

Staff agrees with the State’s decision not to pursue the path through the interchange. Because the segment of CBP through Paint Branch Stream Valley Park is unlikely to happen, weaving a grade-separated trail-bridge through the interchange cannot be economically justified. Likewise, the segment of master planned path between Briggs Chaney Road and US 29 would be redundant and offer few benefits to justify its cost. But there is no reason to remove it from County master plans now and the County shouldn’t preclude options for bicycle and pedestrian connections in this area, including a possible connection to or along the ICC right-of-way through the Tanglewood community and the new parkland adjoining Tanglewood Park acquired by the County as part of the ICC highway project.

SHA’s design for the path along the east side of US 29 is adequate and the shared use path along Briggs Chaney Road is a suitable connection to the Prince George’s County bikeways and trails network. The only question is ensuring a safe connection with a future path along Fairland Road. This should be studied in detail when SHA designs the Fairland Road/US 29 interchange project.

#### PRIOR DECISIONS

The Planning Board supported the SHA Bike Plan during its review of the highway’s FEIS but stopped short of recommending its removal from County master plans. The County Council did not support the SHA Bike Plan and recommended the CBP along the highway, within the right-of-way, and through the US 29 interchange to the Prince George’s County line.

#### RECOMMENDATIONS

- Remove the CBP through the interchange from County master plans.
- Retain the segment of the CBP between Briggs Chaney Road and US 29 in County master plans.
- Examine the connection between the future shared use path along the south side of Fairland Road with the path along the east side of US 29 as part of the proposed Fairland/US 29 interchange study.

### **County Bike Path—Before and After**

This master plan amendment can be summarized by describing what happens to the CBP (SP-40) as a result of the various recommendations. All prior master plans, including the CBFMP, envisioned a pathway or trail within the highway right-of-way from Shady Grove Road to the Prince George’s County Line. This amendment recommends retaining the previously master planned alignment in two areas and routing it along major roads in others, generally consistent with the SHA’s Bicycle and Pedestrian Plan. The table below describes how SP-40 would function end to end under this amendment, from west to east (see figure 8).

## Summary of Recommendations Affecting SP-40

Segment	ICCLFMPA recommendation
Midcounty Highway terminus at Shady Grove Road to CBP trail terminus at Needwood Road	<p>SP-40</p> <ul style="list-style-type: none"> <li>- Existing shared use path along south side of Muncaster Mill Road from Shady Grove Road to Applewood Lane</li> <li>- New shared use path along south side of Muncaster Mill road between Applewood Lane and Needwood Road</li> <li>- New shared use path along east side of Needwood Road to ICC</li> </ul> <p>SP-40 A</p> <ul style="list-style-type: none"> <li>- Shared roadway connection along Applewood Land from Muncaster Mill Road (SP-40) to future Midcounty Highway shared use path (SP-70)</li> </ul> <p><b><i>Plan amendment needed to add shared use path to Muncaster Mill Road, and bike route along Applewood Lane.</i></b></p>
Emory Lane to Georgia Avenue	Retain existing master plan alignment along ICC ROW
Layhill Road to Notley Road	<p>SP-40</p> <ul style="list-style-type: none"> <li>- New shared use path through Northwest Branch park, connecting Layhill Local Park with National Capital Trolley Museum Site</li> <li>- New shared use paths along south side of Bonifant Road east of Trolley Museum and west side of Notley Road</li> <li>- New shared use paths along east side of Alderton Road between MHT and Bonifant Road and along Bonifant Road between Alderton Road and the Trolley Museum driveway</li> </ul> <p><b><i>Plan amendment needed to add shared use path to Bonifant Road and Notley Road, as well as along Alderton Road to provide side-connection to MHT (SP-40B) as well as SP-40 through Northwest Branch Park north of Bonifant Road.</i></b></p>
New Hampshire Avenue to US 29	<p>SP-40</p> <ul style="list-style-type: none"> <li>- Existing bike lanes and a new shared use path along west side of New Hampshire Avenue, from ICC to East Randolph Road</li> <li>- Existing shared use path along north side of East Randolph Road, from New Hampshire Avenue to Fairland Road</li> <li>- Existing bike lanes and a new shared use path along south side of Fairland Road from E. Randolph Road to US 29</li> </ul> <p>Park Trail</p> <ul style="list-style-type: none"> <li>- New sanctioned east-west park trail between park boundaries, connecting Cape May Road to Countryside Lane</li> </ul>
US 29 to Briggs Chaney Road	<b><i>Retain current master plan recommendation for CBP within or along the ICC ROW; if along ICC ROW, possible through Tabnglewood community and Tanglewood Park.</i></b>

## **Park Trails—Before and After**

This plan amendment affects a number of park trail alignments, and thus also the CPTP, which has specific connections with the trail along the highway.

**MATTHEW HENSON TRAIL** (see figure 5). The County Bike Path was intended to intersect with the MHT within Northwest Branch Stream Valley Park south of Bonifant Road, where the MHT-reserved land intersects with the ICC right-of-way. When the State decided not to include the trail through the park along the highway, the location of the trail-intersection changed significantly. With the CBP no longer passing through the park south of Bonifant Road (blue line), the connection between MHT and Alderton Road now must be implemented as a park trail, not a transportation bikeway. Therefore the connection between Alderton Road (C on figure 5) and Notley Road (B on figure 5) becomes a park trail connector, an extension of the Matthew Henson Trail, to be evaluated by the Department of Parks as a future facility planning study (looking at options for both natural surface and hard surface trail users). This connection will be the subject of a future facility planning study led by the Department of Parks, with SHA funding assistance requested.

**PAINT BRANCH STREAM VALLEY PARK** (see figure 7). The CBP is proposed to be removed from the park due to environmental impacts. Hard surface trail users will be expected to follow the SHA Bike/Pedestrian Plan (Fairland Road, East Randolph Road, and New Hampshire Avenue). The Department of Parks will initiate a Trail Corridor Study to determine the type (hard surface or natural), location, and design of a future trail through the park connecting Cape May Road with Countryside Park, consistent with the recommendations in the CPTP.

Figure 8 SP-40 Before and After

