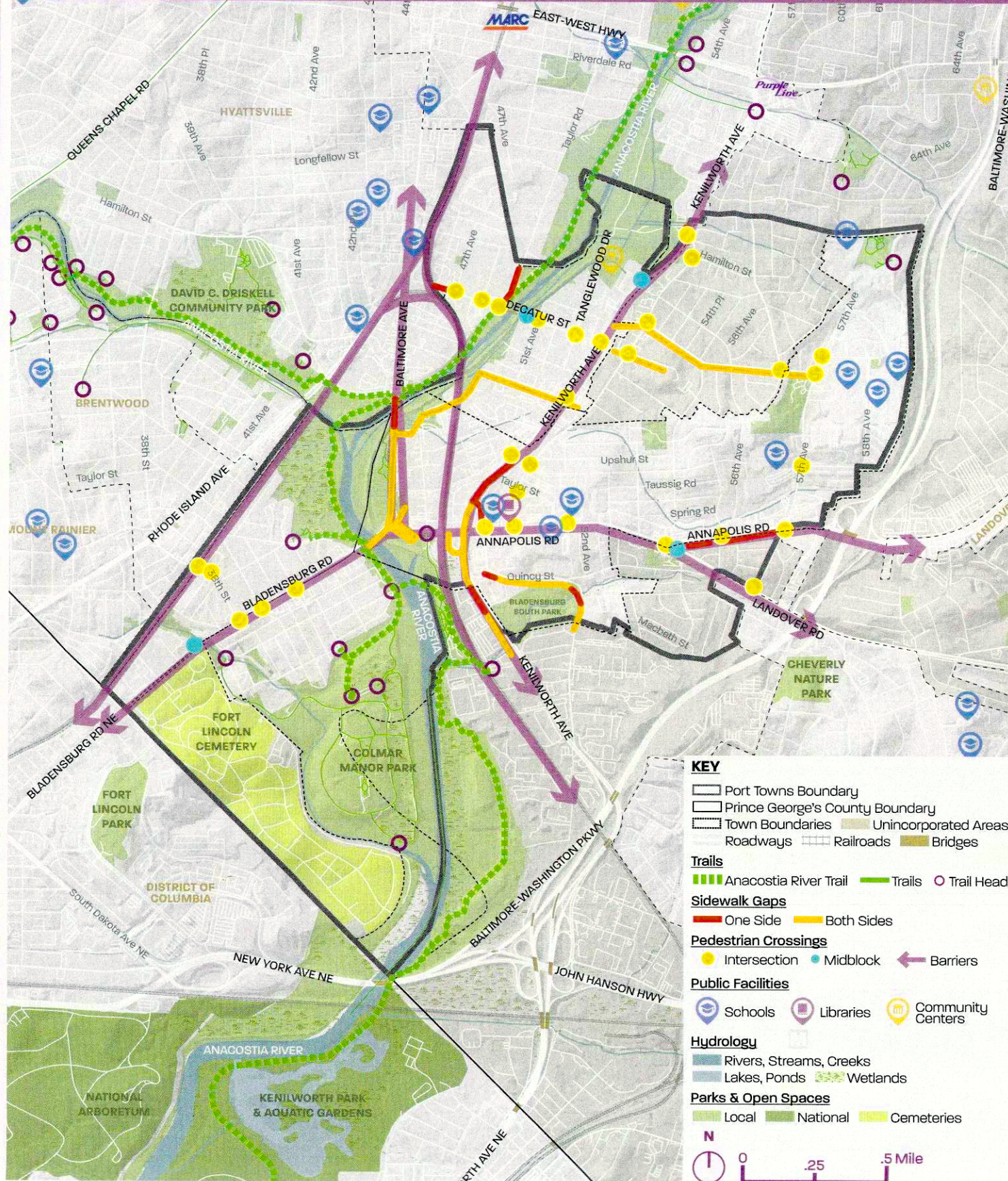


TRANSPORTATION & CONNECTIVITY: PEDESTRIAN & BICYCLE

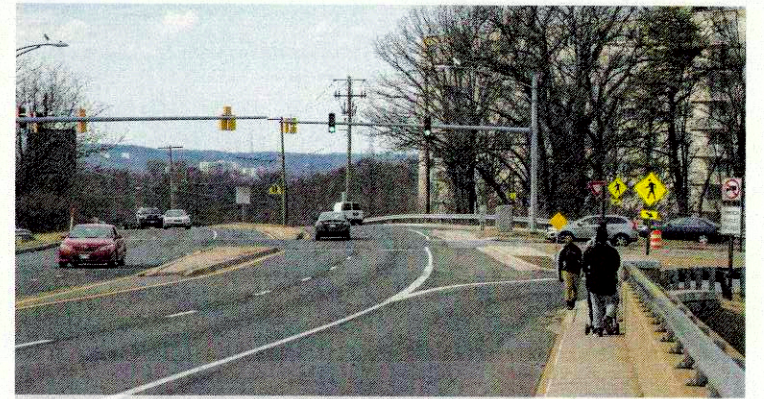
KEY FINDINGS

- The pedestrian and bicycle connections to the waterfront area are challenging due to physical barriers such as Kenilworth Avenue and the railroad bridge.
- Auto driven area, not pedestrian or bicycle friendly.
- Segments of major roads do not have sidewalks.
- Pedestrian crossings are limited across major four-to-six lane roads. Signals are spaced farther apart along arterial roads and especially around Peace Cross.
- Existing sidewalks along major roads are too narrow.
- Apart from trails along the Anacostia River, no significant on-street bicycle infrastructure exists in the Sector Plan area. Neighborhood residential streets can provide an alternate low-traffic stress route but do not connect across different neighborhoods/jurisdictions. Bicyclists must rely on major roads and crossings to travel between different parts of the Sector Plan area.
- Lack of connectivity to trails along the Anacostia River.

EXISTING PEDESTRIAN & BICYCLIST CONDITIONS



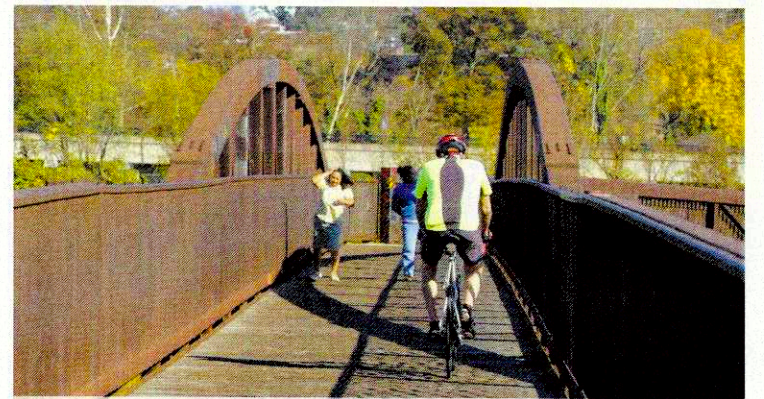
Crosswalk at Annapolis Road and 48th Street
Source: M-NCPPC



Sidewalk Conditions along Major Roads
Source: M-NCPPC



Existing Bicycle Infrastructure
Source: M-NCPPC



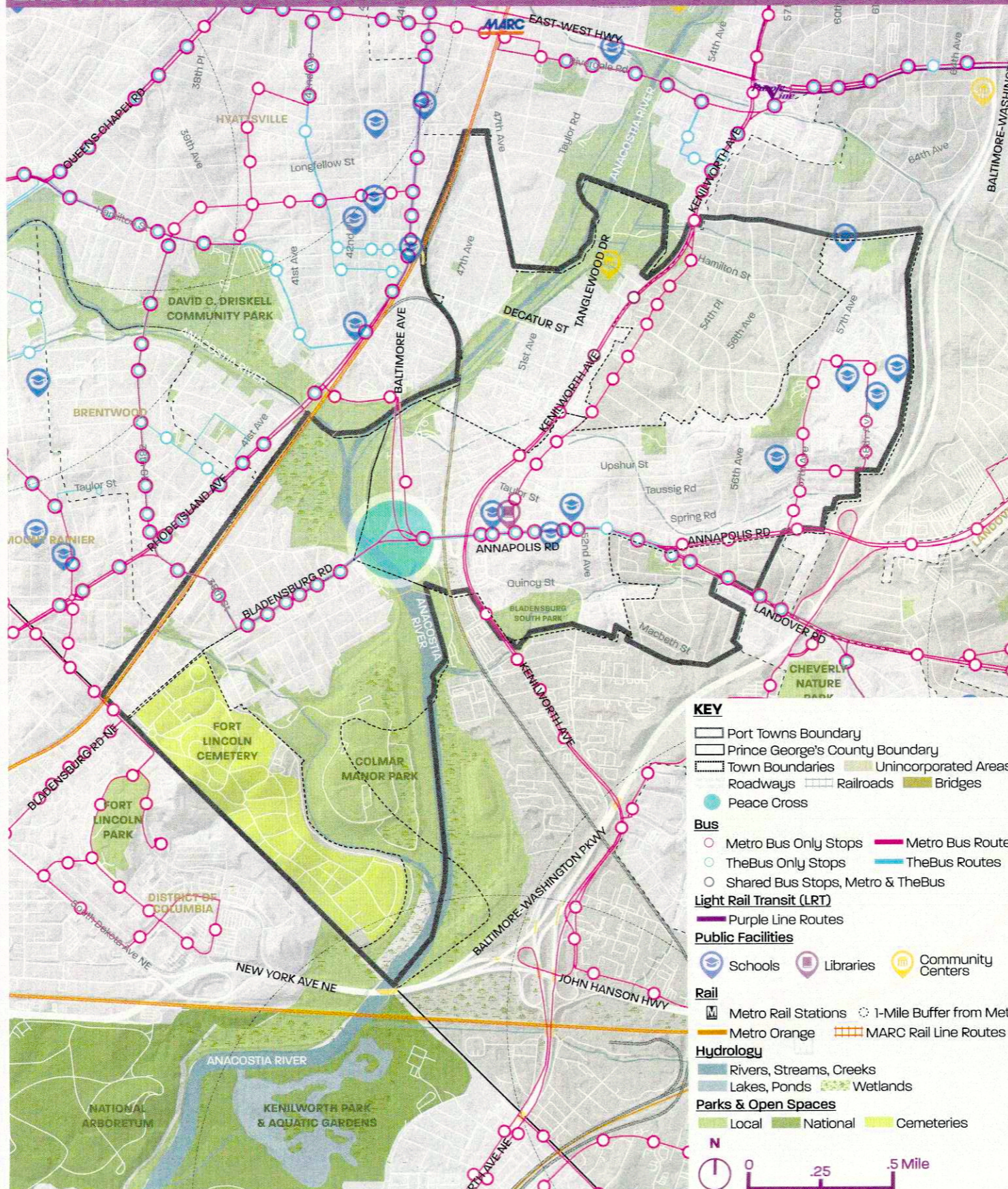
Shared-Use Bridge over Anacostia River
Source: M-NCPPC

TRANSPORTATION & CONNECTIVITY: TRANSIT

KEY FINDINGS

- The vehicular connections to the waterfront area are challenging due to physical barriers such as Kenilworth Avenue and the railroad bridge.
- There is a lack of direct access with Metro, MARC, and future Purple Line stations.
- Bus transit services by WMATA and DPW&T "The Bus" runs along major roads in the Sector Plan area.
- The County is planning high-capacity transit such as Bus Rapid Transit along Bladensburg Road, Baltimore Avenue, Annapolis Road, and Landover Road.
- Peace Cross is the location where all these high-capacity bus corridors intersect and can serve as a mobility/transit hub.
- Baltimore Avenue provides direct access from the Sector Plan area to Riverdale MARC station and Hyattsville Crossing Metro station.
- Kenilworth Avenue provides direct access to the future Purple Line station.

EXISTING TRANSIT & CONNECTIVITY



WMATA Bus Stop at CSX Bridge
Source: M-NCPPC



Peace Cross Intersection
Source: M-NCPPC



Freight Rail Crossing
Source: M-NCPPC

KEY FINDINGS

- Over a third of the sector plan area is part of the Green Infrastructure Network, offering both **natural amenities and ecological benefits while limiting development within the area.**
- Slopes greater than 15% further limit areas where development is feasible.**
- Flooding and stormwater management issues are pervasive. Businesses are getting flooded in the area.**
- The area is highly urbanized with **nearly 40% of the area covered by impervious surfaces.**
- Each municipality in Port Towns has secured funding for, and successfully completed, projects to implement stormwater management practices.
- Forest canopy must be maintained and **tree canopy increased.**

NATURAL ENVIRONMENT

