

**BICYCLE PEDESTRIAN  
IMPACT STATEMENT**

**FOR**

**MT. HERMON LODGE**

Prepared by:

**LENHART TRAFFIC CONSULTING, INC.**  
*TRAFFIC ENGINEERING & TRANSPORTATION PLANNING*

**May 21, 2025**



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## Section 1 Bicycle Pedestrian Impact Statement

### 1.1 Project Description

This Bicycle Pedestrian Impact Statement (BPIS) has been conducted for the Mt. Hermon Lodge development. The site is located along the west side of 43<sup>rd</sup> Avenue between Gallatin Street and Farragut Street and is proposed to be developed with 13 residential units and 1,700 square feet of retail.

### 1.2 On-Site Bicycle and Pedestrian Network Evaluation

The internal sidewalk network will be constructed per Prince George's County standards. In addition, projected vehicular travel speeds within the site will be compatible with on-road bicycle traffic, allowing cyclists to safely navigate the site and reach destinations outside of the proposed site.

### 1.3 Off-Site Bicycle and Pedestrian Network Evaluation

Bicycle and pedestrian facilities were evaluated within the ½ mile vicinity of the site and several deficiencies were identified along these corridors. Improvements to address these deficiencies are identified in Section 1.5 of this report.

### 1.4 Cost Cap for Off-Site Improvements

The site is proposed to be developed with 13 residential units and 1,700 square feet of retail.

The cost cap of off-site improvements was calculated based on Section 24-506(c)(1)(B)(i) of the Subdivision Regulations which states that, *"The cost of the off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed nonresidential development in the application and three hundred (\$300) per unit of proposed residential development in the application, indexed per inflation annually from calendar year 2013."*

The table below details the cost cap calculations for the site.

**Table 1: Calculation of Cost Cap**

Type of Development	Cost	Number of Units	Resulting Cap
Residential	\$300/unit	13 units	\$3,900
Retail	\$0.35/sf	1,700 sf	\$595
<b>Total Cost Cap:</b>			<b>\$4,495</b>
<b>Indexed for Inflation:</b>			<b>\$6,156</b>

## 1.5 Off-Site Improvements (See Exhibits 1-4)

Based on the discussion in Section 1.3, it is recommended that the applicant's BPIS contribution be used to make improvements close to the proposed site. A map showing the general location of these improvements is contained on **Exhibit 1**. The cost estimate on Exhibit 4 are estimates as the improvements have not been formally designed and a finalized cost for the improvements will ultimately be provided by a design engineer when these improvements are to be constructed. See below for a more detailed description of the proposed improvements.

- Farragut Street & Church Place (See **Exhibit 2**).
  - Install 30 linear feet of continental crosswalk along Church Place.
- 42<sup>nd</sup> Avenue & Gallatin Street (See **Exhibit 3**).
  - Restripe 50 linear feet of continental crosswalk along the west approach.
  - Restripe 60 linear feet of continental crosswalk along the east approach.

Cost estimates have been prepared for these improvements as shown on **Exhibit 4**. Note that it is anticipated that the restriping at 42<sup>nd</sup> Avenue & Gallatin Street will not require mill and overlay given the existing crosswalk markings are being replaced in kind. If mill and overlay is required, the proposed improvements at 42<sup>nd</sup> Avenue & Gallatin Street will not be feasible due to the limited available cost cap. As requested, a line item was added on the cost estimate exhibit for the mill and overlay. Note that the mill and overlay cost are not included in the total improvement cost.

## 1.6 Alternate Off-Site Improvements (See Appendix C)

In the event that the relevant agencies do not support the preferred improvements detailed in Section 1.5 and/or wish to explore alternatives, alternate improvements have been developed. A map showing the general location of these alternate improvements is contained on **Appendix C-1**. See below for a more detailed description of the alternate improvements.

- Trolley Trail (See **Appendix C-2**).
  - Install bicycle guidance signage along the Trolley Trail.
- Trolley Trail (See **Appendix C-3**).
  - Install bicycle guidance signage along the Trolley Trail.
- Trolley Trail (See **Appendix C-4**).
  - Install bicycle guidance signage along the Trolley Trail.
- Trolley Trail (See **Appendix C-5**).
  - Install bicycle guidance signage along the Trolley Trail.

Cost estimates have been prepared for these improvements as shown on **Appendix C-6**.

## 1.7 Conclusion

This Bicycle Pedestrian Impact Statement (BPIS) has been conducted for the Mt Hermon Lodge development. The site is located as identified on Exhibit 1 and is proposed to be developed with 13 residential units and 1,700 square feet of retail.. Improvements to the surrounding bicycle and pedestrian network have been identified and are shown on Exhibits 1-4.

It is recommended that the following conditions be included as part of the Certificate of Adequacy:

*Prior to issuance of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency.*

*The adequate pedestrian and bikeway facilities shall be selected from the prioritized list below. A facility shall only be selected if the facilities above it on the list cannot be constructed for reasons of (a) valuation above the cost cap for off-site facilities or (b) inability of the applicant to obtain a permit for construction from the applicable operating agency. If the applicant cannot obtain a permit for construction, they shall demonstrate this with written correspondence from the operating agency, or with written evidence of the developer's reasonable efforts to obtain permits should the operating agency not provide such correspondence. Multiple facilities shall be selected if they can be accommodated together within the cost cap.*

- A. Install 30 linear feet of continental crosswalk along the Church Place.*
- B. Restripe 50 linear feet of continental crosswalk along the west approach at the intersection of 42<sup>nd</sup> Avenue and Gallatin Street.*
- C. Restripe 60 linear feet of continental crosswalk along the east approach at the intersection of 42<sup>nd</sup> Avenue and Gallatin Street.*

## Section 2 Complete Streets Review Checklist

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### 2.1 General Project Information

- Project Name: Mt Hermon Lodge
- Preliminary Plan Number: TBD
- Project Area (project location, relation to transit, designated Center and/or Corridor impacted): Along 43<sup>rd</sup> Avenue between Gallatin Street and Farragut Street
- Project Description: 13 residential units and 1,700 square feet of retail
- Number of Lots: 13 units
- Gross Floor Area of Retail or Commercial: 1,700 square feet

### 2.2 Site Context and Opportunities

- Road classifications proposed or impacted by the project. 43<sup>rd</sup> Avenue (N/A), Gallatin Street (N/A)
- Land Use and Character: Describe the character of the project area, including predominant land uses, densities, and any historic districts or special zoning districts present. Describe the compatibility of the proposed design with these characteristics. The area surrounding the site is a mix of retail, office, and residential uses. Therefore, the proposed use is compatible with the other surrounding uses.
- Trip Generators and Attractors: List any major sites, destinations, and trip generators within one-half mile of the project area, including: transit stops with service frequency of at least 20 minutes during peak periods; public facilities (e.g. schools. Libraries, parks or post offices); recreational communities; cultural facilities; retail centers greater than 20,000 square feet GFA; employment centers greater than 40,000 square feet GFA; and existing sidewalks, paths, bike lanes, or cycle tracks. Describe how the proposed design provides connections to these sites. St. Jerome Academy, Hyattsville Middle School, David C. Driskell Community Park, Riverside Neighborhood Park, General Retail in the City of Huattsville

- **Travel Patterns and Conditions:** Describe existing and desired future walking, bicycling, transit, motor vehicle, and freight conditions within the project area. Describe how the proposed design addresses these conditions, including volumes, safety, comfort, connectivity, and quality of the street environment. Existing walking and cycling patterns primarily consist of people traveling between the other residential uses in the area to the commercial/retail shops located in the City of Hyattsville. The proposed site will provide connectivity to the existing sidewalk network along 43<sup>rd</sup> Avenue.
- **Opportunities:** Identify opportunities to address safety, mobility, and access within the larger corridor or center (within one-half mile of the subject site). Please see Sections 1.3 through 1.7 above.

## **2.3 Complete Streets Assessment – Pedestrian Facilities**

### **Does the proposed design:**

- Provide adequate clear sidewalk widths along street frontages? (Minimum 5 feet of clear sidewalk width required per ADA)?
- Provide recommended buffer between peds. and traffic?
- Include pedestrian facilities and designated crossings that provide direct connections to destinations identified in Question #7?
- Provide pedestrian facilities for internal site circulation (e.g., walkways along and between buildings, walkways through parking lots to buildings, designated crossings of drive aisles)?
- Provide walkway lighting and/or continuous street lighting that meets or exceeds County standards?
- Minimize vehicle intrusions into the pedestrian zone (e.g., driveways, lay-by lanes, loading zones)?
- Provides designated pedestrian crossing opportunities every 300'-500'?
- Provide ADA compliant curb ramps where required and/or appropriate?
- Provide marked crosswalks and/or other crossing improvements at appropriate locations?.
- Provide the sidewalk, sidepath, and other streetscape improvements as recommended in the Countywide Master Plan of Transportation and applicable area or sector plan?

It is understood that the site design will meet all pedestrian facility requirements at the time of site plan.

## **2.4 Complete Streets Assessment – Bicycle Facilities**

### **Does the proposed design:**

- Include bicycle facilities that provide direct connections to destinations identified in Question #7?
- Include bicycle facilities identified in adopted plans?
- Does the right-of-way dedication along master plan bikeways provide sufficient space for the bicycle facilities recommended in the area plan?
- Provide adequate bicycle parking per County Code requirements?

It is understood that the site design will meet all bicycle facility requirements at the time of site plan.

## **2.5 Complete Streets Assessment – Transit Facilities**

### **Does the proposed design:**

- Include transit enhancements (e.g., bus shelter, bus or intermodal transfer stop, park-and-ride facility, bus stop pad or pull-out, direct cash contribution to transit service costs, other transit service or system enhancements/amenities that serve the subject property) or propose to defray the cost of transit enhancements on-site or within one-half mile of the proposed site?
  - a. If yes, are proposed transit enhancements connected to the site by adequate pedestrian facilities?
  - b. If adequate pedestrian facilities are not available to the transit stop from the subject site, describe the nature of the gap or barrier in the pedestrian network:
- Provide lighting at on-site transit stops that meets or exceeds County standards?
- Provide ADA compliant landing pads at on-site transit stops?
- Provide a space for passengers to wait for and board transit vehicles that are separate from the walkway at the on-site stops?

It is understood that the site design will meet all transit facility requirements at the time of site plan.



# Appendix A

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## Supplemental Information

**Table 1: Bicycle and Pedestrian Impact Statement (BPIS) Scoping Agreement**

This form must be completed prior to preparation of the Bicycle and Pedestrian Impact Statement (BPIS) and approved by Transportation Planning Section (TPS) staff as part of the scoping for transportation and pedestrian/bicycle adequacy for the acceptance of Certificate of Adequacy applications (ADQ). The completed scoping agreement will be reviewed by the Planning Department during the scoping meeting. TPS will return a signed copy when all comments provided in the scoping meeting have been addressed and returned to the consultant for inclusion in the BPIS. Failure to conduct the study in accordance with the Transportation Review Guidelines (TRG) and the signed scoping agreement may be grounds for rejection of the study and thereby necessitate an addendum or a new study prior to the start of staff review.

<b>Application Name:</b>	Mt. Hermon Lodge
<b>Project</b>	Mt. Hermon Lodge - Lots 11 & 16
<b>Subject Property Address (or Tax Account ID #):</b>	4207 Gallatin Street & 4210 Farragut Street (Hyattsville, MD)
<b>Is a finding of adequate public pedestrian and bikeway facilities required per Section 24-4506(b)(3) of the Subdivision Regulations or a General Plan Center of Corridor Name per Section 24-124.01 of the prior Subdivision regulations? If so, a BPIS is required. Please provide specific criteria for BPIS review or provide justification if a BPIS is not applicable.</b>	NAC (Lot 11) & RSF-65 (Lot 16)
<b>Applicant (or Consultant) Contact Information:</b>	Mike Lenhart (mlenhart@lenharttraffic.com)
<b>Date of Scoping Agreement Submission:</b>	TBD

**Project Description and Cost Cap**

<b>1. Proposed Use:</b>	Residential + Retail
<b>2. Gross square feet of commercial or retail development (SF):</b>	1,700 SF
<b>3. Number of Dwelling Units (DU):</b>	13 dwelling units

The cost cap for required off-site pedestrian and bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of commercial or retail development proposed and three hundred dollars (\$300) per unit of residential development, indexed for inflation.

<b>4. Base Cost Cap (\$0.35 per SF + \$300 per DU):</b>	\$4,495
<b>5. Cost Cap Indexed for Inflation, using Bureau of Labor Statistics Consumer Price Index between June 2013 and Present: (<a href="https://www.bls.gov/data/inflation_calculator.htm">https://www.bls.gov/data/inflation_calculator.htm</a>)</b>	\$6,175

### BPIS Scope

This agreement summarizes the geographic extent that is necessary for detailed review as part of the BPIS. Additional corridors or areas that are not listed below but are within walking or bicycling distance of the subject property may also be included in the BPIS. The submitted BPIS must also include pedestrian and bikeway facilities necessary to meet adequacy within the proposed subdivision (on-site).

6. Date of Pre-Application Scoping Meeting:	TBD	
7. BPIS Map Included:	Yes	<input checked="" type="radio"/> No
8. Potential Pedestrian or Bicycle Trip Generators within 1 Mile of Subject Property: (List all relevant generators.)	St. Jerome Academy Hyattsville Middle School David C. Driskell Community Park Riverside Neighborhood Park General Retail in the City of Hyattsville	
9. Proposed Corridors for BPIS Review within the Vicinity of the Subject Site: (Provide the name of each roadway/shared-use path corridor and its extents.)	42nd Avenue 43rd Avenue Farragut Street Gallatin Street *Limited scope due to low cost cap	
10. Master Plan Pedestrian and/or Bicycle Facility Recommendations along Subject Property Frontage or along Proposed Corridors: (See list above.)	Gallatin Street - Proposed Shared Lanes Hamilton Street - Proposed Shared Lanes US 1 - Proposed Bike Lane US 1 - Proposed Shared Use Path	
11. Have any discussions with relevant permitting agencies (Department of Permitting, Inspections and Enforcement (DPiE), SHA, Municipalities, Washington Metropolitan Area Transit Authority (WMATA), etc.) occurred?	Yes	<input checked="" type="radio"/> No
12. If a bikeshare station is proposed for this application, has a written confirmation and approval for that bikeshare station from DPW&T staff been submitted?  Prior to application acceptance, a written approval from DPW&T must be submitted.	Yes	<input checked="" type="radio"/> No

### Scope Agreement and Approval

SIGNED:  Date: 5/15/2025  
Applicant Consultant

APPROVED: \_\_\_\_\_ Date: \_\_\_\_\_  
TPS Coordinator (or Supervisor)

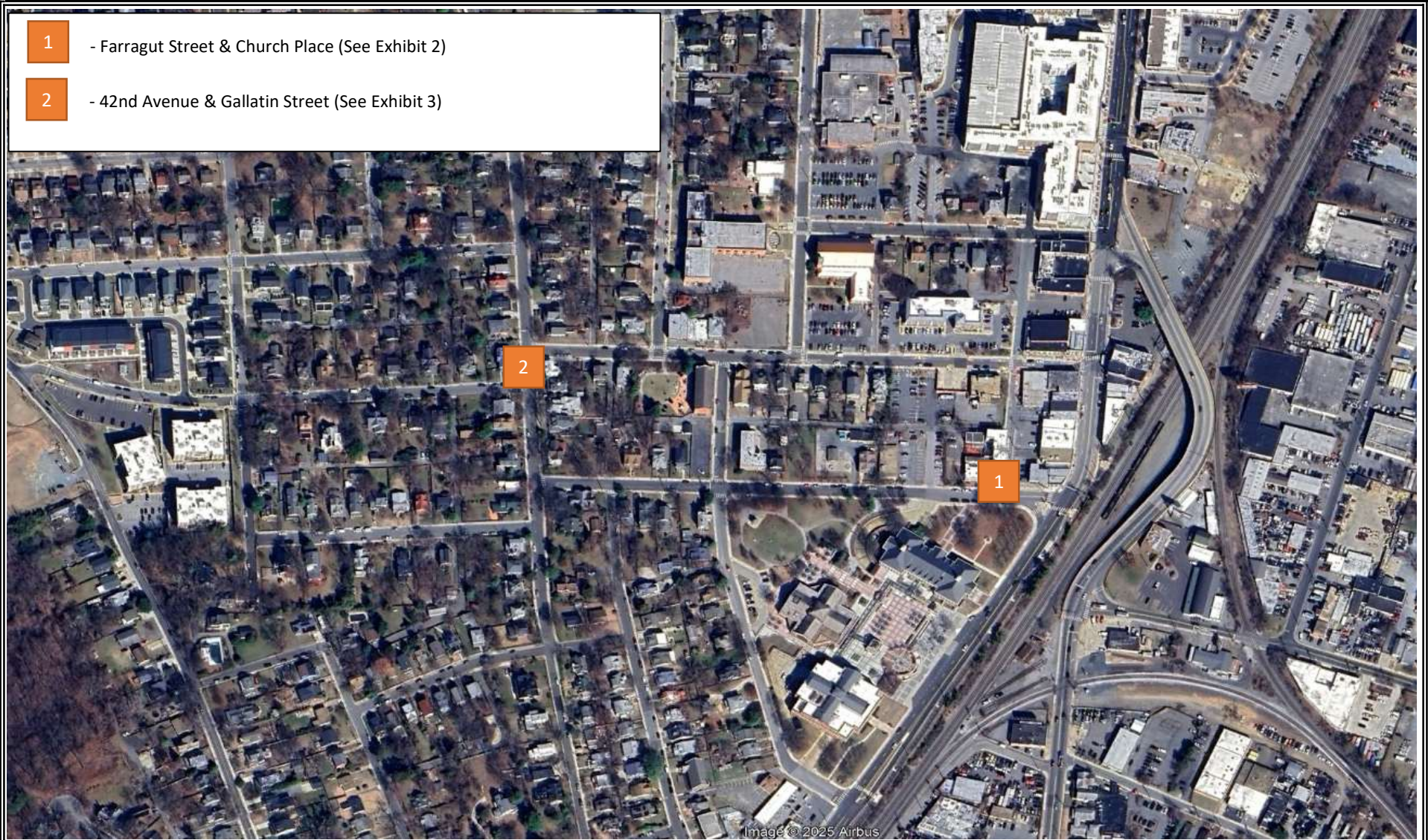
For Staff Use Only		
Okay to Accept Certificate of Adequacy Application?	Yes	No
If NO, please provide the following additional information:		

# Appendix B

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## BPIS Improvements





- 1 - Farragut Street & Church Place (See Exhibit 2)
- 2 - 42nd Avenue & Gallatin Street (See Exhibit 3)

Bicycle and Pedestrian Impact Statement


Location of BPIS Improvements

**Exhibit  
1**

**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
[www.lenharttraffic.com](http://www.lenharttraffic.com)





Bicycle and Pedestrian Impact Statement		BPIS Improvements along Farragut Street & Church Place	Exhibit 2
	<b>LENHART TRAFFIC CONSULTING, INC.</b> 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		





Bicycle and Pedestrian Impact Statement

## BPIS Improvements along 42nd Avenue & Gallatin Street

**Exhibit  
3**

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SEVERNA PARK, MD 21146  
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# BPIS Cost Estimate for Improvements

QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	COST
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## Farragut Street & Church Place (See Exhibit 2)

30	LF	Thermoplastic Continental Crosswalk, 24 in.	\$20.00	\$600.00
140	SF	Mill And Overlay	\$10.00	\$1,400.00
			with 40% Contingency	\$840.00

## 42nd Avenue & Gallatin Street (See Exhibit 3)

110	LF	Thermoplastic Continental Crosswalk, 24 in.	\$20.00	\$2,200.00
1450	SF	Mill And Overlay	\$10.00	\$14,500.00
			with 40% Contingency	\$3,080.00

Total Cost of Improvements: \$3,920.00

Note that it is anticipated that the restriping at 42nd Avenue & Gallatin Street will not require mill and overlay given the existing crosswalk markings are being replaced in kind. If mill and overlay is required, the proposed improvements at 42nd Avenue & Gallatin Street will not be feasible due to the limited available cost cap.

Bicycle and Pedestrian  
Impact Statement

 **LENHART TRAFFIC CONSULTING, INC.**  
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SEVERNA PARK, MD 21146  
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BPIS Cost Estimate  
for Improvements

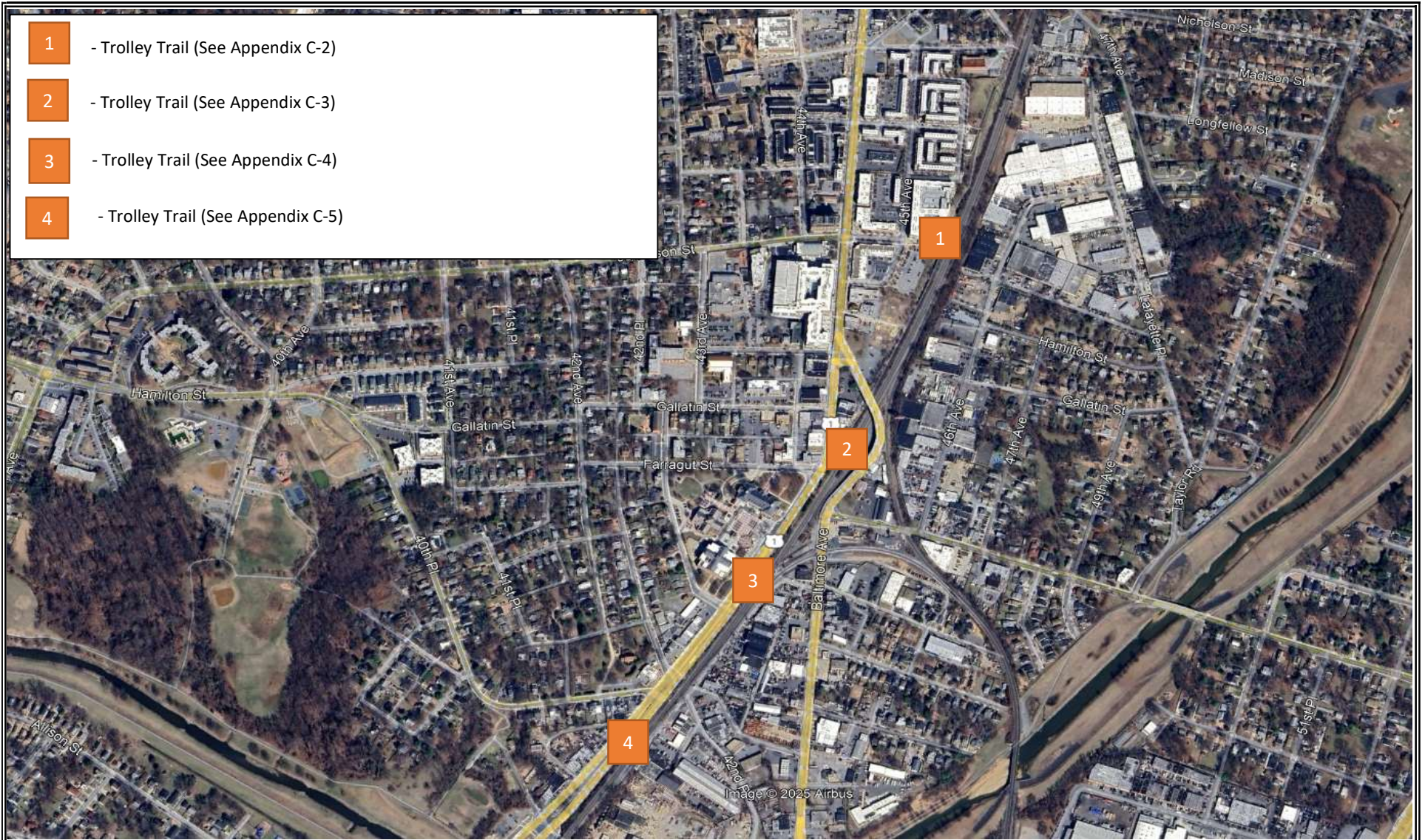
**Exhibit**  
**4**



# Appendix C

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## Alternate BPIS Improvements



Bicycle and Pedestrian Impact Statement

Location of Alternate BPIS Improvements

Appendix  
C-1


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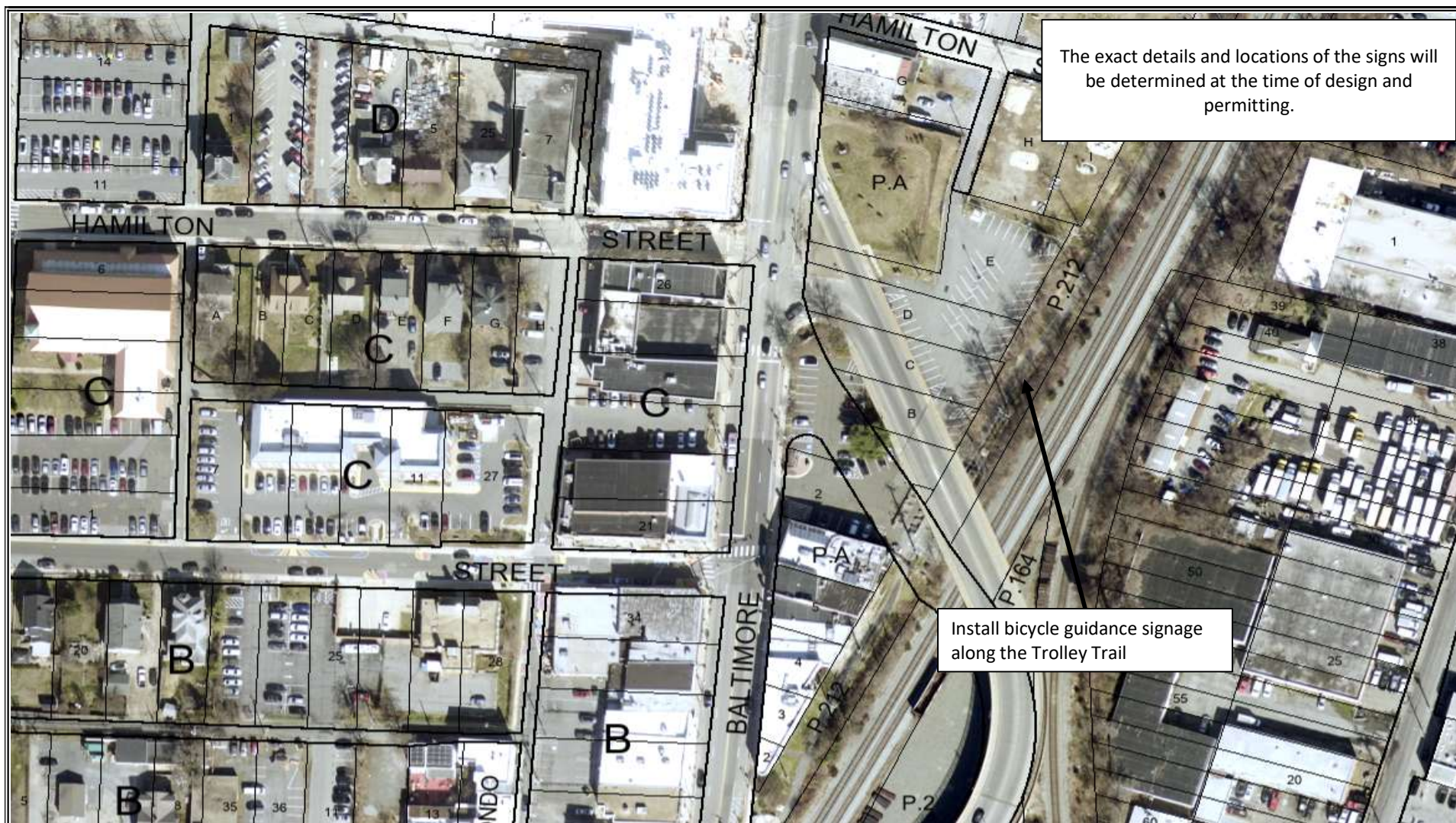


The exact details and locations of the signs will be determined at the time of design and permitting.

Install bicycle guidance signage along the Trolley Trail

Bicycle and Pedestrian Impact Statement		BPIS Improvements along Trolley Trail	Appendix C-2
	LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		





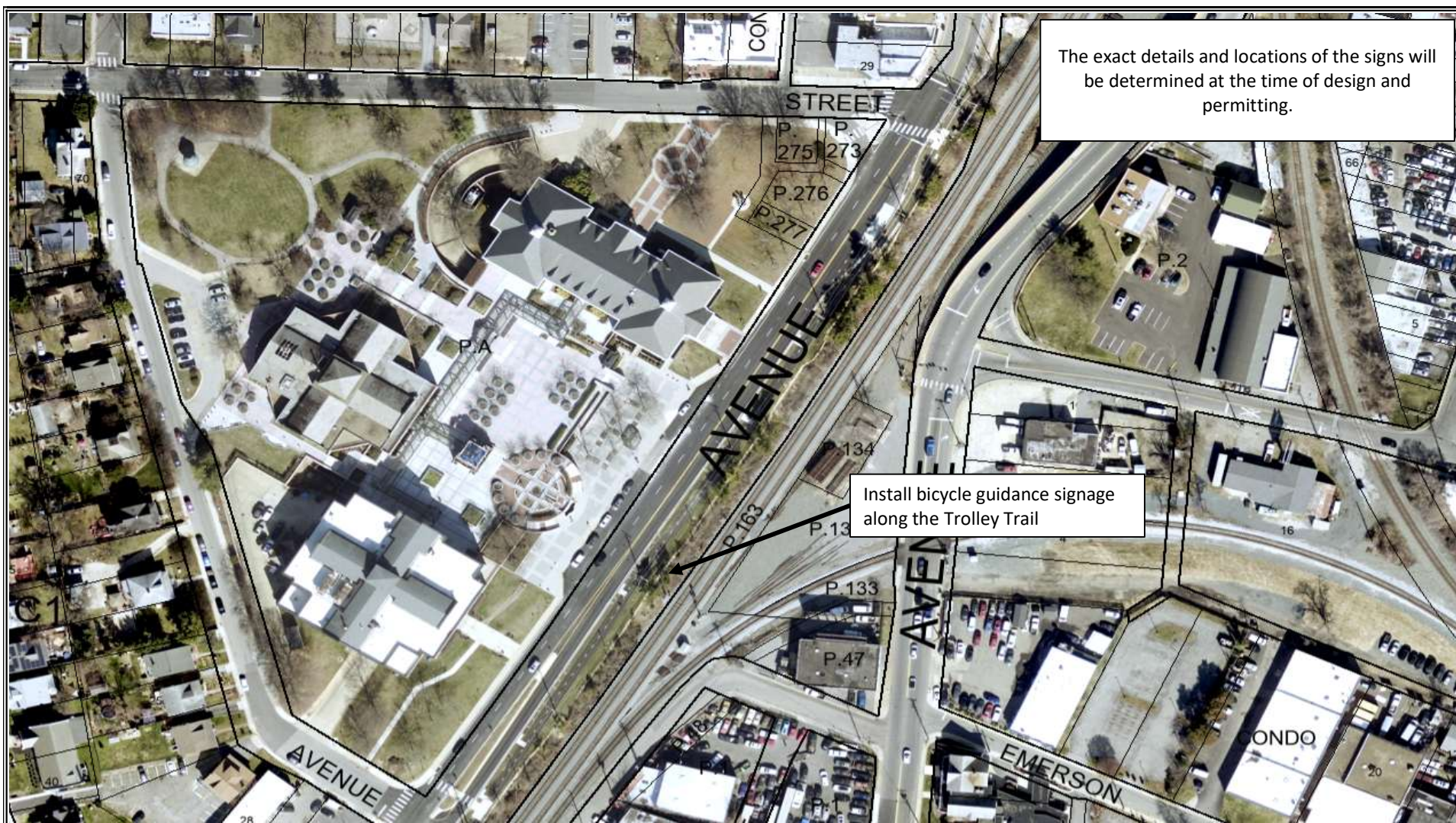
Bicycle and Pedestrian Impact Statement

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## BPIS Improvements along Trolley Trail

**Appendix  
C-3**





Bicycle and Pedestrian Impact Statement

## BPIS Improvements along Trolley Trail

Appendix  
C-4

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Bicycle and Pedestrian Impact Statement

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## BPIS Improvements along Trolley Trail

**Appendix  
C-5**

**BPIS Cost Estimate for Improvements**

QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	COST
<u>Trolley Trail (See Appendix C-2)</u>				
1	Unit	Install bicycle guidance signage along the Trolley Trail	\$1,000.00	\$1,000.00
			with 40% Contingency	\$1,400.00
<u>Trolley Trail (See Appendix C-2)</u>				
1	Unit	Install bicycle guidance signage along the Trolley Trail	\$1,000.00	\$1,000.00
			with 40% Contingency	\$1,400.00
<u>Trolley Trail (See Appendix C-2)</u>				
1	Unit	Install bicycle guidance signage along the Trolley Trail	\$1,000.00	\$1,000.00
			with 40% Contingency	\$1,400.00
<u>Trolley Trail (See Appendix C-2)</u>				
1	Unit	Install bicycle guidance signage along the Trolley Trail	\$1,000.00	\$1,000.00
			with 40% Contingency	\$1,400.00
Total Cost of Improvements:				\$5,600.00

Bicycle and Pedestrian  
Impact Statement

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BPIS Cost Estimate  
for Alternate Improvements

**Appendix  
C-6**