



SECTION XIII – PARALLEL TRAIL RECOMMENDATIONS



*CORRIDOR ACCESS STUDY (CAST)
RECOMMENDATIONS REPORT*

JUNE 2011



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The purpose of this section is to evaluate each recommendation for pedestrian and bicycle facilities (the “Pink Line”) as described in the *Bicycle Access and Bicycle Hub Location Study* (the Toole Study) completed in June 2010 by the Toole Design Group. The Toole Study recommendations were taken from Appendix E of the report. The CAST recommendations expand upon the Toole Study recommendations to define primary pedestrian, bicycle and vehicular travel routes between station areas.

University Boulevard - Takoma-Langley Transit Center & Riggs Road Stations

Parallel Trail Alignment Recommendations:

- Cycle Tracks for Bicyclists, Sidewalks for Pedestrians; Vegetated Buffer:
- Reduce number of vehicle travel lanes by 1 in each direction.
 - Provide 8’ sidewalk, 7’ vegetated buffer, 6’ cycle track each side.

CAST Recommendation:

Disagree with the recommendation to reduce travel lanes by one due to the classification of University Boulevard. The sidewalk around the proposed Transit Center should be 10’ due to expected high volumes of pedestrian traffic.

Adelphi Station Area - West Campus-Adelphi Road Station

Parallel Trail Alignment Recommendations:

- Cycle Tracks for Bicyclists, Sidewalks for Pedestrians; Vegetated Buffer:
- Intersection improvements at Adelphi Road and Campus Drive.
 - Provide 8’ sidewalk, 7’ vegetated buffer, 6’ cycle track each side.
 - 2-way tracks on south side of Campus Drive (reduce vegetated buffer from 7’ to 5’ and increase cycle track to 8’).

CAST Recommendation:

Agree with the Toole study recommendations. As Campus Drive is being redeveloped by UMD as a tree-lined entrance road and/or by the Domain Project, implement 2-way cycle tracks along the south side in order to reduce potential conflicts at the Adelphi Road intersection.

University of MD to College Park Metro - Campus Center, East Campus, & College Park LRT/Metro Stations

Parallel Trail Alignment Recommendations:

- 4 cross campus bicycle routes (Red, Blue, Orange, & Green) as defined by UMD Campus Bicycle Study:
- Red route as campus access route not as through bicycle route.
 - Blue, Orange, and Green routes as through campus bicycle routes and Purple Line Station access routes
 - North campus cross campus movements via Blue (western portion), Yellow, Red (eastern portion) Routes and Regents Drive.
 - Other cross campus components should be developed separately from the Purple Line Project.

CAST Recommendation:

Recommend using Campus Drive (proposed cycle tracks), Mowatt Lane (planned shared-use roadway), Guilford Drive (planned shared-use roadway), Rhode Island Trolley Trail (existing hard surface trail) and Calvert Road (planned shared-use roadway) as a through bicycle route. Agree with the UMD Campus study recommendations for campus access routes.

East Campus Station Area - East Campus Station

Parallel Trail Alignment Recommendations:

- Cycle Tracks for Bicyclists, Wide Sidewalks/Paths for Pedestrians:
- 7’ Cycle Tracks on both sides of Purple Line.
 - Separate wide sidewalks and paths.
 - Portions of cycle tracks east of station may need to be converted to 2-way cycle tracks or 12-14’ shared use paths.

CAST Recommendation:

Recommend providing 8’ shared-use sidepaths on both sides of the Purple Line from Regents Drive Circle to Baltimore Avenue, 14’ shared-use paths through the station platform area on Rossborough Lane with the East Campus Development, provide 8’ shared-use sidepaths on both sides of the Purple Line to Paint Branch Parkway to access the Rhode Island Trolley Trail, and maintain the existing 8’ sidepath along the south side of Paint Branch Parkway.

College Park Station Area - College Park LRT/Metro Station

Parallel Trail Alignment Recommendations:

- Paint Branch Parkway and Metro Station enhancements:
- Retention of side path on south side of Paint Branch Parkway. Provide public art and lighting.
 - Modify railroad under passage way adjacent to the fare gate area to accommodate crossing the Metro and CSX/Marc lines.
 - Improve Paint Branch Parkway intersections at River Road and 51st Avenue.

CAST Recommendation:

Agree with the Toole study recommendations. No further recommendations.

M²/River Road - River Road Station

Parallel Trail Alignment Recommendations:

- River Road enhancements:
- Provide 10’ shared use path on west/south side of River Road.
 - Cycle track and sidewalk on east/north side of River Road.
 - Provide bike lanes at the bridge over Paint Branch to Kenilworth Avenue along River Road. Retain the existing sidewalk on south side. Narrow travel way widths and use existing roadway shoulder to provide the needed width.
 - As an alternative, narrow River Road by one travel lane in each direction and install buffered bike lanes.
 - If proposed Casey Foundation development is built along Baltimore Avenue (US 1), a bridge or tunnel link should be considered across the CSX/Marc railroad line to the pink line route along River Road.

CAST Recommendation:

Agree with the Toole study recommendations. Extend a sidepath along the south side of River Road from east of the bridge to Kenilworth Avenue.

Haig Drive to Riverdale – Between River Road & Riverdale Park Stations

Parallel Trail Alignment Recommendations:

Select Option A, B or C from 4 developed options:

- Option A – Use existing path along Haig Drive and Northeast Branch Trail; construct new bridge over Northeast Branch to existing connector paths on east bank of stream; construct a sidepath or cycle tracks along Riverdale Road; and continue path along Greenvale Branch east of Kenilworth Ave.
- Option B - Use existing path along Haig Drive and Northeast Branch Trail; construct new bridge over Northeast Branch to existing connector paths on east bank of stream; use Powhatan Road to Kenilworth Avenue; and continue path along Greenvale Branch east of Kenilworth Ave.
- Option C - Use existing path along Haig Drive and Northeast Branch Trail; construct new bridge over Northeast Branch to Quintana Street; use Quintana, 54th Avenue and Patterson Road to Kenilworth Avenue crossing; and provide a sidepath along the north side of East-West Highway.

CAST Recommendation:

Recommend Option A to utilize Riverdale Road as a proposed bicycle boulevard. Riverdale Road is low speed roadway, has a direct connection into Historic Riverdale Park, and has an existing connection to the Northeast Branch Trail. Construct a formal path east of Kenilworth Avenue through a potentially redeveloped Riverdale Plaza and the existing wooded area to Greenvale Parkway.

Riverdale Park Station Area – Riverdale Park Station

Parallel Trail Alignment Recommendations:

- Provide an 8' sidepath with 5' vegetated buffer on north side of Riverdale Road (MD 410) from Kenilworth Ave and the B-W Parkway.
- Select one or more options described in Section 7 and 9 for the south side of East-West Highway/Riverdale Road.
- Sector Plan considerations:
 - Relocating the station one block to the south to Riverdale Road.
 - Establish an urban grid upon which the LRT would run to provide circulation to a commercial center upon redevelopment.
 - Create a greenway trail along each bank of Greenvale Branch.

CAST Recommendation:

Agree with the Toole Study for the treatment of the north side of Riverdale Road. Recommend the combination of Option A in Section 7 and Option C in Section 9 to continue the trail from Riverdale Road from the Kenilworth Avenue east along the Greenvale Branch to Mustang Drive at Greenvale Parkway.

Riverdale Park to Beacon Heights – Between stations

Parallel Trail Alignment Recommendations:

- Provide an 8' side path with 5' vegetated buffer on north side of Riverdale Road from Kenilworth Avenue to the Beacon Heights Station.
- Provide same cross-section on south side of Riverdale Road (MD 410) between East Pine Drive and Beacon Heights Station (under the B-W Parkway).
- Option A - Provide a 10' shared use path between the LRT tracks and development on the south side of Riverdale Road (MD 410)

- Option B – Provide a dual pathway Greenvale Greenway Trail to the new development; provide a trail in the new development to Mustang Drive and Patterson Street; then a shared use roadway on Patterson Street to East Pine Drive and Riverdale Road.
- Option C - Provide a dual pathway Greenvale Greenway Trail to Mustang Drive; provide a shared use roadway along Mustang Drive, Patterson Street and East Pine Drive to Riverdale Road.
- Option D – Provide a 10' shared use path along the southern edge of the LRT tracks from East Pine Drive to Mustang Drive; use Option A or B above to continue the route to the Riverdale Park Station.

CAST Recommendation:

Recommend the western portion of Option C in combination with Option A if the properties are taken along the south side of Riverdale Road from Mustang Drive to the B-W Parkway. The route can utilize Mustang Drive as a shared-use roadway then construct a 10' shared use path along the south side of the LRT tracks from Mustang Drive to the Beacon Heights Station.

Beacon Heights Station Area – Beacon Heights Station

Parallel Trail Alignment Recommendations:

- Provide an 8' sidepath with 5' vegetated buffer on both sides of Riverdale Road from the B-W Parkway to Veterans Parkway.
- Continue this cross-section along the north side of Riverdale Road east of Veterans Parkway to Auburn Avenue.
- Maintain planned 6' sidewalk adjacent to the south side of the proposed platform for passage through this tight area. Trail users can cross the LRT tracks at the station to continue on the trail on the north side of the tracks.
- To the west of the station platform, provide an 8' shared use path between the LRT tracks and the edge of Riverdale Road to connect to the crossing of Veterans Parkway, and continue south to Glenridge Park.

CAST Recommendation:

Agree with recommendation to provide an 8' sidepath with 5' buffer on both sides of Riverdale Road, but revert to on-road bike lanes along the south side of Riverdale Road from 67th Avenue to Veterans Parkway to eliminate the need for trail users to cross Riverdale Road to utilize the sidepath on the north side. Recommend utilizing the existing shoulders on Veterans Parkway as on-road bike lanes instead of the 8' shared use path parallel to Veterans Parkway.

Beacon Heights to Annapolis Road – Between Stations

Parallel Trail Alignment Recommendations:

- Provide a 10' shared use path linking stations by way of Glenridge Park.
- Provide continuous 8-10' shared bicycle and pedestrian shoulders on both sides of Veterans Parkway from Riverdale Road and Annapolis Road.

CAST Recommendation:

Agree with recommendation to provide an 8-10' shared bicycle and pedestrian shoulders on both sides of Veterans Parkway. Rather than providing a shared use path to Glenridge Park, provide way-finding signage from the Beacon Heights Station through the existing Beacon Heights neighborhood streets to Glenridge Park. The neighborhood streets can be designated as shared use roadways to the Glenridge Park access.

Annapolis Road Station Area – Annapolis Station

Parallel Trail Alignment Recommendations:

- Provide minimum 15' wide bicycle/pedestrian travel way adjacent to the underground station platforms to make a through movement under MD 450. The station located under the western Annapolis Road leg of the MD 410/MD 450 intersection. Provide ADA compliant bicycle and pedestrian routes to intersection (10-12' wide). Stairways should be at least 15' wide and provide bicycle rolling trays.
- Provide initial engineering and infrastructure for future bicycle/pedestrian tunnel under MD 410 if feasible.
- Improve crossing conditions at all 4 legs of the MD 410/MD 450 intersection.

CAST Recommendation:

Agree with the Toole study recommendations.

Annapolis Road to New Carrollton – Between Stations

Parallel Trail Alignment Recommendations:

- Option A – Provide cycle tracks and sidewalks on both sides of Veterans Parkway from Annapolis Road to Ellin Road and continue them across US 50 to Pennsy Drive. Provide a shared use path on the north side of Ellin Road from MD 410 to the New Carrollton Station Entrance just north of Emerson Place; provide a mid-block trail crossing for Ellin Road.
- Option B – Provide a 10' shared use path from the MD 410/MD 450 intersection to the existing park trail in West Lanham Hills Neighborhood Park. This trail can continue along Decatur Road, and connected to the sidepath along Ellin Road described in Option A above.
- Improve the crossing of both legs of the MD 410/Ellin Road intersection.
- Provide a short, shared use trail from the MD 410/Ellin Road intersection to the end of Ardmore-Ardwick Road to improve LRT/Metro access for the Landover Hills neighborhood.

CAST Recommendation:

Recommend continuing on-road bike lanes on MD 410 to Ellin Road. Additionally, construct a 10' shared use path along the east side of MD 410 from MD 450 to Ellin Road with trail connections to the existing trail in West Lanham Hills Neighborhood Park. Agree with recommendation to provide a shared use path on the north side of Ellen Road.

New Carrollton Station and West – New Carrollton LRT/Metro Rail Station

Parallel Trail Alignment Recommendations:

Continue the Pink Trail on the proposed Garden City Drive sidepath and bridge over the Capital Beltway to Whitfield Chapel Park in Lanham Heights. This link will provide a connection to the WB&A Trail through Lanham Forest Park.

CAST Recommendation:

Agree with the Toole Study recommendation.