

November 7, 2018

Mr. Alvin R. McNeal  
Acting Chief, Park Planning and Development  
Department of Parks and Recreation  
The Maryland-National Capital Park and Planning Commission  
6611 Kenilworth Avenue, Suite 301  
Riverdale MD 20737

Dear Mr. McNeal:

Thank you for contacting the Maryland Department of Transportation State Highway Administration (MDOT SHA) in response to the 30 percent design plans for the US 1 Rhode Island Avenue Trolley Trail Extension Project. We appreciate your feedback and are happy to address your concerns, which are stated as such below, followed by our response. The MDOT SHA also appreciates your partnership in this endeavor and will continue to work with the City of Hyattsville throughout the project's design process and will work diligently to accommodate all of the requested changes.

1. Lack of buffer or barrier between the roadway and the edge of the trail: In a number of sections, the 10- foot trail abuts the curb. Locating the trail pavement immediately adjacent to the roadway does not comply with national shared use path design guidance for side paths, the *Guide for the Development of Bicycle Facilities, 2012, Fourth Edition, American Association of State Highway and Transportation officials (AASHTO)*.

***After reviewing the recently completed metes and bounds survey, there is available right-of-way (ROW) to accommodate the request. The design will be modified to maintain a constant five-foot buffer throughout the entire area where a shared use path is being proposed.***

2. Sight Distances at the intersection of Armentrout Drive and US Route 1: At this intersection we are concerned about sight distances and crossing safety, especially the crossing at the Armentrout Drive leg. We would also like to see crossing accommodations at the fourth leg of this intersection.

***We are modifying the design to add crosswalks on all four legs as well as performing additional studies on potential geometric alterations that will assist with sight distances, safety, and traffic operations.***

Mr. Alvin R. McNeal

Page Two

3. Need to redesign the proposed trail at bus stop Pull-Outs: at two bus stops, the trail passes directly through the waiting and boarding space, and the backdoor alighting space, creating potential conflicts with the trail users.

***We are modifying the design for the area of the proposed bus turnouts to provide additional queuing space for pedestrians awaiting buses. This additional space will separate pedestrians waiting for a bus from the shared use path.***

4. Improve the Trail Access by adding a crossing of Route 1 at 43<sup>rd</sup> Ave: - We would like to see a mid-block crossing provided on the north leg at this intersection that would allow the median to serve as a refuge. A signal, activated by bicyclists or pedestrians, is preferred over an uncontrolled mid-block crossing.


***This recommendation lines up with a proposal we are studying to restrict left turns out of 43rd street. Restricting left turns would improve operations on the corridors and provide safer crossing for pedestrians at this location. We are proposing a six-foot pedestrian refuge island and a crosswalk on the north side of the intersection.***

Thank you again for contacting us. The MDOT SHA is committed to working throughout the process with the City of Hyattsville and its residents, Maryland-National Capital Park and Planning Commission (M-NCPPC), and all parties involved in the design and construction of the project.

If you have any additional questions or comments, please contact Mr. Kidus Debasu, MDOT SHA Office of Highway Development Project Manager at 410-545-8824, toll-free 1-888-228-5003 or via email at [KDebasu@sha.state.md.us](mailto:KDebasu@sha.state.md.us). Mr. Debasu will be happy to assist you.

Sincerely,



 Eric Marabello, PE  
Director, Office of Highway Development

cc: Mr. Kidus Debasu, Project Manager, Office of Highway Development, MDOT SHA