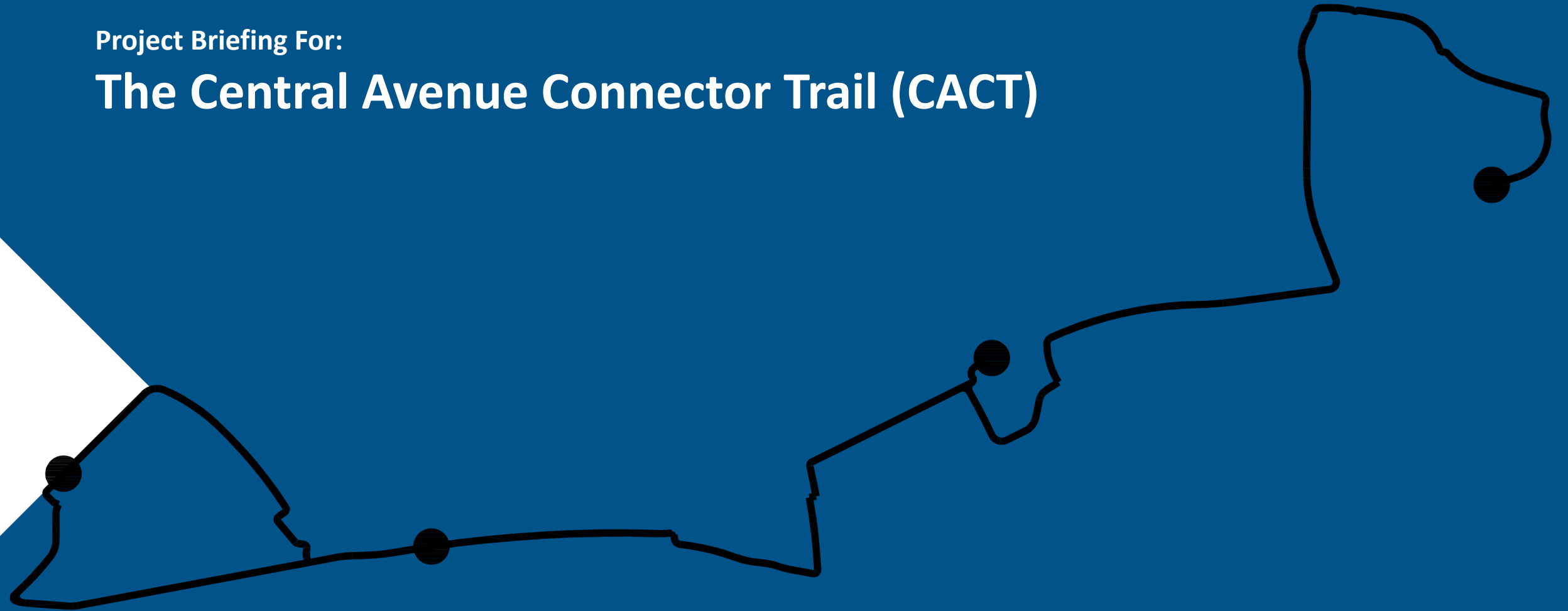


Project Briefing For:

The Central Avenue Connector Trail (CACT)



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY DEPARTMENT OF PARKS AND RECREATION



November, 2019

What is the Central Avenue Connector Trail ?

Proposed Bicycle and Pedestrian Path

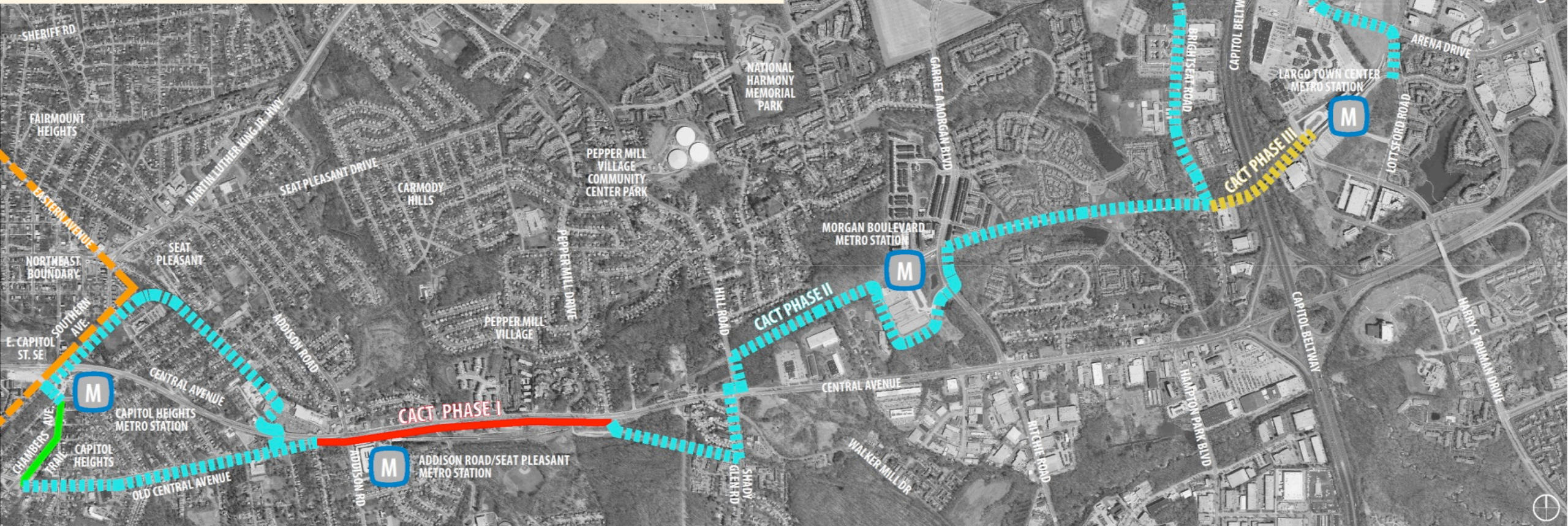
- Off-Road Trail
- 6.5 miles
- Capital Heights to Largo
- Serves the MD 214 Central Avenue Corridor in Prince George's County



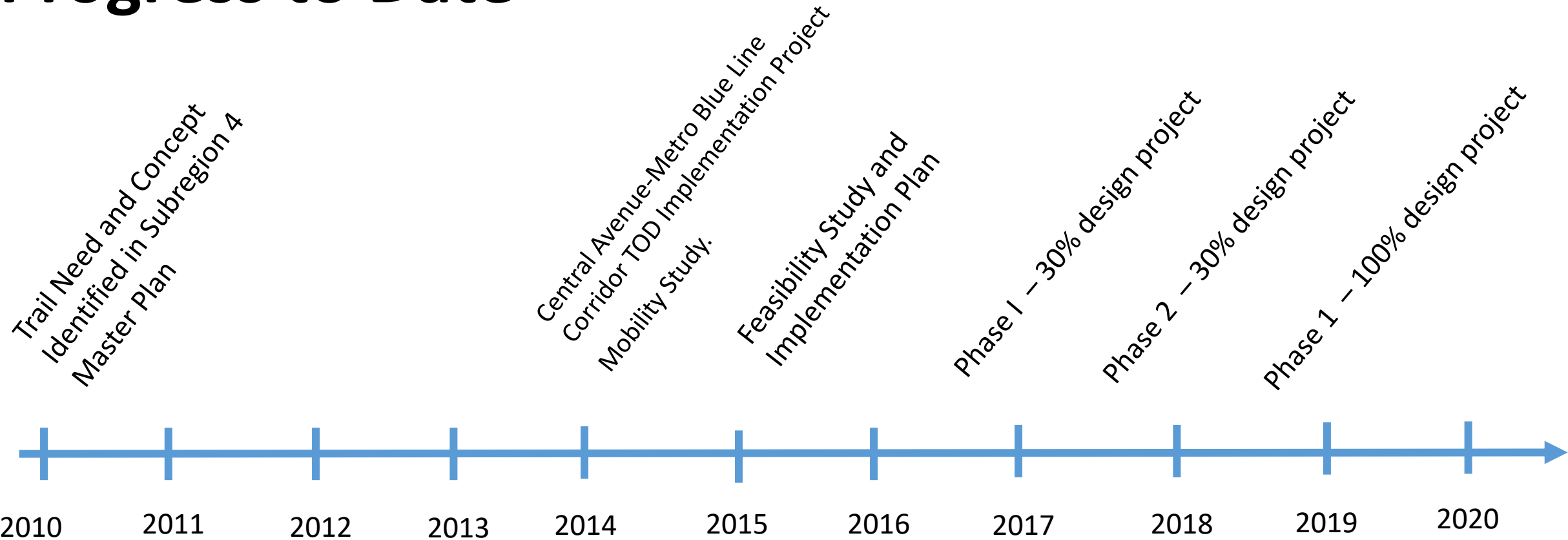
THE CENTRAL AVENUE CONNECTOR TRAIL

Legend

- Central Avenue Connector Trail - Phase I (Addison Road)
 - Central Avenue Connector Trail - Phase II
 - Central Avenue Connector Trail - Phase III (I-495/Beltway Connector)
 - Chambers Avenue Complete and Green Street Project (Town of Capitol Heights)
 - District of Columbia/Maryland Border
- The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
- M Metro Station



Progress to Date



Project Timeline

Project Spending & Partners

- The Prince George's County Planning Department has raised \$1.2 million via four separate grants to complete planning and preliminary design work



*The Maryland-National
Capital Park and Planning
Commission*



Funding Received for the Central Avenue Connector Trail

Project	Budget	Grant	Match	Funding Source	Notes
Feasibility Study and Implementation Plan	\$35,000.00	\$35,000.00	\$0.00	MWCOG (local)	
Phase I - 30% Design	\$80,000.00	\$80,000.00	\$0.00	MWCOG (local)	
Phase II - 30% Design	\$514,163.68	\$362,000.00	\$152,163.68	Maryland Bikeways (State)	
Phase III - 30% Design	TBD	\$109,400.00	\$27,350.00	Transportation Alternatives Program (Federal via State)	This project is on hold
Phase I - 100% Design	\$800,000.00	\$640,000.00	\$160,000.00	Transportation Alternatives Program (Federal via State)	

Project Benefits

- Improves pedestrian safety along MD 214 and crossing to Addison Road Metro Station
- Promotes healthier and more active lifestyles in a designated Health Enterprise Zone
- Connects Seat Pleasant to Capital Heights, to Addison Road to Summerfield Park to Largo Town Center & New Hospital.
- Strengthens community identity through place-making

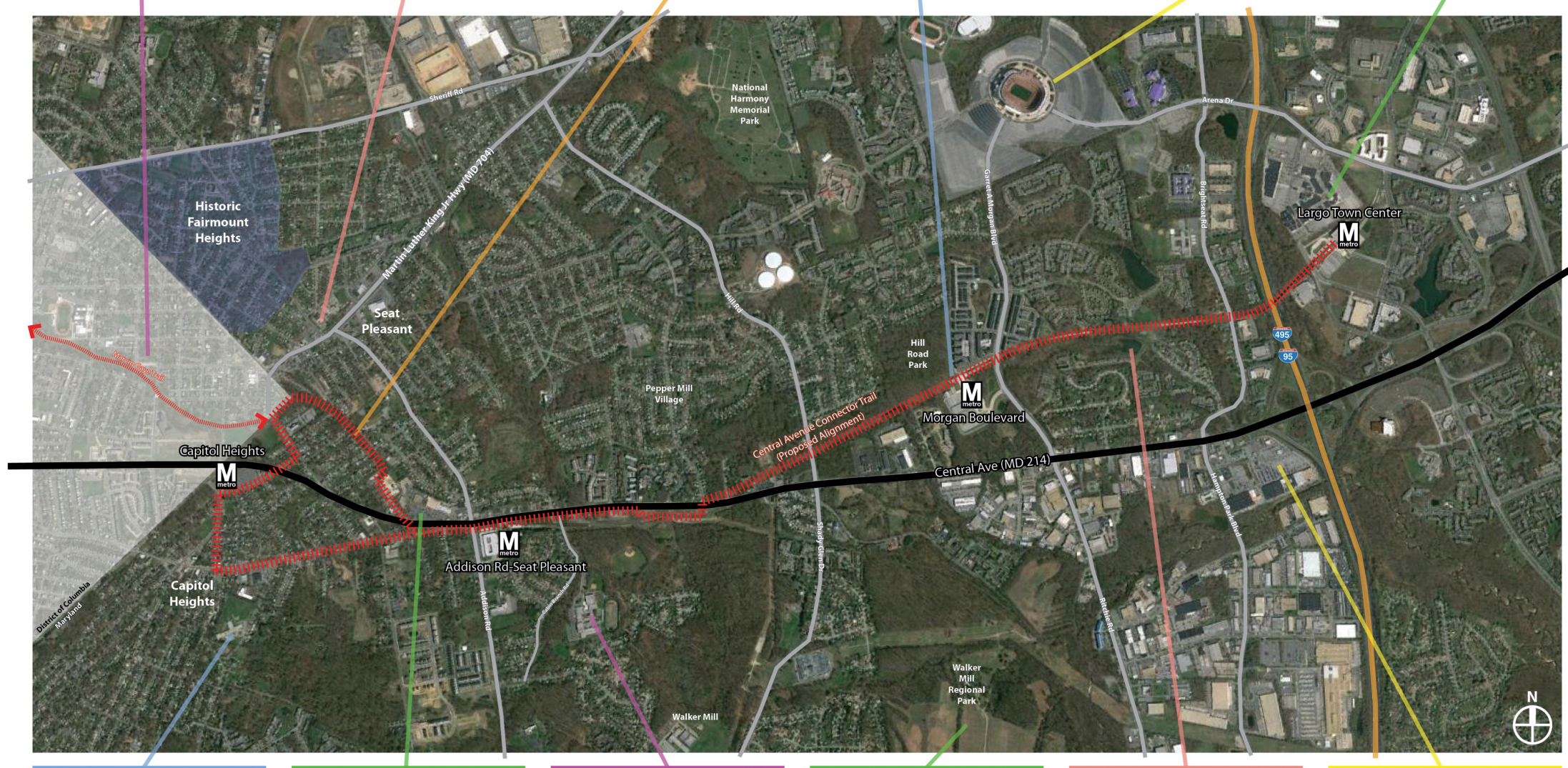


Project Benefits

- Provides direct bicycle and pedestrian access to four Blue Line Metro Stations
- Connects central Prince George's, inside-the-beltway communities to the regional trail system (Capital Trail Network).
- Provides a safe and convenient (ADA accessible) long-distance trail in a part of the County severely underserved by trails.
- Will help the County achieve the new trail goals outlined in Formula 2040 and planned trails in the Countywide Master Plan of Transportation.

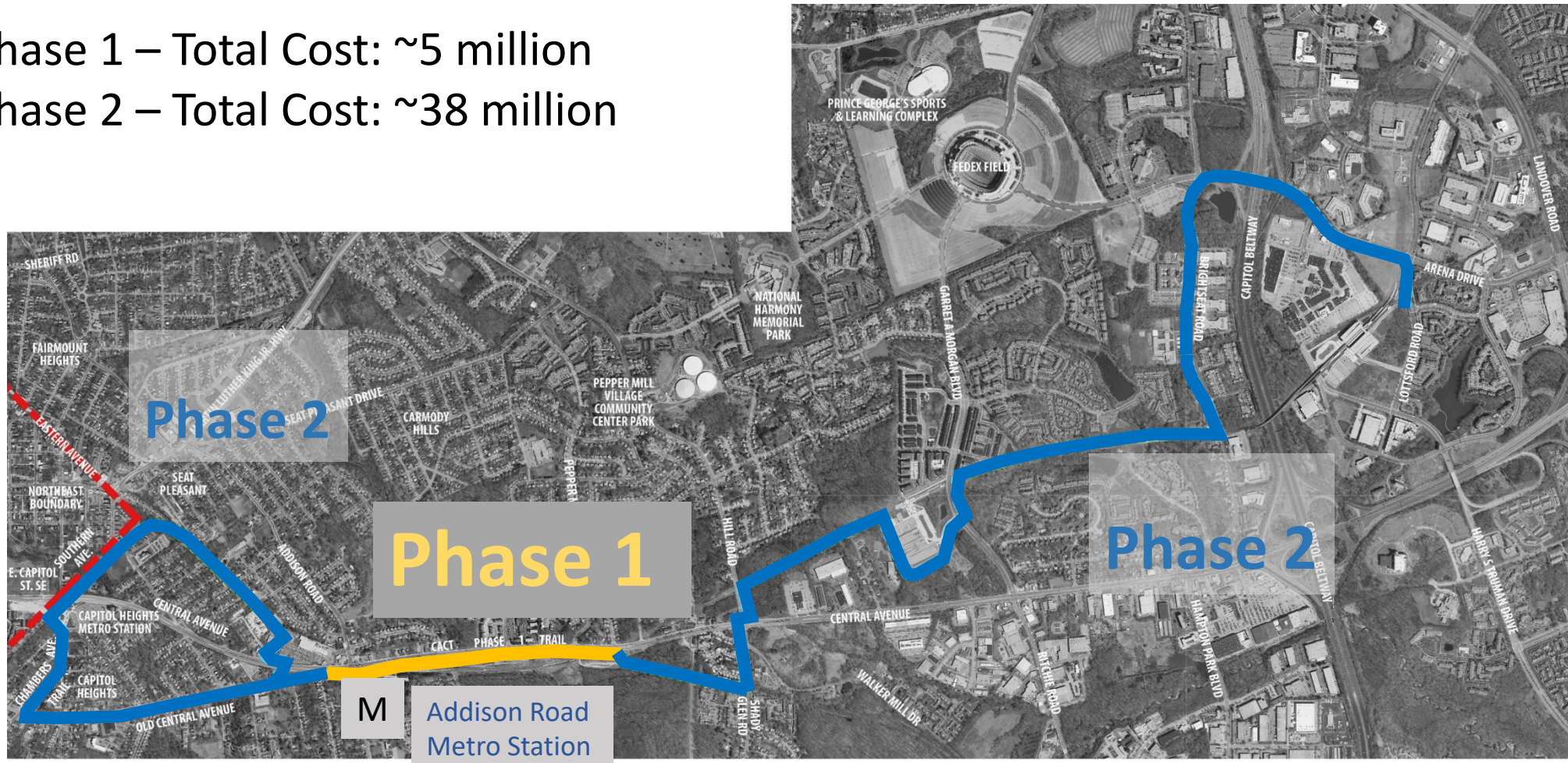


Connections



- Phase 1 – Funded For Final Design
- Phase 2 – 30% Design completed in 2018
- Phase 1 – Total Cost: ~5 million
- Phase 2 – Total Cost: ~38 million

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Status of Phase I

- Shared Use Path along Central Avenue (MD 214)
 - Addison Plaza to Peppermill Road
- Preliminary Engineering Plans have been completed (30% Design)
- Safety improvements already implemented by SHA at Addison Road Station



Final Design for Phase I

- Recent Transportation Alternatives Funding (federal) granted by MDOT for Final Design: \$640,000.
- M-NCPPC will match with \$160,000
- ~\$5 million: estimated construction cost
- On County's *Priority Project List* for the *State Consolidated Transportation Program*
- Additional funding in the DPR CIP for matching future design and construction grants.

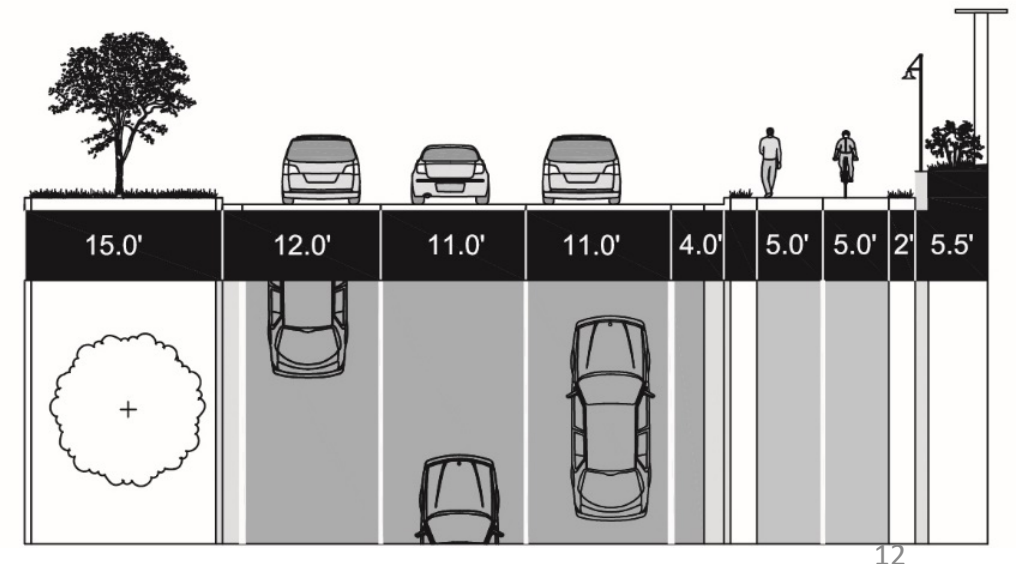


Trail Design

Portions of the CACT will follow the existing WMATA R-O-W and function as a park trail, while other segments will parallel roadways and function as a shared use sidepath, cycle track, or designated bike lanes. Trail programming will include signage, interpretive elements, trail furniture, fitness stations, and safety features such as lighting, call boxes and ADA accommodations.

The following four facility types are used along the corridor:

- 12' multi-use trail with 2' buffer on each side
- 10-12' sidewalk with buffer where possible
- 6' sidewalks with parallel, on-street bicycle facilities (shared lane markings, wide bike lanes or bike lanes)
- 12' to 16' multiuse trail bridge, used where needed to bridge stream valleys and wetlands. 12' boardwalks with railings may also be used in or near these areas





Old Central Avenue—Protected Bikeway and Sidewalk w/
rain gardens.



Hill Road—Bike Path separated from Sidewalk



Garrett A. Morgan Boulevard—Bike Path Adjacent to Sidewalk



**Summerfield Park—Park Trail Combining
Pedestrians and Bicyclists**

Questions?

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The Maryland-National Capital Park and
Planning Commission

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