PORT TOWNS WALKABLE WATERSHED

A plan to connect people, water, and community

December 2025

Developed by Skeo Solutions and University of Maryland Environmental Finance Center for Maryland's Port Towns: Bladensburg, Colmar Manor, Cottage City, and Edmonston

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View of the Anacostia River and waterfront trails from Decatur Street, Edmonston.

The Port Towns Walkable Watershed project is a community-driven green infrastructure* planning effort designed to reduce flooding and strengthen local resilience. This grant-funded initiative is supported by the University of Maryland Environmental Finance Center (EFC), Skeo, Defensores de la Cuenca, and Hirschman Water & Environment. The Walkable Watershed approach uniquely integrates environmental goals with social equity priorities, enabling communities to unlock more resources, work more efficiently across sectors, and pursue solutions that deliver benefits on multiple fronts. The Walkable Watershed project:

- Considers connectivity, watershed health, and ecological stewardship at a community-wide scale.
- Engages community members and partners to work together to protect the watershed while supporting community goals, such as improved connectivity, vibrant open spaces, and outdoor amenities.
- Results in a cohesive plan to improve the overall health of the community that can guide future efforts to improve watershed and community health, strengthen local infrastructure, and leverage investment, resulting in improved quality of life and watershed health for years to come.

*Green infrastructure refers to stormwater management practices that mimic nature's ability to absorb and filter rainfall. It includes both nature-based features—such as rain gardens—and engineered systems—such as overflow drains and cisterns—that work together to improve water quality, support healthy ecosystems, and deliver broad benefits for people and wildlife.

Walkable Watershed Approach

Recognizing the combined challenges of flooding and a lack of safe pedestrian connections across the Port Towns, EFC worked with Skeo Solutions to take a "Walkable Watershed" approach to the community-wide project, which considers connectivity, watershed health, and ecological stewardship. The approach engages community members and partners to work together to protect the watershed.

Thoughtfully designed community infrastructure—such as nature-based stormwater solutions and multimodal transportation improvements—can help offset long-term impacts of development, including poor water quality, erosion, declining biodiversity, and reduced access to natural areas and key community destinations. By working together to care for local land and waterways, communities can strengthen both watershed health and community well-being.

The Walkable Watershed concept is based on the idea that high-quality water goes hand-in-hand with a high quality of life, supporting access to the outdoors, enhanced community infrastructure and services, and stronger health.

This project is made possible through a grant from the National Fish and Wildlife Foundation, with support from EPA.

Executive Summary

The Port Towns Walkable Watershed Project brought together community members, local and regional officials, and advocacy groups to address flooding and pedestrian-bicycle safety challenges in Edmonston, Cottage City, Colmar Manor, and Bladensburg—four towns located at the head of the Anacostia River in Maryland. The effort was led by the University of Maryland Environmental Finance Center, Skeo, Defensores de la Cuenca, and Hirschman Water & Environment, and was funded through a National Fish and Wildlife Foundation grant with support from the U.S. Environmental Protection Agency.

Partial image of Port Towns Walkable Watershed Plan.

The resulting Port Towns Walkable Watershed Plan outlines green infrastructure projects and assistance programs designed to address the community's most pressing needs. The plan serves as a roadmap for advancing near-term projects and as a resource to strengthen complementary initiatives across the Port Towns. In addition to funding the plan, the grant provided $60,000 to launch priority projects identified in the plan, which are expected to be completed by the end of 2025.

Issues

Port Town community members identified the following key issues:

- Unsafe conditions for pedestrians and bicyclists traveling between the Port Towns.
- Limited access from neighborhoods to Anacostia riverfront recreation assets such as the trail system and parks, particularly Bladensburg Waterfront Park.
- Frequent flooding in streets, neighborhoods, parks, and trails.
- Heavy litter along sidewalks and streets and pollutants entering the Anacostia River by way of tributaries and drains.

Solutions

Community leaders, advocacy organizations, and residents worked with the project team to prioritize solutions including:

- High visibility, appropriately-sized sidewalks, bike lanes, and crosswalks at high-risk locations and key destinations.
- Green infrastructure features including rain gardens, tree plantings, and pervious intersection and parking lot improvements or retrofits to integrate stormwater management best practices.
- Specific Port Towns-wide technical assistance, service, and education programs.

Value

The Port Towns Walkable Watershed Plan links priority projects and programs with potential funding and technical resources (see Funding Sources in the Appendix), providing supporting material for grant applications and partnership development. The plan identifies several projects as top priorities for immediate funding, and these efforts are now moving forward with support from town administrators:

- 49th and Decatur green intersection retrofit (Edmonston)
- Rain garden/bioretention implementation (Bladensburg, Colmar Manor)
- Edmonston Road stormwater treatment train improvements (Bladensburg)
- Parking lot green infrastructure retrofit concept (Bladensburg)

Additionally, the Port Towns Walkable Watershed Project findings informed the *2025 Port Towns Sector Plan*, which will guide strategic planning initiatives around sustainable development, safe connectivity, alternative transportation, community health, and more.

The Port Towns Walkable Watershed Plan presents a range of projects to improve the overall health of the community that can guide future efforts to improve watershed and community health, strengthen local infrastructure, and leverage investment.

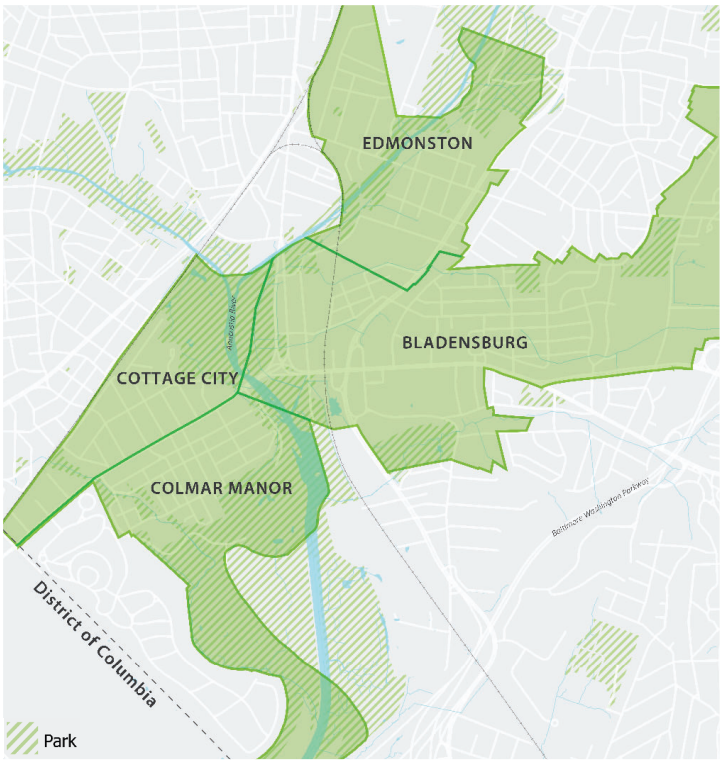
RELEVANT PLANNING PROJECTS

Port Towns Overview

The Port Towns—Bladensburg, Colmar Manor, Cottage City, and Edmonston, Maryland—are located at the mouth of the Anacostia River, a site that served as a vital port through the early 1800s. Their proximity to Washington, D.C., combined with access to an expansive public waterfront, has shaped more than two centuries of industrial, commercial, recreational, and residential development.

Despite the Port Towns' strategic location, historic significance, and recreational assets, the lack of safe pedestrian and bicycle connections along key corridors such as Bladensburg Road and Kenilworth Avenue hinders the type of development that could strengthen and enhance the communities.

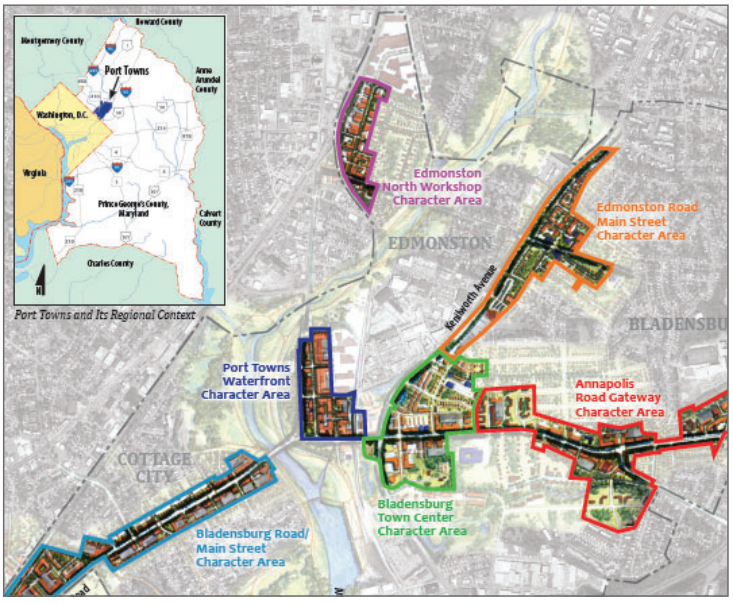
Additionally, the Port Towns need updated stormwater management strategies to address the growing impacts of climate change, including more frequent and intense rain events in an area that lies largely within the 100-year floodplain.



Port Towns is located at the head of the Anacostia River, northwest of Washington D.C. The Port Towns include access to many parks and recreation assets along the river.

The Port Towns are working collaboratively to strengthen both connectivity and resilience. Local sustainability plans call for enhancing multimodal infrastructure, promoting low-impact development, and incorporating green infrastructure practices to improve stormwater management. In partnership with Prince George's County, the towns are also updating the Sector Plan, which envisions the Port Towns as "green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historical, recreational, and environmental assets."

The Walkable Watershed project will contribute directly to this vision by informing the Sector Plan and helping to prioritize and secure funding for the design and implementation of future projects and programs.



Town centers highlighted in Port Towns Sector Plan (2009).

Trail proposed by Sustain Bladensburg.

Building on Previous Planning Efforts

The project team reviewed relevant reports and materials to gather information about issues and priorities related to community connectivity, watershed health, and quality of life. Specific reports and notable findings include:

- *Port Towns Sector Plan (2009)*. The sector plan outlines a vision for an urban framework, promoting mixed-use development, walkability, and sense of place. The plan proposes a green infrastructure "ribbon" connecting the towns. A new sector plan is to be released late-2025.
- *Port Towns Sustainable Communities Application*. The application identifies towns' specific goals, progress and action items to improve sustainability.
- *Route 1 Corridor Stormwater and Flooding Action Plan*. The action plan creates a framework for communities to coordinate actions to improve water quality and address flooding issues along the Route 1 corridor.
- *The Port Towns Stormwater Master Plan (2017)*. The plan identifies 15 potential stormwater management retrofit projects within the public right-of-way and eight stream restoration projects that collectively have the potential to treat runoff from over 100 acres of impervious pavement.
- *Edmonston Bike Lane and Pedestrian Path Concept Plan*. The plan identifies planned bike lanes and sidewalks.
- *Sustain Bladensburg*. The report proposes the Sustain Bladensburg Trail, which includes pedestrian routes and bioretention features to improve safety and mitigate flooding. The report includes an informative green infrastructure best management practices (GI BMP) tool box.
- *Dueling Creek Heritage Trail.* The plan illustrates potential routes, trail specifications, safety considerations, and signage for a multi-use trail connecting neighborhoods along historic Dueling Creek, including Cottage City, and Colmar Manor.
- *Bladensburg Market Feasibility and Economic Analysis.* This report documents the challenges and opportunities associated with redeveloping the Bladensburg's commercial corridor, noting the challenges associated with vehicular infrastructure: “As is the case with many urban redevelopment projects not served by transit, parking drives development programming and economics.”
- *Town of Edmonston Economic Development Strategic Plan*. The plan identifies priority areas and 12 specific action items to guide desired economic growth.

Planning Priorities

The following themes and priorities were identified in the outcomes of previous planning efforts:

Safe pedestrian and bicycle connectivity

- Appropriately size and protect sidewalks and bike paths (i.e., separated bike lanes on high traffic corridors).
- Improve marking (and install lights where appropriate) at street crossings or construct pedestrian overpasses.
- Provide safe access across towns to key destinations, such as Bladensburg Waterfront Park.
- Align street crossings and transit stops.
- Redesign Peace Cross intersection/gateway to create pedestrian friendly environment.

Clean water and public lands

- Improve water quality and manage flooding.
- Manage healthy plant communities.
- Address high level of illegal dumping and litter.
- Strive to create a green infrastructure network.

Community vibrancy and cohesion

- Create active, attractive streetscapes.
- Highlight historic and cultural assets.
- Implement signage and wayfinding.
- Address noise and air quality issues.

Sustainability and health

- Ensure multimodal accessibility across Port Towns.
- Increase tree canopy.
- Improve transit stop amenities and safe connections.
- Provide access to healthy food.
- Integrate green infrastructure principles in all aspects of new and infill development.

CURRENT INITIATIVES

Planned and Current Initiatives

During meetings with stakeholders and community members, participants shared information about short term and long term initiatives that are planned or underway that are relevant to the project focus around walking, biking, flooding, and sustainable stormwater management. Several initiatives are underway to improve pedestrian and bike safety and water quality in the Port Towns. The Walkable Watershed project highlights potential interim and supplemental projects to improve safety and additional opportunities that build upon existing efforts.

Port Towns-wide initiatives

- Traffic safety. Route 1 Corridor planning is underway, including improvements to the Peace Cross intersection. 1
- Tree canopy. Over 500 trees have been planted in the Port Towns in the last two years supported by grants and volunteer efforts. A recent tree inventory completed by the Neighborhood Design Center (NDC) is available to inform planting location and species selection for new trees. *Locations identified on map.*
- Bike safety. Proposed bike lanes throughout the Port Towns (Maryland-National Capital Park and Planning Commission, M-NCPPC). *See locations on map.*
- Port Towns Sector Plan. Updated Sector Plan underway and planned for completion in October 2025.
- A new Community Development Corporation (CDC), the BCCE Port Towns Collaborative CDC, formed and started meeting late 2025.

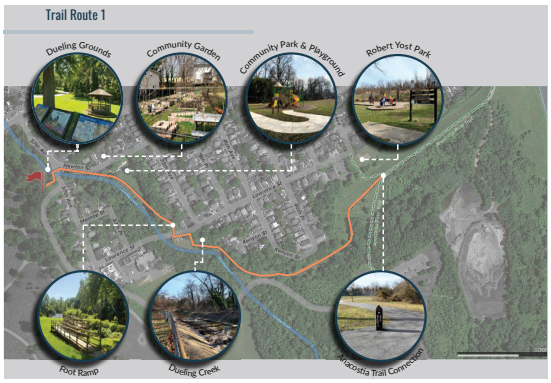


Image of potential trail alternative, Dueling Creek Heritage Trail plan.

Town-specific initiatives

Bladensburg

- Battle of Bladensburg National Historic Register designation (ATHA).
- Streetscape beautification and amenities (painted benches, art installations, and a bus shelter for public transit stops).
- "Made You Look" murals to promote traffic safety planned for two intersections: 57th/58th and Tilden/Edmonston.
- Sustain Bladensburg proposed walk and bike route. 2

Recent tree planting along sidewalk buffer.

Colmar Manor

- Dueling Creek Heritage Trail planning ((Anacostia Trails Heritage Area, ATHA). 3
- Lariscy Park design (NDC) and construction. 4
- Conservation landscape at Town Hall (Nature Forward). 5
- Completion of Newark Street "green street" features. 6
- Installation of traffic calming measures, including speed bump installation and a new ordinance limiting truck width.
- Installation of litter prevention signage.

Cottage City

- Cottage City Park redesign (NDC, M-NCPPC). 7

Map highlighting several location-specific planning and implementation projects underway across Port Towns.

Edmonston

- Edmonston and Hyattsville collaboration to pursue grants for safe connection across the railroad tracks. 8
- Edmonston and Bladensburg "From Flood to Flow" stormwater management study; focused on addressing chronic flooding in the industrial area. 9
- Completion of new sidewalk and bike lanes. 10
- Edmonston Economic Development Strategic Plan, focused on connectivity and sustainable development, includes: (a) bus stop on Decatur Street, (b) community gathering place, (c) increased retail.
- A Safe Streets and Roads for All (SS4A Grant) grant-funded study underway to identify safety improvements at Decatur intersections (Kenilworth, 52nd, 47th, and 46th) and Taylor/50th intersection. 11
- Sidewalk and lights installation underway along Crittendon and along 52nd from Crittendon to Recreation Center.

SUSTAINABLE PORT TOWNS EXAMPLES

Sustainability-focused projects completed across the Port Towns in recent years demonstrate commitment towards improving water quality, safe connectivity, and ecological health in the urban environment. The projects shown on the map and in the examples below highlight successful leadership and collaboration between local governments, agencies, and local organizations toward sustainability goals.

Edmonston "Green Street" program

Edmonston implemented the first Port Towns "green street" retrofit on Decatur in 2009, and has added 12 green streets that include rain gardens, sidewalks, and bike lanes. Rod Barnes, Town Administrator, has actively engaged residents and business owners in the program, and has secured over 11 grants from 2015-2025 (totaling $1,243,174) in funding to install and maintain the green infrastructure.

Green streets include shared bike lanes to improve commuter bike safety.

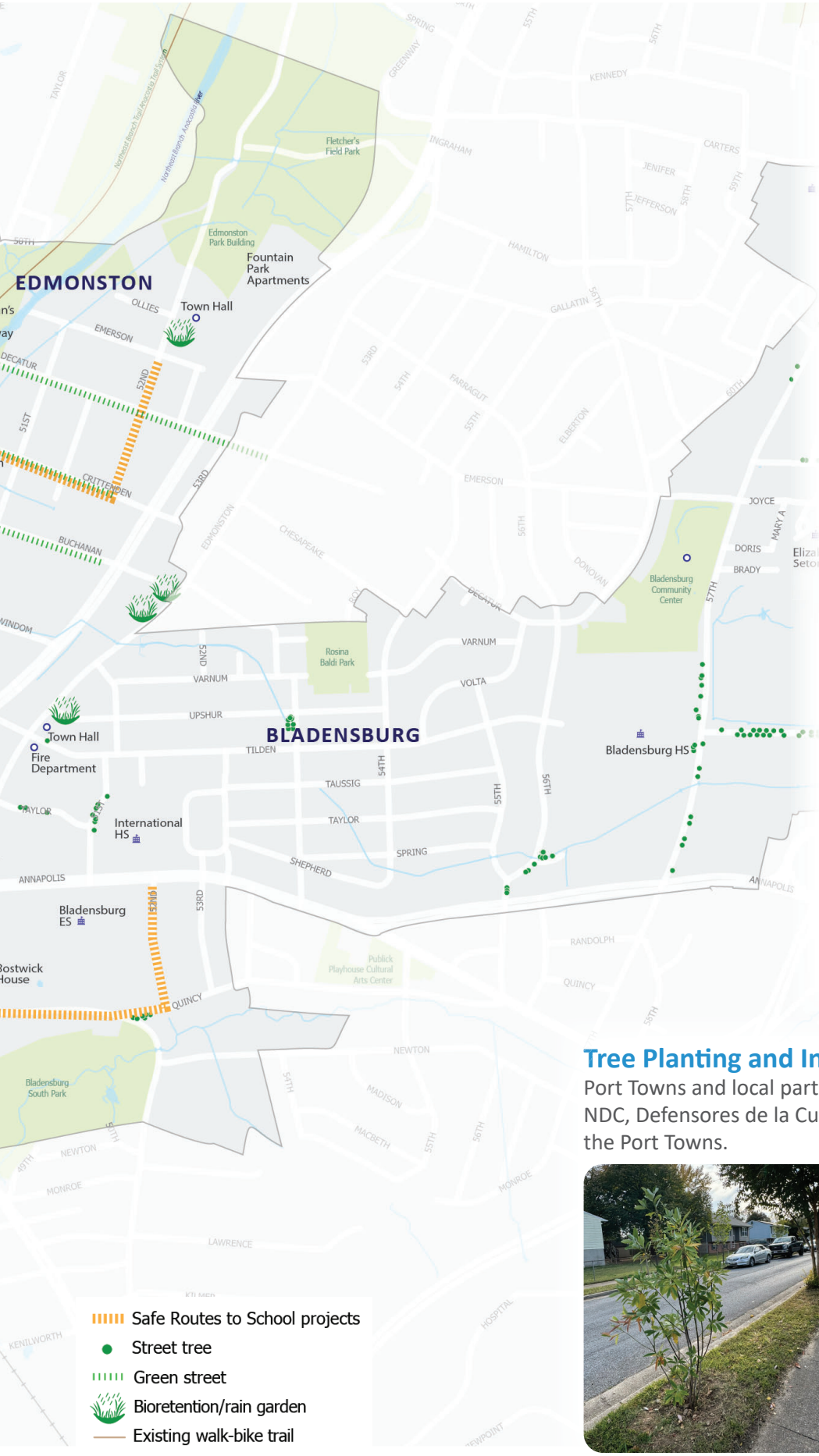
Green street rain gardens in the industrial area improve water quality and add natural beauty.

Colmar Manor Newark "Green Street"

The town has installed permeable pavers and rain gardens at each intersection along Newark Road to prevent flooding and improve the water quality of runoff entering Dueling Creek and Anacostia River.

Pervious pavers installed at the intersection of Newark Road and 40th Avenue have been monitored to document stormwater management improvements.

SUSTAINABLE PORT TOWNS EXAMPLES



Bladensburg Town Hall "Green Parking Lot"

The parking lot was replaced with permeable pavers to improve water quality entering the Anacostia River. Bladensburg is working with business owners on plans to "green" parking lots by planting trees and reducing impervious surfaces.

Permeable parking lot at Town Hall reduces runoff and pollutants flowing into the Anacostia River.

Cottage City Town Hall Rain Garden

A rain garden at Town Hall infiltrates rain water from the building and parking lot.

Rain garden at Town Hall infiltrates rain water from adjacent paved areas and the building.

Tree Planting and Invasive Removal

Port Towns and local partners including Joe's Movement Emporium, NDC, Defensores de la Cuencas, have planted over 500 trees across the Port Towns.

Volunteers have planted over 500 trees across the Port Towns in public right of way.

COMMUNITY INPUT

Open House and Questionnaire Input

A community open house was held in Colmar Manor in April 2024 to introduce the project and gather preliminary input and ideas. Shortly after, a questionnaire was distributed to gather input from community members about their experiences with walk-bike safety and flooding issues in the Port Towns. Input from over 50 respondents highlighted the following key issues, many of which mirror longstanding issues identified by the background materials.

Key Issues

- Anacostia Trail flooding
- Bladensburg industrial area flooding
- Litter and water pollution
- Lack of crosswalks, poorly-marked crosswalks
- Lack of sidewalks, narrow sidewalks, damaged sidewalks
- Undersized bike lanes
- High speed, heavy traffic
- Lack of sidewalk/trail shade, cover, seating, and safe lighting

"It is not a safe area for pedestrians. Speeding. Lack of crosswalks between bus stops in Bladensburg. People running across five lanes. We have had a fatal pedestrian accident recently... So many use this road incorrectly like using the middle turn lane as a race track to get around traffic. Better lighting is also needed. More crossing guards at schools in the area."

"Broad leaf trees [are needed] along bike trails. It will give us shade during summer and won't block sunlight during winter to give us warmth. If planted as a divider between a bike/walk trail and a street for cars, it will also protect bikers/walkers."

Excerpts from questionnaire input

Litter, widespread along corridors and storm drains, flows into the Anacostia River.

Key pedestrian corridors like Annapolis Road lack sidewalk buffers, visible crosswalks, shade and other streetscape features.

Stakeholder and Steering Committee Input

Participants from local and regional organizations and agencies and Port Towns administrators, council members and staff contributed to the Walkable Watershed Plan by:

- Sharing input about initiatives across the Port Towns that are relevant to the stormwater and connectivity goals and challenges;
- Identifying potential partners, funding sources, and technical assistance resources to advance potential projects; and
- Prioritizing potential projects to improve walk-bike safety, community quality of life, and watershed health.

Collaborative Plan Development

The project team compiled a list of potential projects and programs focused on walk-bike safety, water quality, and flooding issues to develop a preliminary Port Towns Walkable Watershed Plan. In October 2024, EFC hosted an open house at Bladensburg Library to share and discuss potential projects with Port Towns community members, and Defensores de la Cuenca hosted a Spanish language open house to present the information and gather input from Spanish speakers who live and work in the Port Towns.

Town leaders including mayors, council members, and administrators, worked with the project team to match several projects with potential funding sources and opportunities and identify next steps to advance components of the plan.

Participants and Partners

Many community leaders and organizations, including those listed below, have shared input about the community's priorities, resources, and projects. Continued support is needed to build partnerships that support project implementation.

- Anacostia Riverkeeper
- Anacostia Watershed Restoration Partnership (AWRP)
- Community Forklift
- Joe's Movement Emporium
- Anacostia Watershed Community Advisory Committee
- Anacostia Trails Heritage Association (ATHA)
- Ernest Maier
- Maryland National Capital Park and Planning Commission (M-NCPPC)
- Neighborhood Design Center (NDC)
- Port Towns Town Mayors, Administrators, and Council Members

Project team review of current bioretention facilities such as the Edmonston Town Hall rain garden.

Participants review maps during October 2024 community meeting at Bladensburg Public Library.

Participants share input at Spanish language community meeting in November 2024.

Anacostia River Floodplains

The Port Towns are located within three watersheds clustered around the head of the Anacostia River. The highly urbanized area includes low lying land and development within the floodplain.

Development of the area started in the 1740's, centered around a busy port. Bladensburg's historic development and industrial development lies largely within the flood zone, close to the historic port area and rail lines.

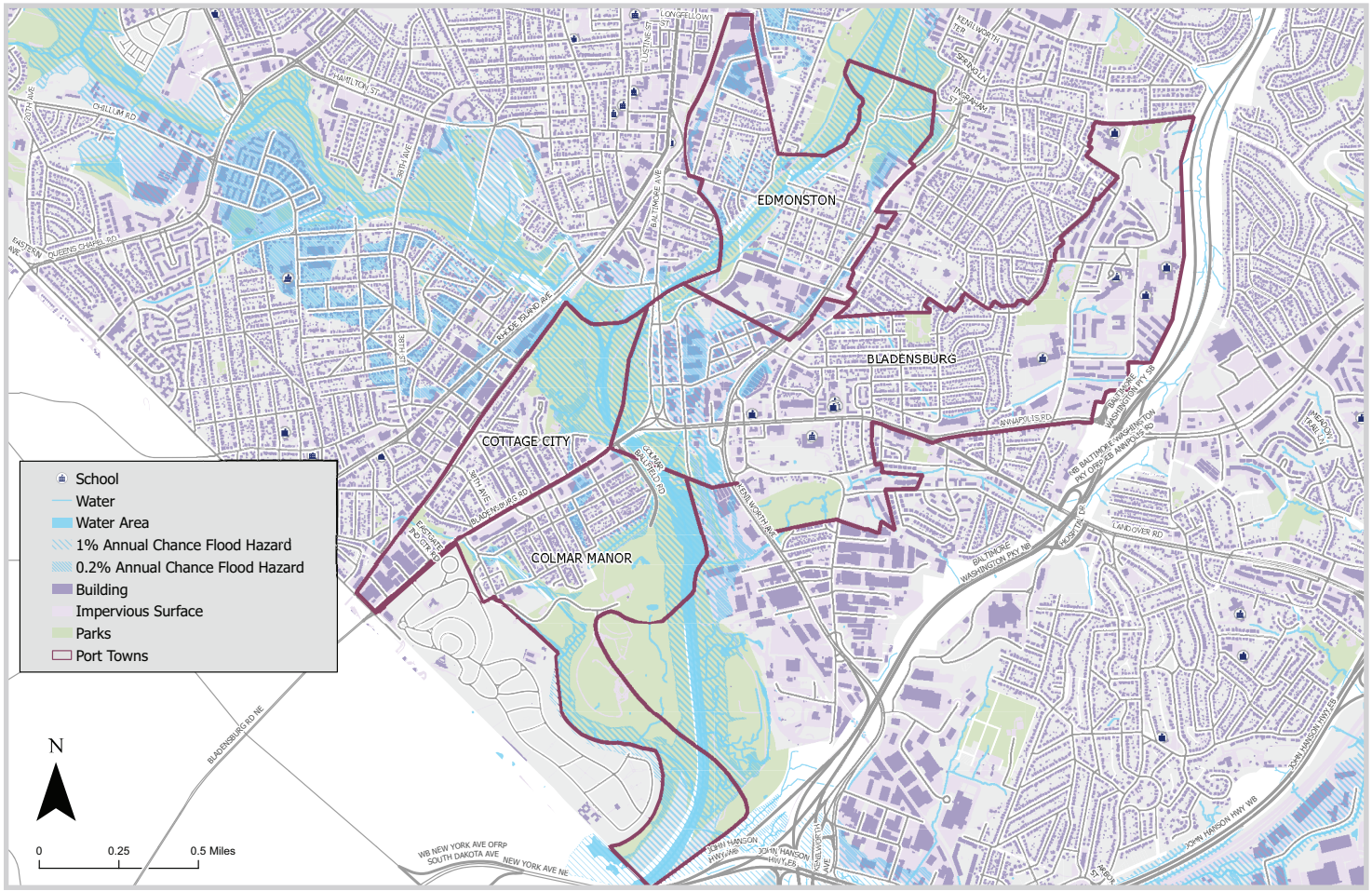
Levees and pumping stations help protect the Port Towns from Anacostia floodwaters, but the aboveground and underground tributaries and stormwater piping systems flowing toward the river contribute to frequent flooding. This is evident particularly within Bladensburg, where two channels (Quincy Run and "Moss Run") collect a significant volume of stormwater from impervious areas as they flow through residential, commercial, and industrial areas towards the river.

Impervious Surface Area

A large portion of the Port Towns development along the river includes impervious surfaces such as large buildings, parking lots, roads, and compacted soil or gravel ground cover, and very little undeveloped land upland is available to infiltrate or slow stormwater runoff flowing towards the river.

Above, note the dense development within the flood plain, and the multiple tributaries carrying water to drain into the Anacostia River.

Below, a map illustrating development within flood hazard zones and tributaries flowing through developed areas toward the river.



Regional Transportation Infrastructure

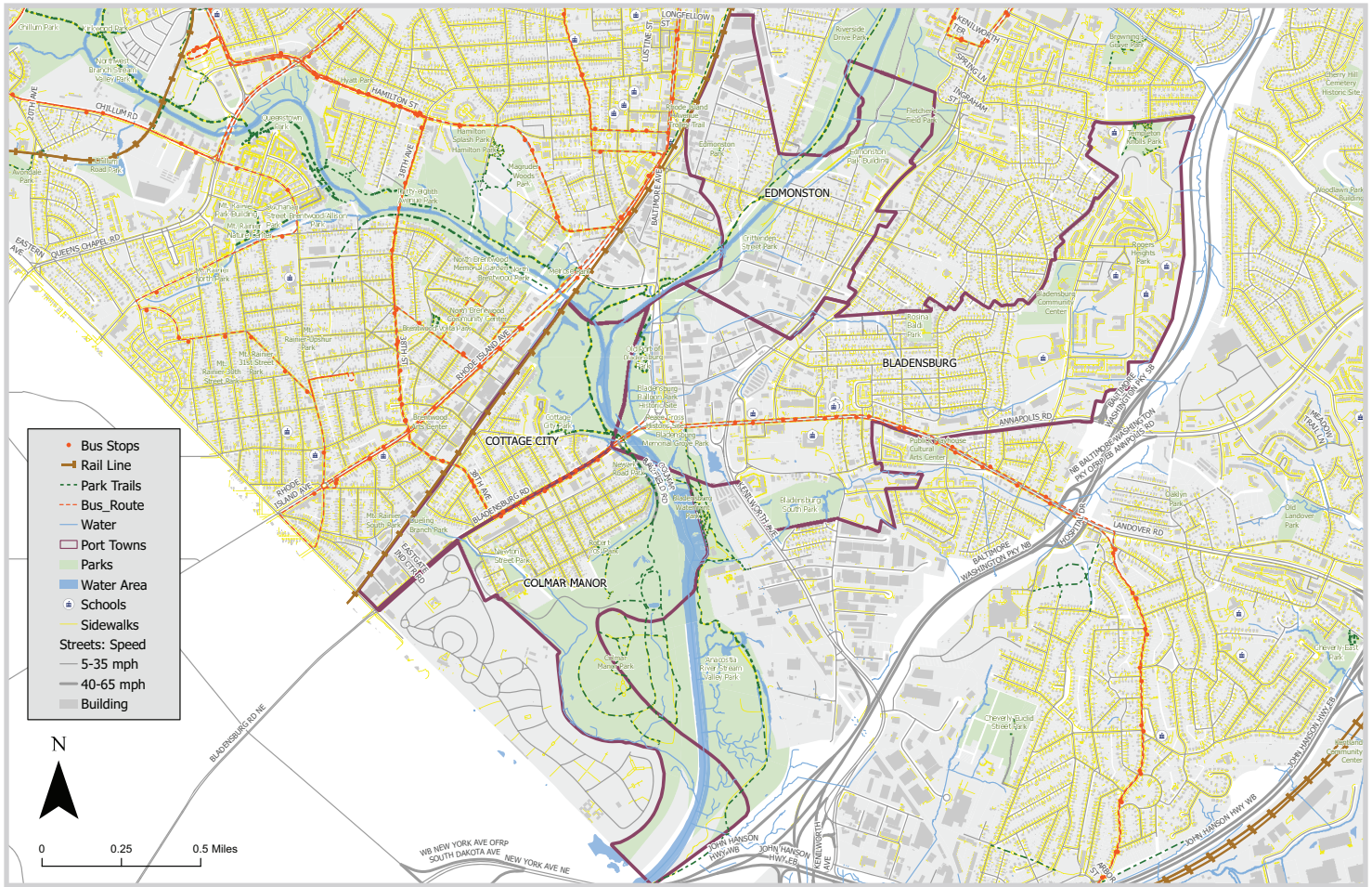
In addition to the Anacostia River, major highways, regional corridors, and railroad tracks have been constructed over time throughout the Port Towns to serve the outlying metropolitan area. Challenges presented by the transportation infrastructure include:

- Limited water and rail crossings. Vehicular, pedestrian, and bicycle movement funnels into a few major roads—Decatur Street, Bladensburg Road/Annapolis Road, Baltimore Avenue, and 38th Street (Cottage City)—creating bottlenecks and heavy traffic.
- Undersized sidewalks and roadways. Dense development edges up to narrow right of way along roads that are heavily trafficked, restricting the ability to create buffered bike lanes, sidewalk buffers, or wider sidewalks.
- Noise and air pollution.
- Residential traffic. Non-local commuter traffic cuts through residential neighborhoods to bypass regional corridors.

The Anacostia Trail is one of Port Towns' most valuable assets for recreation and alternative transportation. However, Port Towns lack safe access for pedestrians and bicyclists from nearby commuting corridors such as Charles Armentrout Drive and Baltimore Avenue, and the trails are undersized for the number of pedestrians and bicyclists using them in the Port Towns area extending from New York Avenue to Riverview Park.

Lastly, the lack of a metro stop serving Port Towns exacerbates the heavy vehicular traffic and unsafe pedestrian and bicycle conditions created by the regional transportation infrastructure that extends through the towns.

Below, a map illustrating major transportation infrastructure within and surrounding the Port Towns.



ISSUES AND CHALLENGES

This map illustrates the locations and types of issues and challenges identified by community members, stakeholders, and steering committee members.

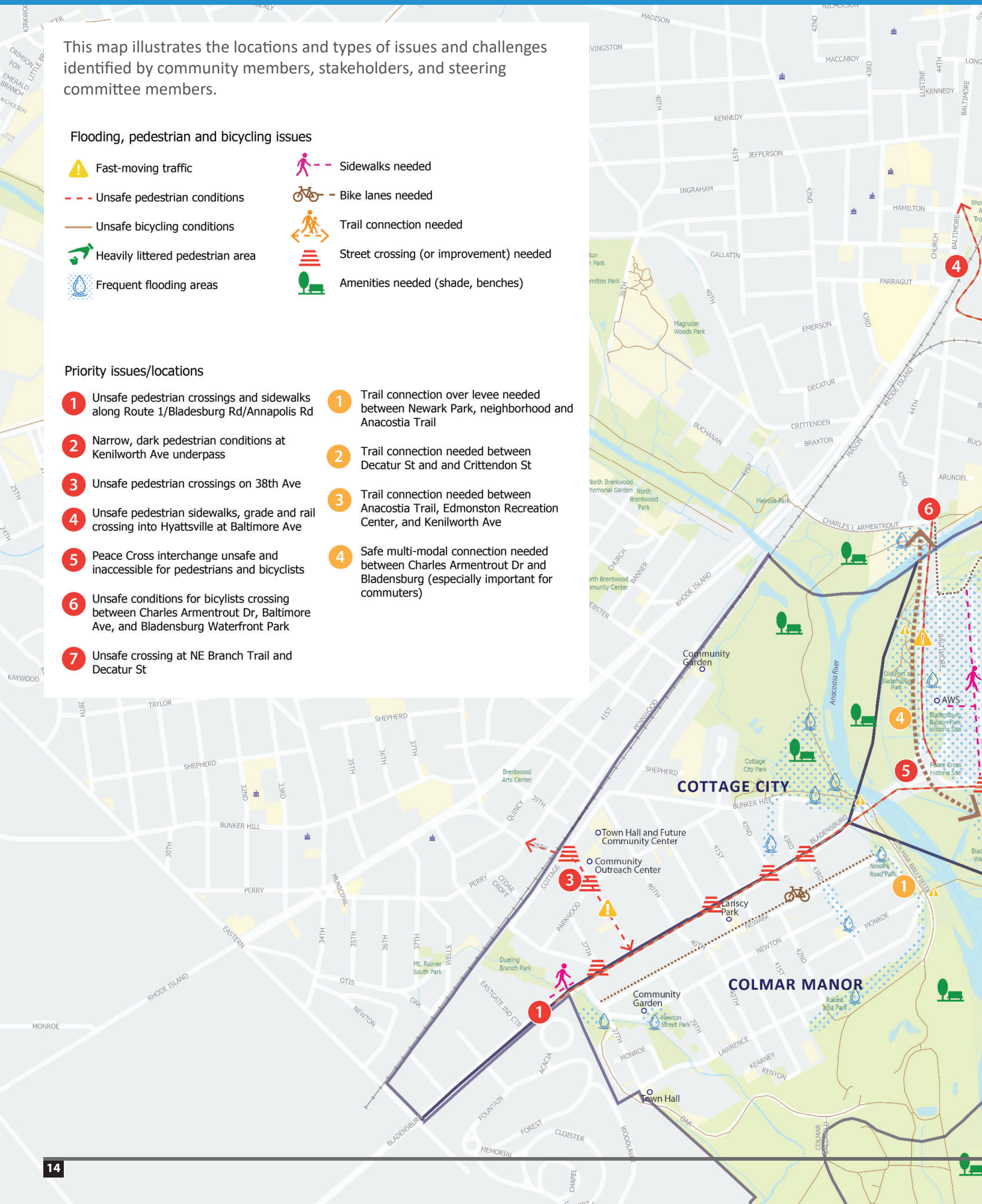
Flooding, pedestrian and bicycling issues

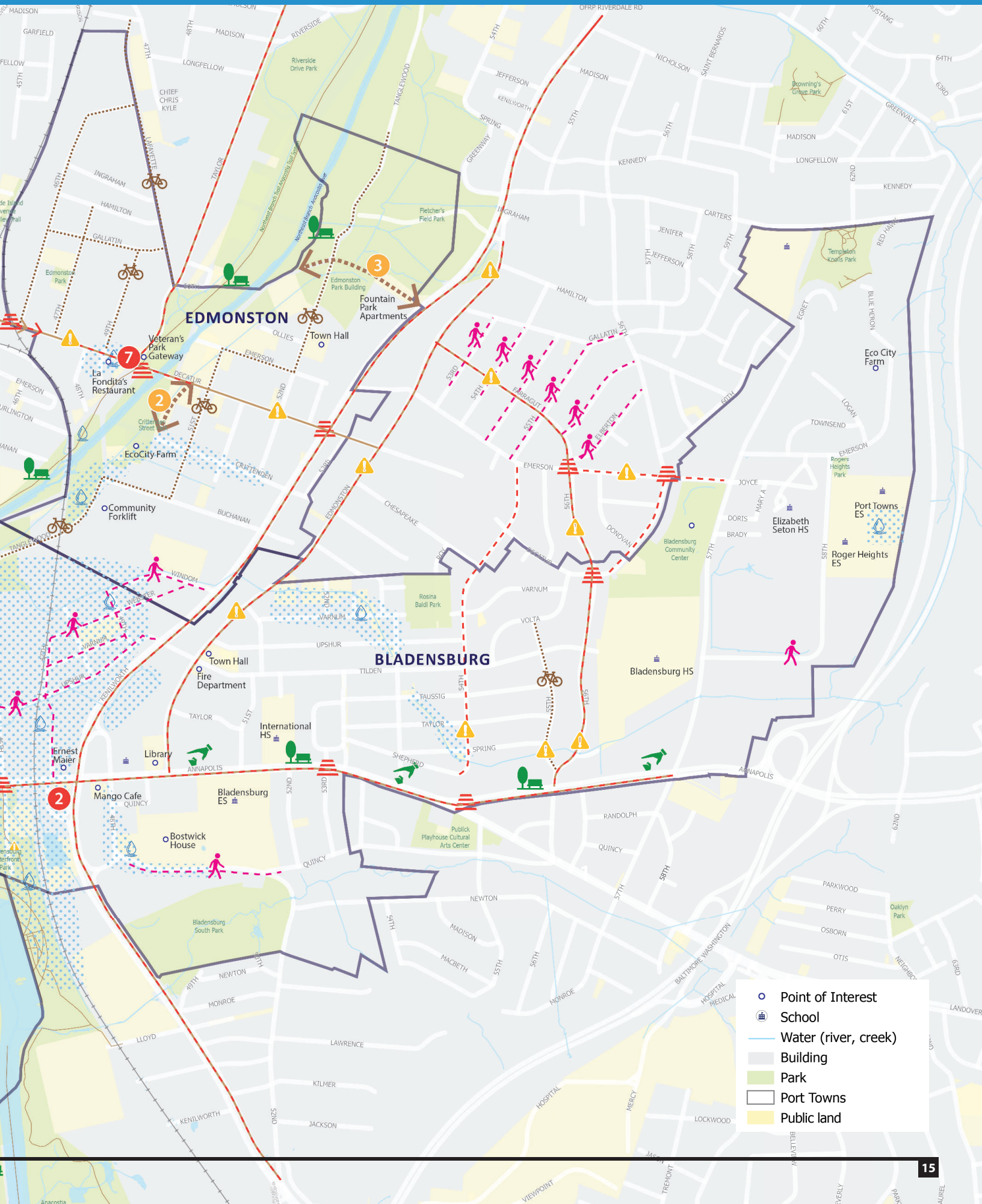
- Fast-moving traffic
- Unsafe pedestrian conditions
- Unsafe bicycling conditions
- Heavily littered pedestrian area
- Frequent flooding areas
- Sidewalks needed
- Bike lanes needed
- Trail connection needed
- Street crossing (or improvement) needed
- Amenities needed (shade, benches)

Priority issues/locations

1. Unsafe pedestrian crossings and sidewalks along Route 1/Bladesburg Rd/Annapolis Rd
2. Narrow, dark pedestrian conditions at Kenilworth Ave underpass
3. Unsafe pedestrian crossings on 38th Ave
4. Unsafe pedestrian sidewalks, grade and rail crossing into Hyattsville at Baltimore Ave
5. Peace Cross interchange unsafe and inaccessible for pedestrians and bicyclists
6. Unsafe conditions for bicylists crossing between Charles Armentrout Dr, Baltimore Ave, and Bladensburg Waterfront Park
7. Unsafe crossing at NE Branch Trail and Decatur St

1. Trail connection over levee needed between Newark Park, neighborhood and Anacostia Trail
2. Trail connection needed between Decatur St and and Crittendon St
3. Trail connection needed between Anacostia Trail, Edmonston Recreation Center, and Kenilworth Ave
4. Safe multi-modal connection needed between Charles Armentrout Dr and Bladensburg (especially important for commuters)




EDMONSTON
BLADENSBURG
Veteran's Park Gateway
La Fondita's Restaurant
Edmonston Park Building
Fountain Park Apartments
Town Hall
EcoCity Farm
Community Forklift
Fire Department
International HS
Library
Ernest Maier
Mango Cafe
Bladensburg ES
Bostwick House
Bladensburg HS
Elizabeth Seton HS
Port Towns ES
Roger Heights ES
Eco City Farm
Templeton Knolls Park
Rogers Heights Park
Bladensburg Community Center
Rosina Baldi Park
Publick Playhouse Cultural Arts Center
Bladensburg South Park
Fletcher's Field Park
Riverside Drive Park
Browning's Grove Park
Oaklyn Park
Point of Interest
School
Water (river, creek)
Building
Park
Port Towns
Public land

ISSUES AND CHALLENGES

Walk-Bike Challenges

Pedestrian safety - commercial corridors

Major state and federal highways, heavily used for daily commuting, extend through and around the Port Towns. The multi-lane roads have been expanded over time, reducing sidewalks and crosswalks to facilitate the flow of vehicular traffic. A study is underway for Routes 1 and 450/202 to guide long term improvements. Pedestrian safety issues specific to major roads such as Baltimore Avenue, Annapolis Road, and Bladensburg Road include:

- Discontinuous, narrow sidewalks. Many sidewalks are in disrepair and interrupted by wide commercial driveways.
- Lack of safe street crossings for long corridor segments lined with bus stops and institutional, commercial, and multi-family residential development. One segment of Annapolis Road extends over 1800 feet between crosswalks, prompting pedestrians to dart across five lanes of traffic.
- No buffers separate sidewalks and high speed traffic lanes. Along most corridors, sidewalks extend to the curb, and traffic reaches speeds of up to 50 mph.
- Lack of trees, shade, benches, and other street furniture to enhance pedestrian experience and improve safety.

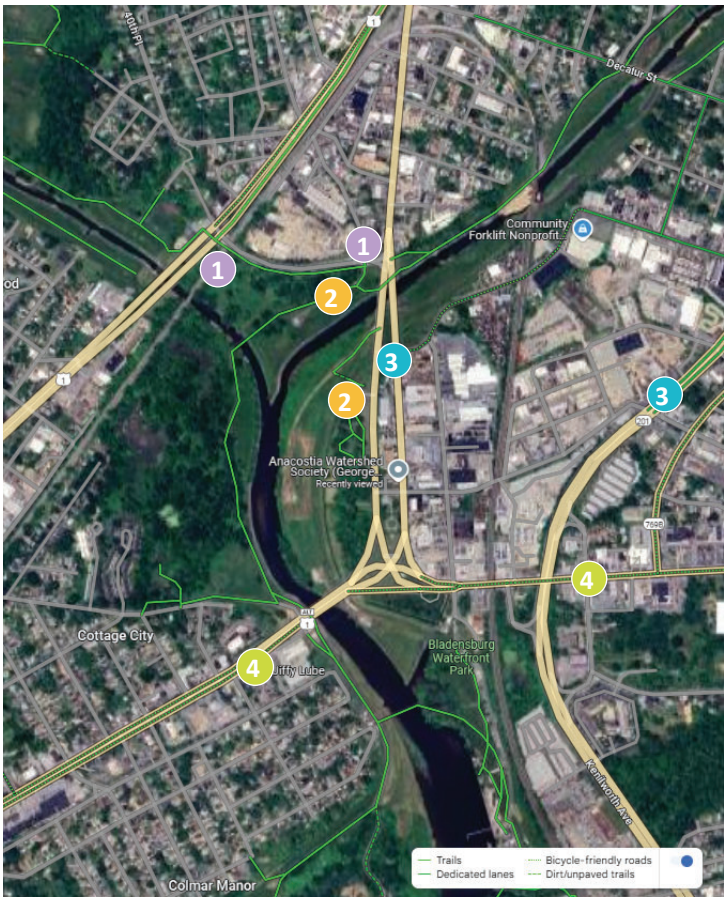
Pedestrian safety - residential and industrial areas

Traffic continues to increase in residential and industrial areas too, which typically serve as "yield" streets without sidewalks. Community members request new sidewalks, particularly in neighborhoods near schools and parks. The individual Port Towns governments can improve local streets by adding sidewalks, bike lanes, and streetside rain gardens such as those Edmonston has implemented in industrial and residential areas using grant funding over the last five years.

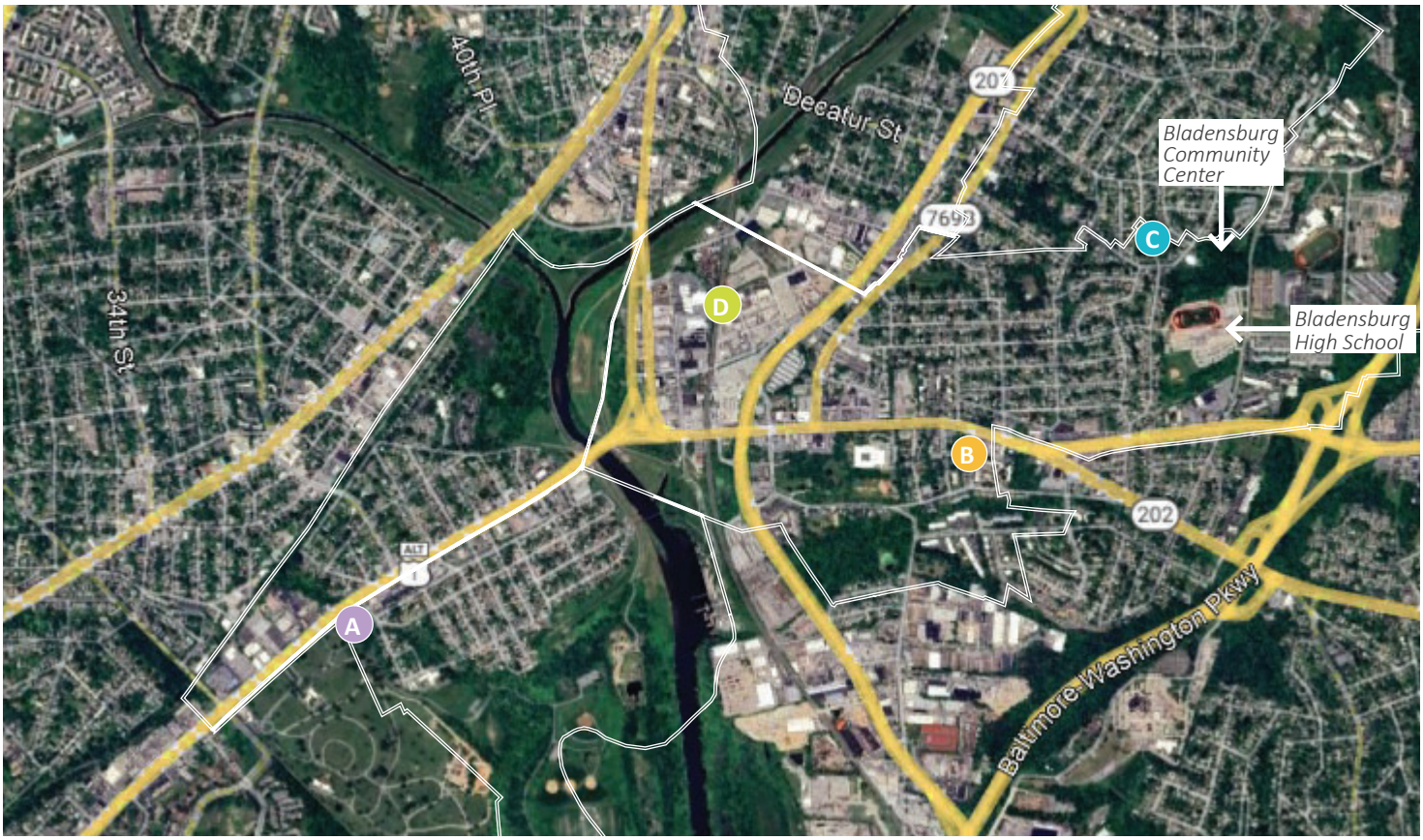
Bike safety

Despite the prevalence of marked shared bike lanes across Port Towns, community members indicate bicycling in the Port Towns on primary roads is too dangerous alongside heavy, high speed vehicles. Commuters who would prefer biking to other forms of transportation on a daily basis identified specific challenges that prevent them from biking to work:

1. Unsafe conditions to turn at Charles Armentrout and Rhode Island Avenue, and Charles Armentrout and Baltimore Avenue intersections (for commuters traveling east).
2. Frequent flooding and crowded conditions on the Anacostia Trail (the preferred/safe alternative to sharing lanes with high speed vehicles on Baltimore Avenue).
3. Lack of separated bike lanes on Baltimore Avenue and Kenilworth Avenue, where traffic moves at high speeds and safe trail alternatives are not available.
4. High speed traffic and low visibility bike infrastructure (lane markings and crosswalks) on Annapolis Road and Bladensburg Road.



Note the lack of safe bicycle infrastructure for commuters traveling to points north and west of Bladensburg.

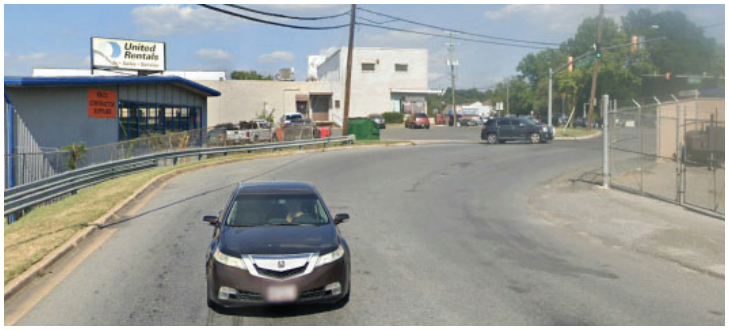


Yellow lines highlight the extensive network of federal and state highways that extend through and around the Port Towns.

A *Bladensburg Road/37th Avenue: no crosswalk to provide safe pedestrian crossing for more than 850 feet west of 38th Avenue intersection, including access roads to Colmar Manor Town Hall and Community Center, shopping center, restaurants, Dueling Creek Park, and other businesses and services.*

B *Annapolis Road/53rd Avenue: no crosswalk connecting over 1800 feet of sidewalks along both sides of the road, with direct connections to schools, parks, multi-family residential, and businesses. Note the bus stop on the right and church on the left.*

C *Emerson/56th Place: wide roadways, low-visibility yield lines with no crosswalks at intersection on route to Bladensburg Community Center and Bladensburg High School.*



D *Upshur/49th Street: lack of sidewalks along streets throughout Bladensburg industrial area.*

Water Quality and Flooding

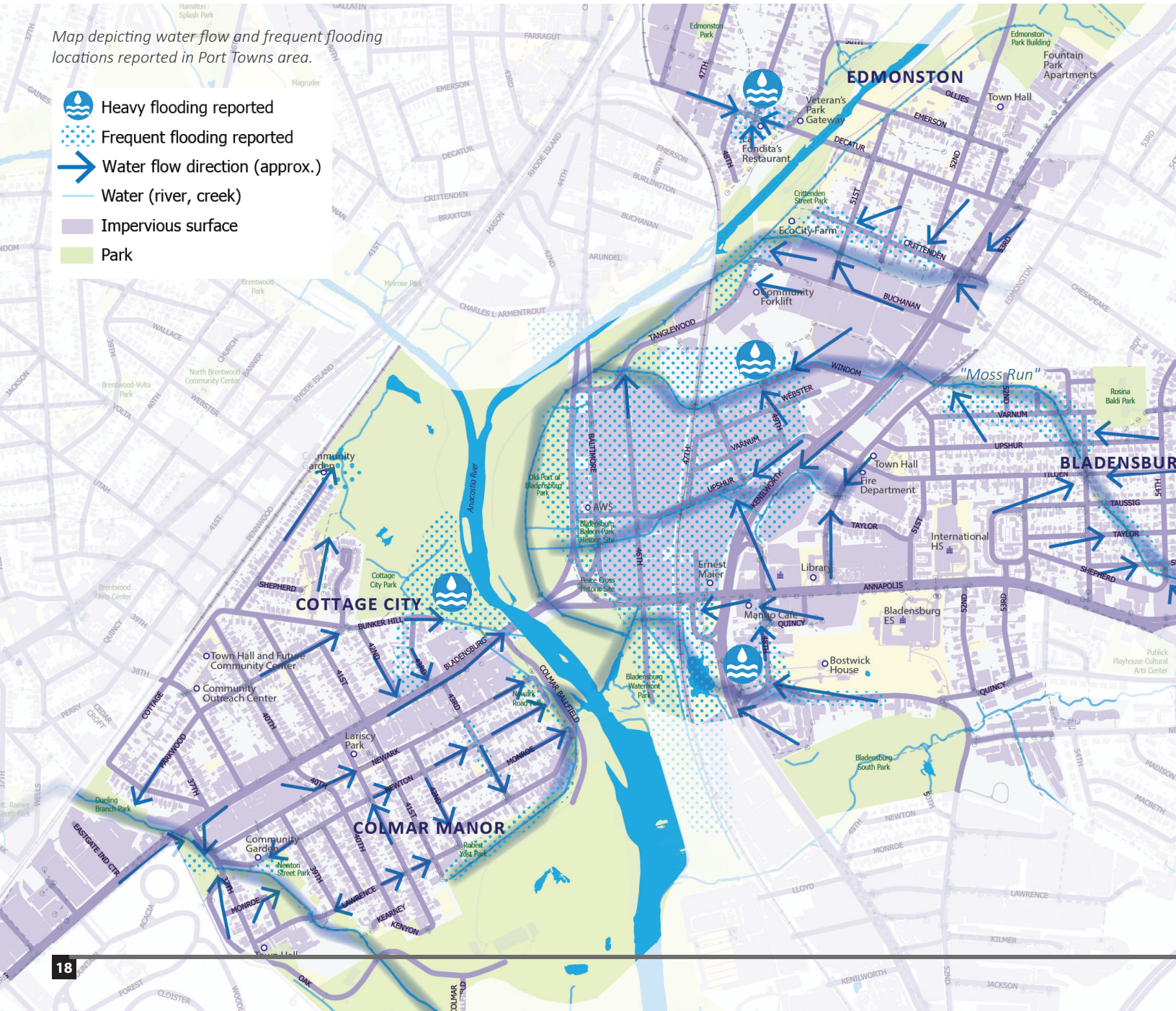
Flooding

Chronic flooding during regular rain events creates safety risks and water pollution (see map for locations identified by participants). The impacts of climate change, which include more frequent unpredictable rain events, exacerbate flooding that results from the extensive floodplain and impervious surfaces.

Areas where flooding presents the most significant issues for pedestrians, bicyclists and drivers include the Anacostia Trail, Bladensburg industrial area, sections of Quincy Street in Bladensburg, and Cottage City Park. Other areas where ponding regularly occurs include locations along "Moss Run"* in Bladensburg, where water enters or emerges from pipes, and in low lying areas across the towns. These locations are marked on the map, and the Walkable Watershed plan proposes green infrastructure features and practices to mitigate flooding in areas where planning initiatives are not underway.

*"Moss Run" is a name used by local stakeholders for the unnamed tributary that extends east to west across Bladensburg north of Annapolis Road.

Map depicting water flow and frequent flooding locations reported in Port Towns area.



Pollution

Pollution is a significant issue for communities and waterways in the Port Towns. Litter along the sidewalks and roads is particularly evident along Bladensburg Road and Annapolis Road, which serve as primary routes for pedestrians, buses and vehicles.

Litter flows into the open channels or storm drains, spilling into the Anacostia River. Issues include illegal dumping and pollution management in commercial developments where dumpsters are often left open. Stormwater runoff also deposits contaminants in tributaries flowing into the Anacostia River. The Walkable Watershed Plan and community members propose educational programs to help address the widespread pollution in the Port Towns.

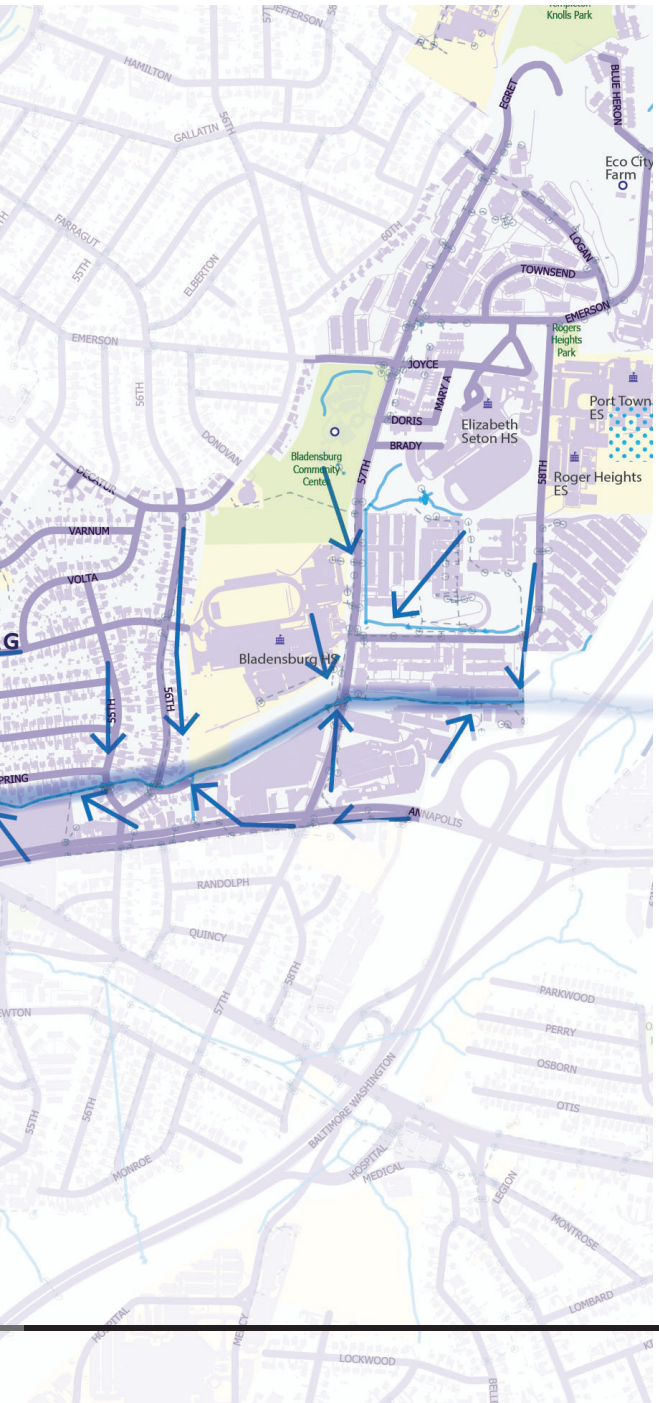


Image of flooding in Colmar Manor.

Image of debris along Anacostia following a storm. Source: https://www.wusa9.com/article/tech/science/environment/waterways-trashed-calls-for-plastic-bottle-deposit/65-a83f005a-0943-4cd4-8c44-c5cf1b8a57d6.

PROPOSED PROJECTS | OVERVIEW

The Walkable Watershed concept plan proposes projects to enhance connectivity, natural beauty, water management, and the ecological health across the Port Towns. Proposed projects include stormwater management and safety features for pedestrians and bicyclists to improve quality of life in the Port Towns.

Walk and Bike Safety

New pedestrian crossing
New crosswalks to improve pedestrian safety high traffic areas, particularly in areas close to transit stops.

Improved pedestrian crossings
Improve visibility and safety of crosswalks using paint, signs, lighting, or speed control.

Bike lanes
Separated or buffered bike lanes to replace existing lanes along major roads with fast moving traffic; additionally, painted bike lanes on lower speed streets.

Sidewalks
New sidewalks, especially in residential and industrial areas with heavy traffic.

Traffic calming
Features such as curb extensions, speed tables, and signage to slow vehicular traffic along routes to school, work, and recreation.

Trail connections
Multimodal paths connecting existing trails, bike lanes, and sidewalks to improve connectivity and safety for recreational trail users and commuters.

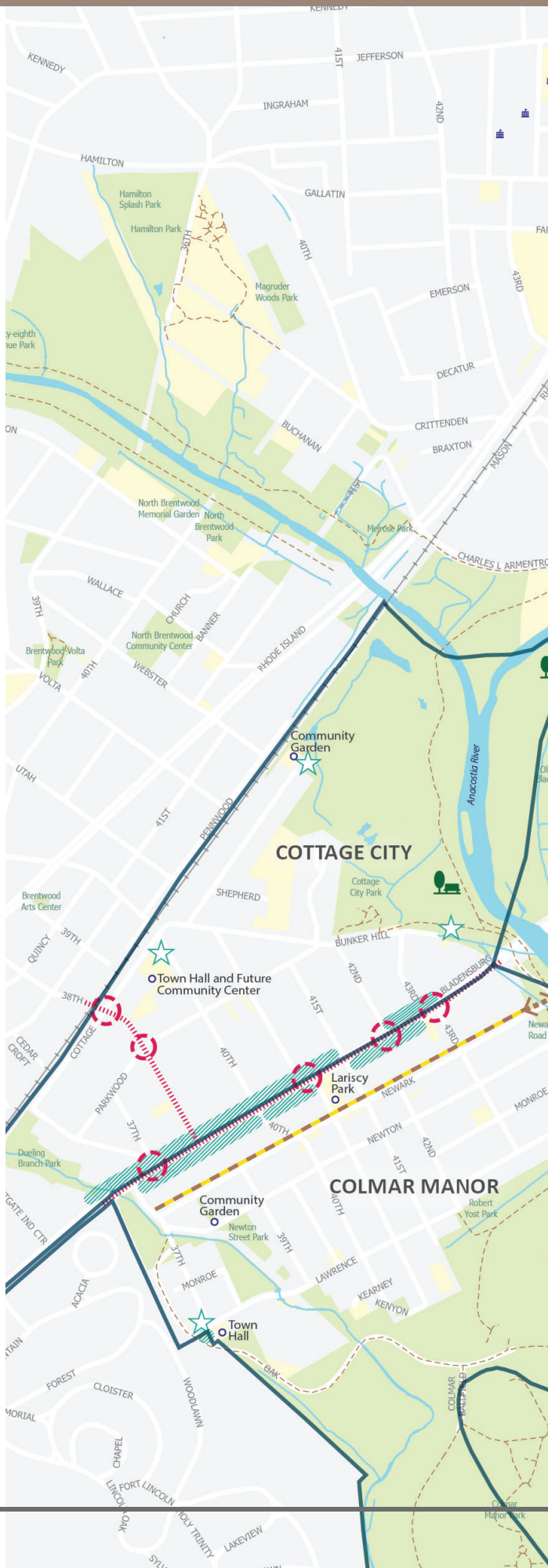
Lighting
Improved lighting at underpasses to increase visibility.

Streetscape Amenities
Shade trees and benches along heavily used trails and corridors; recycling and waste receptacles.

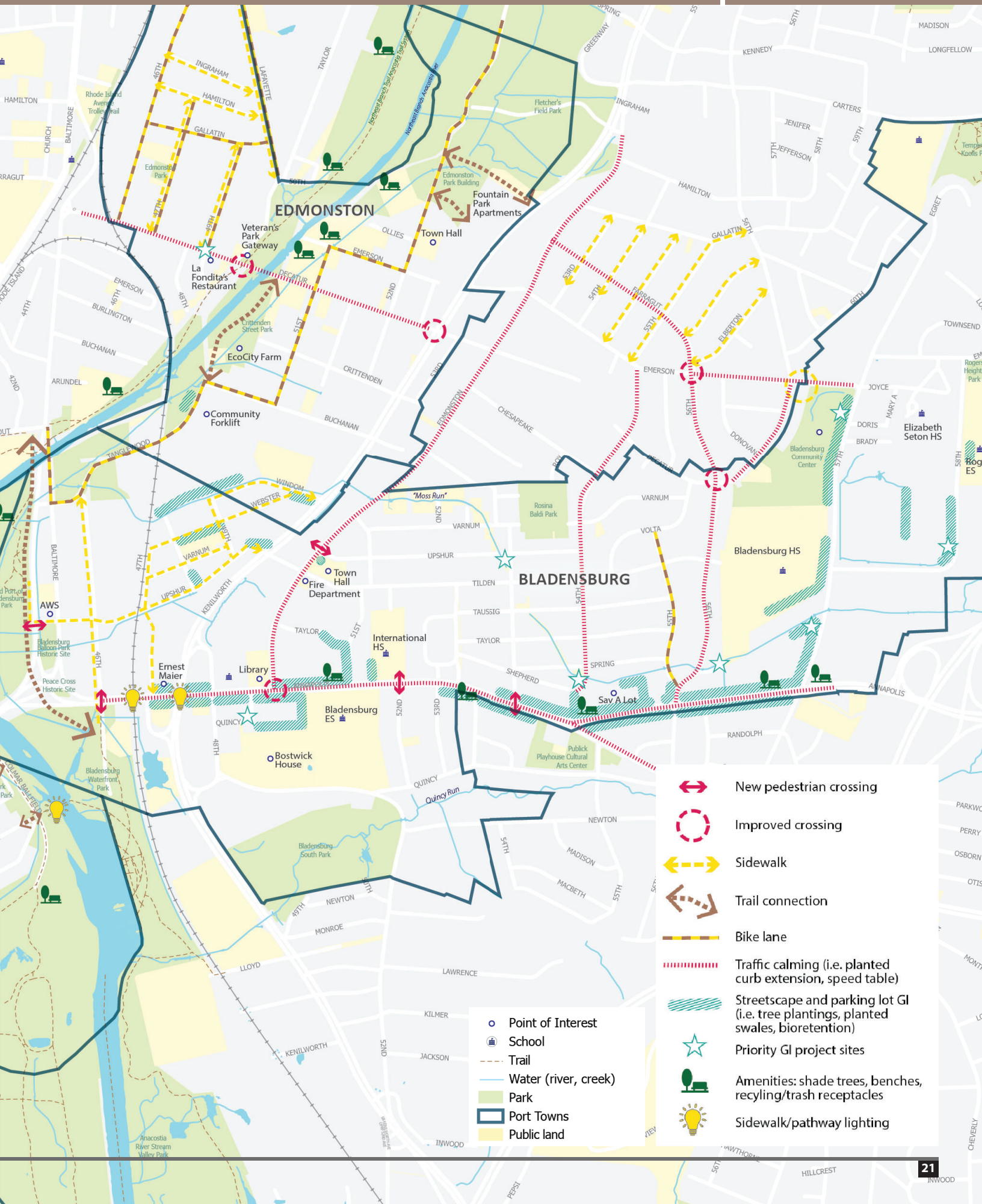
Water and Environment

Rain gardens, bioretention, GI projects
Rehabilitating existing rain gardens and installing new bioretention features can infiltrate runoff and reduce flooding in these priority locations.

Tree and streetscape plantings, GI features
Trees and native plants installed along streets, parking lots, and other areas can infiltrate stormwater, increase biodiversity, and enhance streetscapes.



PROPOSED PROJECTS | OVERVIEW



PROPOSED PROJECTS + PROGRAMS

The Walkable Watershed Plan proposes the following programs and projects to address specific issues identified by community members. Detailed information about the project and programs, potential funding sources, and next steps is provided in this report and the appendix. See pages 28 to 39 for information about the following projects.
*Indicates activity is underway for this project.

Proposed Project	Community priority	Walk-bike safety	Connectivity	Water quality	Flood reduction	Recreation
Edmonston						
1. New sidewalks*	✹	✓	✓			✓
2. New bike lanes*	✹	✓	✓			✓
3. 49th + Decatur crossing, flood reduction*	✹	✓		✓	✓	
4. Traffic calming on Decatur*	✹	✓				
5. Decatur/Kenilworth crossing safety	✹	✓				
6. Decatur to Buchanon trail connection*		✓	✓			✓
7. Fountain Park Apartments path			✓			
8. Anacostia Trail to Kenilworth connection			✓			
9. Trail to Riverdale Park	✹	✓	✓			✓
10. Shade and seating along Anacostia Trail	✹					✓
11. Tanglewood/Anacostia area flood mitigation*				✓	✓	
12. Bioretention inlets analysis/improvement*				✓	✓	
Bladensburg						
1. New sidewalks	✹	✓	✓			✓
2. New bike lanes	✹	✓	✓			✓
3. Annapolis-Edmonston crosswalk repair	✹	✓				
4. Annapolis Road new crosswalks	✹	✓	✓			
5. Old Port of Bladensburg Park connection	✹	✓	✓			✓
6. Charles Armentrout to Bladensburg connection	✹	✓	✓			
7. Overpass street lighting	✹	✓	✓			
8. Traffic calming*		✓				
9. Streetscape enhancements and amenities*		✓	✓	✓		✓
10. South Bladensburg Park improvements			✓	✓		✓
11. Tree Plantings*				✓		✓
12. Industrial Park flood mitigation*	✹			✓	✓	
13. Fire Station parking lot rain garden*				✓		
14. Green infrastructure/"greening parking lots"				✓	✓	
15. Edmonston Rd. treatment train improvements*				✓	✓	

Proposed Project	Community priority	Walk-bike safety	Connectivity	Water quality	Flood reduction	Recreation
Cottage City						
1. Route 1 pedestrian crossing improvements	✹	✓	✓			✓
2. 38th Avenue crosswalks	✹	✓				
3. 38th Avenue traffic calming	✹	✓				
4. Anacostia Trail flood mitigation	✹	✓	✓			
5. Town Hall slope stabilization				✓		
6. Town Hall stormwater management and conservation landscaping		✓	✓			✓
7. Community garden flood mitigation			✓	✓		✓
8. Green infrastructure*				✓	✓	
Colmar Manor						
1. Route 1 pedestrian crossing improvements	✹	✓	✓			
2. Newark shared bike lane		✓				
3. Neighborhood/Colmar Ball Field trail connection	✹	✓	✓			✓
4. Town Hall parking lot rain garden restoration*				✓		
5. Town Hall conservation landscaping*				✓		
6. Monroe Park intersection flood mitigation				✓	✓	
7. Green infrastructure*				✓	✓	
8. Litter control*	✹			✓		

PROPOSED PROJECTS + PROGRAMS

Port Towns-wide programs can be implemented more cohesively and efficiently across the small towns to support walk-bike safety, water quality, and community quality of life. Several proposed programs can be implemented in coordination with existing initiatives, such as Prince Georges County storm drain marking program and the "Made You Look" art initiative. The Port Towns CDC might consider partnering with actively engaged organizations to pursue grants for others programs, such as wayfinding signage.

See pages 26 and 27 for additional information about each proposed program. Suggested resources and guidelines for implementing programs are provided in the appendix.

Proposed Program	Walk-bike safety	Connectivity	Water quality	Flood reduction	Recreation
Walk and Bike Safety Education and Outreach					
• Complete Streets Policy	✓	✓	✓	✓	✓
• Streamlined, Port Towns-Branded Wayfinding Signage	✓	✓			✓
• "Made You Look" Art in the Right of Way	✓				
Water and Environment Education and Outreach					
• Residential Rain Barrel Installation			✓		
• Storm Drain Marking Program			✓	✓	
• Litter Prevention and Cleanup			✓		
• Port Towns Branded "Cues to Care" Signage		✓	✓		✓

Funded Projects

The Walkable Watershed Project included limited funding to design and/or implement specific projects that support water quality improvements.

The following projects were selected for additional funding to support next steps.

- 49th + Decatur flood reduction (Edmonston): Engineering design to address flooding and improve safety.
- Edmonston Road stormwater treatment train improvements (Bladensburg): Updated planting plan to improve functionality and appearance of existing planted bioswale.
- Fire Station parking lot rain garden (Bladensburg): Design and install rain garden to infiltrate parking lot runoff.
- Town Hall parking lot rain garden restoration (Colmar Manor): Restore existing rain garden to improve functionality and appearance.
- Parking lot green infrastructure retrofit concept (Bladensburg): Design concept to demonstrate integrating green infrastructure features in a commercial parking lot to reduce runoff, improve pedestrian safety, mitigate heat island effects, and enhance streetscape appearance.

Restored Town Hall parking lot rain garden in Colmar Manor, planted by community volunteers.

Walk and Bike Safety Education and Outreach Programs

- ### Complete Streets Policy

A municipal Complete Streets policy can guide town leaders to make decisions and prioritize actions that improve safety and sustainability. Complete Streets put safety over speed, balance the needs of different transportation modes, and support local land uses, economies, cultures, and natural environments. The adoption of Complete Streets can provide the following benefits:

- Improves municipality's streets and the mobility of residents.
- Reduces emissions of greenhouse gases and air pollution from reduced use of single occupancy vehicles.
- Encourages healthier activities and movement by increasing walking, biking, using public transportation, etc.
- Increases safety of more vulnerable transportation users.
- Strengthens the local economy by encouraging shopping at local businesses.
- Strengthens the social fabric of the community.[1]

The Town of Edmonston's Municipal Complete Streets Policy, adopted in 2020, has guided the town to securing funding to install new sidewalks, bike lanes, and over 30 rain gardens, building significantly on the Decatur Green Street implemented in 2009. The plan has helped Edmonston secure over $1 million in funding.

A Complete Streets initiative demonstrates commitment that can help towns secure funding and technical assistance resources for project design and implementation of features such as sidewalks, bike lanes, rain gardens, street lighting, and more. Sustainable Maryland provides detailed steps and guidance for establishing a community Complete Streets program, from drafting and adopting a plan to measuring program outcomes. See https://sustainablemaryland.com/certification/actions#open/action/585 for guidelines.

- ### Streamlined, Port Towns-Branded Wayfinding Signage

This Plan recommends that the new Port Towns CDC explore the implementation of a cohesive, updated signage system branded specifically for the Port Towns. This signage should help guide and inform visitors as they navigate to key community assets, including the trail system, historic sites, parks, schools, and natural areas.

The Port Towns' abundance of cultural, recreational, and institutional destinations—many of which are located along high-traffic corridors—can make wayfinding difficult, particularly for first-time visitors. A recent study by ATHA identified more than 90 existing signs in the area, varying significantly in condition, messaging, design, and ownership. This lack of consistency contributes to confusion and dilutes the visual identity of the Port Towns.

A unified Port Towns-branded signage system would enhance visibility of community assets, reinforce the identity of the Port Towns CDC, and complement other initiatives such as the recommended "Cues to Care" signage for green infrastructure features. Planning and implementation of the signage system should be coordinated with key partners, including the National Trust for Historic Preservation and M-NCPPC, to ensure alignment with existing signage programs and to support shared stewardship of local assets.

- ### "Made You Look" Art in the Right of Way

A partnership between NDC, Maryland Institute College of Art, and the Maryland Department of Transportation's Highway Safety Office, the "Made You Look" initiative uses design interventions to prevent traffic-related injuries. The artistic approach, often seen as brightly painted crosswalks or curb extensions, can effectively slow vehicular traffic and alert drivers' attention to pedestrians and bicyclists. Three murals are planned in Colmar Manor and Bladensburg. The approach offers short term safety improvements along state routes that are undergoing long term planning efforts.

"Made You Look" project to narrow crosswalk by a school. Source: Neighborhood Design Center.

1 Sustainable Maryland Complete Streets Policy and Program. https://sustainablemaryland.com/certification/actions#open/action/585

Water and Environment Education and Outreach Programs

This plan recommends implementing four programs as Port Towns-wide initiatives with a cohesive structure and branding for greater efficiency and effectiveness. Individual towns would have the flexibility to tap into the structure and materials and adapt their participation based on local needs and priorities.

A myriad of funding opportunities might be used to develop these programs. See the Appendix for detailed program information and potential funding sources.

Volunteers paint storm drains.

- ### Residential Rain Barrel Installation

  EFC has conducted several rain barrel workshops with each of the Port Towns over the last year to educate residents about water conservation and to distribute free rain barrels to local homeowners. To meet increasing interest, the Walkable Watershed plan recommends that the Port Towns structure a long term rain barrel program that includes education and distribution. By outsourcing the facilitation services (coordination, education, installation support) to a local organization such as Joe's Movement Emporium or EFC, the city can minimize capacity restraints and provide ongoing support for community members.

Storm drain medallion.

- ### Storm Drain Marking Program

  Marking storm drains with art and messages is a visible way to raise awareness about protecting water that flows into the Anacostia River and Chesapeake Bay. Projects might include stenciling drains with a message such as "Don't Dump - Chesapeake Bay Drainage," painting the drains with artwork, or gluing medallions onto the drain. Several local organizations and agencies support storm drain marking activities.

Participants learn about rain barrels in recent workshop.

- ### Litter Prevention and Cleanup

  Litter is a widespread problem along waterways and streets across the Port Towns. The Walkable Watershed plan recommends the development of broad-based and/or specialized litter education programming for Port Towns residents and business owners.

  - **Broad-based community campaign.** Specific messages to reduce littering by changing the behaviors such as tossing trash from vehicles can reduce litter that collects along the sidewalks. A community campaign such as Washington's "Simple As That" campaign communicates simple tips to avoid littering and motivates community members to talk with friends and family.
  - **Specialized campaign for property owners with dumpsters.** An education and monitoring campaign to support commercial establishments can provide guidance for securing dumpsters and prevent illegal dumping in commercial areas—a frequent site along Port Towns' commercial corridors.
  - **Volunteer litter cleanups.** The low cost and high return of volunteer cleanups, as well as the flexibility around coordinating, makes scheduled cleanups and/or volunteer-led clean ups priority programs to implement.

Simple branded signage identifies each public rain garden in NYC.

- ### Port Towns Branded "Cues to Care" Signage

  Signs that indicate conservation landscapes such as rain gardens (which might appear unkempt by typical urban landscape standards), permeable parking lots, and other features can foster interest and pride in the Port Towns' sustainability investments. Signs can inform visitors about local ecology, water quality and biodiversity. Several green infrastructure features in Port Towns, such as Edmonston rain gardens and the Bladensburg Library parking lot include informational signs. Smaller Port Towns identifiers can be installed alongside those signs to brand Port Towns-wide sustainability efforts with minimal (or no) additional information.

EDMONSTON

The town of Edmonston has actively pursued funding opportunities to improve safe connectivity and water quality. In addition to designing and constructing bioretention features along numerous residential and industrial streets, the town has constructed numerous sidewalks and bike lanes guided by a plan developed in 2016. The proposed projects can support ongoing efforts in Edmonston.

Walk and Bike Safety

1 New sidewalks
Continue town's initiative to install sidewalks to improve pedestrian safety near industrial area.*

2 New bike lanes
Designate bike lanes on residential streets using painted sharrows (shared lanes) or separated lanes.*

★ **3 49th Street + Decatur crossing, flood reduction**
Redesign the intersection to reduce flooding and improve crossing safety.*

4 Traffic calming on Decatur
Install features such as planted curb extensions or speed tables to slow vehicles.*

5 Decatur + Kenilworth crossing safety
Increase visibility for safe walk-bike crossing at busy intersection.*

6 Decatur to Buchanon trail connection
Install a path to connect to heavily used trails, sidewalks, and park.

7 NE Branch + Decatur crossing improvement
Align stop sign and crosswalk markings to address safety issues.*

8 Fountain Park Apartments park path
Install a walking path to improve resident access to park facility.

9 Anacostia Trail to Kenilworth trail connection
Extend existing trail to connect to Kenilworth Road sidewalk.*

10 Trail to Riverdale Park
Install walking trail from recreation center to Riverdale Park.

11 Shade and seating along trail
Install benches and shade trees structures for trail users in this exposed section. Requires collaboration with M-NCPPC and Army Corps of Engineers.

Water and Environment

12 Tanglewood/Anacostia area flood mitigation
Bioretention features recently extended to Tanglewood to reduce flooding in low-lying area.*

13 Bioretention inlets analysis and improvement
Inlet repairs underway, and consideration of a prototype to improve water flow into rain garden inlets at curb cuts.* *Note: not shown on map.*

Edmonston and EFC plan to fund a design concept to combine traffic calming with stormwater retrofit for the intersection at 49th Street and Decatur (project 3).

Example of a inlet design to address issues with blockages, grading, or sizing that impede the flow of stormwater into rain gardens (project 12).

**Indicates activity is underway for this project.*

★ *Indicates highest priority projects identified by community.*


EDMONSTON
INGRAHAM
HAMILTON
GALLATIN
Rhode Island Avenue Trolley Trail
Edmonston Park
Veteran's Park Gateway
La Fondita's Restaurant
Crittenden Street Park
EcoCity Farm
Community Forklift
Riverside Drive Park
Northeast Branch Trail
Anacostia Trail System
Northeast Branch Anacostia River
Fletcher's Field Park
Edmonston Park Building
Fountain Park Apartments
Town Hall
OLLIES
EMERSON
DECATUR
CRITTENDEN
BUCHANAN
TANGLEWOOD
WINDOM
WEBSTER
VARNUM
KENILWORTH
TAUSSIG
AWS
1
2
3
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6
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10
11
12
New pedestrian crossing
Improved crossing
Sidewalk
Trail connection
Bike lane
Traffic calming (i.e. planted curb extension, speed table)
Streetscape and parking lot GI (i.e. tree plantings, planted swales, bioretention)
Priority GI project sites
Amenities: shade trees, benches, recyling/trash receptacles
Sidewalk/pathway lighting
Point of Interest
School
Trail
Water (river, creek)
Park
Port Towns
Public land

BLADENSBURG

Because state and federal agencies oversee key pedestrian, bicycle, and vehicular routes extending through Bladensburg (US Route 1-Baltimore Avenue and MD State Highway 450-Annapolis Road), the town must coordinate with the agencies to address pedestrian and bike safety issues raised by the community. However, the town can pursue several projects identified that enhance local street conditions, improve water quality, and reduce flooding through coordination with regional planning groups, local organizations and business owners, and coalitions such as Route 1 Corridor communities.

Walk and Bike Safety

1 New sidewalks
Install sidewalks in heavily trafficked industrial and residential areas.

2 New bike lanes
Designate bike lanes on residential streets using painted sharrows or separated lanes.

★ **3 Annapolis + Edmonston crosswalk repair (SHA)**
Repair uneven, low visibility brick cross walks to address safety concerns at heavily used crosswalk.

4 Annapolis Road new crosswalks
Install new crosswalks at specific locations as interim safety measure during Route 1 planning project.

★ **5 Old Port of Bladensburg Park connection**
Install pedestrian and bike crossing at Baltimore Ave and park entrance.

★ **6 Charles Armentrout to Bladensburg connection**
Safe multimodal path needed to make this important commuter connection safe.

7 Overpass street lighting
Add lighting to sidewalks under Kenilworth Road and rail overpasses on Anacostia Road.

8 Traffic calming
Install features such as planted curb extensions or speed tables to slow vehicles.* *Made You Look murals planned for two locations.*

Bladensburg and EFC designed updated planting plans to improve the stormwater treatment train that infiltrates runoff along Edmonston Road.

9 Streetscape enhancements and amenities
Install benches, garbage/recycling containers, plantings along Annapolis Road as interim measures to improve streetscape while 450/202 planning is underway.*

10 South Bladensburg Park improvements
Engage stakeholders in discussions about park improvements to meet community needs and improve water quality.

Water and Environment

11 Tree plantings
Install trees in public right of way and on public property (reference NDC Tree Inventory for locations).*

★ **12 Industrial Park flood mitigation**
Design and install bioretention features in industrial area.* *Funding request for study recently submitted.*

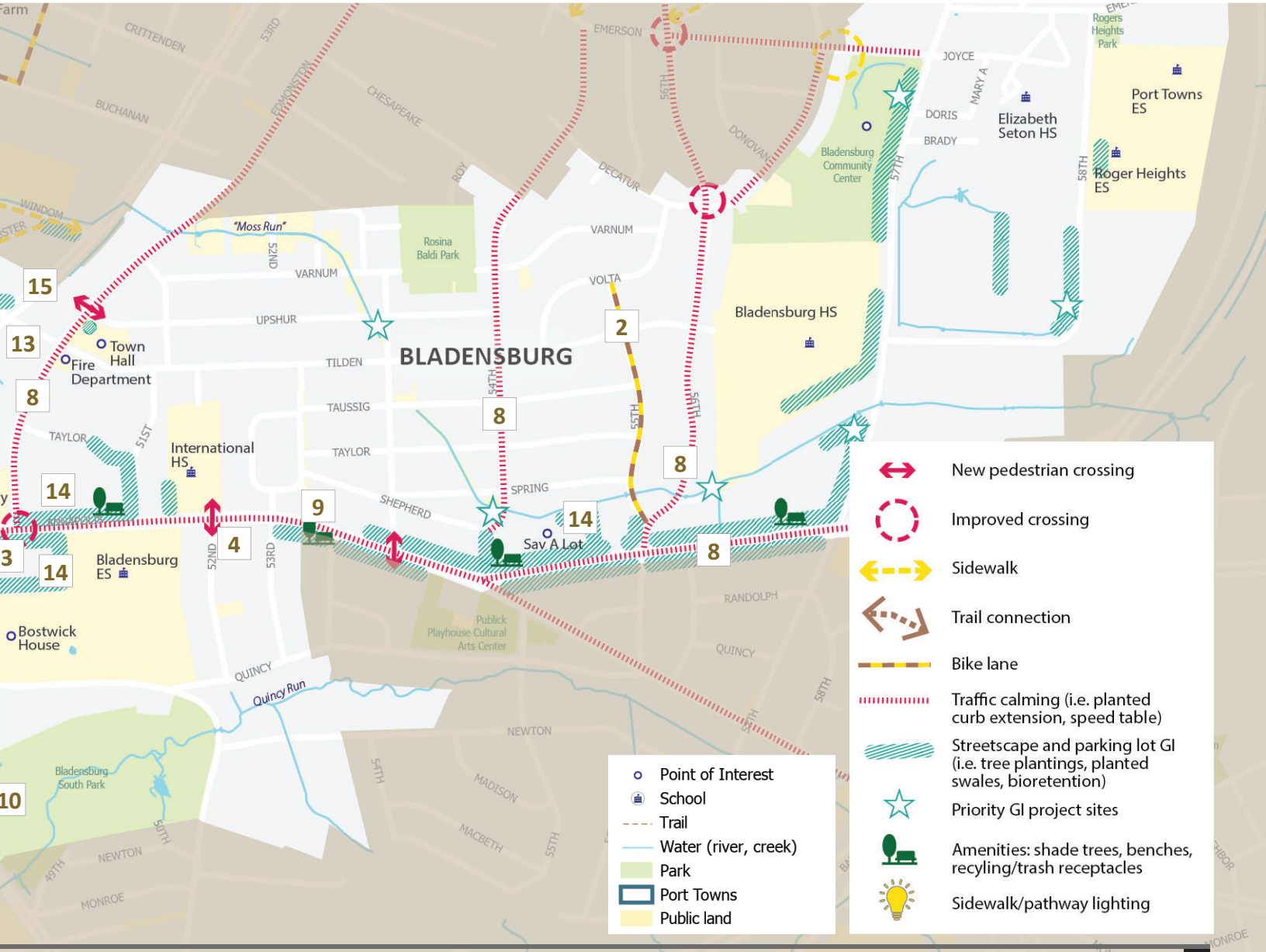
13 Fire Station parking lot rain garden
Install rain garden on northwest side of parking lot adjacent to Edmonston to infiltrate runoff.*

14 Green infrastructure/"greening" parking lots
Design and install green infrastructure (tree plantings and bioretention) in priority areas with impervious or compacted surfaces and those where inlets direct stormwater into concrete channel.

15 Edmonston Road treatment train improvements
Complete study and propose improvements to improve retention, infiltration, and aesthetic function.*

**Indicates activity is underway for this project.*

★ *Indicates highest priority projects identified by community.*



COTTAGE CITY

The town of Cottage City is advancing several projects to improve community quality of life, including building a community center, working with NDC and M-NCPPC to improve Cottage City Park, and securing funding to address chronic flooding issues. The town's leaders and residents prioritize pedestrian safety improvements along 38th Avenue and Bladensburg Road as well as green infrastructure stormwater features for near term projects.

Walk and Bike Safety

1 Route 1 pedestrian crossing improvements
Install crosswalks at specific locations as interim safety measure while corridor study is underway.

2 38th Avenue crosswalks
Install four-way crosswalks and crosswalk lighting at Parkwood and Cottage Terrace intersections.

3 38th Avenue traffic calming
Install planted curb extensions or speed tables to slow vehicles.

4 Anacostia Trail flood mitigation
Coordinate with M-NCPPC to address chronic flooding on the Anacostia Trail.

Water and Environment

5 Town Hall slope stabilization
Install plantings on slope at Town Hall along Cottage Terrace.

6 Town Hall stormwater management and conservation landscaping
Improve and expand existing rain garden, construct stormwater planters, and develop conservation landscape plan.

7 Community garden flood mitigation
Install streetside rain garden and/or step pool system to reduce flooding.

8 Green infrastructure
Install green infrastructure (tree plantings and bioretention) in compacted or impervious areas across Cottage City.

The project team created concepts for two proposed projects:

- Restoration and expansion of a nature-based stormwater features at Town Hall and a conservation landscape on the property to improve water quality, biodiversity, and local ecology (top and left images).
- Installation of a new planted stormwater planter in front of Town Hall to capture runoff from the roof. Bottom far left photo indicates proposed location. Near left shows an example of a stormwater planter capturing stormwater in wet conditions.

COTTAGE CITY

COLMAR MANOR

A large portion of Colmar Manor is designated park land managed by the M-NCPPC, and the town includes a largely single-family neighborhood bordered on the north by commercial development along Bladensburg Road. Colmar Manor's Newark "green street" demonstrates the town's commitment to sustainable stormwater management and community connectivity. As the last features of the green street construction near completion, the town and residents prioritize longstanding pedestrian safety issues along Route 1, neighborhood connections to the Anacostia Trail, and sustainable stormwater and landscape enhancements on town-owned properties.

Walk and Bike Safety

1 Route 1 pedestrian crossing improvements
Install crosswalks at specific locations as interim safety measure while corridor study is underway.

2 Newark bike lane
Designate shared bike lane using painted sharrows or separated lanes.

★ **3 Neighborhood/Colmar Ball Field trail connection**
Design and construct LID switchback(s) over levee connecting residential neighborhood to Anacostia Trail. Requires collaboration with M-NCPPC and Army Corps of Engineers.

Water and Environment

4 Town Hall parking lot rain garden restoration
Rehab existing footprint to improve stormwater management function.*

5 Town Hall conservation landscaping
Design conservation landscape plan using native plants for area surrounding parking lot.*

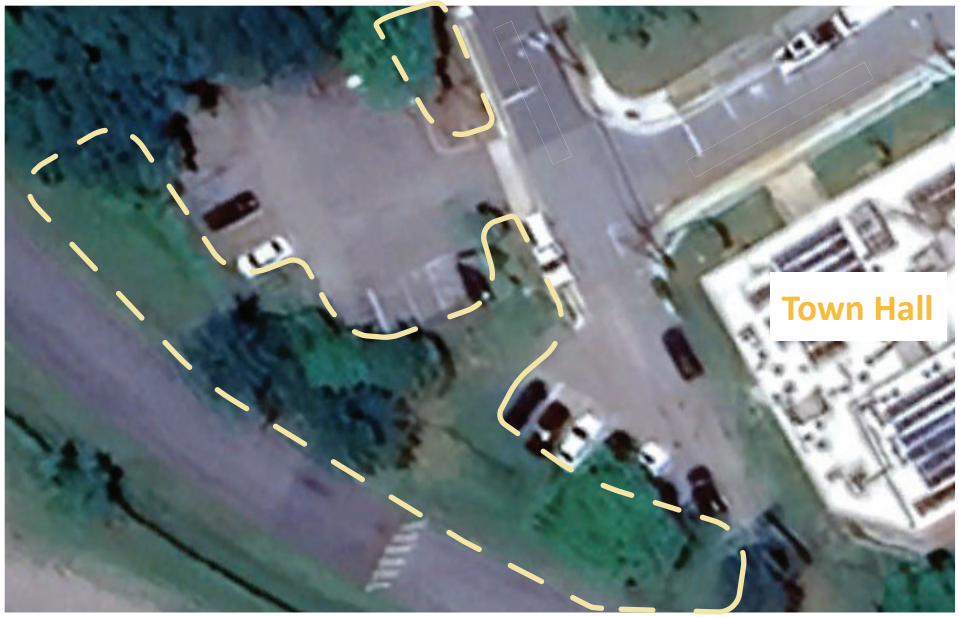
6 Monroe Park flood mitigation
Regrade roadway in future street improvements to prevent ponding at 43rd and Monroe intersection.

7 Green infrastructure
Install green infrastructure (tree plantings and bioretention) in compacted or impervious areas in commercial area, especially parking lots.

8 Litter issues
Address litter issues, particularly frequent dumping around commercial areas between Bladensburg Road and Newark Road.*

**Indicates activity is underway for this project.*

★ *Indicates highest priority projects identified by community.*



Above, Colmar Manor and EFC plan to restore a rain garden (4) and implement a conservation landscape (5) adjacent to the parking lot to improve stormwater runoff infiltration and enhance habitat biodiversity in this underutilized green space along Dueling Creek and the Anacostia River.

Above, this example shows a low impact crossing structure that provides access to the top of a levee. The Town of Colmar Manor prioritizes the need for access to the trail system atop the levee from the residential neighborhood, using a similar type of step structure or low impact inclined switchback to accommodate bicycles and mobility aids (3).

COLMAR MANOR

Safe Street Crossings

Crosswalks indicate to pedestrians where to cross and to indicate to drivers where to expect pedestrians. Crosswalks can be enhanced by features such as high visibility markings, signs, and crossing signals to increase effectiveness.

Crosswalk features | multi-lane roadways

The lack of crosswalks on Route 1 and Route 450/202, which serve bus stops, housing, businesses, and schools, endanger pedestrians and drivers. Community members prioritize the need for safer crosswalks on these corridors, citing several pedestrian fatalities. These roadways, which typically have five lanes, including a turning lane, require high visibility crosswalks with raised medians, lighting, and advance stop lines to increase pedestrian safety.

Crosswalk features | two lane roadways

Community members report increased vehicle traffic on residential streets, particularly during commuting hours. The residential streets in Bladensburg used by drivers as alternative routes to East West Highway and other fast moving roads are also used by students and families going to one of the four schools in the town, the library, and the Bladensburg Community Center. Poorly marked crosswalks and wide intersections can be improved to increase safe passage for community members walking and biking to school.

Speed tables

Community members suggest considering speed tables on segments of residential streets with pedestrian crossings where vehicles can increase speed rapidly between stops, such as Decatur Avenue or 38th Street.

Curb extensions ("bump-outs")

Curb extensions (or "bump-outs") narrow the roadway for a short segment to slow traffic, increase pedestrian visibility, and reduce street crossing distance. Curb extensions can be enhanced with plantings, ADA ramps, and high visibility markings to increase effectiveness.

Example of high visibility crosswalk using lights, medians, variable paving materials, and lights on roads with four to five lanes.

Example of intersection painted with high visibility crosswalks and bike lanes, including a stop bar for vehicles and bicyclists.

Planted structural curb extensions enhance streetscape, capture run off and slow traffic.

Source: Seattle Department of Transportation

Painted curb extensions/bump outs slow traffic and narrow pedestrian crossings.

Speed table with alternative material to slow vehicles.

Source: Adobe Stock

Safe Walk-Bike Connections

The plan proposes new and improved sidewalks and bike lanes to improve access to the popular destinations and improve multimodal connectivity within the Port Towns.

New sidewalks and shared bike lanes

Community members request sidewalks and bike lanes where yield streets have typically sufficed in residential and industrial areas of Bladensburg and Edmonston due to increasing vehicular traffic. Edmonston has implemented sidewalk and bike lane parking in these areas, and has aligned sidewalk construction with green street features such as curb cuts and bioretention (rain gardens) to reduce stormwater runoff, improve streetscapes, and support biodiversity. Bladensburg can leverage the approach Edmonston used to construct buffered sidewalks with stormwater features.

This Edmonston residential "green street" includes sidewalk, bike lane, and bioretention (rain garden).

Streetscape improvements

Sidewalks along key corridors extending through the Port Towns are in need of repair and improvements. Most of the corridor sidewalks, which are maintained by the State Highway Administration, are too narrow, lack a safety buffer between pedestrians and fast-moving traffic, and lack amenities for users, such as benches or shelter. Planning efforts to improve Route 1 and Route 450/202 corridors are underway. Integrating road and sidewalk improvements with green street features such as trees, stormwater management, and separated bike lanes can transform Port Towns streetscapes.

Extending bicycle infrastructure similar to that of the nearby Rhode Island Trolley Trail east toward Bladensburg can make a critical connection for commuters who need to travel east of Rhode Island Avenue.

Separated bike lanes

Despite the prevalence of marked bike lanes, community members indicate bicycling across the Port Towns is too dangerous given the heavy, high speed vehicular traffic sharing the roads. Bicycle commuters request:

- **Separated bike lanes** on heavily trafficked, high speed corridors (**Baltimore, Kenilworth, Bladensburg,** and **Annapolis)**.
- **Safer traffic patterns** at key intersections connecting existing bike lanes (**Charles Armentrout and Rhode Island,** and **Charles Armentrout and Baltimore)**.
- **Alternative bike route to Bladensburg Waterfront Park** from Cheverly, perhaps consisting of on-road and off-road bike paths.

Separated bike paths or multimodal paths can increase safety for heavy commuting segments of the Anacostia Trail.

Trails and multi-modal paths

The Anacostia Trail is heavily used by residents of Port Towns for recreation and commuting to work. Community members propose several trail connections to improve access and safety for walking and biking in the busy area.

- Community members propose **alternative bike route along Baltimore** (or off-road multimodal path) from Charles Armentrout to Bladensburg/ Annapolis, including connection to Bladensburg Waterfront Park.
- Anacostia Trail users request **wider trails** from Riverdale Park to New York Avenue to address safety concerns around over-crowded trails and varying speeds and modes of users.
- New multimodal paths are proposed to connect existing trails to neighborhood sidewalks and streets (see locations on the map).

Well marked, spacious on-street or on-shoulder separated bike lanes (5 to 6 feet wide) can increase safety for bicyclists.

Water Quality and Flood Reduction Projects

The plan proposes nature-based best management practices ("green infrastructure") to improve the water quality of runoff entering the Anacostia River, which eventually flows to the Chesapeake Bay.

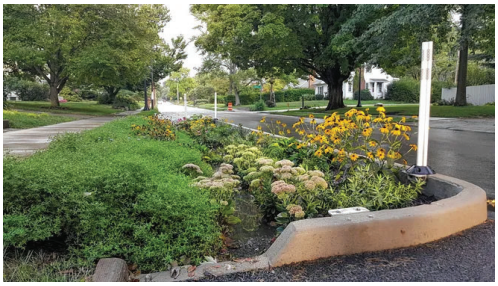
Bioretention (includes rain gardens)

Incorporate bioretention, such as rain gardens and planted swales, as a form of green infrastructure to supplement traditional pipes and drains to collect, redirect, and slow water flow during rain events. Key locations to consider include:

- Street side rain gardens (similar to those installed in Edmonston's industrial and residential areas) to capture runoff and provide a planted buffer between roadways and sidewalks.
- Bioretention swales adjacent to parking lots to capture and retain stormwater runoff during frequent flood events.
- Rain gardens on public or private property to replace mowed areas such as grassy medians, especially in commercial and industrial areas.

Tree Planting

Continue efforts across Port Towns to plant trees in rights of way and on public and private property to support biodiversity, provide shade, infiltrate stormwater, and improve streetscapes. NDC's recent tree inventory provides information about existing trees and locations to prioritize new tree plantings on public property in the Port Towns. Towns are working with community organizations such as Joe's Movement Emporium and Defensores de la Cuenca to install and maintain trees.



A street side bioswale (top) and curb extension with bioretention (bottom) infiltrate runoff to reduce flooding and improve water quality.

Water Quality and Flood Reduction Projects

The plan proposes nature-based best management practices ("green infrastructure") to improve the water quality of runoff entering the Anacostia River, which eventually flows to the Chesapeake Bay.

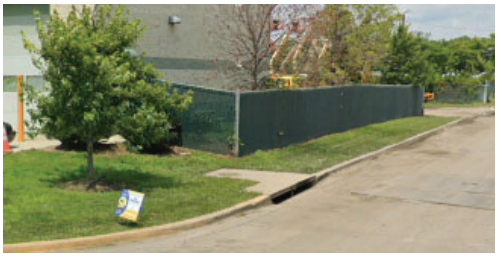
Conservation Landscaping

Design and install landscapes utilizing native plants and trees on public and private property to support biodiversity and water quality. Several towns are working with partners such as Nature Forward to install native plantings on public properties. These sustainable landscapes, which require less maintenance and water, can play an important role in educating the public while supporting local ecosystems.

Increasing Pervious Land Cover

Replace underutilized paved areas with trees and native plants or permeable paving to reduce rapid stormwater runoff into the Anacostia River tributaries and reduce frequent flooding in low areas.

Asphalt replacement with permeable pavers on public property such as Bladensburg Town Hall and Newark Road in Colmar Manor provide good examples for commercial and industrial property owners seeking more sustainable development. Partnerships between private property owners and local organizations are catalyzing the movement toward pervious surface reduction. Joe's Movement Emporium has coordinated with business owners and town administrators along Annapolis Road to plant trees in parking lots as a first step towards "greening" the densely developed commercial corridor.



Above, examples of public and private mowed areas in Bladensburg where bioretention/rain gardens might be considered to reduce flooding.

Green Infrastructure Parking Lot Retrofit example.

This concept plan shows how tree plantings and bioswales (that function as rain gardens) can be installed in large paved areas to capture and infiltrate stormwater, reducing the water and pollutants entering storm drains and streams that flow into the Anacostia River during heavy rain events.

NEXT STEPS

The Port Towns Walkable Watershed Plan and supporting materials are available to county and town administrators, agencies and organizations to use as they pursue partnerships, funding, and technical assistance for the proposed projects or relevant initiatives. The Appendix includes additional tools to inform project planning:

- **Program descriptions.** The descriptions include program resources, considerations, and potential financial and technical assistance for the recommended programs: Residential Rain Barrel Installation, Storm Drain Marking Program, Litter Prevention and Cleanup Programs.
- **Potential funding sources.** This spreadsheet details potential funding partners, programs, and grants that align with the projects and programs recommended by the plan.
- **Concept designs.** The plan includes concept designs for two specific projects: 1) restoration designs to improve functionality of the bioretention swales along Edmonston Road in Bladensburg, and 2) "green" parking lot design concept to illustrate how sustainable stormwater management features such as trees, planted swales, and permeable materials can be integrated in a traditional parking structure to improve water quality.
- **Action plan.** This table provides information about potential partners, resources and next steps to move proposed projects forward. The table will also provide information about projects underway to support ongoing tracking.

EFC will continue to support the completion of local projects funded by the Port Towns Walkable Watershed Project, and work with stakeholders to identify and support potential grants and partnerships to advance projects and program development. For more information about the Port Towns Walkable Watershed Project, contact:

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- Cottage City Commissioners

Sustainable Maryland Certified

Municipalities in Maryland can demonstrate their commitment to sustainability by becoming **Sustainable Maryland Certified**. By completing specific actions listed in the Sustainable Maryland program, municipalities can earn points towards certification. For example, towns may wish to adopt a Complete Streets initiative, which commits a town to implementing plans and policies that will reduce traffic violence, create more equitable accessibility, and mitigate the effects of climate change.

Other Sustainable Maryland actions within the scope of the Walkable Watershed plan include Bicycle/ Pedestrian Planning, Safe Routes to School programs, and various natural resources and community engagement projects and plans. It is probable that any specific project or plan that results from the Walkable Watersheds process will receive points toward a town's future Sustainable Maryland re-certification.

For more information: https://sustainablemaryland.com/certification/actions