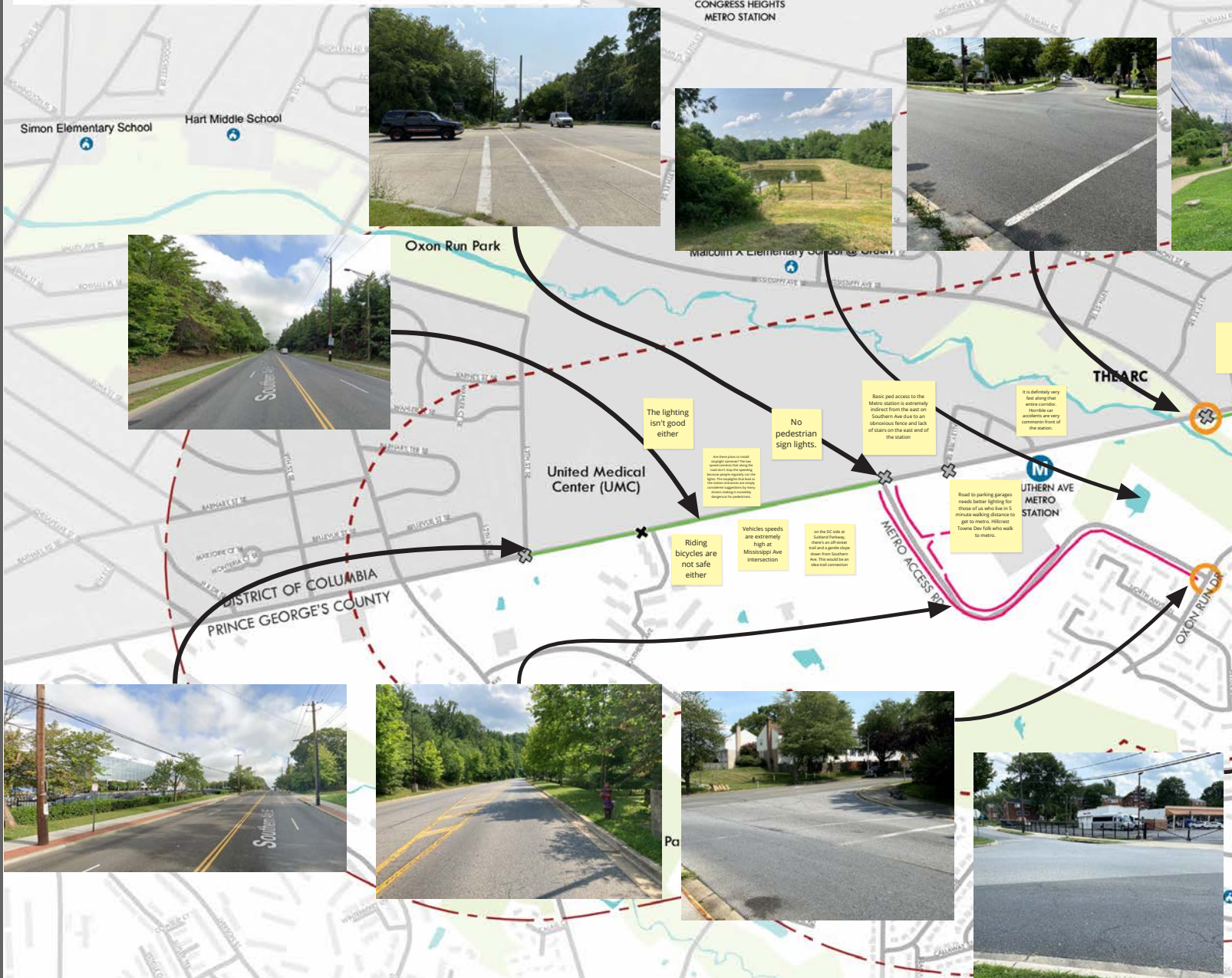


Figure 5. Miro Board presented at Community Meeting 1



Community Goals from Meeting 1

- 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.

Other Points of Discussion

- Community leaders expressed that the proposals should enhance the landscape and “make it beautiful”.
- The absence of lighting was discussed often during the meeting: “I’m a senior and I would rather they improve lighting on the shorter way, so I can get to the Metro safely. I don’t own a car”.
- Poor pedestrian access at both Southern Avenue and Naylor Road is a popular concern.
- Community members explained that neighbors often use the parking garage for easy station access instead of the Metro Access Road.



Community Meeting 2

42
registered

32
attended

40%
use metro

30%
work in the study area

10%
live in the study area

9%
walk or bike in the area

The team’s goals during this meeting were to inform and update community stakeholders about the study, share proposals for the routes with design options, and obtain feedback on the options. Meeting 2 also presented an opportunity to answer potential questions from the public about the study. The meeting included 11 Slido polls to obtain feedback on the proposals. Due to COVID-19 the meeting was held virtually on Microsoft Teams.

This meeting attracted 42 registrants; 32 participants attended the meeting. The group included elected officials, agency representatives, civil society organizations, community leaders from the Hillcrest Marlow Heights Civic Association and Friends of Oxon Run Park, as well as several community members. Forty percent of participants use the Metro in the study area, 30 percent work in the study area, and 10 percent lived in the area. The team shared the community priorities that were raised at the previous meeting and 83 percent of respondents captured what was shared.

The team presented the updated routes, describing the key features and a summary of the pros and cons of each. An interactive Google “My Map” of the routes was also shared for participants

to explore the routes in more detail. The updated matrix developed to assess the routes was presented and explained so participants understood the ranking process initiated by the team. A Slido poll invited participants to rank the routes in order of preference and how each route satisfied the community goals, with Route 4 being a top-ranked route, followed by Route 3. The group agreed that a Southern Avenue “add on” should be considered but recognized coordination challenges across jurisdictions.

The SGA team presented design options for different sections of the route and Slido polls were used to solicit feedback on the proposals on a 1-5 scale. The proposals for Oxon Run Drive, which included a protected bike lane and sidewalk improvements, were liked by participants receiving 4.5 out of 5. The group preferred option 1 for 23rd Parkway, which includes a new median and protected bike lanes. A proposed multi-use sidewalk on Metro Access Road received 4 out of 5. The proposal for Southern Avenue which showed reduced vehicle lanes and protected bike lanes had a mixed response. A discussion about congestion followed but needs further traffic analysis.

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

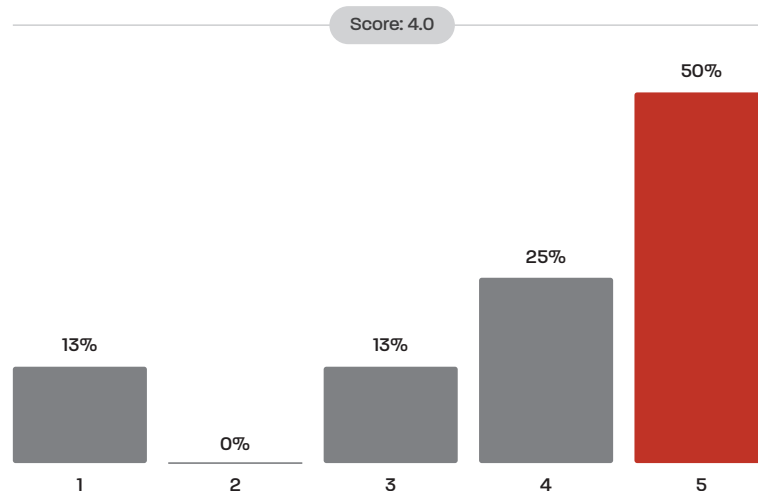


Figure 6. An interactive Slido poll captured feedback regarding proposed routes in the study area.

Other Points of Discussion

■ Community leaders raised the concern that protected bike lanes are seen as an indicator of gentrification in DC's Ward 8.

“The existing picture and the picture below looks like gentrification. We, as African Americans in this community have a tendency to drive or use buses. Feels like bike lanes are being imposed on us. Rather than being mindful equally, it seems like our mayor is doing everything through a framework of equity. This looks like a vision of accommodating bikes over motorists. We have a tendency to drive more than ride bikes”.

Accessibility was a theme of discussion, specifically from the Prince George's County Vision Zero team. All interventions introduced must meet ADA standards but also consider inclusive design principles for people living with other (dis)abilities.



Source: iStock.com/adamkaz

Follow-Up Survey

■ Following the second community meeting, the team created a follow-up survey to address the low attendance at the community meeting. M-NCPCC shared the survey with stakeholders directly and on social media. There were 15 usable survey responses: seven respondents identified as living in the study area and the most popular use of transportation was Metro.

The survey responses preferred routes that were completely separate from traffic. Routes 1 and 5 ranked highest, proposal 6 along Southern Avenue was also popular with 5 votes. Respondents also expressed a need for more streetlights in the study area, and improvements to pedestrian access at Naylor Road station and off-road trails.

The ranking of the design options was consistent with the responses received at the community meeting, with respondents favoring the option for Oxon Run Drive (preferring option 1 for 23rd Avenue) the multi-use path for Metro Access Road. Respondents were ambivalent toward the Southern Ave proposal. Other concerns raised in the survey included equity:

“I think it is truly a racial equity issue of bike lanes being imposed on communities of color that have not expressly used bicycle lanes”.

Respondents also expressed interest in recreational trails and access to the pond shown in Route 1.

Conclusion



When combining the rankings from the second community meeting and the follow-up survey, responses did not provide a clear preferred route, however, Routes 2, 3, and 4 were the most popular and met the community recommendations below. The first community meeting included more residents who expressed interest in a route that would improve the pedestrian experience through the parking garage; however, in the second community meeting—which included agency staff and other stakeholders—that was a less popular option. In both meetings, participation by the attendees was 50 percent or less. This reflects the low participation of people living in the study area. The modest sample size in the follow-up survey has also been considered when moving forward with a preferred route.



■ Feedback from community meetings, a follow up survey, and other public engagement reveals study area participants' desire for routes that support enhanced public transport infrastructure. *Source: M-NCPPC*

After analyzing the response rate and verbal and written feedback, the following community recommendations should be considered when choosing the route and design options:

Routes that:

- Have the most potential to enhance personal safety.
- Have potential to provide separation from pedestrians and traffic.
- Provide neighborhoods in the study area improved access.
- Support other public transport infrastructure.

Design options should:

- Slow traffic without congestion.
- Separate pedestrians/bicycles and vehicles.
- Provide opportunities for improved landscaping and placemaking.
- Consider additional pedestrian lighting.

Following this, the team utilized stakeholder and community input to establish route goals and metrics to evaluate the proposals.



Design Concept Development

Route Goals

■ The SGA Team analyzed the five proposed alternative routes previously developed and presented in the community engagement process. Following this, the team utilized stakeholder and community input to establish route goals and metrics to evaluate the proposals.

Route Criteria

The desired route should serve the community by providing a pedestrian connection between the Southern Avenue and Naylor Road Metro stations.

The desired route should serve as an Oxon Run trail pedestrian connection between Mississippi Avenue SE and Southern Avenue and Good Hope Road and Naylor Road (additionally, an extension from Mississippi Avenue SE to 13th Street SE along Southern Avenue SE may be examined).

Community Goals

The desired route should prioritize safety for pedestrians and cyclists.

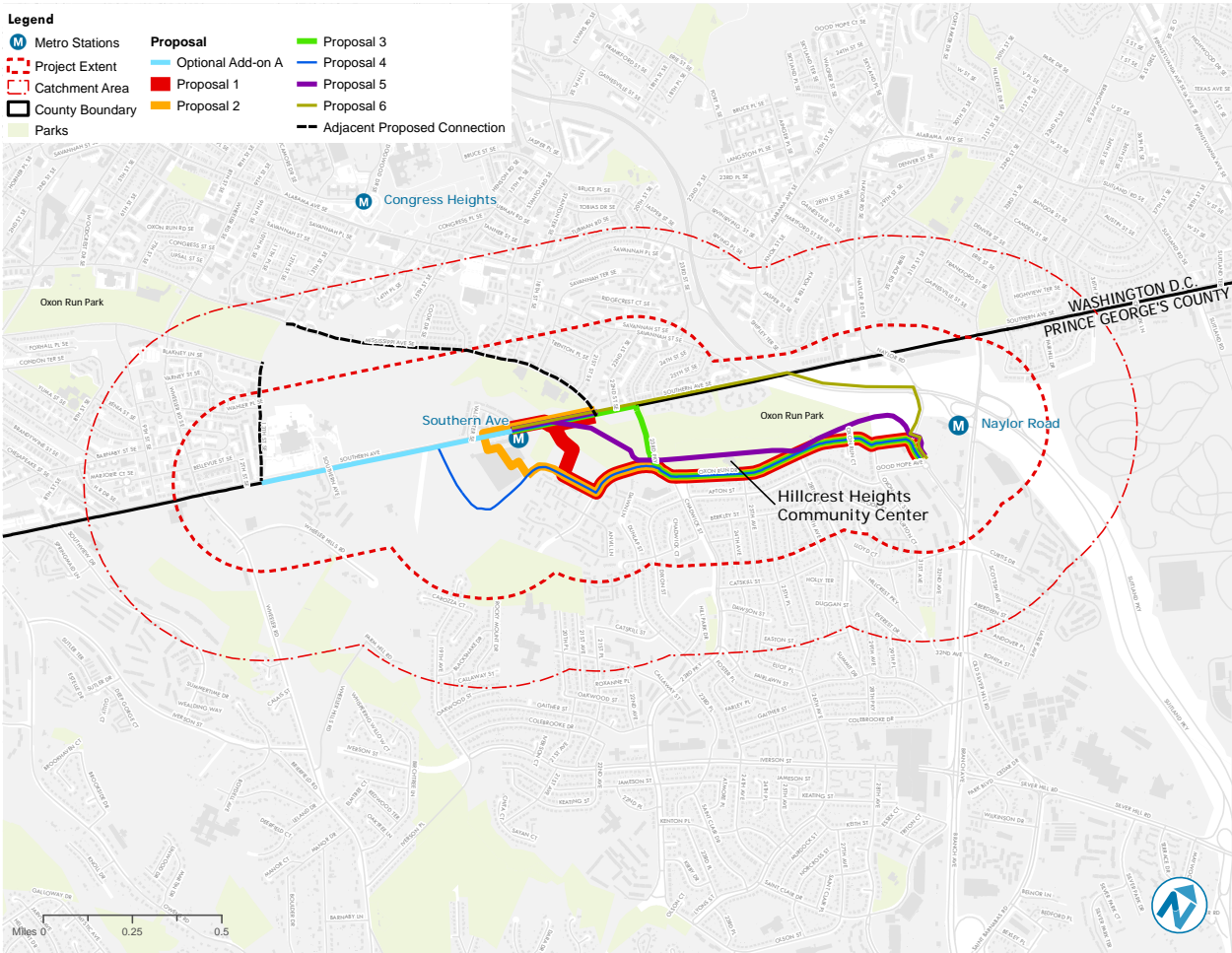
The desired route should create a feeling of personal safety for area users.

Route improvements should address equitable development.

Route Analysis

The team separated all routes into unique segments to consistently evaluate the performance of each route's segment across each metric. Details about the existing conditions and potential needs and improvements for each of these segments are found in Appendix B.

Map 14. Proposed Routes by Segment



Evaluation Metrics

In collaboration with M-NCPPC, the SGA team developed the Evaluation Matrix displayed in **Figure 5** below. The set of evaluation criteria reflects the input, values, and needs of the community.

The metric for promoting delivering equity is evaluated based on increasing connectivity to areas with high pedestrian or transit demand. The metric for leveraging opportunities is evaluated based on a route's adjacency to development opportunities, whether they are public or private, or other potential avenues for funding.



Figure 7. Evaluation Metrics

Based on the Evaluation Matrix, **Tables 4** and **5** display the routes by score and cross-reference those scores with public preference and consultant recommendations.

Table 4. Route analysis with public preferences. Public preference was for Routes 2-4.

Metric Scoring	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	scoring key:
1. Closes gaps & connects							Does not meet criteria
2. Aligns with plans							Partially meets criteria
3. Improves quality							Meets basic criteria elements
4. Improves user safety							Partially meets criteria
5. Serves many people							Meets basic criteria elements
6. Reduces travel times							Meets basic criteria elements
7. Encourages mode shift							Meets basic criteria elements
8. Increases foot traffic							Meets basic criteria elements
9. Is favored/desired							Meets basic criteria elements
10. Promotes equity							Does not meet criteria
11. Leverages opportunity							Does not meet criteria
12. Is feasible/affordable							Does not meet criteria

Table 5. Route analysis with consultant recommendations. Consultant recommendation is for Routes 2 or 3.

Metric Scoring	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	scoring key:
1. Closes gaps & connects							Does not meet criteria
2. Aligns with plans							Partially meets criteria
3. Improves quality							Meets basic criteria elements
4. Improves user safety							Partially meets criteria
5. Serves many people							Meets basic criteria elements
6. Reduces travel times							Meets basic criteria elements
7. Encourages mode shift							Meets basic criteria elements
8. Increases foot traffic							Meets basic criteria elements
9. Is favored/desired							Meets basic criteria elements
10. Promotes equity							Does not meet criteria
11. Leverages opportunity							Does not meet criteria
12. Is feasible/affordable							Does not meet criteria

Route Review and Selection

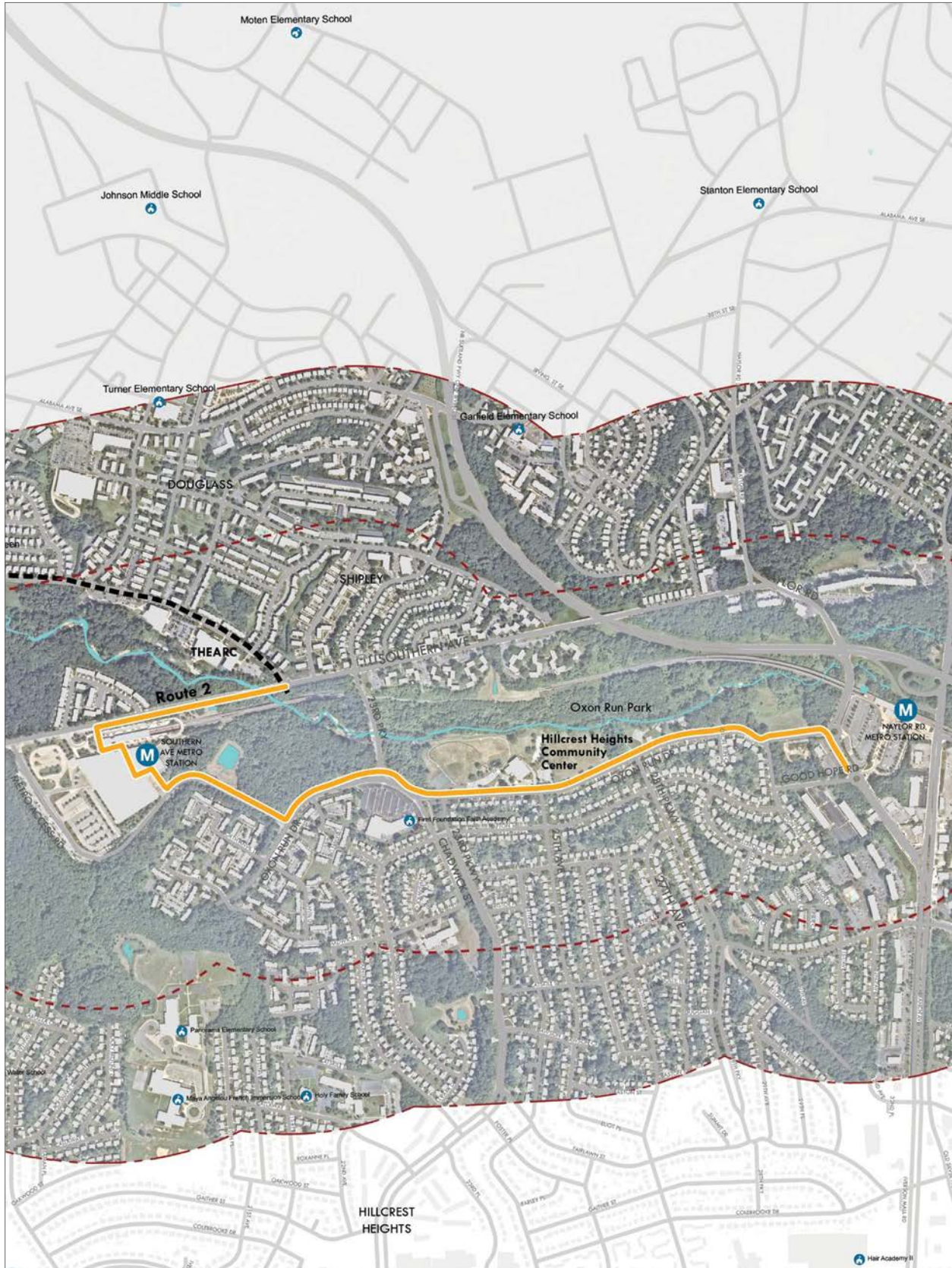
■ The SGA team recommends the selection of **Route 2**.

The benefits of Route 2 are that it formalizes a pedestrian walkway through the Metrorail station parking garage, and enhances pedestrian safety.

Downsides to Route 2 are that Metrorail station hours may impact the ability of the connection to serve as a 24-hour route, and the parking garage environment may make the route less desirable due to safety concerns or aesthetics.

According to analysis, Route 2 scores highly on aligning with plans, improving quality of routes, encouraging mode shift, and is a stakeholder and community favored route. The route also meets criteria for closing gaps and connecting with other infrastructure, improving user safety, serving many people, reducing travel times, increasing foot traffic, promoting equity, leveraging opportunity for development, and is a feasible and affordable option.

Map 15. Route 2



Designs for Route Improvements

This section illustrates the potential designs for route improvements in the Southern Avenue area based on the selection of **Route 2**.

Oxon Run Drive Cycletrack: two-way bike lane

Addition of two-way protected bike lane on northwest (park) side

Segments of roadway less than 37 feet

- Move curb and drainage inlets
- Add a creative design

Provides buffer for sidewalks from traffic

Separates bicyclists from pedestrians

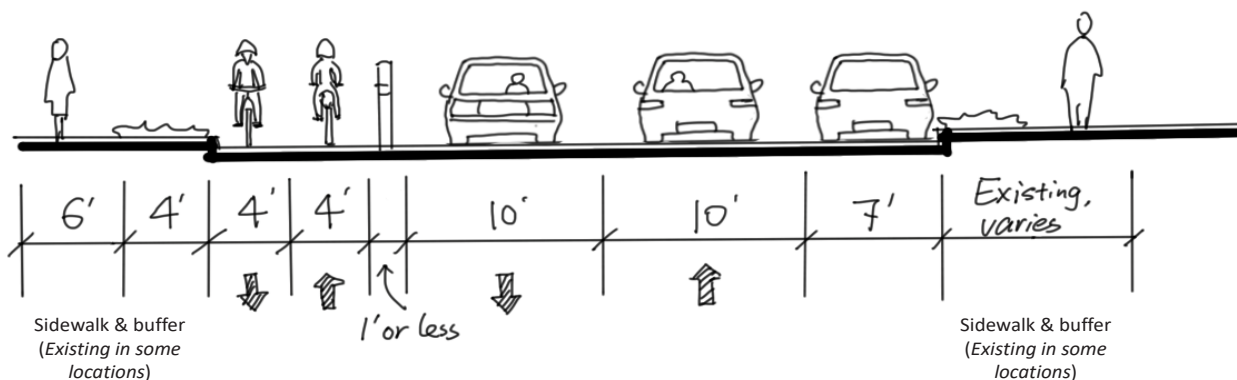
Could provide option to add sidewalks on both sides of the street to close gaps



Existing

Figure 8. Oxon Run Drive Improvements Overview

Recommended cross section: 37 feet minimum



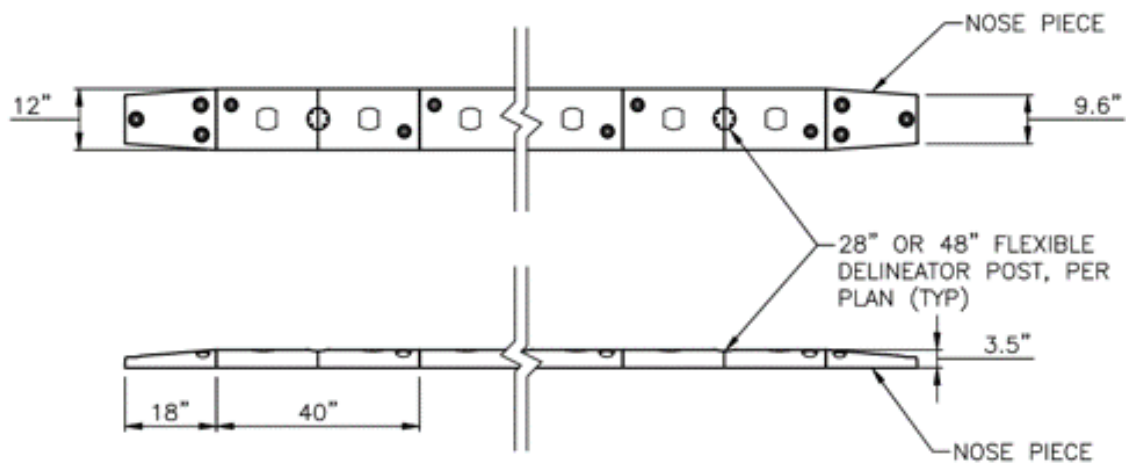
Oxon Run Drive Cycletrack: two-way bike lane with a plastic curb and post as separation

Use of a plastic curb and post to provide a one-foot-wide buffer

- Allows cross section to fit
- Provides greater protection
- Omit white lines shown in the image
- Likely non-standard design for DPW&T



Figure 9. Oxon Run Drive Improvements Overview (alternate)



PLASTIC CURB WITH POST 4
 SCALE: 1"=2' CHN01

Designs for Route Improvements

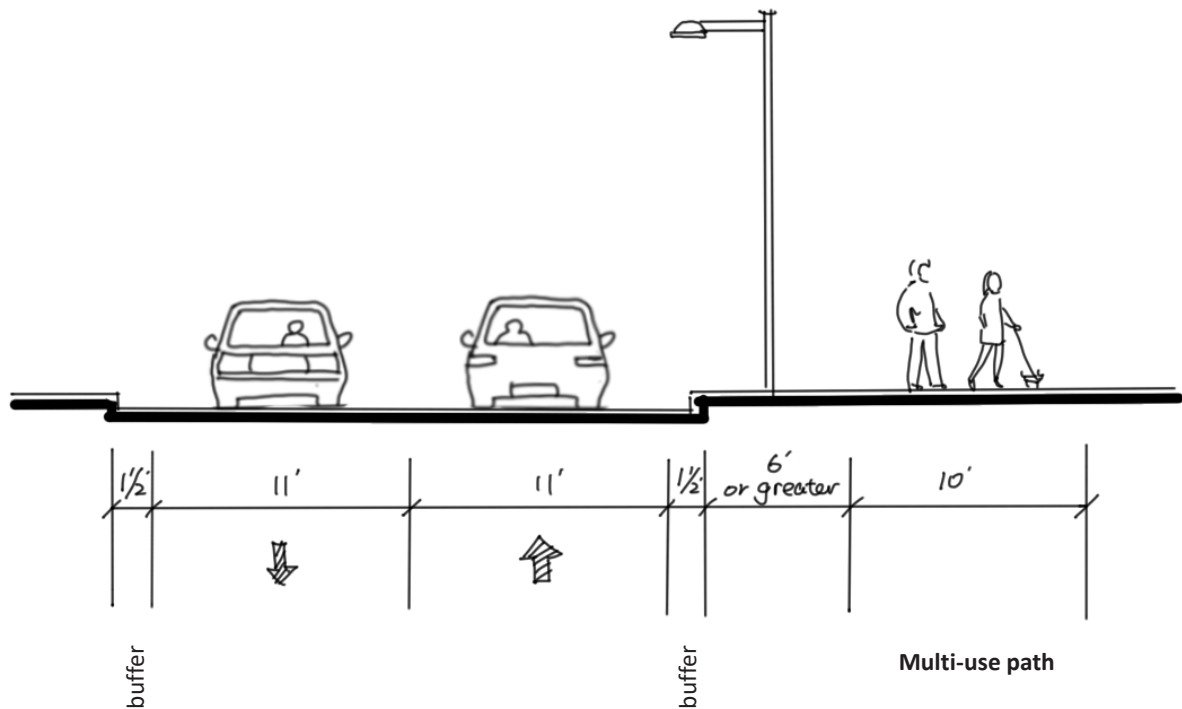


Figure 10. Potential Metro Access Road Improvements

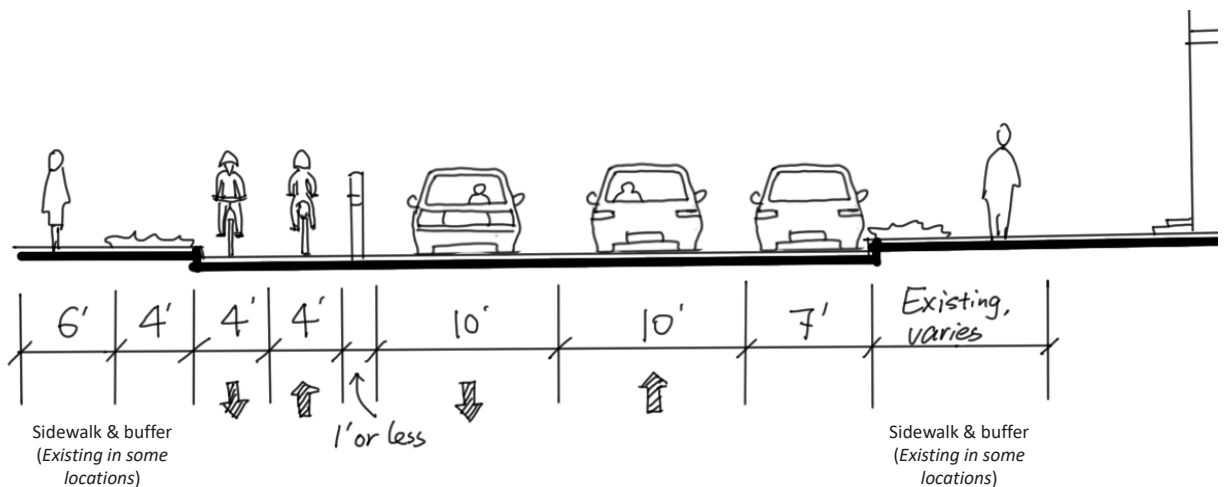


Figure 11. Potential Oxon Run Drive Improvements

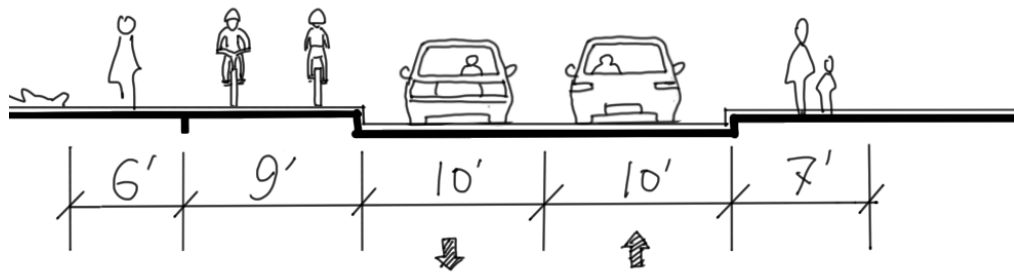


Figure 12. Potential Oxon Run Drive Improvements (alternate)





Implementation Matrix

■ *Source: [iStock.com/m-imagephotography](https://www.iStock.com/m-imagephotography)*

Phasing

The following tables demonstrate potential project elements based on the data presented in this section.

The team has organized these phasing elements into short-term (less than six months), medium-term (six months to two years), and long-term (more than two years) plans. Additionally, the level of investment for each of these phasing elements is in **Table 6**. The total level of investment for each phase, as well as the potential total cost, is presented in **Table 7**. To execute these projects, M-NCPPC staff will contact DPW&T's Highway and Bridge Design Division and Traffic Engineering and Safety Division and formally request implementation.

Table 6. Phasing Definitions

Phase	Definition
Short-term	No concrete or engineering need and no road diet required
Mid-term	Some concrete and engineering, but critical to project goals
Long-term	More of an enhancement and making interim items permanent

Table 7. Total Cost Estimates

Phase	Cost by Phases
	Total ROM Cost Estimate
Short-term	\$87,300
Mid-term	\$2,330,600
Long-term	\$339,300
Grand Total	\$2,757,200

Cost by Phases

As shown in **Table 7**, the grand total cost estimate to implement the improvements in Route 2 is **\$2,757,200**.

Table 8. Short-Term Project Elements

Location	Project Element	Paired with Oxon Run Drive Cycletrack	Phase	ROM Cost Estimate
Oxon Run Drive and Oxon Park Street	Square up intersection using interim materials including flexible posts and pavement markings Opportunity for a street mural	Yes	Short-term	\$61,400
Oxon Run Drive and Oxon Run Court	Square up intersection using interim materials including flexible posts and pavement markings	No	Short-term	\$8,400
Oxon Run Drive and 25th Avenue	Create curb extension at southeast corner of intersection using interim materials including flexible posts and pavement markings Opportunity for a street mural	Yes	Short-term	\$4,500
Oxon Run Drive and 23rd Parkway	Square up intersection using interim materials including flexible posts and pavement markings	No	Short-term	\$13,300
				\$571,200

Cost by Phases

Table 9. Medium-Term Project Elements

Location	Project Element	Paired with Oxon Run Dr Cycletrack	ROM Cost Estimate
Naylor Road and Oxon Run Dr	Expand existing sidewalk to a 12 foot wide multi-use path along the northwest portion of the roundabout (clearing/grading and concrete work)	Yes	\$50,300
Naylor Road and Oxon Run Drive	Expand existing curb ramps at the northwest portion of the roundabout to serve proposed 12 foot multi-use path	Yes	\$9,900
Naylor Road and Oxon Run Drive	Construct new bike-specific curb ramp to connect 12 foot multi-use path with two-way cycletrack	Yes	\$30,400
Oxon Run Drive and Oxon Park Street	Create a new all-way stop at intersection, install crosswalk across Oxon Run Drive, install new curb ramp on west side of Oxon Run Drive	No	\$14,100
Oxon Run Drive and Oxon Run Court	Install bus bulb with ramps to accommodate shared cycle track (for southbound vehicle lane); Install crosswalk and new curb ramp from proposed new six foot wide sidewalk	Yes	\$74,200
Oxon Run Drive	Construct new six foot sidewalk on east side of Oxon Run Drive to close sidewalk gap between Park Access Road and termination of 12 foot multiuse path	No	\$210,700
Oxon Run Drive and 28th Parkway	Square up intersection using interim materials including flexible posts and pavement markings Opportunity for a street mural	Yes	\$19,800
Oxon Run Dr and 23rd Parkway Intersection (north)	Install new concrete median, new curb ramps, and reconfigure intersection to accommodate proposed shared cycletrack. Square up intersection with both hardened and interim materials	TBD	\$100x100
Oxon Run Drive and 23rd Parkway Intersection (south)	Remove existing concrete medians and install new concrete medians, new curb ramps, and reconfigure intersection to accommodate proposed shared cycletrack. Square up intersection with hardened materials.	TBD	\$683,900
Station Access Road and Oxon Run Drive	Construct new median and reconfigure roadway to accommodate shared cycletrack and concrete new curb ramps	Yes	\$135,200
Station Access Road	Expand existing sidewalk into a ten foot wide multiuse path along roadway	Yes	\$335,100
Oxon Run Drive	Modify existing speed humps (remove portion within proposed cycletrack)	Yes	\$11,000
Oxon Run Drive	Green conflict area pavement markings for cycletrack	Yes	\$27,900
Oxon Run Drive	Pavement remarking for new roadway allocation	Yes	\$628,800
Southern Avenue Metro Station Garage	Reconfigure parking garage to create a dedicated pathway and multiuse path. See District of Columbia Metrorail Walkshed Improvement Project, April 2017, Project 18.	No	\$15,300
			\$2,346,700

Table 10. Long-Term Project Elements

Location	Project Element	Paired with Oxon Run Dr Cycletrack	ROM Cost Estimate
Oxon Run Drive at Naylor Road	Construct new concrete traffic calming island between two-way cycletrack and southbound lane Oxon Run Drive	No	\$44,000
Oxon Run Drive and Oxon Run Court	Install concrete bus bulb for northbound vehicle lane with new curb ramps	No	\$70,400
Oxon Run Drive and 25th Avenue	Install new crosswalk, concrete bulb-out, and new curb ramps to provide safe crossing across Oxon Run Drive. Install concrete pad for potential future bikeshare station.	No	\$108,500
Oxon Run Drive (between 23rd Parkway and Dawn Lane)	Install new landscaped traffic calming median	No	\$82,600
Station Access Road and Oxon Run Drive	Square up intersection at east end with interim materials like flexible posts and pavement marking	Yes	\$17,400
Oxon Run Drive	Two-block extension of cycletrack from Station Access Road to end of Oxon Run Drive at S. Anvil Lane	No	\$16,700
			\$2,346,700





Summary

Conclusions

The prioritization of **Route 2** has the potential to meet the pedestrian safety and residential goals of the area as well as equitably serve the residents of the Southern Avenue Metro Station area.



The route has the potential to enhance the pedestrian and personal safety of the users as well as promote residential and economic development in the area. The route addresses community concerns, accessibility to the Metro stations at both ends of the proposed route, and addresses equity concerns by serving a large area population.

M-NCPPC and Prince George’s County have several options for re-imagining the space to better serve the residents of the area and have short, medium, and long-term plans for execution. The total costs for this project vary and are contingent on the decisions made in partnership with the local stakeholders, property owners, and residents.

There remains a need to continue community engagement in future work as residents—while advocating for safety and beautification, expressed concern over potential displacement and gentrification within the area. It will be incumbent upon project and area leaders to address these concerns and ensure that any investments for the residents of the area are enjoyed by it’s residents.

Potential recommendations for future projects include ideas that stakeholders and residents shared throughout the study, such as streetlights, landscape enhancement, signage, and wayfinding. Also—because the proposed route requires a path through WMATA-owned property—there will be future discussions between regional jurisdictions, and work to improve pedestrian connections on the station property at both Southern Avenue and Naylor Road Metro Stations.

■ Source: [iStock.com/pidjoe](https://www.istock.com/pidjoe)

Appendix

A: Representative Images

■ The following images represent some of the ideas and concepts the SGA team has presented, sorted by design element/concept.



Figure A12. Protected Bike Lanes



Figure A13. Protected Bike Lanes



Figure A14. Curb Bulb Outs



Figure A15. Curb Bulb Outs



Figure A16. Street Redesigns



Figure A17. Street Redesigns



Figure A18. Street Redesigns



Figure A19. Transportation Infrastructure Redesigns



Figure A20. Transportation Infrastructure Redesigns



Figure A21. Transportation Infrastructure Redesigns



Figure A22. Transportation Infrastructure Redesigns

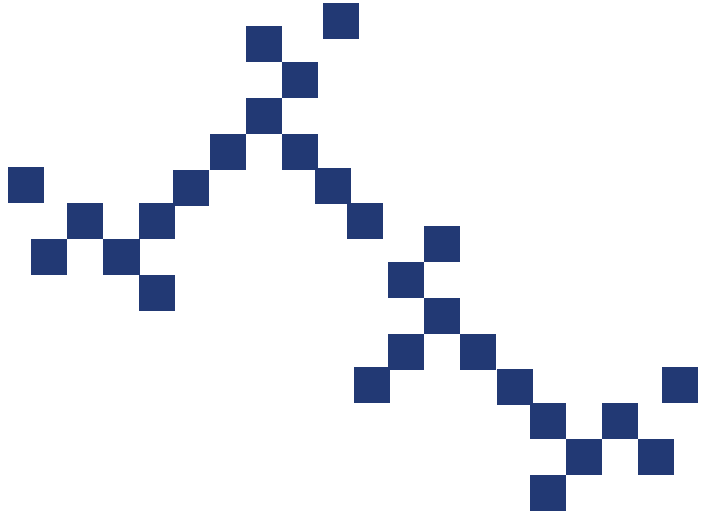
Table B1. Route Segments

	Segment	General Description	Route 1	Route 2	Route 3	Route 4	Route 5	Sidewalk Condition/ Needs	Crosswalk and Intersection Condition/ Needs	Shade and/ or Lighting Condition/ Needs	Other Public Art/Kiosk Opportunities
A	Southern Ave SE (13th SE to Southern Ave Metro Access Rd)	6' sidewalk along 4-lane roadway with narrow landscape buffer. Topography: hills.				x		Maintenance/ upkeep needed along sidewalk (branch trimming, weeding/ mowing). Some lower-lying areas with sediment deposits from heavy rains. Some full curb reconstruction needed in one location.	Very few crossing opportunities. HAWK signal at medical center is a very long wait. // DDOT project spanning from 13th St SE and south will explore adding medians, curb extensions, and other safety measures to Southern Ave.	Street lighting focused, could use pedestrian-level lighting.	
B	Southern Ave SE (Southern Ave Metro Access Rd to New Route)	6' sidewalk along 4-lane roadway with narrow landscape buffer.	x	x				Maintenance/ upkeep needed along sidewalk (branch trimming, weeding/ mowing). Some lower-lying areas with sediment deposits from heavy rains.	At Valley Terrace SE and Southern Ave (closer to new route end), no crosswalks from neighborhood to Southern Ave station.	Street lighting focused, could use pedestrian-level lighting.	
C	Southern Ave SE (New Route to Mississippi Ave SE)	6' sidewalk along 4-lane roadway with narrow landscape buffer. No buffer along bridge across Oxon Run.		x							
D	Southern Ave SE (Mississippi Ave SE to 23rd Pkwy)	6' sidewalk along 4-lane roadway with narrow landscape buffer.			x				Ramps and crosswalks in good condition and visible.		
E	New Route from Southern Ave under tracks, around stormwater pond, to Oxon Run Dr	No existing path; would require significant vegetation clearing and grading/ leveling for pathway.	x					Due to other observed low-lying areas, care would have to be taken to prevent flooding/ sediment build up on path.		Lighting would need to be installed along this new pathway.	

	Segment	General Description	Route 1	Route 2	Route 3	Route 4	Route 5	Sidewalk Condition/ Needs	Crosswalk and Intersection Condition/ Needs	Shade and/ or Lighting Condition/ Needs	Other Public Art/Kiosk Opportunities
F	Metro Access Rd (New Route to Oxon Run Dr)	5-6' sidewalk along 2-lane roadway, on one side only (intersection at Oxon Run Dr, Metro Access Rd widens to three lanes).	x	x		x			Need crosswalks across Oxon Run Dr at Metro Access Rd (and new curb ramps).		
G	Oxon Run Dr (Metro Access Rd to 23rd Pkwy)	4' sidewalk along 2-lane roadway, sidewalk both sides.	x	x		x					
H	Oxon Run Dr (23rd Pkwy to 25th Ave)	4' sidewalk along 2-lane roadway on the side (park side) of the road only.	x	x	x	x			Connecting sidewalks on 25th Ave are missing and should be installed with connecting crosswalks.		
I	Oxon Run Dr (25th Ave to 28th Pkwy)	4' sidewalk along 2-lane roadway on both sides.	x	x	x	x					
J	Oxon Run Dr (28th Pkwy to Naylor Rd)	No existing sidewalk on park side of roadway. Would require minimal grading/ leveling for path.	x	x	x	x		Roundabout at Naylor Rd and Oxon Run Dr: provide wide curb ramps and pedestrian refuges.	Intersection at Oxon Run Dr and Oxon Park St is too wide and could use narrowing with curb extensions to allow for better pedestrian crossing visibility.		Outdoor exercise equipment could be installed along the pathway here as a way to extend the active recreation activities along the park path.
K	Naylor Rd (Oxon Run Dr to Good Hope Rd)	4' sidewalk.	x	x	x	x		Roundabout at Naylor Rd and Good Hope Rd: provide wide curb ramps and pedestrian refuges. Connecting sidewalk on Good Hope Rd is missing and sidewalk connection should be installed here.			

	Segment	General Description	Route 1	Route 2	Route 3	Route 4	Route 5	Sidewalk Condition/ Needs	Crosswalk and Intersection Condition/ Needs	Shade and/ or Lighting Condition/ Needs	Other Public Art/Kiosk Opportunities
L	23rd Pkwy (Southern Ave to Oxon Run Dr)	4' sidewalk along 4-lane roadway, some landscape buffer which narrows at Oxon Run crossing.				x				Decent tree cover.	
M	Metro Access Rd (Southern Ave to Parking Garage Access)	No existing sidewalk along roadway.		x		x					Art or light installation could be deployed along the embankments of the Metro Access Rd to provide visual interest along the roadway.
N	Metro Access Rd (Parking Garage Access to New Route)	5-6' sidewalk along 2-lane roadway, on north side only.		x		x					
O	Park Route (Mississippi Ave to 23rd Pkwy)	No existing path; would require significant vegetation clearing and grading/ leveling for pathway. Alignment crosses Oxon Run and requires a trail bridge.					x	Sidewalk needs vegetation maintenance in some locations and modest repairs or reconstruction.	Crosswalks at Mississippi Ave SE and Southern Ave are not high visibility but curb ramps are present. Current alignment of crossing at 23rd Pkwy is set back from the intersection of 23rd Pkwy and Oxon Run Dr; since this would be an uncontrolled crossing of a 4-lane road, one option is to realign the trail and have it meet up with the Oxon Run Dr sidewalk for better visibility.	Lighting would need to be installed along this new pathway.	

	Segment	General Description	Route 1	Route 2	Route 3	Route 4	Route 5	Sidewalk Condition/ Needs	Crosswalk and Intersection Condition/ Needs	Shade and/ or Lighting Condition/ Needs	Other Public Art/Kiosk Opportunities
P	Park Route (23rd Pkwy to drainage crossing /28th Pkwy)	No existing path. A circular, 8' walking track runs along one-third of this segment, which could become part of the route. Alignment crosses a drainageway that feeds into Oxon Run - this would require a culverted path.					x	Existing walking track is in good condition.		The park has floodlights but additional lighting would need to be added for the new path segments.	
Q	Park Route (drainage crossing /28th Pkwy to Naylor Rd)	No existing path. Closer to 28th Pkwy, a park access road and some park buildings create some constraints for path placement. Beyond the park parking lot, there is ample space for a new path with some more significant vegetation clearing, grading/ leveling required closer to Naylor Rd.					x	N/A	The proposed tie-in of the pathway to and across Naylor Rd is located on a curve in this four-lane divided roadway. One revision option is to swing the path closer to the Naylor Rd and Oxon Run Dr roundabout for a safer crossing and metro access location. Currently, steps near Oxon Run Court provide access to the lower portions of the park from Oxon Run Dr. An ADA accessible route alternative should be explored as part of this project.	The park has flood lights but additional lighting would need to be added for the new path segments.	Outdoor exercise equipment could be installed along the pathway here as a way to extend the active recreation activities along the park path.



Acknowledgments

Suzann M. King Acting Planning Director
Derick Berlage, AICP Deputy Planning Director of Operations

Project Team Core Members

Tony Felts, AICP Chief, Community Planning Division
Adam Dodgshon Supervisor, Placemaking Section-Community Planning Division
*Jonathan Greene Planner II, Community Planning Division

Project Team Resource Members

Chris Zimmerman Consultant Team, Smart Growth America
Jeri Mintzer Assistant Vice President for Economic Development, Smart Growth America
Jordan Howard Economic Development Specialist, Smart Growth America
Becca Buthe Economic Research Analyst, Smart Growth America
Christopher Forinash Principal, Nelson\Nygaard
Emily Oaksford Senior Associate, Nelson\Nygaard
Sophie Morley Program Manager, The Neighborhood Design Center

* Former employee

