



WASHINGTON AREA BICYCLIST ASSOCIATION

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(Prince Georges County Planning Board, October 3, 2011)

ALLOCATE \$45,000 FOR A DESIGN STUDY TO EXTEND THE WB&A TRAIL
WEST ACROSS US-50 AND THE CAPITOL BELTWAY

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Member, Board of Directors
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The Washington Area Bicyclists Association urges you to authorize \$45,000 this year to extend the WB&A trail about 2 miles westward across the Capital Beltway. (See map on the reverse side). This project is worth funding this year because of three things it will accomplish, as well as two process reasons.

The WB&A is a great trail because it follows a railroad bed. But it sort-of peters out at an intersection that isn't anyone's destination. Many people would like to continue on along MD-704, but that's scary because the cars are fast and there is no shoulder until you get to the other side of US-50. But if you could extend the trail under US-50, then people could

1. Ride to DC along the shoulder, or along Sheriff Road;
2. Use neighborhood roads (purple) to get to Wegmans; or
3. Go to New Carrollton, where we have both the metro station and a planned trail to Bladensburg and the Anacostia River Trail.

This great trail to nowhere would now become a trail to all points west.

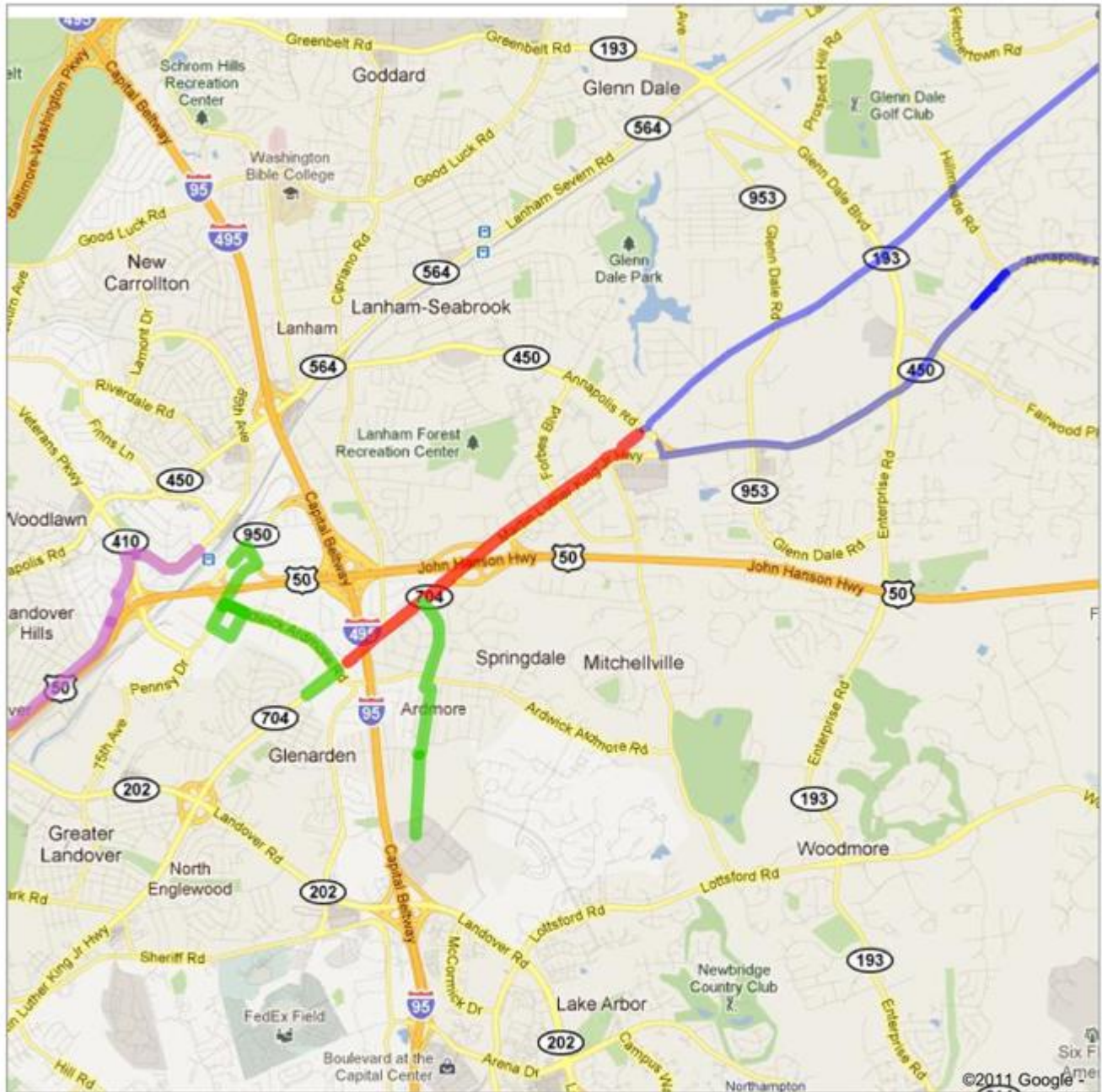
Now realistically, this trail will be built by the State Highway Administration because it will follow MD-704. Yet SHA needs a nudge—and a design study will nudge them. This project is the top priority in your Joint Signature Letter to SHA for bike-ped improvements along highways, and also the #2 priority for trail improvements. So this is an opportunity to leverage scarce resources to accomplish something big.





Finally: You have already allocated funds for this study. Last year, more than \$100,000 was set aside for a design study connecting the WB&A trail to the Anacostia River Trail, by the transportation planning section. The winning contractor's bid was less than half the money—but in the end, the contractor only did half the job.¹ They designed a trail from Bladensburg to New Carrollton, but they didn't get to the other side of the beltway.

So please use the other half of that money to do the other half of the job—and extend the WB&A trail over the Beltway.

¹ Technically, the contractor met the contract specifications by suggesting a route from New Carrollton to the WB&A. But in no way could that route be considered to be a trail. It consists mainly of riding along existing or new sidewalks along MD-450 and MD-564 to Carter Avenue, back to MD-450, across 6 beltway ramps, more than a dozen cross streets, and a few dozen driveways. Many of these crossing would not be safe, especially for cyclists riding on the left side of the street.

Make the WB&A Trail a “trail to somewhere”



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|  | Proposed Extension |  | Existing Trails |
|  | Bike-Friendly local Roads to Metro and Wegmans |  | Planned Route to Anacostia/Paint Branch Trails |