



Draft

**Shared Use Path Route Comparison and
Recommendation**

Connectivity of Cheverly neighborhood to the Anacostia River Trail

Option 1 - MD 450 and MD 202

Option 2 - MD 201

Prince George's County

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For MDOT SHA
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Background

Studies were conducted in two corridors with the goal of connecting the Cheverly neighborhood to Bladensburg Waterfront Park, the Anacostia River Trail, and surrounding commercial/retail destinations.

The study locations are as follows:

1. MD 450 (Annapolis Road) and MD 202 (Landover Road) from 46th Street to Kilmer Street
2. MD 201 (Kenilworth Avenue) from the Anacostia River Trail to Craftsman Circle

[MD 450 \(Annapolis Road\) and MD 202 \(Landover Road\) from 46th Street to Kilmer Street](#)

The MD 450 proposed design from 46th Street to MD 202 replaces all existing sidewalk along MD 450 Eastbound with a shared use path by reducing the outside travel lane by 2 feet, going from 14 feet to 12 feet. Due to commercial properties adjacent to MD 450, the lane width reduction allows for a minimum 8-foot width shared use path, and 10-foot shared use path in less restricted areas.

The MD 202 proposed design from MD 450 to Kilmer Street utilizes a lane reduction from 3 lanes to 2 lanes along MD 202 SB from MD 450 to 58th Place and along MD 202 NB from 58th place to Kilmer Street in order to provide a 10-foot shared use path with a grass buffer varying from 4 feet to 8 feet wide throughout the entire segment.

[MD 201 \(Kenilworth Avenue\) from the Anacostia River Trail to Craftsman Circle](#)

The MD 201 proposed design involves installation of a shared use path along Lloyd Street, Newton Street, 52nd Avenue, MD 201 Northbound, Lydell Road and Schuster Drive. The proposed shared use path is 10 feet wide, narrowing to 8 feet wide in heavily constrained locations.

This memorandum is intended to compare the two study locations, highlight the significant differences and risks, and provide a recommendation. For detailed information of the two studies, refer to their respective Shared Use Path Feasibility Study Reports.

Connectivity

Both study locations and proposed designs connect the Cheverly neighborhood with the Anacostia River Trail, however the MD 450/MD 202 shared use path would also connect the Cheverly neighborhood to Kilmer Street. The connection to Kilmer Street provides the

neighborhood with bicycle access to the shopping center containing a Walgreens, CVS, Aldi, among other shopping destinations.

The MD 450/MD 202 proposed shared use path runs adjacent to commercial, retail, and residential areas. There are several pedestrian and bicyclist generators along the path, including but not limited to:

- Bladensburg Waterfront Park
- Bladensburg Shopping Center
- Bladensburg Elementary School
- International High School at Langley Park
- Kilmer Street Shopping Center

The MD 201 shared use path travels along mostly industrial roads without any significant pedestrian or bicyclist generators on the path between the Cheverly neighborhood and Anacostia River Trail.

The MD 450/MD 202 shared use path would connect 13 bus stops, while the MD 201 path would only connect to 1 bus stop.

Safety

With the significant amount of pedestrian and bicyclist generators along the MD 450/MD 202 corridor, providing an off-road shared use path would increase safety for users, likely increasing the number of potential users. This is especially important due to the fact there are schools along the route, and the potential for younger users.

The industrial nature of the MD 201 corridor causes concern from a safety standpoint, as introducing pedestrians and bicyclists to an area with a significant amount of large truck traffic is not consistent with the context of this industrial area and could result in poor usage of the shared use path.

Stormwater Management and Drainage

The MD 450/MD 202 proposed study design impacts the existing drainage system and existing pavement. The MD 450 segment proposes an outside lane width reduction from 14 feet to 12 feet along MD 450 Eastbound. Moving the curb and gutter results in the need for 15 new inlets in this segment, along with the necessary pipes to connect back to the main system. The MD 202 segment proposes a full lane reduction from three 12-foot lanes to two 12-foot lanes along MD 202 SB from MD 450 to 58th Place and along MD 202 NB from 58th place to Kilmer Street. The shift of the curb results in the need for another 15 new inlets with necessary piping. The change in the closed storm drain system may result in utility impacts.

The MD 201 proposed study design has 2 locations that impact the existing drainage system, along Lloyd Street and MD 201 Northbound from Lydell Road to 52nd Avenue.

Along westbound Lloyd Street, the proposed curb and gutter will require new inlets to be tied into the existing drainage system. MD 201 northbound will be changed from open section to closed section. The proposed design assumes 10 COG inlets and 5 manholes along MD 201 northbound due to the closed section condition. The change in the closed storm drain system may result in utility impacts.

The table below summarizes the approximate stormwater management anticipated for each study location.

Study Location	New Pavement	Redevelopment	Pavement Removal	Impervious Area Requiring Treatment
MD 450/MD 202	14,050 SF	95,000 SF	39,200 SF	41,950 SF; 0.97AC
MD 201	34,800 SF	37,300 SF	0 SF	53,450 SF; 1.23AC

Permitting and Other Notable Risks

MD 201

1. CSX crossing near existing Anacostia Trail entrance

Extensive coordination, agreements and permitting will be required to provide the shared use path connection to the existing Anacostia River Trail entrance. The CSX Public Projects Manual dictates that no crossing is allowed outside of existing highway easements, pathways should be no wider than 5', and that CSX prefers grade-separated crossings. There is high risk to the overall project schedule and additional costs including replacement and additional crossing signals. All feasible shared use path connections to the trail within the study area involve crossing the CSX railroad tracks.

2. Bike Waiver for MD 201

The removal of the existing shoulder along MD 201 Northbound between Lydell Road and 52nd Avenue would require a bike waiver. Shoulder removal is needed to avoid significant utility and right of way impacts. Therefore, if a bike waiver cannot be obtained, then those impacts would increase the cost and affect the schedule significantly.

3. Coordination between SHA, Prince George's County, and Cheverly municipality

The proposed shared use path travels along state, county, and municipal roadways, meaning additional coordination will be necessary between the three entities.

4. Potential underground utility impacts

Due to the shift in curblines proposed and the resultant closed drainage system modifications, there is a potential for underground utility impacts. During final design, a detailed utility impact analysis will need to be performed to determine the extent of impacts.

MD 202

1. FEMA Floodplain Impact

A portion of the proposed shared use path at the western study limit falls within the 1% Annual Chance Flood Hazard area and 0.2% Annual Chance Flood Hazard area based on FEMA Flood Insurance Rate Map number 24033C0129E. Additional analysis will be required to determine impacts to the floodplain and required permitting.

2. Lane Reduction Impacts to Vehicular Traffic

A detailed traffic analysis will need to be performed to confirm the lane reductions proposed will result in acceptable operations in the proposed condition.

3. Potential underground utility impacts

Due to the shift in curblines proposed and the resultant closed drainage system modifications, there is a potential for underground utility impacts. During final design, a detailed utility impact analysis will need to be performed to determine the extent of impacts.

Recommendation

Based on the information presented in this document, the recommendation is to move forward with the proposed shared use path along MD 450 and MD 202. The high number of destinations and pedestrian/bicyclist generators along the route compared to MD 201 corridor makes this a more logical route from a connectivity, context, and safety standpoint. The residential and retail environment of MD 450 and MD 202 makes it a more desirable route to utilize as opposed to the heavily industrial nature of the route along MD 201. Additionally, the significant risks involved in the MD 201 route, mainly the CSX railroad crossing, pose a higher risk to budget and schedule as compared to the MD 450/MD 202 route.

For more information on the shared use path studies, including plans, estimates, and site pictures, please refer to the Shared Use Path Feasibility Study Reports.