Approved

Countywide Master Plan of Transportation

November 2009

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

Abstract

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ABSTRACT: The *Approved Countywide Master Plan of Transportation* updates the earlier Prince George's County Master Plan of Transportation, which was approved in 1982 and has since been updated by the transportation recommendations in 34 master and sector plans that have been adopted and approved since 1982. The plan was developed with the assistance of the citizens of Prince George's County; elected officials; and state, regional and local government agencies. The plan's goals, policies, and strategies seek to ensure an efficient multimodal transportation infrastructure in the county that accommodates the needs of all user groups. Amendments of this plan by future master and sector plans will be reflected on the Countywide Master Plan of Transportation web page at www.mncppc.org/county/Transportation_MP/.

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Chapters:

Foreword

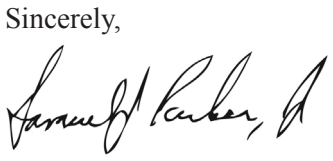
The Prince George's County Planning Board is pleased to make available the Approved Countywide Master Plan of Transportation. The plan is also available on the internet at: http://www.pgplanning.org/Projects/Completed_Projects/Approved_Countywide_Master_Plan_of_Transportation.htm. Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan*. The goals, concepts and guidelines, which outlined the major issues, were presented to the Planning Board in May 2007 and the County Council in September 2007. The public participation process has included focus groups held in November 2007, public workshops conducted in March and April 2008, and a wrap-up open house held in July 2008.

This plan provides goals, policies, and strategies for the trails, fixed guideway transit, and street, road, and highway components of the county transportation network. Other recommendations in the plan concern policy guidance for interagency and interjurisdictional coordination to solve the strategic transportation planning problems identified in the plan, such as transportation funding innovations, integrated transportation and land use planning, transit-oriented development, concurrency and adequate public facility strategies, and corridor congestion management, and to develop a process for updating the *Approved Countywide Master Plan of Transportation* as future master plans are approved with transportation recommendations that revise or otherwise amend those recommendations contained in this plan.

A joint Prince George's County Planning Board and Prince George's County District Council public hearing was held on the *Preliminary Countywide Master Plan of Transportation* on February 3, 2009, to solicit comments from citizens, property owners, and other concerned stakeholders. Staff then prepared a digest of the testimony and exhibits received at the public hearing or submitted before the public hearing record was closed. Prince George's County Planning Board Resolution No. 9-61 adopted the *Preliminary Countywide Master Plan of Transportation* and transmitted it to the Prince George's County Council. The Prince George's County Council, sitting as the District Council, authorized a second joint public hearing, which was held on October 26, 2009. Council Resolution CR-89-2009 approved the *Countywide Master Plan of Transportation* with 38 amendments on November 17, 2009.

This *Approved Countywide Master Plan of Transportation* is intended to complement the on-going *Envision Prince George's* Initiative. This effort engages a broad cross-section of county residents, investors, and other stakeholders to develop a shared vision for the county's future direction and growth, a process that the countywide transportation network recommended in this plan is intended to further. We invite you to continue to engage with the *Envision Prince George's* initiative by visiting the web site at www.mncppc.org/Envision.

Sincerely,



Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board

Chapter I: Executive Summary

The *Countywide Master Plan of Transportation* (MPOT) for Prince George's County is the functional master plan that addresses the strategic transportation issues for all modes in Prince George's County. At a time when the Washington metropolitan region is ranked in a tie for the second-most congested area in the country, there is a great need to reiterate the commitment to implementing strategies for reducing congestion, to incorporate amendments from other county master plans, and to acknowledge changes to the county transportation network itself. It is important that the transportation system provide quality accessibility and mobility—and be clearly perceived to be doing so—for county residents and workers and that the system attract development in a way that demonstrates environmental stewardship.

Updating the *Countywide Master Plan of Transportation* is one of the major implementation strategies identified in the 2002 *Prince George's County Approved General Plan,* which contains a chapter on transportation systems.

The previous Master Plan of Transportation is 27 years old. Since it was approved in 1982, it has been amended by 31 subsequently approved master plans in Prince George's County. This updated *Countywide Master Plan of Transportation* incorporates all previous amendments into one document. It takes into account and reconciles area master plan transportation recommendations where necessary and provides the more detailed recommendations for a transportation network that will support the *Prince George's County Approved General Plan.*

Chapter II: Introduction and Background covers MPOT preparation, including the major changes in the county and regional transportation systems that make it timely and appropriate to update the plan. The introduction gives a brief description of comments received from the MPOT public workshops and open house.

Chapter III: The General Plan Context describes the policy geography—the tiers, centers, and corridors—with guidance from that plan and relates the strategic growth and development vision for Prince George's County to the need for a balance between transportation and land use.

The next three chapters describe the three transportation—or modal—elements in the General Plan:

Chapter IV: Trails, Bikeways, and Pedestrian Mobility updates the 1975 *Adopted and Approved Countywide Trails Plan for Prince George's County, Maryland* and the 1985 *Equestrian Addendum to the Countywide Trails Plan*.

Chapter V: Transit provides a strategic framework for countywide, as well as state, transit policies, such as the *Maryland Comprehensive Transit Plan* (MCTP), the *MARC Growth and Investment Plan*, and the Prince George's County *Five-Year Transit Service and Operations Plan*.

Chapter VI: Streets, Roads, and Highways updates the highway recommendations made by current master plans to reflect the General Plan's preferred development pattern and the updated county transportation policies recommended in the General Plan.

Each modal element recommends strategic policy and guidance to the county, local, regional, and state transportation agencies on the types and locations of transportation facilities and services needed to carry out the goals and policies of the General Plan.

Chapter VII: Strategic Transportation Policy and Plan Implementation focuses on land use, capital programming and funding, transit-oriented development (TOD), the need for comprehensive follow-on master plan coordination among agencies, concurrency between development and the transportation infrastructure needed to support it, transportation demand, and interjurisdictional corridor congestion management. It includes criteria for transit-supportive land uses and outlines a procedure for reconciling the *Countywide Master Plan of Transportation* with future transportation master and sector plans.

A technical bulletin is available under separate cover.

Chapter II: Introduction and Background

Purpose of the Plan

The *Prince George's County Approved General Plan* recommended that an updated countywide master plan of transportation be prepared as a functional master plan to support and supplement the desired development pattern in the General Plan.

The General Plan's Transportation Systems Element contains three policies:

> **Policy 1:** Provide for a transportation system that supports the General Plan development pattern.
>
> **Policy 2:** Capitalize fully on the economic development and community revitalization potential of circumferential transit (Purple Line) alignments within and through Prince George's County.
>
> **Policy 3:** Ensure that the countywide transportation system is planned and integrated with land use to achieve county growth and development goals.

Updating the *Countywide Master Plan of Transportation* was itself identified as a strategy for implementing Policy 1 above. As a functional master plan, it is concerned with how transportation supports the county's development pattern by guiding public and private resources to transportation policies, programs, facilities, and services that will help attain the goals and concepts in the General Plan. It functions as a plan for transportation facilities, systems, and services for the public. It is a policy guide for elected officials and serves as project guidance for the planning agencies that use it. The plan provides development review and policy guidance for the Planning Board, the County Council, and The Maryland-National Capital Park and Planning Commission (M-NCPPC) staff, operating agencies such as the Department of Public Works and Transportation (DPW&T) and the Maryland Department of Transportation (MDOT), and is a "road map" for developers.

The purpose of the updated *Countywide Master Plan of Transportation* is to:

A. Improve the transportation network in order to reduce congestion and vehicle miles traveled.

B. Incorporate and reconcile the transportation recommendations of the 31 master plans approved since 1982 into one complete and up-to-date document.

C. Provide strategic transportation, particularly transit, guidance that reflects the major changes that have occurred since 1982, such as:

   1. Completion of the Metrorail system.
   2. The first Metrorail expansion, the Blue Line extension from Addison Road to Largo Town Center.
   3. The replacement of the Woodrow Wilson Bridge, providing opportunities for cross-river fixed guideway transit between northern Virginia and Prince George's County.
   4. The construction of the Ritchie-Marlboro and Arena Drive interchanges on the Capital Beltway (I-95/I-495).
   5. The deletion of A-44 from the Prince George's County highway network.
   6. The commencement of the MDOT project planning for the Purple Line circumferential transit system.

Consistency with Other Plans and Legislation

The updated *Countywide Master Plan of Transportation* (MPOT) recommends a single, integrated transportation network for Prince George's County that reflects the goals and policies of both the 2002 *Prince George's County Approved General Plan* and subsequent master plans. In addition, the MPOT seeks to reflect and be consistent with existing state, regional, and local plans and programs, as well as legislation, including the following:

PROGRAMS

Consolidated Transportation Program

The Consolidated Transportation Program (CTP) is MDOT's six-year capital improvement program that includes detailed descriptions of transportation projects throughout the state. MPOT emphasizes enhancing and preserving the existing transportation system investment, as well as expanding travel mode choices.

Statewide Transportation Improvement Program

Under federal transportation planning regulations, the Statewide Transportation Improvement Program (STIP) is a five-year financially constrained program of regionally significant transportation projects in the State of Maryland supported by state and federal funds. It includes all important federally funded transportation projects that encompass Maryland's surface transportation system, including all projects of regional significance that are listed in a metropolitan transportation improvement program, but that do not receive federal funds. Through coordination with the metropolitan planning organizations (MPOs), MDOT incorporates the transportation priorities of the Transportation Planning Board (TPB), the MPO for the Washington region.

PLANS

Maryland Comprehensive Transit Plan

The Maryland Comprehensive Transit Plan (MCTP) is Maryland's long-range plan for increasing the use of transit facilities and services that provide access in all parts of the state through the year 2020. It addresses the challenge of implementing, through a cooperative process, improvements to the existing transit system that will accommodate the growth in population, jobs, and households. The transit recommendations of the MPOT also emphasize an increased transit mode share, as well as improvements to and expansion of the transit system, with transit-oriented development and marketing of transit as useful tools.

MARC Growth and Investment Plan

The *MARC Growth and Investment Plan* describes the benefits of growing and investing in commuter rail service in Maryland and the objectives this effort would expect to achieve. With MARC ridership currently exceeding peak-period system capacity, the plan includes schedules for phasing-in improvements to the commuter rail system. Consistent with the MARC plan, Prince George's County seeks to reduce the need for highway expansion by increasing commuter rail ridership within the county.

State of Maryland Base Realignment and Closure Action Plan

The *State of Maryland Base Realignment and Closure (BRAC) Action Plan* describes how Maryland state agencies will work with the BRAC Commission to relocate approximately 26,800 jobs to five military installations in Maryland, including Andrews Air Force Base (AAFB) in Prince George's County. The MPOT includes: (1) a Metrorail Purple Line scenario to ensure that AAFB and the Westphalia Center area are served by transit on Pennsylvania Avenue (MD 4) as part of the county's strategy to provide multimodal access to designated activity centers; and (2) a rail transit scenario extending the Metrorail Green Line from Greenbelt to Fort Meade or Baltimore/Washington International Thurgood Marshall Airport. MDOT's mission for BRAC is:

> "[T]o facilitate the safe and efficient movement of people and goods to support Maryland's military installations while sustaining and enhancing the quality of transportation and Maryland's communities throughout the state."

Twenty-Year Bicycle and Pedestrian Access Master Plan

MDOT's *Twenty-Year Bicycle and Pedestrian Access Master Plan* for the State of Maryland describes a process to reach the goal of being the most bicycle- and pedestrian-friendly state in the nation. Its vision statement says:

> "Maryland will be a place where people have the safe and convenient option of walking and bicycling for transportation, recreation, and health. Our transportation system will be designed to encourage walking and bicycling, and will provide a seamless, balanced and barrier-free network for all."

Bicycle and Pedestrian Plan for the National Capital Region

The TPB's *Bicycle and Pedestrian Plan for the National Capital Region* describes major bicycle and pedestrian improvements, studies, actions, and strategies for the metropolitan Washington area. It includes planned spot improvements, new facilities, and facility upgrades, as well as indicating existing facilities on its mapping through the year 2030.

The focus of the MPOT on safe and efficient bicycle and pedestrian access to and mobility within the Developed and Developing Tiers, in particular, is consistent with the visions of the state and regional bikeways, trails, and pedestrian plans.

The 2002 *Prince George's County Approved General Plan*

The *Countywide Master Plan of Transportation* recommendations are intended to produce a network of transportation systems and facilities that accommodate the following growth and development vision, goals, and priorities of the 2002 General Plan:

- Encourage quality economic development.
- Make efficient use of existing and proposed county infrastructure and investment.
- Enhance the quality and character of communities and neighborhoods.
- Preserve rural, agricultural, and scenic areas.
- Protect environmentally sensitive lands.

The MPOT recommendations also adhere to the following General Plan guiding principles:

- Public health, safety, and welfare
- Sustainability
- Quality
- Meaningful public participation

The MPOT supports all of the General Plan priorities. Providing **adequate public facilities** includes the provision of an efficient transportation network that has the capacity to meet the needs of the residents who live and/or work in the county. A high-quality, multimodal transportation network supports and makes **high-quality school environments, high-quality housing, and quality economic development** land uses more accessible to each other. **Neighborhood integrity, socio-economic diversity,** and **transit support** can be maintained and enhanced by providing a variety of attractive modes of travel.

Infill and revitalization contribute to more compact development in the developed areas, which maximizes the use of transit and nonmotorized modes, and utilize strategies to preserve the rich history of the county. This can take place along established transportation corridors where brownfield sites exist in the Developed Tier, for example, or as part of transit-oriented development, through adaptive reuse of available historic properties. Changing transportation behaviors that increase climate change are indicative of **environmental protection. Farmland preservation** within the county is critical to the sustainability of the ecosystem and will reduce the need to transport agricultural products from distant locations.

Prince George's County Five-Year Transit Service and Operations Plan

Maryland state law requires the Prince George's County Department of Public Works and Transportation to prepare a *Five-Year Transit Service and Operations Plan* that identifies the county's transit capital and operating needs, including that of both regional (Metrobus) and local (TheBus) bus transit service. TheBus provides access to and from Metrorail stations in the county in the Developed and Developing Tier.

LEGISLATION

The Maryland Economic Growth, Resource Protection, and Planning Act of 1992 (Planning Act)

The Maryland General Assembly passed this act in order to promote consistency in implementing land use policies, including infrastructure planning. Regarding the eight visions that all Maryland jurisdictions are bound to follow in consideration of future development, the MPOT should adhere to the spirit of the Planning Act, in particular to Vision 7, to ensure that:

> "Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur."

The Smart Growth and Neighborhood Conservation Act of 1997

The Maryland General Assembly passed this act for the purpose of establishing:

- Priority funding areas where existing communities can continue to benefit from existing infrastructure and new investments in their quality of life.
- The Rural Legacy Program, protecting rural greenbelts and regions.
- The Live Near Your Work Program designed to increase the rate of home ownership in distressed communities near places of employment.
- Brownfield Voluntary Cleanup and Revitalization Program, which facilitates the cleanup and redevelopment of contaminated and abandoned properties.
- The Jobs Creation Tax Credit Act, which encourages businesses to locate in priority funding areas.

PUBLIC WORKSHOP ISSUES

The Prince George's County Planning Department of M-NCPPC conducted a series of focus group meetings in November 2007 and held two public workshops on March 31, 2008, and April 2, 2008, and a wrap-up open house on July 24, 2008, as part of the MPOT public participation program. The public provided comments on the most important problems that this master plan must address, including those relating to trails, bikeways, and pedestrian mobility; transit; and the road infrastructure. (The public comments on the MPOT are summarized in the Technical Bulletin, available under separate cover.)

Chapter III: General Plan Context

Goals of the *Approved Countywide Master Plan of Transportation*

The Transportation Systems Element of the General Plan provides the core goal of this update of the *Countywide Master Plan of Transportation* (MPOT):

> Provide residents and workers in Prince George's County with a safe, affordable, multimodal transportation system that effectively contributes to the timely achievement of county growth, development, and revitalization goals.

To accomplish this goal, the updated MPOT is to:

> Identify appropriate transportation system elements to support the General Plan development pattern and policies and propose implementation mechanisms for these elements.

The Tier Development Pattern—Policy Geography—of the General Plan

The General Plan envisions a development pattern that integrates the transportation system with land use, makes it possible to maximize the benefits of an affordable, efficient multimodal transportation system and, thus, reduces vehicles miles traveled. The development pattern is based on three planning and growth policy tiers: Developed, Developing and Rural (see Figure 1: Planning and Growth Policy Tiers, Centers, and Corridors.). The General Plan recommends specific planning and growth goals and policies for each tier that must be reflected in this updated functional plan's recommendations.

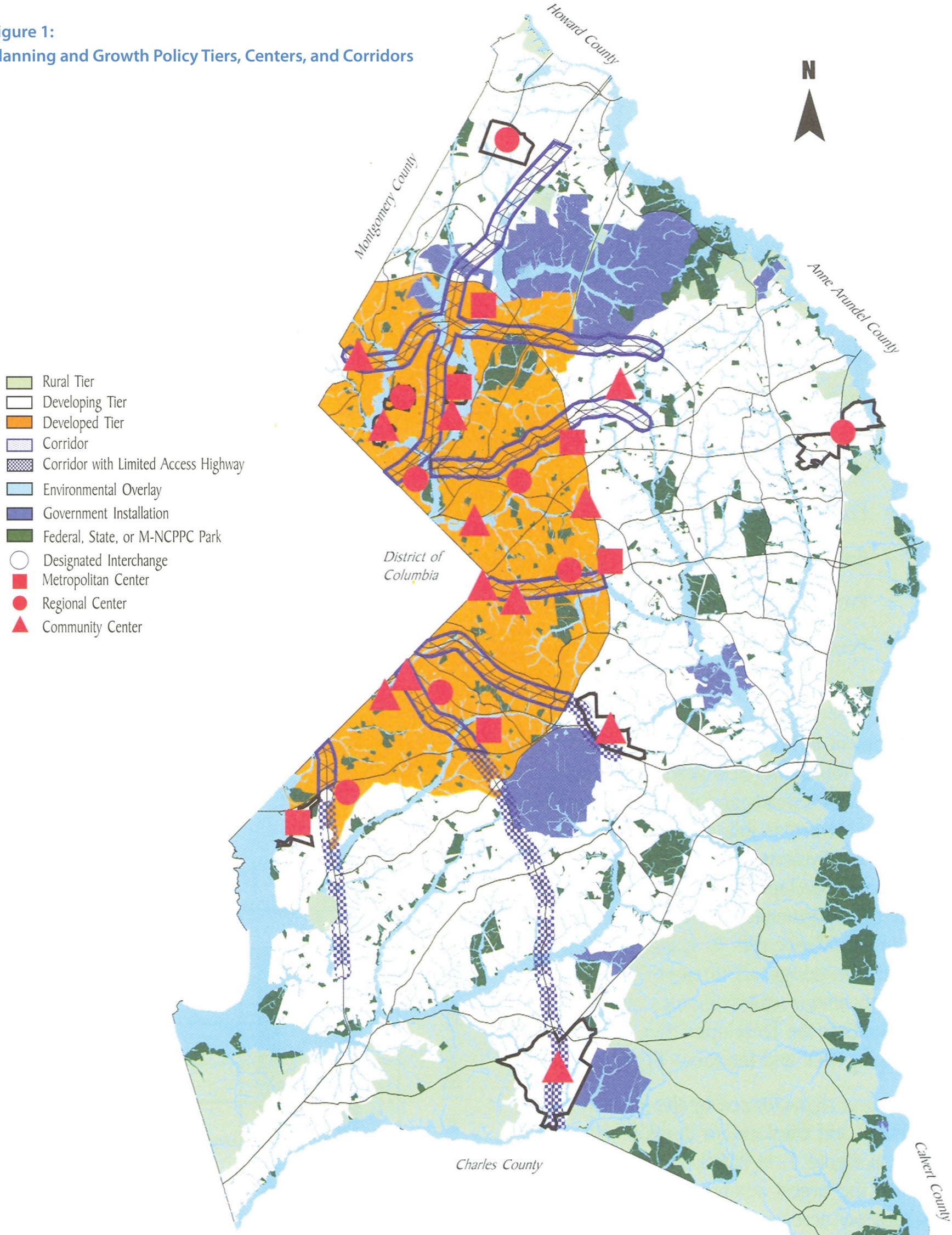
The Developed Tier consists of 86 square miles of land, bounded on the west by the District of Columbia and Montgomery County, and on the north and east by the Capital Beltway, but including the City of Greenbelt, which is partially outside of the Capital Beltway. On the south, the Developed Tier extends outside the Capital Beltway in Oxon Hill. The area inside the Beltway includes the inner ring of municipalities, such as Brentwood, Mount Rainier, and Capitol Heights, which benefited from much of the early transit service that connected Washington, D.C., to suburban Maryland. It consists of high- to medium-density, mixed-use, pedestrian-oriented households, as well as almost half of the jobs in the county. It has a grid street pattern primarily, with limited available road capacity.

The county ranks the Developed Tier as having the highest priority for spending public funds and expects to have in place financial incentives and streamlined review policies in order to attract high-quality development and redevelopment. Fourteen of the 15 Metrorail stations (including Capitol Heights), four Maryland Area Regional Commuter (MARC) stations, and potentially all of the future Metrorail Purple Line stations are in the Developed Tier. Because this concentration of Metrorail and MARC stations represents significant opportunities for making transit a principal mode of access and mobility there, the Developed Tier has a minimum acceptable transportation level of service (LOS) threshold of E. Transportation LOS is described in Chapter VI: Streets, Roads, and Highways.

The development policy in the Developed Tier envisioned to serve existing and future residents emphasizes:

- Maintaining medium to high density.
- Encouraging quality infill, redevelopment, and restoration.
- Preservation and enhancement of the environment.
- Maintaining high bus and rail transit coverage.
- Providing interconnected nonmotorized modes of travel.

Figure 1:
Planning and Growth Policy Tiers, Centers, and Corridors



NOTE: Figure 1 reflects the designated centers and corridors in Prince George's County as of the 2002 *Prince George's County Approved General Plan*. Since then, the following changes have been made:

CENTERS:

- Bowie State MARC—Added as a community center.
- Landover Mall—Renamed Landover Gateway Area and reclassified as a regional center.
- Naylor Road Metro—Reclassified as a regional center.
- Suitland-Iverson Metro—Renamed Suitland Metro Area.
- Westphalia—Reclassified as a regional center.
- Langley Park—Renamed Takoma-Langley Crossroads and reclassified as a regional center.

CORRIDORS:

- Oxon Hill Road (MD 414) Wilson Bridge Transit Corridor—Added as an eighth General Plan corridor from the District of Columbia line to the Capital Beltway (I-95/I-495).

The Developing Tier, in the middle of the county between the Capital Beltway and US 301, consists of 237 square miles and is mostly suburban in nature, with lower density and more unused road capacity outside of centers, compared to the Developed Tier. It is similar to the Developed Tier near transit stations and in designated centers. It has similar mobility options as the Developed Tier—accommodating rail and bus transit, pedestrian, bicycle, and auto modes of travel—with more park-and-ride facilities to capture auto trips before they reach the Developed Tier. Beyond that, there are transit serviceable residential, commercial, and employment areas within this tier. As development occurs, the county intends to guide and manage growth in the centers and corridors in order to maximize investment of public funds. The majority of new, or "greenfield," growth in Prince George's County will occur in this tier and there is some potential to expand transit service here, provided the adjacent development and street and road networks can—or can be designed to—support transit. For these reasons, the Developing Tier as a whole has an overall transportation LOS threshold of D, while Developing Tier metropolitan and regional centers have an LOS threshold of E.

The policies that guide future growth include:

- Fostering compact residential neighborhood design.
- Limiting commercial activity to designated centers and corridors.
- Maintaining low to moderate densities.
- Encouraging transit- and pedestrian-oriented, multimodal development.
- Ensuring employment areas that are serviceable by transit.
- Providing bus transit and moderate future rail transit coverage in some transportation corridors.

The Rural Tier, generally east of US 301, encompasses the easternmost and southernmost parts of the county. This area is known for its scenic roads, sprawling farms, woodlands, streams, and wildlife habitat. The policy is to restrict growth and retain the low-density development pattern of large-lot residential development, agricultural uses, open space, roads, and recreational trails. Keeping this tier rural in nature reduces the need for transportation of agricultural products from distant locations, thus helping to manage travel demand. With the exception of the Brandywine Center and the immediate Town of Upper Marlboro area, the automobile is likely to remain the principal mode of access and mobility in the Rural Tier. For these reasons, this tier has a transportation LOS threshold of C.

Transportation policies here include:

- Ensuring the operational integrity of the road network.
- Retaining and enhancing the hiker/biker trail system.
- Providing a transportation system that protects open space and rural character.

Centers and Corridors

It is critical that the transportation infrastructure is consistent with and supports the development pattern described in the General Plan and is multimodal, with its bicycle and pedestrian facilities, bus and rail transit service, and road network planned and designed to function as an efficient, affordable, and interconnected system. The General Plan clearly identifies a hierarchy of 26 activity centers and seven corridors in the Developed and Developing Tiers (see Map 1), where growth in a mix of nonresidential and residential uses at moderate to high densities can benefit from the transportation infrastructure in place. In a cost–benefit analysis, these are most likely the areas where benefits to the county will outweigh the costs. The strong focus on transit-oriented development, as well as improved bicycle and pedestrian access at these centers and within these corridors, reflects the county's emphasis on relieving traffic congestion and is also intended to support economic development initiatives in these areas.

The General Plan centers are categorized into a hierarchy of metropolitan, regional, and community centers, based on existing or anticipated components and characteristics. Metropolitan centers, such as College Park/UM Metro, New Carrollton Metro, or National Harbor, can be characterized as major employment centers, major educational complexes, or high-intensity commercial uses. They typically contain high-density development and generate high volumes of trips; therefore, they can be served effectively by transit modes. Regional centers, such as Prince George's Plaza Metro, Bowie, or Konterra, may have a Metro or a MARC station, or may have great potential for a transit center. These centers may have regionally marketed commercial and retail development, office, and employment areas, higher educational facilities, or high-density residential development, and they should be served by rail or bus transit. Designated community centers, such as West Hyattsville Metro or Riverdale MARC, have a concentration of integrated commercial, office, and residential development uses that serve the immediate area. They are or have the potential to be focal points for transit service or park-and-ride facilities.

For purposes of strategic transportation planning, the county's General Plan centers and corridors present subtle distinctions and challenges. Each center and corridor's prevailing development and transportation system characteristics and potential depends on its location in the General Plan tier structure; current, proposed and possible future development densities and land use mixes; and whether or not that center or corridor contains, or is near, a Metrorail or MARC station. The Developed Tier centers, such as New Carrollton Metro, Langley Park, and Suitland-Iverson Metro, are located near or adjacent to bus or rail transportation, particularly Metrorail, Metrobus, and commuter rail service, and should have sufficient density to generate transit ridership and to support the extension of rail transit, as well as support more bicycle and pedestrian trips, than in the past. Developed Tier corridors should be multimodal, with well-timed transit service that is sufficient to support demand and that provides many options, such as sidewalks and bicycle facilities, to accommodate a wide range of travel choices. Developed Tier centers are consistent with the character of the Developed Tier as a whole.

The Developing Tier centers and corridors should integrate the transportation system with a mix of land uses that supports all modes of travel, including future use of moderate bus transit service, as well as bicycle and pedestrian modes of travel for shopping, recreation, and commuting trips. Corridor and right-of-way preservation for future transportation—particularly transit—facilities and systems are major challenges in the Developing Tier, particularly on roads that serve Developing Tier centers.

The seven corridors provide a framework for multimodal transportation routes, with more intense development within one-quarter mile of major intersections or major transit stops along the corridor. The corridors are the main transportation routes in the county, featuring higher intensity to lower, community-oriented uses clustered at corridor nodes.

The goals of the centers and corridors are to:

- Capitalize on public investment in the existing transportation system.
- Promote compact, mixed-use development at moderate to high densities.
- Ensure transit-supportive and transit-serviceable development.
- Require pedestrian-oriented and transit-oriented design.
- Ensure compatibility with surrounding neighborhoods.

Updating the *Countywide Master Plan of Transportation*

Since the previous 1982 Master Plan of Transportation was approved, various master and sector plans, sectional map amendments, and mixed-used town center zone development plans, as well as sector and transit district development plans and a minor public facility amendment, have been approved. Due to the fact that there is no single document that describes the county's plan for provision of transportation facilities and services and relates them to the governing policies, the county recognized the need to complete

this update. The trail, transit, and road network recommendations from those plans are incorporated into, and are sometimes modified by, the updated MPOT. The list of plans that have been approved since the last Master Plan of Transportation (1982) is as follows:

Suitland-District Heights Master Plan (1985)

New Carrollton Transit District Development Plan (1989)

Langley Park-College Park-Greenbelt Master Plan and SMA (1989)

Subregion I Master Plan and SMA (1990)

Largo-Lottsford and Vicinity Master Plan and SMA (1990)

Landover and Vicinity Master Plan and SMA (1993)

Subregion V Master Plan and SMA (1993)

Subregion VI Master Plan and SMA (1993)

Glenn Dale-Seabrook-Lanham and Vicinity Master Plan and SMA (1993)

Melwood-Westphalia Master Plan and SMA (1994)

Bladensburg-New Carrollton and Vicinity Master Plan and SMA (1994)

Planning Area 68 Master Plan and SMA (1994)

College Park-Riverdale Transit District Development Plan (1997)

Prince George's Plaza Transit District Development Plan (1998)

The Heights and Vicinity Master Plan and SMA (2000)

Addison Road Metro Sector Plan (2000)

Brentwood Mixed-Use Town Center Zone Development Plans and Design Guidelines (2000)

Greenbelt Metro Area Sector Plan and SMA (2001)

College Park US 1 Corridor Sector Plan and SMA (2002)

Maryland Route 202 Corridor Minor Public Facility Amendment (2002)

Morgan Boulevard and Largo Town Center Sector Plan and SMA (2004)

Gateway Arts District Sector Plan (2004)

Riverdale Park Mixed-Use Town Center Zone Development Plans and Design Guidelines (2004)

Tuxedo Road/Arbor Street/Cheverly Metro Sector Plan and SMA (2005)

Bowie and Vicinity Master Plan and SMA (2006)

Suitland Mixed-Use Town Center Zone Development Plans and Design Guidelines (2006)

Henson Creek-South Potomac Area Master Plan and SMA (2006)

East Glenn Dale Area Sector Plan and SMA (2006)

West Hyattsville Transit District Development Plan (2006)

Westphalia Sector Plan and SMA (2007)

Bladensburg Town Center Sector Plan and SMA (2007)

Branch Avenue Corridor Sector Plan and Sectional Map Amendment (2008)

Capitol Heights Transit District Development Plan/Transit District Overlay Zoning Map Amendment (2008)

Landover Gateway Sector Plan and Sectional Map Amendment (2009)

Subregion 5 Master Plan and Sectional Map Amendment (2009)

Subregion 6 Master Plan and Sectional Map Amendment (2009)

General Plan Discussion of Transit-Oriented Development

The General Plan places a high priority on the 15 centers that are also Metrorail stations and, thus, represent a substantial share of the public investment in transit. The Maryland Department of Transportation has established transit-oriented development (TOD) as an equal funding category for the Transportation Trust Fund and encourages local jurisdictions to submit TOD projects along with highway, transit, and trail projects as part of the joint signature letter prioritization process. Thus, TOD at General Plan centers presents the best opportunities and major policy and planning challenges for maximizing return on the county's investment, while increasing mobility options for travelers in an efficient and environmentally friendly manner. TOD represents:

- A critical policy and planning tool for implementing the recommendations in the plan and achieving the General Plan's growth and development vision for Prince George's County.
- An opportunity to extract maximum public benefit from the county and state's multibillion investment in the regional public transportation system, particularly Metrorail, MARC, and Metrobus, in an environment of heightened concern about both environmental sustainability and permanently increased costs in widespread use of the automobile.
- A further opportunity to integrate land use and transportation.
- The best and most comprehensive way to optimize transit use and, thus, reduce automobile trips and vehicle miles traveled.

To be successful, TOD that achieves the growth and development vision for Prince George's County in the General Plan will have to be particularly site-specific. TOD is discussed in detail in Chapter V: Transit, and Chapter VII: Strategic Transportation Policy and Plan Implementation.

Chapter IV: Trails, Bikeways, and Pedestrian Mobility

Introduction

The vision for bicycle, pedestrian, and equestrian facilities is to develop a comprehensive network of paved and natural surface trails, sidewalks, neighborhood trail connections, and on-road bicycle facilities for transportation and recreation use. Trails should be in compliance with the Americans with Disabilities Act (ADA) and designed to accommodate hikers, bicyclists, equestrians, and mountain bikers. Communities and roadways should be designed to accommodate pedestrians and bicycles, as well as automobiles. Sidewalk and trail connections should be provided to schools, parks, activity centers, and other public facilities.

Bike Facility Definitions[1]

1. **Bike Lanes**—On-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
2. **Buffered Bike Lanes**—On-road and off-road dedicated one-way bicycle facilities. Roads are signed and signalized for bicycle use.
3. **Bicycle Buffers**—A combination of physical space and horizontal elements, such as stone, brick, concrete, berms, fences or walls, and on-road striping, established to mitigate tension between vehicles, bicycles, and pedestrians.
4. **Sidepaths and Multiuse Pathways**—Off-road bidirectional multiuse facilities adjacent to major roads.
5. **Shared Use Roads**—Roads and shared space used by bicycle and vehicles. Shared use roads can contain painted markings on travel lanes or bicyclists can utilize wide outside lanes and wide shoulders or on-road shared space that can be signed and/or signalized).
6. **Hard Surface Trails**—Recreational trails and other multiuse bidirectional trails.
7. **Natural Surface Trails**—Unpaved trails and footpaths for hiker, biker, and equestrian use.
8. **Equestrian Trails**—Trails for equestrians and hikers only (bicycles prohibited).
9. **Water Trails**—Kayak, boat, and canoe trails for water craft.
10. **Bicycle-Compatible Roads**—Roads that are designed to be compatible with bicycle and pedestrian facilities and that facilitate these modes of transportation. A "bicycle compatible" road recommendation means that the road should incorporate the appropriate or feasible bicycle facility. Appropriateness is evaluated by the Planning Board and the implementing agency for each specific project depending on community needs, environmental constraints, and right-of-way constraints, with final determination by the County Council. Due to site-specific constraints, the road agencies frequently need flexibility when determining the most effective way to accommodate bikes along a particular road.
11. **Walkable Nodes**—Areas that support a dynamic mix of uses and that serve as a destination for pedestrians, bicyclists, and drivers who want to park their cars once and walk to their destinations. Walkable nodes contain "complete streets" as defined in this plan.
12. **Bicycle (Bike) Route**—A segment of a system of bikeways designated by the jurisdiction or agency having authority with appropriate directional and informational markers and signage, with or without a specific bicycle route number.
13. **Bikeway—**A thoroughfare or trail suitable for bicycles that may either exist within the right-of-way of other modes of transportation, such as highways, or along separate and independent corridors.

[1] Note: All facilities are evaluated according to the standards approved by the Planning Board, with final determination by the County Council. Facilities on roads owned and maintained by the Maryland State Highway Administration and the Prince George's County Department of Public Works and Transportation are subject to review by their respective agency for consistency with their agency standards.

Maryland State Highway Administration

The Maryland State Highway Administration (SHA) has developed a statewide network of bicycle routes using on-road and off-road facilities. The routes are contained in Maryland's bicycle map produced by SHA. SHA recognizes bicycling as a legitimate mode of transportation and recreation and addresses the needs of cyclists on all roadway improvement projects where appropriate and feasible to do so. In 2003, SHA developed a statewide network of bicycle routes, and many of these routes are in Prince George's County. The stated purpose of the effort was to provide long-distance touring cyclists direction and guidance when crossing the state. The routes were developed in cooperation with Maryland's Bicycle and Pedestrian Advisory Committee and with input from local cycling organizations and citizen members. The state's effort is being phased in until all of the routes as indicated on Maryland's bicycle map are complete. In Maryland, the bicycle is defined as a vehicle and as such is required to operate under the same rules and regulations as a motorized vehicle. Cyclists are required to obey all traffic signals and signs.

For safety, the SHA recommends:

- Riding in the same direction as motorized traffic.
- Stopping for all pedestrians.
- Yielding to equestrians.
- Sharing the road and trail.
- Being courteous.
- Wearing an approved bicycle helmet.
- Using lights at night.

All persons in Maryland under the age of 16 are required by law to wear a bicycle helmet when on public property. Some local jurisdictions carry their own restrictions for helmet use. In Prince George's County, state law prevails for bicycle helmet use.

Washington Metropolitan Area Transit Authority's "Metro Bike 'N Ride Bicycle Program"

Metro offers cyclists the Bike 'N Ride program. Metro recognizes that bicycling can be an easy and inexpensive way to get to a Metro station, a bus stop, or a park-and-ride lot. Metro is working to promote bicycling as a healthy, environmentally friendly way of getting around Prince George's County. Its efforts are an important part of the region's commitment to improving mobility and protecting the environment.

Many Metro stations have facilities for bicycle storage. This facilitates riding a bicycle to a station, storing it there, and continuing the trip on Metrorail or Metrobus. The storage facilities include bicycle parking racks for free and lockers for rent and are available on a first-come, first-serve basis. Two types of racks can be found at Metrorail stations, Inverted U racks and Rally III racks. More information is available from Metro at the following address:

Washington Metropolitan Area Transit Authority
Bike 'N Ride Program Office of Marketing, 6th Floor
600 5th Street, NW, Washington, DC 20001
202-962-1116

Goals:

Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

Develop a comprehensive and accessible trail network designed to meet the recreational needs of all trail groups, including equestrians, mountain bikers, pedestrians, and bicyclists.

Policy 1:

Incorporate appropriate pedestrian-oriented and TOD features, to the extent practical and feasible, in all new development within designated centers and corridors.

Policy 2:

Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

Policy 3:

Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 4:

Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 5:

Plan new development to help achieve the goals of this master plan.

STRATEGIES:

1. Revise the subdivision regulations to incorporate appropriate setbacks for master plan trails on public or private land.

Policy 6:

Ensure funding to achieve the goals of this master plan and the state's priority list.

Policy 7:

Increase trail funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities.

Policy 8:

Design and construct master plan park trails to accommodate all user groups (pedestrians, bicyclists, equestrians, mountain bikers, and disabled users), to the extent feasible and practical.

Policy 9:

Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

Policy 10:

Promote the use of walking and bicycling for some transportation trips.

STRATEGIES:

1. Increase the awareness of existing trails through signage at cross streets and trail heads.
2. Develop trail user maps for major trails and trail networks within Prince George's County.
3. Incorporate wayfinding and directional signage along major trails. Signage should be provided for specific destinations, the names of cross streets, and services.

Policy 11:

Develop theme-based marketing of major hiker/biker/equestrian trails and bicycle commuting routes.

STRATEGIES:

1. Incorporate themes into new trail corridor maps and brochures, signs, trail access locations, and other media as a means of advertising and marketing the major trail corridors.
2. Apply for federal funding to prepare a marketing and promotion plan.
3. Determine desired level of tourist and commuter activities.
4. Develop campaigns to create two promotional/identification logos—one for bikeway commuters and one for recreational trails.
5. Develop tours of the full range of county historical, cultural, and natural resources and other significant features along and near major commuting and recreational streets, roads, and highways throughout Prince George's County through cooperative efforts with local, municipal, private, and federal historical and other agencies.
6. Market to existing local, national, and international tour operators.

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7. Translate existing and proposed English-language media into other languages, including Spanish, French, German, and Japanese.
8. Issue press releases for free media coverage and advertise in specialty magazines.

Policy 12:

Develop a safe school routes strategy as an integral part of a comprehensive Prince George's County complete streets policy.

STRATEGIES:

1. Coordinate the county complete streets policy with school route analysis and planning by the Prince George's County Planning Department, the Prince George's County Board of Education, and the Prince George's County Department of Public Works and Transportation.

Complete Streets

The idea of complete streets involves adequately accommodating all modes of transportation along roadways. It places a priority on ensuring that all users are safely, comfortably, and adequately accommodated along area roads. This concept is evolving through congressional legislation that is gaining support and Maryland legislation that is in the process of being drafted for public review. The principles of complete streets should be incorporated into land use planning and urban design and also utilized during the review of development applications, road frontage improvements, and for more comprehensive multimodal capital improvements for roadways or intersections. It is crucial that all modes of transportation are incorporated into all phases of planning, design, and implementation.

The needs of pedestrians and bicyclists should be considered throughout the entire planning process, and not only at the final phases of design or implementation after many of the major decisions have been made. Many jurisdictions across the region are deciding what constitutes a "complete" street and how to best ensure that complete street principles are incorporated into the design of new developments and roadway improvements.

New developments should include roadway improvements that accommodate all users. In Prince George's County, this is important in both the Developed and Developing Tiers where walkable communities and pedestrian safety are commonly cited as a community need and desire. It is most crucial near mass transit, within designated centers, and along designated corridors, where bicycling and walking can most effectively be utilized as modes for some transportation trips and to reduce automobile trips.

Jurisdictions in the metropolitan region are attempting to identify steps to codify and implement the complete streets policies and principles. To be effective, complete street principles have to be incorporated into new road construction, frontage improvements, and road improvement projects. However, a critical need in the Developed Tier is to determine ways to retrofit existing facilities for pedestrians and bicyclists along existing roads through already developed neighborhoods. Neighborhoods in the Developed Tier frequently need pedestrian facilities to provide multimodal access to Metro, safe routes to schools, and more walkable and livable communities. Right-of-way constraints and existing development, however, can be a barrier to providing the needed retrofit improvements for bicyclists and pedestrians.

Through the National Capital Region Transportation Planning Board's Transportation and Land-Use Connections (TLC) Program, consultant assistance was obtained to develop a pedestrian plan for the Prince George's Plaza Transit District. The area currently has an extensive stream valley trail network, enhanced streetscapes along several roads, and a pedestrian bridge over MD 410. However, the sidewalk network remains fragmented and there are many pedestrian facility and safety needs that have to be addressed. Many of the needed improvements are along existing roadways because much of the area has existing development with an established road network.

Originally developed as part of a pedestrian plan for a specific transit district, the following complete street principles can be utilized around other transit stations and in other designated centers and corridors within Prince George's County.

Ten Complete Street Principles

1. **Encourage medians as pedestrian refuge islands.** Frequently, the single-most important improvement that can be made to increase pedestrian safety is a pedestrian refuge. Particularly along multilane roads, it is often not possible for pedestrians to cross all lanes of traffic at once. A median or pedestrian refuge provides pedestrians a safe and attractive place to stand while waiting to cross the remaining lanes of traffic.

2. **Design turning radii to slow turning vehicles.** Another rather common hazard for pedestrians in urban and suburban environments is relatively fast moving right-turning traffic. Most difficult for pedestrians are merge lanes or "free" right turns, where the motorist does not have to stop. Also problematic are right turns or intersections with wide turning radii that allow motorists to make the turning movement at a high rate of speed. Designing the turning radii to slow turning vehicles can be a very effective means of reducing speed and improving pedestrian safety.

3. **Find wasted space and better utilize it.** In some cases, space can be found within rights-of-way that is not necessary for through traffic or specific turning movements. This can be seen in many intersections with wide turning radii, but may also be present along roads with center turn lanes where no ingress/egress points exist. This "extra" space within the right-of-way can often be utilized to improve the pedestrian environment through the provision of sidewalk connections, pedestrian refuges, or traffic calming. Similarly, wide outside curb lanes can be striped for designated bike lanes.

4. **Time traffic signals to function for all modes.** Traffic signals should allow pedestrians adequate time for comfortably crossing all lanes of traffic.

5. **Reduce crossing distances.** Another factor in pedestrian safety is the total distance a pedestrian must cross. Wide roads with multiple turning lanes require the pedestrian to cross a much longer distance with significantly more "exposure" time to oncoming traffic. Crossing distances can be minimized with medians, pedestrian refuges, reduced turning radii, curb extensions, and other measures. These features should be utilized where feasible to minimize the pedestrian's exposure to traffic.

6. **Increase crossing opportunities.** Another sign of a poor pedestrian environment is large block sizes. Large blocks provide few opportunities for pedestrians to safely cross busy roadways. Although pedestrians may prefer to cross at signalized intersections, the total space between intersections and controlled crossings may discourage pedestrians from utilizing these locations. Rather, pedestrians may be indirectly encouraged to make mid-block crossings due to large block sizes and distances between signalized intersections. Smaller block sizes provide additional opportunities for pedestrians to cross roadways at controlled intersections and within a designated crosswalk with appropriate lighting, pavement markings, and signage.

7. **Encourage pedestrian-scaled land use and urban design.** Similarly, pedestrian-scaled development and amenities can be used to enhance the pedestrian environment. In many ways this is related to the block sizes noted above, but also involves a mixture of land uses; the provision of attractive streetscapes, building frontages, and pedestrian amenities such as benches, trash receptacles, and lighting; safe crosswalks; and comprehensive pedestrian facilities and connections.

8. **Acknowledge that pedestrians will take the most direct route.** Similar to motorists, pedestrians will use the most direct, efficient connection or route possible. It is important that connections are made to accommodate pedestrians heading to a variety of destinations. Direct routes should be provided. Long, circuitous pedestrian routes should be avoided. Due to the increased time and effort required to walk the extra distance, pedestrians will frequently attempt the shortest connection or road crossing available, regardless of whether it has safety provisions. Every effort should be made to accommodate these movements during the planning and design of road improvements and development projects.

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9. **Ensure universal accessibility.** All ages and user groups should be accommodated along area sidewalks and intersections, including the elderly, children, and disabled groups. All street crossings should include American With Disabilities Act (ADA)-compliant curb cuts and ramps, and all pedestrian signal buttons should be handicap accessible. Implementation of accessibility features should also include truncated domes for the visually impaired on access ramps and increased crossing times that are sufficient for elderly, disabled, or slower pedestrians. To the extent feasible and practical, all pedestrian connections (sidewalks, trails, plazas, etc., should comply with the U.S. Access Board's proposed Trail Accessibility Guidelines (currently under review), the ADA Accessibility Guidelines (ADAAG), and the Federal Highway Administration's "Guide for Accessible Sidewalks and Trails." In general, these guidelines and standards support the "accessible routes" concept, which involves evaluating different segments and trouble points along a pedestrian route to determine where improvements for ADA compliance may be necessary to increase the overall usability of the facility or route. In summary, the criteria that should be evaluated when providing an accessible route include the following:

   - Grade
   - Cross-slope
   - Width
   - Passing space and passing space interval
   - Vertical clearance
   - Changes in level
   - Grates and gaps
   - Obstacles and protruding objects
   - Surface
   - Signage
   - Edge protection (where appropriate)

   The entire final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas can be found on-line at: http://www.access-board.gov/outdoor/status.htm.

   The ADAAG can be found online at: http://www.access-board.gov/adaag/html/adaag.htm.

10. **Pursue targeted education and enforcement efforts to reduce bicycle and motor vehicle crashes.** Many area bicycle clubs and organizations offer safe bicycling courses and seminars. The Washington Area Bicyclist Association (WABA) offers many courses aimed at safe bicycle operation including bicycle rodeos for children and "confident city cycling" courses for adults. Additional information on these and other courses can be found on WABA's web site at: http://www.waba.org/events/education.php#ccc.

    The Council of Governments also has an on-going Street-Smart Pedestrian and Bicycle Safety campaign that promotes safer streets for bicycling and pedestrians. This campaign also includes regionwide education programs regarding safer streets for all user groups. Additional information on the Street Smart campaign can be found at: http://www.mwcog.org/transportation/activities/planning/safety.asp.

Prince George's County continues to work toward having roads that accommodate all modes of transportation. Recent plans have recommended extensive on-road bicycle improvements and have identified sidewalk retrofit opportunities. The following policies support the vision of providing roadways that accommodate all modes of transportation.

Policy 1:

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2:

All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 3:

Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 4:

Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5:

Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Policy 6:

Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

Policy 7:

Konterra streets and trail system:

1. Primary roads are to have sidewalks and designated bike lanes.
2. Town center streets should reflect the county's complete streets policy.
3. The trail system on the perimeter of the town center should connect to Ammendale Road as a shared-use side path along Van Dusen Road Extended (A-3).

Interpretative Trails and Long Distance Bicycle Routes in Prince George's County

In addition to the Potomac Heritage Trail, several other nationally significant trail and bicycle routes go through Prince George's County. The East Coast Greenway and the American Discovery Trail both run through Prince George's County. It is important that road improvements done along these routes include accommodations for bicyclists and that new off-road trails are built to further improve these corridors. Similarly, many recent planning efforts have identified interpretative trails in many areas of the county. Interpretative trails build upon a common theme and provide a continuous route accessing and interpreting related sites. In particular, the 2001 *Approved Anacostia Trails Heritage Area Management Plan* and the 2009 *Approved Subregion 6 Master Plan and Sectional Map Amendment* identify a variety of thematic trails, interpretive tours, and recreational trails built upon a common theme.

The Rural Tier of Prince George's County includes an abundance of resources and features that make it uniquely suited for historic interpretation, recreational opportunities, and thematic trails. Much of the Patuxent River corridor has been acquired by M-NCPPC or the State of Maryland and includes trails, water access, scenic vistas, and stunning natural areas. Jug Bay is a unique natural area offering multiple opportunities for historic interpretation, nature observation, and trail use. This plan recommends building upon these many resources to promote recreational activities, interpretation, preservation, and eco-tourism.

Several different interpretative trails may be appropriate for development within the Rural Tier to emphasize and connect routes or sites related to a specific theme or idea. Several thematic trails are recommended in the Subregion 6 Master Plan that complement the historic, cultural, and recreational resources of the Rural Tier.

PATUXENT RIVER BIRDING TRAIL

Some of the primary bird watching and nature observation sites in the state are along the Patuxent River corridor. As noted in the Environment Chapter of the Subregion 6 Master Plan, Jug Bay Natural Area has been designated as an important bird area (IBA) by the American Bird Conservancy due to its significance as habitat for birds and other wildlife, not just locally, but on a national scale. Other attractive and significant sites exist along the Patuxent River in Prince George's County that include nature trails, water access, scenic vistas, and access to a wide range of habitats and wildlife. The Patuxent River Birding Trail will map and highlight the significance of these sites, their relationships to the Patuxent River, and the wide range of bird life and other wildlife that the corridor supports.[2]

Eco-tourism is increasingly popular and many sites in Subregion 6 are appropriate for inclusion in a similar trail along the Patuxent River. In addition to mapping, this trail should also involve wayfinding signage, specific facility or site improvements, and possibly natural surface trail construction in some locations. Sites that may be appropriate for inclusion in this trail include:

- Mount Calvert
- Jug Bay Natural Area
- Merkle Wildlife Management Area
- Milltown Landing Wildlife Management Area
- Magruders Ferry Park
- Aquasco Farm Park
- Cedar Haven Park

If sufficient interest exists in the county for this type of trail, it may be appropriate to add nature trails in other areas of Prince George's County. Additional natural areas along the Potomac River and places such as Lake Artemesia, Schoolhouse Pond, Greenbelt Park, and Bladensburg Waterfront Park could be included in this more comprehensive trail.

PATUXENT RIVER RURAL LEGACY AREA BICYCLE ROUTE

Roads within the Rural Tier are frequently used by recreational and long distance cyclists. The scenic, rural, and relatively low volume roads are ideal for long distance cycling and can be used as routes to area parks, natural areas, and as part of long distance tours such as the Patuxent Rural Legacy Area bicycle route. However, as development occurs and traffic volumes increase, it is important that bicycle-compatible road improvements are incorporated into frontage or road construction projects. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along designated shared-use roadways. Appropriate bikeway improvements may include paved shoulders, designated bike lanes, signage, and wide outside curb lanes.

Many of the roads in the Rural Tier are ideal for long distance bicycling due to their relatively low volumes, scenic nature, and access to parks and historic sites. Area bicycle groups frequently organize long distance tours in southern Prince George's County. Rides focusing on the Patuxent Rural Legacy Area have been organized in the past. This master plan recommends that the Patuxent Rural Legacy Area bicycle route be officially designated and signed. This bicycle route should identify the roads and routes most suitable for bicyclists, connect historic, scenic, and natural resources, provide access throughout the subregion, and highlight the importance of the continued preservation of the features that make the rural legacy area unique.

Most of the roads in the future rural legacy route are already identified as master plan bike routes in the Subregion 6 Master Plan. Major roads along this route are included in Table 1. Bicycle-compatible road frontage improvements should be made as properties develop or road improvements are made. Designating an official bike route can further highlight the resources along the corridor and provide for a long distance bicycling route that is attractive for both area bicycle groups and bicyclists visiting from other areas. In addition to the mapping and bicycle-compatible road improvements that may be necessary along the route, wayfinding signage may also be appropriate.

[2] One national example of this concept is the Great Texas Coastal Birding Trail. This trail includes an attractive and informative map with information on site access, habitat, facilities such as trail or visitor centers, and habitat information. The trail also highlights the various bird life and other wildlife that can be seen at each site. This trail has attracted millions of tourist dollars to the state and led to the establishment of similar trails across the country.

Table 1: Major Long-Distance Bicycle Routes in the Subregion 6 Portion of the Rural Tier

Bikeway	Extent	Description
MD 382 (Croom Road) Bikeway	US 301 to MD 381	Primary route through Rural Tier, provides access to parkland and historic sites along the Patuxent River.
MD 381 (Aquasco Road) Bikeway	US 301 to Swanson Creek at the Charles County line.	Heavily used corridor for long distance cyclists, provides access to Eagle Harbor, Aquasco, and destinations in Charles County.
Croom Station Road Bikeway	Old Crain Highway to MD 382	Access from Upper Marlboro to the Rural Tier, important access point for cyclists traveling from the north.
Croom Airport Road Bikeway	MD 382 to the Chesapeake Bay Critical Area Driving Tour between Jug Bay Natural Area and Merkle Wildlife Management Area.	Access to the Jug Bay Visitor's Center and surrounding natural areas. This route also provides access to the Chesapeake Bay Critical Area Driving Tour, which runs between Jug Bay and Merkle Wildlife Management Area.
St. Thomas Church Road Bikeway	MD 382 to Fenno Road.	Access to Merkle Wildlife Management Area and the southern part of the Chesapeake Bay Critical Area Driving Tour.
Nottingham Road Bikeway	MD 382 to Watershed Drive	Access to area historic sites and the Patuxent River.
Tanyard Road Bikeway	MD 382 to Watershed Drive	Access to area historic sites and the Patuxent River.
Fenno Road Bikeway	St. Thomas Church Road to Nottingham Road	Important scenic connection for cyclists in the vicinity of Merkle Wildlife Management Area.
Candy Hill Road Bikeway	Molly Berry Road to Nottingham Road.	Access between Molly Berry and Nottingham Roads.
Baden–Naylor Road Bikeway	MD 381 to MD 382	Access through the central portion of the subregion.
Baden–Westwood Road Bikeway	MD 381 to MD 382	Access through the central portion of the subregion.
North Keys Road Bikeway	MD 381 to Molly Berry Road	Access through the central portion of the subregion.
Molly Berry Road Bikeway	MD 382 to Baden–Naylor Road.	Access through the central portion of the subregion.
Van Brady Road Bikeway	Old Indian Head Road to Molly Berry Road.	Access through the central portion of the subregion south of Marlton.
Cedarville Road Bikeway	US 301 to MD 381.	Access to Brandywine and Cedarville State Forest.
Duley Station Road	MD 382 to Wallace Lane.	Access between the Southwest Branch area and Croom Road.

Policy 1:

Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.

Strategies

1. Incorporate bicycle-compatible road improvements with future frontage improvements or road construction projects.
2. Provide bicycle signage and safety improvements (if necessary) concurrent with frontage improvements along designated shared-use roadways along the roads and bikeways as listed in Table 1: Major Long Distance Bicycle Routes in the Subregion 6 portion of the Rural Tier.

This plan also recommends enhancing existing trails through additional parkland acquisitions and creating unified thematic interpretation programs. These trails include:

PATUXENT RIVER WATER TRAIL

The M-NCPPC Department of Parks and Recreation (DPR) and the Maryland Department of Natural Resources (DNR) have done significant work toward establishing a water trail or blueway along the Patuxent River for kayaks and canoes. Work on this trail should build upon improvements that have already been made. M-NCPPC has recently implemented improvements to the Mount Calvert site that include parking, interpretative signage, and a new boat ramp. Similar improvements may be necessary elsewhere. Sites that may be appropriate on this trail include, but are not limited to:

- Mount Calvert
- Selby Landing and Jackson Landing at Jug Bay Natural Area
- Magruders Ferry
- Milltown Landing
- Cedar Haven Park
- Mattaponi Creek
- Black Swamp Creek

PATUXENT RIVER HIKER/EQUESTRIAN TRAILS

Extensive networks of natural surface trails exist at several M-NCPPC and DNR parks along the Patuxent River. These trails are utilized by hikers and equestrians, as well as those seeking to explore the natural environment or other historic or cultural resources. Jug Bay Natural Area, Merkle Wildlife Management Area, Milltown Landing Wildlife Management Area, and Aquasco Farms Park all include extensive systems of trails, paths, and farm lanes. These trails can be used for hiking and equestrian activity, but can also be utilized and enhanced as part of the proposed thematic trails by providing access to resources and features within the corridor.

Policy 2:

Work with the state and other stakeholders to develop recreational and interpretative programs, facilities, and thematic trails that build upon the recreational, natural, historic, and scenic attributes of the Rural Tier.

STRATEGIES

1. Convene a work group to study the feasibility of creating the following thematic trails:
   - Patuxent River Birding Trail
   - Patuxent Rural Legacy Area Bicycle Route
2. Provide maps and other wayfinding guides for established corridors that include facility information (such as hours of operation, facilities, and trail access) where applicable, as well as information on natural, historic, scenic, and other resources along designated routes.
3. Build upon the on-going work of M-NCPPC and Maryland DNR to enhance the Patuxent River Water Trail.
   - Create and market maps to show public land, water access points, facilities such as camping, water, or restrooms, and other scenic, historic, or natural features that can be explored from the river.
   - Consider additional water access points.

- Provide water-resistant maps along the trail to highlight features along the corridor.

4. Expand the Patuxent River hiker/equestrian trails along the Patuxent River. If additional land is purchased or otherwise placed into public ownership from willing sellers, connectivity between parks and existing trails should be a priority for future land acquisition.

5. Develop implementation strategies for this policy under the Lower Patuxent Scenic Byway Corridor Management Plan.

Policy 3:

Promote the equestrian heritage of Prince George's County, focusing on trails that facilitate access to the Prince George's Equestrian Center, Jug Bay Natural Area, and Rosaryville State Park.

Equestrian trails form a major component of the trails network in the Rural Tier, as well as many other areas of Prince George's County. Many of the planned equestrian trail connections are proposed within M-NCPPC parkland or other public lands. Within the Rural Tier, another type of trail is important to the overall trail network. Walking, jogging, and riding trails need to be preserved that, although in public use, are not owned by the government and for which the trail users normally provide the maintenance.[3] These types of trails are particularly important in the Rural Tier, where equestrian use is widespread and some trails are used by the community to reach nearby park facilities such as Jug Bay Natural Area and Rosaryville State Park. In some areas these trails can be accommodated on dedicated parkland, however, in areas of large lot development where dedication is not required, trail easements should be acquired to accommodate the equestrian and walking connection. Major trail corridors that need to be preserved or acquired include those listed below.

[3] Approved 2009 Subregion 6 Master Plan, page 109.

"Marlboro Country" Equestrian Trails—This master plan recommends the preservation of existing equestrian trails in the vicinity of the Prince George's Equestrian Center and Rosaryville State Park. These proposed trail connections link the surrounding communities with the existing equestrian facilities located at the equestrian center and state park.

"Croom Country" Equestrian Trails—This master plan recommends the preservation of existing equestrian trails that link the Prince George's Equestrian Center with Jug Bay Natural Area and Patuxent River Park. The Charles Branch Stream Valley will serve as the primary trail corridor between the extensive trail networks in both Rosaryville State Park and Jug Bay Natural Area.

Policy 4:

Preserve existing equestrian trail corridors within the Rural Tier. The provision and preservation of equestrian trail connections to existing parkland and trail systems should be a priority.

STRATEGIES:

1. Develop equestrian user maps for the Rosaryville and Croom communities.

2. Preserve equestrian trail connections in the Rural Tier as development occurs.

Chesapeake Beach Rail Trail

This rail-trail project will utilize the former location of the Chesapeake Beach Railroad to provide a major east/west trail connection through central Prince George's County. In Subregion 6, the trail has already been constructed through the Winshire, Kings Grant, and Fox Chase subdivisions. The City of Seat Pleasant has also completed initial planning work for the trail between MD 214 and MD 704. The trail will link residential communities in the Developed, Developing, and Rural Tiers with existing and planned trails in the Westphalia area and Jug Bay Natural Area. Additional right-of-way acquisition is required. This is a long-term trail project due to the extent of the right-of-way acquisition necessary.

Cross-County Trail Connection

Several important stream valley trail corridors were identified in the 2009 Subregion 5 and Subregion 6 Master Plans, which cover much of southern Prince George's County. These planned trails will connect to important recreational areas such as Jug Bay Natural Area, Rosaryville State Park, and Fort Washington National Park. They will also provide trail connections between residential communities. Several of these trails have been identified as potential cross-county routes upon their completion. These three stream valleys are Dower House Branch, Piscataway Creek, and Charles Branch.

Dower House Branch Stream Valley Trail—This trail will preserve equestrian access to Rosaryville State Park from surrounding residential communities.

Piscataway Creek Stream Valley Trail—This stream valley runs through the middle of a rapidly developing portion of southern Prince George's County. It is one of the primary recommendations in this part of the county and crosses through both Subregions 5 and 6. Significant segments of the stream valley have been acquired by M-NCPPC as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned cross-county connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide nonmotorized access to the extensive trail system and recreational facilities at Cosca Regional Park.

Charles Branch Stream Valley Trail—This trail will connect from Dower House Road and Rosaryville State Park to the Patuxent River. This is a long-term project where much land remains to be acquired. The trail will provide access to Rosaryville State Park and the Patuxent River, as well as serve as part of the cross-county connection with the Piscataway Creek Stream Valley Trail. The Charles Branch corridor serves as an important connection for equestrians to the state park.

Rhode Island Avenue Trolley Trail

Several segments of this planned rail trail have been implemented by the City of College Park. This multiuse trail links surrounding neighborhoods with schools and parks and provides a safe and attractive alternative to US 1 for pedestrians and cyclists. The existing trail should be extended to the north into Subregion 1 at Quimby Avenue. To the south, the Town of Riverdale Park and the City of Hyattsville are actively pursuing the development of the Trolley Trail in their jurisdictions. In areas where the trolley right-of-way is undeveloped, a multiuse trail should be provided. In areas where the right-of-way is utilized for Rhode Island Avenue, wide sidewalks, bikeway signage, and/or designated bike lanes (or other bicycle-friendly road improvements) should be incorporated. This trail is a unique opportunity to connect various communities with parks, schools, the US 1 corridor, the Paint Branch Trail, and the Riverdale Park Town Center.

American Discovery Trail

The American Discovery Trail (ADT) was designated as a National Millennium Trail in 2000 and traverses the United States from San Francisco, California, to Lewes, Delaware. It is a collection of hundreds of local and regional trails that connects more than 10,000 sites of historic, cultural, or national significance. It crosses a wide variety of urban, rural, and natural landscapes and is being designed to be as accessible as possible. The route is continually refined and expanded as new trail improvements are made. Information on the ADT in Prince George's County and elsewhere can be found at www.discoverytrail.org . More specifically, information on the Maryland portion of the ADT can be found at http://www.discoverytrail.org/states/maryland/index.html.

East Coast Greenway

The East Coast Greenway (ECG) runs from Maine to Key West, Florida. The ECG was also designated as a National Millennium Trail. It crosses Prince George's County along a route very close to, and in many cases concurrent with, the ADT. The ECG route was officially designated through most of the county in 2000. This trail will ultimately connect cities, towns, and natural areas along the entire

East Coast corridor. Additional information on the ECG in Prince George's County and Maryland can be found at http://www.greenway.org/md.php. This site also contains the latest cue sheets and maps.

Little Paint Branch Trail Extension

The extension of the Anacostia Tributary Trail System outside the Capital Beltway has long been a goal of Prince George's County. The need for and benefit of this extension was highlighted in the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*. The Anacostia Tributary Trail System is one of the primary trail networks in the Washington metropolitan region. Although a trail directly along the stream valley of Little Paint Branch may not be feasible or practical at this time due to environmental and site access concerns, an on-road route has been identified that can be implemented to connect existing trail segments. This route will connect the Intercounty Connector corridor and the Beltsville community with the Anacostia Tributary Trail System. The proposed trail segments that complete this route are explained in detail below.

Several trail segments exist between Fairland Regional Park and the northern terminus of the Paint Branch Trail in College Park.

1. The Cross Creek subdivision has completed a trail north to Fairland Regional Park from Briggs Chaney Road.
2. The Virginia Manor/Ammendale Road project has provided a side path along Old Gunpowder Road from MD 212 to Denim Road.
3. M-NCPPC has constructed the Little Paint Branch Trail north of Sellman Road. This trail segment (with associated service roads) connects with MD 212 at Gunpowder Road.
4. The existing Paint Branch Trail in College Park begins at Cherry Hill Road and continues to the south and the Northeast Branch Trail and Bladensburg Waterfront Park.

Policy 5:

Extend the Anacostia Tributary Trail System outside the Capital Beltway to connect to the existing Little Paint Branch Trail and provide the Laurel to Bladensburg trail connection envisioned in the ATHA Management Plan.

STRATEGIES:

This master plan proposes side paths along several roads to provide connectivity between these existing trails and to accommodate a continuous trail connection from the ICC corridor to the Paint Branch Trail to the south. In order to complete the current gaps, this master plan proposes the following improvements (see Table 2: Trail and Bikeway Recommendations, at end of chapter):

1. Provide a side path along Old Gunpowder Road south of the taper off the bridge over I-95 to Denim Road.
2. Provide a new pedestrian bridge over the Beltway along but outside of the ultimate right-of-way for the Cherry Hill Road bridge over the Beltway.
3. Provide a side path along the south side of Sellman Road from the entrance to the Beltsville Community Center to Cherry Hill Road.
4. Provide a side path along the east side of Cherry Hill Road from Sellman Road to the bridge at I-495.
5. Provide a trail from Sellman Road to the Beltsville Community Center.
6. Provide a side path along the east/north side of Cherry Hill Road from the bridge over I-495 to the existing Paint Branch Trail.

This connection will link the Paint Branch Trail inside the Beltway with the Little Paint Branch Trail north of Sellman Road in Beltsville, thereby providing a significant addition to the trail system and complete a crucial gap in the Bladensburg to Laurel connection envisioned in the ATHA plan.

The Washington, Baltimore & Annapolis Recreational Trail

The 5.6-mile-long WB&A Trail is located on the site of the former Washington, Baltimore & Annapolis Railroad. This former electric railroad line served a commuter function, with trains running every half-hour between destinations. Long abandoned, the last train ran in 1935. Today, this beautiful semirural corridor provides an ideal site for a recreational trail.

The WB&A Trail currently extends from the Patuxent River near Bowie to the MD 450 side path in Seabrook. The M-NCPPC Department of Parks and Recreation is currently working with the State of Maryland and Anne Arundel County to extend the trail across the Patuxent River. Upon its completion, this trail connection will link Prince George's County with Anne Arundel County, the existing Baltimore and Annapolis Trail, and the existing BWI Airport Trail.

West of MD 450, the former WB&A railroad right-of-way lies within the right-of-way of Martin Luther King, Jr., Highway (MD 704). This plan recommends that MD 704 be improved with a side path or wide sidewalk and designated bike lanes along MD 704. This will provide bicycle and pedestrian access to Washington Business Park and Bald Hill Branch, as well as a bicycle and pedestrian route to the west from the eastern terminus of the existing WB&A Trail. In conjunction with the WB&A Trail, comprehensive bicycle and pedestrian facilities along MD 704 will provide a continuous bicycle and pedestrian facility across central Prince George's County.

Policy 6:

Continue to work with the State of Maryland and Anne Arundel County to extend the existing WB&A Trail across the Patuxent River in order to provide an interjurisdictional trail connection and an important link in the regional trail network.

The Anacostia Tributary Trail System

The Anacostia Tributary Trail System provides miles of uninterrupted trails along the tributaries of the Anacostia River. The continuous greenway traverses a variety of natural environments from woodlands to open fields, including many wetlands. It is a wonderful place to experience nature, and it provides opportunities to make some trips by walking and bicycling. Recreational activities along the trails include fishing, bird watching, biking, jogging, walking, horseback riding, and in-line skating. Features along the trails include the College Park Airport and Aviation Museum, Linson Pool, Wells Ice Rink, Lake Artemesia, Bladensburg Waterfront Park, and Adelphi Mill. The system also accommodates segments of both the American Discovery Trail and East Coast Greenway.

The trails are designed to wend through the stream valley accentuating the natural environment. Although they do not necessarily provide the most direct route to various destinations, the trails serve a commuting function. The system links many neighborhoods to Metro stations, providing an alternative to transportation by automobile for some trips. Many local trail connections have also been planned or constructed to further the accessibility of the system and improve access to Metro and other destinations.

Anacostia Trails Heritage Area

The 2001 *Approved Anacostia Trails Heritage Area Management Plan* promotes heritage tourism and the many cultural, historical, and recreational assets that the region has to offer. Even the name of the heritage area reinforces the importance of the many existing trails within the area and promotes the expansion of this network. Two basic approaches to the concept of trails were included in the ATHA plan: multiuse recreational trails and interpretative (or thematic) trails. Either kind of trail links historical sites, natural resources, or other places that have a story to tell or an experience to provide. These trails may either be on or along a road or off road in a dedicated park or easement.

As with the Rural Tier, the potential to attract and promote bicycling in ATHA is considerable. The stream valley trail network is already largely in place and the ATHA community is active in attempts to expand the trails system and make more walkable, livable communities. With the completion of a few key connections into Washington, D.C., and outside the Capital Beltway, ATHA could become one of the premier bicycling destinations in the Washington, D.C., region. Bicyclists can go where cars can go, within limits, so interpretive driving tours should also accommodate the needs of bicyclists to the maximum extent possible. In addition, combined recreational/interpretive tours designed exclusively for bicyclists can also be developed. The new trails supported here for the purposes of tourism can also improve opportunities to use bicycling as a transportation alternative for residents.

The concept of ATHA was inspired in part by the Anacostia Tributary Trail System. This trail system was built by M-NCPPC along numerous tributaries of the Anacostia River and encompasses over 25 miles of multiuse trails in both Prince George's and Montgomery Counties. The potential exists to extend the Paint Branch Trail north through Beltsville to Laurel and south into Washington, D.C., along the Anacostia River and in West Hyattsville. The recently completed pedestrian bridge at Bladensburg Waterfront Park connects Bladensburg with the Anacostia Tributary Trail System and sets the stage for the extension of the ATHA system into Washington, D.C., along the east side of the Anacostia River. In order to promote the use of trails as linkages, this Master Plan of Transportation supports the following:

Policy 7:

Produce an ATHA Trail Development Strategic Plan. This plan should be created through cooperation with a variety of constituency groups and community representatives and should build upon the trail planning already provided by M-NCPPC. The ATHA Trail Development Strategic Plan should be reviewed by the county's Bicycle and Trails Advisory Group and integrated into county master plans, as appropriate.

STRATEGIES:

1. Provide amenities to the ATHA trails system, either on the trail or in nearby communities. Improvements can include trail head parking areas, restrooms, bicycle racks and lockers, drinking fountains, and public art. Interpretive panels and signs explaining the natural and historic features should be installed at appropriate points, similar to the recently installed signage along the Woodrow Wilson Bridge Trail.
2. Obtain national designation for a trail spur along the Anacostia River, starting from Bladensburg or Colmar Manor, to connect to the Potomac Heritage National Scenic Trail.
3. Support the construction of new trails that are environmentally sensitive. Alternative routes to trail alignments in stream valleys and other potentially sensitive areas should be explored wherever possible.
4. Implement the extension of the ATHA system into Washington, D.C., along the Anacostia River and the Prince George's Connector Trail and outside the Capital Beltway.
5. Support the expansion of the Rhode Island Avenue Trolley Trail to both the north and south of College Park. Upon its completion, this trail will provide a continuous bike and pedestrian route from Armentrout Drive in Hyattsville to Beltsville.

Interpretive Trails

Interpretive trails can be used for walking tours, driving/biking tours, or actual off-road paths.

Paths, however, are often designed more with recreation and ease of alignment in mind than interpretation. The primary purpose of an interpretive trail is to educate (and entertain) its users, with some healthy recreation along the way.

The route chosen to link various interpretive sites and features in a given theme is less important than the stops along the way, but it is desirable that the route be attractive and easily traveled. When it is not possible to meet one or both of these tests, trail designers should incorporate explanations of the trail's surroundings as part of the interpretation. For example, if US 1 through Beltsville is to be followed for a small towns theme, users could be advised to watch carefully for the beautiful red brick church at the corner of Powder Mill Road or aided in imagining how the road once appeared when it was the 1812 Baltimore Pike. Helping users know what to expect, or to understand the underlying causes of what they experience today, reduces their anxiety or impatience and increases their interest.

To be successful, an interpretive trail must be easy to follow (requiring good directional signs, maps, and explanatory brochures, as discussed below in the section on wayfinding), offer a variety of experiences, and make sense thematically, so that a story emerges along the way. Although the idea of making sense is important, it is also useful to remember that unusual combinations, rather than more obvious ones, may make a trail more interesting. For example, a science and environment theme here has some of the most varied possibilities—from dinosaurs to space flight to recycled lands to

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stream restoration. Not every site on such a trail will capture everyone's interest, but it can be an intriguing experience nevertheless.

A final ingredient in the success of these trails is the interpretation itself and the media chosen at each stop to convey the story and the strength of the story and exhibits themselves. Research, writing, and exhibit design will be required. All trail design should consider visitor comfort—guides and signs should direct visitors to places to eat, comfort facilities, connections to public transit, and other amenities.

A significant number of interpretative trails were proposed in the approved ATHA plan. The Boat Trail has been largely implemented as the Kingfisher Canoe Trail by the Anacostia Watershed Society. This trail provides maps and tours, as well as improvements by M-NCPPC, at the Bladensburg Waterfront Park. This scenic water trail goes from Bladensburg Waterfront Park to Washington, D.C., where it wends by the scenic Kenilworth Aquatic Gardens and the National Arboretum. The following are trail possibilities that were also recommended in the ATHA plan:

Research Trail—Develop and create an on-road bicycle route through federal research lands. Working in conjunction with the visitor centers at Beltsville Agricultural Research Center and Patuxent Research Refuge, the appropriate roadways (i.e., those with wide shoulders or low volume) will be designated for bicycle use, with interpretive signage installed along the entire length of the trail. This designated route could form a portion of at least three interpretive driving/biking trails: the Natural History Trail, the Science and Environment Trail, and the Agricultural History Trail.

African-American Heritage Trail—Develop and create a trail that focuses on African-American history and presence in ATHA. Features and highlights along this trail may include Abraham Hall, St. Mark's United Methodist Church (in Laurel), the Town of North Brentwood, the community of Lakeland (in College Park), and other sites as appropriate (e.g., Montpelier Mansion, Bostwick, Riversdale). Later, any sites identified in studies of the Underground Railroad will be interpreted and included.

New Nation Trail—Develop and create a trail that includes Montpelier Mansion and Riversdale, as well as Bostwick and other sites in Bladensburg. Early industrial and commercial sites may also be identified (e.g., the Snowden family forge near Montpelier Mansion/Snow Hill, the site of the powder mill on Powder Mill Road, the Adelphi Mill (a gristmill), Brown's Tavern, or the Rossborough Inn).

Agricultural History Trail—Develop and create a trail that includes the Beltsville Agricultural Research Center, the University of Maryland, Riversdale House Museum, and the Port of Bladensburg. A combination driving/biking trail, it would include (at a minimum) existing portions of the Paint Branch and Indian Creek stream valley trails, the proposed Trolley Trail, and the Research Trail. The octagonal barn to be constructed at Riversdale would be featured at one end of this trail, with the research center at the other end.

Natural History Trail—Develop and create a trail that connects the Kenilworth Aquatic Gardens and the National Arboretum in the District of Columbia to the National Wildlife Visitor Center, the Beltsville Agricultural Research Center, and Greenbelt Park. Although this trail would share some of the same interpretation as the proposed Science and Environment Trail described below, its interpretive focus would be on the appreciation and use of the educational resources of ATHA's natural sites. As a component, develop a wetlands boardwalk for environmental education.

Science and Environment Trail—Develop and create a trail that connects sites illustrating science, discovery, and the use of technology to improve the environment. It would link the prehistoric (e.g., fossil-bearing site at the proposed Dinosaur Park) to the historic (e.g., all aviation sites, including NASA Goddard Space Flight Center, College Park Aviation Museum, Balloon Park, the Engineering and Research Corporation [ERCO] airplane factory,) to the present (e.g., Mount Rainier Nature/Recreation Center, Colmar Manor, and Brentwood Rain Gardens) to the future (e.g., the University of Maryland's

proposed technology park). Where important to interpretation, the trail would include walks along the ATHA trail system. The trail would also closely relate to the Natural History Trail by sharing some of the interpretation.

Linking the Nation Trail—A walking/driving trail connecting sites such as the Bladensburg Waterfront Park, Bladensburg Balloon Park, Riversdale House Museum, College Park Aviation Museum, NASA Goddard Visitor Center and the Spacecraft Magnetic Test Facility, Brown's Tavern, Rossborough Inn, B&O Railroad Station in Laurel, and Duvall Bridge.

Weary Traveler Trail—A trail linking remains of the early post road and turnpike system along the US 1 corridor and the 18th- and 19th-century taverns that developed along the way, such as Brown's White House Tavern, the Rossborough Inn, and the George Washington House.

Main Street Trail—A trail celebrating the nation's Main Street, US 1 from Maine to Florida, linking the sites that tell the story of US 1 and the main street communities along it, including the downtowns of Laurel, Vansville, College Park, Riverdale Park, Hyattsville, Mount Rainier, Brentwood, North Brentwood, and Bladensburg. Individual sites that illustrate 20th-century development relating to the automobile can be included, from the 1930s filling station in Mount Rainier to the Tastee Diner in Laurel.

Streetcar Suburbs Trail—A trail celebrating the beginning of the Washington, D.C., suburbs as a result of the construction of the Washington to Mount Rainier trolley line in 1897. The streetcar suburbs include Mount Rainier, Brentwood, and North Brentwood on one end and extend up US 1 to Laurel.

Balloon to the Moon Trail (Segment of the National History of Flight Trail)—The entire span of American aviation history is represented within ATHA, including the Bladensburg Balloon Park, College Park Airport and Aviation Museum, the ERCO plant in Riverdale Park, and the NASA Goddard Visitor Center.

Mail-Order Houses Trail—A trail featuring Victorian pattern book and mail-order houses built in the area, including the O'Dea House, the Chlopicki House, the Kleiner Dillon House, the McEwen House, the Rizzo House, and the Holbrook House, among others. As mail-order houses are found throughout the area, this trail would include sites in Mount Rainier, Brentwood, Hyattsville, Bladensburg, Cottage City, College Park, Laurel, North Brentwood, Riverdale Park, and University Park.

Greenbelt Trail—This trail would feature the City of Greenbelt and its existing walking/biking trail system. Key sites include the Greenbelt Museum, the Greenbelt Center School, and the Roosevelt Center, which includes the historic movie theater, but it is possible to enjoy a large part of this National Historic Landmark planned community on foot. Outdoor interpretive signs have been installed.

Stones and Bones Trail—Tours of early church buildings and cemeteries could be offered throughout the Anacostia Trails Heritage Area, including St. Mary's of the Mill, St. Phillip's, First United Methodist, Abraham Hall, Queen's Chapel, St. Joseph's, St. James, Mount Rainier Methodist, North Brentwood AME Zion, St. Paul's/Free Hope Baptist, Evergreen Cemetery, St. John's, the College Park Woman's Club, Ivy Hill Cemetery in Laurel, the Calvert Family Cemetery in Riverdale Park, and the George Washington Memorial Cemetery.

Champion Tree Trail—A trail linking the ten big-tree champions with the Anacostia Trails Heritage Area: a winged elm, a pig nut hickory, a star magnolia, a Bradford pear, a long-leafed pine, a pitch pine, a red pine, a London plane tree, a Caucasian zelkova (a member of the elm family), and a chestnut oak. Some of these trees are on private land; others, however, are readily accessible.

War of 1812 Trail (in Support of the Star Spangled Banner National Historic Trail)—A walking and driving trail interpreting the Battle of Bladensburg in Bladensburg, Colmar Manor, and Cottage City, and linking buildings that were present during the battle, including Bostwick, the George Washington House, the Market Master's House, and the Magruder House.

Policy 8:

Develop thematic or heritage trails that build upon the historic, cultural, and natural resources in the Port Towns area.

STRATEGIES:

1. Develop the Battle of Bladensburg Trail in Port Towns.
2. Utilize streetscape improvements along US 1 and MD 450, existing trails at Bladensburg Waterfront Park, and sidewalk and trail improvements along 48th Street and to the Bostwick House.
3. Develop wayfinding and interpretative signage along all trails, as well as route maps and more detailed interpretative material.

Industry and Labor Trail—A trail to link sites related to the history of industry in the area, including Laurel Mills, Laurel Museum, Adelphi Mill, Bostwick House, Muirkirk Iron Furnace, and the ERCO plant.

Education and Research Trail—A trail expanding upon the Research Trail that would link such nationally recognized research sites as the University of Maryland at College Park, Archives II, the Beltsville Agricultural Research Center and Agricultural Library, the Patuxent Research Refuge and National Wildlife Visitor Center, and the NASA Goddard Space Flight Visitor Center.

Potomac Heritage National Scenic Trail

BACKGROUND

The Potomac River has long been recognized as a natural, historical, and cultural corridor of national significance. The Potomac Heritage National Scenic Trail (PHT) is the metropolitan area's only congressionally designated long distance trail corridor. People use the trails and parks along the entire length of the Potomac River to recreate and relax, as well as to learn about the events that shaped our country. Many unique and scenic natural areas are preserved along the river that serve as valuable habitat for wildlife, green space for communities, and educational opportunities for residents.

The idea for PHT first arose in 1965, when President Johnson called for a national system of trails to promote public enjoyment of outdoor recreation. The idea has developed for a continuous trail route along the Potomac River between the Chesapeake Bay and the Allegheny Highlands. Responding to this interest, a corridor for PHT was designated by Congress in 1983 as an amendment to the National Trails System Act. It was left to the local governments to determine the exact route and type of trail. However, the intent of the national trails system is summarized by the National Capital Planning Commission as,

> "National trails are part of a federally designated system of trails incorporating recreational, scenic, and historic trails. The U.S. Congress established the system to incorporate existing trail systems and add connections between them" (Parks and Open Space Element, National Capital Planning Commission (NCPC), page 122).

REGIONAL FRAMEWORK

The National Capital Planning Commission adopted the Comprehensive Plan for the National Capital in August 2004. The Parks and Open Space Element provides background regarding the regional importance of the Potomac River and guidance regarding appropriate policies and recommendations along the entire Potomac River corridor. This element includes the following policies regarding rivers and waterways (Parks and Open Space Element, NCPC, page 121):

- Protect the scenic and ecological values of waterways and stream valleys.
- Restore the forested buffers along waterways and stream valleys.
- Protect, restore, and enhance the Anacostia and Potomac Rivers as great open space resources and as recreational amenities, including shorelines and waterfront areas along rivers.
- Improve the quality of water in the Anacostia and Potomac Rivers to allow for both restored natural habitats and increased recreational use.
- Manage all lands along the Anacostia and Potomac Rivers in a manner that encourages the enjoyment and recreational use of water resources while protecting the scenic and ecological values of the waterways.

- Encourage swimming, boating, and fishing facilities, as well as water-oriented tourist activities, on the Anacostia and Potomac Rivers.
- Ensure that the shorelines and waterfronts of the Anacostia and Potomac Rivers remain mostly publicly owned and that privately owned parks provide shoreline continuity through parks and promenades.

The Parks and Open Space Element also contains the following policies related to trails (Parks and Open Space Element, NCPC, page 124):

- Develop new trails and complete partial trails that connect to parks, schools, business, and other community amenities to provide a system of contiguous regional trails for extensive recreational and transportation use. Examples to be completed include the Potomac Heritage Trail.
- Develop a "blue trail" on Washington's waterways.

These policies highlight the importance of the Potomac River corridor to the regional open space and trail network. They also provide guidance for future land use and trail implementation decisions to be made within the Potomac River corridor. The policies place a priority on the conservation of the natural features that make the Potomac River unique, as well as improving public access to the existing and planned recreational facilities along or near the river.

Planning Background Within Prince George's County

Since 1975 the idea of a trail parallel to the Potomac River has been incorporated into various county trail plans and master plans in Prince George's County. A study of the concept of the Potomac River Trail in Prince George's County was evaluated in 1987. The study examined the feasibility of a trail along the Potomac River corridor and explored potential routes in Prince George's County between the District of Columbia and Piscataway Park. In 1999 a subcommittee of the Prince George's County Bicycle and Trails Advisory Group (BTAG) began to explore further routes for both an on-road bicycling route and potential trail alignments away from traffic to serve the needs of walkers, joggers, equestrians, and cyclists. The Potomac River is a corridor of historical, cultural, and natural significance. Prince George's County includes many features and sites that contribute to the unique character and attributes of the stream valley. Natural resources, sensitive environmental features, historic and cultural sites, and recreational opportunities are found along the entire length of the Potomac River in Prince George's County.

This plan recommends the provision of safe and convenient access to existing parkland via sidewalk and trail connections along public rights-of-ways and within existing parkland. Streets linking established communities with existing parkland should be upgraded to include continuous sidewalks to safely accommodate pedestrians. The plan also recommends bicycle-compatible improvements along the designated PHT on-road bicycle route. These may include designated bike lanes, bikeway signage, paved shoulders, and spot safety improvements if necessary. Necessary improvements to provide bicycle and pedestrian access along the corridor are discussed in relation to some of the major attractions. These improvements are also incorporated into the strategies listed under the recommended policies.

In fall 2000, the first PHT on-road bicycle route map was published. This route connects parks, public facilities, and existing multiuse trails. It provides access to various sites along the river and also provides scenic vistas of the Potomac along various sites along the Prince George's County shoreline. In 2005, the on-road bicycle route was officially designated by the National Park Service as part of the Potomac Heritage National Scenic Trail. The existing bike route combines outdoor recreation, community-based heritage tourism, education, and conservation, all of which contribute to the county's Livable Communities Initiative. The route highlights the many locations along the Potomac River such as Fort Foote and Fort Washington that make Prince George's County unique. Significant natural, cultural, historical, and recreational resources along the corridor include:

Existing trail along Oxon Cove, Oxon Cove Park.

Oxon Hill Farm, Oxon Cove Park.

Oxon Cove Park (Oxon Hill Children's Farm): This site is owned by the National Park Service and includes a network of natural surface trails and a paved trail connection into the District of Columbia. Access to the waterfront is provided along Oxon Cove. Oxon Cove Park was purchased by the National Park Service as an example of a small, working farm that represents the time when farming was mostly nonmechanized and much of the work was completed using horses.

Planned connections or enhancements to improve access to Oxon Cove Park include:

- Continuous sidewalks and designated bike lanes along Oxon Hill Road.
- Safe accommodations for bicycles and pedestrians across MD 210 as improvements are made along the MD 210 corridor.

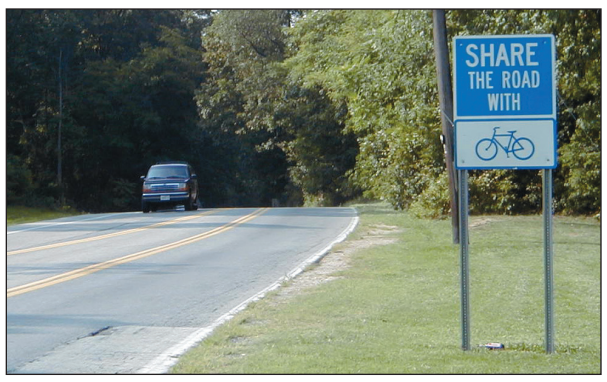
Woodrow Wilson Bridge Project: This new bridge includes a pedestrian trail along the north side of the westbound span. This trail will connect National Harbor with Alexandria and the existing Mount Vernon Trail. This trail, which opened in June 2009, provides views into Washington along the Potomac River. The bridge project will also include a "deckover" facility on Rosalie Island that will function as part of the trail connection across the river and as an urban park affording expansive views of Washington.

National Harbor: This new mixed-use development provides a waterfront promenade along the Potomac River, as well as land for a waterfront M-NCPPC park. Nonmotorized trips to National Harbor will be accommodated with:

- Continuous sidewalks and designated bike lanes along Oxon Hill Road.
- The trail along the Woodrow Wilson Bridge project.
- The planned trail through the Beltway parcel of National Harbor.

Oxon Hill Manor: Oxon Hill Manor, owned by M-NCPPC, is a significant historic site listed in the National Register of Historic Places. Built in 1929, it is a large, two-story, neo-Georgian brick mansion, with flanking wings and fine decorative detail. It is an outstanding example of 20th century estate-era architecture. It was designed by architect Jules Henri de Sibour for career diplomat Sumner Welles, Franklin Delano Roosevelt's Secretary of State. It was built near the site of the 18th century Oxon Hill Manor, owned by John Addison. The Addison family, one of the most noted colonial families in Prince George's County, played an important role in the history of the county and the state. Access to the site is from Oxon Hill Road, which currently includes minimal and fragmented provisions for pedestrians and bicyclists.

Oxon Hill Manor is another historic destination along the Potomac River in Prince George's County.



Oxon Hill Road currently has fragmented and missing sidewalks in many areas.

Fort Foote National Park: Established in 1863, Fort Foote, owned by the National Park Service, consists today of the remains of a Civil War fort and its related earthworks, ten gun mounts, and two Rodman guns. It was the southernmost of 68 forts and batteries erected to defend the city of Washington during the Civil War. This park includes several internal trails that take visitors through the woodlands along the Potomac River, by the historic cannons, and to the Potomac River shoreline. This park provides access to the Potomac River for the Fort Foote community. Although this park is located directly off Fort Foote Road, community access is minimal due to limited on-site facilities and fragmented sidewalks and bike facilities from surrounding neighborhoods. Additional improvements have been discussed for the park such as a visitor's center and interpretive features.

Improvements necessary to enhance access to Fort Foote include continuous sidewalks and designated bike lanes along Fort Foote Road.

There are existing natural surface trails at Fort Foote Park that provide access to the river.

Existing facilities for pedestrians and bicyclists are fragmented or missing in many areas. Continuous sidewalks and designated bike lanes are recommended.

Broad Creek Marsh: Much of the marsh is currently owned by M-NCPPC and the National Park Service. Broad Creek Marsh is the largest marsh on the Potomac River within Prince George's County. The parkland also includes a large amount of high quality riparian habitat surrounding the marsh and Broad Creek. The marsh supports a wide variety of wildlife, including several species of nesting marsh birds, nesting bald eagles, and a wide variety of wading birds and waterfowl.

Broad Creek Marsh.

Broad Creek Historic District: The historic district, an area on both sides of Livingston Road between Oxon Hill Road and Fort Washington Road, includes several properties listed as historic sites and/or in the National Register of Historic Places, including St. John's Church, Piscataway House, Harmony Hall, and the ruins of Want Water. Much of the land is owned by M-NCPPC and the National Park Service. The district provides unique opportunities to explore and interpret the early settlement of the region. The M-NCPPC Department of Parks and Recreation has worked with the historic district advisory committee and other area residents to identify suitable trail alignments and surface types that complement the unique features in the district. Preliminary alignments have been identified, but further discussions, a feasibility analysis, and possibly additional land acquisition may be required.

Fort Washington Park: Constructed between 1814 and 1824, this site is owned by the National Park Service. After the original fort on the site was destroyed in 1814, the present fort was erected to protect the capital city. In addition to the restored fort and surrounding structures, this park also includes Prince George's County's only lighthouse, miles of natural surface trails, and expansive views of the Potomac River. Interpretive information is provided for the fort and a

Fort Washington Park includes the only lighthouse in Prince George's County.

visitor center is housed at one of the adjoining structures. Continuous accommodations for pedestrians and bicyclists are needed along Fort Washington Road and Old Fort Road to improve access to the park from surrounding communities. The portion of Fort Washington Road immediately outside the park lacks sidewalks. Nearby Fort Washington Marina also provides boat access to the north side of Piscataway Creek, as well as kayak rentals.

Necessary improvements to enhance access to Fort Washington Park include:

- Continuous sidewalks and designated bike lanes along Fort Washington Road.
- Continuous sidewalks and designated bike lanes along Old Fort Road. If segments of Old Fort Road remain as open section, safety enhancements for bicyclists may be appropriate.

Piscataway Creek: The National Park Service has acquired a large amount of the shoreline of Piscataway Creek. Most recently, the land along the north side of Piscataway Creek between Fort Washington Marina and Piscataway Drive was acquired. The National Park Service has made some improvements to a natural surface trail that follows an existing utility right-of-way, and M-NCPPC has funding to make boardwalk or bridge improvements along this trail.

Necessary access improvements along and around the north side of Piscataway Creek include:

- Continue to work with the National Park Service and DNR's Critical Area Commission to implement the planned trail connection from King Charles Terrace to Piscataway Drive.
- Evaluate options for using existing M-NCPPC parkland and vacant WSSC land to provide a trail connection from Piscataway Drive to the MD 210 service road south of Piscataway Creek. Currently, the only crossing of Piscataway Creek is along MD 210. This will provide a safe trail connection for bicyclists and pedestrians around Piscataway Creek.

Existing natural surface trail along the north side of Piscataway Creek.

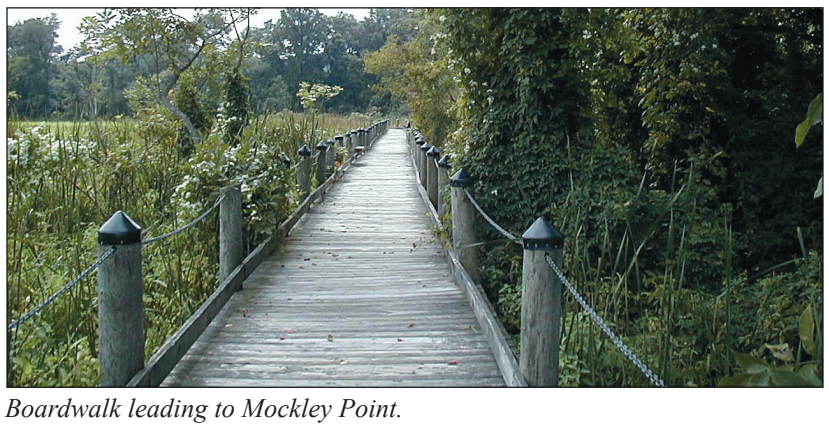
Existing trails provide access to the Potomac River and Piscataway Creek.

Wharf Road: The National Park Service owns land at the end of Wharf Road that allows parking and water access to Piscataway Creek.

Piscataway Park (south side of Piscataway Creek): The National Park Service owns much of the shoreline of the south side of Piscataway Creek as well. These lands include natural surface trails, a waterfront boardwalk, and the National Colonial Farm. Existing trails are extensive, but gaps exist in the overall network. Bicycle access to these parklands is provided along Farmington Road West and Bryan Point Road, which currently function as relatively low volume, shared use bikeways. Additional bikeway signage and some bicycle-compatible roadway improvements may be appropriate.

The items that are necessary to safely accommodate pedestrians and bicyclists to the existing parkland along the south side of Piscataway Creek include:

- Bikeway improvements along Farmington Road West.
- Bikeway improvements along Bryan Point Road.
- Natural surface trail connections between the existing trails along the south side of Piscataway Creek. A possible trail connection will link the National Colonial Farm with the existing trail to Mockley Point, and Mockley Point with Wharf Road to provide a continuous trail along the portion of the south side of Piscataway Creek owned by the National Park Service.



Boardwalk leading to Mockley Point.

Policy 1:

Provide bicycle-compatible road improvements along the Potomac Heritage National Scenic Trail on-road bicycle route.

STRATEGIES:

1. Provide continuous sidewalks and designated bike lanes along Oxon Hill Road.
2. Provide continuous sidewalks and designated bike lanes along Fort Foote Road.
3. Provide continuous sidewalks and designated bike lanes along Fort Washington Road.
4. Provide bikeway signage to designate the shared use bikeway portion of the trail along Holly Bank Drive, Arrow Park Drive, and Tantallon Drive.
5. Provide continuous sidewalks and designated bike lanes along Old Fort Road. If segments of Old Fort Road remain open section, safety enhancements and signage for bicyclists may be appropriate.
6. Provide bikeway improvements along Farmington Road West. This will involve bikeway signage and possibly safety enhancements where necessary. The segments of Farmington Road West that are completely within the Developing Tier should include sidewalk construction along both sides to improve access to the Accokeek town center. The segments requiring sidewalk improvements extend from Reserve Road to Livingston Road and from Wharf Road to MD 210.
7. Provide bikeway improvements along Bryan Point Road. This will involve bikeway signage and possibly safety enhancements where necessary.
8. Provide safe accommodations for bicycles and pedestrians across MD 210 as improvements are made along the MD 210 corridor. This may involve the provision of sidewalk and bikeway improvements across MD 210 as the planned interchanges are completed.

Policy 2:

Improve pedestrian and bicycle access to the existing parkland, natural features, historic sites, and recreational opportunities along the Potomac River corridor from surrounding communities.

STRATEGIES:

1. Continue work with the National Park Service and DNR's Critical Area Commission to implement the planned trail connection from King Charles Terrace to Piscataway Drive.

2. Evaluate options for using existing M-NCPPC parkland and vacant WSSC land to provide a trail connection from Piscataway Drive to the MD 210 service road south of Piscataway Creek. Currently, the only crossing of Piscataway Creek is along MD 210. This trail connection will provide a safe connection for bicyclists and pedestrians around Piscataway Creek.

3. Work with the National Park Service to provide natural surface trail connections between the existing trails along the south side of Piscataway Creek. Possible trail connections will link the National Colonial Farm with the existing trail to Mockley Point, and Mockley Point with Wharf Road to provide a continuous trail along the portion of the south side of Piscataway Creek owned by the National Park Service.

4. Continue to work with the Broad Creek Historic District Advisory Committee and surrounding communities to identify suitable trail alignments and surface types that complement the unique natural, cultural, and historic features within the district. Priority should be given to providing safe bicycle and pedestrian access through the historic district from Oxon Hill Road to Fort Washington Road. There will be no widening of the section of Livingston Road through the Broad Creek Historic District, thus upholding the historic district guidelines previously adopted by the council except in accordance with the county's scenic and historic road design guidelines.

5. Incorporate equestrian usage into designs for the Potomac Heritage and Henson Valley trail extensions in the Broad Creek Historic District. Trail alignments should avoid impact to sensitive archeological and ecological areas.

Policy 3:

Work with the National Park Service, Department of Public Works and Transportation, State Highway Administration, and the community to provide signage for the designated Potomac Heritage National Scenic Trail on-road bicycle route as part of the national trail system.

Policy 4:

No construction of the PHT is recommended within public use trail easements on private residential lots. Trail connections within this corridor shall be accommodated on public parkland and within public road rights-of-way. Notwithstanding this, trail easements are still necessary for the preservation of equestrian trails in the Rural Tier and for some master plan trails implemented on private homeowner association land.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
1	Eastern Trail (Peppermill Drive and Karen Boulevard)	Sidepath (hiker/biker)	Peppermill Road (Seat Pleasant Drive to MD 214) Karen Boulevard (MD 214 to Walker Mill Road)	DPW&T[4]	Addison Road Metro Town Center (2000)	This trail will provide a continuous north/south trail for walkers and bikers, connecting Seat Pleasant Drive with Walker Mill Road. This trail will link Peppermill Village and proposed Glenwood Hills to Peppermill Community Center, Baynes Elementary School, and the Addison Road Town Center. A portion of this trail has been approved for construction as part of the Glenwood Hills development.
2	Addison Road Sidewalks and Bike Lanes	Continuous sidewalks and designated bike lanes	Eastern Avenue to Walker Mill Road	DPW&T	Addison Road Metro Town Center (2000)	Designated bike lanes and continuous standard or wide sidewalks are needed to provide multimodal access to the Addison Road Metro Station south of MD 214. These facilities will accommodate safe and convenient multimodal access to the Addison Road Metro Station from the communities along Addison Road.
3	Chesapeake Beach Rail Trail	Multiuse trail (hiker/biker/ equestrian)	Seat Pleasant (near MD 704) to the Patuxent River (near Jug Bay)	M-NCPPC[5]	Addison Road Metro Town Center (2000) 1985 Equestrian Addendum Westphalia (2007) Subregion 6 (2009)	The rail trail project will utilize the former location of the Chesapeake Beach railroad to provide a major east/west trail connection through central Prince George's County. There are no records of right-of-way acquisition for most of the track bed of the former Chesapeake Beach Railway in Prince George's County. In the Seat Pleasant area, this trail will improve access to the Addison Road Metro, as well as several shopping areas. Inside the Beltway, the trail will also provide access to Walker Mill Regional Park. Outside the Beltway, the trail has already been constructed through the Winshire, Kings Grant, and Fox Chase subdivisions. The trail will link residential communities with existing and planned trails in the Westphalia area and Jug Bay. Additional right-of-way acquisition is required.

[4] DPW&T: Prince George's County Department of Public Works and Transportation.
[5] M-NCPPC: The Maryland-National Capital Park and Planning Commission.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
4	Old Gunpowder Road Shared-Use Sidepath and Bike Lanes	Shared-use side path and designated bike lanes	MD 198 to MD 212	DPW&T	ATHA[6] (2001) Subregion I (1990)	An eight-foot-wide side path is recommended along the west side of Old Gunpowder Road. This trail will complement the park trail completed parallel to Old Gunpowder Road through the Cross Creek development, improve access to Fairland Regional Park, and provide a connection to the existing Little Paint Branch Trail and West Laurel. Designated bike lanes are also recommended to safely accommodate faster moving on-road bicycle traffic. This trail will also serve as a segment of the continuous trail from Bladensburg to Laurel that was envisioned in the Anacostia Trails Heritage Area Management Plan. This trail should connect to the existing HOA trails in the West Laurel community. The bike lanes should extend north on Bond Mill Road to Brooklyn Bridge Road. The bike lanes should then extend west to the Montgomery County line and east to the City of Laurel.
5	Anacostia River Trail Extension	Multiuse trail (hiker/biker/ equestrian)	Bladensburg Marina to DC Line	M-NCPPC	Bladensburg Town Center Plan (2007)	Extend the Anacostia River Trail along the east side of the Anacostia River from Bladensburg Marina into the District of Columbia. This trail will extend the existing ATHA trails network, provide a future connection to the planned D.C. Riverwalk, and provide for improved trail connectivity between Prince George's County and the existing and proposed trails in the District of Columbia. This project has been funded by the State of Maryland and is scheduled to begin construction in late 2008.
6	MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities	Standard or wide sidewalks with on-road bicycle facilities	Capital Beltway to Alt. US 1	SHA[7]	Bladensburg-New Carrollton and Vicinity (1994)	Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended.
7	Riverdale Road Bikeway	On-road bicycle facilities	MD 450 to MD 410	DPW&T	Bladensburg-New Carrollton and Vicinity (1994)	Signed bike routes provide bicyclists with access to major destinations in the area. This bikeway will improve access to the New Carrollton Metro and the planned trail facility along MD 450.
8	Finns Lane Bikeway	On-road bicycle facilities	Riverdale Road to MD 450	DPW&T	Bladensburg-New Carrollton and Vicinity (1994)	Signed bike routes provide bicyclists with access to major destinations in the area. This bikeway will improve access to the New Carrollton Metro and the planned trail facility along MD 450.
9	Collington Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	MD 214 to Western Branch	M-NCPPC	Bowie and Vicinity (2006) Subregion 6 (2009)	This trail will extend from MD 214 south to Upper Marlboro. It will serve the developing residential communities on the west side of US 301. It will also connect to the Western Branch Trail near Upper Marlboro. Several segments of this trail have either been constructed or approved for construction through recent development proposals.
10	Jericho Park Road Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	Race Track Road to MD 197	DPW&T	Bowie and Vicinity (2006)	Provide a side path or wide sidewalk for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or paved shoulders for on-road bicyclists if practical and feasible. These facilities will accommodate nonmotorized access to MARC and Bowie State University.
11	Race Track Road Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	MD 450 to MD 197	DPW&T	Bowie and Vicinity (2006)	Provide a side path along Race Track Road for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists. These facilities will accommodate nonmotorized access to MARC and Bowie State University, as well as the church, school and park facilities along these corridors. Segments of Race Track Road have been improved with sidewalk construction and wide curb lanes.

[6] ATHA: *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*.
[7] SHA: Maryland State Highway Administration.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
12	Old Maryland 450 Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	MD 197 to MD 450	DPW&T	Bowie and Vicinity (2006)	Develop trails and/or wide sidewalks and designated bike lanes along old MD 450 from Bowie to the West Bowie Village if practical and feasible.. This will provide for safe and convenient pedestrian and bicycle access to the West Bowie Village from Bowie Main Street. These facilities will also connect to the recently completed trail along the former MD 450 right-of-way east of MD 197.
13	Church Road Bikeway	Paved shoulders	MD 450 to MD 214	DPW&T	Bowie and Vicinity (2006)	This bikeway will be accommodated with six-foot-wide asphalt shoulders with side path construction at major intersections.
14	Church Road Shared-Use Side path	Shared-use side path	MD 214 to Oak Grove Road	DPW&T	Bowie and Vicinity (2006)	An eight-foot-wide side path will accommodate nonmotorized transportation along the portion of Church Road through the Oak Creek Club development.
15	Oak Grove Road Shared-Use Side path	Shared-use side path	MD 193 to Leeland Road	DPW&T	Bowie and Vicinity (2006)	An eight-foot-wide side path will accommodate nonmotorized transportation along the north side of Oak Grove Road in the vicinity of the Oak Creek Club development.
16	Chestnut Avenue/ Highbridge Road	Shared-use side path and on-road bicycle facilities	Old Town Bowie to MD 450	DPW&T	Bowie and Vicinity (2006)	Bicycle and pedestrian accommodations are necessary along this road to improve pedestrian safety in Old Town Bowie and several park and school facilities. This road will also provide an important connection to the existing WB&A Trail. Due to existing steep slopes and right-of-way constraints, improvements may not be possible until the road is realigned.
17	Mitchellville Road Shared-Use Side path	Shared-use side path	Mount Oak Road to US 301	DPW&T	Bowie and Vicinity (2006)	Extend the existing side path along the entire length of Mitchellville Road. This trail will link residential communities and provide access to several commercial areas.
18	Mount Oak Road Shared-Use Side path	Shared-use side path	Mitchellville Road to Church Road	DPW&T	Bowie and Vicinity (2006)	This trail will link residential communities and connect the bikeway along Church Road with the side path along Mitchellville Road.
19	Governors Bridge Road Shared-Use Bikeway	Shared-use bikeway	US 301 to the Patuxent River	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
20	Mill Branch Road Shared-Use Bikeway	Shared-use bikeway	US 301 to Queen Anne Bridge Road	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
21	Queen Anne Bridge Road Shared-Use Bikeway	Shared-use bikeway	US 301 to MD 214	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
22	Queen Anne Road Shared-Use Bikeway	Shared-use bikeway	US 301 to MD 214	DPW&T	Bowie and Vicinity (2006)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
23	Pedestrian Bridge Feasibility Study	Feasibility study	Greenbelt Metro Station	M-NCPPC	MPOT (new recommendation)	At the time of the detailed site plan for the Greenbelt Station development, conduct a feasibility study for a pedestrian bridge linking the Greenbelt Metro Station with the communities and master plan trails to the west of the railroad tracks. The study should determine if a pedestrian bridge is warranted and/or feasible, identify appropriate locations for the bridge (if necessary), or develop alternative recommendations for improving pedestrian access to the Greenbelt Metro Station from surrounding communities.
24	Old Chapel Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	MD 197 to Hillmeade Road	DPW&T	Bowie and Vicinity (2006)	Continuous sidewalks are needed along this residential corridor to improve access to Bowie Plaza, High Bridge Elementary School, and Highbridge Park.
25	Woodmore Road Shared-Use Side path	Shared-use side path	Church Road to MD 193	DPW&T	Bowie and Vicinity (2006)	This trail will link residential communities and connect the bikeways along Church Road and MD 193.
26	MD 564 Side path and On-Road Bicycle Facilities	Shared-use side path and designated bike lanes	MD 197 to MD 450	SHA	Bowie and Vicinity (2006) Glenn Dale-Lanham-Seabrook and Vicinity (1993)	Provide continuous bicycle and pedestrian improvements along MD 564 with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists if practical and feasible. These facilities are needed to improve pedestrian safety along this heavily traveled corridor. They will improve access to numerous commercial areas and MARC.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
27	Prospect Hill Road Sidewalk and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Hillmeade Road to MD 953	DPW&T	Bowie and Vicinity (2006)	Provide continuous pedestrian and bicycle facilities along Prospect Hill Road with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists if practical and feasible. These facilities will accommodate nonmotorized access to Northridge Community Park, Glenn Dale Elementary School, and Glenn Dale Neighborhood Park.
28	Fletchertown Road Shared-Use Side path	Side path	Hillmeade Road to Chestnut Avenue	DPW&T	Bowie and Vicinity (2006)	This trail will provide multimodal access to Old Town Bowie and other residential communities.
29	Iverson Street Sidewalks and Designated Bike Lanes	Sidewalks with designated bike lanes	Branch Avenue to Iverson Place	DPW&T	Branch Avenue Corridor, MPOT (new recommendation)	These improvements will enhance access to several commercial areas, the Hillcrest Heights Library, and Hillcrest Heights Elementary School.
30	Silver Hill Road Sidewalks and Designated Bike Lanes	Sidewalks with designated bike lanes	Branch Avenue to Walker Mill Road	SHA	Branch Avenue Corridor, MPOT (new recommendation)	These improvements will enhance access to the Suitland Metro, the Suitland Federal Center, several commercial areas, and Francis Scott Key Elementary School. Sidewalks exist along many segments of Silver Hill Road. Existing sidewalks are narrow and placed immediately behind the curb. Sidewalks should be at least six feet wide and be incorporated into a pedestrian-friendly streetscape with amenities and safety features.
31	52nd Place Bikeway	Shared-use roadway	Edgewood Road to 53rd Avenue	Municipal	MPOT (new recommendation)	This shared-use roadway will provide access to the Greenbelt Metro.
32	53rd Avenue Bikeway	Shared-use roadway	Edgewood Road to 53rd Avenue	Municipal	MPOT (new recommendation)	This shared-use roadway will provide access to the Greenbelt Metro.
33	Lackawanna Street Bikeway	Shared-use roadway	US 1 to Greenbelt Metro	Municipal	MPOT (new recommendation)	This shared-use roadway will provide access to the Greenbelt Metro.
34	St. Barnabas Road Sidewalks and Bike Lanes	Sidewalks with designated bike lanes	Silver Hill Road to Livingston Road	DPW&T	Branch Avenue Corridor, MPOT (new recommendation)	Provide continuous standard or wide sidewalks with designated bike lanes. Pedestrian amenities and safety features should also be included as part of any frontage improvements or road improvement projects. Any comprehensive improvement projects should include discussions with area businesses to consolidate access points in order to improve safety for pedestrians, bicyclists, and motor vehicles.
35	Adelphi Road Continuous Sidewalks and On-Road Bicycle Facilities	Continuous sidewalks and on-road bicycle facilities	MD 193 to MD 410	DPW&T	Gateway Arts District (2004)	Continuous sidewalks and on-road bicycle facilities are needed along this road to enhance multimodal access to the Prince George's Plaza Metro Station. Right-of-way constraints may prohibit bike lanes, but wide outside curb lanes should be considered. Crosswalk improvements and other pedestrian safety features may be appropriate at some locations.
36	Jamestown Road Shared-Use Side path/ Wide Sidewalk and Designated Bike Lanes	Continuous side path/wide sidewalks with designated bike lanes	Queens Chapel Road (MD 500) to Ager Road	DPW&T	Gateway Arts District (2004)	Provide a wide sidewalk or side path with designated bike lanes along both sides of Jamestown Road to provide safe multimodal access to the West Hyattsville Metro Station if practical and feasible. Adequate lighting and crosswalk facilities should also be included.
37	Hamilton Street Continuous Standard or Wide Sidewalks	Continuous standard or wide sidewalks	Ager Road to Magruder Park	Hyattsville	Gateway Arts District (2004)	Continuous sidewalks, pedestrian safety features, and other pedestrian amenities are needed along this pedestrian route to the West Hyattsville Metro Station.
38	38th Street (MD 208) Standard or Wide Sidewalks and Designated Bike Lanes	Continuous standard/wide sidewalks with designated bike lanes	Hamilton Street to Bladensburg Road	SHA	Gateway Arts District (2004)	Improved accommodations for pedestrians and bicyclists are needed along this major corridor through multiple municipalities. Improved crosswalks, pedestrian safety features, and improved lighting and signage are also recommended.
39	Queens Chapel Road (MD 500) Wide Sidewalks and Designated Bike Lanes	Continuous wide sidewalks with designated bike lanes	MD 410 to Washington D.C.	SHA	Gateway Arts District (2004) West Hyattsville TDDP (2006) MPOT (new recommendation)—Buchanan Street to Washington D.C.	Wide sidewalks and designated bike lanes will improve pedestrian access to both the West Hyattsville and Prince George's Plaza Metro Stations. Segments of the road have been restriped to accommodate bicycle traffic, but continuous facilities for both pedestrians and bicyclists are still needed. Pedestrian safety features and amenities may also be appropriate at some locations.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
40	Good Luck Road Shared-Use Side path and Designated Bike Lanes	Shared-use side path and designated bike lanes	Springfield Road to MD 201	DPW&T	Glenn Dale-Lanham-Seabrook (1993) Bladensburg-New Carrollton (1994)	These facilities will accommodate nonmotorized access to Greenbelt National Park, Parkdale High School, Robert Frost Elementary School, Lamont Elementary School, Catherine T. Reed Elementary School, Robert Goddard Middle School, DuVal High School, Turner Recreation Park, and Good Luck Community Center. This is a major east/west connection through northern Prince George's County.
41	Folly Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Glenn Estates (south of MD 564) to Bald Hill Branch	M-NCPPC	Glenn Dale-Seabrook-Lanham and Vicinity (1993) Largo-Lottsford (1990)	Several segments of this trail have been implemented through development applications and M-NCPPC capital improvement projects. This trail provides a key connection in central Prince George's County that links residential areas with shopping centers and office space. This trail will also improve access to the WB&A Trail and a planned trail along Bald Hill Branch.
42	Whitfield Chapel Road Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	MD 704 to MD 450	DPW&T	Glenn Dale-Seabrook-Lanham and Vicinity (1993)	These sidewalk improvements will connect existing residential communities to MD 450, Whitfield Chapel Park, and MD 704.
43	Princess Garden Parkway Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	MD 450 to Good Luck Road	DPW&T	Glenn Dale-Seabrook-Lanham and Vicinity (1993)	Current sidewalk facilities are fragmented. The sidewalks will connect existing residential communities with nearby commercial areas and the future Good Luck Road side path.
44	MD 450 Side path	Shared-Use side path	Seabrook Road to the Capital Beltway	SHA	Glenn Dale-Seabrook-Lanham and Vicinity (1993)	SHA has completed a side path along MD 450 as part of road improvement projects from Race Track Road in Bowie to Seabrook Road. This side path/wide sidewalk should be extended along MD 450 to the Capital Beltway. This facility, in conjunction with sidewalk construction inside the Beltway, will improve pedestrian access to the New Carrollton Metro. Where MD 450 has been reconstructed, wide outside curb lanes have been provided for on-road bicyclists.
45	Barnaby Run Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Southern Avenue to 28th Avenue	M-NCPPC	Heights Master Plan (2000)	Provide a multiuse stream valley trail along Barnaby Run to provide a connection to the public facilities located in the area. Facilities include the North Barnaby Park and Aquatic Facility, Hillcrest Heights Elementary School, Hillcrest Heights Community Center, and the proposed Hillcrest Heights mixed-use development.
46	Henson Creek Trail Extension	Multiuse trail (hiker/biker/ equestrian)	Temple Hill Road to Branch Avenue Metro	M-NCPPC	Henson Creek-South Potomac (2006) Heights Master Plan (2000)	Extend the existing trail to the Branch Avenue Metro. This trail will extend the existing five mile stream valley trail, provide access to the Branch Avenue Metro and Camp Springs Town Center, and connect to the planned trail along Suitland Parkway.
47	Tinkers Creek Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Camp Springs Park at Coolridge Road to Piscataway Creek	M-NCPPC	Henson Creek-South Potomac (2006) Subregion 5 (2009)	This planned trail has been approved for construction through the Bevard North development. This trail will connect to the Pea Hill Branch and Piscataway Creek Trails, provide access to the Clinton area, and provide access between adjoining residential communities.
48	Temple Hill Road Sidewalks and Bike Lanes	Continuous sidewalks and striped and designated bike lanes	MD 414 to MD 223	DPW&T	Henson Creek-South Potomac (2006)	These facilities will improve bicycle and pedestrian access to the Henson Creek Trail, Crossland High School, Clinton Grove Elementary School, Allenwood Elementary School, Temple Hills Park, and Henson Creek Neighborhood Park.
49	Tucker Road Sidewalks and Bike Lanes	Sidewalks with designated bike lanes	St. Barnabas Road to Allentown Road	DPW&T	Henson Creek-South Potomac (2006)	Continuous sidewalks and designated bike lanes are recommended along this corridor. They will provide pedestrian and bike access from surrounding communities to the Tucker Road Community Center and Henson Creek Trail.
50	Bock Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Livingston Road to Tucker Road	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to the Henson Creek Trail.
51	Brinkley Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	St. Barnabas Road to Allentown Road	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to schools, shopping centers, and the Henson Creek Trail.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
52	Allentown Road (MD 337) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Suitland Parkway to MD 5	SHA	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access to several commercial areas from surrounding residential communities.
53	Allentown Road (MD 337) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Steed Road to Old Fort Road	DPW&T	Henson Creek-South Potomac (2006) Subregion 5 (2009)	These facilities will link established residential communities with existing school and park facilities. Public facilities along the road include Tayac Elementary School, Isaac J. Gourdine Middle School, Friendly High School, and the Allentown Road Fitness and Aquatic Center.
54	Oxon Hill Road (MD 414) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 to Livingston Road West	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access to National Harbor, Oxon Hill Manor, Fort Foote Elementary School, and the Henson Creek Trail. A portion of these improvements are funded through a Department of Public Works and Transportation Capital Improvement Program project. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
55	Oxon Hill Road (MD 414) Sidewalks, Designated Bike Lanes and Pedestrian Safety Improvements	Sidewalks and designated bike lanes	MD 210 to St. Barnabas Road	SHA	Henson Creek-South Potomac (2006)	Continuous sidewalks and on-road bicycle facilities are needed along this heavily traveled commercial corridor. Pedestrian safety issues also need to be addressed and improved crosswalks, pedestrian refuges, and other features may be appropriate
56	Fort Foote Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Oxon Hill Road (near Kirby Hill Road) to Oxon Hill Road (north of Livingston Road)	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to the Fort Foote Community Center, Fort Foote National Park, Fort Foote Elementary School, and Oxon Hill Middle School. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
57	Palmer Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Tucker Road to MD 210	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide pedestrian and bike access from surrounding communities to the Lynnalan Neighborhood Park.
58	Fort Washington Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 to Fort Washington Park	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will provide pedestrian and bike access from surrounding communities to the Fort Washington National Park, Potomac Landing Elementary School, Potomac Landing Park, and Tantallon Shopping Center. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
59	Old Fort Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 to Fort Washington Road to MD 210 (at Oxon Hill Road)	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will provide pedestrian and bike access from surrounding communities to the Fort Washington National Park. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route.
60	Old Fort Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 (at Forest Plaza) to MD 210 (at Livingston Square Shopping Center)	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will serve residential communities along Old Fort Road and provide better pedestrian access to nearby park, school, and shopping facilities.
61	Riverview Road	Sidewalks and designated bike lanes	Fort Washington Road to Swan Creek Road	DPW&T	Henson Creek-South Potomac (2006)	Provide continuous sidewalks and designated bike lane if practical and feasible. These facilities will provide continuous accommodations for pedestrians and bicyclists and serve as a segment of the Potomac Heritage Trail On-Road Bicycle Route.
62	Swan Creek Road	Sidewalks and designated bike lanes	Riverview Road to MD 210	DPW&T	Henson Creek-South Potomac (2006)	These facilities will provide continuous accommodations for pedestrians and bicyclists and serve as a segment of the Potomac Heritage Trail on-road bicycle route. Swan Creek Road provides access from residential communities to Old Forte Village Shopping Center.

Table 2: Trail and Bikeway Recommendations						
	Facility Name (adjoining road, where applicable)	**Facility Type**	**Project Limits**	**Owner**	**Master Plan Citation(s) (and year of approval)**	**Comments**
63	Auth Road Sidewalk and Bikeway Improvements	Sidewalks and on-road bicycle improvements	MD 337 to MD 5	DPW&T	Henson Creek-South Potomac (2006)—outside the Beltway MPOT (new recommendation—inside the Beltway	Continuous sidewalks, on-road bicycle improvements, and pedestrian safety features are needed along this major road connection to the Branch Avenue Metro. Auth Road also serves as a connection to Metro from surrounding communities.
64	Livingston Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 210 in Forest Heights to MD 210 at Kerby Hill Road	DPW&T	Henson Creek-South Potomac (2006)—outside the Capital Beltway MPOT (new recommendation)—inside the Capital Beltway	These facilities will provide pedestrian and bike access to Oxon Hill Plaza and Glassmanor Community Park.
65	Cattail Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	Glenarden Parkway to Beaverdam Creek	M-NCPPC	Landover and Vicinity (1993)	This trail can be implemented as a stream valley trail and a side path along Barlowe Road extended. Where the trail is implemented in conjunction with Barlowe Road extended, an attractive and inviting streetscape is recommended with appropriate pedestrian-and trail-related amenities that highlight the Cattail Branch and surrounding open space. This trail/greenway should include connections to surrounding schools and neighborhoods. Upon its completion along its entire length, this stream valley trail will provide access to Kenmoor Elementary School, Kenmoor Middle School, Matthew Henson Elementary School, the Palmer Park Community Center, and the Kentland Community Center.
66	Brightseat Road Sidewalks and Bike Lanes	Sidewalks and designated bike lanes	Ardwick-Ardmore Road to MD 214	DPW&T	Landover and Vicinity (1993)	Provide continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road. Brightseat Road is a major north-south connection through the Landover Gateway area, and currently facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are recommended. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with MD 202. These facilities will provide safe nonmotorized connectivity to the Landover civic center and commercial core from surrounding neighborhoods.
67	Sheriff Road Wide Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Brightseat Road to Washington DC	DPW&T	Landover and Vicinity (1993)	Extend the existing wide sidewalks along the entire length of Sheriff Road. Designated bike lanes are also recommended. These facilities will improve access to FedEx Field, Cabin Branch Trail, and Cedar Heights Community Center.
68	Cabin Branch Stream Valley Trail	Multiuse trail (hiker/biker/equestrian)	MD 214 to Beaverdam Creek	M-NCPPC	Landover and Vicinity (1993) Addison Road Metro Area Sector Plan (2000)	This park trail will provide needed recreational opportunities in the Landover and Seat Pleasant areas. It will provide access to numerous park and school facilities, as well as to the Cheverly and Addison Road Metro Stations.
69	MD 202 Continuous Sidewalks and On-Road Bicycle Facilities	Standard or wide sidewalks with on-road bicycle facilities.	Barlowe Road to MD 450	SHA	Landover and Vicinity (1993) Bladensburg-New Carrollton and Vicinity (1994)	Road improvements along MD 202 should be consistent with the AASHTO Guide for the Development of Bicycle Facilities and improvements and pavement markings should preserve and enhance the existing state-designated Upper Marlboro to College Park Bikeway. If MD 202 is improved from an open to closed section roadway, a standard side path shall be provided along one side and bicycle-compatible pavement markings shall be provided on the outside curb lanes.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
70	Evarts Street Sidewalk and Bike Lanes	Sidewalks and designated bike lanes	Existing Evarts Street to the Woodmore Towne Centre	DPW&T	MPOT (new recommendation)	Provide continuous sidewalks and on-road bicycle facilities on the Evarts Street extension. This extension will provide pedestrian access between the Woodmore Towne Centre and the Landover Gateway regional center and commercial core. In addition, this pedestrian connection across the Beltway will provide for a more unified, walkable study area by providing access across a major pedestrian barrier.
71	Adelphi Road Shared-Use Side path	Shared-use side path	MD 650 to MD 193	DPW&T	Langley Park-College Park-Greenbelt (1989)	The extension of the existing wide sidewalk along Adelphi Road is recommended to improve access to the University of Maryland. On-road bicycle facilities are also recommended, with bike lanes being preferred along this high volume corridor if right-of-way constraints allow.
72	MD 193 Shared-Use Side path and Designated Bike Lanes	Wide sidewalk or shared-use side path and designated bike lanes	Watkins Regional Park to Montgomery County line	SHA	Langley Park-College Park-Greenbelt (1989)—Soil Conservation Road to Paint Branch MPOT (new recommendation)—Paint Branch to Montgomery County Glenn Dale-Seabrook-Lanham and Vicinity (1993)—Cipriano Road to US 50 Largo-Lottsford (1990)—US 50 to Watkins Regional Park	Provide continuous pedestrian and bicycle accommodations along MD 193 with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists. MD 193 is a major east/west corridor in northern Prince George's County and provides access to many schools, parks, and commercial areas. Pedestrian safety along the corridor is a concern and the provision of facilities to safely accommodate pedestrians and bicyclists is a priority.
73	Metzerott Road Sidewalks and Bike Lanes	Continuous sidewalks and designated bike lanes	MD 650 to MD 193	DPW&T	MPOT (new recommendation)	Pedestrian safety needs to be evaluated as part of future improvements to the MD 193 and Metzerott Road intersection.
74	Bald Hill Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	MD 450 to Western Branch	M-NCPPC	Largo Lottsford (1990) Glenn Dale-Seabrook-Lanham (1993)	This stream valley trail will connect to the planned Folly Branch Trail and Western Branch Trail, as well as the existing trail along MD 450.
75	Western Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Enterprise Golf Course to the Patuxent River	M-NCPPC	Largo-Lottsford (1990) Subregion 6 (2009)	This trail will provide access to Upper Marlboro and the Prince George's Equestrian Center. It will also provide a nonmotorized connection between the Largo area and Upper Marlboro, link to the Folly Branch, Collington Branch, and Patuxent River trails, and connect to Watkins Regional Park.
76	Lottsford Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Glenn Dale Community Center to Folly Branch	M-NCPPC	Largo-Lottsford (1990)	The stream valley trail will connect existing park facilities such as the splash park and WB&A Trail with the planned stream valley trail network to the south.
77	Lottsford Road Shared-Use Side path	Shared-use side path/wide sidewalks and on-road bicycle facilities	MD 193 to Harry S Truman Drive	DPW&T	Largo-Lottsford (1990)	This planned facility has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur.
78	Campus Way Side path/Wide Sidewalk with Designated Bike Lanes	Shared-use side path or wide sidewalk and designated bike lanes	Evarts Street to Harry S Truman Drive	DPW&T	Largo-Lottsford (1990)	Extend the existing wide sidewalks along the entire length of both existing and planned Campus Way. This road will ultimately connect to the Evarts Street bridge over the Capital Beltway. Designated bike lanes should also be provided. These facilities will provide access between the Woodmore Towne Centre, Landover Gateway area, and the Largo Town Center.
79	Lake Arbor Way Bikeway	On-road bicycle improvements	MD 202 to MD 214	DPW&T	Largo-Lottsford (1990)	Lake Arbor Way currently includes standard sidewalks along both sides of its entire length. Bicycle compatible road striping and signage is recommended.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
80	Lottsford Vista Road Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Lottsford Road to MD 704	DPW&T	Largo-Lottsford (1990)	Continuous accommodations for bicycles and pedestrians are needed. Sidewalks are currently fragmented. This will improve access to the Washington Business Park.
81	Ritchie Branch Trail	Multiuse trail (hiker/biker/ equestrian)	Marlboro Pike to Walker Mill Regional Park	M-NCPPC	Marlboro Pike, MPOT (new recommendation)	This planned trail will provide access from the Forestville community to Walker Mill Regional Park. This is a long-term recommendation that will require the acquisition of land along the stream valley within a largely industrial corridor.
82	MD 4 Shared-Use Side path	Side path (hiker/biker)	Capital Beltway to the Washington, D.C. line	SHA	Marlboro Pike, MPOT (new recommendation)	A side path has been recently completed along the north side of MD 4 from Walters Lane to Parkland Drive. It is recommended that this trail be completed along the entire length of MD 4 inside the Beltway. This trail will link adjacent residential communities, provide access to existing bus stops, and improve access to commercial areas. There is an existing need for this facility as residents currently walk along the shoulder or parallel to the road to reach nearby bus stops and commercial areas.
83	Marlboro Pike Sidewalk and Bikeway Improvements	Sidewalks and on-road bicycle improvements	Forestville Road to Washington, D.C. line	DPW&T	Marlboro Pike, MPOT (new recommendation)	Planning for the Marlboro Pike Sector Plan has indicated the need for continuous sidewalks and streetscape improvements along this corridor. Pedestrian safety features should also be incorporated, where feasible. Due to right-of-way constraints, full bike lanes may not be feasible.
84	Dower House Road Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	MD 4 to Melwood Hills Community Park	DPW&T	Melwood-Westphalia (1994)	Continuous sidewalks and designated bike lanes are needed to accommodate nonmotorized trips going to the Westphalia Town Center.
85	MD 223 Shared-Use Side path	Side path (hiker/biker)	MD 4 to Livingston Road	SHA	Melwood-Westphalia (1994)—MD 4 to Rosaryville Road. MPOT (new recommendation)—Rosaryville Road to Livingston Road	A shared-use side path or wide sidewalk is recommended along this rapidly developing corridor in southern Prince George's County. There has been consistent feedback from the community that safe pedestrian facilities are needed along this heavily traveled and rapidly developing corridor. This trail will provide safe access to numerous schools and park facilities, as well as link adjoining residential communities. Currently, sidewalks are fragmented or missing in many areas and a side path is needed to improve pedestrian safety.
86	Arena Drive Shared-Use Side path	Wide sidewalk and on-road bicycle facilities	Brightseat Road to MD 202	DPW&T	Morgan Boulevard and Largo Town Center Metro Areas (2004) Largo-Lottsford (1990)	Extend the existing wide sidewalks along the entire length of Arena Drive. This facility will improve pedestrian access between FedEx Field and the Largo Town Center.
87	Hill Road Continuous Sidewalks and On-Road Bicycle Improvements	Sidewalks and on-road bicycle facilities	MD 214 to MD 704	DPW&T	Morgan Boulevard and Largo Town Center Metro Areas (2004)	Provide continuous sidewalks and on-road bicycle facilities to improve access between communities and to Oakcrest Elementary School and Peppermill Village Park.
88	MD 214 Continuous Sidewalks	Sidewalks and on-road bicycle facilities	Capital Beltway to Washington, D.C.	SHA	Morgan Boulevard and Largo Town Center Metro Areas (2004) Addison Road Metro Town Center (2000)	Improved accommodations for pedestrians are recommended along MD 214. Gaps in the sidewalk network should be completed, and new sidewalk construction should provide a buffer between the travel lanes and pedestrian zone. Wide sidewalks are appropriate near Metro and in areas of high pedestrian traffic. Crosswalk improvements, safety enhancements, and on-road bicycle facilities should also be considered.
89	Oxon Run Trail	Multiuse trail (hiker/biker/ equestrian)	Oxon Hill Farm (NPS) to Azalea Acres Park	M-NCPPC	MPOT (new recommendation)	This trail will provide access to the existing National Park Service (NPS) Trail into the District. It will also provide access to Glassmanor Community Center.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
90	MD 704 Shared-Use Side path	Side path (hiker/biker)	MD 450 to the Washington, D.C. line	SHA	MPOT (new recommendation)	A side path or wide sidewalk construction with designated bike lanes is recommended along MD 704 (District of Columbia to I-495). It may be appropriate to use excess capacity along MD 704 to accommodate improved bicycle and pedestrian facilities. MD 704 connects to the existing WB&A Trail outside I-495. Trail construction along MD 704 will provide an extension of the existing WB&A Trail to provide a continuous east/west trail connection through central Prince George's County.
91	Ritchie Road Sidewalks and Bike Lanes	Sidewalks and designated bike lanes	MD 214 to Walker Mill Road	DPW&T	MPOT (new recommendation)	Continuous sidewalks and designated bike lanes are needed to accommodate nonmotorized trips along this employment/industrial corridor. Ritchie Road connects to the wide sidewalks currently along Garrett A. Morgan Boulevard.
92	Contee Road Continuous Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	MD 197 to Cherry Lane	DPW&T	MPOT (new recommendation)	These facilities will improve access to several shopping centers and James H. Harrison Elementary School. Designated bike lanes are recommended if right-of-way constraints allow. From US 1 west to Cherry Lane there shall be sidewalks and designated on-road bike lanes.
93	Odell Road Continuous Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Old Baltimore Pike to Powder Mill Road (MD 212)	DPW&T	MPOT (new recommendation)	Continuous sidewalks are needed along this major route through the Beltsville community. These planned facilities will begin on the east side of Old Baltimore Pike, which is east of the railroad tracks and industrial area.
94	Sellman Road Sidewalk or Shared-Use Side path and Bike Lanes	Standard sidewalks or shared-use side path (hiker/biker)	Rhode Island Avenue to Cherry Hill Road	DPW&T	MPOT (new recommendation)	Provide a standard sidewalk or a side path along the north side of Sellman Road from Cherry Hill Road to US 1 if practical and feasible. This needed improvement will provide safe pedestrian access to the Beltsville Community Center from nearby residential communities. This sidewalk will also provide pedestrian access to nearby local businesses. Designated bike lanes should also be provided.
95	MD 197 Shared-Use Side path	Shared-use side path (hiker/biker)	Laurel to Bowie	SHA	MPOT (new recommendation)	Currently, much of the land between Laurel and Bowie is in federal ownership and is restricted from trails and other recreational uses. However, a side path within the MD 197 right-of-way will provide a trail connection from Bowie to Laurel without impacting the adjacent federal properties. A side path is necessary to safely accommodate pedestrians and bicyclists along this high volume, high speed roadway. This trail will also provide access to the existing WB&A Trail and serve as a segment of the nationally designated East Coast Greenway.
96	Beaverdam Road Designated Bike Lanes	Bike lanes	MD 201 to Springfield Road	DPW&T	MPOT (new recommendation)	Designated bike lanes shall be provided.
97	MD 201 Shared-Use Side path	Shared-use side path (hiker/biker)	US 50 to I-495	SHA	MPOT (new recommendation)	This trail will improve bike and pedestrian safety along a high-volume and high-speed roadway.
98	Paint Branch Parkway Designated Bike Lanes	Designated bike lanes	US 1 to MD 201	DPW&T	MPOT (new recommendation)	Provide designated bike lanes along the entire length of Paint Branch Parkway if feasible. This will improve access to the University of Maryland.
99	Baltimore-Washington Parkway Trail	Shared-use trail	Muirkirk Road to Pedestrian Bridge off Hanover Parkway (Greenbelt)	NPS	MPOT (new recommendation)	This trail will provide north/south access through the Beltsville Agricultural Research Center from Laurel to Greenbelt in an area where there are no off-road trail options for bicyclists. This trail can tie into the existing pedestrian bridge over the Baltimore-Washington Parkway in the vicinity of Hanover Parkway and Gardenway Court. This trail may be similar to the trail currently under study along the Suitland Parkway.
100	MD 410 Continuous Standard or Wide Sidewalks with On-Road Bicycle Facilities	Sidewalks with on-road bicycle facilities	Montgomery County to the Baltimore-Washington Parkway	SHA	MPOT (new recommendation) Prince George's Plaza TDDP (1998)	Continuous facilities for pedestrians and bicyclists are needed along this corridor. Wide sidewalks are recommended within the Prince George's Plaza Transit District, and continuous sidewalk facilities are needed along the rest of the corridor. Bicycle compatible road striping should be considered, although right-of-way constraints may prohibit full bike lanes.

Table 2: Trail and Bikeway Recommendations						
	Facility Name (adjoining road, where applicable)	**Facility Type**	**Project Limits**	**Owner**	**Master Plan Citation(s) (and year of approval)**	**Comments**
101	Riggs Road (MD 212)	Sidewalks and on-road bicycle facilities	Powder Mill Road (MD 212) to Washington D.C.	SHA	MPOT (new recommendation)	Continuous sidewalks and on-road bicycle accommodations are necessary along this corridor. Currently, sidewalks are fragmented or missing along some segments of the road. Right-of-way constraints may prohibit bike lanes, but wide outside curb lanes should be considered. Crosswalk improvements and other pedestrian safety features may be appropriate at some locations.
102	Steed Road Shared-Use Side path and On-Road Bicycle Facilities	Shared-use side path with on-road bicycle facilities	MD 223 to Allentown Road	DPW&T	MPOT (new recommendation)	Steed Road connects two major corridors within the northern portion of Subregion 5. A shared-use side path with on-road bicycle accommodations are recommended if practical and feasible. Steed Road also links existing residential communities with the planned Tinkers Creek Trail.
103	Auth Way Wide Sidewalks	Wide sidewalks	Auth Road to MD 5	DPW&T	MPOT (new recommendation)	Continuous wide sidewalks should be provided along both sides of Auth Way as road improvements are made to improve access to the Branch Avenue Metro. Seven-foot-wide sidewalks have been approved along segments of Auth Way through the Camp Springs Town Center.
104	Suitland Road Sidewalks and Designated Bike Lanes	Sidewalks with designated bike lanes	Allentown Road to the Washington, D.C. line	DPW&T	MPOT (new recommendation)	An attractive streetscape with continuous sidewalks, on-road bicycle facilities, and pedestrian safety features are needed along Suitland Road. Suitland Road provides access to the Suitland Federal Center, Suitland Community Park, and several nearby school facilities.
105	Walker Mill Road Side path/Wide Sidewalk	Shared-use side path or wide sidewalk	Ritchie-Marlboro Road to Marlboro Pike	DPW&T	MPOT (new recommendation)	This project should be implemented as a shared-use side path or wide sidewalk. This facility will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway interchange. This facility will provide access to Walker Mill Regional Park, John H. Bayne Elementary School, and Walker Mill Business Park.
106	Ritchie Road/ Forestville Road	Sidewalks and designated bike lanes	MD 214 to MD 4	DPW&T	MPOT (new recommendation)	Continuous sidewalks and designated bike lanes are needed to accommodate pedestrians and bicyclists along these roads. These facilities will improve access to Walker Mill Regional Park and multiple employment areas.
107	Cherry Tree Crossing Sidewalks and Bikeway	Sidewalks and bikeway improvements	US 301 to MD 381	DPW&T	MPOT (new recommendation)	Accommodations for pedestrians are needed to link the residential community with the Brandywine Town Center. The road is also designated as a shared-use bikeway.
108	Mountain Bike Skills Park	Skills park	Hyattsville vicinity	M-NCPPC	MPOT (new recommendation)	Mountain bike users are an underserved user group in Prince George's County. Many multiuse trails do not provide the variety of scenery or terrain necessary for a challenging mountain bike trail. Similarly, children need safe places to ride where they can improve their bicycling skills. A mountain bike skills park is proposed in north county that will provide a variety of trail experiences and challenges and will better serve the mountain bike users in the county. Similar parks have been constructed in other urban areas that provide for a variety of trail experiences, challenges, and obstacles in relatively small, confined space.
109	Dangerfield Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	MD 223 to Sonar Road	DPW&T	MPOT (new recommendation)	Continuous facilities are needed for pedestrians along this mostly open section road if practical and feasible. Bicycle compatible road improvements and bikeway signage should also be provided.
110	Brown Station Road Shared-Use Side path	Side path or wide sidewalk with on-road bicycle facilities	Old Marlboro Pike to White House Road	DPW&T	MPOT (new recommendation)	Provide a side path or wide sidewalk along Brown Station Road. Where an open section road is maintained, bicycle compatible road improvements such as paved shoulders and bikeway signage should be provided.
111	Surratts Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	Brandywine Road to Dangerfield Road	DPW&T	MPOT (new recommendation)	Continuous facilities are needed for pedestrians along this mostly open section road if practical and feasible. Bicycle compatible road improvements and bikeway signage should also be provided.
112	South Osborne Road Bikeway	Sidewalks and on-road bicycle improvements	Marlboro Pike to US 301	DPW&T	MPOT (new recommendation)	Provide bicycle compatible improvements and bikeway signage as improvements are made.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
113	Ardwick-Ardmore Road Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Lottsford Vista Road to Pennsy Drive	DPW&T	MPOT (new recommendation) outside the Capital Beltway Landover and Vicinity (1993) inside the Capital Beltway	Continuous accommodations for bicycles and pedestrians are needed. Sidewalks are currently fragmented. This will improve access to the New Carrollton Transit District and Metro station.
114	Suitland Parkway Trail	Shared-use side path (hiker/biker)	Washington, D.C. line to MD 4	NPS	MPOT, Branch Avenue Corridor (new recommendation)	This trail will extend the existing Suitland Parkway Trail in D.C. along the Suitland Parkway in Prince George's County. This trail will provide access to the Naylor Road and Suitland Metro Stations.
115	Branch Avenue Bicycle and Pedestrian Improvements	Shared-use side path or sidewalks with designated bike lanes	Capital Beltway to the Washington, D.C. line	SHA	MPOT, Branch Avenue Corridor (new recommendation)	The Branch Avenue Corridor Sector Plan highlights the importance of improving pedestrian safety along and across Branch Avenue inside the Capital Beltway. In conjunction with other streetscape improvements, a shared-use side path or standard/wide sidewalks should be provided in conjunction with designated bike lanes. Safety improvements for pedestrians should also be incorporated into future intersection improvements. There may also be opportunities to construct an urban linear park along some sections of the corridor, as discussed in the sector plan.
116	Harkins Road Wide Sidewalks	Wide sidewalks	MD 450 to Ellin Road	DPW&T	New Carrollton TDDP (1989)	Provide minimum six-foot-wide sidewalks along Harkin Avenue to accommodate pedestrians walking to the New Carrollton Metro Station.
117	Ellin Road Wide Sidewalks	Wide sidewalks	MD 450 to MD 410	DPW&T	New Carrollton TDDP (1989)	Provide minimum six-foot-wide sidewalks along Ellin Avenue and 85th Avenue to accommodate pedestrians walking to the New Carrollton Metro Station.
118	Muirkirk Road Sidewalks and Bike Lanes	Sidewalks and designated bike lanes	MD 197 to A-3	DPW&T	Subregion I (1990) MPOT (new recommendation)	Provide continuous sidewalks and designated bike lanes along Muirkirk Road to improve access to the Muirkirk MARC Station and to A-3 south of the Konterra Town Center.
119	Contee Road Extended (A-6) Shared-Use Side path and Designated Bike Lanes	Sidewalks with designated bicycle lanes	Old Gunpowder Road to City of Laurel Old Gunpowder Road to Van Dusen Road.	DPW&T	Subregion I (1990) MPOT (new recommendation)	These facilities will improve access to Fairland Regional Park and the planned Konterra development.
120	Kenilworth Avenue Extended (A-56) Shared-Use Side path and Designated Bike Lanes	Shared-use side path/ wide sidewalk with designated bicycle lanes	Van Dusen Road to Sunnyside Avenue	DPW&T	Subregion I (1990) MPOT (new recommendation)	These facilities will improve access to Fairland Regional Park and the planned Konterra development.
121	Old Baltimore Pike Shared-Use Side path	Shared-use side path	Muirkirk Road to Odell Road	DPW&T	Subregion I (1990)	This side path will provide safe pedestrian and bicycle movement along a heavily traveled industrial road with significant truck traffic.
122	Odell Road Bike Lanes	Bike lanes	Muirkirk Road to Old Baltimore Pike	DPW&T	Subregion I (1990)	Designated bike lanes shall be added to this road.
123	US 1 Shared-Use Side path	Shared-use side path (hiker/biker)	Capital Beltway to Laurel	SHA	Subregion I (1990)	Provide a side path or wide sidewalk along the west side of US 1. This will extend the existing side path along US 1 between Quimby Avenue and Muirkirk Road. This wide sidewalk or side path should ultimately extend from I-495 to Laurel.
124	Powder Mill Road (MD 212)	Bike lanes	MD 197 to MD 201	SHA	Subregion I (1990)	Provide designated bike lanes along MD 212 through the Beltsville Agricultural Research Center. Paved shoulders are currently provided along in most areas.
125	Van Dusen Road Realigned	Sidewalks and bike lanes	Old Gunpowder Road to Konterra Town Center	DPW&T	MPOT (new recommendation)	The existing portion of Van Dusen Road across this area will be realigned as part of the planned Konterra project and is expected to connect directly to the town center over I-95. No alignment is set at this time. These facilities will improve access to Fairland Regional Park and the planned Konterra Town Center.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
126	Powder Mill Road (MD 212)	Sidewalks and designated bike lanes	MD 201 to Montgomery County	SHA	Subregion I (1990)	Continuous sidewalks and designated bike lanes are needed along MD 212 in the Beltsville and Calverton areas. Sidewalks are currently fragmented or missing in many areas.
127	Springfield Road Bike Lanes	Designated bike lanes	Odell Road to MD 564	DPW&T	Subregion I (1990) Glenn Dale-Seabrook-Lanham (1993)	Continuous sidewalks and designated bike lanes should be provided where a closed section road is utilized. Designated bike lanes shall be provided to open sections where feasible.
128	Cherry Hill Road Continuous Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	US 1 to Montgomery County	SHA	Subregion I (1990) MPOT (new recommendation inside the Capital Beltway)	Continuous sidewalks and designated bike lanes are needed along this heavily traveled road to improve neighborhood access to existing park facilities and shopping centers.
129	Paint Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Cherry Hill Road to Sellman Road	M-NCPPC	Subregion I (1990), ATHA (2001)	Extend the existing Paint Branch Trail from Cherry Hill Road Community Park to the Beltsville Community Center north of Sellman Road. This trail extension will connect the existing ATHA network inside the Beltway with the existing Little Paint Branch Trail north of Sellman Road and will be an important segment of the trail connection planned between Bladensburg and Laurel in the ATHA Management Plan.
130	Rhode Island Avenue Trolley Trail	Shared-use trail with designated bike lanes	Quimby Avenue to Armentrout Drive	Municipal, SHA, and DPW&T	Subregion I (1990), Langley Park-College Park-Greenbelt (1989) Gateway Arts District (2004)	Provide a shared-use trail along this former trolley right-of-way. Several segments of this trail have been implemented by the City of College Park. Planning work is also being done in Riverdale Park and Hyattsville. Where an existing roadway is within the former trolley right-of-way, bikeway and sidewalk improvements may be appropriate. Designated bike lanes shall be provided from Greenbelt Road north to Quimby Avenue.
131	Pea Hill Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	MD 5 to Tinkers Creek	M-NCPPC	Subregion 5 (2009)	This local stream valley trail will improve pedestrian access in the Clinton area and connect to the Tinkers Creek Trail. An extensive network of trail easements and open space parcels have been established as development has occurred in the stream valley.
132	Edgewood Road Bike Lanes	Designated bike lanes	US 1 to 53rd Avenue	Municipal	US 1 College Park Sector Plan (2002)	This facility may be accommodated as a shared-use roadway east of 52nd Place.
133	Montgomery Road Bike Lanes	Designated bike lanes	US 1 to Powder Mill Road	DPW&T	MPOT (new recommendation)	Provide designated bike lanes consistent with the existing CIP projects.
134	Piscataway Creek Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	MD 223 (near Rosaryville Road) to the Potomac River	M-NCPPC and NPS	Subregion 5 (2009) Subregion 6 (2009)	This is one of the primary stream valley trail recommendations in southern Prince George's County. This stream valley runs through the middle of a rapidly developing portion of southern Prince George's County. Significant segments of the stream valley have been acquired by the Department of Parks and Recreation as development has occurred. In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned "cross-county" connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide nonmotorized access to the extensive trail system and recreational facilities at Cosca Regional Park.
135	Butler Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Piscataway Creek Stream Trail to Cosca Regional Park	M-NCPPC	Subregion 5 (2009)	This trail will provide trail access from the planned Piscataway Creek Trail to the extensive existing trails in Cosca Regional Park.
136	Cheltenham Woods Community Park Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Piscataway Creek to Cheltenham Community Park	M-NCPPC	Subregion 5 (2009)	This trail will utilize an existing M-NCPPC stream valley park. It will provide trail access through an established residential community and connect to Piscataway Creek Stream Valley Trail and Cheltenham Community Park.
137	Mattawoman Creek Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian) Water trail (canoes and kayaks)	Beginning at the Potomac River, the entire length of Mattawoman Creek in Prince George's County	M-NCPPC	Subregion 5 (2009)	A segment of this trail and a trail head facility have been approved for construction through the Homeland subdivision. More land acquisition is necessary along the corridor before additional segments can be completed. Access to Mattawoman Creek should also be provided for canoes and kayaks as part of the development of a water trail.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
138	Timothy Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Brandywine Community Park to Mattawoman Creek	M-NCPPC	Subregion 5 (2009)	Provide a stream valley trail along Timothy Branch between Dyson Road and Mattawoman Creek. This trail will provide access to the developing employment center in Brandywine. Public use trail easements have been acquired as commercial development has occurred.
139	Burch Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	MD 373 to Piscataway Creek	M-NCPPC	Subregion 5 (2009)	This planned trail will connect the bikeway along Floral Park Road with the planned stream valley trail along Piscataway Creek. It will also provide a trail connection through the open space network outside the Brandywine Special Study Area.
140	Brandywine Road Sidewalks and Bike Lanes	Sidewalks and striped and designated bike lanes	MD 223 to US 301	DPW&T	Subregion 5 (2009)	Currently, a variety of cross sections exist along Brandywine Road and sidewalks are missing along many segments. Continuous sidewalks will provide a safe pedestrian route between adjoining residential communities, to several shopping centers, and to both Tinkers Creek and Piscataway Creek Stream Valley Trails. Brandywine Road also provides a parallel route to MD 5 for pedestrians and bicyclists. Evaluate the need for sidewalks along MD 223 outside the segment within the Developing Tier.
141	A-65 Shared-Use Side path	Shared-use side path (hiker/biker) and bicycle lanes or shared-use roadway	Branch Avenue to C-518 (Old Fort Road)	DPW&T	Subregion 5 (2009)	This trail will provide nonmotorized access through a rapidly developing portion of southern Prince George's County. Segments of the trail have been approved for construction as part of recent development applications. The trail will also provide connectivity with several planned stream valley trails.
142	Thrift Road Shared-Use Side path and on-road bicycle facilities	Shared-use side path with on-road bicycle facilities	Brandywine Road to Windbrook Drive	DPW&T	Subregion 5 (2009)	Thrift Road provides access to the existing trails and recreational facilities in Cosca Regional Park. This path will connect residents in surrounding communities with the park. Thrift Road also connects to planned trails along Piscataway Creek and Butler Branch.
143	Old Alexandria Ferry Road Sidewalks and Bikeway	Sidewalks and on-road bicycle facilities	MD 5 to MD 223	DPW&T	Subregion 5 (2009)	Continuous sidewalks and on-road bicycle accommodations are needed along this road to serve existing residential communities, as well as business in the corridor. Sidewalks are currently fragmented or missing in many areas.
144	Bryan Point Road	Shared-use roadway	Farmington Road	DPW&T	Subregion 5 (2009)	Signage and bicycle compatible road improvements should be incorporated into this shared-use bikeway. Bryan Point Road serves as a segment of the Potomac Heritage National Scenic Trail on-road bicycle route with connections to the parkland on Wharf Road, Mockley Point, and Accokeek Farm.
145	Farmington Road West	Shared-use side path/ on-road bicycle facilities	MD 210 to Livingston Road	DPW&T	Subregion 5 (2009)	Farmington Road West serves as a segment of the Potomac Heritage National Scenic Trail on-road bicycle route.
146	Floral Park Road Shared-Use Side path	Shared-use side path	Piscataway Road to Brandywine Road	DPW&T	Subregion 5 (2009)	This facility will connect Brandywine with Accokeek.
147	Accokeek Road Bikeway or Shared-Use Side path	Shared-use side path (if closed section), bikeway improvements where the road remains open section.	Livingston Road to MD 5	SHA	Subregion 5 (2009)	This facility will connect Brandywine with Accokeek. Improvements will vary depending on the road cross section utilized. Where the road is closed section, a side path should be provided. Where the road remains open section, bikeway improvements and signage should be provided.
148	Livingston Road Shared-Use Bikeway and Sidewalks	Shared-use bikeway with sidewalk construction in Accokeek	MD 210 at MD 373 to MD 210 at Gabriel Drive	DPW&T	Subregion 5 (2009)	Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway. A segment of this road serves as a portion of the Potomac Heritage National Scenic Trail on-road bicycle route. Where the road goes through the Accokeek Town Center, standard sidewalks should be provided along both sides.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
149	Dyson Road Shared-Use Side path	Shared-use side path/ wide sidewalk	Brandywine Road to Cherry Tree Crossing Road	DPW&T	Subregion 5 (2009)	Several segments of this facility have been implemented as wide sidewalks. Sidewalk gaps remain along the corridor. This facility will improve access to Gwynn Park High School and Gwynn Park Middle School.
150	Farmington Road West Shared-Use Bikeway	Bikeway, with some sidewalk construction	MD 210 to Livingston Road	DPW&T	Subregion 5 (2009)	Bikeway signage and possibly safety enhancements should be implemented, where necessary. The segments of Farmington Road West that are completely within the Developing Tier should include sidewalk construction along both sides to improve access to the Accokeek Town Center. The segments requiring sidewalk improvements extend from Reserve Road to Livingston Road and Wharf Road to MD 210. Farmington Road West is a segment of the Potomac Heritage National Scenic Trail on-road bicycle route.
151	Charles Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Dower House Road to the Patuxent River	M-NCPPC	Subregion 6 (2009) Melwood-Westphalia (1994)	This is a long-term project where much land remains to be acquired. The trail will provide access to Rosaryville State Park and the Patuxent River, as well as serve as part of the cross-county connection with the Piscataway Creek Stream Valley Trail. The Charles Branch corridor serves as an important connection for equestrians to the state park.
152	MD 382 (Croom Road) Bikeway	On-road bicycle improvements	US 301 to MD 381	SHA	Subregion 6 (2009)	MD 382 is a heavily used corridor for long distance cyclists. Road improvements should include bicycle accommodations. A study of the corridor has recently been initiated that will explore the needs of both motor vehicles and bicyclists, as well as the preservation of the scenic qualities of the roadway.
153	MD 381 (Aquasco Road and Brandywine Road) Bikeway	On-road bicycle improvements	US 301 to Swanson Creek (Charles County)	SHA	Subregion 6 (2009)	MD 381 is a heavily used corridor for long distance cyclists. Road improvements should include bicycle accommodations. Sidewalk construction is needed within the Brandywine and Aquasco communities.
154	Croom Station Road Bikeway	On-road bicycle improvements	US 301 to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. As frontage improvements or other road improvements are made, bicycle compatible striping or paved shoulders should be provided to safely accommodate bicycle movement.
155	Croom Airport Road Bikeway	On-road bicycle improvements	MD 382 to the Chesapeake Bay Critical Area Driving Tour	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. As frontage improvements or other road improvements are made, bicycle compatible striping or paved shoulders should be provided to safely accommodate bicycle movement.
156	St. Thomas Church Road Bikeway	On-road bicycle improvements	MD 382 to Fenno Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
157	Nottingham Road Bikeway	On-road bicycle improvements	MD 382 to Watershed Drive	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
158	Tanyard Road Bikeway	On-road bicycle improvements	MD 382 to Watershed Drive	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
159	Fenno Road Bikeway	On-road bicycle improvements	St. Thomas Church Road to Nottingham Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
160	Candy Hill Road Bikeway	On-road bicycle improvements	Molly Berry Road to Nottingham Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
161	Baden–Naylor Road Bikeway	On-road bicycle improvements	MD 381 to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
162	Baden–Westwood Road Bikeway	On-road bicycle improvements	MD 381 to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
163	North Keys Road Bikeway	On-road bicycle improvements	MD 381 to Molly Berry Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
164	Molly Berry Road Bikeway	On-road bicycle improvements	MD 382 to Baden-Naylor Road	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
165	Van Brady Road Bikeway	On-road bicycle improvements	Old Indian Head Road to Molly Berry Road	DPW&T	Subregion 6 (2009)	Roads within the rural tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
166	Cedarville Road Bikeway	On-road bicycle improvements	MD 381 to US 301	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
167	Duley Station Road	On-road bicycle improvements	Wallace Lane to MD 382	DPW&T	Subregion 6 (2009)	Roads within the Rural Tier are used by recreational and long-distance cyclists. Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway.
168	Dower House Branch Stream Valley Trail	Multiuse Trail (hiker/biker/ equestrian)	Piscataway Creek to Rosaryville State Park	M-NCPPC	Subregion 6 (2009)	This trail will preserve equestrian access to Rosaryville State Park from surrounding residential communities.
169	Mattaponi Hiker-Equestrian Trail	Natural surface trail (hiker/ equestrian)	Old Indian Head Road to Merkle WMA	Privately owned and maintained within a public use easement (PUE)	Subregion 6 (2009)	A natural surface hiker-equestrian trail is recommended along Mattaponi Creek. This trail will connect to the existing trails at Jug Bay and Merkle Wildlife Management Area, as well as provide a long equestrian trail route within the Rural Tier.
170	Black Swamp Creek Hiker-Equestrian Trail	Natural surface trail (hiker/ equestrian)	Baden Elementary School to the Patuxent River	M-NCPPC, Privately owned and maintained within a PUE	Subregion 6 (2009)	A natural surface hiker-equestrian trail is recommended along Black Swamp Creek. This trail will require additional parkland acquisition, as well as public use trail easements in some rural, low-density areas. This trail will provide access to parkland and trails along the Patuxent River and Baden Elementary School.
171	Tom Walls Branch Hiker-Equestrian Trail	Natural surface trail (hiker-equestrian)	MD 382 to Letcher Road	Privately owned and maintained within a PUE	Subregion 6 (2009)	This trail will preserve equestrian access along the stream valley to the Patuxent River greenway. It will also provide part of a long equestrian loop within the Rural Tier.
172	Rock Creek Hiker-Biker-Equestrian Trail	Multiuse Trail (hiker/biker/ equestrian)	MD 381 to the Patuxent River	Privately owned and maintained within a PUE	Subregion 6 (2009)	This trail will preserve equestrian access along the stream valley to the Patuxent River greenway.
173	Rosaryville Road Sidewalks and On-Road Bicycle Improvements	Sidewalks and bikeway improvements	MD 223 to US 301	DPW&T	Subregion 6 (2009)	Continuous sidewalks and bicycle-compatible road improvements are needed along this corridor. Sidewalks are currently fragmented. Designated bike lanes or wide outside curb lanes should be considered at the time of road improvement.
174	Frank Tippett Road Sidewalks and On-Road Bicycle Improvements	Sidewalks and bikeway improvements	Rosaryville Road to US 301	DPW&T	Subregion 6 (2009)	Continuous sidewalks and bicycle-compatible road improvements are needed along this corridor. Sidewalks are currently fragmented. Designated bike lanes or wide outside curb lanes should be considered at the time of road improvement.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
175	Southwest Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	District Heights Parkway to MD 202	M-NCPPC	Suitland-District Heights (1985) Largo-Lottsford (1990)	This trail will provide access to Walker Mill Regional Park from surrounding residential communities. Upon its completion, it will also provide access to the larger trail network outside the Beltway.
176	Tuxedo Road/ Arbor Street Continuous Sidewalks and On-Road Bicycle Facilities	Standard or wide sidewalks and on-road bicycle facilities	Kenilworth Avenue (MD 201) to Cheverly Avenue	DPW&T	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005)	Provide continuous facilities for pedestrians and bicyclists to improve access to the Cheverly Metro. Continuous standard or wide sidewalks should be provided, as well as accommodations for bicyclists.
177	Cheverly Metro Area Pedestrian Bridge	Pedestrian bridge	Arbor Street to Cheverly Metro	TBD	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005)	Provide a pedestrian bridge connecting the Cheverly Metro Station to the Arbor Street mixed-use area. This long-term recommendation will provide safe and convenient pedestrian access between a revitalized Arbor Street and the Cheverly Metro Station.
178	Cheverly Shared-Use Bikeways	Shared- use bikeways	Cheverly Avenue (MD 202 to US 50) Crest Avenue (Cheverly Nature Park to Belmont Street)	Cheverly	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005) Bladensburg-New Carrollton and Vicinity (1994)	These roads are recognized as important bicycle and pedestrian corridors through the Town of Cheverly.
179	Columbia Park Road Sidewalks and Designated Bike Lanes	Standard or wide sidewalks with designated bike lanes	MD 704 to US 50	DPW&T	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005) Landover and Vicinity (1993)	Provide continuous standard or wide sidewalks with designated bike lanes. These facilities will improve access to the Cheverly Metro Station, Kentland Community Center, South Columbia Community Park, and Columbia Park Elementary School.
180	Cabin Branch Drive Shared-Use Side path or Wide Sidewalk	Shared-use side path or wide sidewalk	Columbia Park Road to Sheriff Road	DPW&T	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005)	This facility will provide better multimodal access through an employment area and to the Cheverly Metro Station. It may also serve as a segment of the trail facility planned along Cabin Branch.
181	Lower Beaverdam Creek Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Anacostia River Park to Pennsy Drive.	M-NCPPC	Tuxedo Road/Arbor Street/Cheverly Metro Area (2005) for Anacostia River Park to Columbia Park Road. MPOT (new recommendation) for Columbia Park Road to Pennsy Drive.	This trail will utilize a park trail corridor as well as some on-road improvements along Pennsy Drive to provide nonmotorized access to the Cheverly and Landover Metro stations. It will also provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Lower Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban greenspace within an industrial corridor. This is a long-term recommendation as significant land acquisition and stream restoration will be required. Evaluate the feasibility of extending the Lower Beaverdam Creek to New Carrollton Metro.
182	Chillum Road (MD 501) Sidewalks and On-Road Bicycle Facilities	Sidewalks and on-road bicycle facilities	Queens Chapel Road (MD 500) to Riggs Road (MD 212)	SHA	West Hyattsville TDDP (2006) MPOT (new recommendation)—Ingraham Street to MD 212)	Continuous sidewalks and bicycle compatible roadway striping are needed along this corridor to improve access to the West Hyattsville Metro Station. Due to right-of-way constraints, full bike lanes may not be feasible, but wide outside curb lanes should still be considered. Pedestrian safety features may also be appropriate at some locations.
183	Ager Road	Wide sidewalks and designated bike lanes	East West Highway (MD 410) to Queens Chapel Road (MD 500)	DPW&T	West Hyattsville TDDP (2006)	These facilities will improve multimodal access to the West Hyattsville Metro Station. Other pedestrian safety features and amenities may also be appropriate.
184	Belmont Street Trail	Multiuse trail (hiker/biker)	Valley Way to Crest Avenue	Municipal	Tuxedo Road/Arbor Street Cheverly Metro Area (2005)	Provide a trail within the linear park along the undeveloped portions of the Belmont Street corridor. This trail would provide a pedestrian connection along a paper street through a largely residential neighborhood to Arbor Street.
185	Magruder Spring Trail	Multiuse trail (hiker/biker)	Arbor Street to Cheverly Community Center	Municipal	Tuxedo Road/Arbor Street Cheverly Metro Area (2005)	Provide a trail between Arbor Street and Cheverly Community Park. This trail would provide access to the Arbor Street and Cheverly Metro areas from the eastern portion of the Town of Cheverly.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
186	Melwood Road Legacy Trail	Trail and shared-use bikeway	MD 4 to Westphalia Road	DPW&T and M-NCPPC	Westphalia (2007)	The facility will preserve segments of Melwood Road within a green buffer as part of the Westphalia trails network. Where feasible, the road alignment should be converted into a trail corridor. Where Melwood Road provides access to existing residences, Melwood Road should be designated as a shared-use bikeway.
187	MC-634 Side path	Shared-use side path	A-52 to White House Road	DPW&T	Westphalia (2007)	The Westphalia Sector Plan recommends extending the existing side path along Presidential Parkway and along the entire length of MC-634 and A-66. This facility will provide access to the town center, Little Washington, and several park facilities. On-road bicycle facilities may also be appropriate.
188	Westphalia Road (C-626) Shared-Use Side path	Shared-use side path and on-road bicycle facilities	Ritchie-Marlboro Road to MC-634	DPW&T	Westphalia (2007)	A shared-use side path should be provided as part of the planned improvements to Westphalia Road if practical and feasible. On-road bicycle facilities may also be appropriate.
189	A-66 Shared-Use Side path	Shared-use side path and on-road bicycle facilities	MC-637 to MC-632	DPW&T	Westphalia (2007)	The Westphalia Sector Plan recommends extending the existing side path along Presidential Parkway along the entire length of MC-634 and A-66. Where A-66 goes through the Westphalia Town Center, wide sidewalks and designated bike lanes may be appropriate.
190	C-636 Shared-Use Side path	Shared-use side path and on-road bicycle facilities	MC-632 to P-615	DPW&T	Westphalia (2007)	Provide a shared-use side path along this collector road leading into the Westphalia Town Center. Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.
191	Ritchie Marlboro Road (A-39) Side path	Shared-use side path and on-road bicycle facilities	MD 4 to White House Road	DPW&T	Westphalia (2007)	The existing wide sidewalk along the Marlboro Ridge portion of Ritchie Marlboro Road should be extended along the entire length of the road. This trail will link adjacent residential communities and connect two stream valley trails. On-road bicycle facilities may also be appropriate.
192	MC-635 Shared-Use Side path	Shared-use side path and on-road bicycle Facilities	MC-637 to MC-631	DPW&T	Westphalia (2007)	Provide a shared-use side path along this major collector leading into the Westphalia Town Center. Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.
193	D'Arcy Road (C-627) Shared-Use Side path	Shared-use side path and on-road bicycle facilities	Westphalia Road (C-626) to the Capital Beltway	DPW&T	Westphalia (2007)	Provide a side path along D'Arcy Road in conjunction with bicycle compatible road striping if practical and feasible. This facility will provide nonmotorized access across the Capital Beltway.
194	Sansbury Road (C-630) Shared-Use Side path	Shared-use side path and on-road bicycle facilities	D'Arcy Road (C-627) to Ritchie Marlboro Road	DPW&T	Westphalia (2007)	Provide a side path along Sansbury Road in conjunction with bicycle compatible road striping if practical and feasible. This facility will provide nonmotorized access to Arrowhead Elementary School and the Little Washington community.
195	White House Road Shared-Use Side path	Shared-use side path and on-road bicycle facilities	Ritchie-Marlboro Road to MD 202	DPW&T	Westphalia (2007)	Provide a side path or wide sidewalk along the entire length of White House Road. This will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway.
196	Marlboro Pike (C-604) Sidewalks and Designated Bike Lanes	Sidewalks and designated bike lanes	Main Street (Upper Marlboro) to MD 4	DPW&T	Westphalia (2007) MPOT (new recommendation)	Consistent with existing frontage improvements, continuous sidewalks should be provided along Marlboro Pike. On-road bicycle facilities should also be provided with bike lanes being preferable if right-of-way constraints allow.
197	MC-637 Shared-Use Side path or Wide Sidewalk with Designated Bike Lanes	Side path or wide sidewalk with designated bike lanes	MC-634 to MC-632	DPW&T	Westphalia (2007)	Provide a shared-use side path along this major collector leading into the Westphalia Town Center. Where the road is part of the town center, wide sidewalks and designated bike lanes may be appropriate.
198	A-52 Shared-Use Side path	Shared-use side path	MD 4 to A-66	DPW&T	Westphalia (2007)	This facility will provide multimodal access to the Westphalia Town Center from the existing Dower House Road corridor.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
199	Back Branch Stream Valley Trail	Multiuse trail (hiker/biker/ equestrian)	Western Branch to the Westphalia Town Center	M-NCPPC	Westphalia (2007) Melwood-Westphalia (1994)	This multiuse trail will accommodate trail users in the Westphalia area and will provide multimodal access to the town center and Melwood Community Park. A segment of this trail has been constructed through the Marlboro Ridge development.
200	Cabin Branch Stream Valley Trail (Westphalia area)	Multiuse trail (hiker/biker/ equestrian)	Western Branch to the Westphalia Town Center	M-NCPPC	Westphalia (2007) Melwood-Westphalia (1994)	Provide a multiuse stream valley trail along this main east/west park corridor to connect to existing and planned residential developments on both sides of the stream valley. Equestrians should be accommodated throughout the greenway. This trail will connect to the planned Marlboro Ridge equestrian center, the Westphalia central park and other area trails. A segment of this trail has been approved for construction through the Marlboro Ridge development.
201	Cheverly to Bladensburg Waterfront Park	a. Side path along MD 201 from Lydell Road to 52nd Avenue b. Sidewalk and bikeway improvements along 52nd Avenue from MD 201 to Lloyd Street c. Trail construction along (paper street) 52nd Avenue to MD 201 d. Sidewalk and bikeway improvements along Lloyd Street from MD 201 to WSSC Property e. Trail construction from Lloyd Street to the Waterfront Park	Cheverly Euclid Park to Bladensburg Waterfront Park	Various agencies	Port Towns Sector Plan (2009)	This connection will provide access from the town of Cheverly and points to the south to the ATHA network. It will involve improvements along state, county and municipal roads, as well as some park trail construction. This recommendation is already incorporated into the Preliminary Port Towns Master Plan.
202	Pedestrian Bridge Feasibility Study (New Carrollton Metro)	Conduct a feasibility study for a pedestrian bridge over the Capital Beltway in the vicinity of Whitfield Chapel Park to Garden City Drive (new recommendation, draft Glenn Dale Sector Plan).	Over the Capital Beltway in the vicinity of the New Carrollton Metro	M-NCPPC	MPOT (new recommendation)	A bridge in this area will provide direct pedestrian access and a nonmotorized trail connection to the New Carrollton Metro and link areas outside the beltway with the Metro station.
203	MD 202 at Kilmer Street	Pedestrian safety improvements and crosswalk enhancements	Intersection improvements	SHA	MPOT (new recommendation)	Pedestrian safety improvements are needed at this intersection to safely accommodate pedestrians crossing from the existing apartments to the shopping center.
204	73rd Avenue Trail	Eight-foot wide asphalt trail	Parkwood Street to Buchanan Street	M-NCPPC	MPOT (new recommendation)	An eight-foot wide asphalt trail should be provided in the median of 73rd Avenue as part of the Cheverly to New Carrollton bicycle and pedestrian route. North of Upshur Street, this route may consist of sidewalks and bikeway signage.

Table 2: Trail and Bikeway Recommendations

	Facility Name (adjoining road, where applicable)	Facility Type	Project Limits	Owner	Master Plan Citation(s) (and year of approval)	Comments
205	75th Avenue Sidewalks and Bikeway	Continuous sidewalks, bikeway signage and pavement markings	Ardwick-Ardmore Road to Parkwood Street	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
206	Parkwood Street Trail	Eight-foot wide side path along the south side of Parkwood Street	75th Avenue to Warner Avenue	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
207	Warner Avenue	Provide bikeway and wayfinding signage	Parkwood Street to Old Landover Road	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
208	Old Landover Road	Continuous sidewalks and designated bike lanes	Warner Avenue to MD 202	DPW&T	MPOT (new recommendation)	These improvements will serve as a segment of the Cheverly to New Carrollton bicycle and pedestrian route.
209	Purple Line Bicycle and Pedestrian Access Study	Evaluate bicycle and pedestrian access along and to the Purple Line	New Carrollton to Montgomery County	DPW&T	MPOT (new recommendation)	Bike and pedestrian access needs to be incorporated into the planning and design of the Purple Line. Multimodal access should be preserved and enhanced along the entire corridor, and nonmotorized connections need to be provided to each station. This study will evaluate the best ways to accommodate nonmotorized trips along and to the Purple Line.
210	College Park Woods Trail	Trail Connector	De Pauw Place to Paint Branch Trail	M-NCPPC	MPOT (new recommendation)	This will connect College Park Woods, University of Maryland office buildings, and student housing to the Paint Branch Trail
211	Nevada Street Spur Trail	Trail Connector	Nevada Street (Berwyn Heights) to Indian Creek Trail	M-NCPPC	MPOT (new recommendation)	This trail will improve access from Berwyn Heights to the Indian Creek Trail.
212	Anacostia River to WB&A Trail Study	Feasibility Study to evaluate potential bike and pedestrian routes between the ATHA network and the WB&A Trail	Bladensburg Waterfront Park to WB&A Trail	M-NCPPC	MPOT (new recommendation)	Conduct a detailed planning study for the area between the ATHA network and the WB&A Trail. The ATHA network and the WB&A Trail are the major trail systems in the northern portion of Prince George's County, but access from the surrounding communities and between the two trails needs to be improved. This study will look at sidewalk, bikeway, and trail improvements necessary to 1) connect the WB&A Trail with the ATHA network, 2) improve access to the Bladensburg Waterfront Park from surrounding communities, 3) identify priority pedestrian safety needs (sidewalk retrofits, crosswalk improvements, etc.), and 4) improve nonmotorized access to the New Carrollton Metro. The planned connection between the trails may ultimately serve as a segment of the nationally significant East Coast Greenway route. The study should identify both short- and long-term needs and build upon existing master plan recommendations. For the key improvements that can be implemented in the short-term, the appropriate implementing agencies and approximate cost estimate should be identified for inclusion in future county capital improvement programs.
213	Martins Lane Sidewalks and Bikeway	Sidewalk and bikeway signage	Riverdale Road to Charles Carroll Middle School	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	Provide continuous sidewalks and bikeway signage.
214	Martins Lane Trail Bridge	Bridge and trail connector	End of Martin's Lane to Charles Carroll Middle School	M-NCPPC	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	This pedestrian bridge will connect the end of Martins Lane with the middle school and the existing trails around the school.

Table 2: Trail and Bikeway Recommendations						
	Facility Name (adjoining road, where applicable)	**Facility Type**	**Project Limits**	**Owner**	**Master Plan Citation(s) (and year of approval)**	**Comments**
215	Westbrook Drive Trail	Trail or side path along median of Westbrook Drive	85th Avenue to Charles Carroll Middle School	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	This trail will utilize the existing median and improve access to the middle school.
216	85th Avenue	Bikeway signage and pavement markings	Westbrook Drive to MD 450	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	Sidewalks exist along both sides of this segment of 85th Avenue. Bikeway signage and striping may be appropriate.
217	85th Avenue	Wide Sidewalk	MD 450 to Harkins Road	DPW&T	Bladensburg-New Carrollton and Vicinity Master Plan (1994)	This wide sidewalk will improve access between the planned side path along MD 450 and the New Carrollton Metro.
218	Buchanan Street Sidewalks and Bikeway	Standard sidewalks and bikeway signage	72nd Avenue to Chesapeake Road	DPW&T	MPOT (new recommendation)	Complete the sidewalk network along Buchanan Street and provide bikeway signage.
219	Chesapeake Road	Standard sidewalks and bikeway signage	Buchanan Street to MD 450	DPW&T	MPOT (new recommendation)	Complete the sidewalk network along Chesapeake Road and provide bikeway signage.

Chapter V: Transit

Introduction

The transit network recommendations of the *Countywide Master Plan of Transportation* (MPOT) are intended to help the county achieve the specific development patterns envisioned by the General Plan and subsequent master and area plans for each tier. This plan recommends that transit serve a defining role in attaining county growth and development priorities for the Developed and Developing Tiers and for General Plan centers and corridors.

Since the 1982 MPOT and 2002 General Plan were approved, a number of important transit system improvements have occurred:

- The Metrorail system has been completed and a variety of future extensions are under active consideration, including a possible Metrorail Green Line extension from Greenbelt to Fort Meade or Baltimore–Washington International Thurgood Marshall Airport.
- The first Metrorail expansion, the Blue Line extension to Largo Town Center, was completed and opened to the public in Prince George's County in 2004.
- The Woodrow Wilson Bridge replacement project has been completed, and the new bridge includes provisions for fixed guideway[8] transit service from Northern Virginia to Prince George's County, which the county has designated as a priority in the joint signature letter to the state.
- The Maryland Department of Transportation has designated the initial segment of the Purple Line—from Bethesda to an interim terminal at New Carrollton—as a priority transit project.
- The county's Department of Public Works and Transportation has undertaken a Five-Year Transit Service and Operations Plan (TSOP) that proposes Metrobus and TheBus service and service expansions in the county. TSOP thus serves as a medium-term, operational complement to the long term, strategic transit recommendations contained in the plan.

The county transportation network consists of rail and bus transit services and facilities that interact differently in different parts of the county. Further, county transit resources, and consequently the rail and bus mobility options that are available to county residents and workers, are not evenly distributed throughout the county transportation system. The Developed Tier has all but one of the county's 15 Metrorail stations[9], four MARC stations, and most of the regional (Metrobus) and local (TheBus) bus service in the county. The Developing Tier, on the other hand, will continue to rely on bus transit as the principal alternative to the automobile through the near and medium-term future. This master plan recommends that, because the Rural Tier transportation system consists entirely of a road network, transit policy for that tier will emphasize access to (1) park-and-ride lots and (2) ultimately to fixed guideway transit facilities that are to be located in the outer Developing Tier.

Throughout the county, this plan recommends that the transit system play a more geographically comprehensive role in ensuring quality access and mobility options for all residents and workers. The quality of life that county growth policy envisions in the General Plan is often a matter of quality of access. Further, the available transit services and mobility options must be perceived by residents and developers as providing quality access, if the county is to attract the high-quality residential and commercial development and investment it seeks.

[8] Fixed guideway transit can be bus rapid transit (busway), streetcar, and light, heavy, or commuter rail transit service. The defining characteristic is that the transit vehicle operates in its own right-of-way, which can be physically demarcated or operationally controlled by traffic and roadway signage and enforcement. See the Technical Bulletin under separate cover.

[9] The Largo Town Center Metrorail station is located in the Developing Tier, as are the Bowie State, Seabrook, Laurel and Muirkirk MARC stations.

Transit is also envisioned as a linchpin of smart growth, particularly transit-oriented development (TOD), which is a long-term policy to which Prince George's County and the State of Maryland are committed. (See Chapter VII: Strategic Transportation Policy and Master Plan Implementation.) Unless development is sited at sufficient densities to capitalize on all of the county's transportation system assets, particularly the transit infrastructure, the preferred development pattern may never be achieved or may remain fiscally unattainable. Smart growth and TOD both require a strategic transportation policy that integrates transit facilities and systems with accompanying land use policies that are most appropriate to each tier and each center, particularly each metropolitan and regional center.

However, there is a parallel need to ensure the operational integrity of transit as a part of the countywide transportation network. It is, therefore, important to:

- Assess the capacity of the transit system segments to accommodate the development that is desired at each center.
- Ensure that the county's near- and medium-term transit system planning in the TSOP is coordinated with the longer term, strategic transit recommendations in the MPOT.
- Account for the impacts of development policies (especially land use densities and mixes) on the entire transit system.

Additional development in the Developed—and parts of the Developing—Tier will require significant investment in transit and pedestrian connectivity facilities, such as sidewalks and streetscape amenities, to complement existing and planned infrastructure. Future land use plans may, therefore, have to be reviewed or modified to ensure the optimum combination of land uses, mixes, and densities on the one hand and appropriate and adequate transportation infrastructure on the other. (See Chapter VII: Strategic Transportation Policy and Master Plan Implementation.)

Table 3: Transit Network Recommendations, describes the plan's transit recommendations for each General Plan tier, center, and corridor. The key characteristics that affect transit systems planning and the available mobility options for each General Plan area are summarized in the second and third columns, respectively. Existing rail and bus transit services are summarized in column three.

Table 3: Transit Network Recommendations

General Plan Policy Area	Transit Network Characteristics	Mobility and Accessibility Options	Transit Coverage	
			Existing	MPOT Recommendation
Developed Tier	• Very dense/dense • Grid street pattern provides most transit service options and service flexibility • Little unused road capacity • Rail transit already in place	Auto Rail transit Bus transit Walking/biking Some park/ride	Bus: High (TheBus and Metrobus) Rail: High (Metrorail) Low (MARC)	Bus: High (TheBus) High (Metrobus) Rail: High (Metrorail) •Evaluate Hill Road Metrorail Station High (Purple Line) Medium (MARC)
Developed Tier Centers	• Very similar to Developed Tier as a whole • Very dense/dense • Grid street pattern • Little unused road capacity • Some centers with Metrorail stations are not optimally sited for transit-oriented development (TOD)	Auto Walking/biking Rail: Metrorail MARC Bus: Metrobus TheBus	Bus: High (TheBus and Metrobus) Rail: High (Metrorail) Low (MARC)	Bus: High (TheBus and Metrobus service as recommended in the Five-Year Transit Service and Operations Plan (TSOP)) Rail: High (Metrorail) High (Purple Line initially serves: •Langley Park •College Park-UMD [Metrorail] •New Carrollton [Metrorail/MARC]) (Purple Line Extension from New Carrollton to serve: •Landover Gateway •Largo Town Center [Metrorail] •Prince George's Community College •Westphalia Town Center •Andrews AFB (possible future) •Suitland [Metrorail] •Oxon Hill Regional Center •National Harbor [connect to future cross-river transit]) Medium (MARC) Priority Investment Districts (PIDs) recommended at Metropolitan Centers: •Branch Avenue •College Park—UMD •Greenbelt •National Harbor (future) •New Carrollton
Developing Tier	• Dense • Lower densities outside this tier's centers and corridors • Some unused road capacity, particularly throughout tier outside centers • Bus service options constrained by inconsistent arterial and collector road network outside Developing Tier Centers and Corridors	Auto Bus transit Park/ride Rail transit Walking Biking	Bus: Low (Peak-hour line haul Metrobus, TheBus and some MTA commuter bus) Rail: Low (Metrorail Blue Line Bowie State, Lanham, Laurel and Muirkirk MARC)	Bus: Low-medium (TheBus and Metrobus as recommended in TSOP) Rail: Medium-high (Purple Line Extension) Green Line Extensions— •Greenbelt •Konterra-Brickyard •Laurel •Fort Meade •BWI-Thurgood Marshall Airport BRT/LRT connecting planned nodes (on MD 5, from Branch Avenue Metrorail station)
Developing Tier Centers	• Densities vary • Road capacity varies • Street and road networks at some Developing Tier Centers constrain bus transit service options	Auto Bus transit Rail transit (Metrorail Blue Line only) Walk/bike	Bus: Low Rail: Low (Metrorail Blue Line extended to Largo Town Center in 2004. Metrorail Green Line extension from Greenbelt under study by MDOT).	Bus: Medium (TheBus and Metrobus service expansions as recommended in TSOP) Rail: Medium-High Purple Line would serve: Largo Town Center [Metrorail] Westphalia National Harbor) BRT/LRT on MD 5 would serve Brandywine Priority Investment Districts (PIDs) recommended at Metropolitan Centers: •Largo Town Center •National Harbor (future)

Table 3: Transit Network Recommendations

General Plan Policy Area	Transit Network Characteristics	Mobility and Accessibility Options	Transit Coverage	
			Existing	MPOT Recommendation
Rural Tier	• Very low density • Road network mostly agricultural and rural/scenic roads	Auto Biking Limited walking	Bus: None Rail: None	Park and Ride lot access via arterials and major collectors from Rural Tier to expanded bus—and future rail—transit service in the outer Developing Tier Bus: None Rail: None
Corridors	• Varies widely by corridor • Developed Tier corridors very similar to rest of the tier • Developing Tier corridors vary by proximity to arterials and major collectors capable of supporting bus service or accommodating fixed guideway transit alignments	Auto Bus transit Limited walk/bike	Bus: Medium Rail: MD 214—Metrorail Blue Line MD 5—Metrorail Green Line MD 450—Metrorail Orange Line (partial coverage from DC line to New Carrollton).	Bus: Medium (TheBus and Metrobus as recommended in TSOP) Rail: MD 193—Purple Line MD 5—Fixed guideway transit extension from Branch Avenue Metrorail Station US 1—Metrorail Green Line extension from Greenbelt to the county line via stations at Powder Mill Road, Muirkirk Road, and Laurel.

Transit Service Level Definitions

Mode	Service Level	Characteristics	Existing	Recommended
Fixed guideway:	High	• All day and weekend service available • Additional service during peak hours	•Metrorail	•Metrorail Green Line extension from Greenbelt •Purple Line •Fixed guideway National Harbor US 1 US 50 MD 5 MD 210
	Medium	• Peak-hour service • Some off-peak service	None	•MARC commuter rail enhancements (MDOT)
	Low	• Peak-hour service • Little or no off-peak service	•MARC commuter rail	
Fixed guideway transit includes bus rapid transit (busway); streetcar (tram); light rail; heavy rail (Metrorail); and commuter rail (MARC)				
Bus:	High	• All day and some weekend service • Additional peak-hour service • Minimum 15-minute peak period headway*		As recommended in TSOP
	Medium	• All day and some off-peak service • Little additional peak-hour service • Minimum 30-minute peak period headway*		As recommended in TSOP
	Low	• Some off-peak service • No additional peak-hour service • Minimum 60-minute headway*		As recommended in TSOP

*** Headway:** Frequency of transit service, expressed as the interval between bus arrivals at a given stop. A 15-minute headway translates into four buses serving the same stop during an hour.

Transit-Oriented Development in Prince George's County

There is no one definition of "good" TOD. It varies greatly depending on the location, even within the same metropolitan area, or in this case, within the same county, and can be influenced or defined by the types of transit services that are available, or planned, to support the development. It is essentially compact, transit-supporting, mixed-use development that integrates land use and density, site design, parking, and accessibility into a development pattern that is consistent with the General Plan vision for a particular area of the county.

What is appropriate and desirable TOD at a General Plan metropolitan center such as New Carrollton may not be the optimum growth and development pattern for a regional center such as Naylor Road. For purposes of the strategic transportation systems and facilities planning on which this functional master plan is premised, TOD represents an opportunity to significantly increase transit use, reduce vehicle miles traveled and automobile trips, or divert more of the latter to transit.

The General Plan places a high growth and development priority on centers that are also Metrorail stations, which represent the most substantial county and state investment in the regional transit system. TOD at these centers presents both an opportunity and a challenge to maximize return on that extensive public investment by creating cost-effective and environmentally sustainable multimodal mobility options to the highest demand destinations in the county. TOD strategies and policies are discussed in detail in Chapter VII: Strategic Transportation Policy and Master Plan Implementation.

Goal:

Maximize benefits from public investment in the transit infrastructure to all users, while seizing opportunities for quality TOD and supporting the land use pattern prescribed in the General Plan.

Policy 1:

Provide for a transit system that supports the General Plan development pattern in the Developed and Developing Tiers and within each General Plan center and corridor.

STRATEGIES:

1. Coordinate with the Prince George's County Department of Public Works and Transportation (DPW&T), the Maryland Department of Transportation (MDOT) and the Washington Metropolitan Area Transit Authority (WMATA) to create an urban-scale, integrated rail and bus transit network for the Developed Tier, to take maximum operational advantage of all Metrorail and MARC commuter rail stations in that tier.

2. Develop a comprehensive development-oriented transit strategy (see the Technical Bulletin under separate cover) for the Developed Tier that ensures the planning, design, and operation of transit facilities that can be integrated as much as possible with mixed use, higher density, TOD within safe, all-weather walking distances of Metrorail and MARC stations.

3. Coordinate creation of a comprehensive bus transit network in the Developing Tier that reflects and builds on the operational priorities of the TSOP and capitalizes on opportunities for modal integration (particularly pedestrian, bicycle, and feeder bus) at General Plan centers and within General Plan corridors in the Developing Tier.

4. Ensure that future development projects in the Developing Tier include street and road cross-sections that are compatible with transit bus operations and requirements, particularly within and near Developing Tier centers and corridors.

5. Develop a comprehensive development-oriented transit strategy for Developing Tier centers and corridors that integrates future planning, design, and operation of transit facilities with TOD, particularly mixed use, higher-density development within safe all-weather walking distances of the Metrorail, Purple Line, MARC, and other fixed guideway transit stations in the Developing Tier.

6. Fully apply the concepts, guidance, and principles of the "Strategic Framework for Transit-Oriented Development in Prince George's County" at all Metrorail and MARC stations in Prince George's County, to include:

   - An organizational vehicle for TOD planning and coordination with DPW&T, MDOT, and WMATA for transit community partnering.
   - A process for identifying and recommending TOD priority sites in Prince George's County.

7. Develop a single network of transit feeder park-and-ride lots for the Developing Tier, coordinated with the TSOP.

Policy 2:

Capitalize fully on the economic development and community revitalization potential of circumferential transit (Purple Line) alignments within and through Prince George's County.

STRATEGIES:

1. Incorporate the Purple Line in its entirety as part of the Prince George's County transit network. This plan explicitly endorses and recommends construction of the initial Purple Line segment in Prince George's County as the Purple Line Locally Preferred Alternative (LPA) designated by the governor on August 4, 2009.
   - Conduct a feasibility study of the Purple Line extension alignment to serve:
     - Largo Town Center Metrorail
     - Prince George's Community College
     - Westphalia Town Center
     - Andrews Air Force Base (possible future station)
     - Suitland Metrorail and Federal Center or Branch Avenue Metrorail
     - Oxon Hill Regional Center
     - National Harbor
     - Transit operations and TOD potential of other sites along the recommended Purple Line extension.
   - Coordinate an alternate alignments study for the Purple Line with MDOT, DPW&T, and WMATA.

2. Ensure that all Purple Line stations that also serve Metrorail and MARC stations are fully integrated with those lines and systems.

3. Ensure that master and area planning for areas of the county that are served by Purple Line stations fully reflect the need to:
   - Capitalize on this expanded public sector investment in the county's rail transit system.
   - Use the Purple Line to achieve county growth, development, and TOD goals and priorities, particularly in the Developed Tier and at Developing Tier centers.

4. Analyze the facility and service requirements for the transit alignment on the new Woodrow Wilson Bridge, with particular attention to:
   - The transit impacts on communities inside and outside the Capital Beltway (I-95/495), on development and growth opportunities at the Oxon Hill Regional Center, and along Indian Head Highway (MD 210) and Branch Avenue (MD 5).
   - The National Harbor and Oxon Hill Regional Center.

Priority Investment Districts (PIDs) are proposed as a means of managing the adverse impact of traffic congestion that may be caused by infill development or redevelopment that is otherwise desirable because it helps achieve the core goals of the 2002 Approved General Plan. These goals include concentrating development in the Developed and Developing Tiers, particularly in these tiers' centers and corridors, and attracting quality TOD to Metrorail and commuter rail stations and other transit service nodes in Prince George's County.

This master plan recognizes and assumes that, in some limited circumstances, county growth and development policy may require site-specific exceptions to adequate public facility (APF) requirements in very specifically defined areas of the county. PIDs are intended to provide for innovative and flexible transportation and traffic management, to attract—or at a minimum not to discourage—the development envisioned in the General Plan and the master and small area plans that will be undertaken to implement it.

Policy 3:

Integrate the countywide transit system with each tier, center, and corridor's land use policies and plans to ensure overall county growth and development goals as envisioned in the General Plan.

STRATEGIES:

1. Analyze the transportation system's capacity in transportation PIDs and the impacts of growth policies in these PIDs on the operational integrity of the countywide transportation system.
2. Review and, where necessary, revise transportation and land use integration policies and strategies for General Plan centers and corridors that are identified as PIDs.
3. Evaluate each General Plan metropolitan center, as well as designated General Plan regional centers, for their feasibility as PIDs (See Chapter VII: Strategic Transportation Policy and Master Plan Implementation and the Technical Bulletin [under separate cover]).
4. Develop a comprehensive PID policy to implement Strategy 3, immediately above.

Policy 4:

Develop a comprehensive rail transit network for Prince George's County.

STRATEGIES:

1. Consistent with the direction of the Maryland General Assembly, undertake systems and facilities engineering and corresponding TOD planning for a Metrorail Green Line extension from Greenbelt via US 1 and Laurel to Fort Meade or Baltimore-Washington International Thurgood Marshall Airport.
2. Coordinate the MARC Growth and Investment Plan with DPW&T, neighboring jurisdictions served by the MARC Camden and Penn rail lines, and MDOT. Consider the addition of MARC service along corridors where additional tracks are to be provided as an alternative to extension of Metrorail or new fixed guideway service.
3. Coordinate the following future interjurisdictional fixed guideway transit extensions from the District of Columbia with the District of Columbia's Department of Transportation, the county's DPW&T, and MDOT:
   - Extension of the DC Anacostia Streetcar to National Harbor.
   - Rhode Island Avenue/US 1 BRT extension to the Purple Line station at MD 201 (Kenilworth Avenue) and MD 410 (East West Highway).
   - Rhode Island Avenue/US 1 BRT extension to the Purple Line station at US 1/Paint Branch Parkway (University of Maryland East Campus).
4. Coordinate the recommendations of the Joint Base Andrews Naval Air Facility Washington Joint Land Use Study with the recommendations of the *Approved Westphalia Sector Plan and Sectional Map Amendment,* recommending a Green Line Metrorail or other fixed guideway transit extension to the Westphalia Regional Center.
5. Undertake systems and facilities engineering and corresponding TOD planning for fixed guideway transit extensions:
   - Evaluate the following fixed guideway transit study alignment for the Purple Line extension:
     - Landover Gateway
     - Largo Town Center Metrorail Station
     - Prince George's Community College
     - Westphalia Town Center
     - Joint Base Andrews
     - Suitland-Federal Center Metrorail Station
     - (or) Branch Avenue Metrorail Station
     - Oxon Hill/Rivertowne Commons
     - National Harbor

   - Evaluate the following fixed guideway transit study corridors:
     - From New Carrollton Metrorail Station via US 50 to Bowie Center
     - From Branch Avenue Metrorail Station via MD 5 to Waldorf
     - From National Harbor via MD 210 to Charles County

Policy 5:

Create a targeted marketing and public outreach strategy to attract transit riders by enhancing the image of transit services and collaborating with community leaders, employers, and residents of Prince George's County.

STRATEGIES:

1. Initiate a targeted marketing and outreach campaign to travelers with a high potential to use available transit services, including residents living nearby transit stations, long-distance commuters, and youth.
2. Develop a countywide strategy, especially within the transit districts, to raise awareness of the benefits of the transit facilities through radio interviews, local newspaper and magazine articles, and other communication media, as well as working with employers to promote transit use among their employees.
3. Improve the user friendliness and ease of access of TheBus, creating an image for the network that includes all potential user groups.
4. Enhance the web site presence of TheBus, making new information on expanded hours and improved service readily accessible.

Chapter VI: Streets, Roads, and Highways

Introduction

It is of critical importance that the roads, streets, and highways be maintained and preserved as a segment of the transportation infrastructure for Prince George's County, in order to supplement and support the transit and nonmotorized elements into the future. For the county to grow in population and jobs without a corresponding increase in traffic congestion, the road infrastructure will need improvements that eliminate any gaps that may impede the transit network and accommodate nonmotorized travel along it.

In addition to maintaining and enhancing the transportation infrastructure, transportation demand management (TDM) strategies, such as construction of park-and-ride lots and making transit and nonmotorized modes more convenient, will help to manage the demand for the existing transportation facilities and services. TDM helps reduce the need for expansion of the transportation infrastructure, which is important because the opportunities for significant expansion of highway capacity in the most urbanized areas of the county, particularly in the Developed and parts of the Developing Tiers, are limited. The policies provided later in this chapter and the strategies recommended below are intended to enable the county to attain the transportation systems goals of the General Plan.

The Streets, Roads, and Highways Element will:

A. Recommend the appropriate facilities to efficiently serve existing and future county development patterns and guide future public and private investments in highway facilities—including freeways, arterials and collectors—consistent with the goals, strategies, and policies of the General Plan, including the desirability of removing facilities such as A-44 (the Intercounty Connector Extended).

B. Identify future locations for rights-of-way for highway facilities so that these can be protected from future development.

C. Include recommendations for development of access controls that are appropriate to the functional classification of the highway.

The highway system is classified into various categories, delineated according to the geometric, right-of-way, and service characteristics. Highway classification by function is useful for planning and design purposes, and is delineated as follows:

A. Freeway: A divided highway for through traffic with full control of access and grade-separated interchanges at selected public roads.

B. Expressway: A divided highway for through traffic with full or partial control of access and interchanges at selected public roads with some at-grade intersections at 1,500–2,000 foot intervals.

C. Arterial: A highway for through and local traffic, either divided or undivided, with controlled access to abutting properties and at-grade intersections.

D. Major Collector: A four-lane divided roadway with controlled access to abutting properties and at-grade intersections.

E. Collector: A two- or four-lane roadway with minimal control of access providing movement between developed areas and the arterial system.

F. Other: Residential (subdivision), industrial, and commercial roads providing access to and between developed areas that are selectively shown on area master plans.

This *Approved Countywide Master Plan of Transportation* (MPOT) makes recommendations for road facilities in the above categories.

The following six-level system (A–F) defines the transportation level of service on a given transportation facility segment or intersection. Figure 2: Guide to Traffic at Signalized Intersections, illustrates these levels of service.

Traffic Level of Service Summary

Service Level	Description	Volume/Capacity Ratio
A	Free flow, turns easily made, excess green time on all phases, very low delay. This level of service occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to low delay.	0.275 or lower
B	Stable flow, some platooning of vehicles, less than ten percent of cycles loaded at traffic signals. This level of service occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	0.276–0.450
C	Stable flow with less than 30 percent of traffic signal cycles loaded. This level of service occurs under fair progression, longer cycle lengths, or both. Individual cycle failures (i.e., approaches not fully clearing during a green cycle) may begin to appear at this level. The number of vehicles stopping is significant with this level, though many still pass through the intersection without stopping.	0.451–0.650
D	Approaching unstable flow with less than 70 percent of traffic signal cycles loaded. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.651–0.844
E	Theoretical capacity with less than 100 percent of traffic signal cycles loaded. Long delays indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent occurrences.	0.845–1.000
F	This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long traffic signal cycle lengths may be contributing causes to such high levels of delay. Individual cycle failures are frequent.	Higher than 1.00

Adapted from Chapter 8, Highway Capacity Manual, Special Report 209*, Transportation Research Board, National Research Council, 2000.*

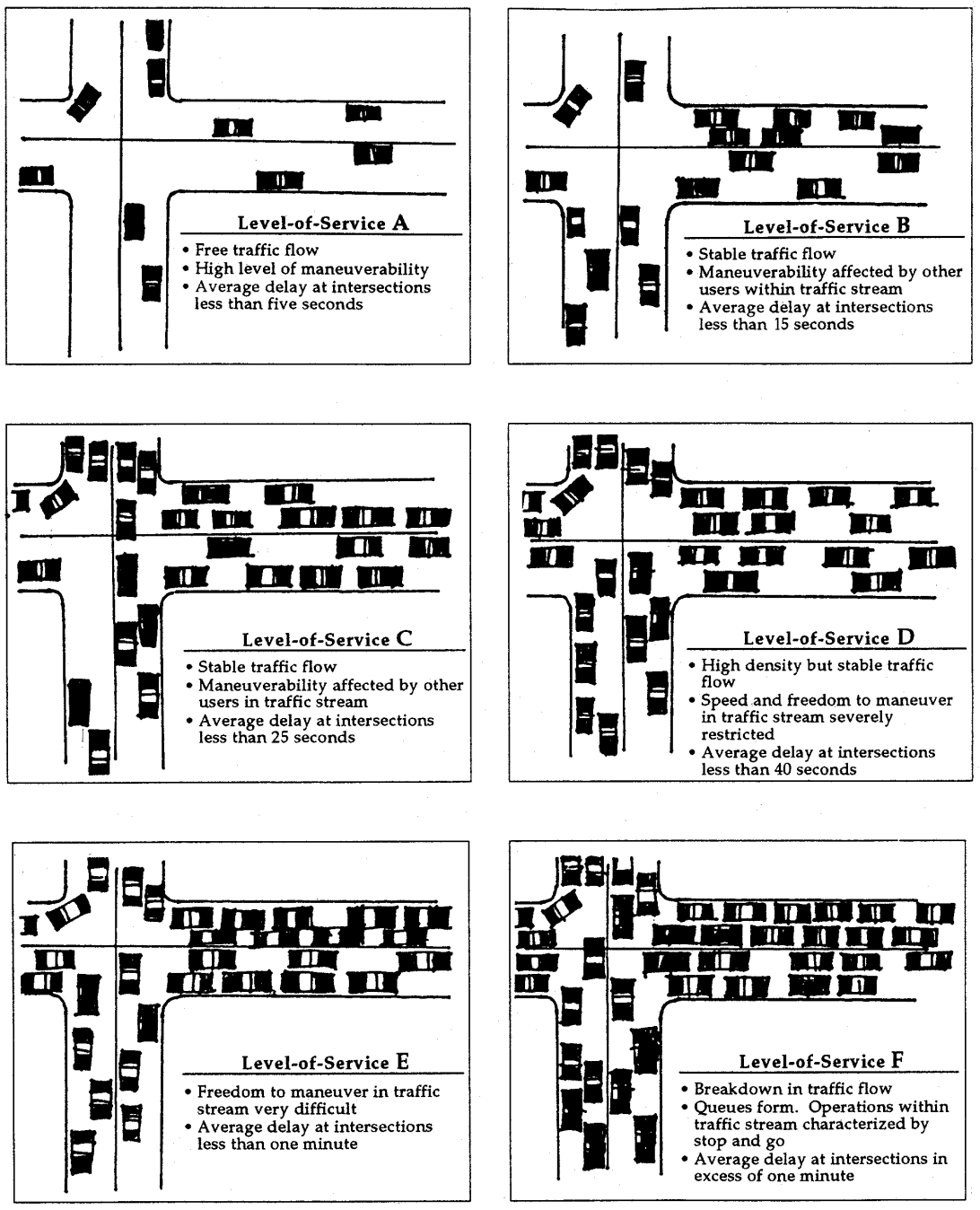


Figure 2: Guide to Traffic at Signalized Intersections

Complete Streets

As stated earlier, this master plan supports the concept of complete streets, which places emphasis on street, road, and highway design and construction measures that serve the transportation needs of pedestrians, bikers, motorists, seniors, and persons with disabilities, as well as transit riders. With increased emphasis on accommodating all users of the street, road, and highway network, recommendations continue to include improvements that benefit every user of the overall multimodal transportation network. The goal is to provide more and improved mode choices for travelers who may want alternatives to the single-occupancy vehicle. The complete streets policy is an important tool in achieving the General Plan goal of sustainability, as well as county transit support, adequate public facilities, and environmental protection priorities.

Goal:

Manage capacity and minimize congestion of the streets, roads, and highways network by safely and efficiently providing access for all users to existing and planned land uses, with emphasis on General Plan corridors and centers.

Policy 1:

The street, road and highway recommendations of the master plans adopted and approved since 1982, as shown and amended in Table 4, Street, Road, and Highway Facility Recommendations, constitute the facilities in the Streets, Roads and Highways Element recommendation of this master plan for the Prince George's County transportation network.

STRATEGIES:

1. Produce an integrated, multimodal transportation network that includes the streets, roads and highways configuration shown in Table 4: Street, Road, and Highway Facility Recommendations (at the end of this chapter).
2. Construct MD 197 (A-24) as a four- to six-lane arterial from US 301 to the Baltimore–Washington Parkway to maintain the operational integrity of MD 197, in light of the deletion of A-44 from the Prince George's County highway network.
3. Construct ramps to provide a full-movement interchange at MD 200 (ICC), and MD 201, Kenilworth Avenue extended (A-56).
4. Show F-9 and F-10 south of the MD 5/US 301 interchange as study corridors, per the US 301 Waldorf Area Transportation Study.
5. The proposed completion of the interchange on the Capital Beltway (I-95/495) at the Greenbelt Metrorail station as proposed in the 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area*:

   > "This plan recommends an interchange symbol on the Capital Beltway at the Greenbelt station. This recommendation is made to facilitate possible future County and State action to obtain the FHWA interstate access point (IAP) permit needed to improve Beltway access to and from the rail stations at Greenbelt." (pp 49-50)

6. Evaluate the operational and environmental feasibility of restoring A-58, or a functional operational equivalent, to the county highway network. The evaluation should consider the feasibility of restoring a state-maintained arterial facility to the county highway network, between an intersection with MD 197 in Prince George's County and with MD 424 in Anne Arundel County, and contingent upon the facility being added to the SHA Highway Needs Inventory and extended into Anne Arundel County.
7. Failing levels of service (LOS) of Hanover Parkway and Cherrywood Lane.

Policy 2:

Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement bicycle, pedestrian, and transit mobility strategies as an integral component of the project, thereby reducing the dependence on automobiles, reducing greenhouse gas emissions and traffic congestion, and preserving road infrastructure.

STRATEGIES

1. Include in street, road, and highway project planning the consideration of implementing high occupancy vehicle lanes, bus

pull-off bays, sidewalks, signage, and other enhancements where appropriate, along routes that provide access to rail transit stations, that serve current or future bus or BRT service, and that serve multifamily, compact, or infill development, with emphasis on General Plan corridors.

2. Increase the connectivity of bikeways established within street, road, or highway rights-of-way, especially in the vicinity of current or future transit stations and bus services and in areas of multifamily, compact, or infill development, with emphasis on General Plan corridors as well as off-road trails and trail systems.
3. Ensure consistency with environmental justice principles by implementing the complete streets policy widely and equitably, thereby benefiting low-income and minority populations as well as the elderly and disabled.
4. Implement TDM practices that reduce trips (through park-and-ride lots and other strategies) and trip length, manage routes and peak-period travel, and generally focus on changing travel behavior.
5. Improve network connectivity and system integrity by eliminating gaps that impede transit service and improving safety for all by using engineering, education, and enforcement to reduce traffic accidents.
    - Revise the Planning Board's "Guidelines for the Analysis of the Traffic Impact of Development Proposals" to include all links with 20 percent or more of site-generated traffic in a traffic impact study area.
    - To support construction of off-site transportation improvements by developer applicants, consider legislation to reference the third-party right-of-way acquisition language in Section 23-142(f) of the Road Ordinance within Section 24-124 of the Subdivision Ordinance.
    - All streets where bus service is anticipated should be constructed to at least a primary residential street (60-foot right-of-way) standard and publicly maintained.
6. Improve transportation system performance through management strategies, keeping commuter traffic on expressways and arterials and preventing encroachment of through traffic into residential neighborhoods.
    - At signalized intersections, require a minimum of two lanes on each approach.
    - In the design of internal residential subdivision streets, apply the traffic volume criteria from the DPW&T Neighborhood Traffic Management Program and the trip generation rates from the "Guidelines for the Analysis of the Traffic Impact of Development Proposals" to determine:
        - Number of subdivision access points
        - Street typical sections
        - Maximum length of culs-de-sac
    - Dead-end "stub" streets connecting to adjacent vacant parcels should be designed to primary residential street (60-foot right-of-way) standards.
7. Review street and road design standards, regulations, and guidelines with both county and state operating agencies to ensure full and continual consideration of pedestrian mobility and safety requirements, particularly in the Developed and Developing Tiers, and within and near all General Plan centers and corridor nodes.

Policy 3:

Emphasis is placed on linking the population and economic growth rates with the availability of transportation funds to support them and ensuring that land development projects are approved on the condition that developer contributions sufficiently provide for the construction or expansion of the transportation infrastructure needed to maintain an acceptable LOS and transit mode share.

STRATEGIES

1. Construct road improvements on an incremental basis as the demand for capacity increases and as funding becomes available.
2. Consider requiring that subdivision plan approval be contingent upon adequate provisions for right-of-way needs to accommodate long-term transportation demand.
3. Amend the Subdivision Ordinance to require lots adjacent to roads of major collector or higher classification to front on interior streets or service roads.
4. Institute within transit districts a mechanism to collect and set aside funding for transit operations and maintenance.
5. Consider varying adequate public facility (APF) standards in the Developed and Developing Tiers and in growth policy centers according to level of density or intensity.
6. Consider adding to the Planning Board's "Guidelines for the Analysis of the Traffic Impact of Development Proposals" a test of the proposed development's propensity to minimize (or generate) vehicle trips and vehicle miles of travel based on (1) the development's ability to accommodate all modes of travel, and (2) its proximity to or distance from General Plan centers and priority funding areas.
7. The Maryland-National Capital Park and Planning Commission, Prince George's County Department of Public Works and Transportation, and the City of Greenbelt should work collectively to address both (1) the failing levels of service of Hanover Parkway and Cherrywood Lane, and (2) all other traffic and operational challenges associated with the buildout land use projected by the master plans for this part of Prince George's County.

Policy 4:

Using both traditional and innovative methods, essential street, road, and highway projects are implemented using federal, state, and local financial resources, public/private partnerships, and developer funding when traffic impacts from development or redevelopment projects are assessed.

STRATEGIES

1. Develop and continually evaluate funding strategies, such as impact and adequate public facility fees, value pricing, and other staging strategies, to be considered by policy makers as policy options for implementing this master plan and the transportation recommendations of master plans adopted and approved in the future. (Discussed in Chapter VII: Strategic Transportation Policy and Master Plan Implementation.)
2. Research and identify successful financing mechanisms for needed transportation projects, such as temporary "penny" sales tax funds, or other strategies that are controlled by local elected officials, and that can be implemented equitably and fairly.
3. Consider channeling parking revenues to transportation improvements and pricing parking space in a way that limits free parking, reflects the true cost of parking, and prices on-street parking to make it more costly than or at least as expensive as parking in lots and garages.
4. Seek opportunities with developers as well as federal, state, and county stakeholders to engage in public/private partnerships that provide benefits for all parties, including the traveling public.
5. As part of the development process, consider (1) rewarding features that enhance multimodalism and (2) imposing fees for proposed developments that reinforce reliance on the automobile, based on information added to the traffic impact analysis that tests the proposed development's ability to minimize vehicle trips and vehicle miles traveled.
6. Consider future pricing strategies that redistribute traffic volumes to nonpeak hours, manage through trips, free up capacity for goods movement, and provide income streams for transit and other congestion-reducing enhancements to the transportation system.

Policy 5:

Mainly through the National Environmental Protection Act (NEPA) process and in coordination with the *Approved Countywide Green Infrastructure Plan*, street, road and highway projects are implemented in a manner that protects the natural environment, minimizes dislocation and disruption, and is consistent with the county's environmental stewardship goals.

STRATEGIES

1. Develop an awards program to recognize projects that promote sustainability, reduce noise, incorporate energy-saving features, and otherwise exceed expectations for environmental stewardship.
2. Recognize projects that are constructed in an environmentally sensitive manner.

3. Implement the transportation network in an environmentally sensitive manner by:

   - Minimizing the crossings of streams and wetlands, where possible, by careful planning or road locations, maximizing use of existing stream crossings, and coordinating the road network between parcels to limit the need for stream crossings and other environmental impacts.
   - Crossing streams (where stream crossings are unavoidable) at right angles except where prevented by geologic features.
   - Constructing stream crossings using clear span bridges or, where bridges cannot be used for design reasons, bottomless culverts or other low-impact crossing structures that have a width that matches or exceeds the natural width of the stream and that minimizes the impact to stream habitats, fish, and other stream organisms.
   - Using drainage structures, such as water turnouts or broad-based dips, on both sides of a crossing as needed to prevent road and ditch runoff from directly entering the stream.
   - Retrofitting stream crossings (where necessary) in a manner that removes fish blockages.

Conservation and Enhancement of Special Roadways: Scenic and Historic Roads

Goal:

To conserve viewsheds and other natural and cultural features of scenic and historic roads, scenic byways, and parkways to the extent possible when considering transportation improvements and when reviewing new land development proposals.

Introduction

The preservation of existing roads as historic and scenic assets is important to retaining the heritage and community character of the county. Several reports have inventoried the county's historic and scenic assets, including the 1984 Scenic Roads Study and the 1992 *Prince George's County Historic Sites and Districts Plan*. Other roads have been designated in area master plans, the General Plan, or through separate resolutions of the County Council. A state-designated scenic byway crosses the county as well, and two significant parkways, owned and managed by the National Park Service, act as major circulation corridors as well as gateways to the nation's capital. The existing scenic and historic roads, the scenic byway, and the parkways are shown on the Designated and Proposed Special Roadways Map.

Conservation and enhancement of these specially designated roadways are intended to provide safe and enjoyable travel, while preserving the scenic and historic resources both within the rights-of-way and on adjacent land. It is also necessary that all road designs and construction provide, insofar as practicable, a consistently safe but visually varied environment that is pleasing to all road users and adjacent property owners.

It should be noted that all designated scenic and historic roadways and scenic byways are considered "designated roadways" in this plan. Because of their unique ownership and their designation as National Register Historic Districts, the two existing parkways are not included in the definition of "designated roadways."

Scenic and Historic Roads

Scenic and historic roads are important resources that need to be protected and preserved for enjoyment both today and in the future. During the land development process and the review of road improvement projects, the resources that exist within the right-of-way are evaluated for preservation. When land is proposed to be developed adjacent to a designated scenic or historic road, the natural and historical resources that remain are evaluated for preservation or enhancement.

A scenic road is defined in Subtitle 23 of the Prince George's County Code as: "a public or private road, as designated by the County Council, which provides scenic views along a substantial part of its length through natural or man-made features, such as forest or extensive woodland, cropland, pasturage, or meadows; distinctive topography including outcroppings, streambeds and wetlands; traditional building types; historic sites; or roadway features such as curving, rolling roadway alignment and leaf tunnels."

A historic road is defined in Subtitle 23 as: "a public or private road, as designated by the County Council, which has been documented by historic surveys or maps, and which maintains its historic alignment and historic landscape context through views of natural features, historic landscape patterns, historic sites and structures, historic farmstead groupings, or rural villages."

The Master List of Scenic and Historic Roads (Table 5: Special Roadways, at the end of this chapter) is a listing of roads that have been designated as scenic or historic by the County Council and includes additional historic roads that are proposed to be designated with the adoption of this plan. This list is maintained by the Prince George's County Planning Department, M-NCPPC, and is periodically updated in response to County Council actions. New scenic roads will be evaluated for designation during subsequent master and sector plan processes.

The historic roads that are proposed for designation with this plan were identified in the 1828 Levy Court Road Survey and have been analyzed by M-NCPPC staff and refined to list those segments that still maintain their historic alignments. The 1828 Levy Court Road Survey of public roads in the county was prepared by a committee appointed by the Prince George's County Levy Court in 1827. It was the third such survey conducted, the first being prepared in 1739 and the second in 1762. Most of the roads identified in the 1828 road survey can also be identified on the 1861 Simon J. Martenet's map of Prince George's County. All of the roads have been widened, straightened, and of course, paved. Planning Department staff used a 2005 publication of the M-NCPPC Natural and Historical Resources Division, Department of Parks and Recreation, entitled *The 1828 Levy Court Road Survey, Prince George's County: A Description of the Roads as They Currently Exist* to prepare the list of proposed historic roads. The staff analysis has resulted in a list of roads that still follow the general pathway of the old roads and still maintain historic alignment and landscape context.

An Inventory of Scenic and Historic Features is composed of text and maps necessary to describe significant visual features of the site. Guidance in the preparation of visual inventories can be found in the document, "Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland" and in the publications "National Register Bulletin 18: How to Evaluate and Nominate Designed Historic Landscapes" and "National Register Bulletin 30: How to Identify, Evaluate and Register Rural Historic Landscapes."

Natural and cultural resources within the rights-of-way and adjacent to scenic and historic roads are important and in need of protection. The predominant encroachment on these resources occurs when new development proposals are submitted. Extensive efforts have been made to preserve and enhance the viewsheds of designated scenic and historic roads through the careful evaluation of these proposals and the placement of new development out of the viewsheds as much as possible and through the preservation or enhancement of the existing vegetation along the roadway. Scenic easements have been established to provide permanent protections to the viewsheds adjacent to scenic and historic roadways.

Parkways

A parkway is a linear, landscaped park designed to encompass a roadway that is restricted to use by automobiles. Although the first concept for a parkway design in the Washington area was proposed by Pierre L'Enfant in his 18th-century plan for the city, the first parkway in Washington, D.C., was not approved until 1902.

There are five major parkways in the national capital region, all under the jurisdiction of the National Park Service. All of the parkways have open qualities worthy of preservation and are characterized by their scenic and pastoral views, while providing important circulation linkages. Two are partly located in Prince George's County.

> **Suitland Parkway:** The Suitland Parkway was opened in 1944. It connects Andrews Air Force Base to South Capitol Street and serves as a major transportation link used by visitors and commuters approaching the nation's capital from the east and as a gateway to the District of Columbia for foreign heads of state and dignitaries who arrive at Andrews.

Baltimore–Washington Parkway: The Baltimore–Washington Parkway opened in 1954. It is a 29-mile scenic highway that connects Baltimore to Washington, D.C., and runs through the northern portion of Prince George's County. This roadway is also part of the designated Star-Spangled Banner Scenic Byway, based on a theme of events in the Chesapeake Campaign related to the War of 1812.

Visual and physical encroachments on and adjacent to the parkways are threats to the scenic and pastoral qualities of the parkways. In recent years, development adjacent to the parkways has threatened to encroach on, and in some cases already has encroached on, the viewsheds from the parkways and associated parklands. In addition, demands for new Metrorail lines and parkway interchanges due to development pressures continue to threaten the scenic views and vistas of the parkways. Safety and transportation management are important, but a balance must be achieved to preserve the scenic qualities and design character of the historic parkways.

Scenic Byways

The Maryland State Highway Administration (SHA) has designated 31 state scenic byways with names that reflect the rich heritage of the region surrounding each of the routes. By driving these byways, visitors and residents can explore and appreciate the area's significant place in history within the county.

The SHA is not only promoting scenic byways but is also encouraging the preservation of the heritage resources along these routes by offering communities assistance in applying for competitive grants through the National Scenic Byways Program to create community-driven corridor management plans (CMP). With a CMP in place, project sponsors may apply for funding for safety improvements, rest areas, interpretive facilities, overlooks, recreational areas, access enhancements, and protection in the form of easements.

In Prince George's County, the Lower Patuxent River Tour was originally designated in 1999. The theme of this scenic byway was based on the path of the British troops from Benedict, in Calvert County, to Washington, D.C., in 1814, passing by many historic sites that mark the early history of the county, state, and nation. The Lower Patuxent River Tour has recently been incorporated into the Star-Spangled Banner Scenic Byway.

Two tasks related to the development of the CMP have been accomplished. A Lower Patuxent Scenic Byway Intrinsic Quality Inventory Report was completed in 2007, and the Croom Road Tobacco Barn Survey Report was completed in 2006. The next step is the development of a CMP for the 17-mile stretch previously known as the Lower Patuxent Scenic Byway.

Policy 1:

Conserve and enhance the scenic and historic values along special roadways.

STRATEGIES:

1. Identify opportunities for designation of additional scenic or historic roads as new master and sector plans are prepared.
2. Require submission of an inventory of scenic and historic features with all applications that propose work within the right-of-way of a designated roadway.
3. Utilize the "Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland" (DPW&T, 2006) when evaluating applications within the rights-of-way of scenic and historic roadways.
4. Consider a variety of techniques in order to protect the scenic and historic qualities of the designated roads during the review of applications that involve work within the right-of-way of a designated roadway. These techniques include alternative ways to circulate traffic; the use of the historic road section as one leg of a needed dual highway; provision of bypass roads; and limiting certain types of development and signs in the viewshed.
5. Review existing County Code and related standards for conflicts with the conservation and enhancement of designated roadways and make recommendations for code changes as necessary.
6. Maintain a database and a GIS layer of designated roadways.
7. Utilize existing County Code provisions for scenic easement tax credits by establishing a voluntary easement program to protect viewsheds along designated roadways.
8. Prepare corridor management plans for significant designated roadways.
9. Implement the recommendations of established corridor management plans.

Policy 2:

Conserve and enhance the **viewsheds** along designated roadways.

STRATEGIES:

1. Require submission of an inventory of scenic and historic features with all applications that propose work adjacent to the right-of-way of a designated roadway.
2. Require the conservation and enhancement of the existing viewsheds of designated roads to the fullest extent possible during the review of land development or permit applications, whichever comes first. Elements to be considered shall include views of structures from the roadway; design character and materials of constructed features; preservation of existing vegetation, slopes and tree tunnels; use of scenic easements; and limited access points.
3. Develop guidelines for the design of activities adjacent to designated roadways to include building setbacks, landscaping, scenic easements, and utility clearing.
4. There will be no widening of the section of Livingston Road through the Broad Creek Historic District, thus upholding the historic district guidelines previously adopted by the County Council except in accordance with the county's scenic and historic road design guidelines.

Policy 3:

Carefully consider visual and physical encroachments along and within **parkways**.

STRATEGIES:

1. Work with the National Park Service to maintain parkways as scenic landscape corridors and protect their historic aspects.
2. Carefully evaluate development activities adjacent to the parkways to minimize the visual impacts to the parkway corridor.
3. Require action to minimize and mitigate visual and physical impacts to maintain parkway characteristics where transportation system impacts are unavoidable.

Policy 4:

Preserve, protect, and enhance the right-of-way and viewshed of the **Star-Spangled Banner Scenic Byway.**

STRATEGIES:

1. Complete the development of the Lower Patuxent CMP and the implementation of the recommendations.
2. Amend the Lower Patuxent CMP to include the extended limits of the Star-Spangled Banner Scenic Byway in Prince George's County.
3. Work with the Maryland State Highway Administration in applying the guidance provided by the document "Context Sensitive Solutions for Work on Scenic Byways" (MDSHA, April 2005) to state roadways associated with the designated scenic byway.
4. Coordinate protection of the intrinsic scenic and historic qualities of the scenic byway through application of the *Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland*, where appropriate.
5. Develop design guidelines to conserve and enhance the viewshed of the scenic byway when development is proposed.

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
FREEWAYS						
F-1	I-95	I-95	Beltway to Howard County	300-400	8+ C-D roads	Subregion I-1990
F-2	Baltimore-Washington Parkway	MD 295	D.C. line to Anne Arundel County	Varies	4 to 6	Bladensburg-1994
F-3	Intercounty Connector	MD 200	Montgomery County line to Baltimore Avenue	200-300	6	Subregion I-1990 Bowie 2006 MPOT: Delete east of current MDOT ICC project limits
F-4	John Hanson Highway	US 50/ US 301	DC line to Anne Arundel County	300	6 to 8	Bowie-2006
F-5	I-95/I-495 Capital Beltway	I-95/I-495	Montgomery County to Woodrow Wilson Bridge	300	8 to 12	Heights-2000
F-6	Pennsylvania Avenue Extended	MD 4	Beltway to Anne Arundel County	300	6 to 8	Westphalia-2007
F-7	Suitland Parkway	NPS Facility	DC line to Pennsylvania Avenue	Varies	4 to 6	Heights-2000
F-8	Anacostia Freeway	I-295	I-95/I-495 to DC Line	120-200	4 to 6	Heights-2000
F-9	Branch Avenue	MD 5	Charles County Line to Beltway	300	6 to 8[10]	Subregion 5-2009
F-10	Crain Highway	US 301/ MD 3	Charles County to Anne Arundel County (See MD 5)[11]	300-450	6 to 8	Subregion 5-2009
F-11	Indian Head Highway	MD 210	Berry Road to Beltway	Varies	6 to 8	Henson Creek-2006
EXPRESSWAYS						
E-1	Central Avenue	MD 214	Beltway to Anne Arundel County	150-200	4 to 8	Bowie-2006
E-3	Pennsylvania Avenue Extended	MD 4	DC Line to Beltway	200	4 to 6	Suitland-1985
E-4	Branch Avenue	MD 5	Beltway to DC Line	200-300	4 to 6	Heights-2000
E-5	Indian Head Highway	MD 210	Charles County to Berry Road	250	4	Subregion 5-2009
E-6	Landover Road/Largo Road	MD 202	Pennsylvania Avenue/Crain Highway to Barlowe Road	150-200	4 to 8	Landover Gateway-2009
E-7	Berry Road	MD 228	Indian Head Highway to Charles County	250	4	Subregion 5-2009
ARTERIALS						
A-1	Sandy Spring Road	MD 198	Montgomery County to Anne Arundel County (outside City of Laurel)	120-150	4	MPOT-2009
A-2	Cherry Lane		Kenilworth Avenue to Laurel-Bowie Road	120	6	Subregion I-1990
A-3	Van Dusen Road Extended		Virginia Manor Road to A-59	120	6	Subregion I-1990
A-4	Laurel-Bowie Road	MD 197	Baltimore-Washington Parkway to City of Laurel	120-200	6	Subregion I-1990 MPOT Recommendation
A-6	Contee Road Extended		Old Gunpowder Road to Sweitzer Lane—4 lanes; Sweitzer Lane to Baltimore Avenue—6 lanes	80-120	4 and 6	MPOT-2009
A-8	Powder Mill Road	MD 212	Montgomery County to Collier Road—2 lanes; Collier Road to Ammendale Road—6 lanes	80-120	2 and 6	MPOT-2009
A-9	Baltimore Avenue	US 1	Beltway to City of Laurel	100-120	6	Subregion I-1990
A-10	Adelphi Road		East West Highway to Montgomery County	100-120	4 to 6	Langley Park-1989
A-11	New Hampshire Avenue	MD 650	DC Line to East West Highway and University Boulevard to Montgomery County	100-120	6	Langley Park-1989
A-12	Riggs Road	MD 212	DC Line to University Boulevard	120	6	Langley Park-1989
A-13	Queens Chapel Road	MD 500	DC Line to East West Highway	120	6	Hyattsville-PA 68-1994
A-14	Kenilworth Avenue	MD 201	Baltimore Washington Parkway to Sunnyside Avenue	90-120	4 to 6	College Park TDDP-1997
A-15	East West Highway/ Veterans Parkway	MD 410	New Hampshire Avenue to Pennsy Drive	100-120	4 to 6	Landover-1993
A-16	University Boulevard/ Greenbelt Road/Glenn Dale Boulevard	MD 193	Montgomery County to Annapolis Road	120-200	4 to 6	Greenbelt-2001
A-17	Bladensburg Road	US Alt 1	DC Line to Kenilworth Avenue	120	4 to 6	1982 MPOT

[10] Includes two reversible lanes or six lanes plus fixed-guideway transit facility.
[11] Study corridors between Branch Avenue and Charles County.

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
A-18	Annapolis Road	MD 450	Kenilworth Avenue to Lanham-Severn Road	120	6	Glenn Dale-1993
A-19	Lanham-Severn Road	MD 564	Annapolis Road to Springfield Road	120	4 to 6	Glenn Dale-1993
A-20	Landover Road	MD 202	Annapolis Road to Barlowe Road	120	6	Landover-1993
A-21	Sheriff Road		DC Line to Martin Luther King, Jr. Highway	100-120	6	Landover-1993
A-22	Martin Luther King, Jr. Highway	MD 704	DC Line to Annapolis Road	120-150	4 to 6	Glenn Dale-1993
A-23	Annapolis Road	MD 450	Lanham-Severn Road to Crain Highway	120-150	4 to 6	Bowie-2006
A-24	Collington Road/Laurel Bowie Road	MD 197	US 301 to Baltimore-Washington Parkway	120	4 to 6	Bowie-2006; Limits include former C-107: MPOT Recommendation
A-25	Mitchellville Road		Mt. Oak Road to Collington Road	120	4 to 6	Bowie-2006
A-26	Lottsford Road/Woodmore Road/Mt Oak Road		Largo Drive W to Mitchellville Road	80-150	4 to 6	Bowie-2006
A-27	Watkins Park Road/ Enterprise Road	MD 193	Largo Road to Annapolis Road	120-200	4	Largo-1990
A-29	Evarts Street/Campus Way		Brightseat Road to Harry S Truman Drive	120	4 to 6	Morgan Boulevard-2004
A-30	Bishop Peebles Drive/Arena Drive/Lake Arbor Way		FedEx Way to Campus Way	120-150	6	Morgan Boulevard-2004
A-31	Ritchie Road/Morgan Boulevard/FedEx Way Redskins Road/Brightseat Road		Walker Mill Road to Evarts Street	120	6	Morgan Boulevard-2004
A-32	E. Capitol Street/ Central Avenue	MD 214	DC Line to Beltway	120-150	6 to 8	Morgan Boulevard-2004
A-33	Addison Road South		Walker Mill Road to Central Avenue	120	4 to 6	Addison Road-2000
A-34	Brooks Drive		Pennsylvania Avenue to Addison Road	120	4 to 6	Addison Road-2000
A-35	Walker Mill Road		Silver Hill Road to Beltway	120	4 to 6	Suitland-1985
A-36	White House Road/ Ritchie Marlboro Road		Beltway to Largo Road	120-140	6 to 8	Westphalia-2007
A-37	Westphalia Road		Pennsylvania Avenue to MC-634	120-140	6 to 8	Westphalia-2007
A-38	Harry S Truman Drive		White House Road to Largo Drive West (C-346)	80-120	4 to 6	Morgan Boulevard-2000
A-39	Ritchie Marlboro Road		Pennsylvania Avenue to White House Road at Harry S Truman Drive	100-120	4 to 6	Westphalia-2007
A-40	Silver Hill Road	MD 458	Branch Avenue to Walker Mill Road	120	4 to 6	Suitland-1985
A-41	Suitland Road		Silver Hill Road to Allentown Road	89-120	4 to 6	Heights-2000
A-42	Ager Road		Queens Chapel Road to East West Highway	100	4	Hyattsville-PA 68-1994
A-43	Naylor Road	MD 637	DC Line-Branch Avenue	100-200	4	Heights-2000
A-45	St. Barnabas Road	MD 414	Beltway to Silver Hill Road	120	4 to 6	Heights-2000
A-46	Temple Hill Road		Capital Beltway to Tinkers Creek	120	4 to 6	Henson-2006
A-48	Oxon Hill Road	MD 414	Beltway to I-295 Off-Ramp	146-154	4 to 6	Henson-2006
A-49	Indian Head Highway	MD 210	Beltway to DC Line	Varies	4 to 6	Heights-2000
A-50	Allentown Road	MD 337	Branch Avenue to Suitland Parkway	100-120	4 to 6	Henson-2006
A-51	Allentown Road		Brinkley Road to Branch Avenue	120-150	4 to 6	Henson-2006
A-52	Dower House Road/Dower House Road Extended		Foxley Road to A-66	120	6	Melwood-1994
A-53	Woodyard Road	MD 223	Branch Avenue to Presidential Parkway	120-150	4 to 6	Melwood-1994
A-54	Piscataway Road/Woodyard Road/Livingston Road/ Farmington Road East	MD 223	Indian Head Highway to Branch Avenue (study corridor from Temple Hill Road to Branch Avenue)	Varies (120 min.)	4 to 8	Subregion 5-2009
A-55	Accokeek Road/ Livingston Road	MD 373	Indian Head Highway to A-63	Varies (120 min.)	4	Subregion 5-2009
A-56	Kenilworth Avenue/ Edmonston Road/ Virginia Manor Road/ Van Dusen Road	MD 201	Sunnyside Avenue to City of Laurel	120-150	4 to 6	Subregion I-1990
A-57	Piney Branch Road	MD 320	Montgomery County to New Hampshire Avenue	100-120	4	Langley Park-1989
A-59	Mall Road		ICC to Contee Road Extended	120	6	Subregion I-1990

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
A-61	Crain Highway	US 301	Old Crain Highway to Collington Road	Varies	4 to 6	Subregion 6-2009
A-63	Brandywine Employment Spine Road		Crain Highway to Brandywine Road	120	6	Subregion 5-2009
A-64	Crain Highway	US 301	Charles County to F-9 north of A-63	200	6 to 8	Subregion 5-2009
A-65	Old Fort Road Extended		Piscataway Road to Branch Avenue	80-120	2 to 4	Subregion 5-2009
A-66	Presidential Parkway		MC 637 to Woodyard Road	100-140	4 to 6	Westphalia-2007
A-67	Suitland Parkway Extended		Pennsylvania Avenue to MC 634	120-140	6 to 8	Westphalia-2007
A-68	New Arterial		Oxon Hill Road to Brinkley Road	100	4	Henson Creek-2006
A-69	Branch Avenue	MD 5	DC line to St. Barnabas Road	120-150	6	Branch Ave. Corridor-2008
MAJOR COLLECTORS						
MC-200	Baltimore Avenue	US 1	Guilford Drive to Beltway	90-110	4	College Park-2002
MC-300	Church Road		Oak Grove Road to Annapolis Road	90	4	Bowie-2006
MC-417	Evarts Street/ Ruby Lockhart Way		Brightseat Road to St. Joseph's Drive	90-110	4	Landover Gateway-2009
MC-418	Campus Way North		Woodmore Town Center to Ruby Lockhart Way	90-110	4	Landover Gateway-2009
MC-500	Hagan Road/ Temple Hill Road		Piscataway Road to Tinkers Creek; St. Barnabas Road to I-95/I-495	80-100	4	Subregion 5-2009
MC-501	Old Alexandria Ferry Road		Woodyard Road to Branch Avenue	80-100	4	Subregion 5-2009
MC-502	General Lafayette Boulevard/ McKendree Road (West Brandywine Spine Road)		Branch Avenue to A-55	100	4	Subregion 5-2009
MC-503	Matapeake Business Drive		A-55 (south of Timothy Branch) to A-55 (at A-63)	100	4	Subregion 5-2009
MC-600	Oak Grove Road/ Leeland Road		MD 193 to US 301	100	4	Bowie-2006
MC-601	Heathermore Boulevard		MC-602 to East Marlton Avenue	120	4	Subregion 6-2009
MC-602	New Major Collector		Old Crain Highway to Croom Road	100	2 to 4	MPOT-2009
MC-631	Suitland Parkway Extended		MC 634 to Ritchie-Marlboro Road	100	4	Westphalia-2007
MC-632	Westphalia Boulevard		MC-631 to A-66	100	4	Westphalia-2007
MC-634	Presidential Parkway Extended		A-66 to White House Road	100	4	Westphalia-2007
MC-635	D'Arcy Road Extended		MC-637 to MC-631	100	4	Westphalia-2007
MC-637	New Road		A-66 to MC-632	100	4	Westphalia-2007
MC-700	Palmer Road/Tucker Road		Indian Head Highway to Allentown Road (C-718)	90-100	4	Henson-2006
MC-701	Brinkley Road		St. Barnabas Road to Allentown Road	80-116	2 to 4	Henson-2006
MC-702	Allentown Road		Allentown Road (C-718) to Brinkley Road	90-100	4	Henson-2006
MC-703	Old Fort Road North/Old Fort Road East		Livingston Road to Piscataway Road	80-100	4	Henson-2006
COLLECTORS						
C-101	New Road		A-3 to Kenilworth Avenue Extended	80	4	Subregion I-1990
C-102	New Road		A-3 to Contee Road Extended	80	4	Subregion I-1990
C-105	Sweitzer Lane		Contee Road to Sandy Spring Road	80	4	Subregion I-1990
C-106	Contee Road		Baltimore Avenue to Laurel Bowie Road	80	4	Subregion I-1990
C-107	Old Gunpowder Road		Powder Mill Road to Sandy Spring Road	80	4	Subregion I-1990
C-108	Old Baltimore Pike/ Cedarhurst Drive		Kenilworth Avenue Extended to north of Alloway Lane	80	4	Subregion I-1990
C-109	Muirkirk Road		A-3 to Laurel-Bowie Road	80	4	Subregion I-1990
C-110	Greencastle Road		Montgomery County to Old Gunpowder Road	80	2	MPOT-2009
C-111	Ammendale Road		Virginia Manor Road to Baltimore Avenue	80	4	Subregion I-1990
C-112	Powder Mill Road		Old Gunpowder Road to Baltimore Avenue—2 lanes; Baltimore Avenue to Kenilworth Avenue Extended—4 lanes	80	2 and 4	MPOT-2009
C-113	Bond Mill Road		Sandy Spring Road to Brooklyn Bridge Road	80	2	MPOT-2009
C-117	Brooklyn Bridge Road		Bond Mill Road to City of Laurel	80	2	MPOT-2009

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-118	Rhode Island Avenue		Greenbelt Road to Quimby Avenue	80	2	MPOT-2009
C-120	Sunnyside Avenue		Baltimore Avenue to Kenilworth Avenue	80-120	4 to 6	Greenbelt-2001
C-123	Beltsville Drive		Calverton Boulevard to Powder Mill Road	80	4	Subregion I-1990
C-132	Montpelier Drive		Muirkirk Road to Laurel-Bowie Road	80	2	MPOT-2009
C-133	Briggs Chaney Road		Montgomery County to Old Gunpowder Road	80	2	MPOT-2009
C-134	Calverton Boulevard		Montgomery County to Beltsville Drive	80	4	Subregion I-1990
C-200	Sargent Road		DC Line to Riggs Road	80	4	Langley Park-1989
C-201	Cherry Hill Road		Montgomery County to Baltimore Avenue	80	4	College Park-2002
C-202	Paint Branch Parkway		Baltimore Avenue to Kenilworth Avenue	80-100	4	College Park-2002
C-203	Campus Drive/Mowatt Lane/Guilford Drive		Adelphi Road to Baltimore Avenue	80-100	4	College Park-2002
C-204	River Road		Paint Branch Parkway to Kenilworth Avenue	80	4	College Park TDDP-1997
C-205	Charles Armentrout Drive		Baltimore Avenue to Rhode Island Avenue	80	2	Hyattsville-PA 68-1994
C-206	North South Connector		Greenbelt Road to Greenbelt Metrorail Station and C-206 to Cherrywood Lane	80-100	2 to 5	Greenbelt-2001
C-207	Riggs Road	MD 212	University Boulevard to Adelphi Road—4 lanes; Adelphi Road to Powder Mill Road—2 lanes	80-100	4 and 2	MPOT-2009
C-208	Cherrywood Lane		Greenbelt Road to Kenilworth Avenue Extended	80-100	2 to 4	Greenbelt-2001
C-209	Rhode Island Avenue/ Baltimore Avenue.	US 1	DC Line to Guilford Drive	80-110	4	Hyattsville-PA 68-1994
C-210	Brae Brooke Drive		Hanover Parkway to Cipriano Road	80	4	Langley Park-1989
C-211	Hanover Parkway		Good Luck Road to Greenbelt Road	80-120	4	Langley Park-1989
C-212	Mandan Road		Brae Brooke Drive to Greenbelt Road	80	4	Langley Park-1989
C-213	Ivy Lane		Cherrywood Lane to Kenilworth Avenue Extended	80	4	Langley Park-1989
C-214	Chillum Road	MD 501	DC Line to Queens Chapel Road	80	4	Hyattsville-PA 68-1994
C-215	Decatur Street		Baltimore Avenue to Kenilworth Avenue	80	2	Hyattsville-PA 68-1994
C-218	Metzerott Road		New Hampshire Avenue to University Boulevard	80	2	MPOT-2009
C-220	Ellin Road/85th Avenue		Annapolis Road to East West Highway	60-80	2 to 4	Bladensburg-1994
C-221	Riverdale Road		East West Highway to Annapolis Road	80	2 to 4	Bladensburg-1994
C-222	Quincy Street/52nd Avenue		Kenilworth Avenue to 48th Street	80	2 to 4	Bladensburg-1994
C-223	57th Avenue		Annapolis Road to Emerson Street	80	2 to 4	Bladensburg-1994
C-224	Baltimore Avenue	US Alt 1	Annapolis Road to US 1	Varies	4	Bladensburg-1994
C-225	Cooper Lane		Old Landover Road to Annapolis Road	80	2 to 4	Bladensburg-1994
C-226	Ardwick-Ardmore Road		Annapolis Road to south of Elsie Court	80	2 to 4	Bladensburg-1994
C-227	Greenbelt Road	MD 430	US 1 to MD 193	80	4	Langley Park-1989
C-229	Belcrest Road		Queens Chapel Road to Adelphi Road	100	4	PG Plaza-1998
C-230	Hamilton Street		Jamestown Road to 38th Avenue	80-100	2 to 4	Hyattsville-PA 68-1994
C-234	38th Street	MD 208	Bladensburg Road to Rhode Island Avenue	80	2	Hyattsville-PA 68-1994
C-301	High Bridge Road/Chestnut Avenue		Annapolis Road to 11th Street	50-80	2 to 4	Bowie-2006
C-302	Fairwood Parkway		Annapolis Road to Church Road	80	4	Bowie-2006
C-303	Old Chapel Road		High Bridge Road to Laurel-Bowie Road	80	2	Bowie-2006
C-304	Mitchellville Road		Mount Oak Road to Crain Highway	80	4	Bowie-2006
C-305	Mount Oak Road		Mitchellville Road to Crain Highway	80	4	Bowie-2006
C-306	Northview Drive		Mitchellville Road to New Haven Drive	80	4	Bowie-2006
C-307	Excalibur Road		Evergreen Parkway to Crain Highway (A-61)	80	4	Bowie-2006
C-308	Mitchellville Road		Collington Road to Renaissance Center	80	4	Bowie-2006
C-309	Melford Boulevard		Crain Highway to MD Science and Tech Center. (Melford)	80	4	Bowie-2006
C-310	Race Track Road		Annapolis Road to Old Chapel Road	80	4	Bowie-2006
C-311	Old Chapel Road		Laurel-Bowie Road to Race Track Road	80	4	Bowie-2006

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-312	Duckettown Road		Springfield Road to Chestnut Avenue	80	2	Bowie-2006
C-313	Old Laurel-Bowie Road		Laurel-Bowie Road to 9th Street	50-80	2 to 4	Bowie-2006
C-314	Lanham-Severn Road/ 9th Street/11th Street/ Race Track Road	MD 564	Springfield Road to Jericho Park Road	80	2 to 4	Bowie-2006
C-315	Race Track Road/Jericho Park Road		Old Chapel Road to Laurel-Bowie Road	80	2 to 4	Bowie-2006
C-322	Springfield Road		Lanham-Severn Road to Good Luck Road	80	2	Bowie-2006
C-327	Princess Garden Parkway		Annapolis Road to Good Luck Road	80	4	Glenn Dale-1993
C-328	Cipriano Road		Lanham-Severn Road to Greenbelt Road	80	4	Glenn Dale-1993
C-329	Whitfield Chapel Road		Ardwick-Ardmore Road to Annapolis Road	80	4	Glenn Dale-1993
C-338	Glenn Dale Road	MD 953	Annapolis Road to Enterprise Road	80	2 to 4	Glenn Dale-1993
C-339	Forbes Boulevard		Lottsford-Vista Road to Lanham-Severn Road	80	4	Glenn Dale-1993
C-340	Relocated Forbes Boulevard		Lanham-Severn Road to Greenbelt Road	80	4	Glenn Dale-1993
C-341	Good Luck Road		Kenilworth Avenue to Springfield Road	80	2 to 4	East Glenn Dale-2005
C-342	Prospect Hill Road/ Fletchertown Road		Glenn Dale Boulevard to High Bridge Road	80	2 to 4	Bowie-2006
C-343	Hillmeade Road		Annapolis Road to Fletchertown Road	80	2 to 4	Bowie-2006
C-344	Lottsford-Vista Road		Lottsford Road to Martin Luther King, Jr. Highway	80	4	Glenn Dale-1993
C-345	McCormick Road/ St. Joseph's Drive		Lottsford Road to Ardwick-Ardmore Road	70-120	4	Morgan Boulevard-2004
C-346	Harry S Truman Drive/ Largo Drive W/Largo Center Drive		Arena Drive to Arena Drive (Loop Road)	80-100	4	Morgan Boulevard-2004
C-347	Ardwick-Ardmore Road		Martin Luther King, Jr. Highway to Lottsford-Vista Road	80	2 to 4	Largo-1990
C-348	Mount Lubentia Way		Harry S Truman Drive to Largo Road	80	4	Largo-1990
C-349	Kettering Drive/ Lake Arbor Way		Largo Road to Campus Way North	80	2 to 4	Largo-1990
C-374	Carter Avenue		Annapolis Road to Lanham-Severn Road	80	4	Glenn Dale-1993
C-376	Bell Station Road		Glenn Dale Boulevard to Annapolis Road	80	4	Glenn Dale-1993
C-400	Brightseat Road		Evarts Street to Ardwick-Ardmore Road	80	4	Landover Gateway-2009
C-401	Barlowe Road/Evarts Street		Martin Luther King, Jr. Highway to Brightseat Road	80	4	Landover Gateway-2009
C-402	Pennsy Drive		Landover Road to Ardwick-Ardmore Road	70	2	Landover-1993
C-403	75th Avenue		Landover Road to Pennsy Drive	80	2	Landover-1993
C-404	Marblewood Avenue		Sheriff Road to Columbia Park Road	80	2	Landover-1993
C-405	Sheriff Road		Martin Luther King, Jr. Highway to Redskins Road	80	2 to 4	Landover-1993
C-406	Belle Haven Drive/Hill Oaks Road/Nalley Road		FedEx Way to Martin Luther King, Jr. Highway	70-80	4	MPOT-2009
C-407	Hill Road		Central Avenue to Martin Luther King, Jr. Highway	80	4	Morgan Boulevard-2004
C-408	Addison Road		DC Line to Central Avenue	70-80	2	Addison Road-2000
C-409	Central Avenue/ Old Central Avenue	MD 332	DC Line to Addison Road	80	2 to 4	Addison Road-2000
C-410	Marlboro Pike		DC Line to Forestville Road	80-100	2 to 4	Suitland-1985
C-411	Columbia Park Road		John Hanson Highway to Martin Luther King, Jr. Highway	80	2 to 4	Landover-1993
C-412	Brightseat Road		Central Avenue to Redskins Road	80	4	Landover-1993
C-413	Garden City Drive	MD 950	Ardwick-Ardmore Road to Beltway ramps	80	4	Landover-1993
C-414	Shady Glen Drive		Walker Mill Road to Central Avenue	80	2 to 4	Morgan Boulevard-2004
C-415	Suitland Road	MD 218	DC Line to Silver Hill Road	80	2 to 4	Suitland-1985
C-416	Cattail Creek Drive		Evarts Street to MD 202	80	4	Landover Gateway-2009
C-422	Brooks Drive		Silver Hill Road to Pennsylvania Avenue	80	2 to 4	Suitland-1985
C-423	Regency Parkway		Marlboro Pike to Suitland Road	80-100	2 to 4	Suitland-1985
C-424	Walters Lane		Cul-de-sac to Pennsylvania Avenue	80	2 to 4	Suitland-1985

Table 4: Street, Road, and Highway Facility Recommendations						
Road ID	**Facility Name**	**Route ID**	**Project Limits**	**Right of Way (Feet)**	**Lanes**	**Most Recent Master Plan Citation(s) and Year of Approval**
C-425	Donnell Drive		Pennsylvania Avenue to Marlboro Pike	100	4	Suitland-1985
C-426	Ritchie Road/ Forestville Road		Allentown Road to Walker Mill Road	80	2 to 4	Suitland-1985
C-427	Walker Mill Road		Marlboro Pike to Silver Hill Road	80	2 to 4	Suitland-1985
C-428	Rollins Avenue/ Suffolk Avenue		Walker Mill Road to Central Avenue	80	2 to 4	Addison Road-2000
C-429	Karen Boulevard		Walker Mill Road to Central Avenue	80	2 to 4	Addison Road-2000
C-510	Dangerfield Road		Surratts Road to Woodyard Road	80	2 (4 lanes only at approaches to the intersection with Woodyard Road	Subregion 5-2009
C-511	Coventry Way		Old Branch Avenue to Old Alexandria Ferry Road	80	4	Subregion 5-2009
C-512	Kirby Road		Temple Hill Road to Old Branch Avenue	80	4	Subregion 5-2009
C-513	Old Branch Avenue/ Brandywine Road		Floral Park Road to Branch Avenue at Kirby Road	80	4	Subregion 5-2009
C-514	Surratts Road Extended		Piscataway Road to Brandywine Road	80	4	Subregion 5-2009
C-515	Temple Hill Road Extended		Piscataway Road to C-514	80	4	Subregion 5-2009
C-516	Steed Road		Piscataway Road to Allentown Road	80	4	Subregion 5-2009
C-517	Shady Oak Parkway		Branch Avenue to Dyson Road	80	4	Subregion 5-2009
C-518	Hyde Field/ Edelen Collector Facility		MC-703 to Steed Road	80	4	Subregion 5-2009
C-519	Gallahan Road		Piscataway Road to Old Fort Road South	80	2 to 4	Subregion 5-2009
C-520	Windbrook Drive		Floral Park Road to Piscataway Road	80	2	Subregion 5-2009
C-521	Thrift Road		Windbrook Drive to Brandywine Road	80	2 to 4	Subregion 5-2009
C-522	Floral Park Road		Piscataway Road to Brandywine Road	80	2 to 4	Subregion 5-2009
C-523	Livingston Road		Piscataway Road to Indian Head Highway	80	4	Subregion 5-2009
C-524	Livingston Road/ Bealle Hill Road		Farmington Road East to Accokeek Road	80	4	Subregion 5-2009
C-525	Livingston Road		Indian Head Highway (Independence Road) to Indian Head Highway (at MD 373)	80	4	Subregion 5-2009
C-526	Manning Road Relocated		Indian Head Highway to Accokeek Road	80	4	Subregion 5-2009
C-527	Accokeek Road		A-55 to Floral Park Road	80	4	Subregion 5-2009
C-528	Dyson Road		A-63 to Cherry Tree Crossing Road	80	4	Subregion 5-2009
C-529	Farmington Road West		Livingston Road to Indian Head Highway	80	2	Subregion 5-2009
C-530	Berry Road		Accokeek Road to Livingston Road	80	2	Subregion 5-2009
C-531	Danville Road		Accokeek Road to Floral Park Road	80	2	Subregion 5-2009
C-532	Gardner Road		Charles County to Accokeek Road	80	2	Subregion 5-2009
C-533	Tippett Road		Thrift Road to Piscataway Road	80	2	Subregion 5-2009
C-602	Brown Station Road		Old Marlboro Pike to White House Road	80	2 to 4	Subregion 6-2009
C-603	Old Crain Highway		MC-602 to Old Marlboro Pike	80	4	Subregion 6-2009
C-604	Old Marlboro Pike		Woodyard Road to Brown Station Road	80	2 to 4	Subregion 6-2009
C-605	William Beanes Road Ext		Woodyard Road to Old Crain Highway	80	2 to 4	Subregion 6-2009
C-606	Osborne Road/ Osborne Road Relocated		MC-602 to Woodyard Road	80	4	Subregion 6-2009
C-607	Rosaryville Road		MC-602 to Woodyard Road	80	4	Subregion 6-2009
C-608	Duley Station Road		MC-602 to Croom Road	80	4	Subregion 6-2009
C-609	Surratts Road		Brandywine Road to Frank Tippett Road	80	2 to 4	Subregion 6-2009
C-610	Frank Tippett Road/ Cherry Tree Crossing Road		A-63 to Rosaryville Road	80	4	Subregion 6-2009
C-611	East Marlton Avenue		Duley Station Road to Heathermore Boulevard	80	4	Subregion 6-2009
C-612	Grandhaven Avenue		MC-602 to Heathermore Boulevard	80	4	Subregion 6-2009
C-613	Brandywine Road/ Aquasco Road	MD 381	A-63 to Charles County Line	80	2 to 4	Subregion 6-2009

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-614	Dille Drive/ Dille Drive Extended		Brown Station Road to Ritchie Marlboro Road	80	2 to 4	Subregion 6-2009
C-615	Croom Road	MD 382	Charles County to MC-602	80	2 to 4	Subregion 6-2009
C-616	North Keys Road		Brandywine Road to Molly Berry Road	80	2	Subregion 6-2009
C-617	Cedarville Road		A-55 to Brandywine Road	80	2 to 4	Subregion 6-2009
C-618	Candy Hill Road		Molly Berry Road to Croom Road	80	2	Subregion 6-2009
C-619	Baden-Westwood Road/ Bald Eagle School Road/ Westwood Road		Aquasco Road to Croom Road	80	2	Subregion 6-2009
C-620	Molly Berry Road		Candy Hill Road to Croom Road	80	2	Subregion 6-2009
C-621	Eagle Harbor Road		Aquasco Road to Trueman Point Road	80	2	Subregion 6-2009
C-622	Doctor Bowen Road		Charles County to Aquasco Road	80	2	Subregion 6-2009
C-623	Horsehead Road		Charles County to Aquasco Road	80	2	Subregion 6-2009
C-624	Cross Road Trail		Cherry Tree Crossing Road to North Keys Road	80	2	Subregion 6-2009
C-626	Westphalia Road/ Old Marlboro Pike		A-37 to Ritchie-Marlboro Road Pennsylvania Avenue to Suitland Parkway	80	2 to 4	Westphalia-2007
C-627	D'Arcy Road		MC-631 to Ritchie Road	80	4	Westphalia-2007
C-628	Dower House Road/ McCormick Road		Foxley Road to Woodyard Road	80	4	Melwood-1994
C-629	Old Marlboro Pike/ Marlboro Pike		Dower House Road to Woodyard Road	80	4	Melwood-1994
C-630	Sansbury Road		D'Arcy Road to MC 634	80	2 to 4	Westphalia-2007
C-633	Brown Road		Ritchie Marlboro Road to Brown Station Road	80	2	Melwood-1994
C-700	Livingston Road		Oxon Hill Road to Indian Head Highway at Forest Heights	80	4	Henson-2006
C-701	Owens Road		DC Line-Wheeler Road	80	4	Heights-2000
C-702	Iverson Street		Owens Road to Branch Avenue	100	4	Heights-2000
C-703	Wheeler Road		DC Line to St. Barnabas Road	80	4	Heights-2000
C-704	23rd Parkway		DC Line to St. Barnabas Road	80-120	4	Heights-2000
C-705	Auth Road		Branch Avenue to Allentown Road	80	2 to 4	Heights-2000
C-706	Auth Place		Auth Road to Capital Gateway	80	4	Heights-2000
C-707	Auth Way		Branch Avenue to Capital Gateway	80	2 to 4	Heights-2000
C-708	Oxon Hill Road		National Harbor/I-295 Off Ramp to Livingston Road	80	2	Henson-2006
C-709	Kerby Hill Road		Oxon Hill Road to Indian Head Highway	80	2	Henson-2006
C-710	Livingston Road		Oxon Hill Road/Old Fort Road North to Indian Head Highway at Palmer Road	80	4	Henson-2006
C-711	St. Barnabas Road		Livingston Road to A-68	80	4	Henson-2006
C-712	Bock Road		Tucker Road to Livingston Road	80	4	Henson-2006
C-715	Barrowfield Road		St. Barnabas Road to Brinkley Road	80	2	Henson-2006
C-716	Old Branch Avenue		Tinkers Creek to Sharon Road	80	2 to 4	Henson-2006
C-718	Allentown Road		Old Fort Road North to Tucker Road	80	2 to 4	Henson-2006
C-719	Old Fort Place/ Old Fort Road South		Allentown Road to Livingston Road	80	2	Henson-2006
C-721	Old Fort Road South/ Washington Lane		Fort Washington Road to Livingston Road	80	2	Henson-2006
C-722	Fort Washington Road		Fort Washington Park to Indian Head Highway	80	2 to 4	Henson-2006
C-723	Swan Creek Road		Fort Washington Road to Indian Head Highway	80	2 to 4	Henson-2006
C-724	Livingston Road		Swan Creek Road to Fort Washington Road	80	4	Henson-2006
C-725	Tucker Road		Palmer Road to St. Barnabas Road	80	2	Henson-2006
C-726	Livingston Road		A-68 to Indian Head Highway at Kerby Hill Road	80	4	Henson-2006
C-727	New Road		Bock Road to 800 feet north of Oxon Hill Road	240	2	Henson-2006

Table 4: Street, Road, and Highway Facility Recommendations

Road ID	Facility Name	Route ID	Project Limits	Right of Way (Feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
C-728	Branch Avenue Metro Connector Road		Branch Avenue to Branch Avenue Metro Station	80	2-4	MPOT-2009
			PRIMARY ROADS			
P-200	Autoville Drive North		Cherry Hill Road to Hollywood Road	60	2	College Park-2002
P-201	Auburn Avenue		Riverdale Road to Good Luck Road	60	2	Bladensburg-1994
P-202	Toledo Road		Belcrest Road to Adelphi Road	60	2	PG Plaza-1998
P-203	Toledo Terrace		East West Highway to Belcrest Road	60	2	PG Plaza-1998
P-204	Nicholson Street		Lancer Drive to Queens Chapel Road	60	2	PG Plaza-1998
P-205	Edmonston Road		Annapolis Road to Kenilworth Avenue	60	2	Bladensburg-1994
P-206	Carters Lane		Kenilworth Avenue to Greenvale Parkway	60	2	Bladensburg-1994
P-207	Cheverly Avenue		Columbia Park Road to Landover Road	70	2 to 4	Bladensburg-1994
P-208	Lamont Drive		Riverdale Road to Good Luck Road	60	2	Bladensburg-1994
P-209	Finns Lane		Annapolis Road to Riverdale Road	70	2 to 4	New Carrollton-1989
P-210	Harkins Road		Annapolis Road to Ellin Road/85th Avenue	80	4	New Carrollton-1989
P-300	Hall Road		Central Avenue at Jennings Mill Drive to Central Avenue west of Pennsbury Drive	60	2	Bowie-2006
P-301	Hillmeade Road Extended		Fairwood Parkway to Annapolis Road	60	2	Bowie-2006
P-302	Daisy Lane		Glenn Dale Boulevard to Hillmeade Road	60	2	East Glenn Dale-2006
P-303	Northern Avenue		Good Luck Road to Greenbelt Road	60	2	East Glenn Dale-2006
P-400	Main Street		Central Avenue to Rollins Avenue	60	2	Addison Road-2000
P-401	M-NCPPC Access Road		Morgan Boulevard to M-NCPPC Property	60	2	Morgan Boulevard-2004
P-402	Walker Mill Drive/Old Ritchie Road		Shady Glen Road to Ritchie Road	60	2	Morgan Boulevard-2004
P-500	Bealle Hill Road		Berry Road to Accokeek Road	60	2	Subregion 5-2009
P-501	Manning Road East		Livingston Road to Berry Road	60	2	Subregion 5-2009
P-503	Pinta Street Extended		Kirby Road to Chris-Mar Avenue	60	2	Subregion 5-2009
P-504	McKendree Road		C-502 to A-55	60	2	Subregion 5-2009
P-600	Water Street	MD 717	Pennsylvania Avenue to Main Street	70	2-4	Subregion 6-2009
P-601	Governor Oden Bowie Drive/ Ring Road		Water Street to Main Street	70	2	Subregion 6-2009
P-602	Largo Road	MD 202	Ring Road to E-6	70	2-4	Subregion 6-2009
P-603	Wallace Lane		MC-602 to Midland Turn	60	2	Subregion 6-2009
P-604	Tam-O-Shanter Drive		Wallace Lane to Muirfield Drive	60	2	Subregion 6-2009
P-605	Midland Turn		Fairhaven Avenue to Wallace Lane	60	2	Subregion 6-2009
P-606	Trumps Hill Road		Heathermore Boulevard to Croom Road	70	2	Subregion 6-2009
P-607	US 301 Service Road		Frank Tippett Road to Rosaryville Road	60	2	Subregion 6-2009
P-608	Marlboro Pike	MD 725	P-602 to A-61	70	2-4	Subregion 6-2009
P-609	Chrysler Way Extended		E-6 to Marlboro Pike	70	2	Subregion 6-2009
P-610	Brooke Lane		Ritchie Marlboro Road to Brown Station Road	60	2	Melwood-1994
P-613	Soueid Street Connector		Andris Street to Risen Star Drive	60	2	Melwood-1994
P-614	Richmanor Terrace Extended		Richmanor Terrace to Marlboro Pike Relocated	60	2	Melwood-1994
P-615	New Road/ Bridle Ridge Road		P-617 to MC-632	60-70	2	Westphalia-2007
P-616	New Road		MC-631 to Westphalia Road	60-70	2	Westphalia-2007
P-617	New Road/ North Riding Road		P-616 to Ritchie-Marlboro Road	60-70	2	Westphalia-2007
P-618	New Road/ Marlboro Ridge Road		P-615 to Ritchie-Marlboro Road	60-70	2	Westphalia-2007
P-619	New Road		P-615 to MC-631	70	2	Westphalia-2007
			INDUSTRIAL ROADS			
I-100	Old Baltimore Pike Extended		Maryland Avenue to Kenilworth Avenue Extended	70	2 to 4	Subregion I-1990
I-101	Ammendale Road		Industrial Park Property to Old Baltimore Pike	70	2 to 4	Subregion I-1990

Table 4: Street, Road, and Highway Facility Recommendations						
Road ID	**Facility Name**	**Route ID**	**Project Limits**	**Right of Way (Feet)**	**Lanes**	**Most Recent Master Plan Citation(s) and Year of Approval**
I-102	Odell Road		Maryland Avenue to Edmonston Road	70	2 to 4	Subregion I-1990
I-103	Cook Road/ Maryland Avenue Extended		Powder Mill Road to Odell Road	70	2 to 4	Subregion I-1990
I-108	Bauer Lane Extended		Contee Road Extended to Sandy Spring Road	70	2 to 4	Subregion I-1990
I-111	Chevy Chase Drive		Bauer Lane Extended to Sweitzer Lane	70	2 to 4	Subregion I-1990
I-112	Frost Place		Bauer Lane Extended to Sweitzer Lane	70	2 to 4	Subregion I-1990
I-200	Branchville Industrial Access Road		Greenbelt Road to 51st Place	70	2	Langley Park-1989
I-202	54th Avenue Replacement/ Ballew Avenue		Branchville Road to 900 ft. south of Berwyn Road	70	2	Langley Park-1989
I-203	Riverdale Road		Kenilworth Avenue to East West Highway	70	2	Bladensburg-1994
I-204	Tuxedo Road/Arbor Street		B-W Parkway Ramp to Cheverly Avenue	70	2	Tuxedo Road-2005
I-205	48th Street		Kenilworth Avenue to Kenilworth Avenue	70	2	Bladensburg-1994
I-206	Tanglewood Drive/ Buchanan Street		Alt US 1 to Kenilworth Avenue	70	2	Bladensburg-1994
I-207	46th Avenue		Decatur Street to Lafayette Place	70	2	Hyattsville-PA 68-1994
I-208	Rivertech Court		NOAA to River Road	70	2	College Park TDDP-1997
I-209	Rhode Island Avenue Extended		Rhode Island Avenue to Madison Street	70	2	Hyattsville-PA 68-1994
I-300	Prince George's Boulevard Extended		Leeland Road to existing Prince George's Boulevard	70	4	Bowie-2006
I-305	Aerospace Road		MD 193 to Forbes Boulevard	70	2	Glenn Dale-1993
I-306	Business Parkway		Forbes Boulevard to Martin Luther King, Jr. Highway	70	2	Glenn Dale-1993
I-308	Ruby Lockhart Way/ Palmetto Drive/ Woodview Drive		St. Joseph's Drive to Campus Way N	70	4	Largo-1990
I-310	New Road		Ruby Lockhart Way to Landover Road	70	4	Largo-1990
I-311	Apollo Drive		Lottsford Road to Arena Drive	70	4	Largo-1990
I-312	Technology Way/ Mercantile Lane		Apollo Drive to Landover Road	70	4	Largo-1990
I-313	Peppercorn Place		McCormick Drive to Landover Road	70	4	Largo-1990
I-400	Ardwick-Ardmore Road		John Hanson Highway to Beltway	70	2 to 4	Landover-1993
I-401	Truck Way Extended		Hampton Park Boulevard to Truck Way	70	2	Morgan Boulevard-2004
I-402	Morgan Boulevard/ MD 214 Access Road		Morgan Boulevard to Central Avenue	70	2	Morgan Boulevard-2004
I-403	Cabin Branch Drive		Sheriff Road to John Hanson Highway	70	2 to 4	Landover-1993
I-404	Hubbard Road		Pennsy Drive to Martin Luther King, Jr. Highway	70	2 to 4	Landover-1993
I-405	Jefferson Avenue		Pennsy Drive to Ardwick-Ardmore Road	70	2 to 4	Landover-1993
I-412	Brightseat Business Park Road		Redskins Road to Brightseat Road	70	2 to 4	Landover-1993
I-413	Hampton Park Boulevard/ Kaverton Road		Marlboro Pike to Central Avenue	70	2 to 4	Suitland-1985
I-415	Ritchie Road Spur		Ritchie Road to Hampton Park Boulevard	70	2 to 4	Suitland-1985
I-416	Cryden Way/Parston Drive		Forestville Road to Kaverton Boulevard	70	2 to 4	Suitland-1985
I-417	Marlboro Pike		Forestville Road to Kaverton Boulevard	70	2 to 4	Suitland-1985
I-502	Louie Pepper Drive		Old Alexandria Ferry Road to Woodyard Road	70	2	Subregion 5-2009
I-503	Short Cut Road		A-63 to Brandywine Road	70	2	Subregion 5-2009
I-601	Foxley Road/Woodyard Industrial Road		Dower House Road to Woodyard Road	70	4	Melwood-1994
I-602	Fallard Drive		Dower House Road to Dower House Road	70	2 to 4	Melwood-1994
I-603	MD 4 Service Road		A-37 to MC-634	70	2 to 4	Westphalia-2007
I-604	Old Marlboro Pike Loop		Marlboro Pike to Old Marlboro Pike	70	2 to 4	Melwood-1994

The graphics in master plans and sector plans are, of necessity, generalized. Exact alignments for master plan highways cannot be shown at the scales used in this document. More detailed information on master plan rights-of-way is available at www.pgatlas.com. The alignments that are shown at this web site are the result of more detailed studies that have been performed after consultation with state and county agencies and are used during the subdivision and zoning process. These alignments are all subject to change in light of new information and discussions with property owners, prospective developers, and National Environmental Protection Act review processes.

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
40th Place	Crittenden Street to Hamilton Street	Local	1828 Levy Court Survey	Hyattsville-PA 68	68	Yes		
Accokeek Road (MD 373)	Bealle Hill Road to 0.9 mi W of Branch Avenue (MD 5)	Arterial Parkway	1992 HS & D Plan	Subregion 5	84/85A	Yes		
	0.9 mi W of MD 5 to 0.4 mi west of Branch Avenue (MD 5)	Expressway/ Arterial	1992 HS & D Plan	Subregion 5	85A	Yes		
	0.4 mi west of Branch Avenue (MD 5) to MD 5	Expressway/ Arterial	1992 HS & D Plan	Subregion 5	85A	Yes		
Accokeek Road West	Livingston Road to end	Arterial	1828 Levy Court Survey	Subregion 5	83	Yes	Yes	Yes
Ager Road	Hamilton Street to Riggs Road (MD 212)	Arterial	1828 Levy Court Survey	Langley Park; Hyattsville-PA 68	65/68	Yes		
Allentown Road	Tucker Road to Brinkley Road	Major Collector	1828 Levy Court Survey	Henson Creek	76B	Yes		
Annapolis Road (MD 450)	Crain Highway (MD 3) to Folly Branch at Buena Vista (Martin Luther King Jr. Highway)	Arterial	1828 Levy Court Survey	Glenn Dale-Seabrook-Lanham and Vicinity Bowie and Vicinity	70/71A	Yes		
Aquasco Farm Road	Aquasco Road to end	Local	1984 Scenic Road Study	Subregion 6	87A, 87B		Yes	
Aquasco Road (MD 381)	Brandywine Road to Charles County	Collector		Subregion 6	86A, 85A, 85B, 87A	Yes	Yes	Yes
Ardwick-Ardmore Road	Jefferson Street to Lottsford Vista Road	Collector	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
Baden-Naylor Road	Baden-Westwood Road to Croom Road (MD 382)	Local	1992 HS&D	Subregion 6	86B	Yes	Yes	Yes
Baden-Westwood Road	Horsehead Road to Aquasco Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Baden-Westwood Road	Croom Road (MD 382) to Horsehead Road	Collector/ Local	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Bald Eagle School Road	Baden-Westwood Road to Croom Road (MD 382)	Collector/ Local	1828 Levy Court Survey	Subregion 6	87A	Yes		
Baltimore–Washington Parkway	DC line to Anne Arundel County line	Freeway	Scenic Byway (Connector), NHRD		62, 64, 67, 69	Yes	Yes	Yes
Bealle Hill Road	Berry Road (MD 228) to Accokeek (MD 373)	Primary	Subregion 5 Master Plan	Subregion 5	84	Yes		
	Accokeek Road (MD 373) to Livingston Road	Primary	Subregion 5 Master Plan	Subregion 5	84	Yes		
	Livingston Road to Charles County	Primary	1828 Levy Court Survey	Subregion 5	84	Yes		
Beaverdam Road	Edmonston Road to Springfield Road	Local		Subregion 1	62		Yes	
Bell Station Road	Annapolis Road (MD 450) to Enterprise Road (MD 193)	Collector	1992 HS&D Plan	Glenn Dale	70	Yes	Yes	Yes
	Old Prospect Hill Road to Enterprise Road (MD 193)	Collector	1992 HS&D Plan	Glenn Dale	70			
Berry Road	Livingston Road to Accokeek Road	Collector	1828 Levy Court Survey	Subregion 5	84	Yes		
Bock Road	Tucker Road to St. Barnabas Road	Collector		Henson Creek	76B	Yes		
Brandywine Road (MD 381)	North Keys Road to PEPCO R/W near Gibbons Church	Collector	1992 HS&D Plan	Subregion 6	85B	Yes		
	CSX Railroad track (Popes Creek Line) to North Keys Road	Collector	Subregion 6 Master Plan	Subregion 6	85A/85B	Yes		
	"Timothy Branch" (Kathleen Lane) to Subregion 6 boundary	Collector	1828 Levy Court Survey	Subregion 5	86A, 85A, 85B, 87A	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Brandywine Road (County)	Marbury Road to Kathleen Lane	Collector	1828 Levy Court Survey	Subregion 5	85A	Yes		
	Marbury Road to Piscataway Road/ Woodyard Road	Collector	1828 Levy Court Survey	Subregion 5	81A	Yes		
Brooke Lane	Ritchie-Marlboro Road to Brown Station Road	Primary	1992 HS&D Plan	Melwood-Westphalia	78/79	Yes		
Brooks Church Road	Baden-Naylor to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	86B	Yes		
Brown Road	Brown Station Road to Ritchie Marlboro Road	Collector	1828 Levy Court Survey	Melwood-Westphalia	78	Yes		
Brown Station Road	Marlboro Pike (MD 725) to White House Road	Collector	1828 Levy Court Survey	Melwood-Westphalia; Subregion 6	78/79	Yes		
	Main Boulevard to Farmington Road West	Local	CR-113-1992	Subregion 5	83		Yes	
	Main Boulevard to Accokeek Road East/ Livingston Road	Local	1828 Levy Court Survey	Subregion 5	83	Yes		
	Farmington Road W to National Colonial Farm	Local	Subregion 5 Master Plan	Subregion 5	83	Yes	Yes	Yes
Cactus Hill Road	Old Marshall Hall Road to Bryant Point Road	Local	Staff recommendation	Subregion 5	83			
Candy Hill Road	Croom Road (MD 382) to Molly Berry Road	Collector	1828 Levy Court Survey	Subregion 6	82B/86A/ 86B	Yes	Yes	Yes
	Nottingham Road to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	82B/86A/ 86B	Yes	Yes	Yes
Cedarville Road	A-55 to Chalk Point RR	Collector	1992 HS&D Plan	Subregion 5	85A	Yes		
	Chalk Point RR to Brandywine Road (MD 381)	Collector	1992 HS&D Plan	Subregion 5	85B	Yes		
	US 301 to Cedarville Road (part of A-55)	Arterial	1992 HS&D Plan	Subregion 5	85A	Yes		
Cedarville Road/ McKendree Road	MC-502 to Accokeek Road	Primary	1828 Levy Court Survey	Subregion 5	85B	Yes		
	Brandywine Road to A-55	Collector	1828 Levy Court Survey	Subregion 5	85B	Yes		
Cheltenham Road	Old Indian Head Road to Duley Station Road	Local	1984 Scenic Roads Study	Subregion 6	82A		Yes	
Cherry Hill Road	I-95 to Baltimore Avenue (US 1)	Collector	1828 Levy Court Survey	Subregion 1; Langley Park	61/66	Yes		
Cherry Tree Crossing Road	Old Indian Head Road to Crain Highway (US 301)	Collector/ Local	1828 Levy Court Survey	Subregion 5; Subregion 6	82A/85A/ 86A	Yes		
Chew Road	Croom Station Road to Popes Creek RR	Local	1992 HS&D Plan	Subregion 6	82A	Yes	Yes	Yes
Church Road	0.9 mi. S of Annapolis Road (MD 450) to Oak Grove Road	Major Collector	1992 HS&D Plan	Bowie and Vicinity	71A	Yes	Yes	Yes
	Annapolis Road to 0.9 mi. S of Annapolis Road (MD 450)	Local	1992 HS&D Plan	Bowie and Vicinity	71A/71B	Yes	Yes	Yes
Collington Road (MD 197)	Mitchellville Road to Annapolis Road (MD 450)	Arterial	1828 Levy Court Survey	Bowie and Vicinity	71B	Yes		
Croom Airport Road	Croom Acres Drive to Duvall Road	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
	Croom Road to Croom Acres Drive	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
	Duvall Road to Selby's Landing/Patuxent River	Local	1828 Levy Court Survey	Subregion 6	82B/86A	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Croom Road (MD 382)	Croom Station Road to Mount Calvert Road	Collector	1828 Levy Court Survey	Subregion 6	82A	Yes	Yes	Yes
	Duley Station Road to Mount Calvert Road	Collector	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
	Charles County to Tanyard Road	Collector	1828 Levy Court Survey	Subregion 6	87A, 86B	Yes	Yes	Yes
	Tanyard Road to Nottingham Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
	Nottingham Road to Duley Station Road	Collector	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
Croom Station Road	Chew Road to Popes Creek RR	Local	1992 HS&D Plan	Subregion 6	82A	Yes		
	Crain Highway (US 301) to Croom Road	Local	Subregion 6 Master Plan	Subregion 6	82A	Yes	Yes	Yes
Cross Road Trail	North Keys Road to Cherry Tree Crossing Road	Collector	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
Danville Road	Accokeek Road (MD 373) to Floral Park Road	Collector	Subregion 5 Master Plan	Subregion 5	84	Yes		
Dent Road	Charles County to Cedarville Road	Local	1828 Levy Court Survey	Subregion 6	85B	Yes	Yes	Yes
Doctor Bowen Road	Aquasco Road (MD 381) to Swanson Creek/ Charles County	Collector	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Duckettown Road	Springfield Road to Old-Laurel Bowie Road	Collector	1828 Levy Court Survey	Bowie and Vicinity	71A	Yes		
	Old Laurel-Bowie Road to Myrtle Avenue	Local	1828 Levy Court Survey	Bowie and Vicinity	71A	Yes		
Duley Station Road	Wallace Lane to Grandhaven Avenue	Major Collector	HS&D Plan	Subregion 6	82A/86A	Yes	Yes	Yes
	Grandhaven Avenue to Croom Road (MD 382)	Collector/Major Collector	HS&D Plan	Subregion 6	82A/86A	Yes	Yes	Yes
Duley Station Road (Same as 3-26A)	Old Indian Head Road to Wallace Lane	Major Collector/ Local	1828 Levy Court Survey	Subregion 6	82A/86A	Yes		
Duvall Road	Croom Airport Road to Mt. Calvert Road	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
Eagle Harbor Road	Trueman Point Road to Patuxent River	Local	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
	Aquasco Road (MD 381) to Trueman Point Road	Collector	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Edmonston Road/ Kenilworth Avenue (MD 201)	Odell Road to Cherrywood Lane	Arterial	1828 Levy Court Survey	Subregion 1; Langley Park	61/62/66/68	Yes		
Enterprise Road (MD 193)	Central Avenue (MD 214) to Annapolis Road (MD 450)	Arterial	1828 Levy Court Survey	Largo-Lottsford; Bowie and Vicinity	70/73/74A	Yes		
Farm Road	South Osborne Road to Old Crain Highway	Local	Staff recommendation	Subregion 6	82A		Yes	
Farmington Road East	MD 210 to Livingston Road	Arterial	Subregion 5 Master Plan	Subregion 5	84	Yes		
Farmington Road West	Livingston Road to 650 Farmington Road West	Collector	Subregion 5 Master Plan	Subregion 5	83	Yes	Yes	Yes
Fenno Road	Nottingham Road to St. Thomas Church Road	Local	1828 Levy Court Survey	Subregion 6	82B/86A	Yes	Yes	Yes
Floral Park Road	Piscataway Road (MD 223) to Brandywine Road	Collector	Subregion 5 Master Plan	Subregion 5	84/85A	Yes	Yes	Yes
	Livingston Road to Piscataway Road (MD 223)	Local	1828 Levy Court Survey	Subregion 5	84	Yes		
Gallahan Road	Piscataway Road (MD 223) to 12600 Gallahan Road/Old Piscataway	Collector	1828 Levy Court Survey	Subregion 5	81B	Yes	Yes	Yes
	12600 Gallahan Road to Old Fort Road	Collector	1828 Levy Court Survey	Subregion 5	81B	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Gardiner Road	Accokeek Road (MD 373) to Charles County	Collector	Staff Recommendation	Subregion 5	84/85A		Yes	
Gibbons Church Road	Brandywine Road to North Keys Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes		
Glenn Dale Road	Annapolis Road (MD 450) to Enterprise Road (MD 193)	Collector		Glenn Dale-Seabrook-Lanham and Vicinity	70	Yes		
Good Luck Road	Near Perkin's Chapel on Springfield Road to Kenilworth Avenue (MD 201)	Collector	1828 Levy Court Survey	Glenn Dale-Seabrook-Lanham and Vicinity	64/70	Yes		
Governor's Bridge Road	Patuxent River to Crain Highway (US 301)	Local	1828 Levy Court Survey	Bowie and Vicinity	74B	Yes		
Hamilton Street	40th Place to Ager Road	Collector	1828 Levy Court Survey	Hyattsville (PA 68)	68	Yes		
Hillmeade Road	Prospect Hill Road to Annapolis Road (MD 450)	Collector	1828 Levy Court Survey	Bowie and Vicinity	70	Yes		
Horsehead Road	Aquasco Road (MD 381) to Charles County	Collector	1828 Levy Court Survey	Subregion 6	86A/87A	Yes	Yes	Yes
	Aquasco Road (MD 381) to Baden Naylor Road	Local	1828 Levy Court Survey	Subregion 6	86B/87A	Yes	Yes	Yes
Landover Road	Baltimore-Washington Parkway to Capital Beltway	Arterial/ Expressway	Scenic Byway (Connector)	Landover and Vicinity	72	Yes		
Largo Road (MD 202)	Drumsheugh Road to Lottsford Road	Expressway	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
	Old Largo Road to Watkins Park Drive (MD 193)	Expressway	1828 Levy Court Survey	Subregion 6	79	Yes		
	Watkins Park Drive (MD 193) to Drumsheugh Lane	Expressway	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	73/79	Yes		
	Marlboro Pike (MD 725) to Old Largo Road	Expressway/ Primary	1828 Levy Court Survey	Subregion 6	79	Yes		
Laurel Bowie Road (MD 197)	Normal School Road to 5100 Laurel Bowie Road (MD 197) (Lerner Place)	Arterial	1828 Levy Court Survey	Bowie and Vicinity	71A/71B	Yes		
Laurel-Bowie Road/ Collington Road (MD 197)	Turtle Trail/Mallard Pond to Jericho Park Road	Arterial	1828 Levy Court Survey	Bowie and Vicinity	64/71A	Yes		
Leeland Road South	US 301 to Oak Grove Road	Major Collector	Subregion 6 Master Plan	Subregion 6	74A		Yes	
Livingston Road	Old Piscataway Road to Old Saint John's Way	Collector/ Local	1828 Levy Court Survey	Henson Creek	80	Yes		
	Bealle Hill Road to Farmington Road East	Collector	Subregion 5 Master Plan	Subregion 5	84	Yes		
	Swan Creek Road to Ft. Washington Road	Collector	1992 HS&D Plan	Henson Creek	80	Yes		
	Fort Washington Road to Old St. John's Way	Local	Subregion 5 Master Plan	Subregion 5	80	Yes		
	Farmington Road East to Floral Park Road	Arterial	Subregion 5 Master Plan	Subregion 5	80/84	Yes		
	Ft. Washington Road to W. Livingston Road	Local	1992 HS&D Plan	Subregion 5	80	Yes		
	Farmington Road West to Indian Head Highway	Collector	1828 Levy Court Survey	Subregion 5	84	Yes		
	Accokeek Road West to Charles County	Collector/ Arterial	1828 Levy Court Survey	Subregion 5	83/84	Yes		
	Bealle Hill Road to Floral Park Road	Collector	1828 Levy Court Survey	Subregion 5	84	Yes		
	Bealle Hill Road to Charles County	Arterial	1828 Levy Court Survey	Subregion 5	83	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Lottsford Road	Landover Road (MD 202) to Enterprise Road (MD 193)	Arterial	1984 Scenic Roads Study	Largo-Lottsford	73	Yes	Yes	
	Landover Road (MD 202) to Lottsford Vista Road	Arterial	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
Lottsford Vista Road	US 50 to Lottsford Road	Collector	1828 Levy Court Survey	Largo-Lottsford	73	Yes		
Magruder's Ferry Road	Croom Road (MD 382) to Patuxent River	Local	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Main Street/ Brooklyn Bridge Road	9th Street to Baltimore-Washington Boulevard	Collector	1828 Levy Court Survey	Subregion 1	60/62	Yes		
Marlboro Pike	Old Marlboro Pike (Wells Corners) to Crain Highway	Local	1828 Levy Court Survey	1993 Subregion 6	79	Yes	Yes	Yes
	Largo Road to Crain Highway	Collector	1828 Levy Court Survey	Subregion 6	79	Yes		
	Woodyard Road to Pennsylvania Avenue (MD 4)	Collector	1828 Levy Court Survey	Subregion 6	78	Yes		
Marlboro Pike (MD 725)	Main Street to Brown Station Road	Primary	1828 Levy Court Survey	Subregion 6	79	Yes		
Marshall Hall Road	Old Marshall Hall Road to Charles County	Local	Staff recommendation	Subregion 5	83	Yes	Yes	Yes
Martin Road	Molly Berry Road to North Keys Road	Local	1984 Scenic Roads Study	Subregion 6	86B		Yes	
Mattaponi Road	Croom Road (MD 382) to St. Thomas Church Road	Local	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
McKendree Road	Accokeek Road to 0.2 N of Mister Road	Primary	Subregion 5 Master Plan	Subregion 5	85A	Yes		
	0.2 N of Mister Road to 0.6 mi W of US 301	Primary	Subregion 5 Master Plan	Subregion 5	85A	Yes		
	US 301 to 0.6 mi W of US 301	Major collector	Subregion 5 Master Plan	Subregion 5	85A	Yes		
Melwood Road	Old Marlboro Pike to Westphalia Road	Trail	1828 Levy Court Survey	Westphalia	78	Yes		
Mill Branch Road	Queen Anne Bridge Road to Crain Highway (US 301)	Local	1828 Levy Court Survey	Bowie and Vicinity	74B	Yes	Yes	Yes
Milltown Landing Road	Croom Road (MD 382) to End (Patuxent River)	Local	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Mitchellville Road	Mount Oak Road to Collington Road (MD 197)	Arterial	1828 Levy Court Survey	Bowie and Vicinity	71B/74B	Yes		
	Crain Highway (US 301) to Mount Oak Road	Collector	1828 Levy Court Survey	Bowie and Vicinity	71B/74B	Yes		
Molly Berry Road	North Keys Road to Van Brady Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
	Van Brady Road to Croom Road (MD 382)	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
	Baden Naylor Road to Candy Hill Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
	Candy Hill Road to North Keys Road	Collector C-620	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	
Mount Calvert Road	Duvall Road to End	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
	Croom Road to Duvall Road	Local	1984 Scenic Roads Study	Subregion 6	86B	Yes	Yes	Yes
Mount Oak Road	Church Road	Arterial	1828 Levy Court Survey	Bowie & Vicinity	71B/74B		Yes	
Nelson Perrie Road	Bald Eagle School Road to Baden Naylor Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Normal School Road	Jericho Park Road to Laurel-Bowie Road (MD 197)	Local	1828 Levy Court Survey	Bowie and Vicinity	71A/71B	Yes		

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
North Keys Road	Molly Berry Road to Gibbons Church Road	Collector	1992 HS&D Plan	Subregion 6	86B	Yes	Yes	Yes
	Cross Road Trail to Martin Road	Collector	1992 HS&D Plan	Subregion 6	86B	Yes	Yes	Yes
	Molly Berry Road to Cross Road Trail	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
	Gibbons Church Road to Brandywine Road	Collector	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Nottingham Road	Candy Hill Road to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	82B/86A	Yes	Yes	Yes
	Tanyard Road to Candy Hill Road	Local	1828 Levy Court Survey	Subregion 6	82B	Yes	Yes	Yes
Oak Grove Road	MD 193 to Leeland Road	Major Collector	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	74A/79	Yes	Yes	Yes
	Largo Road (MD 202) to Watkins Park Road (MD 193)	Major Collector	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	74A/79	Yes	Yes	
Odell Road	Muirkirk Road to "Paint Branch"	Local	1828 Levy Court Survey	Subregion 1	62	Yes		
Old Baltimore Pike	Prop MD 201 Ext (A-56) to Odell Road	Local	1992 HS&D Plan	Subregion 1	62	Yes		
	Cook Road to Prop MD 201 Ext. (A-56)	Industrial	1992 HS&D Plan	Subregion 1	61/62	Yes		
	Edmonston Road to Muirkirk Road	Collector	1992 HS&D Plan	Subregion 1	62	Yes		
Old Branch Avenue	Brandywine Road to Baldwin Avenue	Collector	1828 Levy Court Survey	Subregion 5	81A	Yes		
	St. Barnabas Road to (Just short of) Woodyard Road/Piscataway Road	Collector/ Local	1828 Levy Court Survey	Subregion 5	81A	Yes		
Old Crain Highway	Wells Corners/ Old Marlboro Pike to Village Drive West	Local	1828 Levy Court Survey	Subregion 6	79	Yes		
	Old Marlboro Pike (E of US 301) to Crain Highway (US 301)	Local	1828 Levy Court Survey	Subregion 6	79	Yes	Yes	Yes
	Upper Marlboro Town Line south to Crain Highway (US 301)	Collector	CR-39-1999	Subregion 6	82A	Yes	Yes	Yes
Old Enterprise Road	Watkins Park Dr. to entrance of Watkins Park	Local	1992 HS&D Plan	Largo-Lottsford	73	Yes		
	Segment through Watkins Regional Park	Local	1990 Largo-Lottsford	Largo-Lottsford	73	Yes	Yes	Yes
Old Farmington Road West	650 Old Farmington Road West to Livingston Road	Collector	1828 Levy Court Survey	Subregion 5	83	Yes		
Old Fort Road	Indian Head Highway to Fort Washington Road (Tantallon area)	Collector	1828 Levy Court Survey	Henson Creek	80	Yes		
Oxon Hill Road	Broad Creek Church Road to Livingston Road	Collector	1828 Levy Court Survey	Henson Creek	80	Yes		
Old Fort Road North	Livingston Road to Old Fort Road South	Collector	1828 Levy Court Survey	Henson Creek	76B/80	Yes		
Old Gunpowder Road	I-95 to Sandy Spring Road	Collector	1828 Levy Court Survey	Subregion 1	60/61	Yes		
Old Indian Head Road	Brandywine Road to Cherry Tree Crossing Road	Local	1828 Levy Court Survey	Subregion 6	85B	Yes		
Old Indian Head Road	Duley Station Road to Rosaryville Road	Primary	1828 Levy Court Survey	Subregion 6	82A	Yes		
	Crain Highway to Duley Station Road	Local	1828 Levy Court Survey	Subregion 6	82A		Yes	

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Old Marlboro Pike	Main Street to Roblee Acres Subdivision	Collector/ Local	1828 Levy Court Survey	Subregion 6; Westphalia	79	Yes		
	Roblee Acres Subdivision to Woodyard Road	Collector	1828 Levy Court Survey	Westphalia	78/79	Yes		
	Forestville Road to Washington, D.C.	Collector	1828 Levy Court Survey	Suitland-District Heights	75A	Yes		
Old Marshall Hall Road	Livingston Road to Old Colonial Lane/ Cactus Hill Road	Local	1984 Scenic Roads	Subregion 5	83		Yes	
	Cactus Hill Road to Charles County	Local	1828 Levy Court Survey	Subregion 5	NA	Yes	Yes	Yes
Old Muirkirk Road	Loop off of Muirkirk E of CSX RR	Local	1992 HS&D Plan	Subregion 1	62	Yes		
Old Piscataway Road	End to Livingston Road	Local	1828 Levy Court Survey	Henson Creek	80	Yes		
Old Saint John's Way	Livingston Road to Broad Creek Church Road	Local	1828 Levy Court Survey	Henson Creek	80	Yes		
Piscataway Road (MD 223)	Floral Park Road to Woodyard Road	Arterial	1828 Levy Court Survey	Subregion 5	84/81A/ 81B	Yes		
Powder Mill Road	Edmonston Road to Laurel-Bowie Road	Local	1828 Levy County Survey	Subregion 1	64	Yes		
Queen Anne Bridge Road	US 301 to Mill Branch Road	Local	1828 Levy County Survey	Bowie and Vicinity	74B	Yes	Yes	Yes
	Central Ave to Mill Branch Road	Local	1828 Levy Court Survey	Bowie and Vicinity	74B	Yes	Yes	Yes
	Central Avenue (MD 214) to Patuxent River	Local	1984 Scenic Roads Study	Bowie and Vicinity	74B	Yes	Yes	Yes
Queen Anne Road	Queen Anne Bridge Road to Crain Highway (US 301)	Local	1992 HS&D Plan	Bowie and Vicinity	74B	Yes	Yes	Yes
Ritchie Marlboro Road	White House Road to Ritchie Road	Arterial	1828 Levy Court Survey	Largo-Lottsford; Suitland-District Heights; Westphalia	73/75A/78	Yes		
	Old Marlboro Pike to White House Road	Arterial	1828 Levy Court Survey	Westphalia; Subregion 6	73/75A/78/79	Yes		
Ritchie-Forestville Road	Ritchie Marlboro Road to Pennsylvania Avenue (MD 4)	Collector	1828 Levy Court Survey	Suitland-District Heights	75A	Yes		
River Airport Road	Croom Road to Patuxent River Park	Local	1984 Scenic Road Study	Subregion 6	87A		Yes	
Rosaryville Road	Frank Tippett Road to Crain Highway (US 301)	Collector	1828 Levy Court Survey	Subregion 6	82A	Yes		
Saint Mary's Church Road	At Last Farm Road to Aquasco Road (MD 381)	Local	1828 Levy Court Survey	Subregion 6	87B	Yes	Yes	Yes
Sharperville Road	Accokeek Road to Charles County	Local	1828 Levy Court Survey	Subregion 5	84	Yes		
South Osborne Road	0.1 mi. S of Carroll Way to William Beanes Road	Local	Subregion 6 Master Plan	Subregion 6	82A		Yes	
Springfield Road	Powder Mill Road to Duckettown Road	Collector (Local inside BARC)	1828 Levy Court Survey		64	Yes		
St. Phillips Road	Aquasco Road to end	Local	1984 Scenic Road Study	Subregion 6	87B		Yes	
St. Thomas Church Road	Mattaponi Road to Croom Road (MD 382)	Local	1828 Levy Court Survey	Subregion 6	86A	Yes	Yes	Yes
	Fenno Road to Mattaponi Road	Local	1828 Levy Court Survey	Subregion 6	86B	Yes	Yes	Yes
Steed Road	Piscataway Road (MD 223) to Allentown Road	Collector	1828 Levy Court Survey	Henson Creek; Subregion 5	76B/81B	Yes		
Suitland Parkway	D.C. Line to Pennsylvania Avenue (MD 4)	Freeway	NHRD	Suitland-District Heights; The Heights	75A/76A	Yes		
Tanyard Road	Croom Road (MD 382) to Nottingham Road	Local	1828 Levy Court Survey	Subregion 6	82B/86B	Yes	Yes	Yes

Table 5: Special Roadways

Road Name	Limits of Roadway	Functional Class	Source	Master Plan	Planning Area	Designated Historic	Designated Scenic	Designated Scenic and Historic
Thrift Road	Windbrook Road to Brandywine Road	Collector	1828 Levy Court Survey	Subregion 5	81A/81B	Yes		
Tower Road	Brandywine Road to Old Indian Head Road	Local	1828 Levy Court Survey	Subregion 6	85B	Yes		
Trumps Hill Road	Croom Road (MD 382) to Heathermore Boulevard	Primary	1992 HS&D Plan	Subregion 6	82B	Yes		
	Heathermore Boulevard to US 301	Local	1992 HS&D Plan	Subregion 6	82B	Yes		
	Crain Highway (US 301) to Croom Road	Primary/ Local	1828 Levy Court Survey	Subregion 6	82B	Yes		
Van Brady Road	Molly Berry Road to Old Indian Head Road	Local	1828 Levy Court Survey	Subregion 6	82A	Yes	Yes	Yes
Walker Mill Drive/Old Ritchie Road	Central Avenue to Ritchie Road	Primary	1828 Levy Court Survey	Suitland-District Heights	75A/75B	Yes		
Watkins Park Drive (MD 193)	Oak Grove Road to Old Enterprise Road	Arterial	1992 HS&D Plan	Largo-Lottsford; Bowie and Vicinity	73/79	Yes		
	Largo Road (MD 202) to Oak Grove Road	Arterial	1828 Levy Court Survey	Largo-Lottsford; Subregion 6	73/79	Yes		
Westphalia Road	Pennsylvania Avenue to Presidential Pkwy Ext	Arterial	1828 Levy Court Survey	Westphalia	78	Yes		
	Presidential Parkway Extended to Ritchie Marlboro Road	Collector	1828 Levy Court Survey	Westphalia	78	Yes		
Westwood Road	Baden Westwood Road to Bald Eagle School Road	Collector	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Wharf Road	Farmington Road W to Piscataway Bay	Local	Subregion 5	Subregion 5	83	Yes	Yes	Yes
White House Road (Same as 3-15)	Ritchie Marlboro Road to Largo Road (MD 202)	Arterial	1828 Levy Court Survey	Largo-Lottsford; Westphalia	73	Yes		
Whites Landing Road	Croom Road (MD 382) to End (Patuxent River)	Local	1828 Levy Court Survey	Subregion 6	87A	Yes	Yes	Yes
Windbrook Drive	Floral Park Road to Thrift Road	Collector	1828 Levy Court Survey	Subregion 5	81B/85A	Yes		
Woodmore Road	Enterprise Road (MD 193) to Church Rd	Arterial	1992 HS&D Plan	Bowie and Vicinity	74A	Yes	Yes	Yes
Woodmore Road/ Lottsford Road	Enterprise Road to Landover Road (MD 202)	Arterial	1828 Levy Court Survey	Largo-Lottsford	74A	Yes	Yes	Yes
Woodyard Road	Marlboro Pike to Rosaryville Road	Arterial	1828 Levy Court Survey	Melwood-Westphalia; Subregion 5; Subregion 6	77/81A/82A	Yes		
	Rosaryville Road to Old Alexandria Ferry Road	Arterial	1828 Levy Court Survey	Subregion 5	81A	Yes		
	Old Branch Avenue to Old Alexandria Ferry Road	Arterial	1828 Levy Court Survey	Subregion 5	81A	Yes		
Wyville Road	Old Crain Highway to Old Crain Highway	Local	Subregion 6 Master Plan	Subregion 6	79		Yes	

Chapter VII: Strategic Transportation Policy and Master Plan Implementation

Introduction

A significant amount of the funding for major transportation initiatives comes from federal and state programs. Even with privately funded facilities, federal and state oversight and permitting roles are significant. Since 1977, the Planning Board has applied an adequate public facilities (APF) test on a case-by-case basis to identify the transportation facilities needed to handle the traffic expected to be on the roadway system at the time development occurs. The APF test was added to the Prince George's County Code in 1981, and all new subdivided lots are required to be tested before approval by the Planning Board.

The effectiveness of the *Countywide Master Plan of Transportation* (MPOT) will depend on the successful implementation of the goals, policies, and strategies it recommends to support each tier, center, and corridor preferred development pattern. The plan recommends possible solutions to the most pressing transportation functional system challenges, such as:

- Planning coordination between and within local, state, and regional agencies.
- Imbalances between transportation and land use.
- Funding shortages.
- Congestion and poor air quality as a symptom of lack of sustainability.
- Transportation network problems that result in a lack of viable modal alternatives to using the single-occupancy vehicle (SOV).

A significant part of the transportation planning challenge is to remain current with the full range of land use, facility, and project policies and decisions that are made at the local, regional, and state levels that affect the operational viability of each element of the county transportation network. Capital funding and programming decisions, for example, at Metrorail stations in the county, should ensure that all modes of access and mobility to and around that station—pedestrian, biker, transit, and automotive—are considered and accommodated.

Transportation and Land Use

The General Plan recommends policies that seek to improve the balance between transportation and land use. Policies such as ensuring that the transportation infrastructure is balanced and makes full provision for pedestrians, bicyclists, and high-occupancy vehicles (HOV), as well as motorists, are intended to help manage growth, particularly in the Developed and Developing Tiers and in centers. Planning transit-oriented development (TOD) at higher densities and intensities at centers and along corridors ensures maximum utilization of that infrastructure. Adopting a comprehensive parking policy also helps create a better transportation/land use balance by equalizing or better reflecting the actual public utility costs to the county of SOV travel, compared with those of alternative modes.

Almost all consequential land use planning and zoning authority is vested in local government in all 23 counties of Maryland. Section 24-124 of the Prince George's County Code requires adequate roads before a development can be approved for construction. However, the APF ordinance is just one of a number of growth management tools. The county's experience to date using the APF ordinance to guide, manage, and target land use indicates that the APF ordinance can conflict with other regulations and policies that are also intended to provide sufficient, timely public funding for transportation facilities. These two objectives need to be integrated, or augmented, at both the planning and project review and approval stages, so that the policies intended to achieve facility and funding adequacy complement rather than compete with each other. Accommodating the growth and development envisioned by the General Plan may require more comprehensive transportation adequacy policies, particularly for the nonautomobile modes.

Policy 1:

The plan recommends a multimodal transportation adequacy policy to develop targeted implementation strategies to accommodate the congestion created by preferred development within a very limited and clearly defined set of transportation and land use planning conditions. Properly targeted to the specific conditions of such priority General Plan centers, the multimodal adequacy strategy can provide flexibility in managing congestion, ensure multimodal options within each center, and identify transportation facility and service funding strategies that balance land use and transportation. The Maryland Smart Growth Initiative already directs state assistance and road and other public facility investments to priority funding areas that are designated and certified by local jurisdictions and reviewed by the state. This initiative provides some broad geographical guidelines on where new development must be located in order to benefit from state infrastructure improvements or financial assistance.[12] Multimodal transportation adequacy should be evaluated as one transportation and land use integration tool, particularly for attracting and targeting TOD at General Plan metropolitan centers.

STRATEGIES:

1. Continually evaluate other planning and regulatory tools and best practices for determining the multimodal adequacy of transportation facilities and of facility funding, to accommodate development and revitalization in the Developed and Developing Tiers and priority General Plan centers.
2. Evaluate impact fees and concurrency[13] staging as a policy for identifying funding for new infrastructure from developers as part of the multimodal adequacy strategy.
3. Examine best practices and state-of-the-art methods for determining multimodal, as opposed to automotive only, transportation system and facility adequacy. The evaluation should particularly concentrate on tools that accurately analyze the site-specific impacts of projects that are consistent with the General Plan growth and development vision for Prince George's County, on all modes of county transportation facilities and systems.
   a. For the Developed Tier, consider the following for transportation modal adequacy: (1) pedestrian and cyclist; (2) public transportation; (3) HOV; and (4) SOV.
   b. For the Developing Tier Centers, consider the following for transportation modal adequacy: (1) multi-occupancy vehicle; (2) public transportation; (3) SOV; (4) cyclist; and (5) pedestrian.
4. Coordinate recommendations for alternative APF procedures within a municipality's limits with the affected local municipalities. This includes, but is not limited to, changes in funding allocation, establishing a priority improvement district or similar target growth area, defining the boundaries of such a district or area, or approving alternatives to the requirements of the APF regulations.

Transportation Infrastructure Financing

FEDERAL AND STATE ROLES

In 2009, all levels of government in the United States were failing to keep pace with the demand for transportation investment. Existing revenues were being used just to keep pace with the preservation and maintenance of aging transportation systems. On February 26, 2009, the final report of the National Surface Transportation Infrastructure Financing Commission (NSTIFC) was presented to the President and Congress, in response to a requirement of the Safe, Accountable, Flexible and Efficient Transportation Equity Act— A Legacy for Users (SAFETY-LU). The report was prepared to assess future federal highway and transit investment needs, evaluate the future of the federal Highway Trust Fund, and explore alternative funding and financing mechanisms for surface transportation. The entire report is available for review at http://financecommission.dot.gov/.

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[12] For example, recent General Assembly legislation (HB 373) now permits localities to list transit-oriented development projects as candidates for state financial support through the Transportation Trust Fund.

[13] Concurrency is a growth management concept intended to ensure that the necessary public facilities and services are available concurrent with the impacts of each stage of development.

The NSTIFC reviewed a wide range of issues and options and concluded that federal funding for surface transportation must be transitioned from the current indirect and increasingly ineffective user pay system of federal fuel taxes and vehicle charges to a more robust system that incorporates a direct user pay structure. A direct user charge system can raise substantially greater revenues and is more sustainable in the long term. Further, the NSTIFC concluded that the most viable approach in the long run will be a system that is based directly on miles driven (commonly referred to as a vehicle miles traveled [VMT] fee system). This approach also will strengthen state and local governments' ability to assess charges that better capture actual costs with their own pricing systems where appropriate (e.g., based on time of day, location, vehicle weight, and fuel economy). The NSTIFC recognizes, however, that such a transition cannot be made overnight and that the immediate needs are simply too critical to wait.

A multipronged approach was recommended to meet both short-term and longer-term challenges:

- **Protect and Enhance the Highway Trust Fund.** The Highway Trust Fund has served well and should be continued as the foundation for a user-based surface transportation funding system to ensure ongoing accountability.
- **Transition to a New Revenue System.** Recognizing the problems inherent in the current fuel tax-based system, particularly over the longer term, NSTIFC recommends shifting to a system based on more direct user charges, using measures of miles traveled as the basis. This transition process should commence immediately and have as its goal deployment of a comprehensive new system by 2020.
- **Address the Near-Term Federal Funding Crisis.** Meanwhile, to address the immediate and critical investment gap, the NSTIFC recommends one-time increases in and indexing of existing Highway Trust Fund revenue sources. These adjustments should be made in conjunction with the upcoming reauthorization of the federal surface transportation program.
- **Facilitate State and Local Investment.** Concurrently, the federal government should put in place policies that allow and encourage state and local governments to raise additional funds from targeted user-based mechanisms such as tolling and pricing. Although other funding mechanisms undoubtedly are important at the state and local level, federal policy does not generally play a significant role with those.

As background to the specific policy recommendations, the commission arrived at a number of critical findings:

- The current federal surface transportation funding structure that relies primarily on taxes imposed on petroleum-derived vehicle fuels is not sustainable in the long term and may erode more quickly than previously thought.
- At current levels of taxation, the existing structure is unable to generate sufficient revenues to meet the federal share of demonstrated national system needs—and the gap between revenues and needs will continue to widen.
- In the current environment, where needs far outstrip resources, state and local policy makers are struggling to meet the most basic requirements for simply maintaining the existing system.
- The federal government can play a key role by offering new incentives to help state and local officials overcome friction points in using new funding approaches. This includes (but is not limited to) the option to charge tolls to construct new highway capacity in metropolitan areas and other types of direct user fees to the extent that states and localities find it appropriate and effective to use those strategies to raise their nonfederal shares.
- Properly structured financing techniques, including partnerships with the private sector, can provide important help by leveraging future revenue streams to meet up-front capital investment needs.
- A funding and finance framework that relies on more direct forms of user charges such as a VMT fee system is the consensus choice for the future.

The NSTIFC report is the basis for legislative initiatives for reauthorization of federal surface transportation financing that are currently being introduced and reviewed by Congress. At the state level, the Maryland Department of Transportation is following the progress of these initiatives, but as of June 2009, it is too early to predict the state's response to the surface transportation reauthorization legislation. To the extent that federal programs require matching or in-kind participation from the state, the General Assembly will need to formulate a response in order to secure federal funding for Maryland's transportation programs.

LOCAL ROLE

The 2002 General Plan includes the following objectives for public-sector financing of transportation infrastructure (page 64, *Prince George's County Approved General Plan):*

- Increase public funding of transportation infrastructure in the Developed Tier.
- Increase public funding and attract and encourage more private funding of transportation infrastructure in Developing Tier centers and corridors.
- Encourage and increase the proportion of private sector funding of needed transportation infrastructure in the Developing and Rural Tiers outside of centers and corridors.

Although this master plan recommends review of the standards used for APF determinations in order to measure impacts on pedestrians, cyclists, and transit, as well as automobile users, APF is not, in and of itself, a financing strategy. The public sector financing role in transportation for most local jurisdictions in the United States is participative. This means that there is (or should be) a local policy guiding the allocation of transportation infrastructure financing coming from local government, in order to "steer" the funding available from all sources toward the local policy goals. The General Plan provided the basis for this policy. Given the dialogue now underway at the federal level, it will be more important than ever that Prince George's County participate in transportation financing partnerships with federal and state government, as well as with private development and financing entities, in order to secure the needed funding to support the transportation systems that the county and its communities need. If the county is successful in this regard, then the APF process will work well in meeting the county's transportation and development goals. However, if transportation financing is not addressed collaboratively, no APF or other development exaction process will be successful in meeting these goals.

The Planning Department began a study of alternative APF procedures for the General Plan centers and corridors in 2009, and this study is also examining the impact of nonlocal travel on the APF review process. A second study of options for financing local transportation needs is beginning in 2009.

Policy 2:

The full range of transportation facility and systems funding mechanisms and policy options should be regularly evaluated to identify the most operationally and fiscally balanced way to fund needed transportation facilities, systems, and services, particularly those facilities and systems that accommodate development that attains the General Plan growth vision for Prince George's County.

STRATEGIES:

1. Establish an interagency working group consisting of MDOT, DPW&T, M-NCPPC and the Maryland Department of Planning (MDP) to:
   a. Identify nonpublic funding for critical transportation, particularly transit and nonmotorized facilities and systems.
   b. Research and evaluate best practices used elsewhere to fund critical transportation infrastructure and services.
   c. Coordinate transportation funding initiatives with neighboring Maryland jurisdictions, as well as state and regional agencies.
   d. Conduct a regular transportation funding mechanism assessment of transportation projects in the county's Capital Improvement Program (CIP) and the Prince George's County submission for the Maryland Department of Transportation's Consolidated Transportation Program (CTP).

Interagency Coordination

Policy 3:

Interagency coordination is a critical component to implementing transportation projects. This coordination among the counties and regional agencies occurs as part of the development of the CTP and through the metropolitan planning process with the National Capital Region Transportation Planning Board's development of its Transportation Improvement Program (TIP) and the Constrained Long-Range Transportation Plan. There are a number of other existing interagency and interjurisdictional mechanisms for addressing various elements of the county transportation network.

However, a key issue identified in the plan has been the best way to accommodate and manage through-traffic in Prince George's County. In addition to public and policy maker comment received during the work on the plan, several master plans approved since the 1982 Master Plan of Transportation—such as the Bowie, Subregion 1, and Subregion 5 master plans—identified cross-county traffic, principally during the peak-period commute, as a major and growing concern. The baseline transportation demand analysis conducted for the plan indicates that, by 2030, through-traffic will be an even greater operational challenge for the county's transportation network. Resolution of the problems related to this challenge extends beyond Prince George's County and, to some extent, beyond Maryland.

STRATEGIES:

Create an interjurisdictional corridor congestion management working group to include, at a minimum, Prince George's, Anne Arundel, and Charles Counties and the Maryland Department of Transportation to:

1. Identify priority congestion management corridors crossing these jurisdictions and recommending strategies for addressing the problems associated with cross-jurisdictional congestion.
2. Recommend strategies for addressing the problems associated with cross-jurisdictional congestion and intercounty through-traffic problems and needs, including, but not limited to:
   a. Traffic and operational problems related to the County Council's request for restoration of A-58 or its functional equivalent between Prince George's County and Anne Arundel County.
   b. Other traffic and operational challenges associated with the buildout land use projected by the approved master plans for this part of Prince George's County.

Strategic Transportation Planning: Master Plan Monitoring and Implementation

Policy 4:

This master plan is likely to have a "shelf life" that exceeds a number of key operational life spans for critical parts of the county transportation infrastructure. For example, when the 1982 Master Plan of Transportation was approved, the Metrorail system was still in its operational infancy and was not facing the pressing problem of periodic maintenance and major replacement of today. Similarly, critical components of the county highway system, such as the Capital Beltway, will face a variety of capital maintenance, upkeep, and major renovation challenges before the next countywide master plan of transportation for Prince George's County is undertaken, adopted, and approved.

Perhaps more importantly, over the life of this functional master plan, master and sector plans governing the land use "base" of the county transportation network will continually be undertaken and approved, changing the attendant land uses, mixes, and densities, and where they are concentrated throughout Prince George's County. Long-term policy adjustments must also respond to county charter requirements for term limits for the County Executive and County Council members, and to the property tax rate limitations that have been in place since the approval of the Tax Reform Initiative by Marylanders referendum in 1978.

Experience to date with the 2002 General Plan has highlighted the need for a continual monitoring and plan coordination process to ensure that the most operationally and fiscally important modal recommendations of the plan be regularly evaluated. At a minimum these recommendations must be checked for consistency with the latest land use planning and growth assumptions and policies reflected in future master plans as they are updated. Further, for the General Plan vision for the county to be achieved, development project review and approval procedures must work in consonance with an effective means of ensuring both facility and funding adequacy within the county transportation network.

STRATEGIES:

1. Create a strategic transportation planning implementation and review process to:
   a. Review the transportation recommendations of master (land use) plans, particularly in General Plan centers and corridors, for consistency with and impacts on the modal recommendations of the MPOT.
   b. Periodically review and report to the Planning Board and County Council on the MPOT modal recommendations for their continued consistency with, and ability to accommodate, the overall growth and development vision for Prince George's County as reflected in the current and subsequent updates to or amendments of the General Plan.
   c. Monitor and coordinate implementation of the specific systems, facilities, and modal recommendations of MPOT and corresponding transportation—particularly fixed guideway transit and pedestrian mobility—recommendations of master plans.
   d. Review the planning, project programming, and regulatory relationships between county, state, regional, and federal agencies that affect the implementation of the recommendations contained in this functional master plan.
   e. Conduct a continual best practices review of transportation systems, facilities, and service innovations that would improve the transportation/land use connection and help achieve county growth, development, and revitalization goals and policies.
   f. Implement a corridor preservation process that will protect needed future rights-of-way from encroachment by development and/or minimize future damages to development from construction, operation, and maintenance of transportation facilities by:
      - Identifying potential transportation facility/development conflicts early in the development review process (or sooner, if possible).
      - Coordinating with developer applicants and property owners to identify corridor preservation strategies that can be implemented concurrently with the development.
      - Obtaining dedications of right-of-way where improvements along existing road frontage are needed.
      - Using the reservation process in the Subdivision Ordinance for facilities on new alignments such as freeways, expressways, controlled-access roadways, and fixed-guideway transit routes, stations, parking facilities, and maintenance facilities.
      - Recommending dedications of rights-of-way for facilities on new alignments through Road Ordinance agreements as an alternative to reservation.
      - Recommending use of building restriction lines or modification to the site plans to remove proposed building footprints from the future right-of-way areas where reservation or dedication are not appropriate.
   g. Apply the criteria in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals" (with recommended revisions) to the review of development applications. All locations within a transit-supportive development should be within a ten-minute walk (1,500 feet) of a transit stop or a street or roadway designed to primary residential standards or higher.

h. Review street and road design standards, regulations, and guidelines with both county and state operating agencies to ensure continual consideration of pedestrian mobility and safety requirements, particularly in the Developed and Developing Tiers, and within and near General Plan centers and corridors.

Transit-Oriented Development

Transit-oriented development represents an opportunity to increase transit use, reduce automobile trips and vehicle miles traveled, and implement the General Plan vision for growth and quality development at centers with Metrorail stations. Although the defining characteristics of successful TOD are very site specific, they almost all embody a number of underlying working premises:

- **Density:** A concentration of residential, employment, shopping, and recreational land uses makes them more easily accessible by transit, walking, and biking and has more than doubled transit use in successful TOD projects.
- **Diversity:** Creation of a mix of complementary land uses in closer proximity to one another and to transit—as is the goal of Maryland's Live Where You Work Program—eliminates automobile, especially single-occupant vehicle, trips.
- **Design:** Transit-supportive design is critical to the placemaking that establishes a connection between land use, transit, and other nonmotorized travel modes in a way that will make each of these modes more attractive and efficient for a wider range of trips. Successful TOD projects elsewhere in the metropolitan area and the nation have illustrated that policies to encourage transit-supportive density and diversity will not matter unless the TOD project is well designed.

The three types of General Plan centers in Prince George's County vary in character. Slightly more than half (17 of 26) are also rail transit stations that are or can be served by comparatively extensive feeder bus service to other areas of the county.

- **Metropolitan centers,** such as Branch Avenue, College Park-University of Maryland, Greenbelt, or New Carrollton, are multimodal transit centers that serve a higher volume of commuters than other centers. They are envisioned as having a high enough density and intensity of land use and economic activities to enable them to become both major transit centers and "destination places" characterized by quality employment and commercial and retail development. Metropolitan centers are also envisioned as including higher density residential development in or near their transit facilities. These locations offer direct travel by Metrorail, and often other modes besides the automobile, to the other activity centers throughout the Washington region.
- **Regional centers**, such as Naylor Road, Prince George's Plaza, Oxon Hill, or Westphalia, may already have Metrorail or MARC stations or bus service, or may have the potential to become a transit center. These centers are envisioned as regionally marketed commercial, retail, office, or institutional development that principally serves other parts of the county. These locations offer direct connections to Metrorail via the Purple Line or other transit service, such as Metrobus and TheBus.
- **Community centers**, such as the West Hyattsville Metro, are (or have the potential to be) focal points for transit service or park-and-ride facilities. They tend to have a concentration of land uses that serve the surrounding community and can include mixed-use and higher-intensity redevelopment that serve the locality. As of the preparation of this master plan, studies or plans for 11 of the General Plan centers at these Metrorail stations have been completed:
  - Addison Road
  - Branch Avenue
  - Capitol Heights
  - Cheverly
  - College Park-University of Maryland (approved in 1997)
  - Greenbelt
  - Largo Town Center
  - Morgan Boulevard
  - Naylor Road
  - New Carrollton
  - Suitland

Background

The Washington Metropolitan Area Transit Authority (WMATA) was created by a 1966 interstate compact between Maryland, the District of Columbia, and Virginia to plan, build, and operate a regionwide rail system that now serves a 1,500-square-mile area with a population of 3.5 million. Approximately 16 percent of Metrorail's mileage and stations are located in Prince George's County, and one of every five Metrorail riders boards a train in Prince George's County. The Metrorail system has a regional bus counterpart, Metrobus, which operates 34 routes in the county and transports over 66,000 passengers daily. Metrobus complements the county bus transit system, TheBus, operated by the Department of Public Works and Transportation (DPW&T), which provides community circulator and rail station feeder service on 24 routes that carry over 16,200 passengers daily.[14]

Metrorail service in Prince George's County expanded over a 26-year period. The initial Orange Line segment opened to the public in 1978. The Blue Line opened to Addison Road in 1980 and the northern Green Line opened to Greenbelt in 1993. The southern Green Line extension to Branch Avenue opened in 2001 and marked the completion of Metrorail's adopted regional system of 103 miles and included 83 stations. Metrorail's first extension of the Blue Line to Largo Town Center in 2004 occurred in Prince George's County. Additionally, the Maryland Department of Transportation (MDOT) proposes to open the initial Purple Line segment from New Carrollton to Bethesda to the public in 2017.

[14] Source: Prince George's County Department of Public Works and Transportation and Washington Metropolitan Area Transit Authority

Although past evidence suggests that TOD can be most effectively attracted by either light or heavy rail transit, MDOT is evaluating the feasibility of bus rapid transit (BRT) in several transit corridors in the county, particularly on MD 5 from Branch Avenue Metrorail Station to Charles County. BRT is a lower-cost alternative that operates on dedicated rights-of way at frequencies that can approximate light rail service. Usually BRT is treated as a precursor to light rail and is introduced in corridors where ridership that can create TOD opportunities is building to levels that can sustain light rail. (See the Technical Bulletin under separate cover.)

As a market-driven feature of the first tier of suburban communities close to Washington, D.C., TOD is not new to Prince George's County. For example, in the early 1900s the urban streetcar lines of the Capitol Traction (later D.C. Transit) Company served what were then sparsely developed residential areas of the county such as Brentwood, Capitol Heights, Mount Rainier, and Suitland. In so doing, they provided the early transit corridors that attracted some of the first wave of suburban development.

Challenges and Opportunities

There are a number of opportunities to attract quality TOD to Prince George's County. Fourteen of the 15 Metrorail stations in the county are located in the Developed Tier, which is the most densely developed part of the county. At least nine of these 15 stations have ridership levels that have not yet exceeded station boarding capacity. This indicates that the Prince George's County's segment of Metrorail could absorb enough of Metrorail's remaining ridership demand to create the potential to attract more quality TOD. Furthermore, current planning for the Purple Line will provide opportunities to apply many lessons learned during Metrorail construction, and elsewhere in the country, about integrating transit system design with land use planning.

TOD planning, on the foundation of the existing Metrorail and MARC rail-transit system in Prince George's County, will require overcoming some challenges. In Prince George's County, a number of Metrorail Green and Orange Line stations were constructed in or along intercity railroad rights-of-way. This reduced construction

costs but produced what might be considered a "TOD retrofit" challenge. As a consequence, many of these station sites are somewhat isolated from surrounding communities and the adjoining land uses that might otherwise be redeveloped to attract, or at least complement, TOD.

In addition, all but one of the county's 15 Metrorail stations are in the Developed Tier, which contains most of the mature, built-up communities in Prince George's County. This will mean attracting quality transit-oriented redevelopment, particularly small-area infill, in this part of the county. That, in turn, will require planning, designing, and siting transit-oriented redevelopment such that it is integrated into existing communities that otherwise may not require—or even want—comprehensive or massive redevelopment.

Policy 1:

Provide for a transit system that supports the General Plan development pattern in the Developed and Developing Tiers and within each General Plan center and corridor.

STRATEGIES:

1. Coordinate with the Prince George's County DPW&T, MDOT, and WMATA to create an urban-scale, integrated rail and bus transit network for the Developed Tier, to take maximum operational advantage of all Metrorail and MARC commuter rail stations in that tier.
2. Develop a comprehensive development-oriented transit strategy for the Developed Tier that ensures the planning, design, and operation of transit facilities that can be integrated as much as possible with mixed use, higher density, TOD within safe, all-weather walking distances of Metrorail and MARC stations.
3. Coordinate creation of a comprehensive bus transit network in the Developing Tier that reflects and builds on the operational priorities of the Transit Service and Operations Plan (TSOP) and capitalizes on opportunities for modal integration (particularly pedestrian, bicycle, and feeder bus) at General Plan centers and corridors in the Developing Tier.
4. Create a Prince George's County Transportation Planning Advisory Council. The council will consist of transportation planning and transit service providers in Prince George's County and interested citizens and other stakeholders appointed by the County Council and County Executive to:
   - Ensure that long-term strategic transit planning by the county—particularly, but not only, the Prince George's County Department of Public Works and Transportation, The Maryland-National Capital Park and Planning Commission, and the Maryland Transit Administration—reflects and is sensitive to the concerns and needs of county residents and other stakeholders.
   - Provide an on-going consultative and advisory vehicle for, and information clearinghouse on, current and future transit plans, programs, and projects by, in, and affecting Prince George's County.
5. Ensure that future development projects in the Developing Tier include street and road cross-sections that are compatible with transit bus operations and requirements, particularly within and near Developing Tier centers and corridors.
6. Develop a comprehensive development-oriented transit strategy for Developing Tier centers and corridors that integrates future planning, design, and operation of transit facilities with TOD, particularly mixed-use, higher density development within safe all-weather walking distances of the Metrorail, the Purple Line, MARC, and other fixed guideway transit stations in the Developing Tier.
7. Fully apply the concepts, guidance, and principles of the "Strategic Framework for Transit- Oriented Development in Prince George's County" at all Metrorail and identified MARC to include:
   - An organizational vehicle for TOD planning, coordination, and implementation with the Department of Public Works and Transportation, the Maryland Department of Transportation, and the Washington Metropolitan Area Transit Authority.

- When TOD strategies are being planned for locations within municipal boundaries, there will be coordination with the affected municipality.
- A process for identifying and recommending TOD priority sites in Prince George's County.

The Public Policy Framework For Transit-Oriented Development

The decisions of developers and lenders to provide the private capital and resources required for successful TOD projects are primarily market based. They are not necessarily based on what is best for supporting transit service, reducing auto dependence, or community building. Developers and lenders are looking for:

- Certainty with a low, or at least acceptable, level of risk: Even some developers who have successfully constructed mixed-use development may not feel that the effort required is worth the return.
- Simple, predictable real estate investments: Mixed-use, infill, and TOD and redevelopment in urban areas may be more difficult to achieve than conventional single-use development.
- Easy financing and approval processes: Developers and lenders are looking for predictability and certainty in TOD projects in Prince George's County. They have been more active in other parts of the metropolitan area than in Prince George's County because they perceive that single-use, automobile-oriented projects can be approved and financed more competitively than TOD.

Policy 1:

General Plan policies provide a basis for considerable TOD opportunities around the county's Metrorail and MARC stations. To achieve the General Plan goals and objectives for TOD, this plan recommends a number of TOD-supportive government planning and implementation strategies.

STRATEGIES:

1. Community Outreach: Undertake a continual and broad-ranging community outreach program to:
   a. Educate citizens, local officials, and property and business owners about TOD's role in realizing the General Plan vision for Prince George's County.
   b. Market the county's TOD potential to the development community.
   c. Engage civic and community associations in affected neighborhoods in discussions and review, as specific TOD proposals are developed for each station area.
2. TOD Planning: As part of the strategic transportation planning process recommended in this chapter, establish a TOD planning sequence to:
   a. Periodically review the status of TOD planning in the county.
   b. Conduct and update evaluations of the TOD potential of each station area.
   c. Prepare development concepts for the priority sites.
   d. Prepare development strategies that define each site's final TOD vision.
   e. Undertake a project implementation program to secure developer commitments to each priority TOD site.
   f. Regularly evaluate each project's progress.
3. Development Regulations: Revise development regulations as follows:
   a. Evaluate options to update county development regulations and other regulations that affect TOD in the county.
   b. Examine ways to simplify ("green tape") the application, review, and permit processes for those projects that are consistent with General Plan guidelines and goals for development at centers.

c. Develop a procedure for expeditiously changing the zoning of strategic properties on station area sites that are priority TOD projects.

4. Land and Site Assembly: Investigate strategies for land assembly, including the feasibility of using the eminent domain powers of the Redevelopment Authority or the county. Funding sources for land acquisition should be identified. Other potential tools that should be evaluated include density and intensity bonuses, land cost write-downs, or other incentives to help transit-oriented developers assemble properties.

5. Incentives: Investigate the applicability and feasibility of incentives to attract and encourage TOD, such as:

   a. The county should inventory all programs and funding sources that can be used to encourage quality TOD for each station.

   b. The county should ensure that infrastructure funding is phased and targeted to provide needed facilities such as street improvements, sidewalks, parks, and libraries.

   c. The county should investigate funding alternatives for needed improvements within TOD areas. The use of infrastructure financing districts or tax increment finance districts should be considered.

6. Evaluate the following TOD best practices for their applicability in Prince George's County:

   a. Study the market and be prepared to "sell" TOD early and often.

   b. Clearly define the TOD desired. Be very sensitive to the particular characteristics and opportunities of each individual site.

   c. Be willing to wait. Be willing to "front" some of the investment needed to attract TOD.

   d. Review proposed TOD sites for opportunities for vertical, as well as horizontal, mixed uses.

   e. Examine and require developers to propose innovative parking management that achieves transit-supportive densities.

   f. Ensure community involvement and "buy-in," which is essential if TOD projects are to successfully incorporate density increases.

   g. Streamline ("green tape") the regulatory review and permitting procedures for TOD projects.

   h. Continually review zoning and other county land use, growth, and development controls for consistency with the ultimate vision for the entire project.

   i. If proposed TOD projects are intended to help break Prince George's County out of a market niche, ensure that that is one of the principal goals of that TOD from the outset of the project.

   j. Develop lead site assembly procedures, which are often the most significant single public sector commitment to make a TOD project worth the risk to developers and investors.

   k. Ensure consistency and complementarity in the role that the local redevelopment agency plays in attracting TOD projects.

7. Coordination with municipalities should be required when new regulations, strategies, incentives, or practices intended to achieve TOD are considered within municipal limits. This includes, but is not limited to, strategies for green taping or expeditiously changing the zoning, which should be implemented or adopted after coordination with the affected local municipalities.

Chapter VIII: Maps

Legend

MPOT Streets

- Freeway
- Expressway
- Major Collector
- Collector
- Arterial
- Industrial
- Primary
- Interchange
- Planned Freeway
- Planned Expressway
- Planned Major Collector
- Planned Collector
- Planned Arterial
- Planned Industrial
- Planned Primary
- Planned Interchange
- Study Corridor

Special Roadways

- Scenic Byway Connector
- Scenic Byway Route
- Scenic Byway Sidetrack
- Designated Historic Road
- Designated Scenic Road
- Designated Scenic/Historic Road
- Parkways (National Park Service)

Note: Planned streets are shown by color, master plan classification, and line types.
For the identification of planned streets, please consult Table 3: Street, Road, and Highway Facility Recommendations

Train Stations

- M Metrorail Station
- A Amtrak Rail Station
- M MARC Rail Station

Existing Transit

- Metrorail Blue Line
- Metrorail Green Line
- Metrorail Orange Line
- MARC, Amtrak, and Other Railroads

Future Fixed Guideway Transit

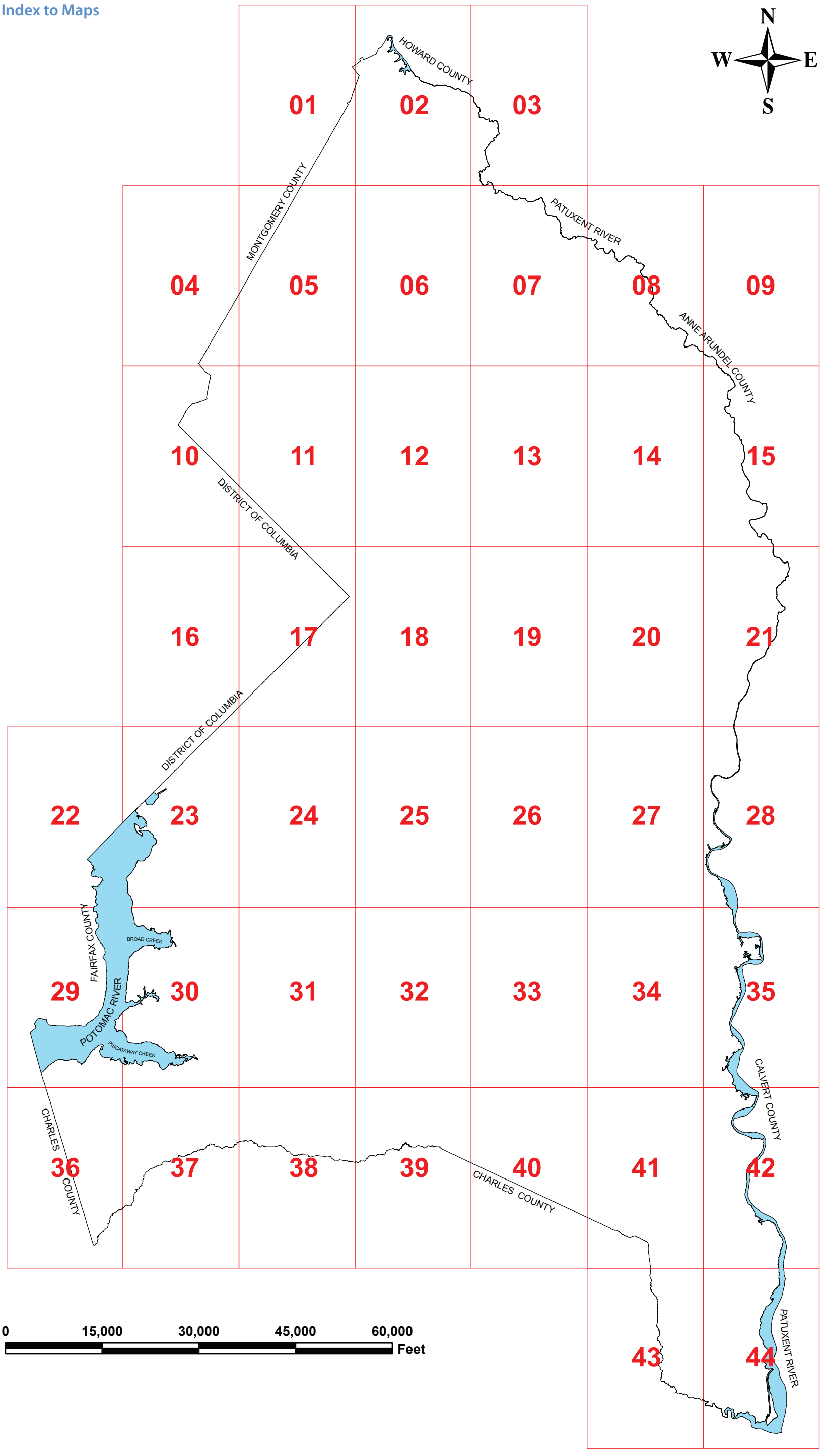
- Purple Line Locally Preferred Alternative Evaluation Corridors
- Future Fixed Guideway Transit
- Purple Line Extension Evaluation Corridors

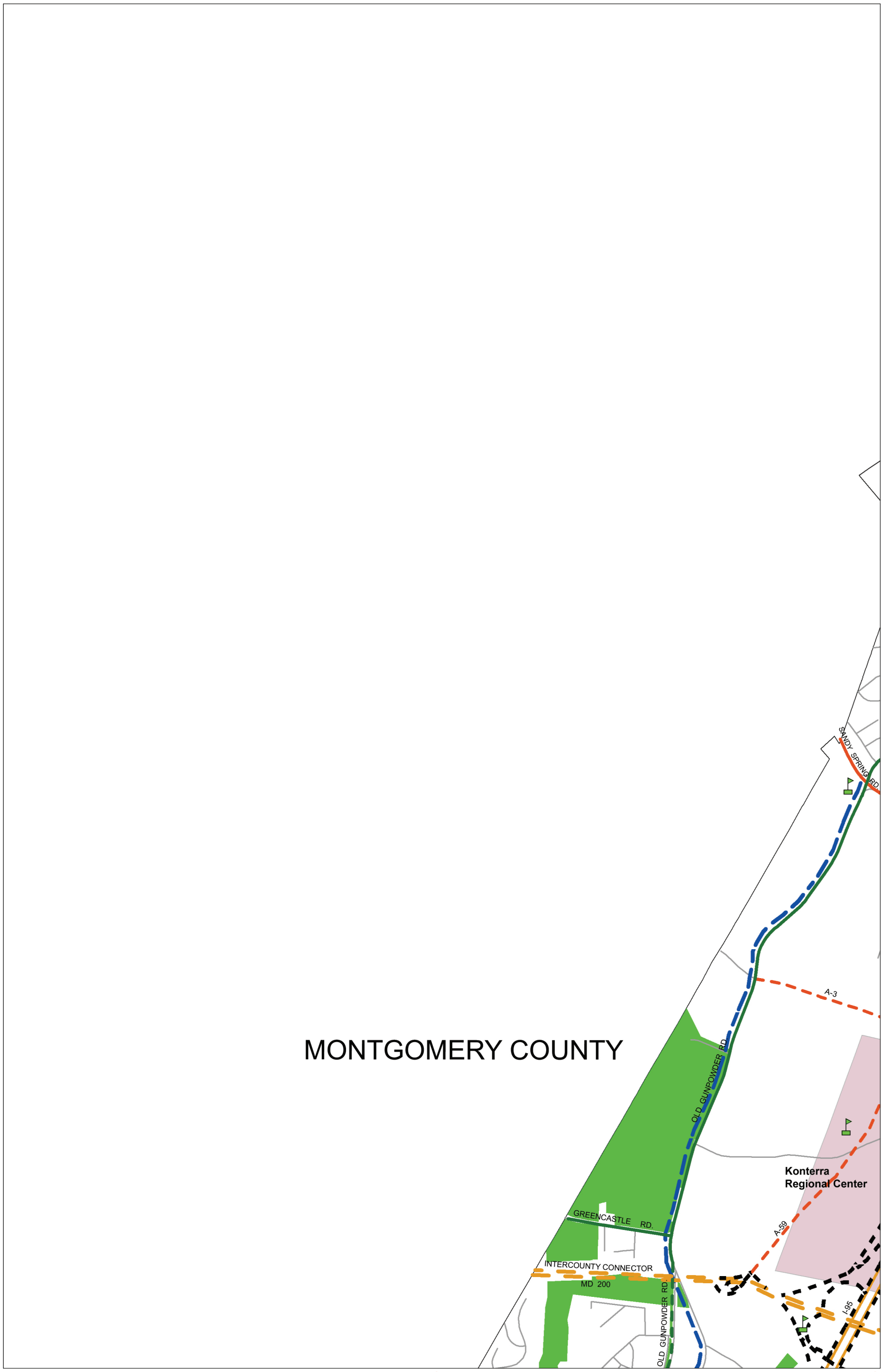
- General Plan Community Center
- General Plan Metropolitan Center
- General Plan Regional Center
- General Plan Corridor
- Henry A. Wallace Beltsville Agricultural Research Center
- Patuxent Wildlife Research Refuge
- Joint Base Andrews Naval Air Facility
- Parks
- Municipalities
- Water
- Schools

The entries in this mapset are approximations and illustrations of the detailed recommendations in the plan text. In the case of conflicts between items in the maps and in the text, the plan text is controlling. The graphics in this mapset are not intended to be legally sufficient. For the latter, please consult www.pgatlas.com.

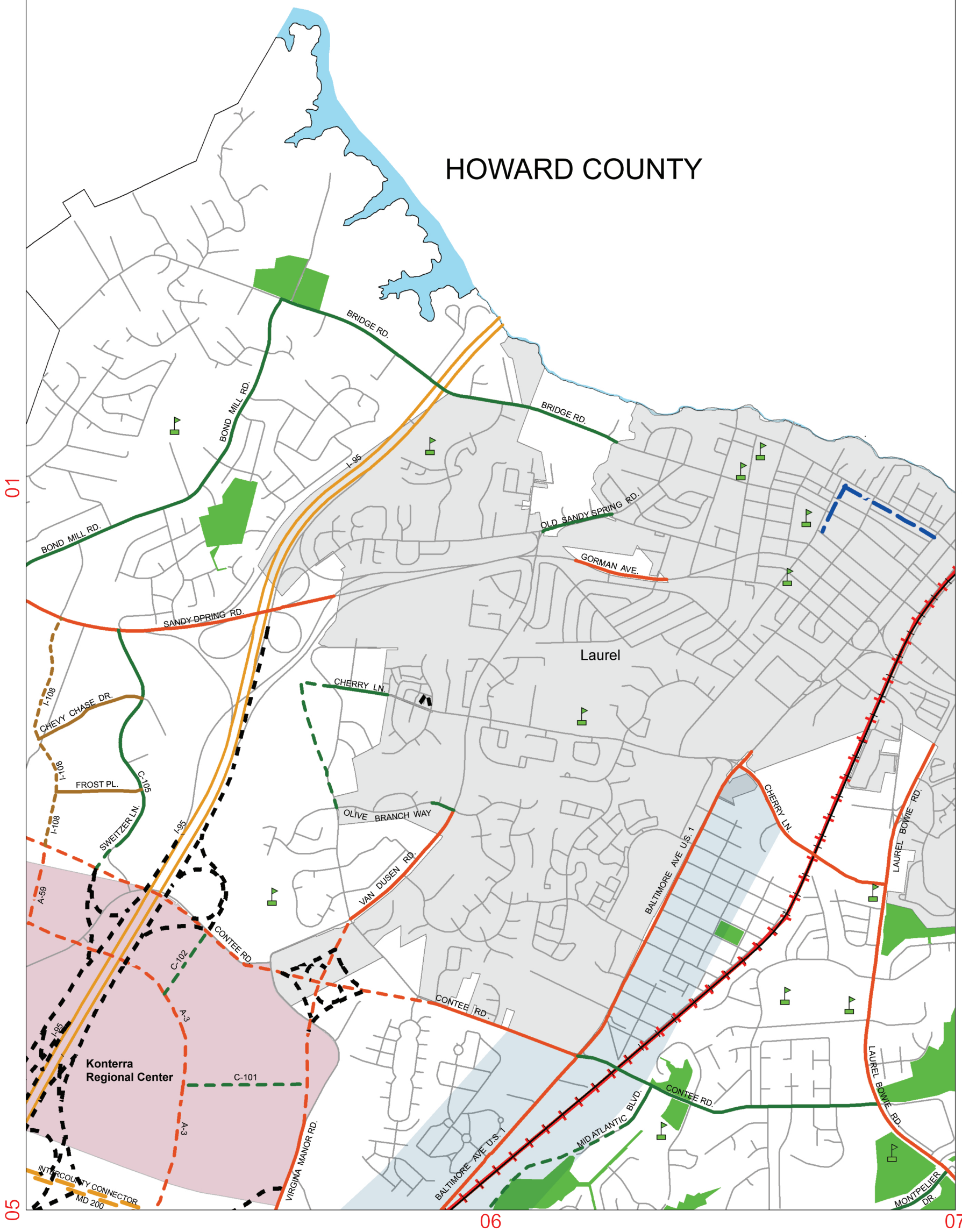
0 2,000 4,000 6,000 8,000 Feet

Index to Maps




MONTGOMERY COUNTY
02
04
05
06
SANDY SPRING RD.
A-3
OLD GUNPOWDER RD.
Konterra
Regional Center
GREENCASTLE RD.
A-59
INTERCOUNTY CONNECTOR
MD 200
OLD GUNPOWDER RD.
I-95

Map 01


HOWARD COUNTY
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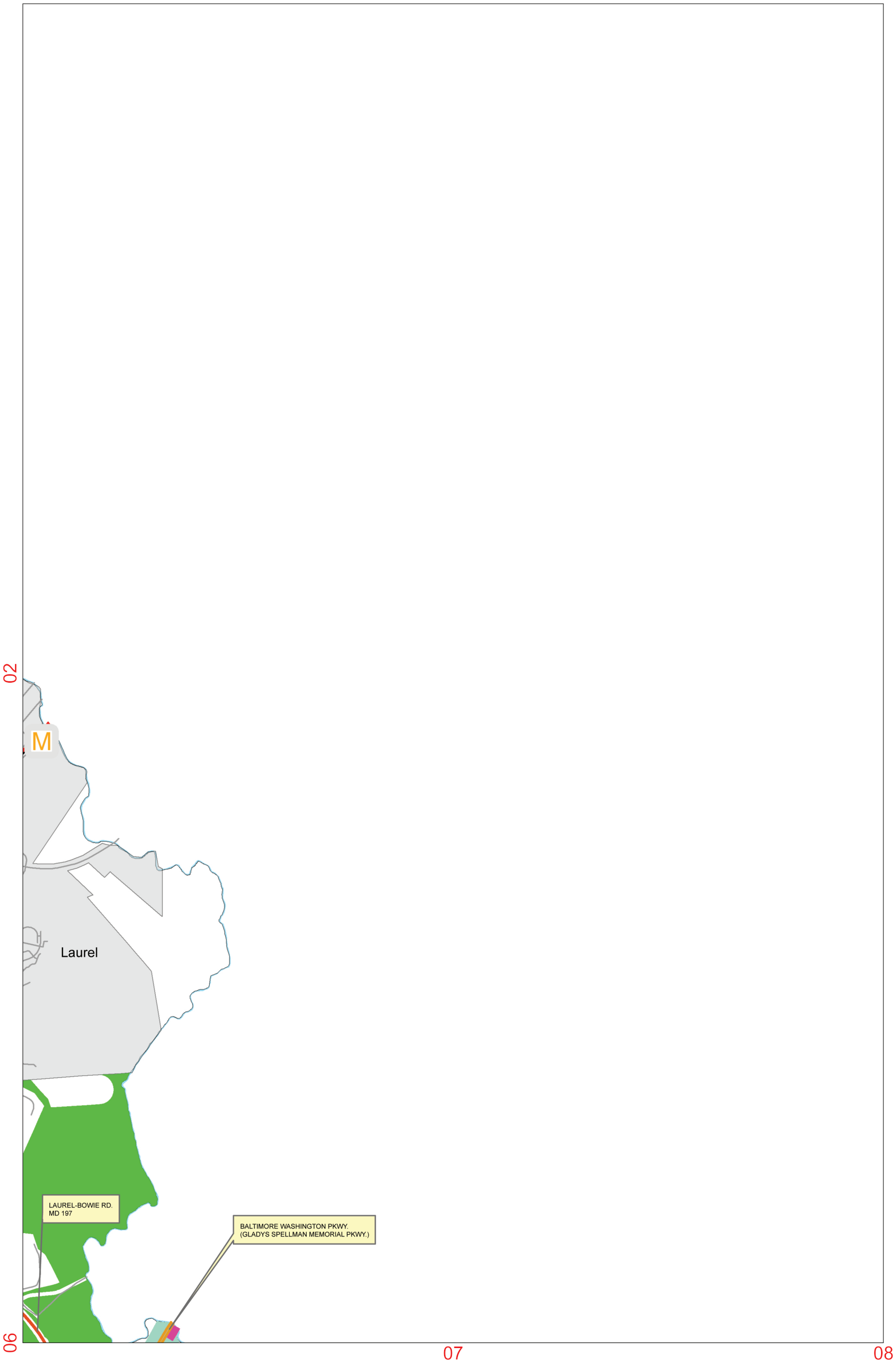
07
BRIDGE RD.
BOND MILL RD.
I-95
OLD SANDY SPRING RD.
GORMAN AVE.
SANDY DPRING RD.
Laurel
CHERRY LN.
I-108
CHEVY CHASE DR.
FROST PL.
C-105
SWEITZER LN.
OLIVE BRANCH WAY
VAN DUSEN RD.
BALTIMORE AVE U.S. 1
LAUREL BOWIE RD.
A-59
CONTEE RD.
C-102
A-3
Konterra
Regional Center
C-101
MID ATLANTIC BLVD.
VIRGINA MANOR RD.
INTERCOUNTY CONNECTOR
MD 200
MONTPELIER DR.

Map 02


02
M
Laurel
LAUREL-BOWIE RD.
MD 197
BALTIMORE WASHINGTON PKWY.
(GLADYS SPELLMAN MEMORIAL PKWY.)
06
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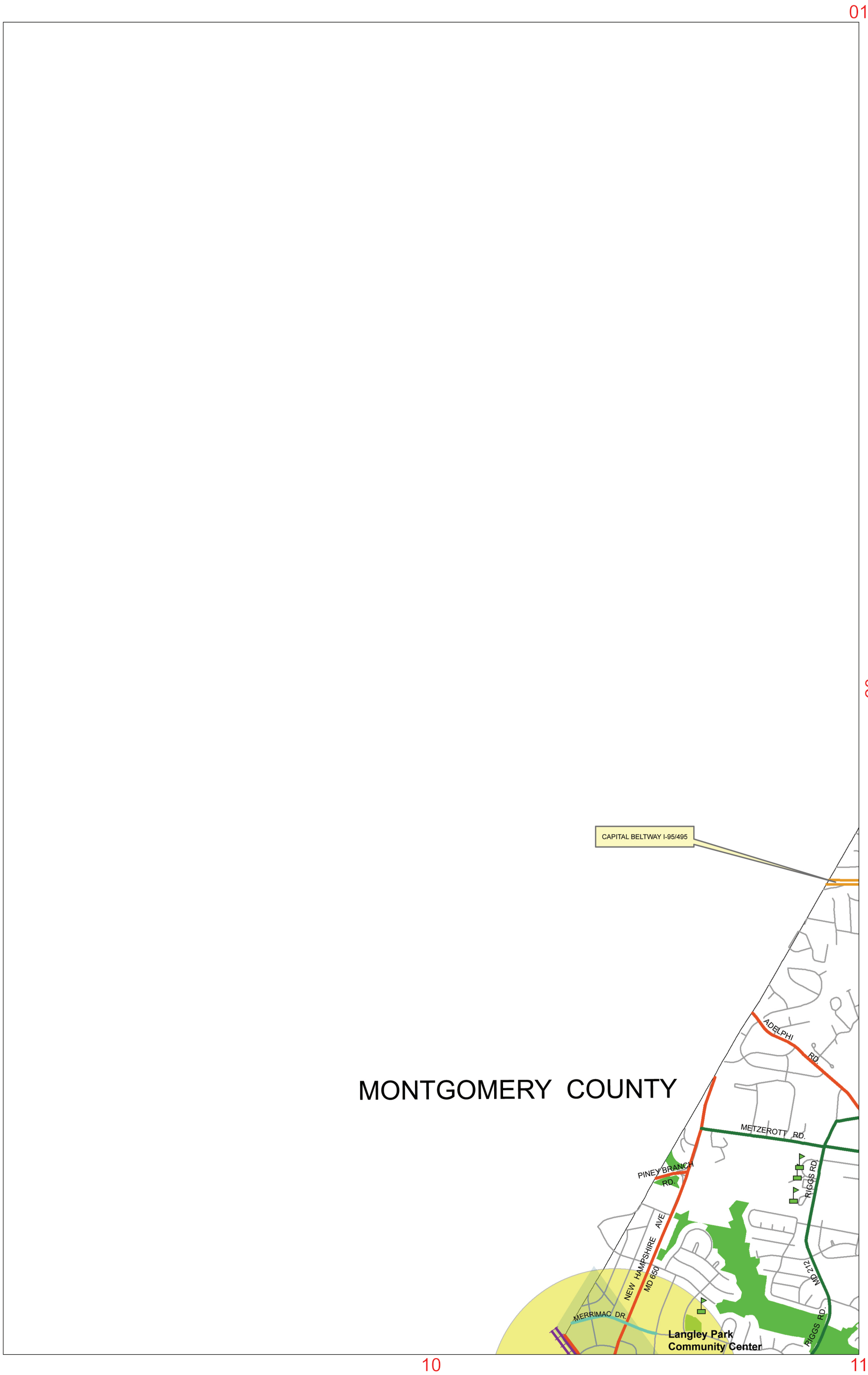
Map 03


01
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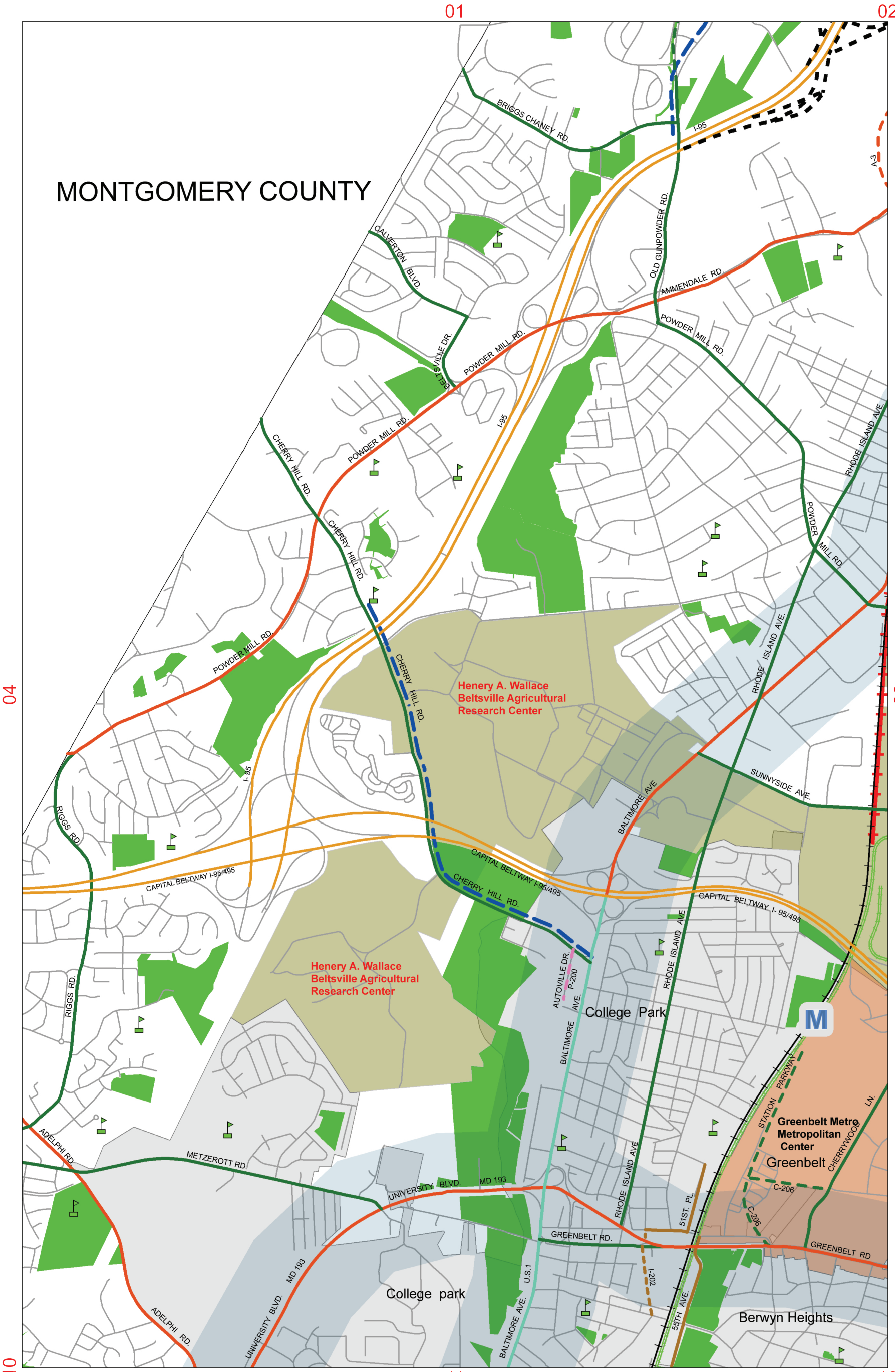
CAPITAL BELTWAY I-95/495
MONTGOMERY COUNTY
ADELPHI RD.
METZEROTT RD.
PINEY BRANCH RD.
RIGGS RD.
NEW HAMPSHIRE AVE
MD 650
MD 212
MERRIMAC DR.
Langley Park Community Center

Map 04


MONTGOMERY COUNTY
01
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BRIGGS CHANEY RD.
I-95
A-3
CALVERTON BLVD.
OLD GUNPOWDER RD.
AMMENDALE RD.
POWDER MILL RD.
BELTSVILLE DR.
CHERRY HILL RD.
RHODE ISLAND AVE.
Henery A. Wallace
Beltsville Agricultural
Research Center
SUNNYSIDE AVE.
BALTIMORE AVE
RIGGS RD.
CAPITAL BELTWAY I-95/495
CAPITAL BELTWAY I- 95/495
AUTOVILLE DR.
P-200
College Park
M
STATION PARKWAY
Greenbelt Metro
Metropolitan
Center
Greenbelt
CHERRYWOOD LN.
C-206
51ST. PL.
GREENBELT RD.
GREENBELT RD
METZEROTT RD.
ADELPHI RD.
UNIVERSITY BLVD.
MD 193
College park
U.S.1
I-202
55TH AVE.
Berwyn Heights

Map 05

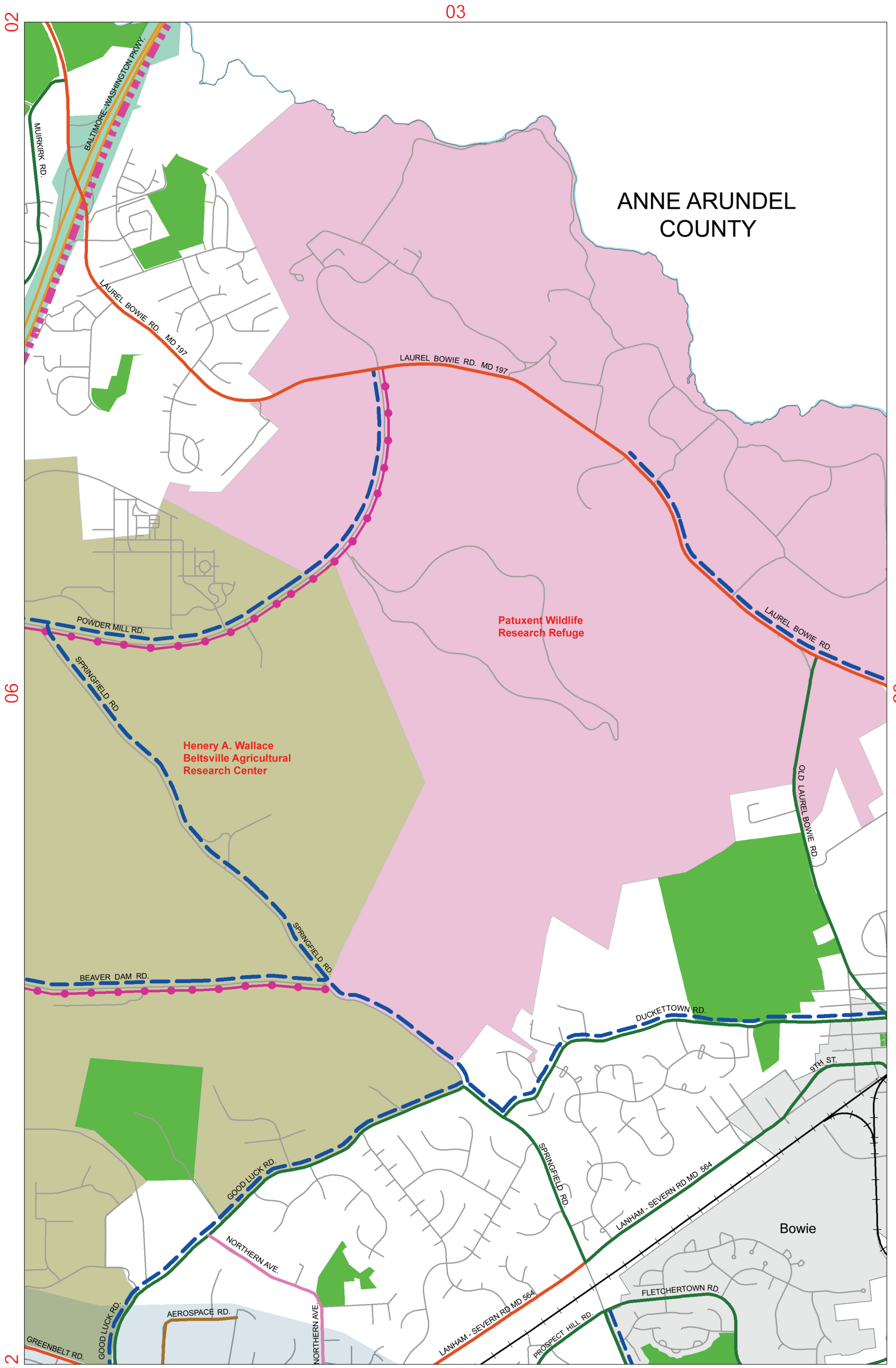
01 02 03

MUIRKIRK RD.
VIRGINIA MANOR RD.
BALTIMORE AVE U.S. 1
CEDARHURST DR.
MONTPELIER DR.
OLD MUIRKIRK RD.
RITZ WAY
AMMENDALE RD.
BALTIMORE PIKE
ODELL RD.
(GLADYS NOON SPELLMAN PKWY.)
MD 295
BALTIMORE WASHINGTON PKWY.
EDMONSTON RD
OLD BALTIMORE
COOK RD.
Henery A. Wallace
Beltsville Agricultural
Research Center
POWDER MILL RD.
BEAVER DAM RD.
SUNNYSIDE AVE.
KENILWORTH AVE.
CHERRYWOOD LN.
IVY LN.
CAPITAL BELTWAY I-95/495
Greenbelt Metro
Metropolitan
Center
Greenbelt
MD 193
MD 201
GREENBELT RD.
HANOVER PKWY.
Berwyn
Heights

05 07

11 12 13

Map 06


02
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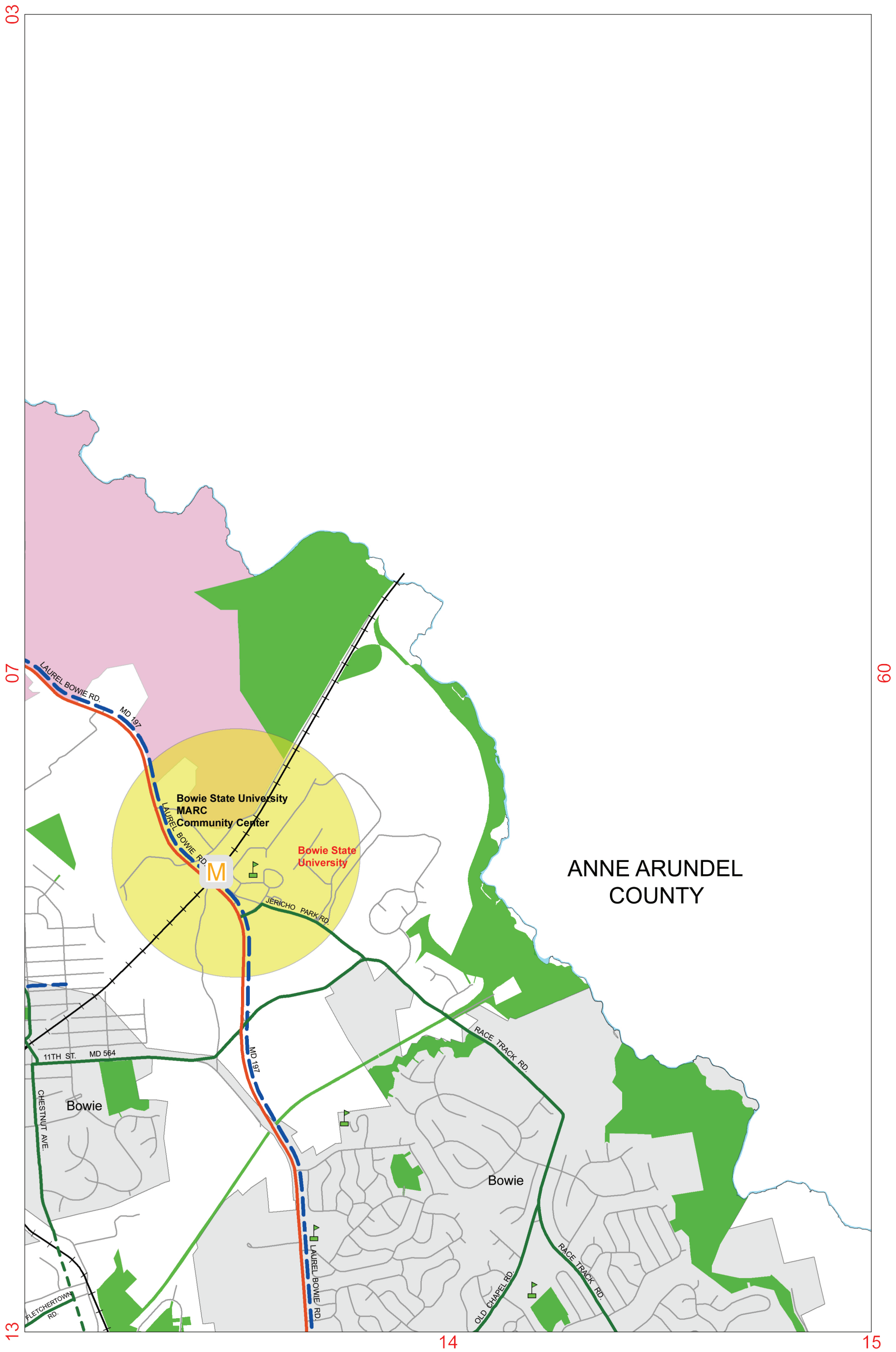
ANNE ARUNDEL COUNTY
BALTIMORE–WASHINGTON PKWY.
MUIRKIRK RD.
LAUREL BOWIE RD. MD 197
LAUREL BOWIE RD. MD 197
LAUREL BOWIE RD.
POWDER MILL RD.
SPRINGFIELD RD
SPRINGFIELD RD.
BEAVER DAM RD.
Patuxent Wildlife Research Refuge
Henery A. Wallace Beltsville Agricultural Research Center
OLD LAUREL BOWIE RD.
DUCKETTOWN RD.
9TH ST.
GOOD LUCK RD.
NORTHERN AVE.
AEROSPACE RD.
GREENBELT RD.
GOOD LUCK RD.
NORTHERN AVE.
SPRINGFIELD RD.
LANHAM - SEVERN RD MD 564
LANHAM - SEVERN RD MD 564
Bowie
FLETCHERTOWN RD.
PROSPECT HILL RD.

Map 07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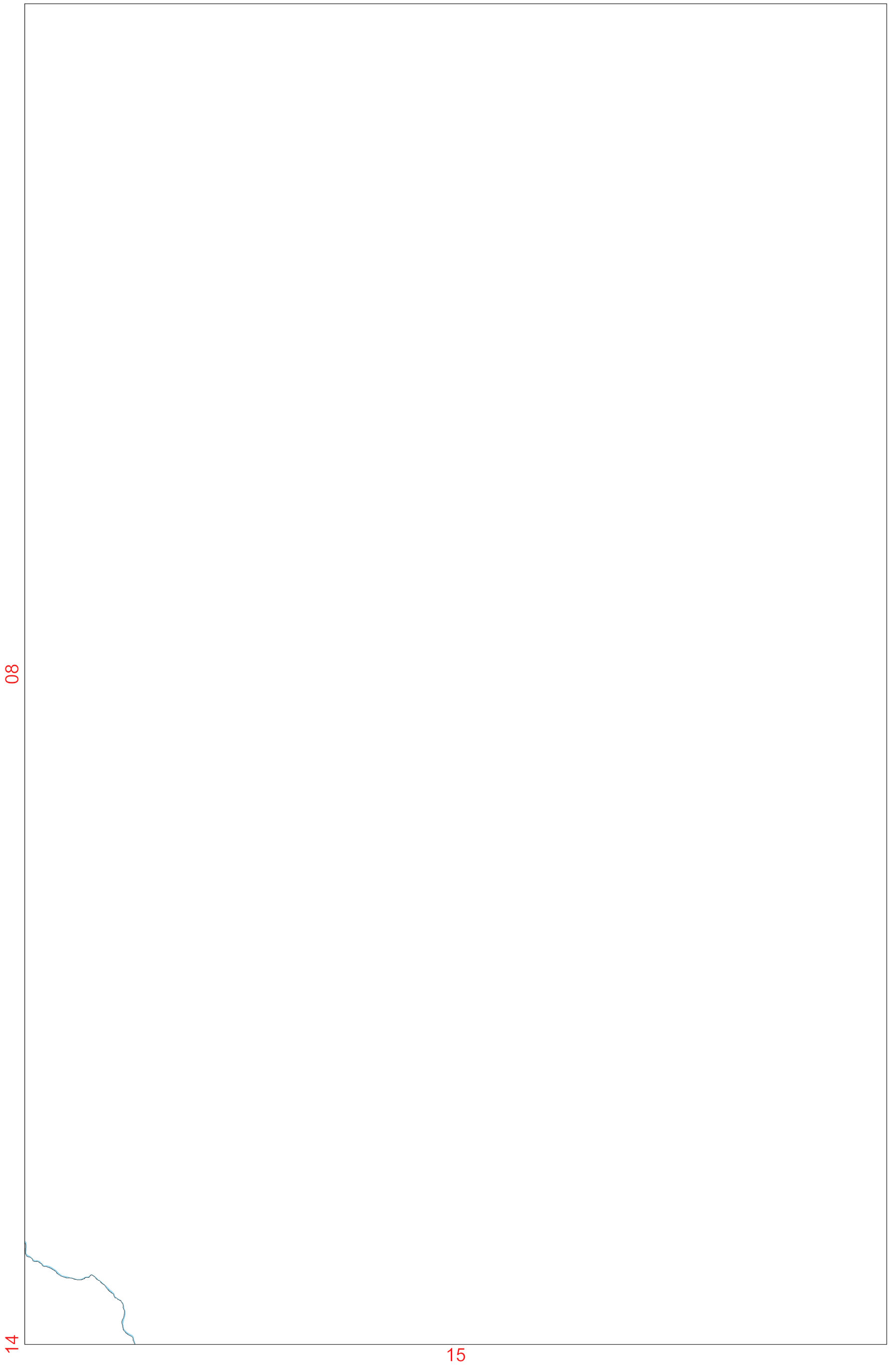
LAUREL BOWIE RD.
MD 197
Bowie State University
MARC
Community Center
LAUREL BOWIE RD.
Bowie State
University
JERICHO PARK RD
ANNE ARUNDEL
COUNTY
11TH ST.
MD 564
CHESTNUT AVE.
Bowie
MD 197
RACE TRACK RD.
Bowie
LAUREL BOWIE RD.
OLD CHAPEL RD.
RACE TRACK RD.
FLETCHERTOWN
RD.

Map 08



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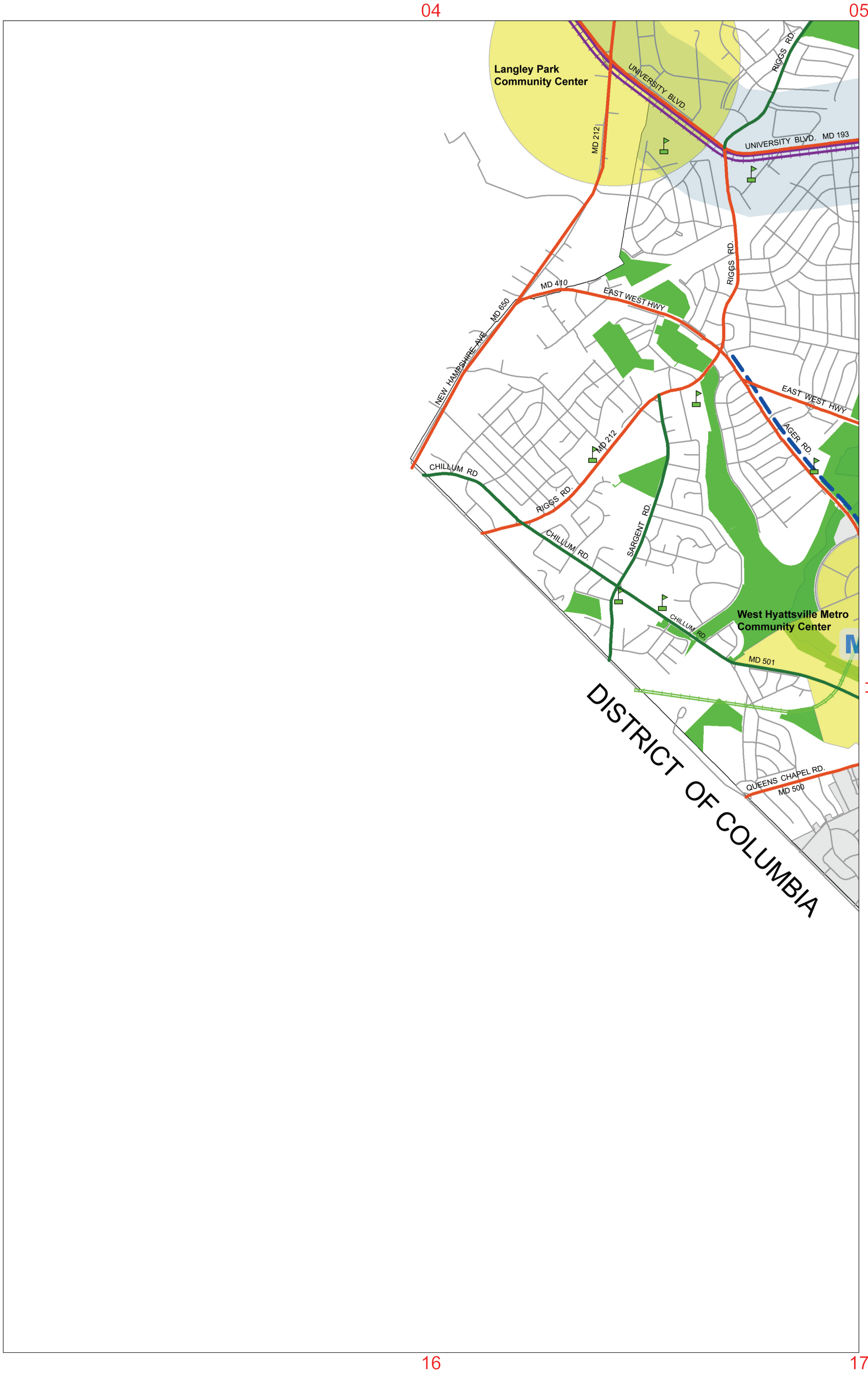
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05
Langley Park
Community Center
UNIVERSITY BLVD.
RIGGS RD.
MD 212
UNIVERSITY BLVD. MD 193
MD 410
EAST WEST HWY
NEW HAMPSHIRE AVE.
MD 650
RIGGS RD.
EAST WEST HWY
AGER RD.
MD 212
CHILLUM RD
RIGGS RD.
SARGENT RD.
CHILLUM RD.
CHILLUM RD.
West Hyattsville Metro
Community Center
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DISTRICT OF COLUMBIA
QUEENS CHAPEL RD.
MD 500
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16
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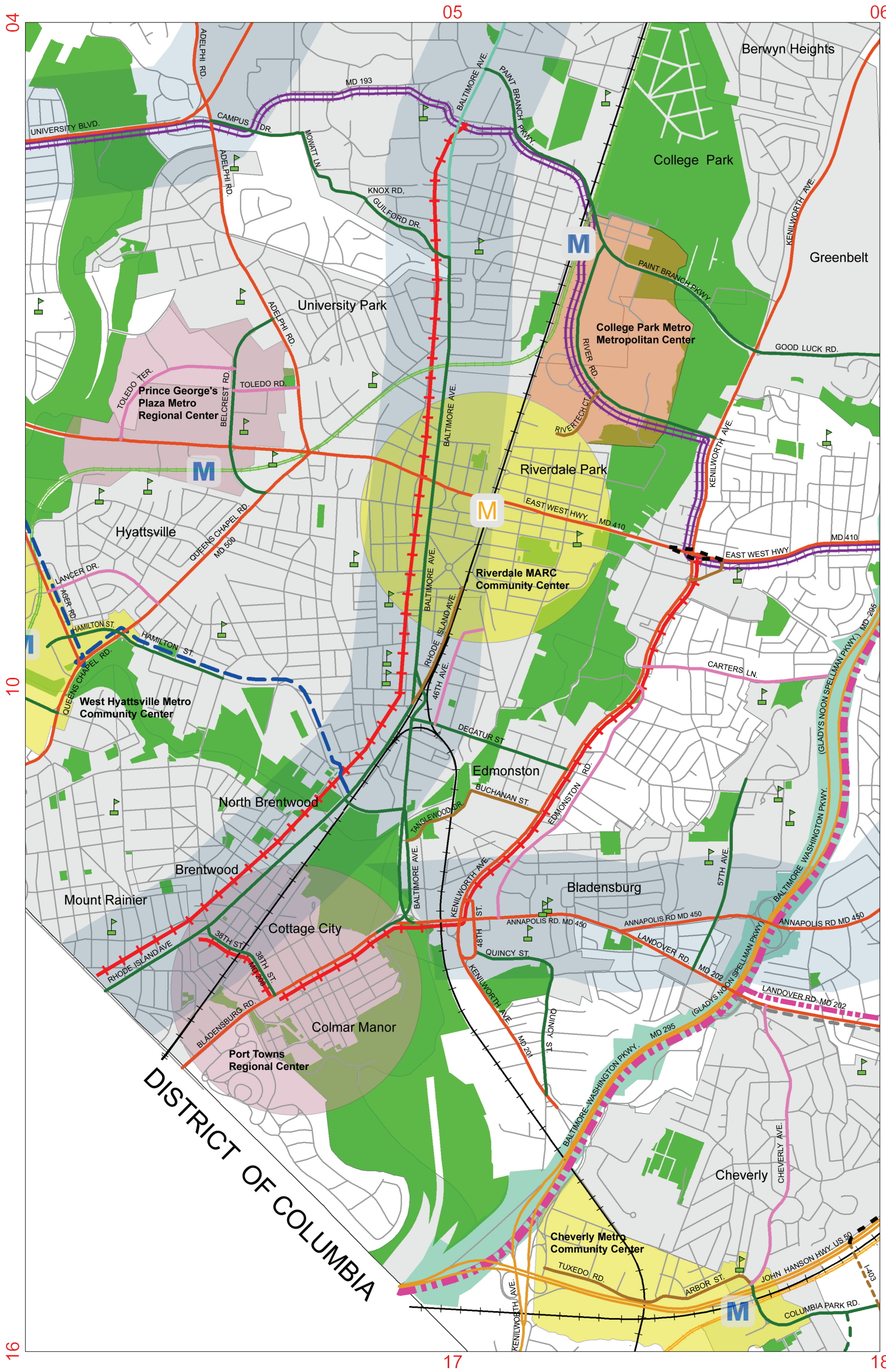
Map 10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Berwyn Heights
College Park
Greenbelt
University Park
Riverdale Park
Hyattsville
North Brentwood
Brentwood
Mount Rainier
Cottage City
Colmar Manor
Edmonston
Bladensburg
Cheverly
DISTRICT OF COLUMBIA
College Park Metro Metropolitan Center
Prince George's Plaza Metro Regional Center
Riverdale MARC Community Center
West Hyattsville Metro Community Center
Port Towns Regional Center
Cheverly Metro Community Center
UNIVERSITY BLVD.
CAMPUS DR.
ADELPHI RD.
MD 193
BALTIMORE AVE.
PAINT BRANCH PKWY.
MOWATT LN
KNOX RD,
GUILFORD DR.
KENILWORTH AVE.
GOOD LUCK RD.
RIVER RD.
RIVERTECH CT.
TOLEDO TER.
TOLEDO RD.
BELCREST RD.
EAST WEST HWY.
MD 410
QUEENS CHAPEL RD.
MD 500
LANCER DR.
AGER RD.
HAMILTON ST.
RHODE ISLAND AVE.
46TH AVE.
DECATUR ST
BUCHANAN ST.
EDMONSTON RD.
TANGLEWOOD DR
57TH AVE.
CARTERS LN.
(GLADYS NOON SPELLMAN PKWY.)
MD 295
BALTIMORE-WASHINGTON PKWY.
ANNAPOLIS RD. MD 450
48TH ST.
QUINCY ST.
LANDOVER RD. MD 202
MD 201
CHEVERLY AVE.
JOHN HANSON HWY. US 50
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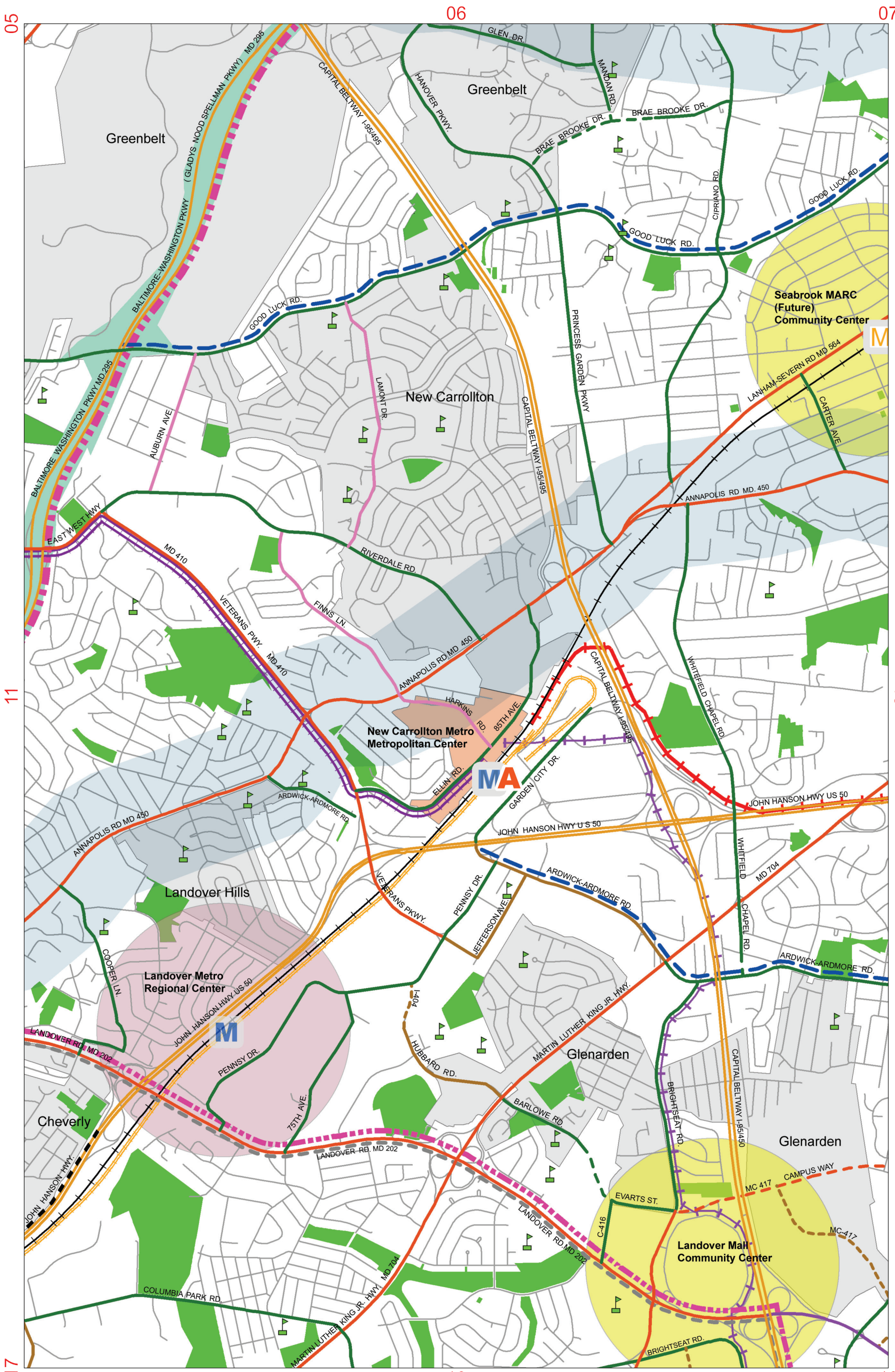
ARBOR ST.
COLUMBIA PARK RD.
38TH ST.
MD 208
BLADENSBURG RD.

Map 11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Greenbelt
Greenbelt
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HANOVER PKWY.
MANDAN RD.
BRAE BROOKE DR.
BRAE BROOKE DR.
CAPITAL BELTWAY I-95/495
BALTIMORE-WASHINGTON PKWY
(GLADYS NOOD SPELLMAN PKWY) MD 295
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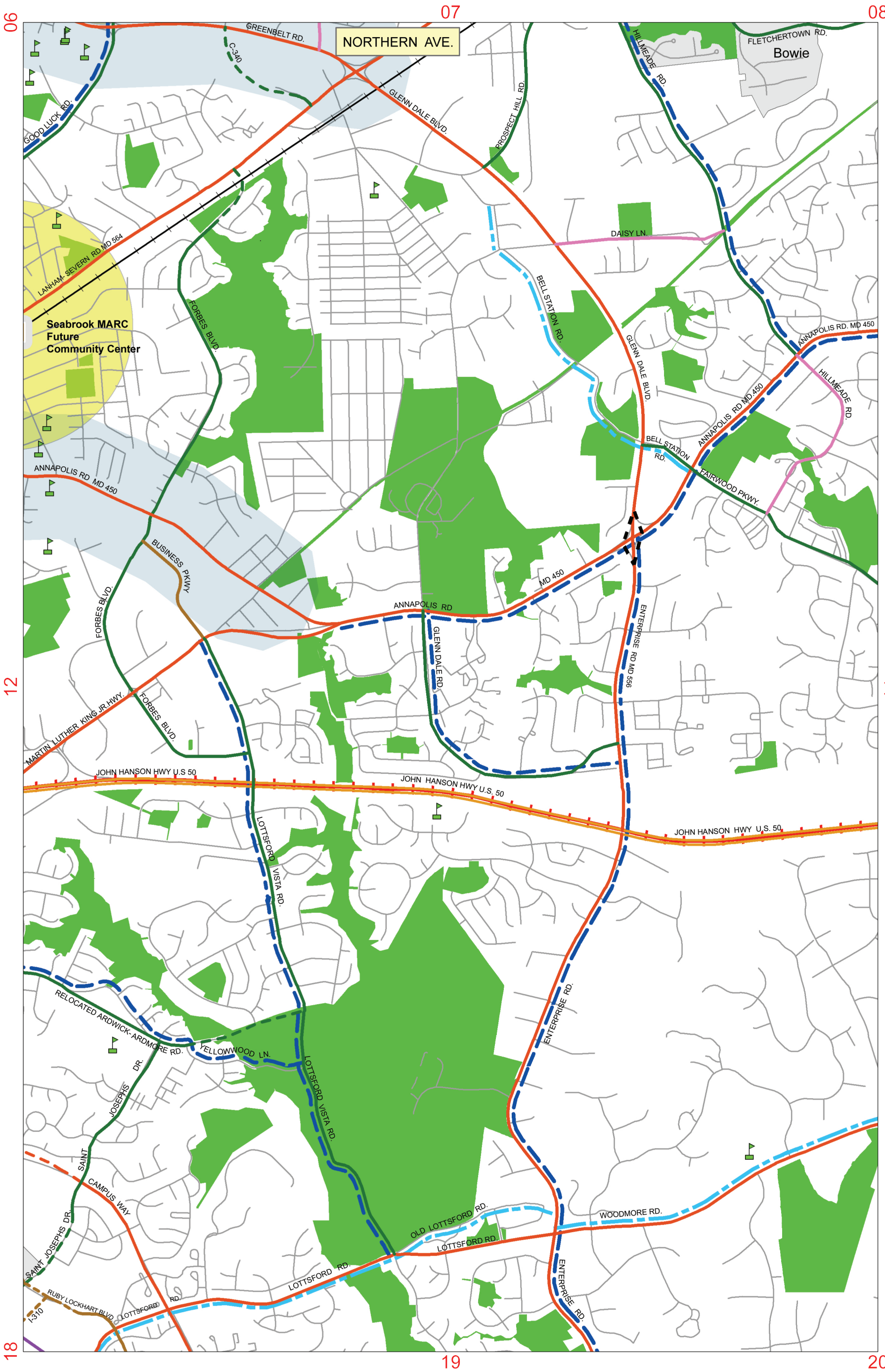
GOOD LUCK RD.
GOOD LUCK RD.
CIPRIANO RD.
PRINCESS GARDEN PKWY
Seabrook MARC
(Future)
Community Center
LANHAM-SEVERN RD MD 564
CARTER AVE
New Carrollton
LAMONT DR.
AUBURN AVE.
CAPITAL BELTWAY I-95/495
ANNAPOLIS RD MD. 450
BALTIMORE WASHINGTON PKWY MD 295
EAST WEST HWY
MD 410
RIVERDALE RD.
VETERANS PWY.
MD 410
FINNS LN.
ANNAPOLIS RD MD 450
HARKINS RD.
85TH AVE.
New Carrollton Metro
Metropolitan Center
CAPITAL BELTWAY I-95/495
WHITFIELD CHAPEL RD.
ELLIN RD.
GARDEN CITY DR.
JOHN HANSON HWY US 50
ARDWICK-ARDMORE RD.
ANNAPOLIS RD MD 450
ARDWICK-ARDMORE RD.
JOHN HANSON HWY U S 50
WHITFIELD
MD 704
Landover Hills
VETERANS PKWY.
PENNSY DR.
JEFFERSON AVE.
CHAPEL RD.
ARDWICK-ARDMORE RD.
COOPER LN.
Landover Metro
Regional Center
I-404
JOHN HANSON HWY US 50
LANDOVER RD MD 202
PENNSY DR.
75TH AVE.
HUBBARD RD.
MARTIN LUTHER KING JR. HWY.
Glenarden
BARLOWE RD.
BRIGHTSEAT RD.
CAPITAL BELTWAY I-95/450
Glenarden
Cheverly
JOHN HANSON HWY.
LANDOVER RD. MD 202
CAMPUS WAY
MC 417
EVARTS ST.
C-416
MC 417
LANDOVER RD MD 202
Landover Mall
Community Center
COLUMBIA PARK RD.
MARTIN LUTHER KING JR. HWY. MD 704
BRIGHTSEAT RD.

Map 12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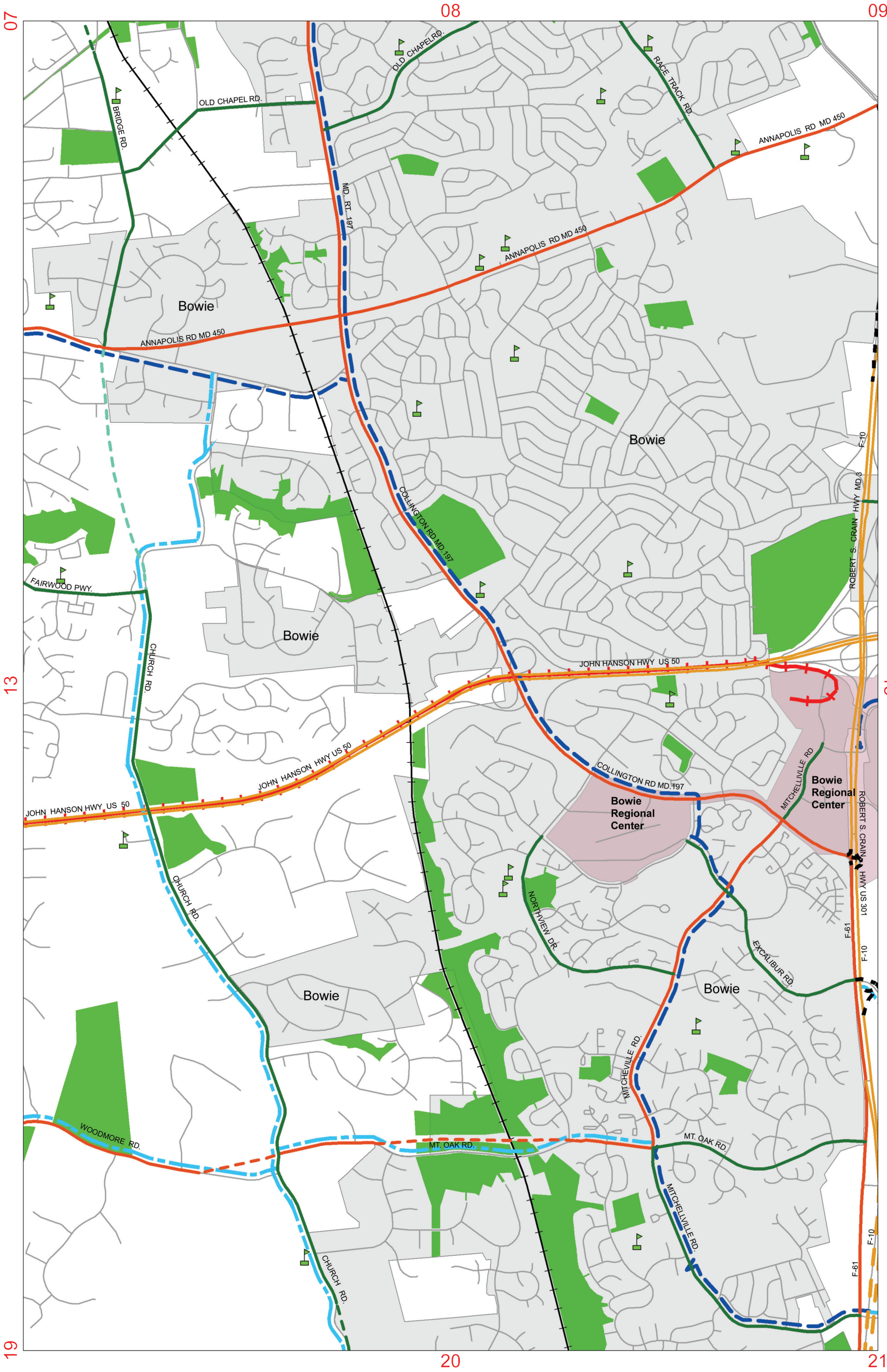
NORTHERN AVE.
GREENBELT RD.
C-340
GOOD LUCK RD.
GLENN DALE BLVD.
PROSPECT HILL RD.
HILLMEADE RD.
FLETCHERTOWN RD.
Bowie
DAISY LN.
LANHAM-SEVERN RD MD 564
Seabrook MARC
Future
Community Center
FORBES BLVD.
BELL STATION RD.
GLENN DALE BLVD.
ANNAPOLIS RD. MD 450
HILLMEADE RD.
ANNAPOLIS RD MD 450
BELL STATION RD.
ANNAPOLIS RD MD 450
FAIRWOOD PKWY.
BUSINESS PKWY
FORBES BLVD.
ANNAPOLIS RD
MD 450
GLENN DALE RD.
ENTERPRISE RD MD 556
MARTIN LUTHER KING JR.HWY.
FORBES BLVD.
JOHN HANSON HWY U.S 50
JOHN HANSON HWY U.S. 50
JOHN HANSON HWY U.S. 50
LOTTSFORD VISTA RD.
RELOCATED ARDWICK-ARDMORE RD.
YELLOWWOOD LN.
LOTTSFORD VISTA RD.
ENTERPRISE RD.
JOSEPHS DR.
SAINT
CAMPUS WAY
SAINT JOSEPHS DR.
OLD LOTTSFORD RD.
WOODMORE RD.
LOTTSFORD RD.
LOTTSFORD RD.
RUBY LOCKHART BLVD
I-310
ENTERPRISE RD.

Map 13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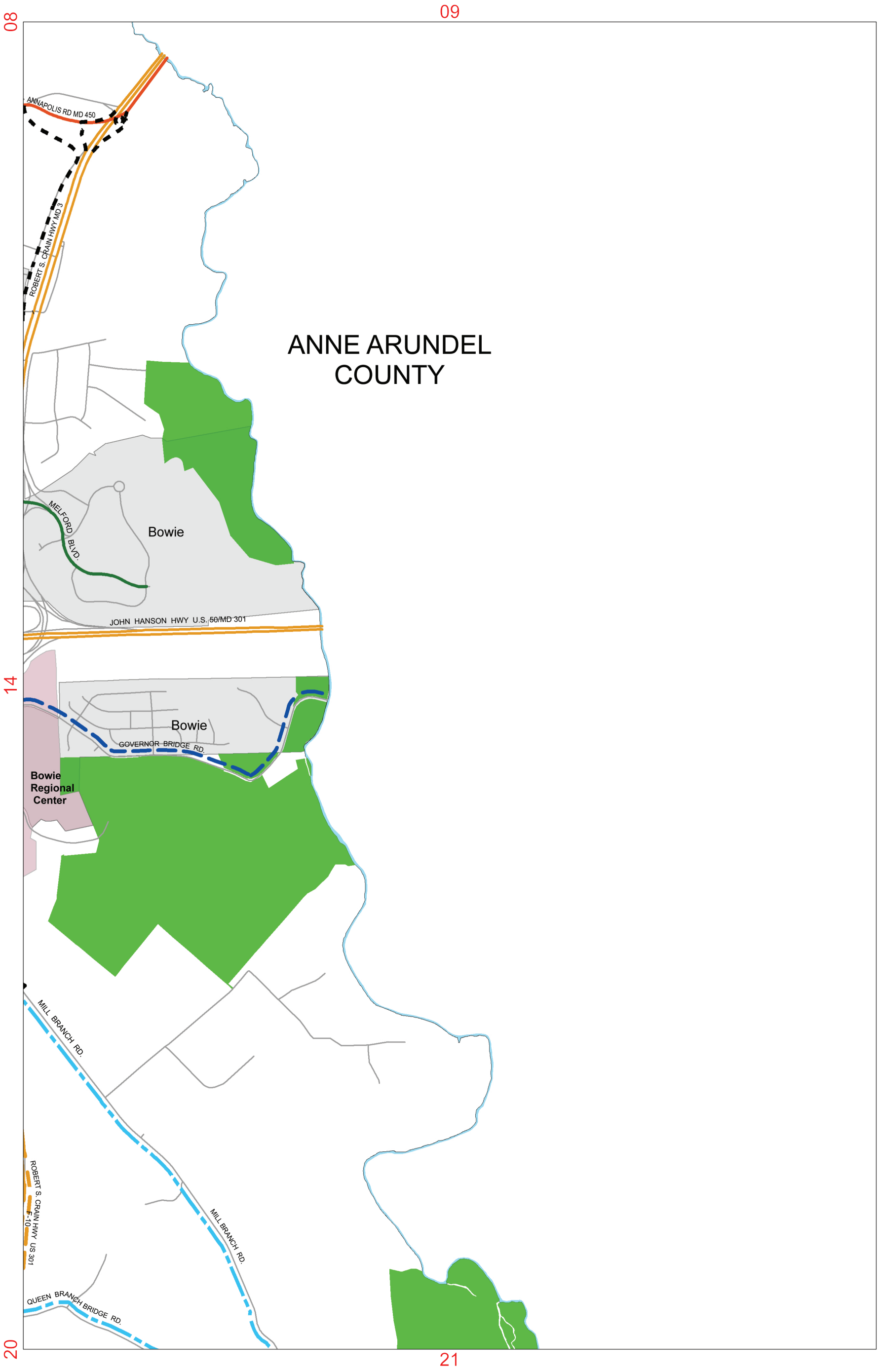
21
OLD CHAPEL RD.
BRIDGE RD.
MD. RT. 197
RACE TRACK RD.
ANNAPOLIS RD MD 450
Bowie
JOHN HANSON HWY US 50
COLLINGTON RD MD.197
FAIRWOOD PWY.
CHURCH RD.
Bowie Regional Center
MITCHELLVILLE RD
ROBERT S. CRAIN HWY MD.8
F-10
F-61
NORTHVIEW DR.
EXCALIBUR RD.
MT. OAK RD.
WOODMORE RD.

Map 14


08
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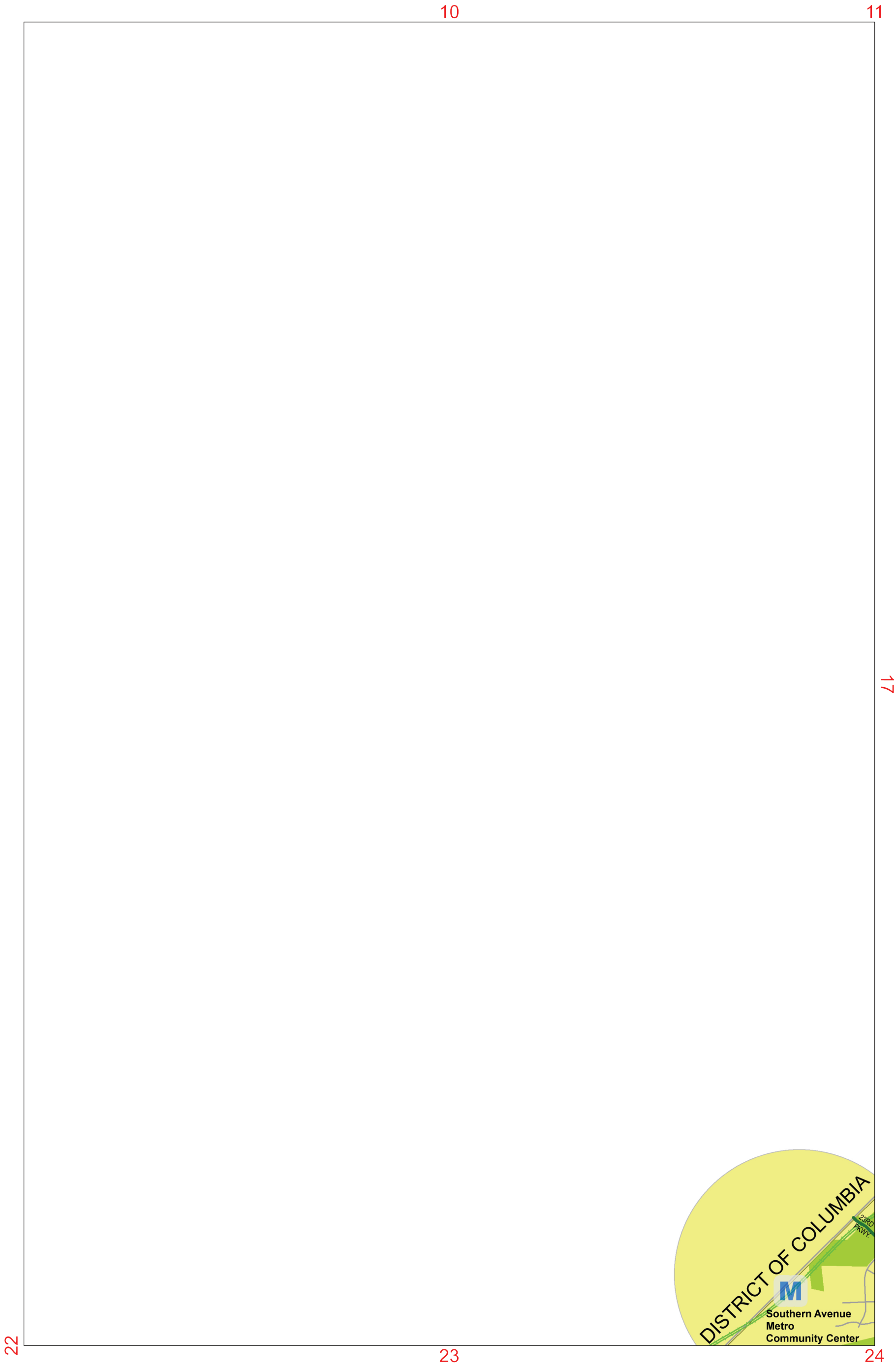
21
ANNAPOLIS RD MD 450
ROBERT S. CRAIN HWY MD 3
ANNE ARUNDEL COUNTY
MELFORD BLVD.
Bowie
JOHN HANSON HWY U.S. 50/MD 301
Bowie
GOVERNOR BRIDGE RD.
Bowie Regional Center
MILL BRANCH RD.
ROBERT S. CRAIN HWY US 301
I-10
QUEEN BRANCH BRIDGE RD.
MILL BRANCH RD.

Map 15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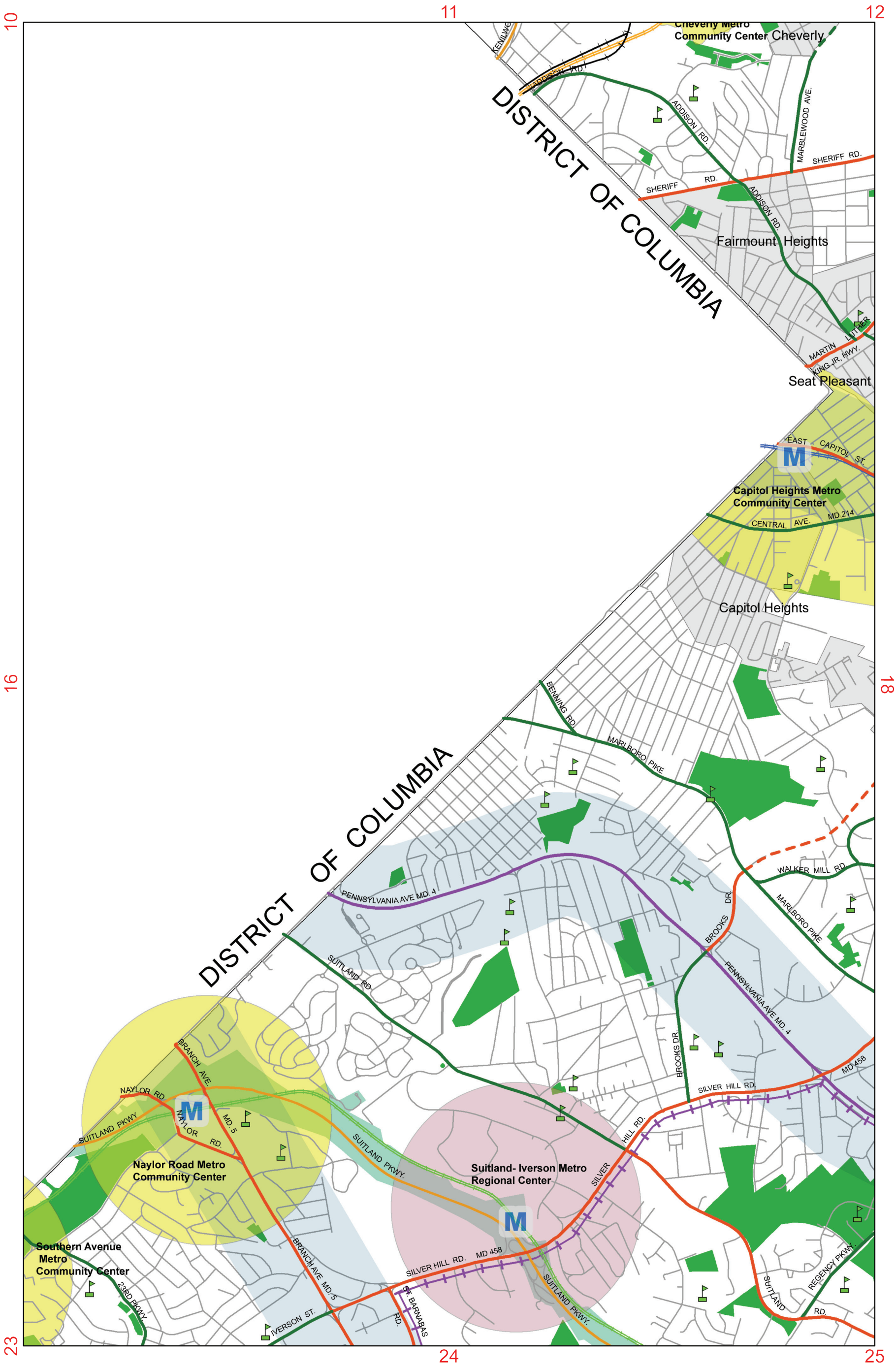
DISTRICT OF COLUMBIA
23RD PKWY
M
Southern Avenue
Metro
Community Center

Map 16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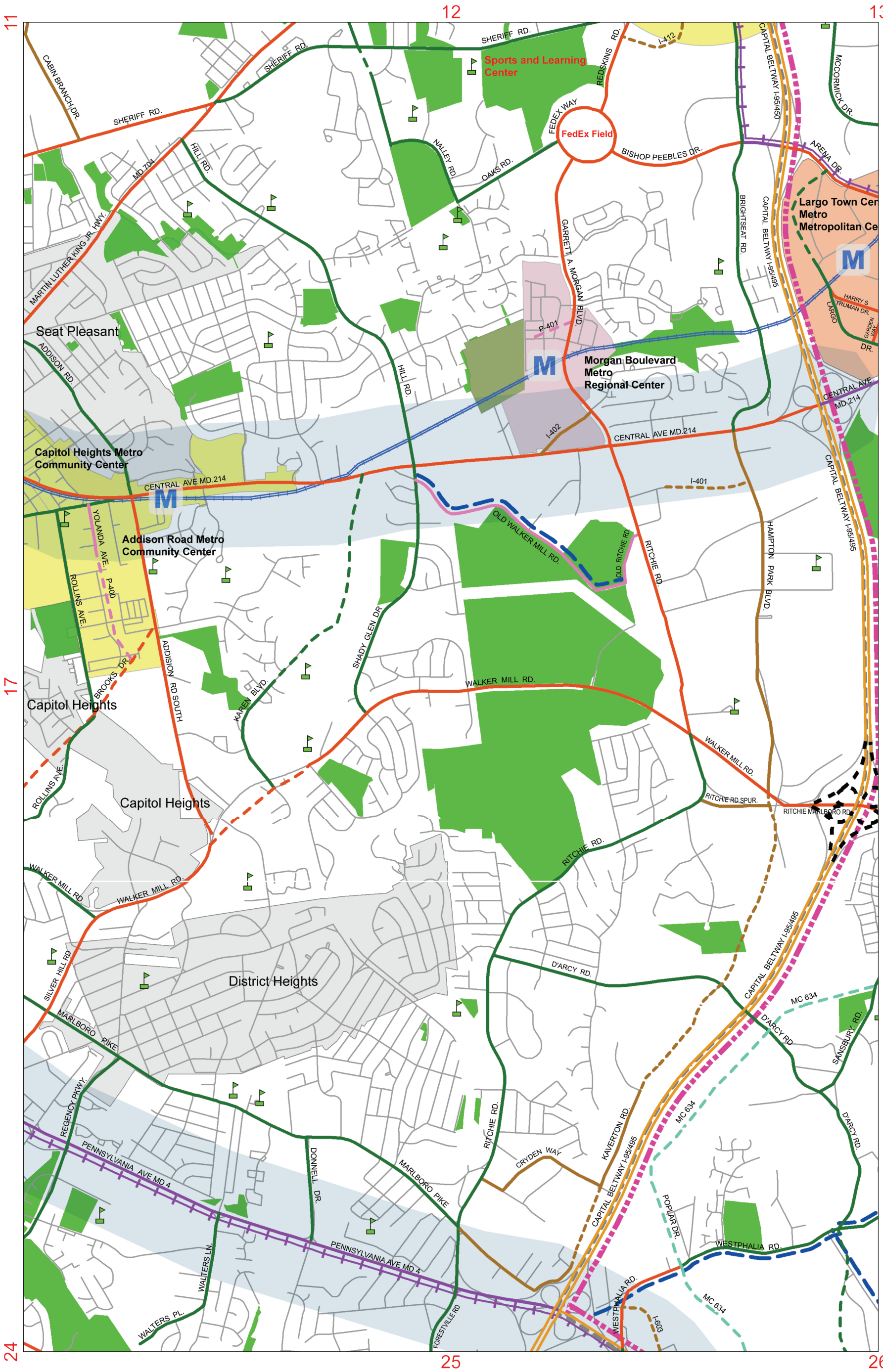
DISTRICT OF COLUMBIA
DISTRICT OF COLUMBIA
Cheverly Metro
Community Center
Cheverly
KENILWORTH AVE.
ADDISON RD.
ADDISON RD.
MARBLEWOOD AVE.
SHERIFF RD.
SHERIFF RD.
ADDISON RD.
Fairmount Heights
MARTIN LUTHER KING JR. HWY.
Seat Pleasant
EAST CAPITOL ST.
Capitol Heights Metro
Community Center
CENTRAL AVE.
MD 214
Capitol Heights
BENNING RD.
MARLBORO PIKE
WALKER MILL RD.
MARLBORO PIKE
PENNSYLVANIA AVE MD. 4
SUITLAND RD.
BROOKS DR.
BROOKS DR.
PENNSYLVANIA AVE MD. 4
MD 458
SILVER HILL RD.
SILVER HILL RD.
BRANCH AVE.
NAYLOR RD.
SUITLAND PKWY.
NAYLOR RD.
MD. 5
Naylor Road Metro
Community Center
SUITLAND PKWY.
Suitland- Iverson Metro
Regional Center
Southern Avenue
Metro
Community Center
23RD PKWY.
IVERSON ST.
BRANCH AVE MD. 5
ST. BARNABAS RD.
SILVER HILL RD. MD 458
SUITLAND PKWY.
SUITLAND
REGENCY PKWY.
RD.

Map 17


11
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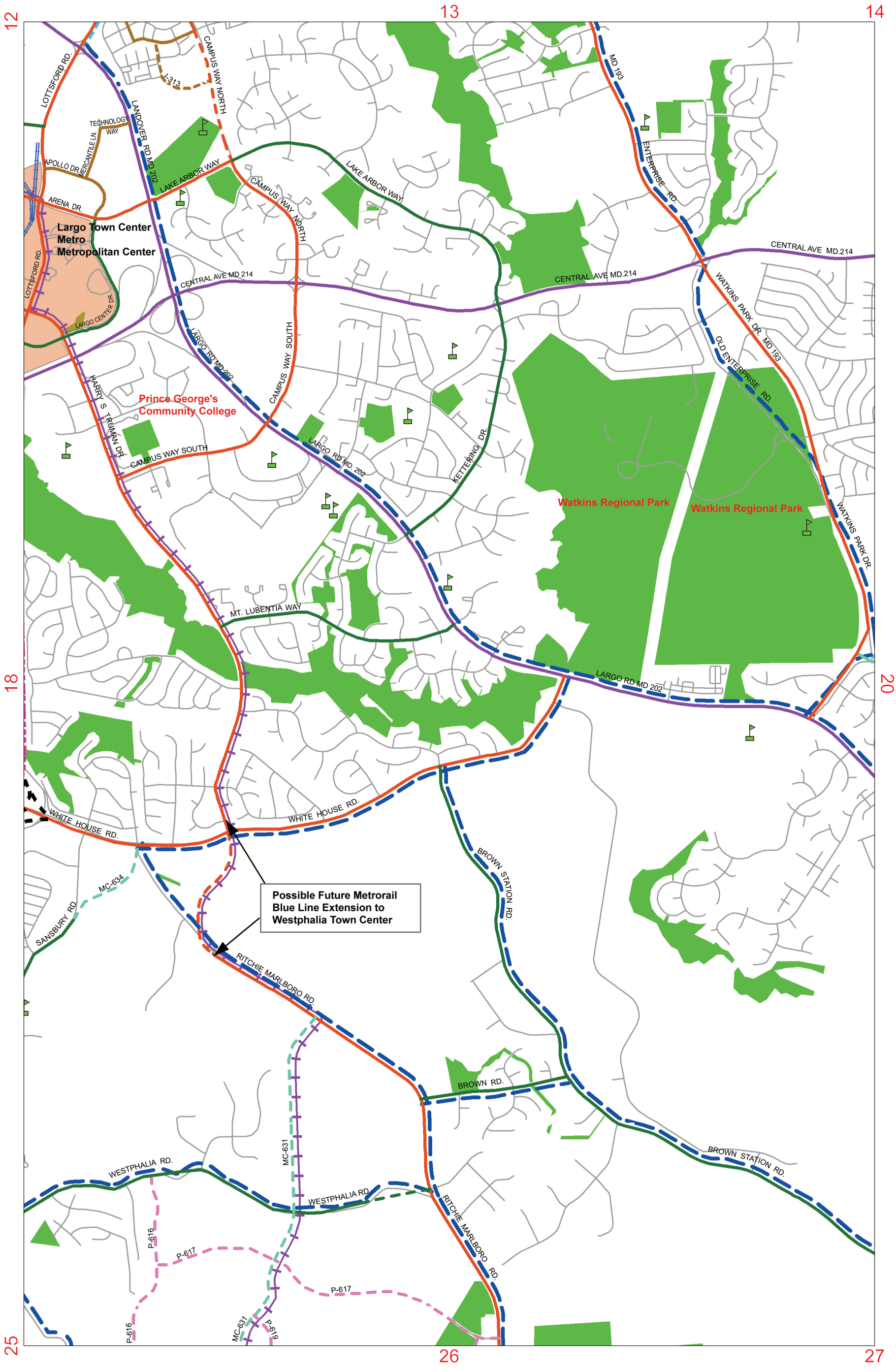
Sports and Learning Center
FedEx Field
Largo Town Cen
Metro
Metropolitan Ce
Morgan Boulevard
Metro
Regional Center
Capitol Heights Metro
Community Center
Addison Road Metro
Community Center
Seat Pleasant
Capitol Heights
Capitol Heights
District Heights
SHERIFF RD.
CABIN BRANCH DR.
MD 704
HILL RD.
NALLEY RD
OAKS RD.
FEDEX WAY
REDSKINS RD.
I-412
BISHOP PEEBLES DR.
CAPITAL BELTWAY I-95/450
MCCORMICK DR.
ARENA DR.
MARTIN LUTHER KING JR. HWY.
GARRETT A. MORGAN BLVD.
BRIGHTSEAT RD.
CAPITAL BELTWAY I-95/495
HARRY S TRUMAN DR.
LARGO
GARDEN WAY
DR.
P-401
ADDISON RD.
CENTRAL AVE.
MD 214
I-402
CENTRAL AVE MD.214
I-401
YOLANDA AVE.
P-400
ROLLINS AVE.
OLD WALKER MILL RD.
OLD RITCHIE RD.
RITCHIE RD.
HAMPTON PARK BLVD.
BROOKS DR.
ADDISON RD SOUTH
KAREN BLVD.
SHADY GLEN DR
WALKER MILL RD.
RITCHIE RD SPUR.
RITCHIE MARLBORO RD.
SILVER HILL RD.
D'ARCY RD.
MC 634
SANSBURY RD
MARLBORO PIKE
REGENCY PKWY.
PENNSYLVANIA AVE MD 4
DONNELL DR.
CRYDEN WAY
KAVERTON RD.
POPLAR DR.
WESTPHALIA RD.
I-603
WALTERS LN.
WALTERS PL.
FORESTVILLE RD

Map 18


12
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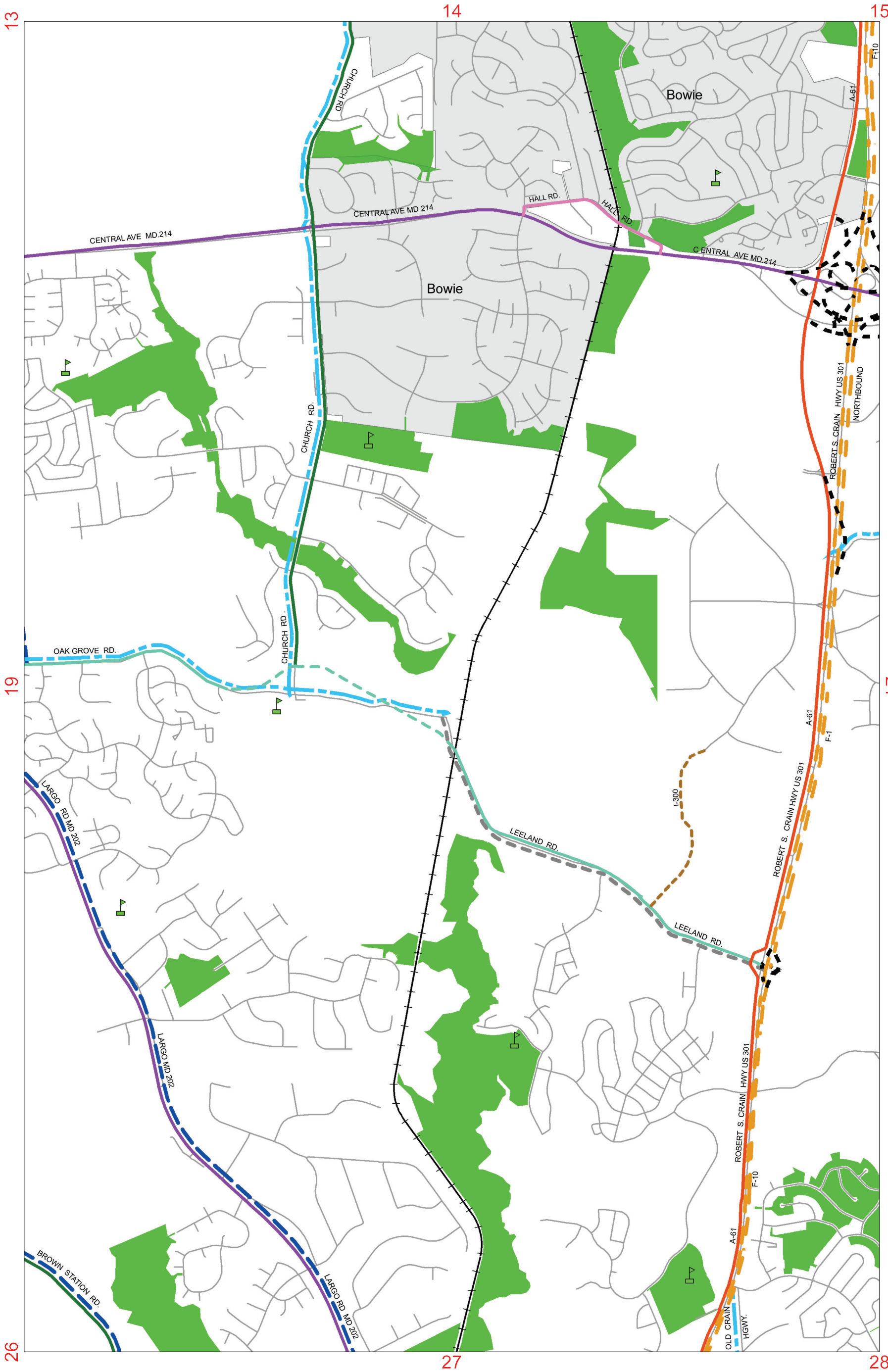
27
LOTTSFORD RD.
LANDOVER RD MD 202
I-313
CAMPUS WAY NORTH
TECHNOLOGY WAY
MERCANTILE LN.
APOLLO DR.
LAKE ARBOR WAY
ARENA DR.
Largo Town Center
Metro
Metropolitan Center
LARGO CENTER DR.
CENTRAL AVE MD 214
CAMPUS WAY SOUTH
LARGO RD MD 202
HARRY S TRUMAN DR.
Prince George's
Community College
KETTERING DR.
MD 193
ENTERPRISE RD.
CENTRAL AVE MD.214
WATKINS PARK DR. MD 193
OLD ENTERPRISE RD.
Watkins Regional Park
WATKINS PARK DR.
MT. LUBENTIA WAY
WHITE HOUSE RD.
SANSBURY RD.
MC-634
Possible Future Metrorail
Blue Line Extension to
Westphalia Town Center
RITCHIE MARLBORO RD.
BROWN STATION RD.
BROWN RD.
WESTPHALIA RD.
MC-631
WESTPHALIA RD
P-616
P-617
P-619

Map 19


13
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27
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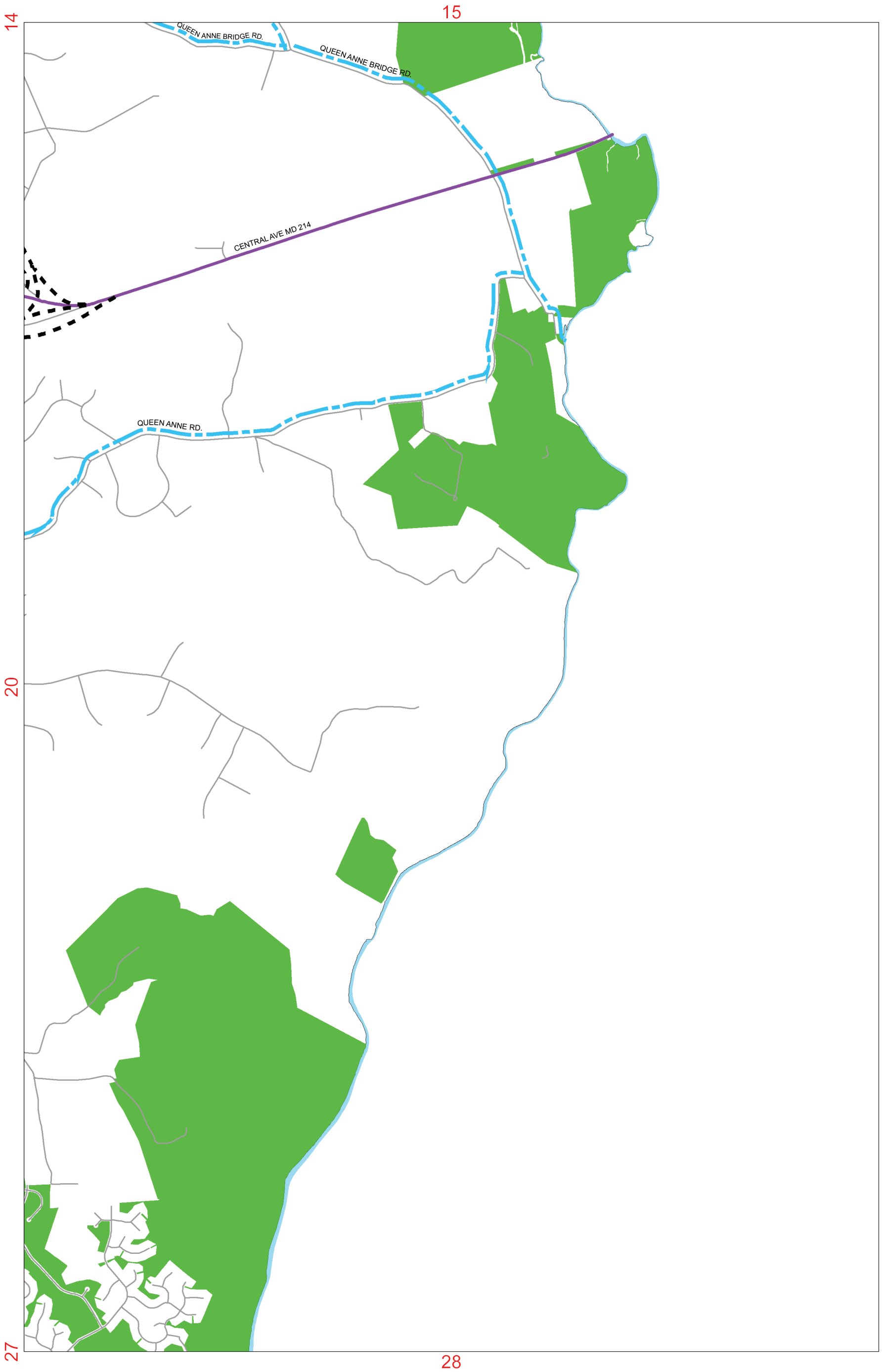
Bowie
Bowie
CHURCH RD
CENTRAL AVE MD 214
CENTRAL AVE MD.214
HALL RD.
HALL RD.
CENTRAL AVE MD.214
A-61
F-10
CHURCH RD.
CHURCH RD.
HWY US 301
NORTHBOUND
ROBERT S. CRAIN
OAK GROVE RD.
LARGO RD MD 202
LEELAND RD.
LEELAND RD.
I-300
ROBERT S. CRAIN HWY US 301
A-61
F-1
LARGO MD 202
ROBERT S. CRAIN HWY US 301
A-61
F-10
BROWN STATION RD.
LARGO RD MD 202
OLD CRAIN HGWY.

Map 20


14
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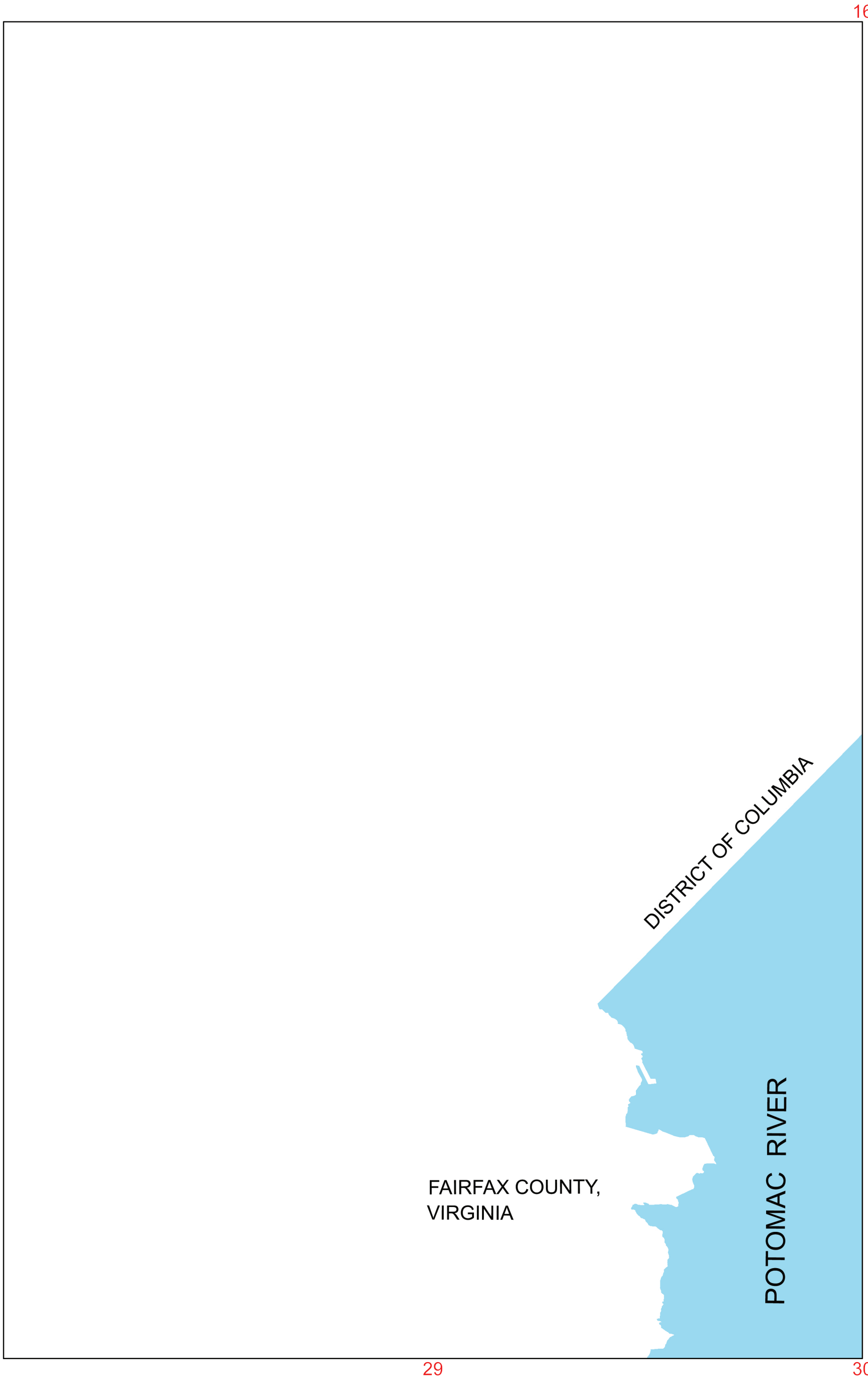
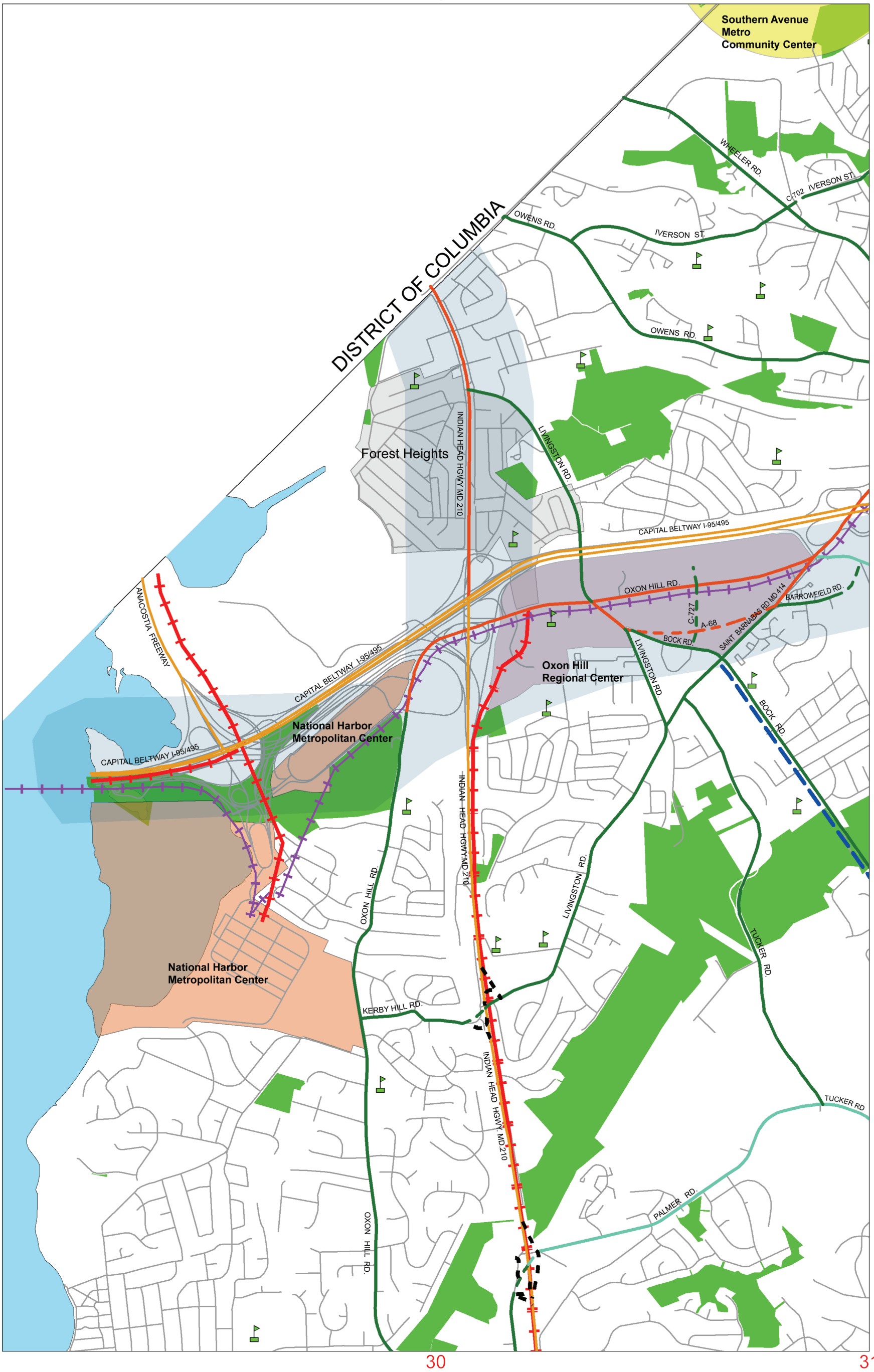
28
QUEEN ANNE BRIDGE RD.
QUEEN ANNE BRIDGE RD.
CENTRAL AVE MD 214
QUEEN ANNE RD.

Map 21


16
23
DISTRICT OF COLUMBIA
FAIRFAX COUNTY,
VIRGINIA
POTOMAC RIVER
29
30

Map 22


Southern Avenue
Metro
Community Center
DISTRICT OF COLUMBIA
WHEELER RD.
C-702 IVERSON ST.
OWENS RD.
IVERSON ST.
OWENS RD.
Forest Heights
INDIAN HEAD HGWY MD 210
LIVINGSTON RD.
CAPITAL BELTWAY I-95/495
OXON HILL RD.
C-727
A-68
BOCK RD.
SAINT BARNABAS RD MD 414
BARROWFIELD RD.
Oxon Hill
Regional Center
ANACOSTIA FREEWAY
CAPITAL BELTWAY I-95/495
National Harbor
Metropolitan Center
CAPITAL BELTWAY I-95/495
OXON HILL RD.
INDIAN HEAD HGWY MD 210
LIVINGSTON RD.
BOCK RD.
National Harbor
Metropolitan Center
KERBY HILL RD.
INDIAN HEAD HGWY MD 210
TUCKER RD
PALMER RD.
OXON HILL RD.
22
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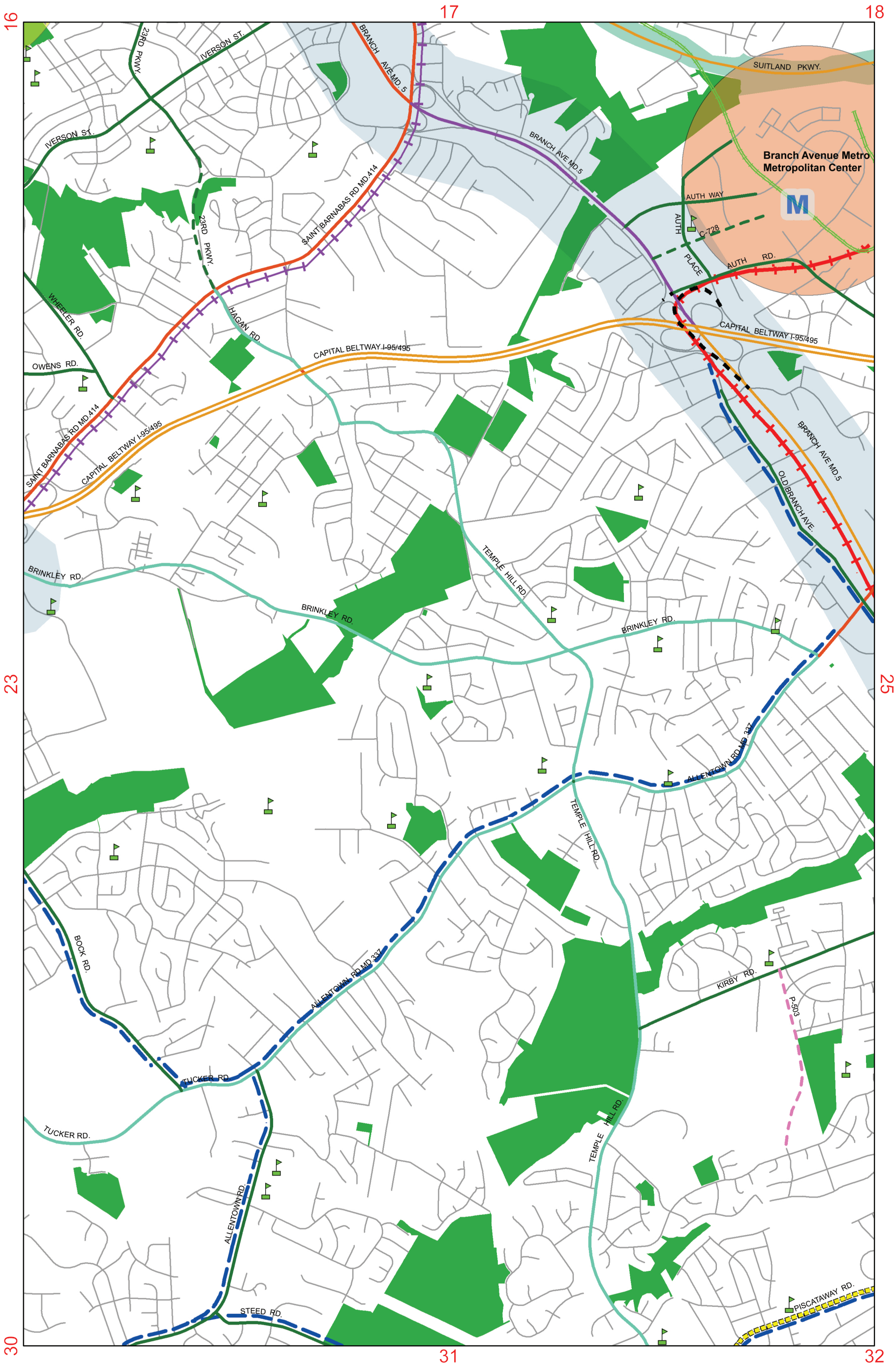
Map 23


16
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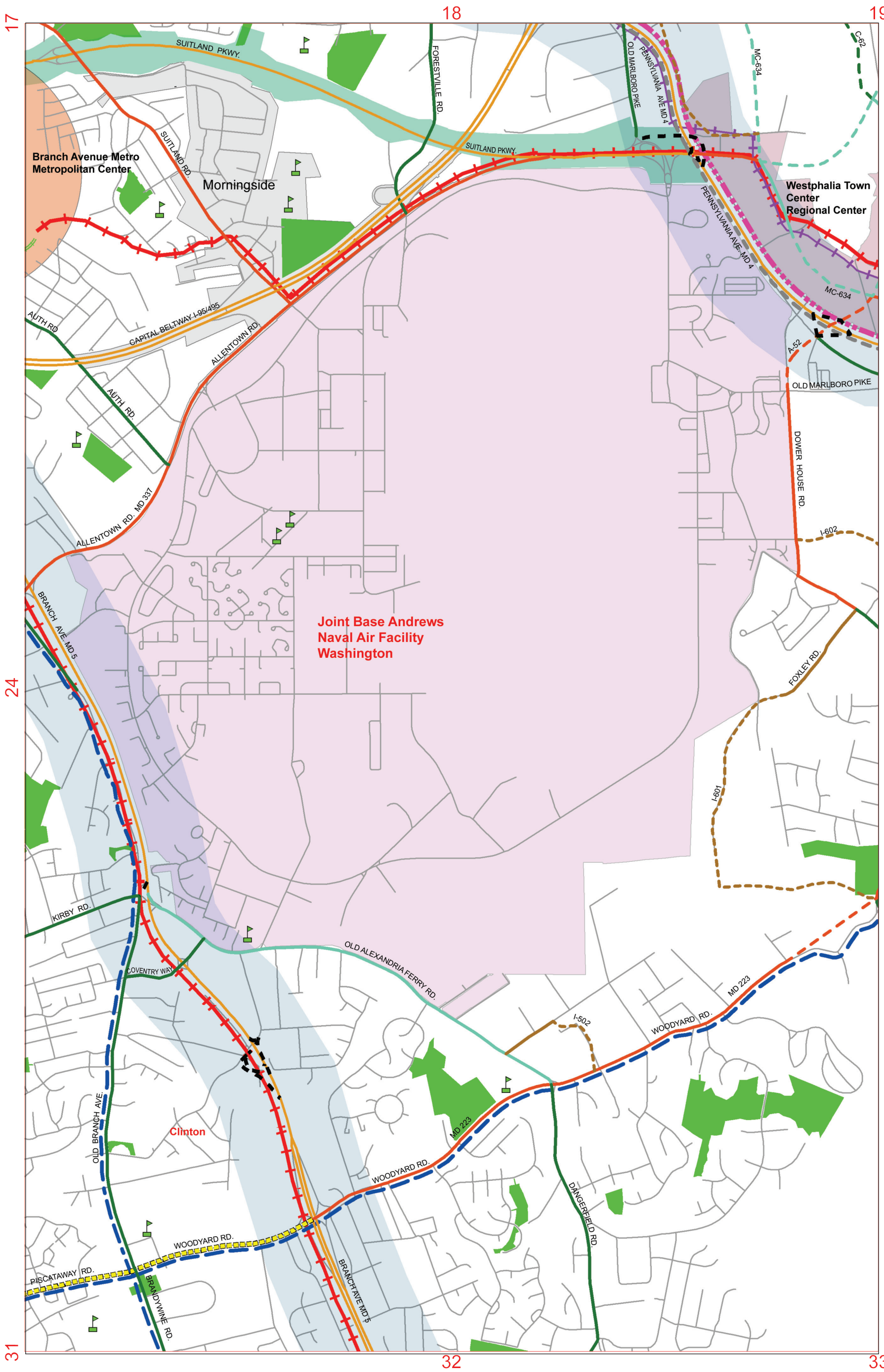
IVERSON ST.
23RD PKWY
BRANCH AVE MD. 5
SUITLAND PKWY.
Branch Avenue Metro
Metropolitan Center
M
AUTH WAY
AUTH PLACE
C-728
AUTH RD.
SAINT BARNABAS RD MD.414
23RD PKWY.
WHEELER RD.
HAGAN RD.
CAPITAL BELTWAY I-95/495
OWENS RD.
BRANCH AVE MD.5
OLD BRANCH AVE.
BRINKLEY RD.
TEMPLE HILL RD.
ALLENTOWN RD MD 337
BOCK RD.
TUCKER RD.
KIRBY RD.
P-503
HILL RD.
STEED RD.
PISCATAWAY RD.

Map 24


17
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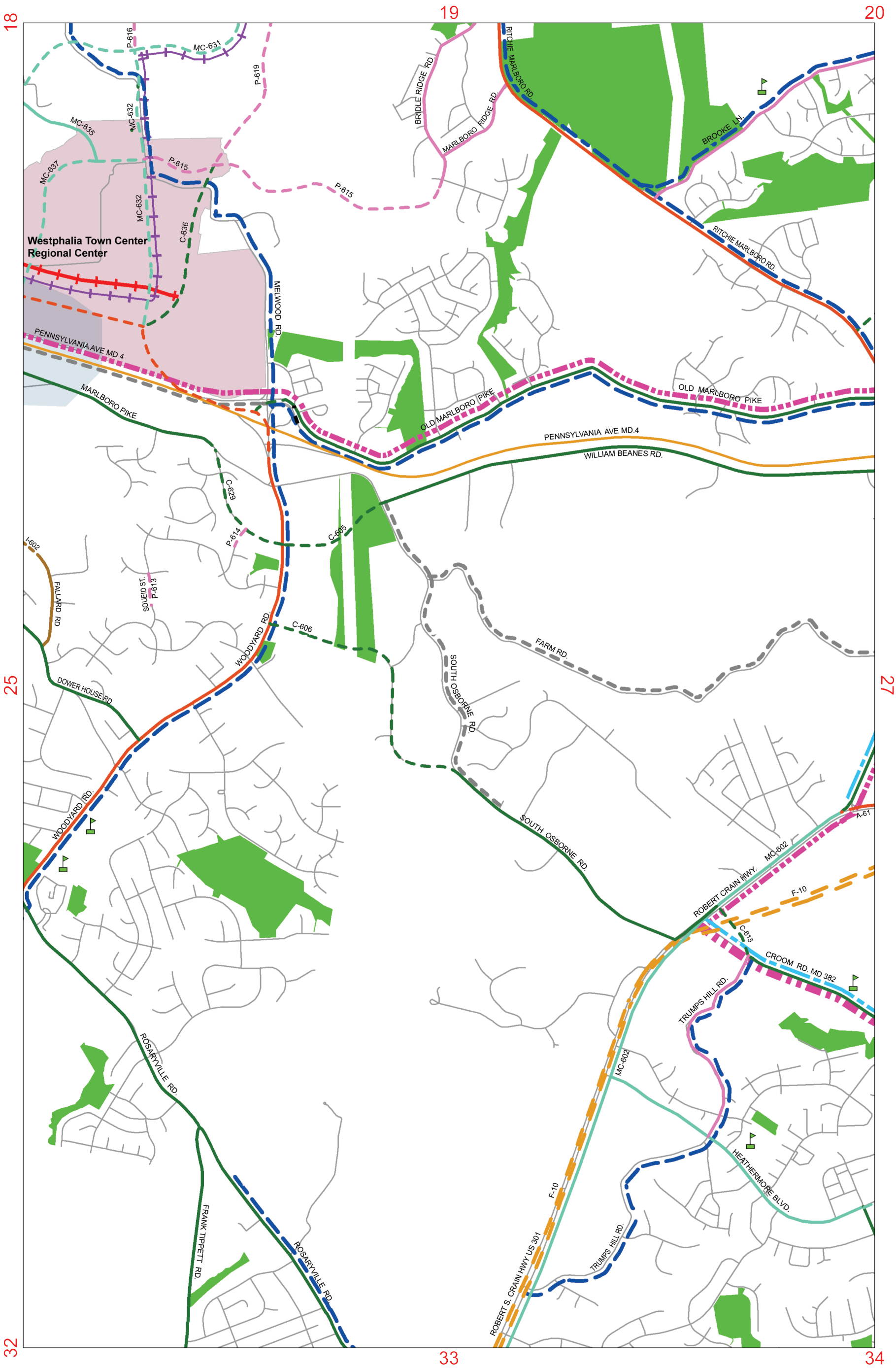
SUITLAND PKWY.
FORESTVILLE RD.
OLD MARLBORO PIKE
PENNSYLVANIA AVE MD 4
MC-634
C-62
Branch Avenue Metro
Metropolitan Center
SUITLAND RD.
Morningside
Westphalia Town
Center
Regional Center
AUTH RD
CAPITAL BELTWAY I-95/495
ALLENTOWN RD.
A-52
OLD MARLBORO PIKE
DOWER HOUSE RD.
ALLENTOWN RD. MD 337
I-602
Joint Base Andrews
Naval Air Facility
Washington
BRANCH AVE MD 5
FOXLEY RD.
KIRBY RD.
I-601
OLD ALEXANDRIA FERRY RD.
COVENTRY WAY
MD 223
I-502
WOODYARD RD.
OLD BRANCH AVE.
Clinton
DANGERFIELD RD.
PISCATAWAY RD.
BRANDYWINE RD.

Map 25


18
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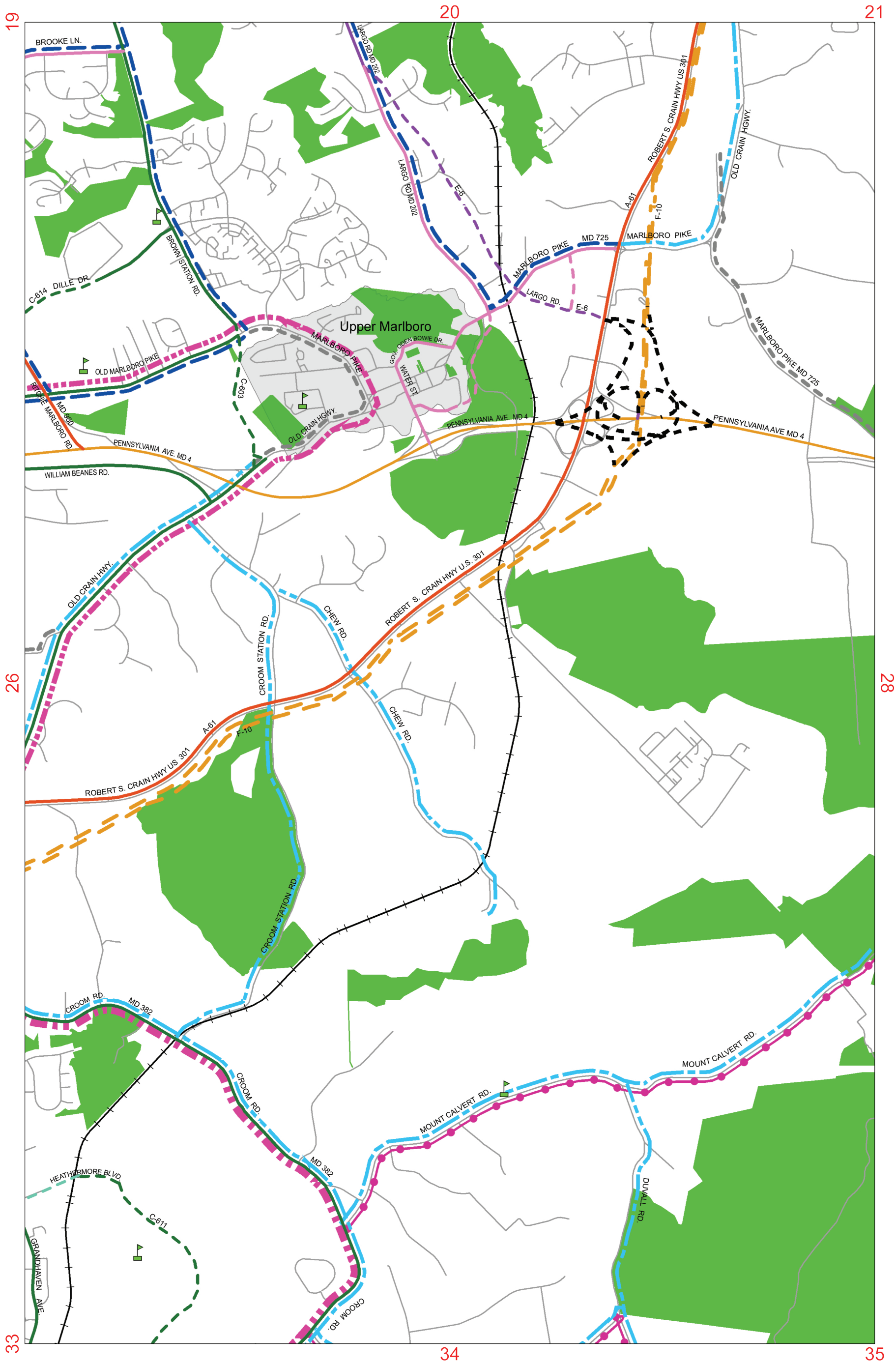
Westphalia Town Center
Regional Center
P-616
MC-631
P-619
MC-632
MC-635
MC-637
P-615
C-636
MELWOOD RD.
PENNSYLVANIA AVE MD 4
MARLBORO PIKE
BRIDLE RIDGE RD.
MARLBORO RIDGE RD.
RITCHIE MARLBORO RD.
BROOKE LN.
OLD MARLBORO PIKE
PENNSYLVANIA AVE MD.4
WILLIAM BEANES RD.
C-629
P-614
C-605
I-602
FALLARD RD
SOUEID ST.
P-613
WOODYARD RD.
C-606
DOWER HOUSE RD
FARM RD.
SOUTH OSBORNE RD.
A-61
MC-602
ROBERT CRAIN HWY.
F-10
C-615
CROOM RD. MD 382
TRUMPS HILL RD.
HEATHERMORE BLVD.
ROSARYVILLE RD.
FRANK TIPPETT RD
ROBERT S. CRAIN HWY US 301

Map 26


19
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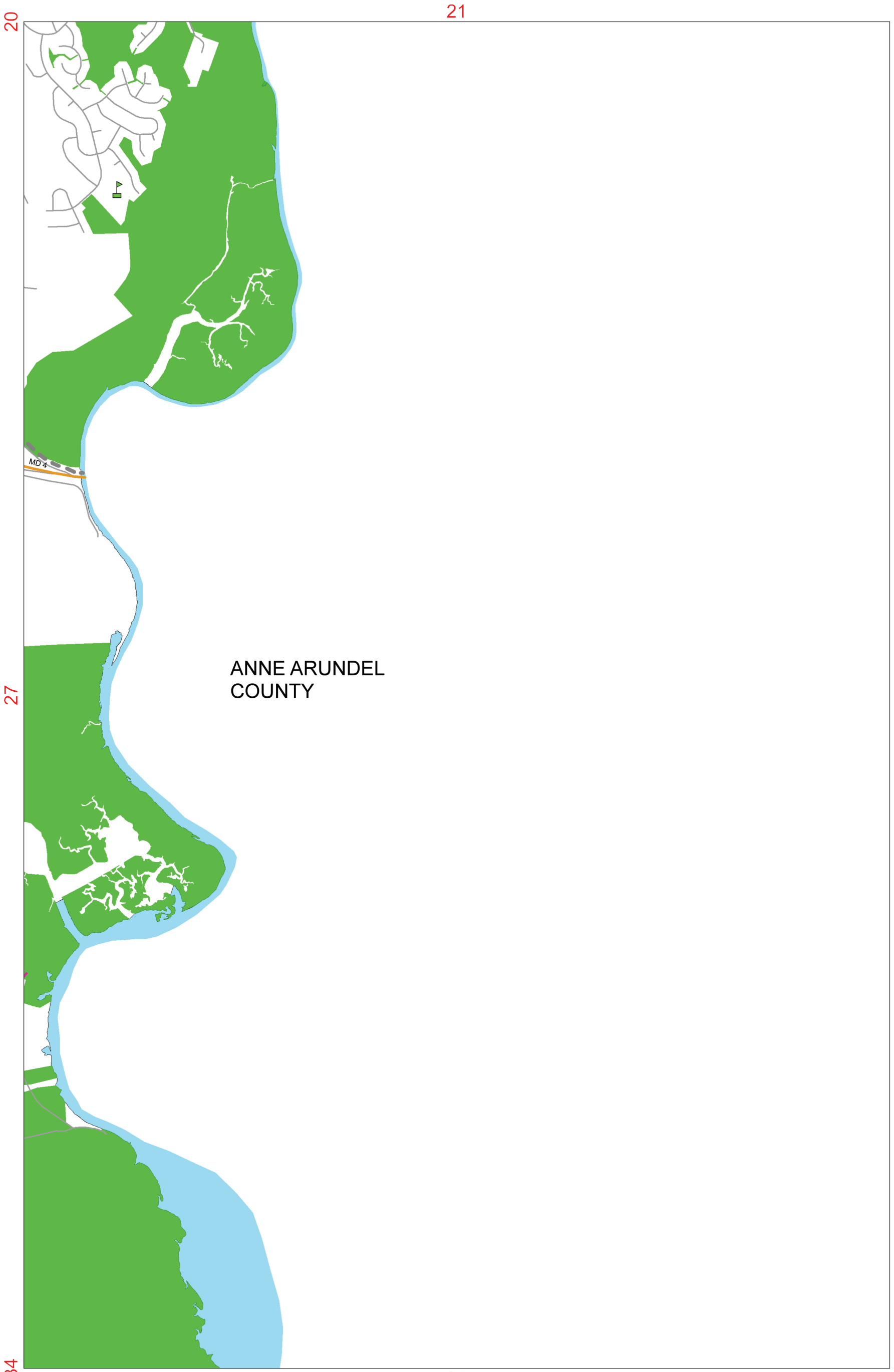
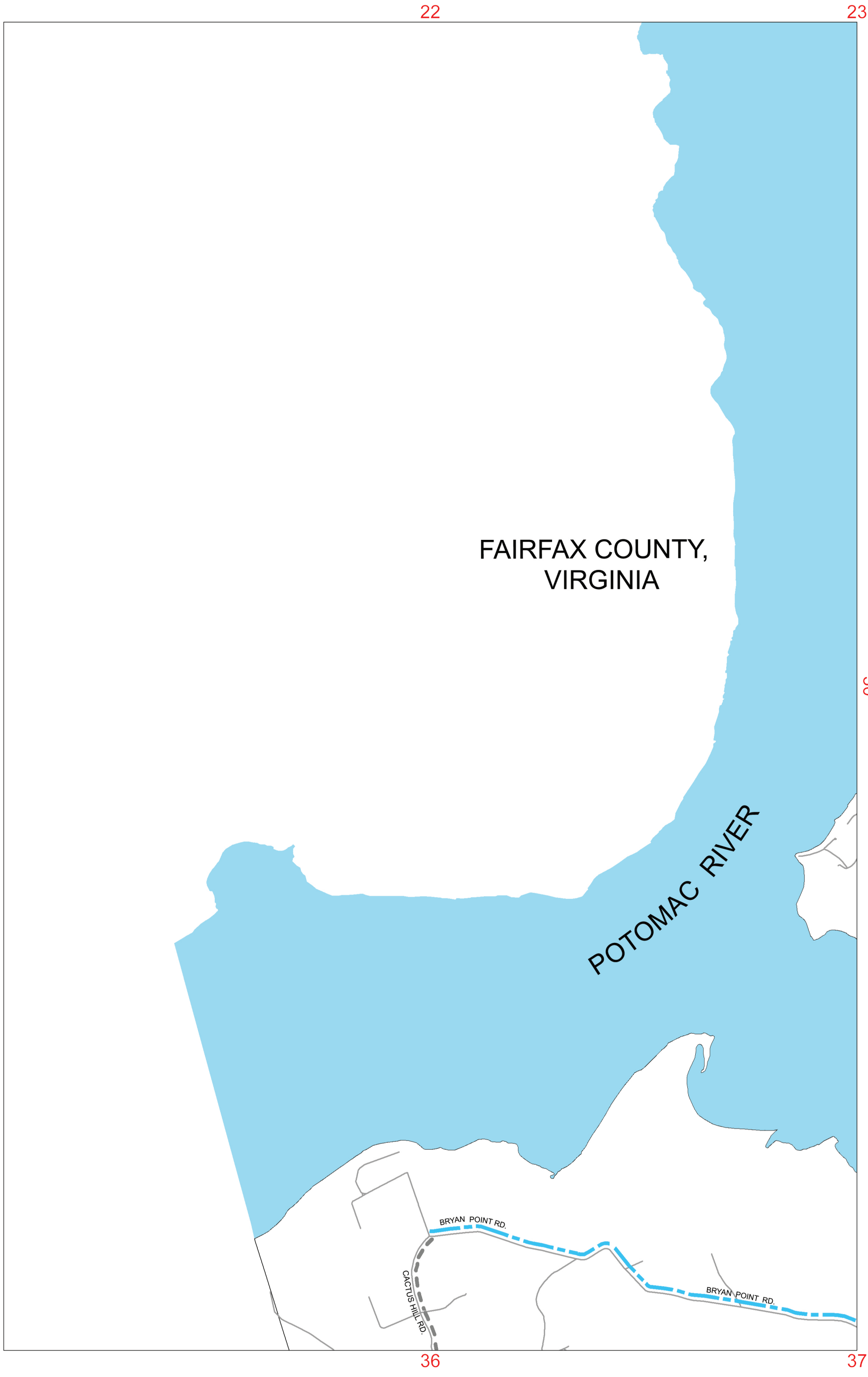
BROOKE LN.
LARGO RD MD 202
E-5
ROBERT S. CRAIN HWY US 301
A-61
F-10
OLD CRAIN HGWY.
MARLBORO PIKE
MD 725
LARGO RD.
E-6
C-614 DILLE DR.
BROWN STATION RD.
Upper Marlboro
GOV. ODEN BOWIE DR.
WATER ST.
MARLBORO PIKE MD 725
OLD MARLBORO PIKE
C-603
RITCHIE MARLBORO RD.
MD 380
PENNSYLVANIA AVE. MD 4
WILLIAM BEANES RD.
CROOM STATION RD.
CHEW RD.
CROOM RD.
MD 382
MOUNT CALVERT RD.
DUVALL RD.
HEATHERMORE BLVD.
C-611
GRANDHAVEN AVE.

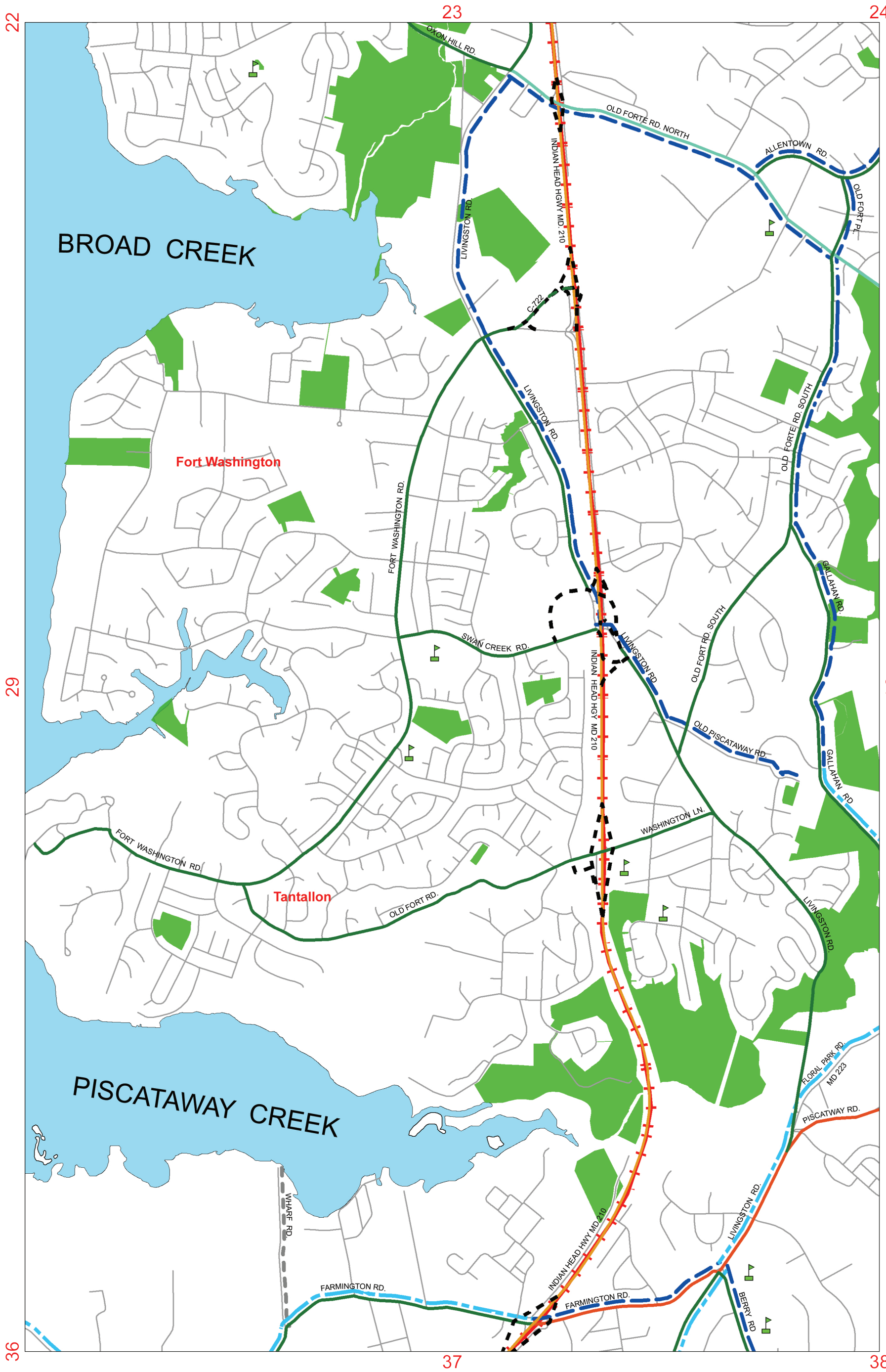
Map 27



Map 28


22
23
30
FAIRFAX COUNTY,
VIRGINIA
POTOMAC RIVER
BRYAN POINT RD.
CACTUS HILL RD.
BRYAN POINT RD.
36
37

Map 29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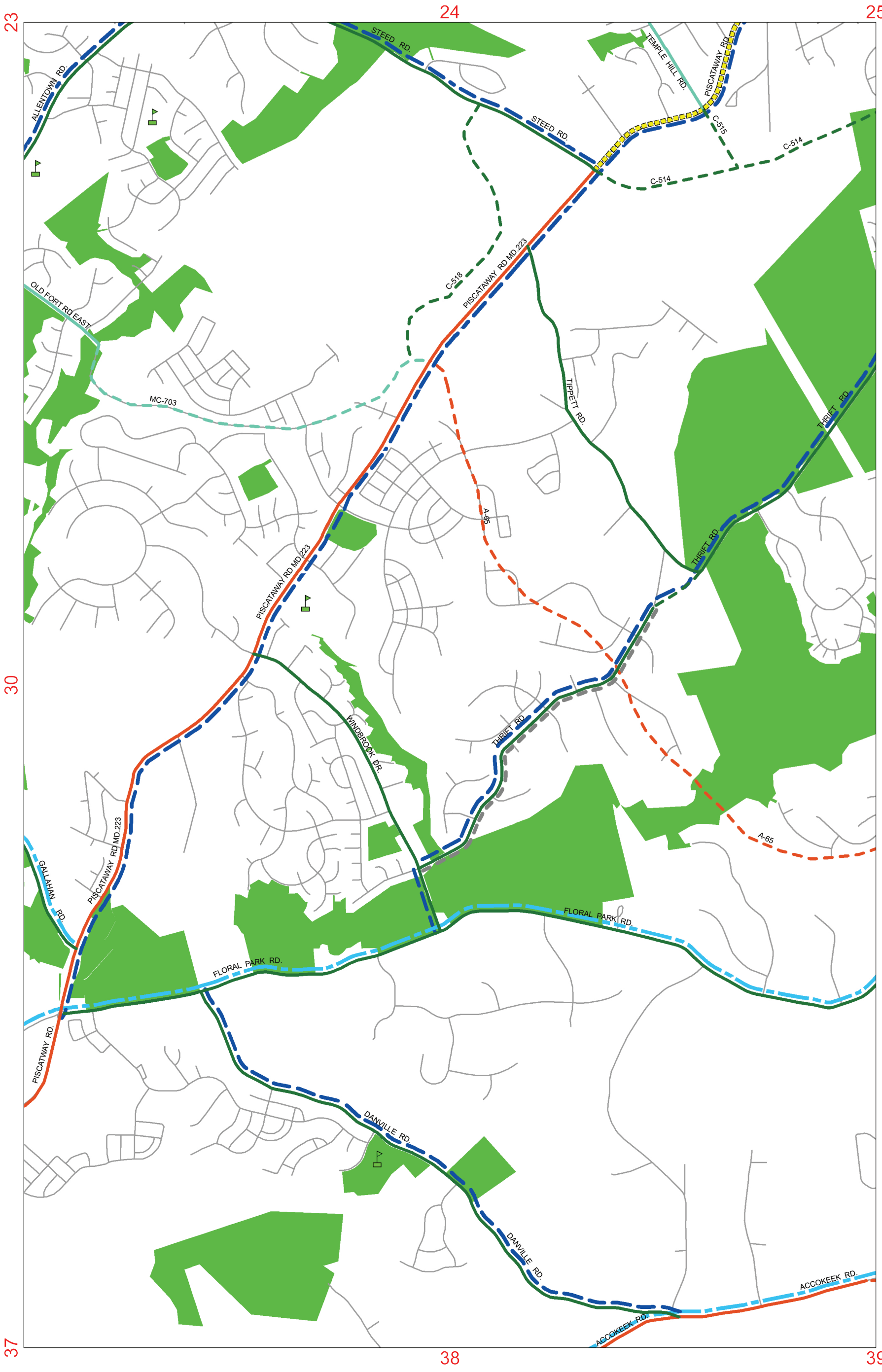
BROAD CREEK
PISCATAWAY CREEK
Fort Washington
Tantallon
OXON HILL RD.
OLD FORTE RD. NORTH
ALLENTOWN RD.
OLD FORT PL.
INDIAN HEAD HGWY MD. 210
LIVINGSTON RD.
C-722
LIVINGSTON RD.
OLD FORTE RD. SOUTH
FORT WASHINGTON RD.
SWAN CREEK RD.
INDIAN HEAD HGY MD 210
LIVINGSTON RD.
OLD FORT RD. SOUTH
GALLAHAN RD.
OLD PISCATAWAY RD.
GALLAHAN RD.
WASHINGTON LN.
FORT WASHINGTON RD.
OLD FORT RD.
LIVINGSTON RD.
FLORAL PARK RD.
MD 223
PISCATWAY RD.
WHARF RD.
INDIAN HEAD HWY MD 210
LIVINGSTON RD.
FARMINGTON RD.
FARMINGTON RD.
BERRY RD

Map 30


23
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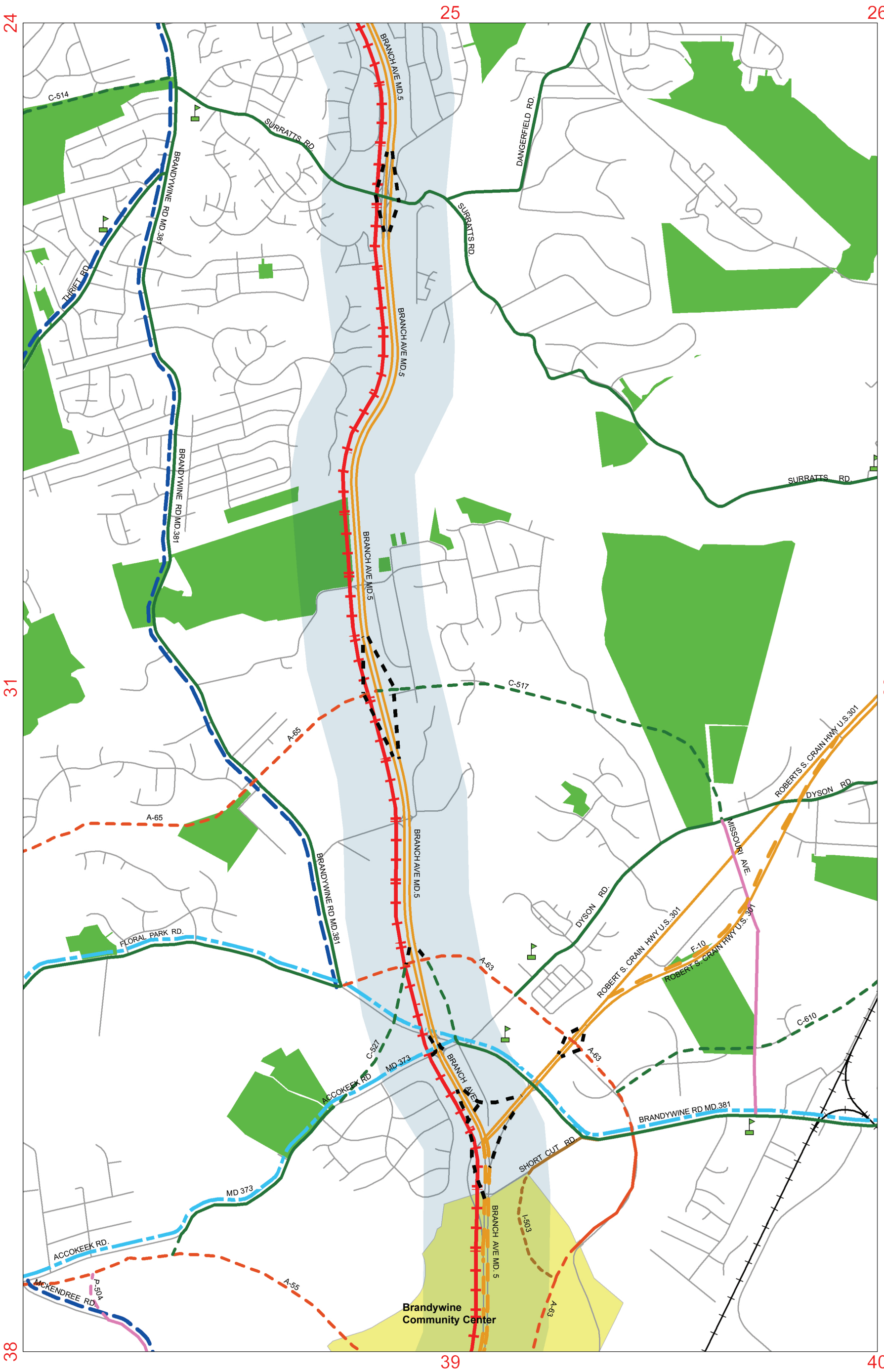
ALLENTOWN RD.
STEED RD.
STEED RD.
TEMPLE HILL RD.
PISCATAWAY RD.
C-515
C-514
C-514
C-518
PISCATAWAY RD MD 223
OLD FORT RD EAST
MC-703
TIPPETT RD.
THRIFT RD.
A-65
PISCATAWAY RD MD 223
WINDBROOK DR.
THRIFT RD.
A-65
GALLAHAN RD.
PISCATAWAY RD MD 223
FLORAL PARK RD.
FLORAL PARK RD.
PISCATAWAY RD
DANVILLE RD.
DANVILLE RD.
ACCOKEEK RD.
ACCOKEEK RD.

Map 31


24
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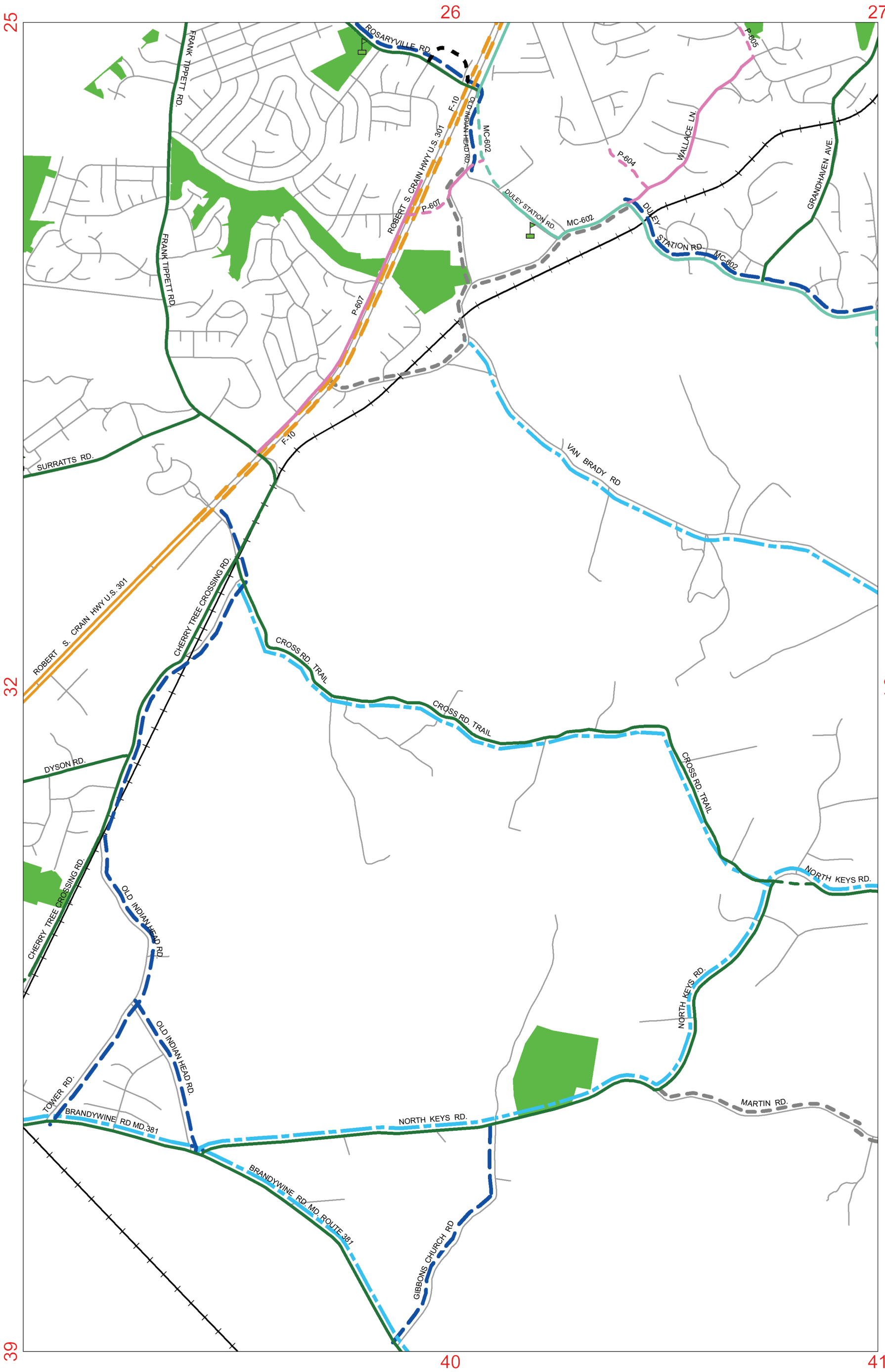
C-514
SURRATTS RD.
BRANCH AVE MD.5
DANGERFIELD RD.
BRANDYWINE RD MD.381
THRIFT RD.
FLORAL PARK RD.
C-517
A-65
DYSON RD.
ROBERTS S. CRAIN HWY U.S.301
MISSOURI AVE.
F-10
C-610
C-527
MD 373
ACCOKEEK RD.
SHORT CUT RD.
I-503
A-63
A-55
P-504
MCKENDREE RD.
Brandywine
Community Center

Map 32


25
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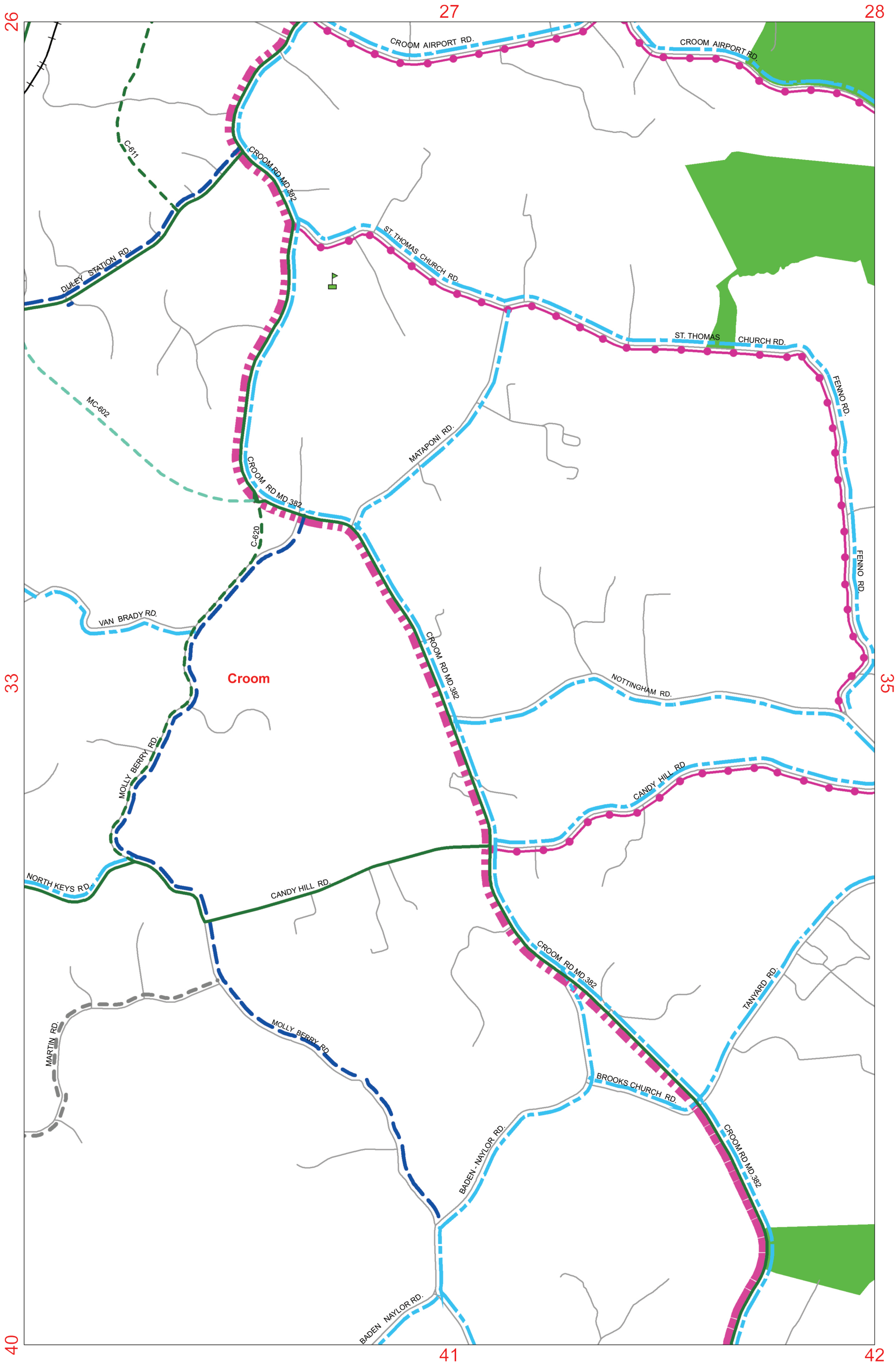
41
ROSARYVILLE RD.
FRANK TIPPETT RD.
F-10
OLD INDIAN HEAD RD.
MC-602
ROBERT S. CRAIN HWY U.S. 301
P-607
P-604
P-605
WALLACE LN.
DULEY STATION RD.
DULEY STATION RD.
GRANDHAVEN AVE.
SURRATTS RD.
VAN BRADY RD
CHERRY TREE CROSSING RD.
CROSS RD. TRAIL
DYSON RD.
NORTH KEYS RD.
TOWER RD.
BRANDYWINE RD MD.381
MARTIN RD.
BRANDYWINE RD. MD. ROUTE 381
GIBBONS CHURCH RD

Map 33


26
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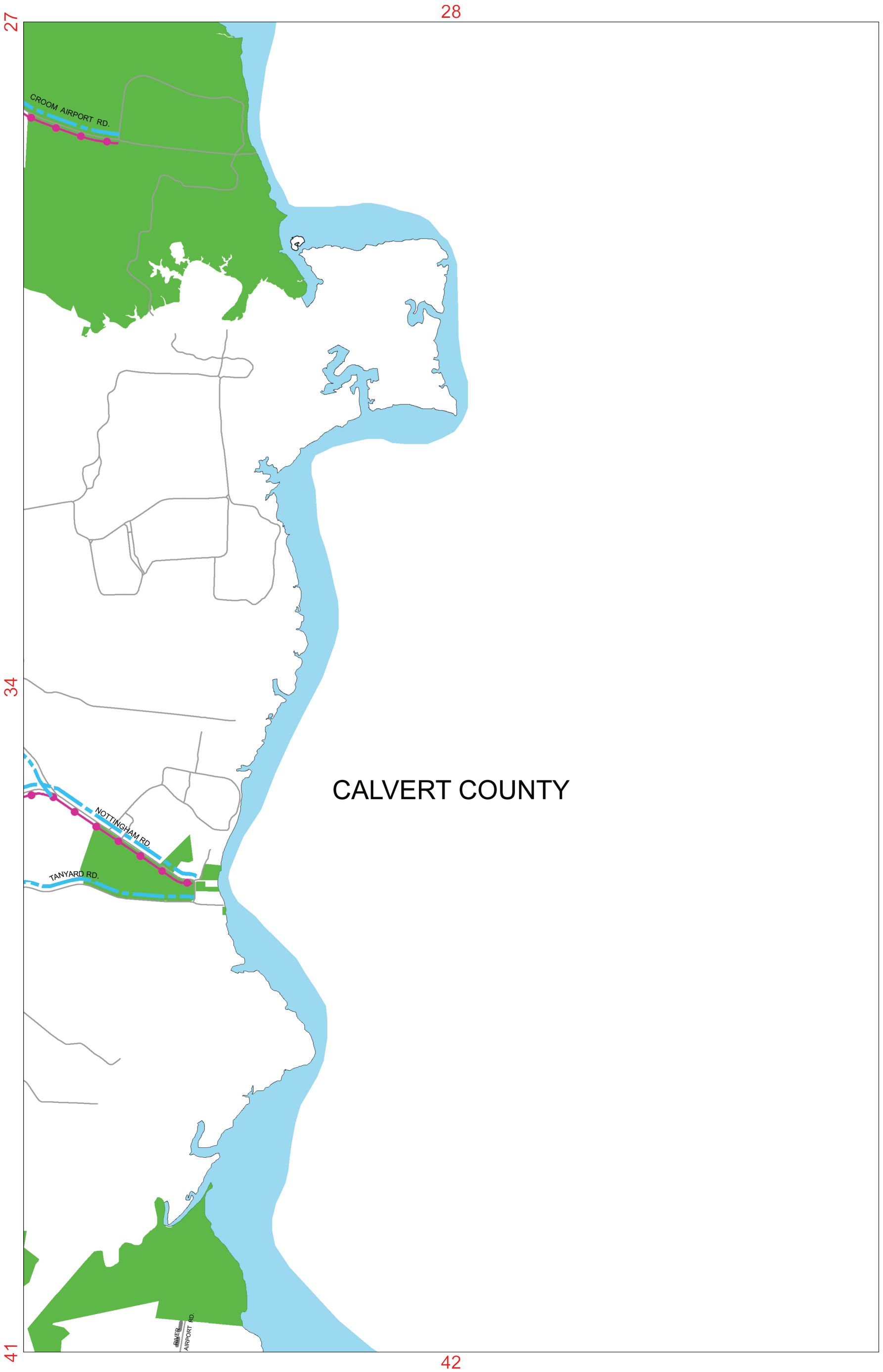
41
42
CROOM AIRPORT RD.
CROOM AIRPORT RD.
C-611
CROOM RD MD 382
DULEY STATION RD.
ST. THOMAS CHURCH RD.
ST. THOMAS CHURCH RD.
FENNO RD.
MC-602
MATAPONI RD.
CROOM RD MD 382
C-620
FENNO RD.
VAN BRADY RD.
Croom
CROOM RD MD 382
NOTTINGHAM RD.
MOLLY BERRY RD.
CANDY HILL RD.
NORTH KEYS RD.
CANDY HILL RD.
CROOM RD MD 382
TANYARD RD.
MARTIN RD.
MOLLY BERRY RD.
BROOKS CHURCH RD.
BADEN - NAYLOR RD.
CROOM RD MD 382
BADEN NAYLOR RD.

Map 34


27
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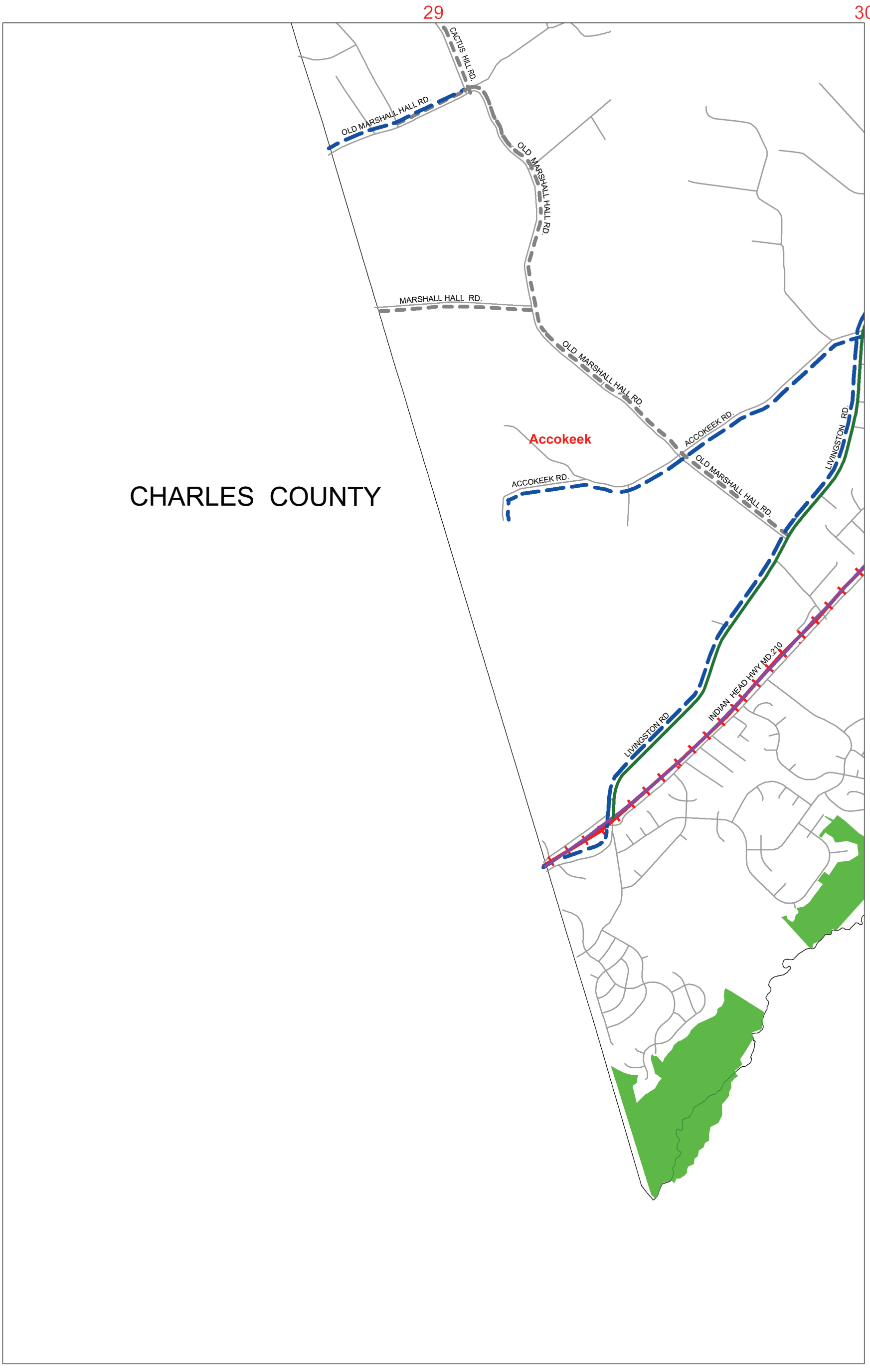
34
41
42
CROOM AIRPORT RD.
NOTTINGHAM RD.
TANYARD RD.
RIVER AIRPORT RD.
CALVERT COUNTY

Map 35


29
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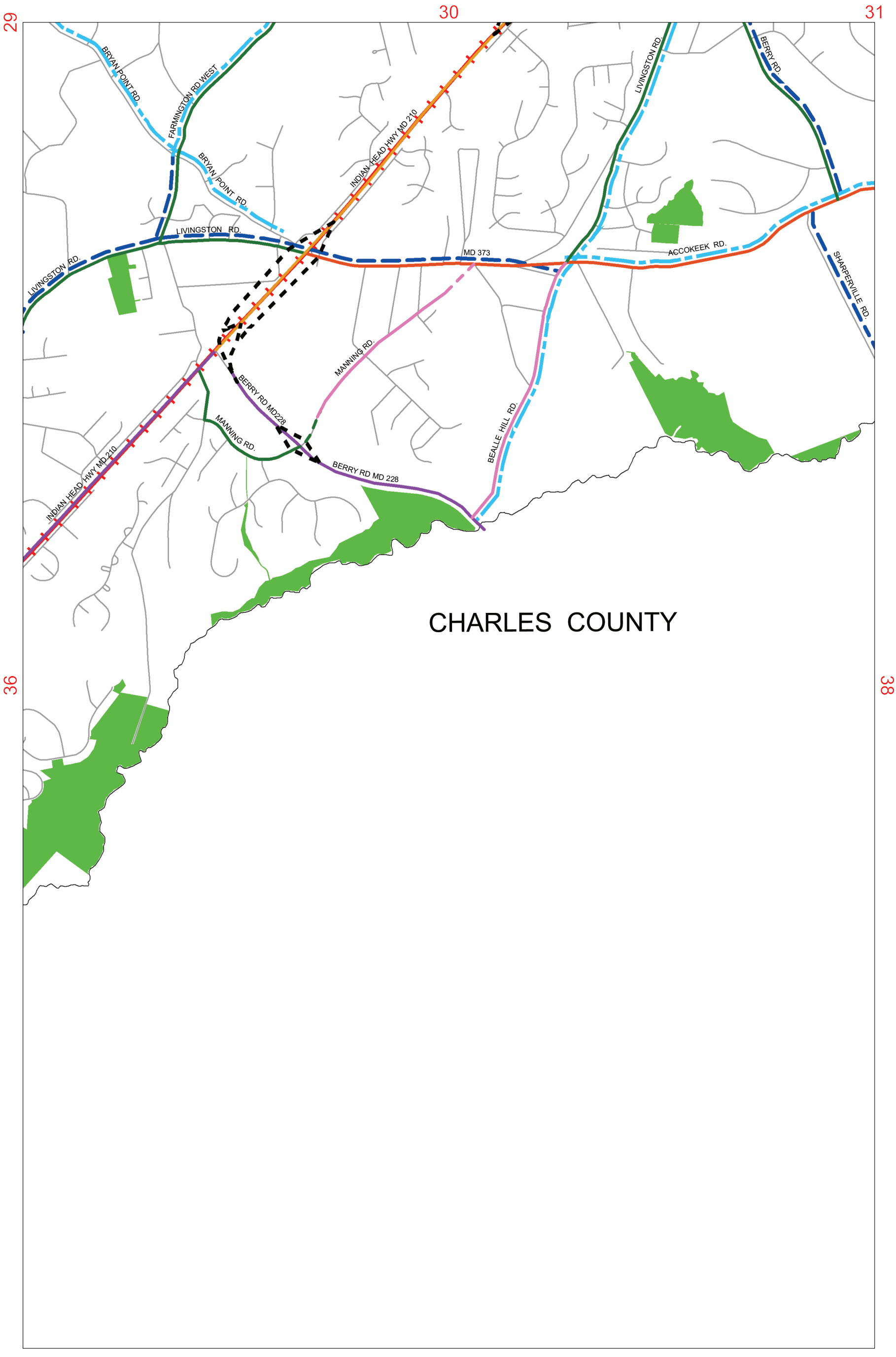
37
CACTUS HILL RD.
OLD MARSHALL HALL RD.
OLD MARSHALL HALL RD.
MARSHALL HALL RD.
OLD MARSHALL HALL RD
ACCOKEEK RD.
OLD MARSHALL HALL RD.
LIVINGSTON RD.
Accokeek
ACCOKEEK RD.
CHARLES COUNTY
LIVINGSTON RD
INDIAN HEAD HWY MD 210

Map 36


29
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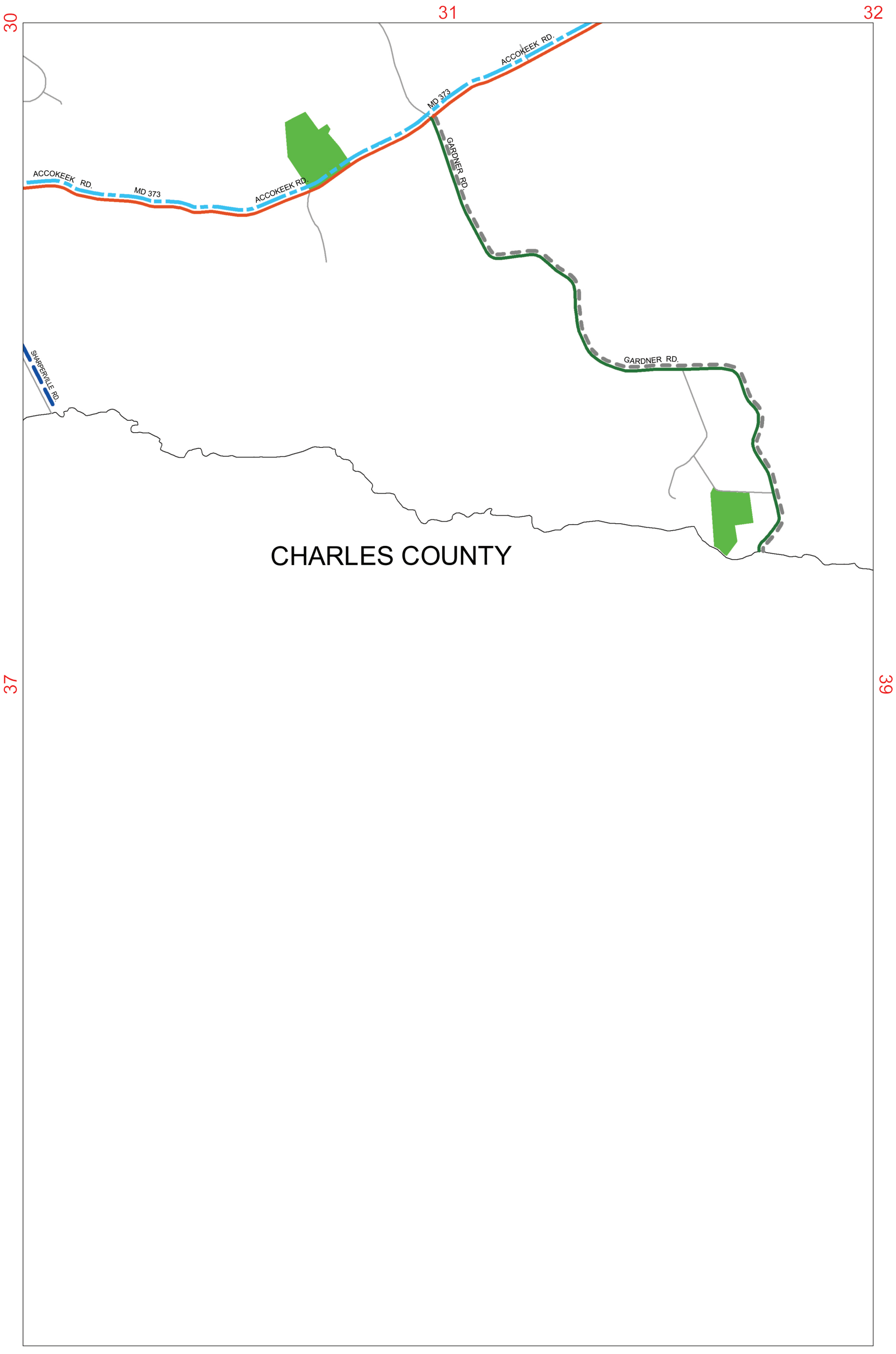
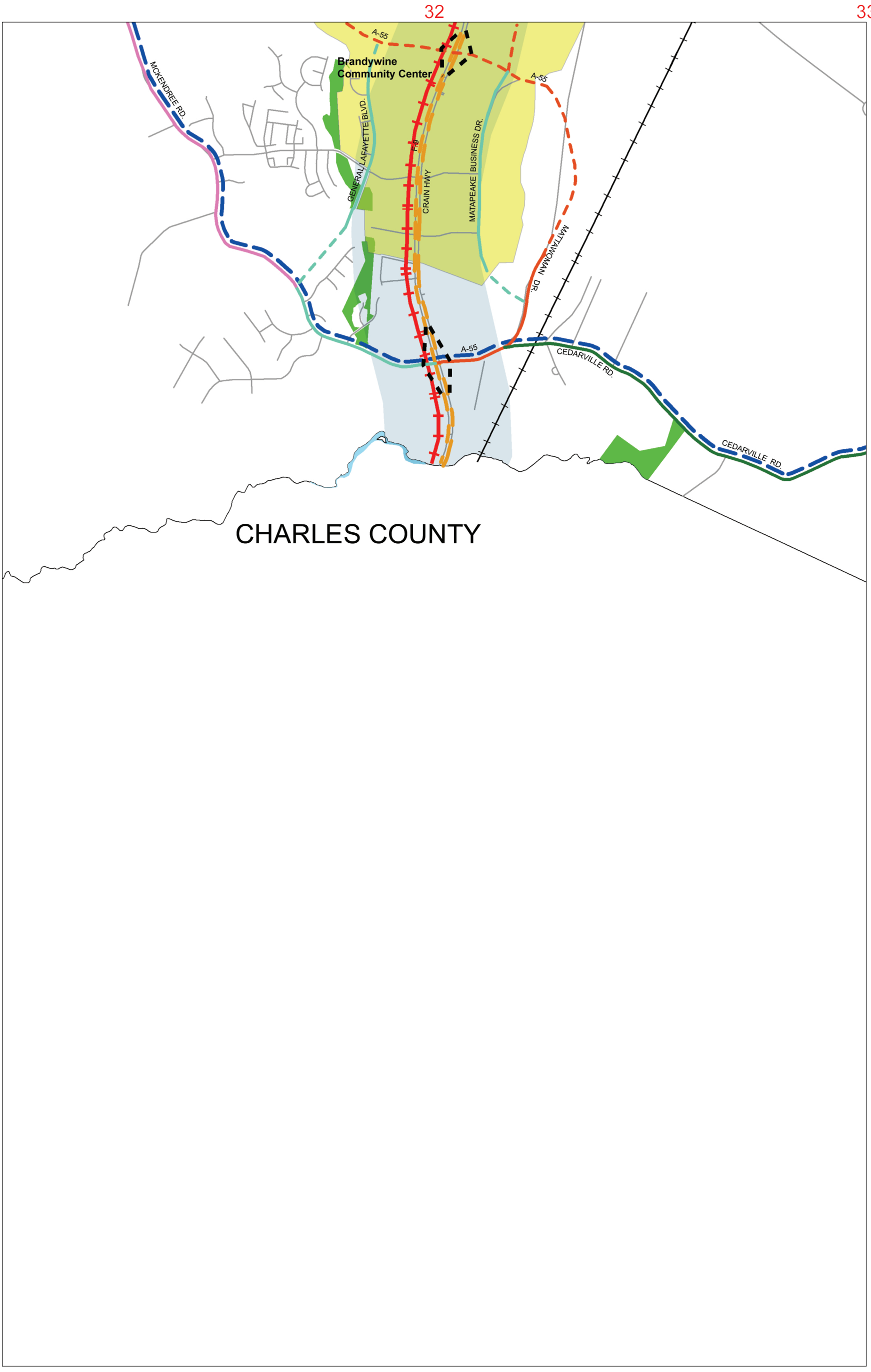
38
BRYAN POINT RD.
FARMINGTON RD WEST
BRYAN POINT RD.
INDIAN HEAD HWY MD 210
LIVINGSTON RD.
LIVINGSTON RD.
LIVINGSTON RD.
BERRY RD.
MD 373
ACCOKEEK RD.
SHARPERVILLE RD.
MANNING RD.
BERRY RD MD228
MANNING RD.
BERRY RD MD 228
BEALLE HILL RD.
INDIAN HEAD HWY MD 210
CHARLES COUNTY

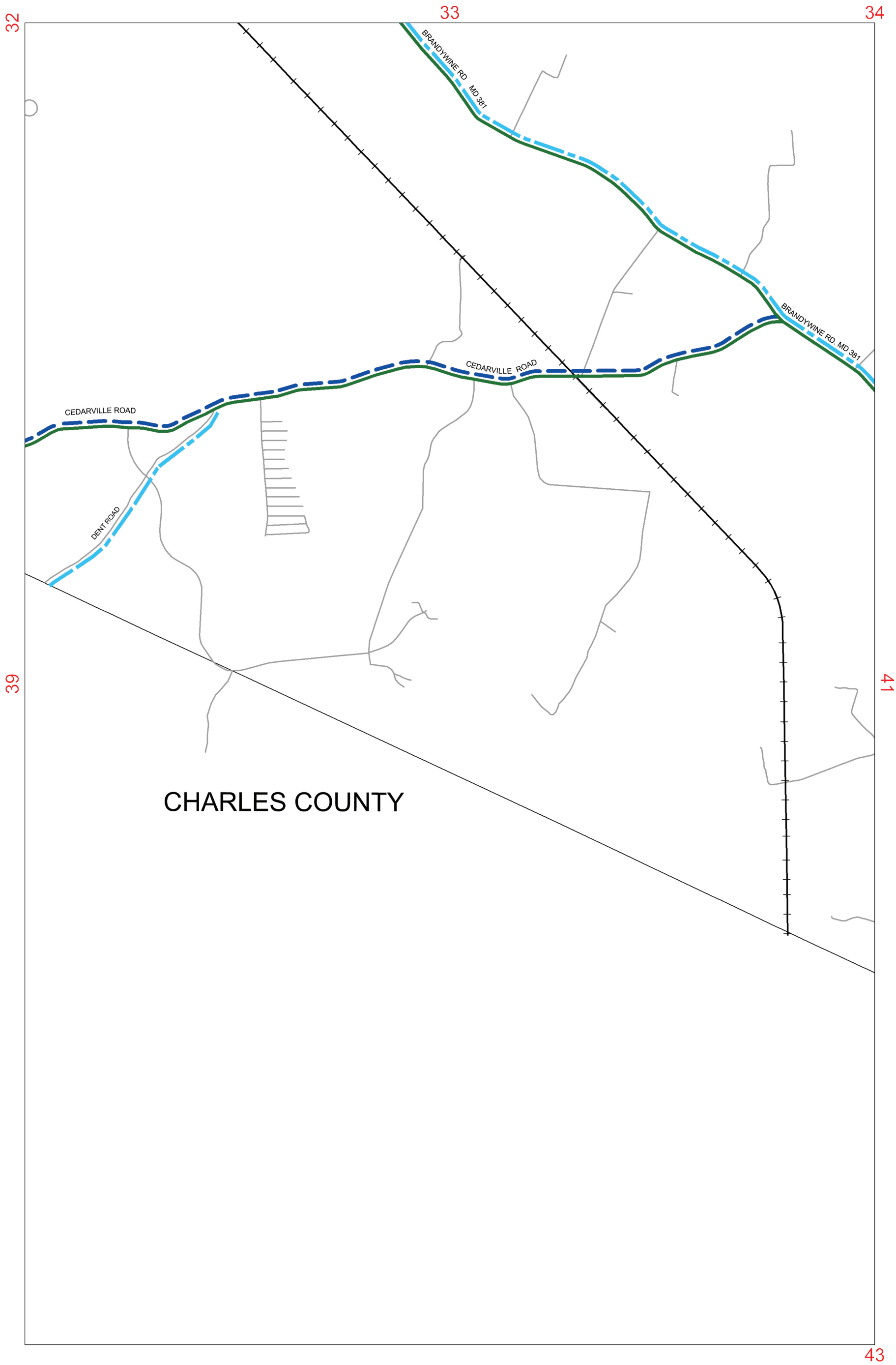
Map 37


30
31
32
ACCOKEEK RD.
MD 373
ACCOKEEK RD.
MD 373
ACCOKEEK RD.
GARDNER RD.
GARDNER RD.
SHARPERVILLE RD.
CHARLES COUNTY
37
39

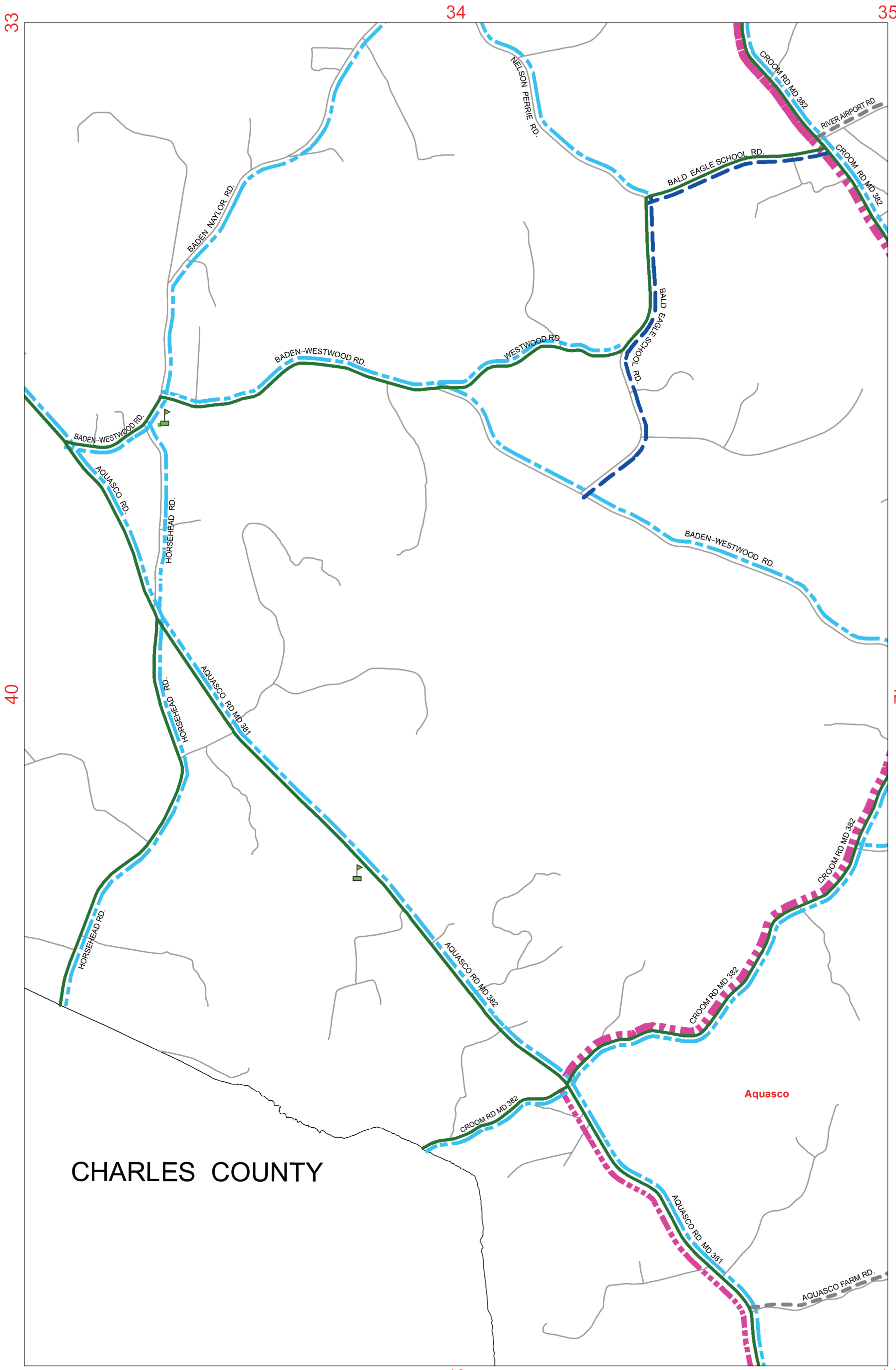
Map 38


31
32
33
38
40
Brandywine
Community Center
MCKENDREE RD.
A-55
GENERAL LAFAYETTE BLVD.
MD 9
CRAIN HWY
MATAPEAKE BUSINESS DR.
MATTAWOMAN DR.
CEDARVILLE RD.
CEDARVILLE RD.
CHARLES COUNTY

Map 39


32
33
34
39
41
43
BRANDYWINE RD MD 381
BRANDYWINE RD. MD 381
CEDARVILLE ROAD
CEDARVILLE ROAD
DENT ROAD
CHARLES COUNTY

Map 40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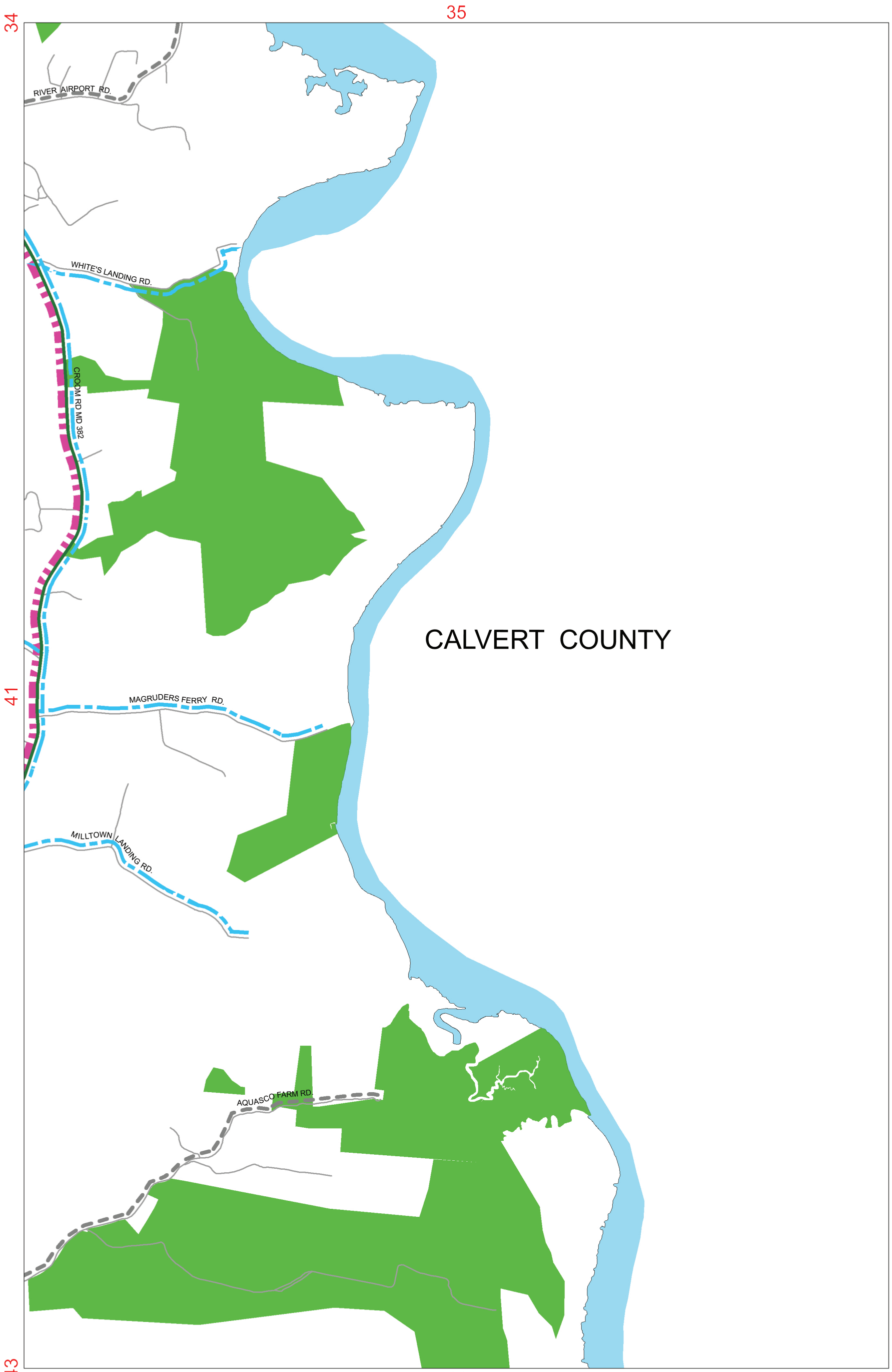
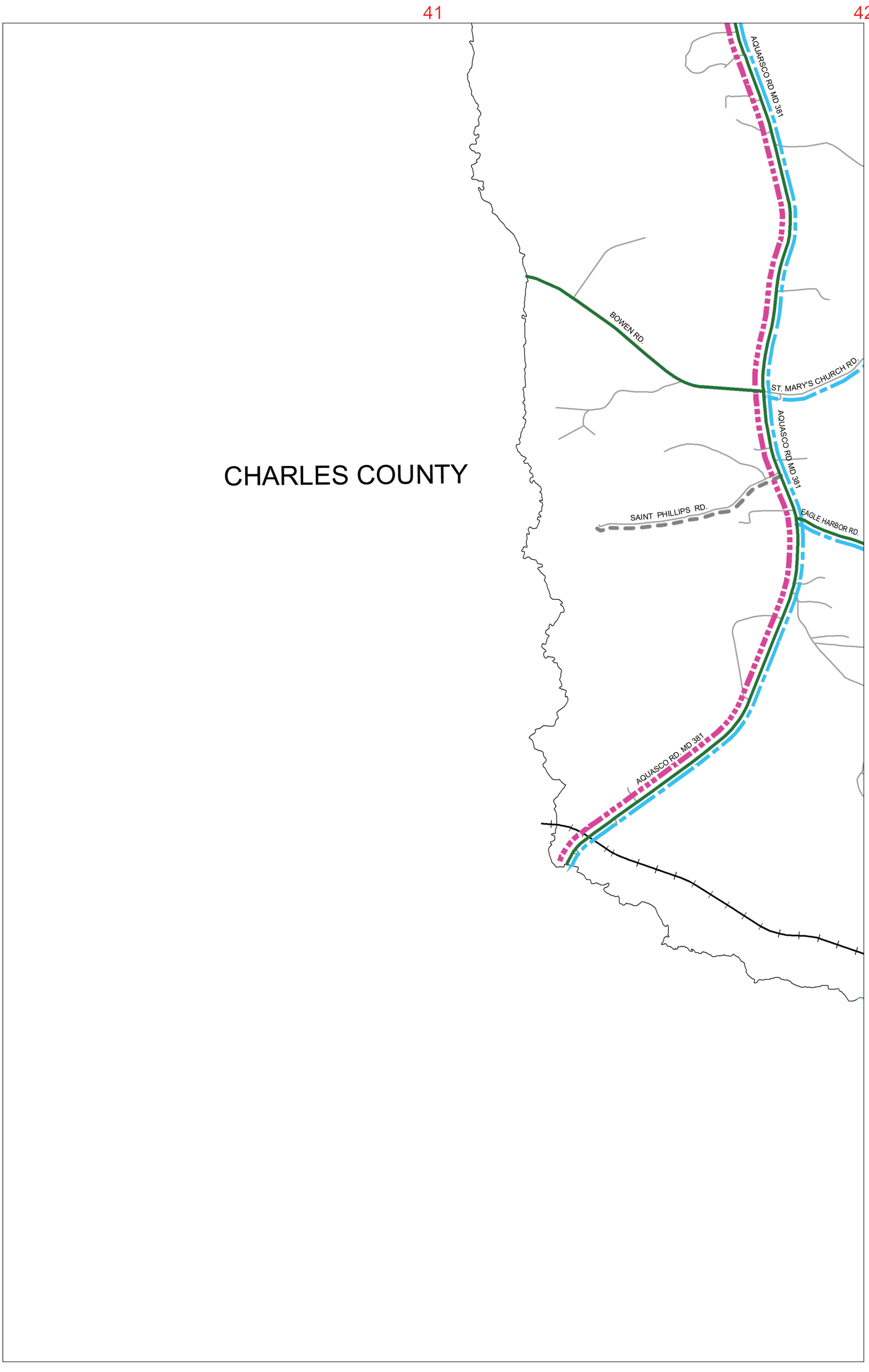
BADEN NAYLOR RD.
NELSON PERRIE RD.
CROOM RD MD 382
RIVER AIRPORT RD
BALD EAGLE SCHOOL RD.
BALD EAGLE SCHOOL RD.
BADEN–WESTWOOD RD.
WESTWOOD RD.
BADEN–WESTWOOD RD.
AQUASCO RD.
HORSEHEAD RD.
BADEN–WESTWOOD RD.
HORSEHEAD RD.
AQUASCO RD MD 381
HORSEHEAD RD.
AQUASCO RD MD 382
CROOM RD MD 382
CROOM RD MD 382
CROOM RD MD 382
Aquasco
AQUASCO RD MD 381
AQUASCO FARM RD.
CHARLES COUNTY

Map 41


34
35
RIVER AIRPORT RD.
WHITE'S LANDING RD.
CROOM RD MD 382
CALVERT COUNTY
41
MAGRUDERS FERRY RD.
MILLTOWN LANDING RD.
AQUASCO FARM RD.
43
44

Map 42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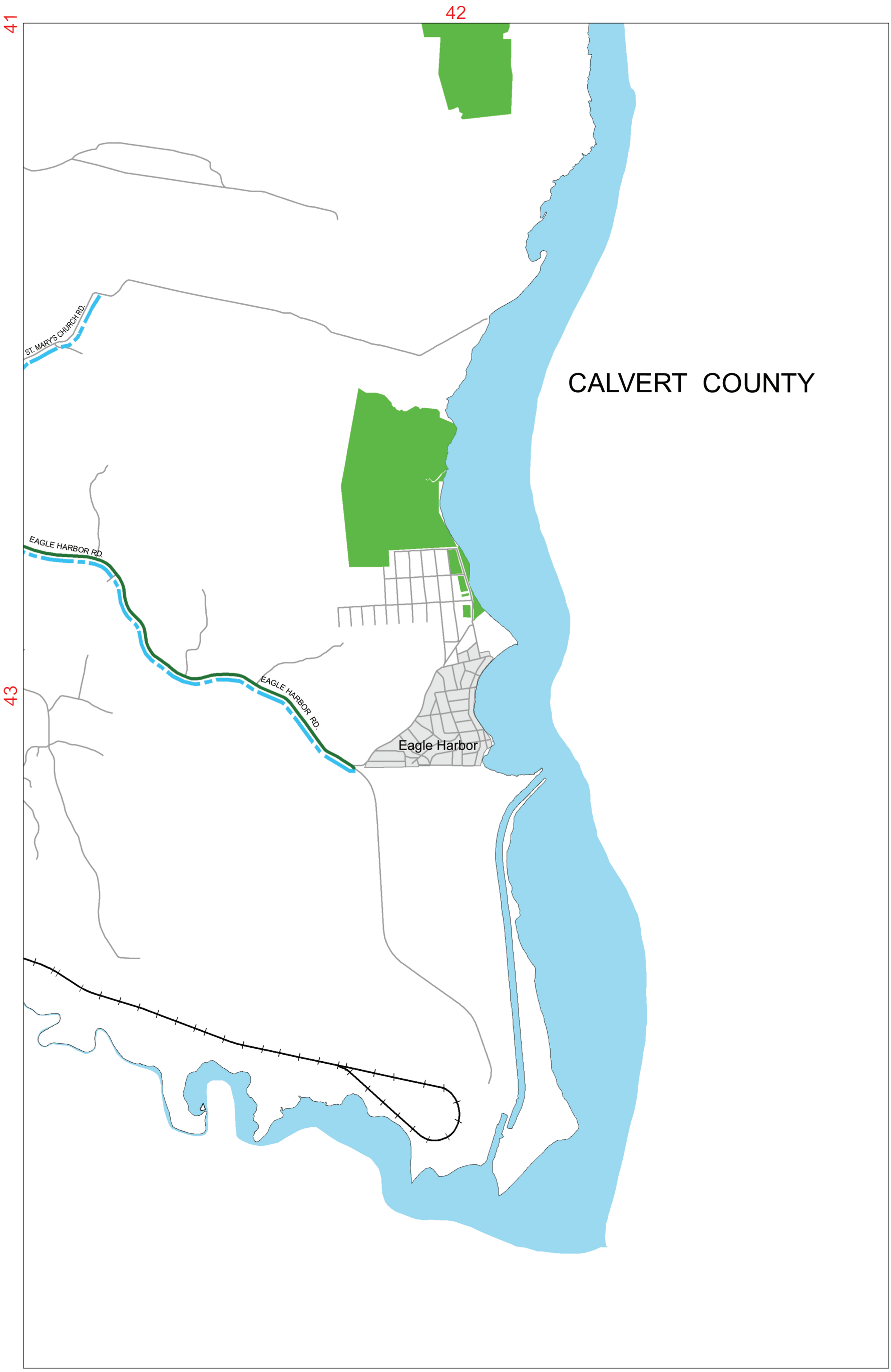
CHARLES COUNTY
AQUARSCO RD MD 381
BOWEN RD.
ST. MARY'S CHURCH RD.
AQUASCO RD MD 381
SAINT PHILLIPS RD.
EAGLE HARBOR RD.
AQUASCO RD. MD 381

Map 43


41
42
43
CALVERT COUNTY
ST. MARY'S CHURCH RD.
EAGLE HARBOR RD.
EAGLE HARBOR RD.
Eagle Harbor

Map 44

M-NCPPC No. 10-20

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of the State of Maryland, is authorized and empowered from time to time, to make and adopt, amend, extend and add to a General Plan for Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the *Countywide Master Plan of Transportation* (MPOT) for Prince George's County is the functional master plan that has been updated to address strategic transportation issues for all modes in Prince George's County, pursuant to directives issued by the District Council when the *Prince George's County Approved General Plan* was approved in October 2002; and

WHEREAS, the Prince George's County Council, sitting as the District Council, authorized re-initiation of the *Countywide Master Plan of Transportation* on October 2, 2007; and

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, in conjunction with the Prince George's County Council, pursuant to Section 27-644 of the Zoning Ordinance of Prince George's County, held a duly advertised public hearing on the *Preliminary Countywide Master Plan of Transportation* on February 3, 2009; and

WHEREAS, the Prince George's County Planning Board voted on April 23, 2009 by PGCPB 09-61, to adopt the *Preliminary Countywide Master Plan of Transportation* in response to the public hearing, and to adopt the master plan and transmit the plan, with further amendments, extensions, deletions, and additions in response to the public hearing record; and

WHEREAS, The Prince George's County Planning Board adoption of the Preliminary Countywide Master Plan of Transportation amended the 1982 Approved Countywide Master Plan of Transportation; the 2002 *Prince George's County Approved General Plan;* 1981 *Subregion VII Master Plan;* 1985 *Suitland-District Heights Master Plan;* 1989 *Langley Park-College Park-Greenbelt Master Plan;* 1989 *New Carrollton Transit District Development Plan;* 1990 *Largo-Lottsford Approved Master Plan;* 1990 *Subregion I Master Plan;* 1993 *Glenn Dale-Seabrook-Lanham and Vicinity Master Plan;* 1993 *Landover and Vicinity Approved Master Plan;* 1993 *Subregion V Approved Master Plan;* 1994 *Bladensburg, New Carrollton and Vicinity (PA 69) Approved Master Plan;* 1994 *Melwood/Westphalia Approved Master Plan;* 1994 *Planning Area 68 Approved Master Plan;* 1994 *Subregion VI Study Area Approved Master Plan;* 1997 *College Park Metro-Riverdale Transit District Development Plan;* 2000 *Brentwood Mixed-Use Town Center Zone Development Plan and Design Guidelines;* 2000 *Addison Road Metro Sector Plan;* 2000 *The Heights and Vicinity Approved Master Plan;* 2001 *Greenbelt Metro Sector Plan;* 2002 *College Park US 1 Corridor Sector Plan;* 2004 *Riverdale Park Mixed-Use Town Center Zone Development Plan and Design Guideline;* 2004 *Approved Prince George's County Gateway Arts District Sector Plan;* 2004 *Morgan Boulevard-Largo Town Center Sector Plan and Sectional Map Amendment;* 2005 *Tuxedo Road-Arbor St.-Cheverly Metro Sector Plan;* 2006 *Bowie and Vicinity Approved Master Plan;* 2006 *East Glenn Dale Area Approved Sector Plan;* 2006 *Henson Creek-South Potomac Approved Master Plan;* 2006 *West Hyattsville Transit District Development Plan;* 2007 *Bladensburg Town Center Approved Sector Plan;* 2007 *Westphalia Approved Sector Plan;* 2008 *Capitol Heights Transit District Development Plan/Transit District Overlay Zone and Zoning Map Amendment; and* 2008 *Branch Avenue Sector Plan and Endorsed Sectional Map Amendment;* and

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WHEREAS, pursuant to Section 27-645(b) of the Zoning Ordinance, the plan proposals for public facilities were referred to the County Executive and the District Council for review, and were subsequently endorsed for inclusion in the master plan proposal; and

WHEREAS, after work sessions on June 9 and 23, and July 13, 2009, a second joint public hearing was held on October 26, 2009, to receive additional public comment on the proposed amendments; and a work session was held on November 10, 2009 to consider testimony received and the staff digest of that testimony on the 31 proposed amendments, including staff recommendations for revisions of four of the 31 proposed amendments, as indicated and shown herein; and

WHEREAS, the District Council took note during the work sessions of the transportation recommendations in six master plans that have been approved since the *Countywide Master Plan of Transportation* was re-initiated; and

WHEREAS, the District Council accepted staff recommendations that all transportation recommendations in the following recently approved master plans should be incorporated as if fully expressed herein as further amendments of the *Approved Countywide Master Plan of Transportation*:

1. *Branch Avenue Corridor Sector Plan and Sectional Map Amendment*
2. *Landover Gateway Sector Plan and Sectional Map Amendment*
3. *Port Towns Sector Plan and Sectional Map Amendment*
4. *Subregion Five Master Plan and Sectional Map Amendment*
5. *Subregion Six Master Plan and Sectional Map Amendment*
6. *Takoma-Langley Crossroads Sector Plan*; and

WHEREAS, upon consideration of the testimony received through the hearing process, the County Council of Prince George's County, Maryland, sitting as the District Council for that part of the Maryland-Washington Regional District in Prince George's County, Maryland, approved by Council Resolution CR-89-2009 (enclosed herewith) the *Adopted Countywide Master Plan of Transportation*, as amended, on November 17, 2009; and

WHEREAS the County Council directed in CR-89-2009 that all transportation recommendations made in the six approved master plans cited above be incorporated as if fully expressed therein, as amendments of the Approved Countywide Master Plan of Transportation; and

WHEREAS the County Council further directed in CR-89-2009 that Prince George's County Planning Department, Maryland-National Capital Park and Planning Commission, staff ensure that future transportation recommendations in approved master plans are reconciled with any corresponding recommendations contained in the *Approved Countywide Master Plan of Transportation*, as amended;

NOW THEREFORE BE IT RESOLVED that The Maryland-National Capital Park and Planning Commission does hereby adopt said updated Prince George's County *Countywide Master Plan of Transportation*, as adopted by the Prince George's County Planning Board by Board Resolution PGCPB 09-61 of April 23, 2009, and as approved by Prince George's County Council Resolution CR-89-2009 of November 17, 2009, said plan being a functional master plan as defined by Title 27 of the Prince George's County Code, and therefore an amendment of the General Plan for the Physical Development of the Maryland-Washington Regional District; and

BE IT FURTHE RESOLVED that an attested copy of this adopted functional master plan, and all parts thereof, shall be certified as adopted by the Commission and transmitted to the District Council of Prince George's County pursuant to Article 28, Annotated Code of Maryland and Section 27-645(c) of the Prince George's County Code; and

BE IT FURTHER RESOLVED that this adoption shall be recorded by an appropriate Certificate of Adoption and Approval containing the identifying signature of the Chairman, Vice-Chairman, and Secretary-Treasurer of the Commission and shall be affixed to this resolution with a notation indicating: "This resolution is to be used in conjunction with the *Approved Prince George's County Countywide Master Plan of Transportation"*; and

BE IT FURTHER RESOLVED that copies of said amendment of the General Plan for the Physical Development of the Maryland-Washington Regional District shall be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of each Circuit Court of Prince George's and Montgomery Counties, as required by law.

* * * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution No. 10-20 adopted by The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Cavitt, seconded by Commissioner Vaughns, with Commissioners Parker, Carrier, Alfandre, Cavitt, Presley, Vaughns, and Wells-Harley voting in favor of the motion, with no Commissioner voting against, with Commissioners Clark, Dreyfuss, and Squire being absent, at its regular meeting held on Wednesday, September 8, 2010, in Riverdale, Maryland.

Patricia Colihan Barney
Executive Director

Reviewed and Attested To
For Legal Sufficiency

Andree Green Checkley/George Johnson