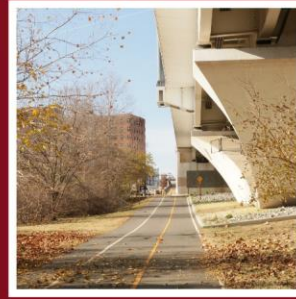


MD 210 Bicycle and Pedestrian Connectivity Project: Phase I Improvements



2024 RAISE Grant Application: Project Description



1. Project Description

The Maryland Department of Transportation State Highway Administration, in partnership with the Maryland-National Capital Park and Planning Commission: Prince George’s County Parks and Recreation, is pleased to re-apply for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding for the MD 210 Bicycle and Pedestrian Connectivity Project: Phase I Improvements (Project). The project will create a facility that will dramatically improve pedestrian and bicyclist comfort and safety along a busy, high-speed corridor that connects communities to jobs and services. The shared-use path will provide a safe and comfortable alternative for pedestrians and bicyclists near the Maryland Route 210 (MD 210) corridor, which is sometimes called “the highway of death” by locals. The 2.3-mile shared-use path will provide seamless multimodal connectivity between residential areas and the National Harbor district as well as nearby retail centers, schools, tourist sites, trails, parks, and recreation areas. With limited transit service and little multimodal infrastructure, residents of nearby historically disadvantaged communities currently depend on expensive car ownership or rideshare to access employment opportunities at the National Harbor district. At the same time, recreational bicyclists throughout Prince George’s County and the region are limited by the lack of connectivity between shared-use paths in the area and the challenges of bicycling on busy roadways within limited bicycle facilities. The MD 210 shared-use path will connect multiple trail systems with a small but impactful investment in a safe, separated pedestrian and bicycle facility.

Detailed Statement of Work

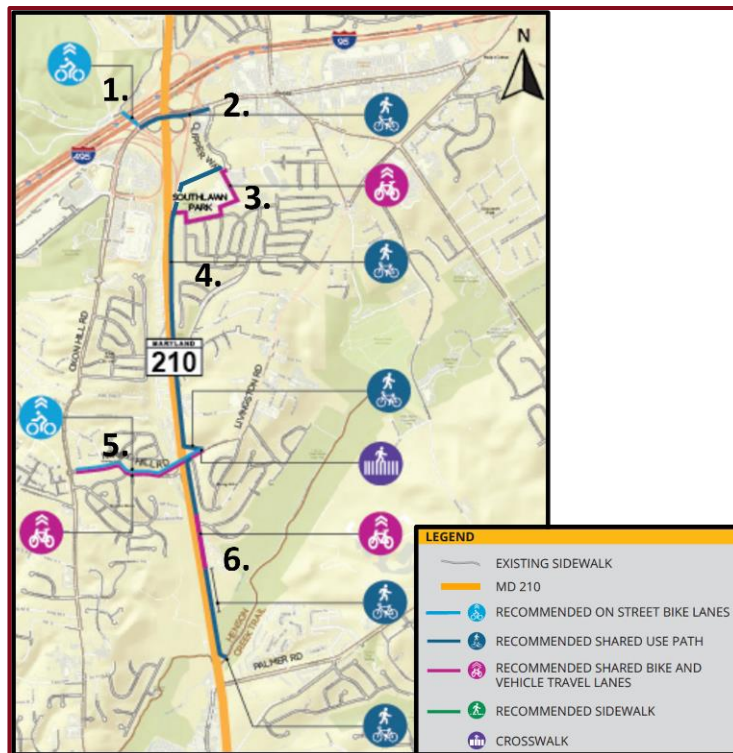
The following technical and engineering elements aim to improve safety, reduce traffic stress, improve user comfort, and connect trail systems and major destinations (Figure 1 and Table 1). The project has reached 15 percent design and has local funding that will allow progression to 30 percent design and National Environmental Policy Act (NEPA) approval, expected this summer. The following key project elements will dramatically improve safety and connectivity on the corridor for pedestrians and bicyclists:

- Improvement 1: Bald Eagle Road Bridge—Restriping
 - Restripe vehicle lanes and add 500 feet of 5-foot-wide bidirectional bike lanes, while maintaining the existing sidewalk.
- Improvement 2: Oxon Hill Road near Interstate 95/Interstate 495—Shared-use Path
 - Upgrade 1,700 feet of the existing 5-foot-wide sidewalk to a 10-foot-wide shared-use path to connect with Oxon Hill High School.
- Improvement 3: Northern Connection to Oxon Hill Road—Shared-use Path
 - Add 150 feet of 10-foot-wide shared-use path along the edge of Southlawn Park to connect Carson Avenue to the proposed shared-use path along MD 210.
 - Make on-road improvements to Carson Avenue, Crawford Street, and other local roads to provide striping and signage for a designated bicycle facility that connects Southlawn Park to the existing bike lanes on Clipper Way.
 - Long-term plans for a shared-use path bridge over MD 210 connecting Southlawn Park to the Tanger Outlets are not included in the current project phase but could be implemented as a standalone project in the future.
- Improvement 4: Southlawn Park to Livingston Road/Kerby Hill Road—Shared-use Path

MD 210 Bicycle and Pedestrian Connectivity Project Phase I Improvements

- Construct 7,445 feet of new 10-foot-wide shared-use path along the eastern side of MD 210 behind the existing noise barrier.
- Improvement 5: Kerby Hill Road—Restriping and Pavement Markings
 - Restripe and provide pavement markings for 3,000 feet of 6-foot-wide bike lane in the westbound direction and an 11-foot-wide shared bicycle and vehicle lane in the westbound and eastbound directions.
- Improvement 6: Livingston Road to Palmer Road—Shared-use Path
 - Construct a new crosswalk across Livingston Road east of Murray Hill Drive.
 - Upgrade the existing 5-foot-wide sidewalk to a 10-foot-wide shared-use path between the crosswalk and Murray Hill Drive.

Figure 1: Proposed Improvements



- Construct a new 10-foot-wide shared-use path behind the existing noise barrier from the end of the existing sidewalk along Murray Hill Drive to the existing service road near Alcoa Drive.
 - Restripe and sign the existing service road for 2,950 feet of shared vehicle and bicycle lanes from north of Alcoa Drive to just south of the River Pointe Apartments south entrance.
 - Construct new shared-use path from the existing service road’s southern terminus to a connection with the Henson Creek Trail.

Table 1: Project Scope Elements

| Improvement | 1 | 2 | 3 | 4 | 5 | 6 | Total (feet) | Total (miles) |
|-----------------|-----|-------|-----|-------|---------|-------|--------------|---------------|
| Shared-use path | 0 | 1,700 | 150 | 7,445 | 0 | 2,050 | 11,345 | 2.15 |
| Bike lane | 500 | 0 | 0 | 0 | 3,000 | 0 | 3,500 | 0.66 |
| Sharrow | 0 | 0 | 0 | 0 | 3,000 | 2,950 | 5,950 | 1.13 |
| Sidewalk | 0 | 0 | 0 | 0 | 0 | 1,700 | 1,700 | 0.32 |
| TOTAL | 500 | 1,700 | 150 | 7,445 | 3,000** | 6,700 | 22,495 | 4.26 |

** Counted the sharrows and bike lane in Improvement 5 as a single improvement totaling 3,000 feet.

Transportation Challenges

The communities surrounding MD 210 have been forced to rely on car travel to access destinations such as National Harbor, other major employers, key services, and recreation sites due to a lack of adequate multimodal infrastructure. MD 210 itself is not accessible or safe for pedestrians and bicyclists, and there are no efficient alternate routes in the area (Figure 3). Currently, pedestrians and bicyclists must contend with narrow or missing sidewalks, inadequate bike lanes or no bike lanes at all, and an extensive regional trail system that has major gaps. Implementing the proposed improvements will result in reduced mortality rates, reduced collisions, improved safety, emissions benefits, and improved comfort for roadway users.

Safety has been a significant concern for the communities near MD 210 because cars frequently speed, occasionally leading to severe crashes and fatalities. There have been multiple pedestrian fatalities along

MD 210 in recent years, including high-profile incidents that have led members of the communities nearby to refer to MD 210 as the “highway of death.” For this reason, prior to a December 2022 virtual public meeting, the State Highway Administration (SHA) received comments that emphasized that any pedestrian or bicycle facilities must

Figure 2 Pedestrian Walking along Roadway in the Project Area



be separated from mainline MD 210. When the concepts were presented at this meeting, the attendees were receptive and supported the project proposal.

Additionally, direct community access to National Harbor, a major employment site, is not contiguous, and the lack of connectivity to this important destination has been raised as a concern by local community associations. This project will provide accessible and meaningful connection to the site, helping to integrate National Harbor into its larger community.

Addressing Transportation Challenges

The MD 210 shared-use path will fill a critical gap in an extensive trail system, making the entire system more valuable for local communities and regional trail users as well as encouraging healthy, active transportation choices. The project supports state, regional and local planning goals, as outlined in the [Maryland Strategic Highway Safety Plan](#), the MDOT SHA's [Pedestrian Safety Action Plan](#), Prince George's County Bicycle Plan and [Vision Zero planning](#), and Metropolitan

Figure 3: National Harbor Employment Center and Micro-city



Washington Council of Governments (MWCOC) long-term plans and [safety strategies](#). The project will directly create jobs and support tourism opportunities that will bring visitors, resulting in economic growth in the community. The project also increases access to opportunities by expanding the existing multiuse trail system, providing residents and visitors with an affordable, active, car-free option for accessing employment, services, educational opportunities, and recreation. The MD 210 shared-use path will allow tourists, residents, and employees access to the National Harbor district (Figure 2) without relying on a motor vehicle. The project incorporates design elements that will improve safety and health for pedestrians and bicyclists and reduce the risk of severe crashes affecting the most vulnerable roadway users along MD 210. Finally, the project will reduce emissions in the region as users shift from single-occupancy vehicles to active transportation. The path will be comfortable and accessible for users, increasing the likelihood that travelers, tourists, employees, and residents will make a modal shift away from cars.

Project History

SHA conducted a study focused on bicycle and pedestrian infrastructure of the area beginning in summer 2021. The study aimed to catalog existing pedestrian and bicycle facilities within the study area, identify gaps in the active transportation network, and [assess the level of traffic stress for users](#). In addition, the study included an origin and destination study to determine locations where pedestrians and bicyclists traveled and the most users needed improved connectivity. The study also identified a preferred alignment for a pedestrian and bicycle facility along the entire corridor, as well as off-alignment improvements as needed, and developed a phasing strategy to determine which improvements to advance into the design phase first.

The study team identified 13 primary improvements to facilitate pedestrian and bicycle safety and mobility by providing new facilities, as well as upgrades and connections to existing facilities on both state-owned and local roadways. The critical improvements include a proposed shared-use path adjacent to MD 210, but separated by curbs, barriers, or open space based on location; sidewalks, crosswalks, and bicycle lanes on local roadways (but not on mainline MD

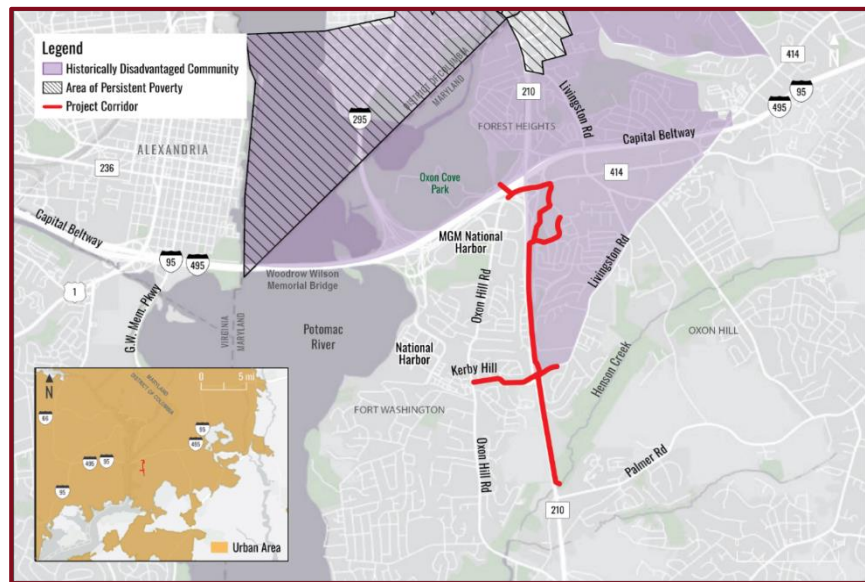
210); and a shared bicycle and vehicle lane in some locations. During and after the study, SHA engaged with the community to gather input and identify potential improvements. Community members emphasized safety improvements for bicyclists and pedestrians by providing a facility that is fully separated from mainline MD 210 as a top priority. For the current project, improvements were further narrowed to the elements listed in the [Detailed Statement of Work](#) section and shown on Figure 1. These elements were selected to improve safety, reduce traffic stress and improve user comfort, and connect trail systems and major destinations.

Project Location

The project is located along MD 210 in the majority-minority Oxon Hill community within Prince George’s County, Maryland. Oxon Hill is a diverse community with a mix of townhomes, single-family homes, and apartments, and over a fifth of residents [do not speak English at home](#). The community along the eastern part of the project area (census tract 8014.05) faces high rates of diabetes (84th percentile nationwide), high housing cost burdens (74th percentile nationwide), and a high amount of linguistic isolation (91st percentile nationwide). However, many assets are located in and near the community, including major employment centers at National Harbor and the Tanger Outlets and nearby trails, including the Henson Creek Trail to the south, the trails at Oxon Cove Park to the north, and the Woodrow Wilson Bridge Trail to the west, that extend through the region and have the potential to provide access to an extensive network of green space and recreation areas. Additionally, the National View development project is underway, which will connect to the project at the northern end in the northwest quadrant of the MD 210 and Capital Beltway interchange. This development will be mixed use and consist of up to 1,870 multifamily dwellings and up to 289,000 square feet of commercial/retail and office space. This development is also located within a disadvantaged community, and the proposed project will provide pedestrian and active transport connectivity to the aforementioned community resources.

The project does not fall within an Area of Persistent Poverty. There is an Area of Persistent Poverty to the north of the project location, and residents of that community may benefit from the proposed improvements. Part of the project area falls within Historically Disadvantaged Communities. Census tracts 8014.05 and 8015 are classified as Historically Disadvantaged Communities by the [Council on Environmental Quality’s Climate and Economic Justice Screening Tool](#).

Figure 4 Historically Disadvantaged Communities, Areas of Persistent Poverty, and Project Location



These tracts are located on the northern and eastern edges of the project area (Figure 3). The project is entirely located within the Washington–Arlington, DC–VA–MD urban area.