



May 3, 2024

MEMORANDUM

TO: Lakisha Hull, AICP, LEED AP BD+C, Planning Director

VIA: David Warner, Esq. Principal Counsel 
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FROM: Scott Rowe, AICP, CNU-A, Planner IV, Community Planning Division 
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SUBJECT: **Administrative Correction No. 2024-02: Administrative Corrections to the 2009
Approved Countywide Master Plan of Transportation and Multiple Master/Sector
Plans**

The purpose of this memorandum is to request approval to make administrative technical corrections to the 2009 *Approved Countywide Master Plan of Transportation* and multiple master, sector, and transit district development plans.

Section 27-3305(a)(3) of the Zoning Ordinance authorizes the Planning Director to “make administrative corrections to the Official Zoning Map and comprehensive plans.” While preparing the staff draft of the new countywide master plan of transportation, the project team discovered numerous errors in the identification of roads and streets within various master, sector, and transit district development plans.

Background

The 2009 *Approved Countywide Master Plan of Transportation* (2009 MPOT) assigns an “MPOT ID” to each master planned roadway in Prince George’s County, both existing and unbuilt. This ID is found in Table 4 of the 2009 MPOT (pp. 50-58) and each roadway in the County’s Geographic Information System, Master Plan Right of Way layer, is assigned the corresponding MPOT ID. Since its approval in 2009, more than 78.8 percent of the area of Prince George’s County subject to the MPOT was amended by policies, strategies, and facility recommendations approved in 21 area master, sector, and transit district development plans.

In early 2023, while reviewing Preliminary Plan of Subdivision 4-22044 for Library Apartments, staff discovered an error in the Master Plan Bike and Pedestrian Facility layer in the County's Geographic Information System (GIS). Further analysis of the GIS layers associated with master-planned transportation facilities for the ongoing update to the MPOT uncovered that the Geographic Information System layers associated with the MPOT (Master Plan Right of Way and Master Plan Bike and Pedestrian Facilities) had not been updated consistently since November 2009 to incorporate amendments to the 2009 MPOT approved by the County Council in their approval of subsequent master, sector, and transit district development plans. While evaluating these inconsistencies, staff found further errors and inconsistencies in the 2009 MPOT and master, sector, and transit district development plans approved since 2009. Staff also discovered that the recommendations of several master and sector plans were not incorporated into the final publication of the 2009 MPOT despite explicit direction by the County Council in CR-89-2009.

Issues:

1. The list of "plans approved since 1982" on page 6 of the 2009 MPOT lists sectional map amendments and mixed-use town center development plans, neither of which are master or sector plans whose recommendations were approved in amendment to the 1982 *Approved Master Plan of Transportation*.
2. Several plans approved since November 17, 2009 were approved with duplicate MPOT ID, or roads were mis-coded altogether (a collector road assigned a primary road MPOT ID, for example), or otherwise assigned an erroneous MPOT ID.
3. In addition, CR-89-2009 states:

"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 5 Master Plan and Sectional Map Amendment*
- 5. Subregion 6 Master Plan and Sectional Map Amendment*
- 6. Takoma-Langley Crossroads Sector Plan*

and

BE IT FURTHER RESOLVED that all transportation recommendations made in the approved master plans cited above are incorporated as if fully expressed herein, as amendments of the Approved Countywide Master Plan of Transportation.

BE IT FURTHER RESOLVED that Planning Department staff is hereby directed to 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 herein.

Staff identified several recommendations in these six plans that were not carried forward into the final publication of the 2009 *Approved Countywide Master Plan of Transportation* and/or where subsequent superseding master/sector plans and are not reflected in the County's GIS system.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Old Silver Hill Road	Entire length		N/A	<i>2009 Approved Countywide Master Plan of Transportation</i>	The 2008 <i>Approved Branch Avenue Corridor Sector Plan</i> identified Old Silver Hill Road as C-728; this was not carried forward into the 2009 MPOT, in conflict with the Council’s direction in CR-89-2009, and then subsequently into the superseding 2014 <i>Approved Southern Green Line Station Area Sector Plan</i> . As a result, Woods Way (originally identified as “Branch Avenue Metro Connector Road”) was erroneously assigned MPOT ID C-728 in the 2009 MPOT.
				<i>2014 Approved Southern Green Line Station Area Sector Plan</i>	
48 th Street	Entire length		I-205	<i>2009 Approved Port Towns Sector Plan</i>	The 2009 <i>Approved Port Towns Sector Plan</i> does not specifically identify I-205 but recommends 48 th Street as a Primary road (p. 65). This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009.
				<i>2009 Approved Countywide Master Plan of Transportation</i>	
Edmonston Road	MD 450 (Annapolis Road)	MD 201 (Kenilworth Avenue)	P-205	<i>2009 Approved Port Towns Sector Plan</i>	The 2009 <i>Approved Port Towns Sector Plan</i> does not specifically identify P-205 but recommends Edmonston Road as a Collector road with on-street parking, bike lanes, and continuous sidewalks on both sides(p. 70). This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009.
				<i>2009 Approved Countywide Master Plan of Transportation</i>	

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Spring Street	Edmonston Road	48 th Street	N/A	2009 <i>Approved Port Towns Sector Plan</i>	The 2009 <i>Approved Port Towns Sector Plan</i> recommends “Investigate construction of Spring Street and Bostwick Place as new two-lane primary streets with on-street parking. Spring Street is proposed to connect Edmonston Road to 48th Street and Bostwick Place will extend from Annapolis Road to Quincy Place.” (p. 70). This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009.
Bostwick Place	MD 450 (Annapolis Road)	Quincy Place		2009 <i>Approved Countywide Master Plan of Transportation</i>	
Taylor Street	51 st Street	MD 201 (Kenilworth Avenue)	N/A	2009 <i>Approved Port Towns Sector Plan</i>	The 2009 <i>Approved Port Towns Sector Plan</i> recommends “Extend Taylor Street west as a primary residential street with on-street parking to Kenilworth Avenue.” (p. 70). This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009.
				2009 <i>Approved Countywide Master Plan of Transportation</i>	
Crittenden Street	50 th Avenue	Edmonston Road	N/A	2009 <i>Approved Port Towns Sector Plan</i>	The 2009 <i>Approved Port Towns Sector Plan</i> recommends “Extend the Crittenden Street as a primary street with on-street parking to intersect with Edmonston Road.” (p. 70). This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009.
				2009 <i>Approved Countywide Master Plan of Transportation</i>	

Facility	From	To	Code Error	Affected Plan(s)	Reasons
53 rd Avenue	Decatur Street	Emerson Street	N/A	2009 <i>Approved Port Towns Sector Plan</i> 2009 <i>Approved Countywide Master Plan of Transportation</i>	The 2009 <i>Approved Port Towns Sector Plan</i> recommends “Extend 53rd Avenue as a new primary street with on-street parking from Decatur Street to Emerson Street to create a new street connection parallel to Kenilworth Avenue.” (p. 70). This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009.
Merrimac Drive	MD 193 (University Boulevard)	MD 650 (New Hampshire Avenue)	N/A	2009 <i>Approved Takoma-Langley Crossroads Sector Plan</i>	The 2009 <i>Approved Takoma-Langley Crossroads Sector Plan</i> recommends to “reconstruct this roadway as a minor urban boulevard with improved street lighting, landscaped median, delineated crosswalks, continuous sidewalks, and bike lanes.” (p. 88). Table 7, Approved Roadway Classifications, identifies this corridor as MC-201, a 90-100-foot, 4-lane major collector. This amendment to the 2009 MPOT was not acknowledged in the final 2009 MPOT publication nor in GIS, in conflict with the Council’s direction in CR-89-2009. As a result, a section of Hanover Parkway was erroneously assigned MPOT ID MC-201 in the 2013 <i>Greenbelt Metro Area and MD 193 Corridor Sector Plan</i> .
14 th Avenue				2009 <i>Approved Countywide Master Plan of Transportation</i>	
Kanawha Street				2013 <i>Greenbelt Metro Area and MD 193 Corridor Sector Plan</i>	
Contee Road	Montgomery County Line	Anne Arundel County Line	N/A	2010 <i>Approved Subregion 1 Master Plan</i>	Table 2 of the 2010 <i>Approved Subregion 1 Master Plan</i> identifies the limits of A-6 as the Montgomery County Line to the Anne Arundel County Line. However, the plan text, plan maps, and GIS all erroneously show the limits of A-6 as between US 1 (Baltimore Avenue) and MD 206 (Konterra Drive).

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Cherrywood Lane	MD 201 (Kenilworth Avenue Extended)	MD 193 (Greenbelt Road)	C-207	2013 <i>Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan</i>	Typographical error. Cherrywood Lane is C-208, as assigned in the 2009 <i>Approved Countywide Master Plan of Transportation</i>
Hanover Parkway	MD 193 (Greenbelt Road)	Hanover Drive	MC-201	2013 <i>Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan</i>	Typographical error, since Merrimac Drive/14th Avenue/Kanawha Street are identified as MC-201 in the 2009 <i>Approved Takoma-Langley Crossroads Sector Plan</i> .
Floral Park Road	Piscataway Road	Brandywine Road	C-522	2013 <i>Approved Subregion 5 Master Plan</i>	The 2013 <i>Approved Subregion 5 Master Plan</i> reclassifies Floral Park Road as a 60-foot-wide, 4-lane primary road identified as P-512. This replaces the former designation as C-522. There are several references to C-522 in the final Subregion 5 Master Plan document that need to be deleted or modified for clarity.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Cedarville Road (C-617)	A-55	MD 381 (Brandywine Road)	N/A	2013 <i>Approved Subregion 5 Master Plan</i> 2013 <i>Approved Subregion 6 Master Plan</i>	Table VI-5: Recommended Road Improvements at Buildout, Beyond 2030 in the Subregion 5 Master Plan and Table 10. Proposed Road Facilities in the Subregion 6 Master Plan both identify the western terminus of C-617, Cedarville Road, as A-63 within Subregion 5. This is in error. Map VI-3: Roadway Insets: Clinton and Brandywine in the Subregion 5 Master Plan clearly depict A-63 as terminating at A-55, consistent with all related tables in the Subregion 5 Master Plan, and show C-617, Cedarville Road) terminating at A-55 (which was subsequently platted and constructed as Mattawoman Drive). This is consistent with the 2009 MPOT, GIS, and maps in all three master plans.
Brandywine Employment Spine Road (Mattawoman Drive)	A-55	F-9 at C-522	N/A	2013 <i>Approved Subregion 5 Master Plan</i>	The northern terminus of A-63 is identified as “F-9 at C-522” in the 2013 Subregion 5 Master Plan, Table VI-5: Recommended Road Improvements at Buildout, Beyond 2030. Due to the removal of C-522 as an active MPOT ID in the master plan, the terminus needs to be adjusted for accuracy.
Old Branch Avenue/ Brandywine Road	Floral Park Road to MD 5 (at Brandywine interchange)	MD 5 (at Kirby Road)	N/A	2013 <i>Approved Subregion 5 Master Plan</i>	The description of the limits of MPOT ID C-613 in Table VI-5: Recommended Road Improvements at Buildout, Beyond 2030 implies three different termini for the road segment. For clarity, the “middle” terminus can be deleted.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
F-9 (Branch Avenue)/A-65/C-613 Interchange	N/A	N/A	N/A	2013 <i>Approved Subregion 5 Master Plan</i>	Table VI-4 and Table VI-5 both identify the master planned freeway F-9 as having an interchange with “A-65/C-613”. This is a typographical error, as C-517 is the facility opposite to A-65 at this interchange. C-613's western terminus is actually located at F-9 using the A-55 interchange (referred to as “Brandywine Interchange” sporadically in the plan) for access.
West Brandywine Spine Road/MD 5 interchange	N/A	N/A	N/A	2013 <i>Approved Subregion 5 Master Plan</i>	There are a few instances in Table VI-4 and Table VI-5 where the F-9 interchange with A-55/MC-502 is erroneously referred to as an interchange with A-55/C-502. C-502 is not an active MPOT ID.
Temple Hill Road	MD 223	Subregion 7	C-500	2013 <i>Approved Subregion 5 Master Plan</i>	Several instances within the Subregion 5 Master Plan refer to this road as “Temple Hills Road”. This is a typographical error; the road should be correctly referred to as “Temple Hill Road”. The Subregion 5 Master Plan carried forward the 2009 MPOT designation of Temple Hill Road as a Major Collector, MC-500, in Table VI-5. However, Map VI-2 erroneously identifies Temple Hill Road as a collector facility with MPOT ID C-500, not a major collector facility with MPOT ID MC-500.
Old Alexandria Ferry Road	MD 223	MD 5	C-501	2013 <i>Approved Subregion 5 Master Plan</i>	Map VI-2 and Map VI-3 erroneously identify Old Alexandria Ferry Road as a collector facility with MPOT ID C-501, not a major collector facility with MPOT ID MC-501.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Riverdale Road	NE Branch	56 th Avenue Extended (P-213)	P-214	2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>	The 2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i> assigns two segments of Riverdale Road (existing and new) P-211 and P-214, respectively. P-214 is also assigned to a street within the 2018 <i>Approved Greater Cheverly Sector Plan</i> . Therefore, the entire corridor (both existing Riverdale Road and its extension) should be one code (P-211).
56 th Avenue	Carters Lane	MD 410 (East West Highway)	P-212	2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>	The 2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i> erroneously truncated 56 th Avenue at Kennedy Street instead of Carters Lane. The plan assigns one MPOT ID (P-212) for its existing segment and one ID (P-213) for its new segment. This is unnecessary and confusing. P-212 is also assigned to a street within the 2018 <i>Approved Greater Cheverly Sector Plan</i> . Therefore, the entire corridor (both existing 56 th Avenue and its extension) should be one code (P-213).
Nicholson Street	MD 201 (Kenilworth Avenue)	Browning's Grove Park	P-215	2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>	P-215 is assigned to a street within the 2018 <i>Approved Greater Cheverly Sector Plan</i> .
67 th Avenue	MD 410 (Riverdale Road)	Patterson Street	N/A	2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>	Typographical error. Table 9 erroneously refers to 67 th Avenue as 67 th Place.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Commerce Drive	Prince George's Boulevard	Prince George's Boulevard	I-314	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Typographical error. Willowdale Road is I-314, as assigned in the 2010 <i>Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan</i> .
Bowie Heritage Trail; Pheasant Ridge	Pheasant Ridge Court/ Fletchertown Road	High Bridge Road	S-305	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	As part of identifying segments of the Bowie Heritage Trail in the 2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i> , the limits of an on-road segment (S-305) and an off-road facility (T-307) were erroneously swapped in Appendix D, Map 28, Map D-1, Map D-2, and Map D-3, and the recommended bicycle and pedestrian facilities were erroneously swapped in Map D-4, Map D-6, Map D-8, Map D-9. Additionally, the limits of the on-road facility implied constructing the Bowie Heritage Trail through a platted subdivision along Pheasant Ridge Court, rather than using an existing driveway/roadway in the same neighborhood.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Robert Crain Highway	Leeland Road	Mount Oak Road	N/A	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Strategies TM 26.1, TM 26.2, TM 26.3, TM 27.5, and Table G-5 correctly identify the recommendation for new road A-61, Robert Crain Highway, as “a four-lane arterial road (A-61) west of, and parallel to F-10 from Mount Oak Road south toward Upper Marlboro to replace Robert Crain Highway and to provide access to properties that currently access or front the west side or median of US 301 (Robert Crain Highway)” that contains “bicycle lanes with a landscaping buffer and eight-foot sidewalks on both sides...” (p. 316). Strategy TM 26.2 notes that “Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.” (p. 136). A-61 is recommended to parallel F-10 throughout the master plan area south of Mount Oak Road and should have been depicted on maps as continuing south to and through the southern master plan boundary at Leeland Road. Appendix D and Maps 28, D-1, D-2, and D-3 erroneously show the southern terminus of A-61 as MD 214 (Central Avenue).

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Unnamed Planned Shared Roadway	MD 193 (Enterprise Road)	Church Road	N/A	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Map D-4 on p. 258, Map D-11 on p. 265, and Map D-12 on p. 266 depict a purple Shared Lane facility connecting the intersection of MD 193 (Enterprise Road) and MD 214 (Central Avenue) to Church Road, generally following the Northeast Branch of the Western Branch of the Patuxent River. No road exists or is planned in this area. This line was erroneously shown as a planned shared roadway line.
Maple Avenue bicycle and pedestrian recommendation	Old Laurel Bowie Road	MD 564 (Lanham Severn Road)	N/A	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Map D-4 on p. 258 and Map D-6 on p. 260 depict a green Planned Park Trail and Shared Use Path facility on Maple Avenue between Old Laurel Bowie Road and MD 564 (Lanham Severn Road). No rights-of-way exist to accommodate an off-road facility in this neighborhood; this is a mapping error.
Loganville Street bicycle and pedestrian recommendation	Church Road	Old Church Road	T-303	2022 <i>Approved Bowie-Mitchellville and Vicinity Master Plan</i>	Map D-4 on p. 258 and Map D-9 on p. 263 depict a green Planned Park Trail and Shared Use Path facility (T-303) connecting the proposed extension of Church Road via Loganville Street to Old Church Road. This facility was included in error; T-303 is a planned Shared Use Path along the new extension of Church Road between Loganville Road and Old Church Road (where it turns east 90 degrees).
D'Arcy Road	Capital Beltway	Ritchie-Forestville Road	C-430	2010 <i>Subregion 4 Master Plan</i>	Typographical error in Table 8-11: Recommended Highway Improvements at Buildout (p.237). The entire span of D'Arcy Road (including this segment) is identified as C-627 in 2009 <i>Approved Countywide Master Plan of Transportation</i> .

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Benning Road	Washington D.C. Line	Marlboro Pike	N/A	2010 <i>Subregion 4 Master Plan</i>	The 2010 <i>Subregion 4 Master Plan</i> identifies Benning Road from Marlboro Pike to the Washington D.C. Line as a collector facility with new code C-340 in Table 8-9 (p. 229) and Table 8-10 (p. 232). Table 8-11 (p. 237) erroneously assigns the code C-430 to the segment of D'Arcy Road between Ritchie Road and I-95/I-495 (Capital Beltway), and completely omits Benning Road. Additionally Map 8-5 Existing and Proposed Roadways (p. 235), omits Benning Road from a collector facility designation.
Old Marlboro Pike	Brown Station Road	MD 223	N/A	2013 <i>Approved Subregion 6 Master Plan</i>	Table 10. Proposed Road Facilities of the 2013 <i>Approved Subregion 6 Master Plan</i> identifies the limits of C-604 as MD 223 (Woodyard Road) to Brown Station Road. The GIS file matches this. However, the plan maps (Map 13 and 14) show the limits of C-604 extending along Old Marlboro Pike until Main Street/Old Crain Highway. The plan maps need to be corrected to fit the limits in Table 10.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Water Street (MD 717)	MD 4	MD 725	N/A	2013 <i>Approved Subregion 6 Master Plan</i>	Table 10. Proposed Road Facilities of the 2013 <i>Approved Subregion 6 Master Plan</i> identifies the limits of P-600 as MD 4 to MD 725. However, the plan maps (Map 13 and 14) show an unlabeled section along Governor Oden Bowie Drive that could also be interpreted as part of P-600, despite that section being defined as part of P-601. Similarly, the GIS file only shows the limits of P-600 as from MD 4 to Judges Drive. The plan maps need to be corrected to accurately reflect the limits in Table 10.
Main Street/Old Marlboro Pike (MD 725)	A-61	P-602	N/A	2013 <i>Approved Subregion 6 Master Plan</i>	Table 10. Proposed Road Facilities of the 2013 <i>Approved Subregion 6 Master Plan</i> identifies the limits of P-608 as A-61 (Crain Highway) to P-602 (Largo Road). However, the plan maps (Map 13 and 14) appear to show the limits extending west along Main Street to Old Marlboro Pike. From there the continuing road (Old Crain Highway) to C-603 is shown as a collector facility but is unlabeled. Additionally, the GIS file shows P-608 as the limits of Table 10, but the segment of Main Street from Largo Road to Water Street is shown as P-601, and the remaining segment of Main Street and Old Crain Highway as without an MPOT designation. The plan maps need to be corrected to fit the limits in Table 10.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Ring Road/Governor Oden Bowie Drive	Water Street	MD 725	N/A	2013 <i>Approved Subregion 6 Master Plan</i>	Table 10. Proposed Road Facilities of the 2013 <i>Approved Subregion 6 Master Plan</i> identifies the limits of P-601 as Water Street to MD 725. That road limit is valid for two non-continuous road segments: Governor Oden Bowie Drive and Ring Road (along mostly existing Judges Drive). The plan maps (Map 13 and 14) only label the Judges Drive segment as P-601, and the Governor Oden Bowie segment unlabeled. Additionally, the GIS file shows P-601 for both segments, a segment of Water Street from Judges Drive to MD 725, and a segment of MD 725 from Water Street to Largo Road. The plan maps need to be adjusted to fit the limits in Table 10.

Facility	From	To	Code Error	Affected Plan(s)	Reasons
Chrysler Way Extended	E-6	MD 725	N/A	2013 <i>Approved Subregion 6 Master Plan</i>	The 1993 <i>Approved Master Plan for the Subregion VI Study Area</i> originally identifies P-609 as spanning from Chrysler Drive to MD 725. Table 10. Proposed Road Facilities of the 2013 <i>Approved Subregion 6 Master Plan</i> identifies the limits of P-609 as E-6 (MD 202 Relocated) to MD 725, and also identifies roads and intersections from the 1993 <i>Approved Master Plan for the Subregion VI Study Area</i> that are no longer recommended in the new master plan, including Chrysler Way “south of MD 725”. This interpretation implies the entire segment is no longer recommended. Since the 2013 <i>Approved Subregion 6 Master Plan</i> Maps 13 and 14 and GIS file identify Chrysler Way only north of E-6 as part of P-609, it was determined that the segment no longer recommended should be south of E-6, not MD 725, and that the direction in Table 10 was a typographical error needing correction.

4. In addition to the errors identified above, Strategy TM 10.1 on page 111 of the 2017 *Approved East Riverdale-Beacon Heights Sector Plan* states the following:

“To implement the vision and goals of this sector plan, construct the transportation facilities identified in Table 8 as recommended in the 2009 *Approved Master Plan of Transportation*:

Table 8. Existing and Recommended Master Plan Roadways (Carried Forward from 2009 *Approved Countywide Master Plan of Transportation*”

Table 8 then goes on to list several recommendations that differ from, and therefore amend, the 2009 MPOT.

Within Table 9, the sector plan erroneously identifies the right-of-way for MD 410 (Veterans Parkway) as 120 feet. Veterans Parkway in this sector plan area carries the Purple Line and has an existing right-of-way of 360-410 feet. The 120-foot right-of-way was carried forward from the 2009 MPOT and did not reflect the presence of the Purple Line.

5. On May 6, 2014, the District Council adopted CR-26-2014, approving Plan Prince George’s 2035, the County’s General Plan. CR-26-2014 states:

BE IT FURTHER RESOLVED that the F-10 project shall not include any right of way or other preservation of approximately 10.71 acres of property known as Parcel “C” of the “Penn – 301 Industrial Center,” recorded among the land records of Prince George’s County in Plat Book 71, at Plat Book Page No. 23, and generally bounded by Crain Highway (US 301) on the west, Pennsylvania Avenue on the south, Chevy Drive along the north and east.

This amendment was not incorporated into the County’s Geographic Information System at that time and was not incorporated into the 2013 *Approved Subregion 6 Master Plan* as an amendment. This error was discovered during staff’s review of CR-72-2023, a minor amendment to the 2009 MPOT.

Corrections

2009 *Approved Countywide Master Plan of Transportation*

1. Revise the text of “Updating the *Countywide Master Plan of Transportation*” on pages 5-6 as follows:

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)
Minor Amendment to the 1990 Largo-Lottsford Master Plan, the 1993 Landover and Vicinity Master Plan, and the 1982 Master Plan of Transportation (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 Plan 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)]

In its approval of this Countywide Master Plan of Transportation (CR-89-2009), the District Council stated:

“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”:

Branch Avenue Corridor Sector Plan
Landover Gateway Sector Plan
Port Towns Sector Plan
Subregion 5 Master Plan
Subregion 6 Master Plan
Takoma-Langley Crossroads Sector Plan

In the event of any inconsistencies between the text, tables, or maps of this master plan and these six master/sector plans, the recommendations in the master/sector plans apply.

2. Revise Table 4: Street, Road, and Highway Facility Recommendations, as follows:

Road ID	Facility Name	Route ID	Project Limits	Right of Way (feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
MAJOR COLLECTORS						
MC-201	Merrimac Drive		New Hampshire Avenue to University Boulevard	90-100	4	Takoma-Langley Crossroads-2009
	14 th Avenue					
	Kanawha Street					
COLLECTORS						
C-216	Edmonston Road		Annapolis Road to Kenilworth Avenue	60-80	2	Port Towns-2009
[C-522	Floral Park Road		Piscataway Road to Brandywine Road	80	2 to 4	Subregion 5 – 2009]
C-729	Old Silver Hill Road		MD 5 (Branch Avenue) to MD 458 (Silver Hill Road)	80	4	Branch Avenue Corridor-2008
PRIMARY ROADS						
[P-205	Edmonston Road		Annapolis Road to Kenilworth Avenue	60	2	Bladensburg-1994]
P-205	48 th Street		Kenilworth Avenue (south of MD 450) to Kenilworth Avenue (north of MD 450)	70	2	Port Towns-2009
P-220	Bostwick Place		Annapolis Road to Quincy Place	60	2	Port Towns-2009
P-221	Taylor Street		51 st Street to Kenilworth Avenue	60	2	Port Towns-2009
P-222	Crittenden Street		50 th Avenue to Edmonston Road	60	2	Port Towns-2009
P-223	53 rd Avenue		Decatur Street to Emerson Street	60	2	Port Towns-2009
P-224	Spring Street		Edmonston Road to 48 th Street	60	2	Port Towns-2009
P-512	Floral Park Road		Piscataway Road to Brandywine Road	80	2 to 4	MPOT - 2009

Road ID	Facility Name	Route ID	Project Limits	Right of Way (feet)	Lanes	Most Recent Master Plan Citation(s) and Year of Approval
INDUSTRIAL ROADS						
[I-205	48 th Street		Kenilworth Avenue to Kenilworth Avenue	70	2	Bladensburg-1994]

3. Add a note on page 73 of the 2009 MPOT as follows:

The maps contained in this Master Plan of Transportation have been revised by administrative correction, minor plan amendment, and the approval of area master, sector, and transit district development plans subsequent to November 17, 2009.

2010 Approved Subregion 1 Master Plan

1. Revise Table 2: Existing and Proposed Road Facilities, as follows:

Identification	Name	Status	Limits (W to E and or N to S)	Proposed Right-of-Way	Proposed No. of Lanes
A-6	Contee Road	New Road	[Montgomery County Line to Van Dusen Road	120 feet	4
			Van Dusen Road to Anne Arundel County Line] <u>MD 206 (Konterra Drive) to US 1 (Baltimore Avenue)</u>		4-6

2010 Approved Subregion 4 Master Plan

1. Revise Table 8-6: Level of Service for Major Roads-Existing Conditions to include “C-430” as the Road ID for the “Benning Road” row entry
2. Revise Table 8-11: Recommended Highway Improvements at Buildout
 - a. To add an additional row after the Karen Boulevard entry to include new entry: Road ID is “C-430”, Facility Name is “Benning Road”, Route ID is blank, Project Limits is “D.C. line to Marlboro Pike”, Right of way (feet) is “80”, Lanes is “2 to 4”
 - b. To identify the Road ID for D’Arcy Road as “C-627”
3. Revise Map 8-5: Existing and Proposed Roadways to add a green line along Benning Road indicating its Collector facility designation

2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan

1. Revise Table 32: Existing and Proposed Road Facilities, to identify Cherrywood Lane as C-208 and the major collector portion of Hanover Parkway as MC-202.
2. Revise references on page 141:
 - a. Hanover Parkway: MC-202
 - b. Cherrywood Lane: C-208.

2013 Approved Subregion 5 Master Plan

1. Revise Table VI-4: Recommended Road Improvements by 2030
 - a. To depict the second F-9 interchange entry under the “Interchange” subsection as “MD 5 at A-65/C-517 Interchange”
 - b. To depict the third F-9 interchange entry under the “Interchange” subsection as “MD 5 at A-63 Interchange”
 - c. To depict the final F-9 interchange entry under the “Interchange” subsection as “MD 5 at A-55/MC-502 Interchange”
2. Revise Table VI-5: Recommended Road Improvements at Buildout, Beyond 2030
 - a. To depict the limits of MPOT ID A-63 (Brandywine Employment Spine Road) as “A-55 to F-9”
 - b. To depict the limits of MPOT ID C-513 (Old Branch Avenue/Brandywine Road) as “MD 5 (at Brandywine Interchange) to MD 5 (at Kirby Road)”
 - c. To depict the limits of MPOT ID C-617 (Cedarville Road) as “A-55 to Subregion 6”
 - d. Under the “New and upgraded interchanges” subsection of the table,
 - i. To depict the second F-9 interchange entry as “(MD 5) at A-65/C-617 Interchange”
 - ii. To depict the third F-9 interchange entry as “(MD 5) at A-63 Interchange”
 - iii. To depict the final F-9 interchange entry as “(US 301/MD 5) at A-55/MC-502 Interchange”
3. Revise Map VI-2: Roadways
 - a. To depict Temple Hill Road as a Major Collector facility (blue line) with label “MC-500”
To depict Old Alexandria Ferry Road as a Major Collector facility (blue line) with label “MC-501”
 - b. To label Surratts Road east of MD 5 (the green line opposite of C-514) as “C-609”
 - c. To label Woodyard Road east of MD 5 (the red line opposite of A-54) as “A-53”
4. Revise Map VI-2: Roadways and Map VI-3: Roadway Insets: Clinton and Brandywine
 - a. To depict Old Alexandria Ferry Road as a Major Collector facility (blue line) with label “MC-501”
 - b. To label Woodyard Road (the red line opposite of A-54 east of MD 5) as “A-53”
5. In Chapter VI: Transportation, under the Subsection titled: Changes from the 1993 Subregion V Master Plan Roadway Recommendations, revise the seventh bullet point, to substitute the reference of “C-522” with “C-513”

6. Revise all instances of “Temple Hills Road” in the document to its proper spelling, “Temple Hill Road”, including, but not limited to, the following locations:
 - a. Chapter I: Executive Summary – Clinton and Tippet subsection
 - b. Chapter II: Background – Demographic and Economic Profiles subsection of C. Existing Conditions section
 - c. Chapter IV: Land Use and Development Pattern – Clinton/Tippet subsection of A. Future Land Use Categories section
 - d. Chapter VI: Transportation
 - i. A. Roads section
 1. Transportation Issues subsection
 2. Existing Traffic and Approved Development subsection
 3. Evaluation of Transportation Systems with Projected Growth subsection
 4. Table VI-1: Roadway Improvements, 1992-2008, under the Under Construction heading
 5. Table VI-2: Developer-Funded Projects in Subregion 5 (as of 2008)
 6. Table VI-3: Inadequate Road Segments and Intersections in Subregion 5 (as of 2008), under the Unsignalized Intersections heading
 7. Table VI-5: Recommended Road Improvements at Buildout, Beyond 2030, under entries for MC-500, C-512, and C-515
 8. Strategies subsection – sixth bullet
 - ii. B. Transit section - Existing Transit Service subsection
 - iii. C. Sidewalks, Bikeways, and Trails section
 1. Table VI-6: Recommended Major On-Road Pedestrian and Bicycle Improvements under the “Kirby Road” and “Temple Hill[s] Road” entries
 2. Strategies subsection – in two locations
 - e. Chapter VII: Public Facilities, A. Public Schools section – Table VII-1: Projected School Enrollment and Capacity by Level, under the “Clinton Grove E.S.” entry
 - f. Chapter XI: Appendices – Appendix 8: Public Facility Cost Estimates
 - i. Table 2: Transit and Road Facilities, in three entries
 - ii. Table 4: On Road Trails, Bicycle, and Pedestrian Facilities, in five entries
7. Revise the ninth row in Table 4: On Road Trails, Bicycle, and Pedestrian Facilities under Appendix 8: Public Facility Cost Estimates as “Brandywine Road between MD 223 and US 301” instead of “MD 301”

2013 Approved Subregion 6 Master Plan

1. Revise Table 10: Proposed Road Facilities, as follows:

<u>ID</u>	<u>Road Name</u>	<u>Limits</u>	<u>Status, 2008</u>	<u>Proposed Right-of-Way</u>	<u>Proposed Lanes</u>
No change to F-6 through C-616 (retain existing table)					
<u>C-617</u>	<u>Cedarville Road</u>	MD 381 to [A-63] <u>A-55</u> (Subregion 5)	<u>Recommended</u>	<u>80'</u>	<u>2-4</u>
No change to C-618 through P-607 (retain existing table)					
<u>P-608</u>	<u>[Main Street/ Marlboro Pike (MD 725)]</u>	[A-61 to P-602] <u>P-602 to A-61</u>	<u>Recommended</u>	<u>70'</u>	<u>2-4</u>
No Change to P-609 or New Interchanges section (retain existing table)					
<u>Roads and Intersections Included in 1993 Subregion VI Master Plan, but No Longer Recommended</u>					
<u>P-609</u>	<u>Chrysler Way Extended</u>	<u>South of [MD 725] E-6</u>	<u>No longer recommended</u>		

2. Revise Table 11: Designated and Proposed Scenic and Historic Roadways in Subregion 6 to depict the limits of:
 - a. The Primary road entry of “Cedarville Road/McKendree Road” as “A-55 to Accokeek Road” instead of “A-63 to Accokeek Road”
 - b. The Collector road entry of “Cedarville Road/McKendree Road” as “Brandywine Road to A-55” instead of “Brandywine Road to A-63”
3. Revise Map 13: Approved Road Network and Map 14: US 301 Corridor Road Improvements
 - a. To depict the line for C-604 (Old Marlboro Pike) as ending at C-602 (Brown Station Road) instead of Main Street
 - b. To depict the line for P-608 (Marlboro Pike) as ending at P-602 (Largo Road) instead of Old Marlboro Pike/Old Crain Highway
 - c. To remove the collector road line along Old Crain Highway from C-603 to Main Street
 - d. To add the label “P-601” along Governor Oden Bowie Road from Water Street to MD 725

2017 *Approved East Riverdale-Beacon Heights Sector Plan*

1. Revise pages 111-116 as follows:

[TM 10.1: To implement the vision and goals of this sector plan, construct the transportation facilities identified in Table 8 as recommended in the 2009 *Approved Master Plan of Transportation*:

Table 8. Existing and Recommended Master Plan Roadways
(Carried Forward from 2009 *Approved Countywide Master Plan of Transportation*)

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
A-14	MD 201 (Kenilworth Ave)	MD 410 (East West Highway)	Carter's Lane	90	Arterial	4 to 5	Sidewalks Painted Bicycle Lanes
A-15	MD 410 (East West Highway)	NE Branch	MD 201 (Kenilworth Avenue)	100–120	Arterial	4	Sidewalks Painted Bicycle Lanes
A-15	MD 410 (Riverdale Road)	MD 410 (East West Highway)	64 th Avenue	100–120	Arterial	4	Sidewalks Painted Bicycle Lanes
C-202	Campus Drive	NE Branch	MD 201	80–100	Collector	4	Sidewalks Painted Bicycle Lanes
C-341	Good Luck Road	MD 201 (Kenilworth Avenue)	Baltimore-Washington Parkway	80	Collector	4	Sidewalks Painted Bicycle Lanes Shared Use Sidepath
F-2	Baltimore-Washington Parkway	Entire length in sector		Varies	Freeway	4–6	None
P-206	Carter's Lane	MD 201 (Kenilworth Avenue)	Greenvale Parkway	60	Primary	2	Sidewalks Painted Bicycle Lanes On-Street Parking

TM 10.2] TM 10.1 To implement the vision and goals of this sector plan, construct the transportation facilities identified in Table [9]8 and Map 31. These recommendations amend the 2009 *Approved Countywide Master Plan of Transportation*. Bold indicates a recommended improvement to an existing facility; regular font indicates an existing condition.

[Table 9. Recommended Improvements to Transportation Facilities

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
A-14	MD 201 (Kenilworth Ave)	Good Luck Road	River Road	90	Arterial	4 to 6	Sidewalks on Both Sides Two-Way Cycle Track (West)
A-14	MD 201 (Kenilworth Ave)	River Road	MD 410 (East West Highway)	150	Arterial	4	Sidewalks on Both Sides Painted Bicycle Lanes Purple Line (Median)
A-15	MD 410 (East West Highway)	MD 201 (Kenilworth Avenue)	58 th Avenue	100-to 120	Arterial	4-5	Sidewalks Painted Bicycle Lanes
A-15	MD 410 (Riverdale Road)	64 th Avenue	Veterans Parkway	100-to 120	Arterial	6	Sidewalks on Both Sides (Expanded on South) Two-Way Cycle Track (North)
A-15	MD 410 (Veterans Parkway)	Riverdale Road	sector plan boundary	120	Arterial	4	Shared-Use Sidepath
C-221	Riverdale Road	MD 410 (Veterans Pkwy)	Auburn Avenue	120	Collector	4	Sidewalks on Both Sides (Expanded) Two-Way Cycle Track (North)

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
P-211	Riverdale Road	NE Branch	MD 201 (Kenilworth Avenue)	66	Primary	2	Sidewalk (North) Shared-Use Sidepath (South)
P-212	56 th Avenue	Kennedy Street	Nicholson Street	66	Primary	2	Sidewalks on Both Sides (Expanded) Painted Bicycle Lanes On-Street Parking Lanes
P-213	56 th Avenue	Nicholson Street	MD 410 (East West Highway)	66	Primary	2	Sidewalks Painted Bicycle Lanes On-Street Parking
P-214	Riverdale Road Relocation	MD 201 (Kenilworth Avenue)	56 th Avenue Extended	66	Primary	2	Sidewalks Painted Bicycle Lanes On-Street Parking Lanes
P-215	Nicholson Street	MD 201 (Kenilworth Avenue)	Browning's Grove Park	66	Primary	2	Sidewalks on Both Sides (Expanded) Painted Bicycle Lanes On-Street Parking Lanes
P-201	Auburn Avenue	Riverdale Road	Brier's Mill Run Trail	75	Collector	2	Sidewalks on Both Sides (Expanded) Two-Way Cycle Track (West)
n/a	57 th Avenue	Riverdale Road	Riverdale Park-Kenilworth Purple Line Station	20	Special	0	Special Pedestrian Street

]

Table 8. Existing and Recommended Master Plan Roadways

<u>Route ID</u>	<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Min. ROW</u>	<u>Roadway Type</u>	<u>Motor Vehicle Lanes</u>	<u>Multi-Modal Element On-Street Parking</u>
<u>F-2</u>	<u>Baltimore-Washington Parkway</u>	<u>Sector Plan Area</u>		<u>Varies</u>	<u>Freeway</u>	<u>4-6</u>	<u>None</u>
<u>A-14</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>Carter's Lane</u>	<u>MD 410 (East West Highway)</u>	<u>90</u>	<u>Arterial</u>	<u>4 to 5</u>	<u>Sidewalks</u> <u>Painted Bicycle Lanes</u>
		<u>MD 410 (East West Highway)</u>	<u>River Road</u>	<u>150</u>	<u>Arterial</u>	<u>4</u>	<u>Sidewalks on Both Sides</u> <u>Painted Bicycle Lanes</u> <u>Purple Line (Median)</u>
		<u>River Road</u>	<u>Good Luck Road</u>	<u>90</u>	<u>Arterial</u>	<u>4 to 6</u>	<u>Sidewalks on Both Sides</u> <u>Two-Way Cycle Track (West)</u>
<u>A-15</u>	<u>MD 410 (East West Highway)</u>	<u>NE Branch</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>100-120</u>	<u>Arterial</u>	<u>4</u>	<u>Sidewalks</u> <u>Painted Bicycle Lanes</u>
		<u>MD 201 (Kenilworth Avenue)</u>	<u>Riverdale Road/58th Avenue</u>			<u>4 to 5</u>	
	<u>MD 410 (Riverdale Road)</u>	<u>MD 410 (East West Highway)</u>	<u>64th Avenue</u>			<u>6</u>	<u>Sidewalks on Both Sides (Expanded on South)</u> <u>Two-Way Cycle Track (North)</u>
		<u>64th Avenue</u>	<u>MD 410 (Veterans Parkway)</u>				
	<u>MD 410 (Veterans Parkway)</u>	<u>MD 410 (Riverdale Road)</u>	<u>Sector Plan Boundary</u>			<u>4</u>	<u>Shared-Use Sidepath</u> <u>Purple Line</u>

<u>Route ID</u>	<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Min. ROW</u>	<u>Roadway Type</u>	<u>Motor Vehicle Lanes</u>	<u>Multi-Modal Element On-Street Parking</u>
<u>C-202</u>	<u>Campus Drive</u>	<u>NE Branch</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>80-100</u>	<u>Collector</u>	<u>4</u>	<u>Sidewalks</u> <u>Painted Bicycle Lanes</u>
<u>C-221</u>	<u>Riverdale Road</u>	<u>MD 410 (Veterans Parkway)</u>	<u>Auburn Avenue</u>	<u>120</u>	<u>Collector</u>	<u>4</u>	<u>Sidewalks on Both Sides (Expanded)</u> <u>Two-Way Cycle Track (North)</u>
<u>C-341</u>	<u>Good Luck Road</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>Baltimore-Washington Parkway</u>	<u>80</u>	<u>Collector</u>	<u>4</u>	<u>Sidewalks</u> <u>Painted Bicycle Lanes</u> <u>Shared Use Sidepath</u>
<u>P-201</u>	<u>Auburn Avenue</u>	<u>Riverdale Road</u>	<u>Brier's Mill Run Trail</u>	<u>75</u>	<u>Collector</u>	<u>2</u>	<u>Sidewalks on Both Sides (Expanded)</u> <u>Two-Way Cycle Track (West)</u>
<u>P-206</u>	<u>Carters Lane</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>Greenvale Parkway</u>	<u>60</u>	<u>Primary</u>	<u>2</u>	<u>Sidewalks</u> <u>Painted Bicycle Lanes</u> <u>On-Street Parking</u>
<u>P-211</u>	<u>Riverdale Road</u>	<u>NE Branch</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>66</u>	<u>Primary</u>	<u>2</u>	<u>Sidewalk (North)</u> <u>Shared-Use Sidepath (South)</u>
	<u>Riverdale Road Extended</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>56th Avenue Extended</u>				<u>Sidewalks</u> <u>Painted Bicycle Lanes</u> <u>On-Street Parking Lanes</u>

<u>Route ID</u>	<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Min. ROW</u>	<u>Roadway Type</u>	<u>Motor Vehicle Lanes</u>	<u>Multi-Modal Element On-Street Parking</u>
P-213	<u>56th Avenue</u>	<u>Carters Lane</u>	<u>Nicholson Street</u>	66	Primary	<u>2</u>	<u>Sidewalks on Both Sides (Expanded)</u> <u>Painted Bicycle Lanes</u> <u>On-Street Parking</u>
	<u>56th Avenue Extended</u>	<u>Nicholson Street</u>	<u>MD 410 (East West Highway)</u>				
P-225	<u>Nicholson Street</u>	<u>MD 201 (Kenilworth Avenue)</u>	<u>Browning's Grove Park</u>	66	Primary	<u>2</u>	<u>Sidewalks on Both Sides (Expanded)</u> <u>Painted Bicycle Lanes</u> <u>On-Street Parking Lanes</u>
No change to 57 th Avenue or S-201 through S-207 (retain existing table)							
S-208	67 th [Place] <u>Avenue</u>	MD 410 (Riverdale Road)	Patterson Street	50	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
No change to S-209 through S-217 (retain existing table)							

TM 10.2 Reserved

Table 9: Reserved

- Revise Map 30. Master Plan of Transportation New and Deleted Streets: change the second legend item to “P-213-56th Avenue Extension; P-211 Riverdale Road Relocation (Strategy TM5.4: Both MPOT Primary Streets)”

2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*

1. Revise:

- a. Map 28. Master Plan Transportation and Trail Recommendations
- b. Appendix D. Recommended Master Plan Transportation Facilities
- c. Map D-1. Master Plan of Transportation Recommendations-1
- d. Map D-2. Master Plan of Transportation Recommendations-2
- e. Map D-3. Master Plan of Transportation Recommendations-3
- f. Table G-5. Transportation Facilities (Specific)
 - i. To depict Commerce Drive as I-317.
 - ii. To depict the southern terminus of A-61, and its associated bicycle/pedestrian facilities, as Leeland Road

2. Revise:

- a. Map D-4. Bicycle and Pedestrian Facilities
- b. Map D-11. Bicycle and Pedestrian Facilities—06
- c. Map D-12. Bicycle and Pedestrian Facilities—07

To depict the bicycle and pedestrian facility connecting the intersection of MD 193 (Enterprise Road) and MD 214 (Central Avenue) with Church Road as a Shared Use Path, Planned (dashed green line).

3. Revise:

- a. Map D-4. Bicycle and Pedestrian Facilities
- b. Map D-6. Bicycle and Pedestrian Facilities—01

To depict the bicycle and pedestrian facility along Maple Avenue connecting Old Laurel Bowie Road to MD 564 (Lanham Severn Road) as a Shared Lane, Planned (dashed purple line)

4. Revise

- a. Map D-4. Bicycle and Pedestrian Facilities
- b. Map D-9. Bicycle and Pedestrian Facilities—04

To delete the Park Trail and Shared Use Path, Planned facility along, and east of the terminus of, Loganville Street and terminate T-303 at the intersection of Church Road and Loganville Street.

5. Revise Appendix D. Recommended Master Plan Transportation Facilities
 - a. To depict the facility name of MPOT ID S-305 as “Bowie Heritage Trail / Old Fletchertown Road”, and its limits as “Old Fletchertown Road driveway” to “High Bridge Road”
 - b. To depict the facility name of the third entry of MPOT ID T-307 as “Bowie Heritage Trail”, and its limits as “Chestnut Avenue” to “Old Fletchertown Road”
6. Revise:
 - a. Map 28. Master Plan Transportation and Trail Recommendations
 - b. Map D-1. Master Plan of Transportation Recommendations-1
 - c. Map D-2. Master Plan of Transportation Recommendations-2
 - d. Map D-3. Master Plan of Transportation Recommendations-3
 - e. Map D-4. Bicycle and Pedestrian Facilities
 - f. Map D-6. Bicycle and Pedestrian Facilities—01
 - g. Map D-8. Bicycle and Pedestrian Facilities—03
 - h. Map D-9. Bicycle and Pedestrian Facilities—04

To switch the labels, associated MPOT facility IDs, and associated bicycle/pedestrian facilities of S-305 and T-307.

Upon approval of this Administrative Correction, the online versions of the 2009 MPOT and affected master/sector plans will be updated to reflect these corrections. Until these versions are updated, a copy of this Administrative Correction will be posted online with the affected plans:

2009 Approved Countywide Master Plan of Transportation
2009 Approved Port Towns Sector Plan
2009 Approved Takoma/Langley Crossroads Sector Plan
2010 Approved Subregion 1 Master Plan
2010 Approved Subregion 4 Master Plan
2013 Approved Subregion 5 Master Plan
2013 Approved Subregion 6 Master Plan
2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan
2017 Approved East Riverdale-Beacon Heights Sector Plan
2022 Approved Bowie-Mitchellville and Vicinity Master Plan

READ AND AGREED


Lakisha Hull (May 3, 2024 12:54 EDT)

Lakisha Hull, AICP, LEED AP BD+C, Planning Director

05/03/2024

Date

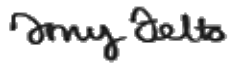
cc: Division Chiefs
Supervisors
Community Planning Division Staff
Transportation Planning Section Staff
Subdivision Section Staff
Planning Information/Permit Review Section Staff
Planning Information Services Staff
Daniel Hartmann, Administrative Manager, Publications, Graphics, and Web Section,
Management Services Division

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