

Candace B. Hollingsworth
Mayor



Tracey E. Douglas
City Administrator

November 28, 2018

Luis A. Gonzalez, P.E.
Assistant Division Chief
Innovative Contracting Division
Office of Highway Development
MDOT State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21201

Mr. Gonzalez,

This correspondence is written in response to the Maryland State Highway's Rhode Island Avenue Trolley Trail – 30% design documents.

The extension of the Rhode Island Avenue Trolley Trail is a key component to achieving several of the long-term economic, transportation and sustainability goals of our community. We are appreciative of Maryland SHA's efforts to advance the design and construction of this project. To that end, the City of Hyattsville has reviewed the proposed 30% plans and adopted the following comments on November 19, 2018:

1. Generally speaking, the City of Hyattsville is supportive of the project goals, including the road diet, and look forward to completion of the design and scheduling for capital funding;
2. The City supports SHA's design to eliminate the U-turn lane at 42nd Place;
3. The City supports SHA's design to extend the stacking capacity of Rhode Island Avenue at Crittenden Street;
4. A buffer is necessary to be incorporated between the bus loading/unloading area and the trail. As currently designed, passengers waiting to board the bus have no dedicated waiting area. Instead, they will be forced to stand on the trail until a bus arrives, creating a conflict point between cyclists and pedestrians. It is the City's opinion that a buffer is needed to provide an appropriate space out of the flow of trail traffic for bus riders to wait. The City prefers if the additional right-of-way was purchased from CSX that would allow the trail to shift slightly to the east, creating a landing space for bus riders. If the acquisition of additional land is not feasible, the City will support a reduced width of the trail at these points in order to create a landing area;
5. The City has concerns that the introduction of a 'No Left' turn for northbound vehicles at 43rd Place will have significant negative impact on motorists behavior and will create significant additional vehicle trips on adjacent City roadways. Staff would like

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- confirmation from SHA on the median proposed on Rhode Island Avenue north of the intersection with 43rd Place. The SHA presentation provided to the community showed that the median will be removed, but the construction drawings indicate that a median will be added. Prior to adopting a position on the proposed left turn restriction from 43rd Avenue, Staff recommends that SHA confirm the proposed geometry of the roadway in this area;
6. SHA should remove the mid-block crosswalk currently located at the County Services Building and replace it with a crosswalk at the intersection of Rhode Island Avenue and 43rd Place. The existing crossing is duplicative of the signalized crossing at Farragut Street and has limited usage due to the vacancies in the County Services Building. A crosswalk at 43rd Place would provide direct access to the adjacent commercial uses and is the intersection location is more consistent with acceptable pedestrian standards;
 7. The City does not recommend the installation at the northern edge of the intersection of Rhode Island Avenue and Charles Armentrout Drive. While an additional crossing will likely improve walkability, we believe that the existing southern crossing, if widened, as proposed by the 30% drawings, is sufficient to provide cyclists and pedestrians with an east-to-west crossing of Rhode Island Avenue. Additionally, the northern edge of the intersection has a very limited line of sight from vehicles turning onto Rhode Island Avenue from Charles Armentrout Drive and believe that a crosswalk in this location could create conflicts with vehicles and pedestrians or cyclists. The City requests SHA further assess the proposed line-of-sight adequacy before moving forward with the incorporation of this design element to ensure that it complies with all applicable safety guidelines;
 8. The City recommends that the next set of plans needs to incorporate an expanded queuing area for pedestrians/cyclists at the intersection of Rhode Island Avenue and Charles Armentrout Drive. It is anticipated that this intersection will see a significant increase in non-motorized vehicle traffic and there needs to be assurance that there is sufficient waiting space for those that need to cross Rhode Island Avenue;
 9. Crosswalks should be incorporated at intersections throughout the project site, they shall be well marked and signalized to the extent feasible by SHA. If a signal or beacon is not feasible, standalone crosswalks are to be striped, reflective and highly visible to motorists;
 10. The City recommends the incorporation of overhead lighting into this segment of the trail, as this will be utilized as both a recreational and commuter route.

In closing, the extension of the Rhode Island Avenue Trolley Trail remains a high priority for our community and we are appreciative of Maryland SHA's efforts to advance the design of this project. We are hopeful that your team will be in a position to complete the design and associated land acquisition in early 2019 enabling your team to request construction funding in FY2020.

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Thank you in advance for your consideration and we look forward to the opportunity to working with you and your staff.

Sincerely,



Tracey E. Douglas
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cc: City Council
Jim Chandler, Assistant City Administrator, Director, Com. & Econ. Development
Darin Conforti, Deputy Director, Administration & Development, M-NCPPC
Delegate Tawana Gaines, State of Maryland, District 22
Delegate Ann Healey, State of Maryland, District 22
Robert Patten, Trail Development Program Manager, M-NCPPC
Senator Paul Pinsky, State of Maryland, District 22
Lesley Riddle, Director, Department of Public Works
Councilmember Deni Taveras, Prince George's County Council, District 2
Delegate Alonzo Washington, State of Maryland, District 22